



Naval Air Station Jacksonville

Adaptation Package #3: Adaptation for Mobility Corridor Timuquana Road

This package includes one strategic project that provides a path forward for resilience on this mission-critical corridor. It encompasses mobility improvement recommendations that can be led by state, regional, and local authorities and agencies.



This study was prepared under contract with the Northeast Florida Regional Council with financial support from the Office of Local Defense Community Cooperation, Department of Defense.

The content herein reflects the views of the Northeast Florida Regional Council and does not necessarily reflect the views of the Office of Local Defense Community Cooperation or the Department of Defense.

How to Read this Document

Project Summary Packages provide details on recommendations, background, and context to facilitate and accelerate implementation. The summaries are presented by mission-critical priority assets in the study area. The recommendations may include physical projects, new partnerships, and modernized policies identified over the course of the project. Presented in three sections, **Background and Context, Recommendations, and Implementation Tools**, each summary package can be used to brief decision makers and to complete funding requests and/or grant applications.

The first section, **Background and Context**, situates the reader to the Military Installation Readiness Review (MIRR) project, the study area location, and the military installations. It includes the following subsections:

- **Mission of the Installation of the Package**, which reminds the reader of the installations' purpose and importance of readiness
- **Mission-Critical Priority Assets** for the installation as identified through stakeholder engagement and vulnerability assessment
- **Current Conditions** of the mission-critical asset of the package, which illustrate the issues in local context
- **MIRR Adaptation Strategy Framework**, which is aligned to the region's vision for a Resilient First Coast and is the foundation of this body of work

The second section, **Recommendations**, dives into the issues challenging the region and study area and presents recommendations in the form of investments through projects, policy modernization, and/or by forging new partnerships among diverse stakeholder groups. This section is informed by the vulnerability assessment findings, stakeholder insight on ongoing projects and priorities, and best practices research. Information on the following topics is included in this section:

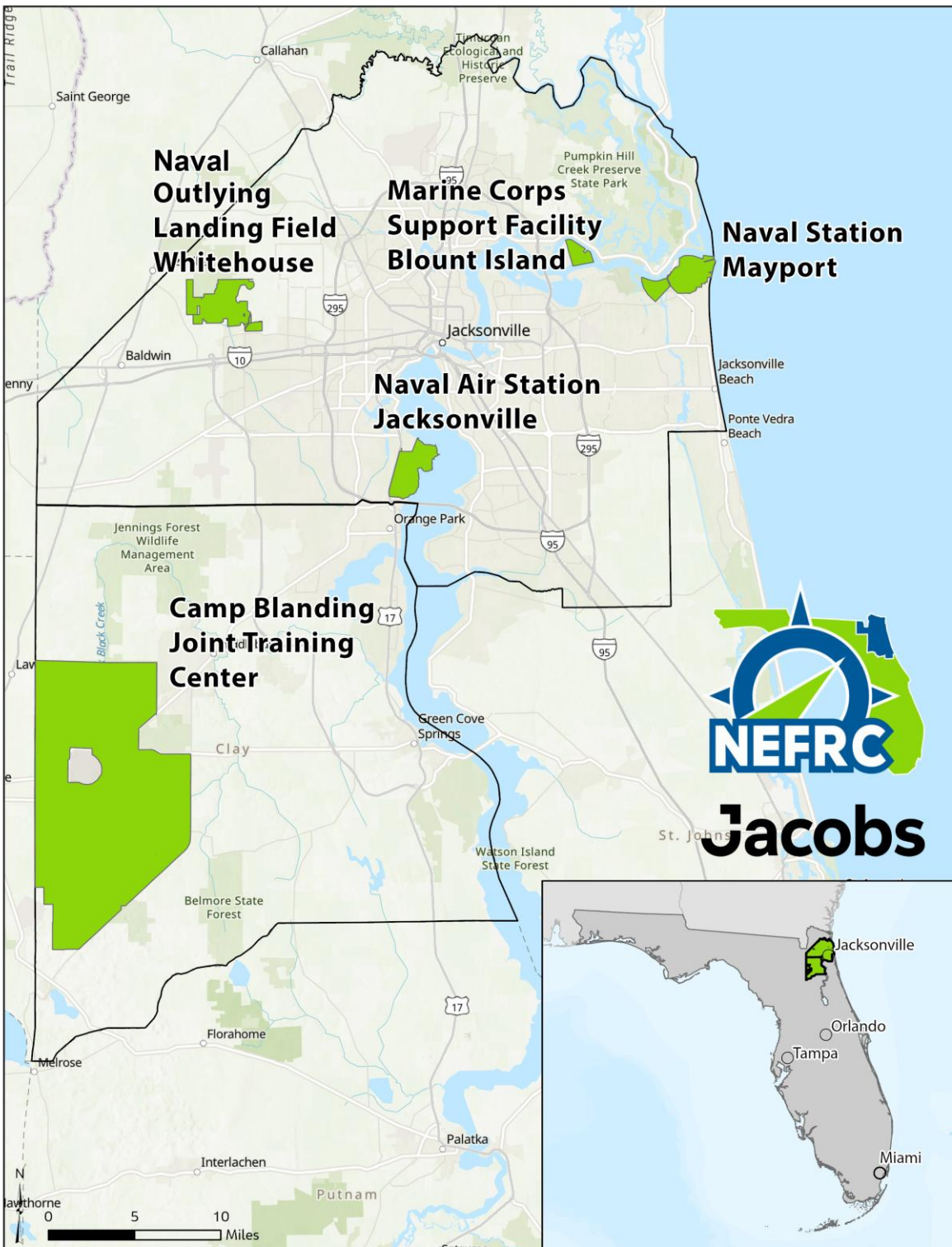
- **Shocks and Stresses** affecting the mission-critical asset
- **Project Objective**, which captures the adaptation goal for the following recommendations to support mission readiness through community resilience
- **Stakeholders and Current Efforts** highlighting successful foundational work upon which to build
- **Recommended Strategic Projects, Policies, and Partnerships**, including the owners and partners, vulnerability being addressed, co-benefits, foundational existing projects (as applicable), and timeline to comment implementation
- The **Metrics and Cost-Benefit Analysis** section, which illustrates how the recommendations were evaluated to determine appropriateness, viability, and achievement of project goals; this tool is available as new projects are identified by implementation partners

The final section, **Implementation Tools**, is provided as a resource to move from planning to action:

- **Financial Strategy Toolkit with Funding Opportunities**, which presents a matrix of opportunities and tools to finance and fund recommendations. Some recent grant opportunities are highlighted; however, given the changing conditions of federal sources and requirements, these should be viewed as initial suggestions for further review and applicability at the appropriate time.
- **References** are presented for user convenience.

Background and Context

Figure 1. Northeast Florida MIRR Study Area Map



In 2024, the Northeast Florida Regional Council (NEFRC) obtained a MIRR grant from the Department of Defense (DoD) Office of Local Defense Community Cooperation to identify and analyze the assets, hazards, and corresponding vulnerabilities and risks that affect the military installations in Duval and Clay counties. This study includes Camp Blanding Joint Training Facility, Marine Corps Support Facility Blount Island, Naval Station Mayport, and Naval Air Station (NAS) Jacksonville (Figure 1). The goal is to increase the resilience and readiness of these installations from the impacts of extreme weather events, infrastructure challenges, and other vulnerabilities, thereby promoting mission assurance. The adaptation projects are structured into comprehensive summary packages, with each focused on a specific mission-critical asset or system.

NAS Jacksonville

Naval Air Station (NAS) Jacksonville covers more than 3,800 acres along the west bank of the St. Johns River in Jacksonville, Florida. It is located north of Interstate 295 (I-295) and the Buckman Bridge, east of the Ortega River and Roosevelt Boulevard, and south of downtown Jacksonville. The installation's large area provides space for military operations, training, and support activities and commands. The installation's area of responsibility also includes Naval Outlying Landing Field (NOLF) Whitehouse and the Pinecastle Range Complex (PRC), which consists of three constituent ranges in central Florida. The proximity of NAS Jacksonville to the NOLF and the PRC supports aviation training activities, while its proximity to Naval Station Mayport supports operational and training activities.

Mission

NAS Jacksonville's mission is to "provide the premier platform for generating and projecting naval power from the shore" (Commander, Navy Region Southeast, n.d.). As the largest installation in Navy Region Southeast, NAS Jacksonville is a key naval aviation hub that supports maritime patrol and reconnaissance, rotary-wing fleet support, naval aviation depot sustainment and fifth-generation capability, regional command and logistics, medical support, and aviation training, range, and airspace operations for aligned installations across the eastern United States (refer to Figure 1). These mission areas provide a basis for identifying the mission-essential functions affected by the loss of an asset or service, how quickly a disruption would affect military output, the level of service that must be maintained or restored, and whether a proposed mitigation reduces the resulting mission consequence.

The installation houses seven fixed-wing patrol (VP) squadrons consisting of P-8A Poseidon aircraft, multiple reserve-duty squadrons, and other entities, with more than 100 aircraft operating out of the installation. Patrol Squadron Thirty (VP-30) provides P-8A and MQ-4C Triton unmanned aircraft training. VP-30 is the Navy's largest aviation squadron and the only site that conducts maritime patrol fleet replacement training. Patrol and reconnaissance operations are supported by key tenants, including Patrol and Reconnaissance Wing 11. The installation also supports rotary-wing fleet operations and the broader aviation training, range, and airspace enterprise.

The Fleet Readiness Center Southeast (FRCSE) represents a major and growing national-level naval aviation sustainment mission at NAS Jacksonville. FRCSE employs approximately 5,000

civilian, military, and contract personnel and performs depot-level maintenance, repair, overhaul, modification, and technical support for aircraft, engines, and aeronautical components supporting Navy, Marine Corps, and joint aviation readiness. FRCSE is establishing significant F-35 aircraft and F135 engine maintenance capacity. Navy projections anticipate F135 production ramping through 2034 toward approximately 600 mini-modules and 120 power modules annually, representing roughly 600,000 maintenance labor hours per year at maximum production. Supporting investments include approximately 300,000 square feet of planned F135 maintenance capacity and expansion of engine-test capability. This growth increases the strategic importance of reliable electric power, transportation access, wastewater service, communications, workforce mobility, and other supporting infrastructure at NAS Jacksonville.

Logistical activities, led by NAVSUP Fleet Logistics Center Jacksonville and the Defense Logistics Agency, support Navy Region Southeast. Secondary missions include Naval Hospital Jacksonville, community and homeland defense, provision of emergency staging sites, and installation support for regional commands. Naval Hospital Jacksonville provides healthcare for military personnel and veterans throughout the region. Community and homeland defense activities are supported by U.S. Customs and Border Protection, which operates aircraft out of the installation. Both NAS Jacksonville's and NOLF Whitehouse's airfields are used as staging sites for the Federal Emergency Management Agency as part of disaster-response activities. Numerous tenants based out of the installation support regional activities, such as Naval Facilities Engineering Systems Command Southeast.

Installation Interconnections

The NAS Jacksonville linkage overlays, as shown on the webpage, illustrate the installation's role as one of Florida's most important naval aviation, command-support, and sustainment hubs. The maps show how NAS Jacksonville connects locally to Naval Station Mayport, regional Navy installations, training ranges, medical and logistics nodes, and nationally to Navy command, aviation, maintenance, communications, and supply enterprises. Together, the layers demonstrate that NAS Jacksonville is not an isolated air station, but a central operating platform that supports maritime patrol and reconnaissance, helicopter maritime strike forces, aviation maintenance, fleet logistics, medical readiness, communications, and installation support across the Southeast and beyond.

The broader strategic value of NAS Jacksonville is especially clear in its global linkages. Its maritime patrol and reconnaissance forces connect the installation to P-8A, MQ-4C, and allied training networks across U.S. and overseas operating locations; its rotary-wing squadrons support Atlantic Fleet ships and deployed naval operations; and Fleet Readiness Center Southeast provides aviation sustainment with reach across the Navy, Marine Corps, and joint force. When viewed as a combined overlay, the maps show NAS Jacksonville as a key node in national defense readiness, linking Florida's military infrastructure to fleet operations, international partnerships, homeland defense, and global maritime security.

Identification of Priority Assets for NAS Jacksonville

Priorities for the installation were based on the direct assets and local services required to support the missions. This includes the roadways required to access the installation, the lands around NAS Jacksonville and NOLF Whitehouse that protect the installations and their operations from encroachment hazards, and the utilities (electric power, water, and wastewater) that support installation operations. These assets were evaluated for exposure to shocks and stresses (Figure 2).

Primary Mission Critical asset types for conducting training and operations, and logistical and maintenance support

- Location-Specific Positioning
 - Conservation lands
 - Shorelines
 - Assets Providing Direct Support
 - Electric Production and Supply Facilities
 - Roads and Bridges
 - Railway systems
 - Cecil Airfield
 - Airspace
 - Natural gas supply systems
 - Regional fire stations

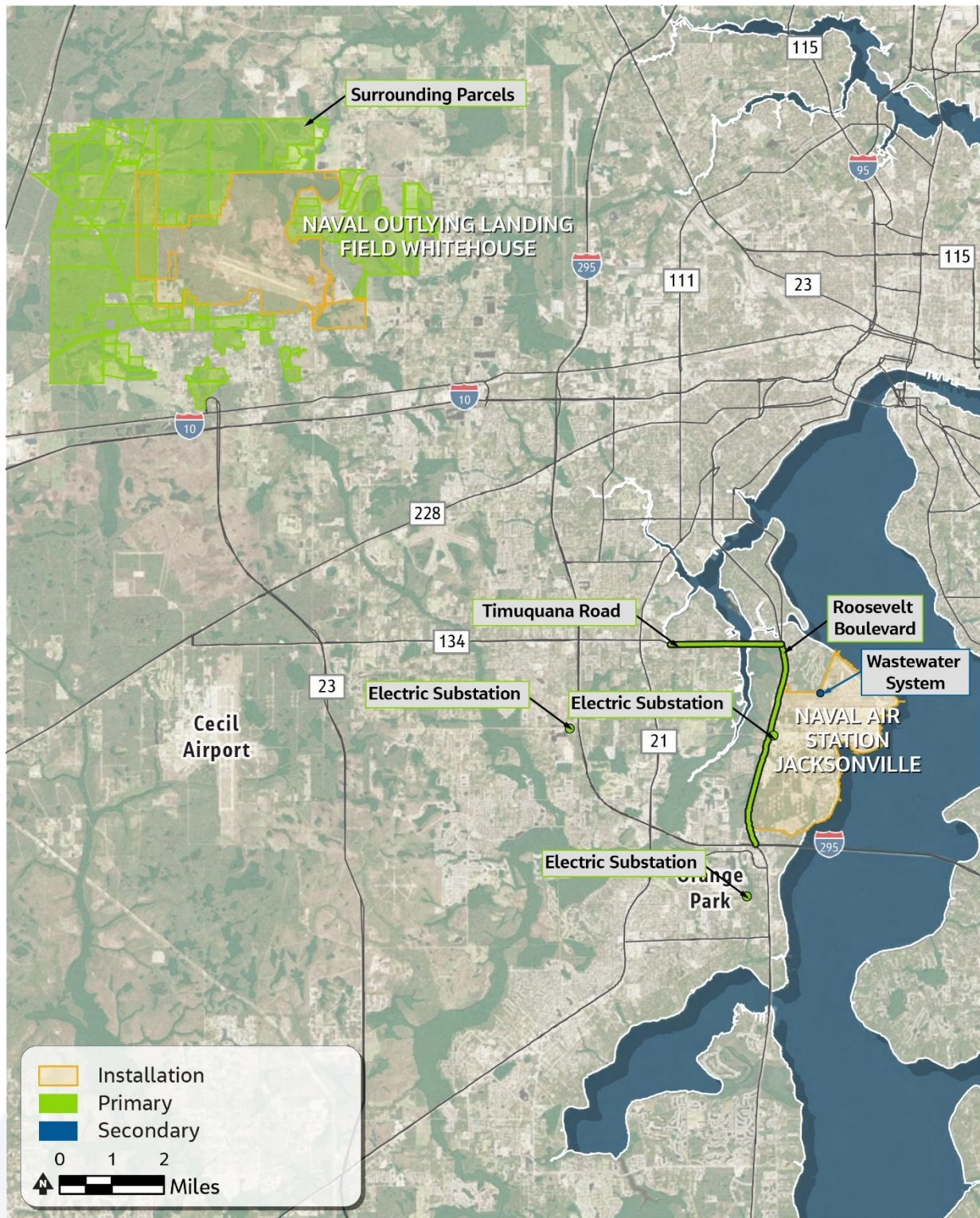
Secondary Mission Critical asset types for drone operations, Naval Hospital, support regional commands, community and homeland defense

- Assets Providing Direct Support
 - Water systems
 - Wastewater systems
 - Communications systems
 - Regional hospitals

Mission Supportive asset types for the livelihood and health of installation personnel, indirect support to primary and secondary missions

- Personnel Support
 - Affordable Housing
 - Childcare Facilities
- Assets Providing Indirect Support
 - Solid and Hazardous Waste Facilities
 - Stormwater systems

Figure 2. Primary and Secondary Mission Critical Assets for NAS Jacksonville



This package addresses the specific shocks and stresses of the mission critical asset Timuquana Road for NAS Jacksonville.

Current Conditions That Affect Timuquana Road

Timuquana Road is a critical east-west arterial corridor in Jacksonville that extends from U.S. 17 (Roosevelt Boulevard) westward across the Ortega River to residential and suburban areas on the city's west side. The corridor serves as a key connection between established neighborhoods, commercial areas, and NAS Jacksonville, with direct access via the Timuquana Gate. As part of Florida's State Highway System, the corridor supports regional mobility and daily travel demand, including approximately 20,000 vehicles per day at the Ortega River crossing, with projected increases reflecting continued growth in surrounding communities.

Timuquana Road plays a central role in supporting both civilian mobility and military readiness. The corridor accommodates daily flows of military personnel, civilian employees, contractors, and service vehicles supporting installation operations. At the regional level, the North Florida Transportation Planning Organization (TPO) identifies corridors like Timuquana Road as part of a broader transportation network requiring long-range planning, investment prioritization, and coordination to meet future mobility and system performance needs.

The corridor's location along the Ortega River and associated low-lying floodplains introduces significant exposure to both riverine and tidal flooding. Water level monitoring indicates that the Ortega River regularly experiences fluctuating stages, with defined minor, moderate, and major flood thresholds in which adjacent low-lying infrastructure becomes vulnerable to inundation. Local observations and reported storm impacts further demonstrate that neighborhoods along the Ortega River experience recurring flooding during high rainfall and tidal events, underscoring the corridor's exposure to compound flooding conditions.

From a planning and infrastructure perspective, both FDOT and regional partners recognize that transportation systems across Florida are increasingly exposed to stressors such as sea level rise, heavier precipitation, and storm surge, which can degrade system performance and reliability over time. FDOT defines resilience as the ability of the transportation system to "adapt to changing conditions and prepare for, withstand, and recover from disruptions," and emphasizes the need to identify vulnerabilities related to tidal flooding, rainfall, and compound events in order to inform investment and design decisions. These stressors are particularly relevant for corridors like Timuquana Road, where elevation constraints and proximity to tidal waters amplify risk.

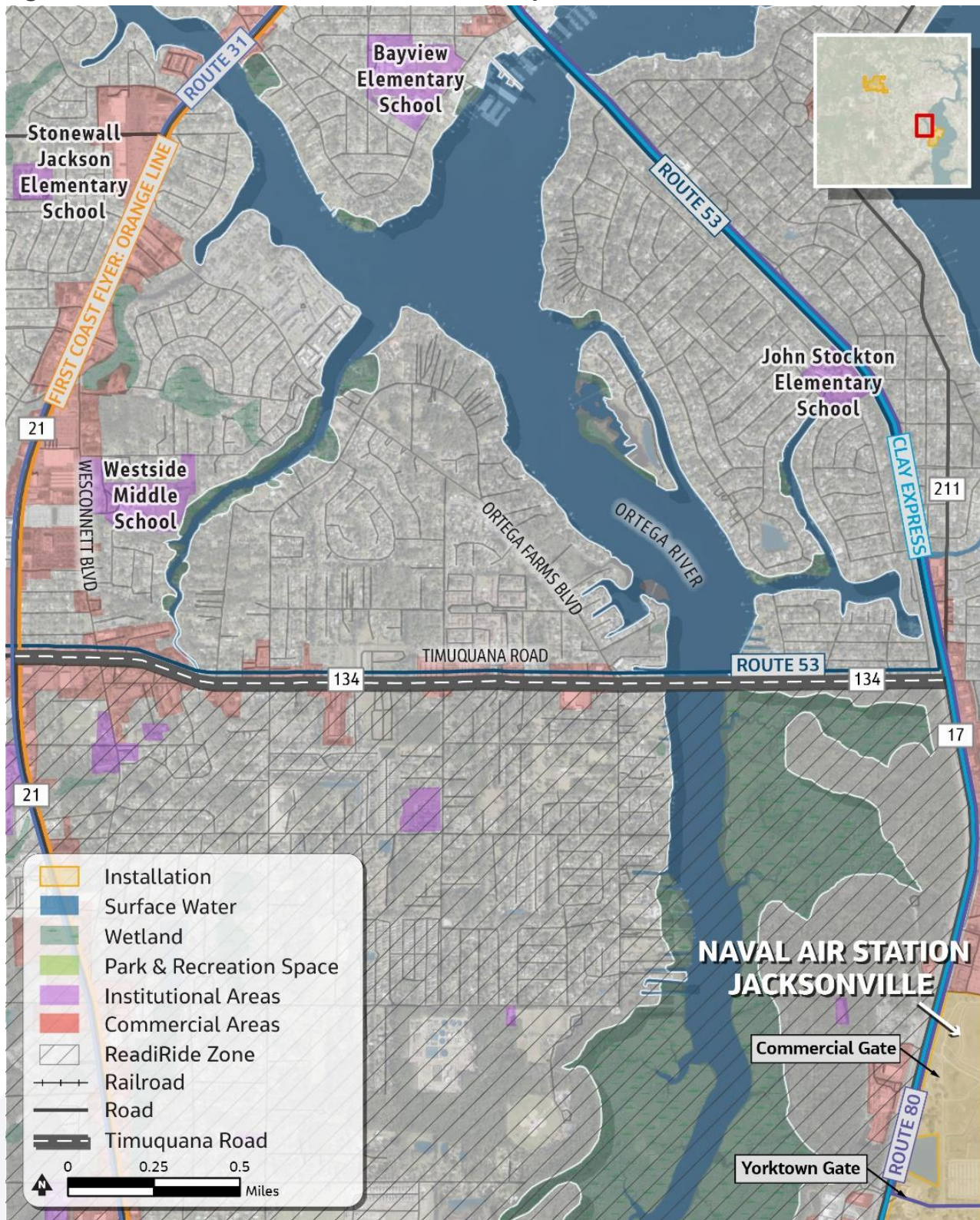
At the local level, the City of Jacksonville has identified flooding and stormwater system limitations as ongoing challenges affecting transportation and community infrastructure. The city's resilience strategy highlights chronic flooding, sea level rise, and aging infrastructure as key stressors, while its stormwater management framework emphasizes the complexity of managing an interconnected drainage system that includes ditches, pipes, and outfalls vulnerable to reduced capacity and blockage over time. Jacksonville's comprehensive stormwater planning approach, which incorporates advanced hydrologic modeling and basin-level analysis, reflects the need to address both current drainage deficiencies and future climate-driven risks across corridors like Timuquana Road.

Consistent with regional planning efforts, the North Florida TPO and resilience partners have emphasized that transportation infrastructure must be evaluated using scenario-based planning and vulnerability assessments that account for long-term environmental changes, including tidal flooding and increased rainfall intensity. These approaches highlight the importance of

identifying at-risk assets, such as low-lying roadways and drainage outfalls, and developing strategies that enhance system reliability under both current and projected conditions.

Timuquana Road's dual function as a community-serving corridor and mission-critical access route creates ongoing resilience challenges. While it is essential for maintaining connectivity and supporting local economic activity, its exposure to flooding, tidal influence, and aging infrastructure reflects broader statewide and regional trends identified by FDOT, the North Florida TPO, and the City of Jacksonville. Addressing these conditions presents an opportunity to enhance corridor performance, improve safety, and ensure long-term reliability for both military operations and the surrounding community, consistent with established resilience planning frameworks and transportation investment priorities.

Figure 3. Current Conditions that affect Timuquana Road



MIRR Adaptation Strategy Framework

The NEFRC envisions a resilient, prosperous, and inclusive region where communities work collaboratively across jurisdictional boundaries to strengthen economic vitality, safeguard natural and built systems, and enhance quality of life for current and future generations (Figure 4). In 2022, the Council launched Resilient First Coast to collaboratively address climate-related challenges across its seven member counties—Baker, Clay, Duval, Flagler, Nassau, Putnam, and St. Johns. This regional effort received strong support to develop a plan focused on addressing climate impacts and related threats to the region. Guided by this vision, the Regional Resilience Action Plan (RRAP) was published in 2025, providing a unifying framework that translates shared regional goals into coordinated action (NEFRC 2025).

The RRAP establishes a durable foundation for implementing this vision—enabling member governments and partners to prioritize investments, leverage funding opportunities, and advance solutions that build long-term resilience to environmental, economic, and social challenges across Northeast Florida. As such, the MIRR adaptation projects are built upon this framework to ensure alignment and promote successful implementation of the recommended strategies (Figure 5).

RRAP Goals and Objectives

Figure 4. Regional Resilience Action Plan Vision (NEFRC 2025)



Figure 5. Regional Structure for Resilience as Framework for the MIRR

Create a Durable and Adaptive Built Environment

- Minimize magnitude and cost of damage to infrastructure
- Improve development practices and policies
- Decrease utility service disruptions and recovery time
- Improve transportation and mobility

Develop a Thriving Regional Economy

- Improve education and employment opportunities
- Increase housing stability
- Enhance tourism and historic preservation
- Increase smart growth and development

Ensure a Vibrant Quality of Life

- Improve public health and wellness
- Enhance supply of food, energy, and other critical resources
- Increase public participation and engagement
- Minimize disparity

Promote a Healthy Natural Environment

- Reduce heat stress
- Increase biodiversity and ecological services
- Maximize quality of soil, air, and water
- Minimize erosion, flooding, and storm impacts

Connecting this Built Environment Asset to the Regional Economy, Natural Environment, and a Vibrant Quality of Life

This framework provides the structure for how assets were organized and evaluated. This resilience project is centered on assets in the Built Environment pillar, so the acknowledgments below indicate how it is connected to the Regional Economy, Natural Environment, and Quality of Life.

Figure 6. Connection of This Asset to the Community



Environment

Natural Environment

Timuquana Road along NAS Jacksonville is closely connected to the Ortega River system and surrounding wetlands, which function as important natural drainage and flood storage areas. Runoff from the roadway and adjacent development can directly affect water quality and hydrologic function within these sensitive ecosystems. The design, elevation, and drainage capacity of the corridor play a critical role in managing heavy rainfall, tidal influence, and localized flooding, particularly as storm intensity increases. Maintaining and enhancing adjacent natural systems improves the corridor's ability to absorb and slow stormwater, reducing downstream impacts.



Quality of Life

Quality of Life

Timuquana Road is a key access route for base personnel, nearby neighborhoods, and regional commuters, influencing daily travel reliability and overall safety. The corridor provides essential connectivity to NAS Jacksonville, residential areas, commercial services, and evacuation routes during emergencies. Its performance during storm events, flooding, or peak congestion has a direct impact on community mobility, emergency response times, and continuity of operations at the installation. Reliable and resilient transportation along this corridor supports both quality of life and mission readiness.



Economic

Regional Economy

Timuquana Road plays an important role in connecting NAS Jacksonville to the broader Jacksonville transportation network, facilitating workforce access, military operations, and regional economic activity. Disruptions due to flooding, congestion, or infrastructure limitations can affect productivity and operational efficiency. Surrounding wetlands and undeveloped lands provide significant economic value through ecosystem services, including water filtration, flood mitigation, and reduced strain on engineered stormwater systems. By naturally managing runoff into the Ortega River and connected waterways, these landscapes help lower public costs associated with infrastructure repair, water treatment, and flood damage.



Infrastructure

Adaptive Built Environment

As a critical access and evacuation corridor, Timuquana Road supports climate adaptation and operational continuity for NAS Jacksonville and surrounding communities. Infrastructure improvements such as roadway elevation, enhanced drainage systems, and resilient materials can reduce vulnerability to flooding, storm surge, and heat-related degradation. Adjacent wetlands and forested areas function as natural infrastructure by storing stormwater, stabilizing soils, and moderating heat, while also contributing to wildfire risk reduction when actively managed. Integrating engineered improvements with natural systems strengthens overall corridor resilience, enabling the area to better withstand flooding, extreme weather, and other environmental stressors while supporting long-term mission and community needs.



Recommendations



Documenting Shocks and Stresses with a Vulnerability Assessment

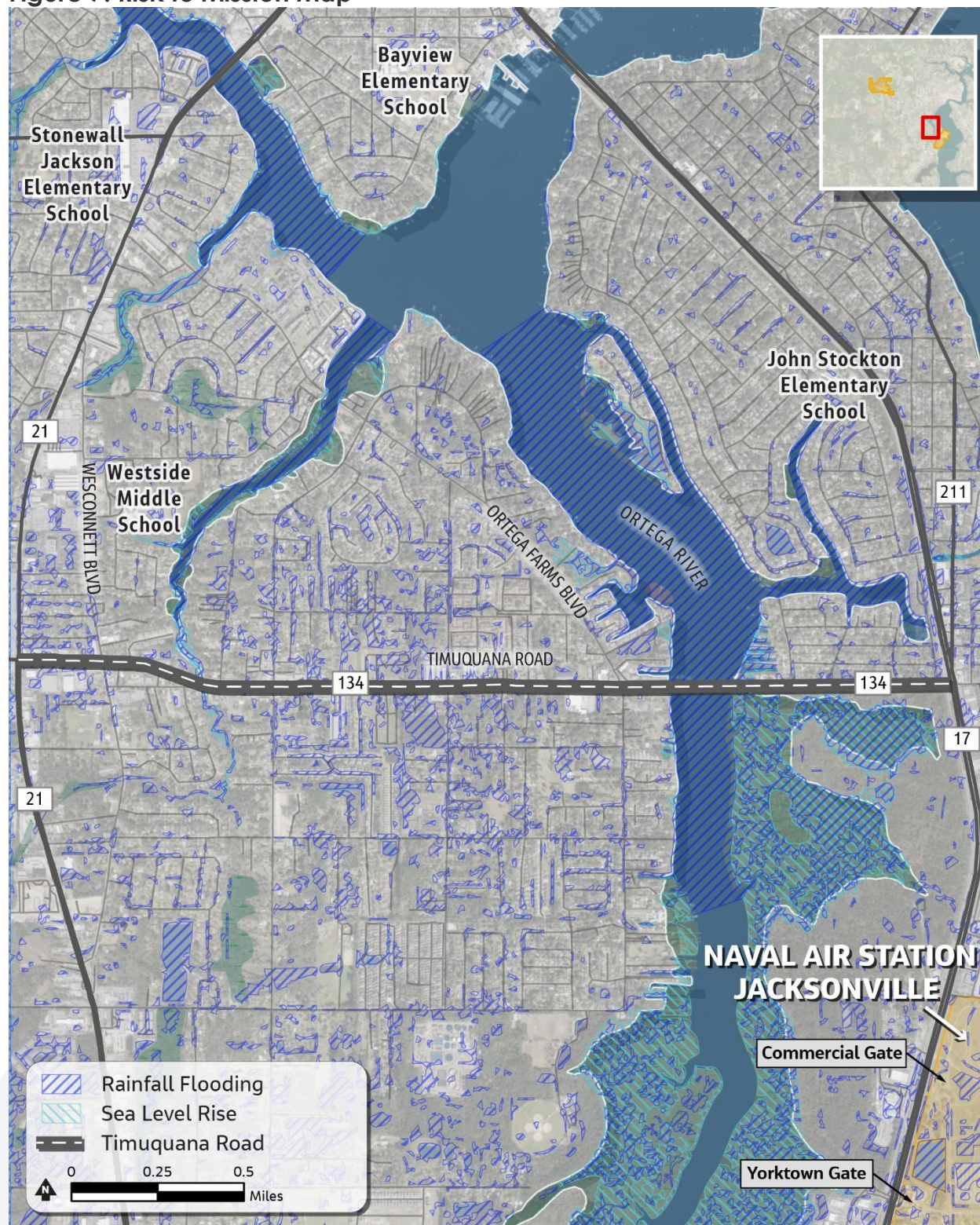
Shocks and stresses to the mission-critical assets supporting NAS Jacksonville include rainfall-induced flooding, coastal flooding from sea level rise (SLR), transportation congestion, lack of redundancy in transportation and utility system connection points, regulatory pressures, encroachment potential from development pressure, and light pollution in areas where dark skies are necessary.

1. Encroachment risks stem from development interest within the accidental potential zones of NAS Jacksonville and around NOLF Whitehouse.
- 2. Rainfall-induced flooding and SLR can impact travel on Timuquana Road.**
3. Transportation congestion (traffic) is a significant issue on Roosevelt Boulevard, the Buckman Bridge, and the I-295 Interchange, causing major traffic and delays getting on and off-base. Roosevelt Boulevard is the primary access road for the installation.
4. Installation electric and wastewater systems lack redundancy and are aging past their useable lifespan.
5. Despite existing regulations, light pollution threatens nighttime training operations at NOLF Whitehouse that require dark skies. Encroachment from development pressures and wildfire risk are high in the surrounding undeveloped lands.

This project package addresses flooding concerns on Timuquana Road (item 2) to improve mobility in and out of the installation and neighboring communities.

Project Need: Mitigate Sea Level Rise and Rainfall Flood Risk

Figure 7. Risk to Mission Map



Vulnerabilities Creating Risk to Mission for this Asset

Timuquana Road is an east–west corridor located north of NAS Jacksonville and is owned and maintained by the Florida Department of Transportation (FDOT). West of Blanding Boulevard, the roadway transitions into 103rd Street, extending its connectivity to surrounding communities (Figure 7).

The approximately 2.5-mile segment between Wesconnett Boulevard and Roosevelt Boulevard has been identified as vulnerable to both rainfall flooding and sea level rise. This corridor is considered a mission-critical asset, as it serves as a key connection between communities west of the Ortega River and the Installation via Roosevelt Boulevard. With increasing frequency and intensity of rainfall events, the need to address flooding risks along this segment is considered a near-term priority.

Given these factors, addressing the vulnerabilities impacting Timuquana Road for NAS Jacksonville is an urgent priority to ensure connectivity and access to the installation (Table 1).

Table 1. NAS Jacksonville Timuquana Road Asset Summary

Asset Name	Owner	Location	Mission Criticality	Relevant Shocks & Stresses	Level of Urgency
Timuquana Road	FDOT	Roosevelt Boulevard to Wesconnett Boulevard	Primary	Sea Level Rise, Rainfall Flooding	Near-term

Stakeholders and Current Efforts Identified

A range of federal, state, regional, and local stakeholders are involved in maintaining and evaluating improvements along the Timuquana Road corridor. Given its role as a mission-critical connector to NAS Jacksonville and a key link for surrounding communities, coordination among these entities is essential. While current efforts focus on resurfacing, drainage upgrades, and safety enhancements, broader collaboration will be needed to advance future corridor-level solutions addressing flooding, resilience, and capacity challenges. Key stakeholders include:

- NAS Jacksonville
- Florida Department of Transportation (FDOT)
- North Florida Transportation Organization (TPO)
- City of Jacksonville
- JEA

While several resurfacing, drainage, and safety improvement projects have been completed or programmed along Timuquana Road, current efforts remain focused on maintenance and incremental upgrades rather than large-scale capacity or resilience improvements. This highlights a gap in comprehensive corridor-level planning needed to address increasing risks from rainfall flooding and sea level rise.

At a more regional level, the City of Jacksonville has adopted the *Vision Zero Action Plan* as its guiding transportation safety policy, incorporating Safe System Approach (SSA) principles. The SSA recognizes that human error is inevitable and focuses on designing transportation systems that reduce the likelihood of fatal and serious injury crashes through safer roadway design,

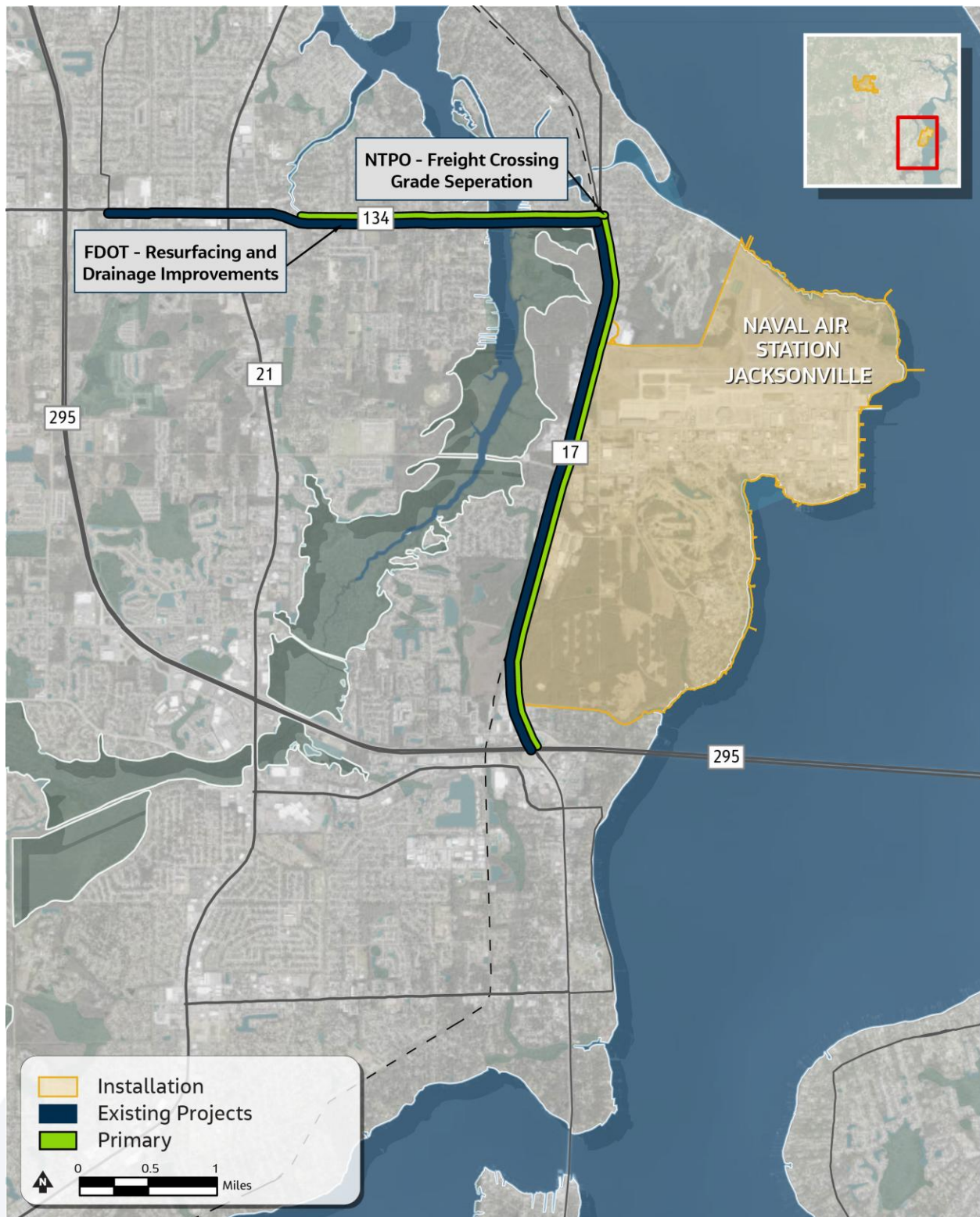
improved operations, safer speeds, safer vehicles, and effective post-crash care. Transportation recommendations within the *Military Installation Readiness Review* (MIRR) should be implemented consistent with the City's Vision Zero principles and the Safe System Approach, recognizing that roadway users are vulnerable to human error and that resilient transportation systems should support reducing fatal and serious injury crashes through safer infrastructure, safer operations, safer speeds, multimodal connectivity, and effective post-crash care. This approach aligns with the City of Jacksonville's adopted *Vision Zero Action Plan* while supporting military readiness, workforce mobility, and long-term transportation resilience.

Table 2 and Figure 8 gives details on projects and efforts that are currently ongoing or have been identified as a need within the region as it relates to improving access and reducing vulnerabilities impacting Timuquana Road for NAS Jacksonville.

Table 2. Current Projects and Efforts Related to NAS Jacksonville's Timuquana Road

Existing Project	Entity	Location	Purpose	Timeline
Resurfacing and Drainage Improvements	FDOT	Wesconnett Boulevard to Roosevelt Boulevard	Infrastructure Upgrades	Complete 2023
City of Jacksonville's Vision Zero Action Plan	City of Jacksonville Transportation Planning Division	City-wide/Countywide	Guide transportation safety policy, specifically following the Safe System Approach (SSA)	Plan adopted, safety policies ongoing integration into transportation projects (current and future)

Figure 8. Current Effort and Projects related to Timuquana Road



Review of Strategic Partnerships and Policies

Naval Air Station Jacksonville addresses vulnerabilities along Timuquana Road, related to sea level rise (SLR), storm surge, and rainfall flooding primarily through regional transportation partnerships and targeted coordination with state agencies. The installation benefits from U.S. Navy representation on the North Florida Transportation Planning Organization (TPO), which serves as the formal forum for coordinating transportation planning among federal, state, and local stakeholders. In addition, informal collaboration with the Florida Department of Transportation (FDOT) has supported improvements along nearby corridors, including Route 17 and the I-295 interchange, as well as coordination on state-led traffic studies such as those conducted along A1A.

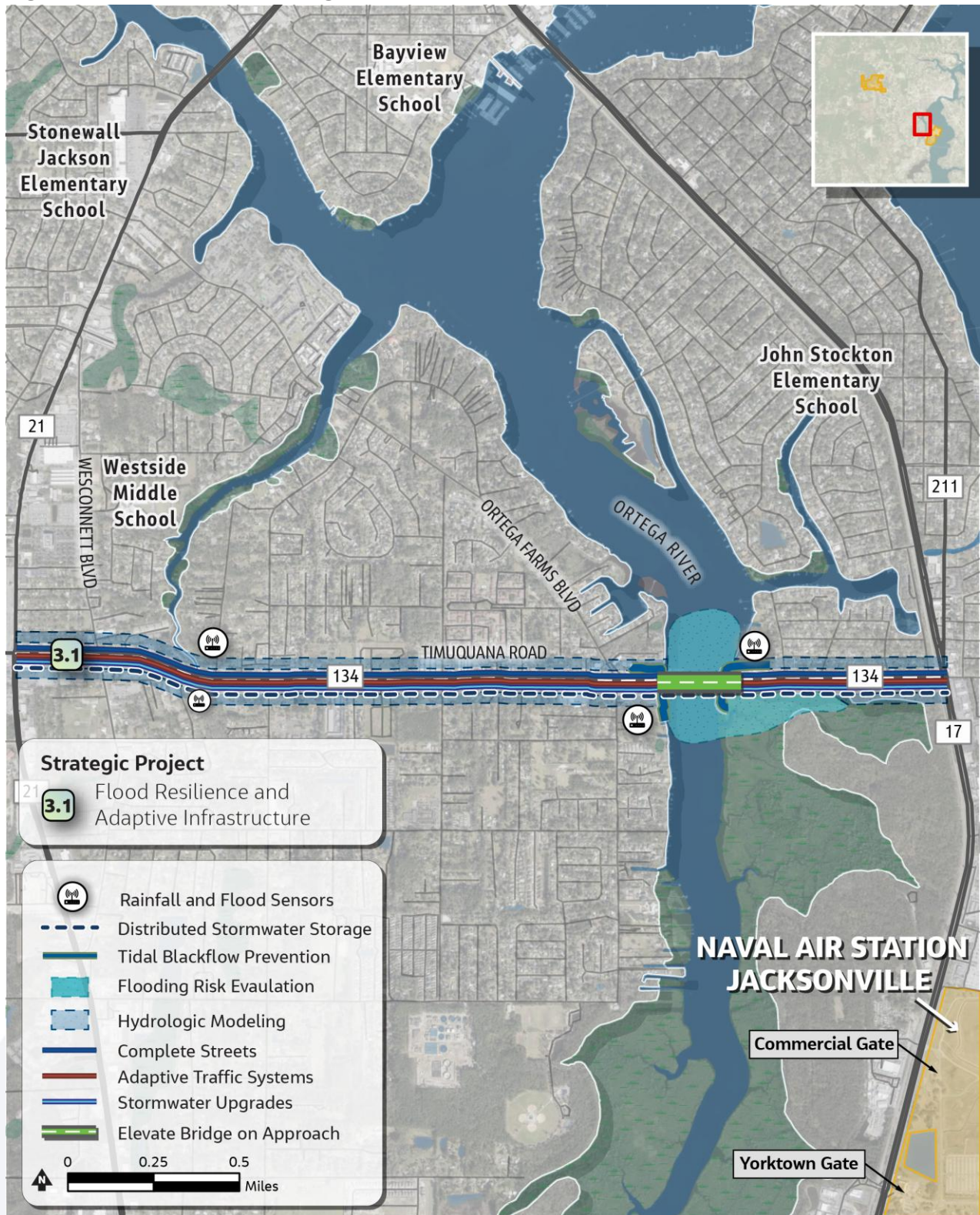
These partnerships provide effective channels for incorporating NAS Jacksonville's access and resilience concerns into broader regional planning efforts. The TPO has integrated resilience considerations, including sea level rise and flooding into its long-range planning processes, which can help elevate vulnerabilities affecting key access routes like Timuquana Road. Project-specific coordination with FDOT further complements this structure by allowing the installation to engage directly on discrete improvements that may influence congestion, drainage, and roadway performance under stress conditions.

Looking ahead, the TPO's institutional structure offers a durable mechanism for advancing transportation resilience priorities over time, with consistent representation from military, state, and local entities. This provides NAS Jacksonville with a stable platform to address evolving flood risks. However, informal coordination channels while valuable may be more susceptible to disruption due to personnel or leadership changes.

Overall, the installation is well-positioned to leverage existing partnerships to address Timuquana Road vulnerabilities. Continued engagement through the TPO and sustained coordination with FDOT represent efficient and effective approaches, and additional station-specific coordination mechanisms would likely duplicate existing capacity unless current processes prove insufficient to translate planning into implemented resilience projects.

Adaptable Built Infrastructure Projects

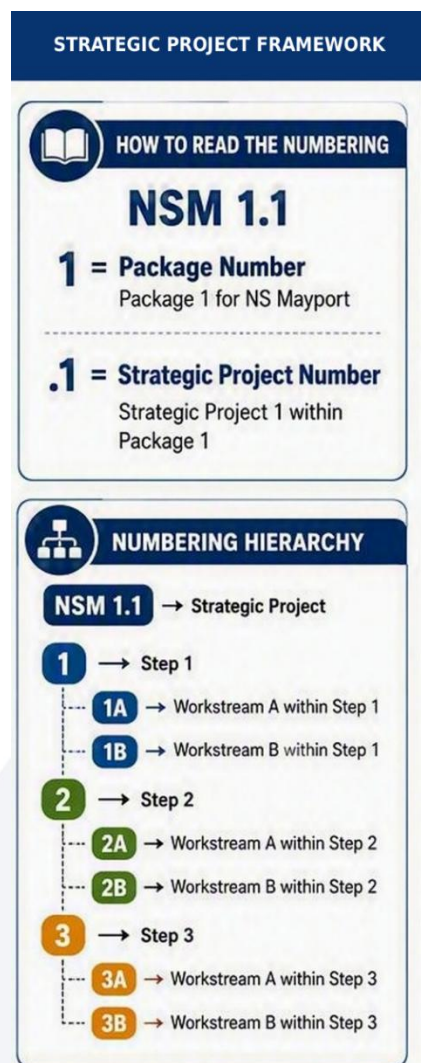
Figure 9. Adaptation Strategies Map



Strategies included in the adaptation plan have been organized by short, mid, and long-term timeframes for implementation. The strategy numbers in the maps correspond to the details provided in their respective sections, which outline a comprehensive approach to strengthening energy resilience and support long-term mission continuity. These strategies focus on enhancing existing system performance, reducing vulnerabilities, and advancing modern, flexible infrastructure solutions that can adapt to future demands and environmental conditions. Order-of-magnitude cost estimates will be provided in 2026 dollars to the extent possible, with up to 50% contingency unless otherwise noted.

Potential Project Leads and Partners are mentioned by organization in the following narratives. The intent is to identify the correct stakeholders that have agency, authority, and interest in the work that is being proposed. Being listed as a lead or partner provides the opportunity to collaborate, advise, and be involved in the adaptation efforts, but does not mandate participation. Funding and financing of projects are not indicated as the responsibility of the project lead or partners, and the monetary tools for obtaining such are in the Implementation section of this package.

Figure 10. Strategic Project Framework



The strategic projects are organized by installation, package, project, step, and actions. The 2-3 letter code indicates the installation. The first number indicates which package this project is in. The second number indicates the project number in the package.

Within each project, the timeline of activities is indicated through the steps (Step 1, Short-term, etc.), and the order of activities is narrated in the sub-steps (1A, 1B, etc.). Through this organization, each strategic project illustrates its project number, timeline, and actions in the narrative.

Strategic Project NSJ 3.1. Timuquana Road Flood Resilience and Adaptive Infrastructure

This project establishes a comprehensive strategy to enhance the resilience, reliability, and operational continuity of Timuquana Road, a critical access corridor serving NAS Jacksonville. The project focuses on addressing compound flooding risks driven by intense rainfall, tidal influence from the Ortega River, and long-term sea level rise. Through a combination of model analysis, infrastructure upgrades, multimodal planning, and real-time monitoring, the corridor can be transformed into a resilient, mission-supporting transportation system.

Timuquana Road serves as a primary route for base personnel, emergency response, and regional commuters, yet its low-lying segments are increasingly vulnerable to roadway inundation and drainage limitations. This project integrates engineering, planning, and technology-driven solutions to maintain reliable access to NAS Jacksonville under current and future climate conditions. Because Timuquana Road functions as both a key vehicular access route and an important multimodal connection, improvements should enhance flood protection, emergency access, and safe bicycle and pedestrian mobility. By combining infrastructure improvements, adaptive management systems, and multimodal enhancements, the corridor will strengthen connections to surrounding neighborhoods, Roosevelt Boulevard, transit services, and future facilities serving the installation while supporting military readiness and community resilience.

Corridor improvements should emphasize continuous multimodal network development by connecting bicycle facilities, sidewalks, transit services, shared-use paths, neighborhood streets, and future regional trail connections into a cohesive transportation system supporting military personnel, civilian employees, nearby residents, and visitors. Design should be context-sensitive, including separation from traffic where appropriate, improved crossing opportunities, shade, lighting, and intuitive network continuity that encourages walking, bicycling, and transit use.

Current Stakeholder Projects

- N/A

Potential Project Leads and Partners

- Florida Department of Transportation (FDOT)
- Jacksonville Transportation Authority (JTA)
- NAS Jacksonville (NASJAX)
- City of Jacksonville Transportation Planning Division
- St. Johns River Water Management District (SJRWMD)
- North Florida Transportation Planning Organization (NFTPO)
- South Atlantic Salt Marsh Initiative (SASMI)
- North Florida Land Trust (NFLT)
- Florida Department of Environmental Protection (FDEP)
- National Oceanic and Atmospheric Administration (NOAA)

Estimated Cost

\$185,600,000

Step 1: Review Roadway Drainage System (Short-term)

1A. Identify and Prioritize Drainage and Flood Risk Deficiencies

- In coordination with City of Jacksonville and their compound flood model, FDOT can review outputs to identify critical drainage bottlenecks, undersized culverts, outfall constraints, and roadway overtopping risks along the corridor. This assessment allows for prioritization of the most vulnerable segments affecting access to NAS Jacksonville and informs cost-effective, phased improvement strategies.

1B. Evaluate Backflow and Tidal Influence Risks

- FDOT can assess the extent to which tidal backflow and surge from the Ortega River contribute to recurrent flooding along Timuquana Road. This analysis will help determine optimal locations and performance requirements for backflow prevention systems such as flap gates and check valves.

1C. Conduct Scenario-Based Planning for Future Conditions

- Scenario-based planning tools can be used to evaluate corridor performance under varying rainfall intensities, sea level rise projections, and storm surge conditions. This approach ensures that all future infrastructure investments are informed by long-term climate risks and designed to remain functional throughout their lifecycle.

1D. Complete Streets and Multimodal Feasibility Assessment

- JTA can conduct a Complete Streets feasibility study to evaluate how the corridor can support multimodal transportation while maintaining resilience under flood conditions. This includes assessing pedestrian, bicycle, and transit opportunities, as well as identifying design approaches that improve access and safety without compromising corridor performance. Transportation improvements should emphasize continuous multimodal network development by connecting individual corridor improvements into an integrated regional system serving military installations, surrounding neighborhoods, transit facilities, employment centers, parks, schools, and regional trail systems.

Future multimodal transportation improvements should consider nationally recognized guidance, including the *Don't Give Up at the Intersection* principles developed by the National Association of City Transportation Officials (NACTO), the 2024 *Guide for the Development of Bicycle Facilities* published by the American Association of State Highway and Transportation Officials (AASHTO), the Manual on Uniform Traffic Control Devices (MUTCD), and other applicable federal and state design guidance, as appropriate. Connected multimodal networks improve transportation resilience by expanding routing options during emergencies while encouraging walking, bicycling, transit use, and other transportation alternatives.

Step 2: Infrastructure Implementation and Adaptive Management (Mid- to Long-term)

2A. Upgrade and Right-Size Drainage Infrastructure

- Based on planning and modeling results, FDOT can implement upgrades to culverts, storm drains, and outfalls to accommodate increased rainfall intensity and tidal influence. These improvements will reduce roadway flooding and improve system capacity under compound conditions.

2B. Implement Tidal Backflow Prevention Systems

- FDOT can install check valves, flap gates, and other backflow prevention systems at key outfalls to prevent tidal intrusion from the Ortega River during high tide and storm surge, significantly reducing one of the primary drivers of corridor flooding.

2C. Elevate Roadway, Bridge Approaches, and Complete Streets Improvements

- Targeted elevation of low-lying roadway sections and bridge approaches can be implemented based on prioritized risk areas, ensuring long-term resilience to sea level rise, storm surge, and rainfall events affecting access to NAS Jacksonville.
- As part of these improvements, Complete Streets enhancements can be incorporated to support multimodal access and operational flexibility, including raised crossings, resilient pedestrian and bicycle infrastructure, and strategically designed lane configurations that maintain functionality during flooding events. Evaluate opportunities to upgrade existing bicycle lanes along Timuquana Road west of Roosevelt Boulevard to protected bicycle lanes where feasible using buffered separation, pavement markings, and context-appropriate vertical elements. Enhancing existing facilities can improve rider comfort, encourage military and civilian bicycle commuting, strengthen connections to NAS Jacksonville, and better integrate with future multimodal improvements along the Roosevelt Boulevard corridor. Complete Streets improvements along Timuquana Road should be coordinated with the proposed Defense Community Infrastructure Program (DCIP) shared-use path initiative serving NAS Jacksonville to provide continuous multimodal connections between surrounding neighborhoods, Timuquana Road, Roosevelt Boulevard, transit services, and installation access points.
- These integrated upgrades ensure that elevation projects not only improve flood protection but also enhance overall corridor usability, safety, and redundancy for military personnel, emergency response, and the surrounding community.

2D. Modernize the Roosevelt Boulevard / Timuquana Road Intersection

- Evaluate the Roosevelt Boulevard and Timuquana Road intersection for context-sensitive multimodal safety improvements that enhance comfort and safety for pedestrians, bicyclists, transit users, freight vehicles, emergency responders, and passenger vehicles while maintaining efficient military access and corridor operations.
- Future design should consider nationally recognized guidance, including the Don't Give Up at the Intersection principles developed by the National Association of City Transportation Officials (NACTO), the Manual on Uniform Traffic Control Devices (MUTCD), and the

2024 Guide for the Development of Bicycle Facilities published by the American Association of State Highway and Transportation Officials (AASHTO).

- Potential improvements may include protected intersection elements, Leading Pedestrian Intervals (LPIs), bicycle signal phases, setback crossings, pedestrian refuge islands, hardened centerlines, reduced effective curb radii, high-visibility crosswalks, and other context-sensitive treatments that improve safety for all transportation users.

2E. Incorporate Distributed Stormwater Storage and Green Infrastructure

- Implementation of bioswales, detention areas, and underground storage systems can help reduce peak runoff and improve drainage performance. These solutions work in tandem with traditional infrastructure to enhance system flexibility and resilience.

2F. Deploy Real-Time Monitoring and Smart Infrastructure Systems

- FDOT can collaborate with City of Jacksonville to utilize their compound flood model or install rainfall and water-level sensors along the corridor and integrate them with IoT-based monitoring platforms. These systems allow continuous tracking of conditions and provide critical data for operational decision-making.

2G. Implement Adaptive Traffic and Emergency Management Systems

- Sensor data and monitoring systems can be linked to automated traffic management platforms that provide real-time alerts, activate detours, and prioritize access for emergency and military vehicles during flood events, ensuring continuity of operations under dynamic conditions. Transportation technology investments should support not only congestion management and operational efficiency, but also post-crash care by improving incident detection, emergency vehicle routing, signal preemption/prioritization, interoperable communications, and coordinated emergency response. These technologies can improve survivability, reduce secondary crashes, and strengthen transportation system resilience during both routine incidents and large-scale emergencies.

2H. Apply Long-Term Performance Monitoring and Maintenance Strategies

- Advanced monitoring technologies, including structural health sensors and predictive analytics, can support ongoing infrastructure performance evaluation. This allows for proactive maintenance, early identification of system stress, and continuous adaptation to evolving environmental conditions.

Alignment and Support of the Regional Resilience Action Plan

Figure 11. Alignment with the RRAP

SCALE	ACTION	DESCRIPTION
	1	Conserve and protect the region's water resources
	8	Support regional transportation networks
	13	Facilitate partnerships to advance resilience work
	14	Encourage smart growth and building practices
	16	Identify adaptation options for critical infrastructure to enhance resilience
	19	Promote diverse transportation options and support safe multimodal transportation
	22	Promote deployment of green infrastructure and nature-based solutions
	23	Recommend innovative emergency preparedness practices and processes
	32	Inventory critical and significant assets

	Facilitate		Guide		Analyze
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This project advances RRAP Actions 8, 13, 14, 16, 19, 22, 23, and 32 by addressing a mission-critical east-west corridor where roughly 2.5 miles between Wesconnett Boulevard and Roosevelt Boulevard sit low along the Ortega River floodplain and are exposed to compound flooding from intense rainfall, tidal influence, and long-term sea level rise. Strategic Project NSJ 3.1, Step 1 establishes comprehensive hydrologic and hydraulic modeling integrating LiDAR topography, NOAA tidal data, drainage inventories, and sea level rise-adjusted rainfall projections, followed by scenario-based planning across varying rainfall intensities and surge conditions. This implements Action 8 (Support Regional Transportation Networks), specifically, Subaction 8.2, under which the Collaborative ensures local governments have access to sea level rise and flood zone data and encourages them to use it for transportation improvement projects so that infrastructure investments are designed for future conditions rather than today's needs.

Because Timuquana Road serves as a key connection between communities west of the Ortega River and the installation and carries emergency response as well as daily personnel movement, the analysis also supports Subaction 8.1 on ensuring safe and sufficient evacuation routes.

The project's drainage and green infrastructure components advance the RRAP's Built and Natural Environment goals together. Right-sizing culverts, storm drains, and outfalls to accommodate increased rainfall intensity and tidal influence implements Subaction 14.6 on encouraging advances in stormwater management to reduce flooding and improve water quality, the subaction in which the RRAP observes that traditional gray infrastructure approaches may prove inadequate as extreme precipitation events become more frequent, and commits the Collaborative to promoting green stormwater infrastructure for new development and retrofit projects and to sharing novel products and cutting-edge technology with local governments.

Distributed stormwater storage through bioswales, detention areas, and underground systems implements Action 22 (Promote Deployment of Green Infrastructure and Nature-Based Solutions), specifically, Subaction 22.2 on compiling and applying regional best practices and design guidelines.

Tidal backflow prevention at key outfalls and targeted elevation of low-lying roadway sections and bridge approaches implement Action 16 (Identify Adaptation Options for Critical Infrastructure to Enhance Resilience) through Subaction 16.1 on protecting critical assets through elevation, flood barriers, and waterproofing where relocation is impractical, with cost-benefit analysis identifying the most effective and sustainable measures. Reducing roadway inundation and untreated runoff into the Ortega River supports Subaction 1.1 on promoting practices that improve water quality to protect groundwater and surface waters.

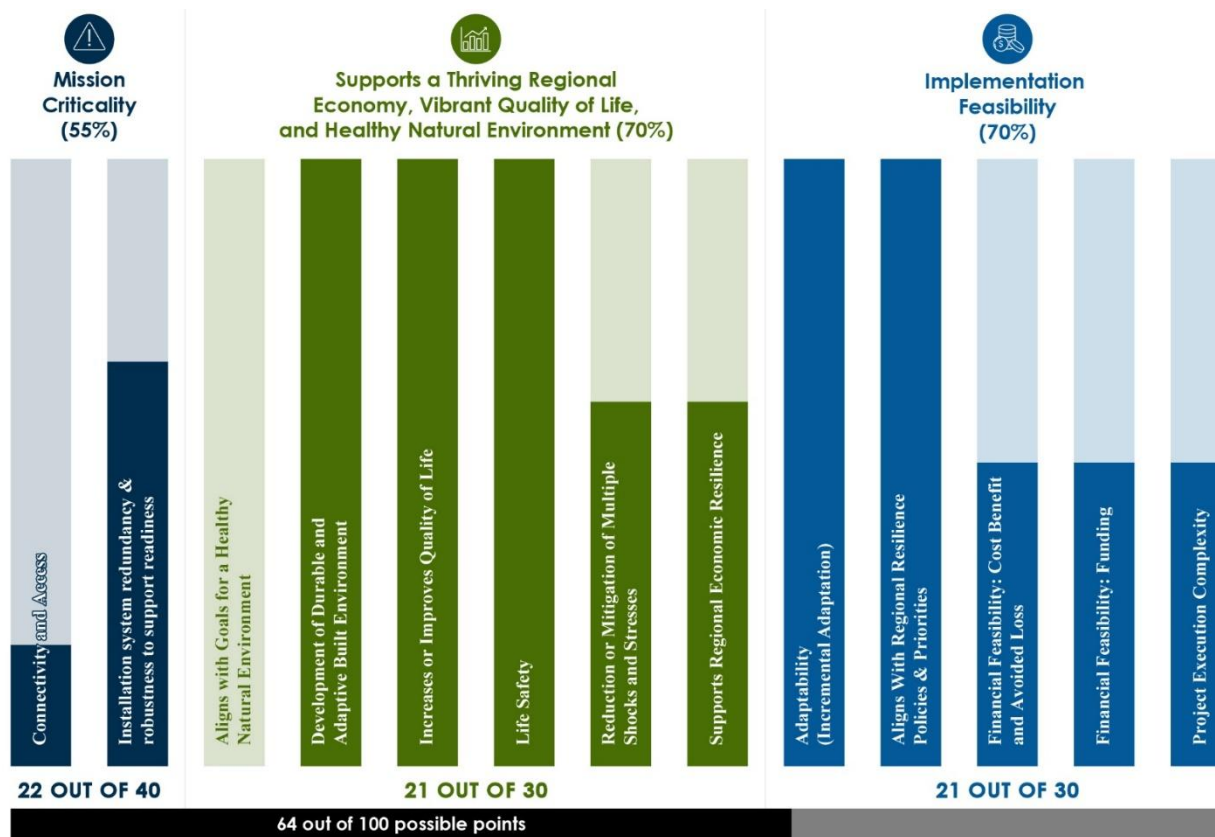
The project's monitoring, multimodal, and coordination components extend alignment further. Rainfall and water-level sensors integrated with IoT platforms, adaptive traffic management providing real-time alerts and activating detours, and prioritized access for emergency and military vehicles during flood events implement Subaction 23.1 on compiling and distributing locally relevant information about weather hazards and Subaction 23.4 on improving coordinated guidance and response capacity across the region.

The Complete Streets and multimodal feasibility assessment under Step 1E and the raised crossings and resilient pedestrian and bicycle infrastructure incorporated into elevation work under Step 2C implement Subaction 19.1 on complete streets and Subaction 19.3 on safe and walkable streetscapes, demonstrating how flood adaptation and multimodal access can be delivered through a single set of improvements. The corridor-level vulnerability analysis and scenario-based planning generated by this project contribute to Subaction 32.1, under which the Collaborative hosts and maintains Northeast Florida's Vulnerability Assessment Portal and builds toward analyzing vulnerability assessments at regional scale. Coordination through the North Florida TPO, on which the Navy holds representation, and sustained engagement with FDOT, SJRWMD, and the City of Jacksonville express Subaction 13.3 on intergovernmental partnerships with state and federal agencies, including the military, to increase regional readiness.

Metrics Score

The NAS Jacksonville Timuquana Road Mobility Corridor project was evaluated against a robust series of metrics to determine the appropriateness, viability, and achievement of goals (Figure 12). The metric categories are given a percentage weight to indicate the comparative importance for the MIRR, with Mission Criticality being the highest. High and mid-range scores across all metric categories indicate that implementing the strategies and policy recommendations within this project will promote mission assurance for the installation.

Figure 12. Metrics Scorecard Results



Cost-Benefit Analysis

Benefit-cost analysis (BCA) determines the cost-effectiveness of adaptation projects. This effectiveness is calculated using the equation

$$\frac{B}{C} = \text{Value}$$

Where B is the benefit, or avoided costs, of the project and C is the cost to implement the project. A benefit-cost value greater than 1 indicates that a project is cost-effective (i.e., the benefits of the project outweigh the costs incurred in implementing it), whereas a BC value less than 1 indicates the project may not be cost effective (i.e., the costs exceed the benefits).

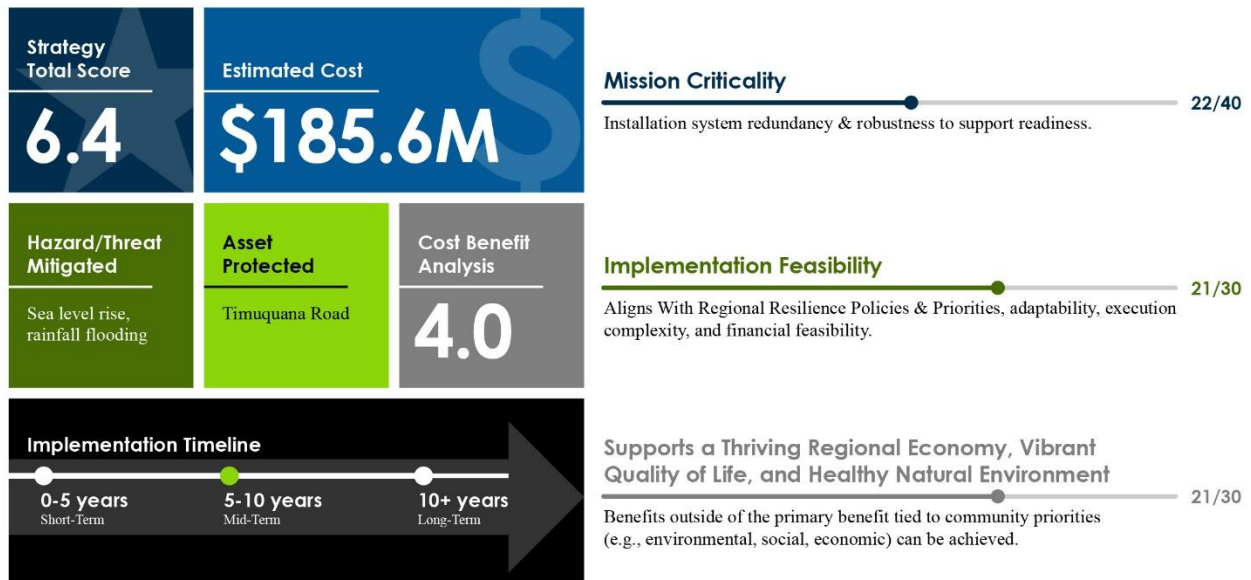
Adaptation project costs were costed to include project construction and design costs, where feasible. Project benefits were costed to include direct (construction or repair costs) and indirect (social, economic, and environmental) costs whenever feasible.

Data sources for benefit values include the Federal Emergency Management Agency, the National Institute of Standards and Technology, the National Interagency Fire Center, and others.

In many cases, associated financial savings data (such as improved installation operations, improved quality of life for installation personnel, or asset-specific O&M costs) was unknown; in these cases, the benefit is described. Hence, BCA values may not reflect the total possible benefit of the proposed adaptation project.

Total Project Package Snapshot

Figure 13. Total Project Package Snapshot





Implementation Tools



Financial Strategy Toolkit

More information on financial strategy building can be found in Technical Memo 10: Implementation Strategy and Investment Pathways.

Many of the tools required to fund, finance, and coordinate resilience implementation are already available under current Florida law or institutional precedent. The challenge, then, is aligning, adapting, and scaling existing tools to support coordinated regional resilience investment strategies. Thus, this section provides an initial inventory of funding, financing, and institutional tools that can be used to support the implementation of the MIRR project portfolio and the broader resilience system envisioned above.

Shorelines & Natural Infrastructure

Position Flood-Reduction Structures for Resilient Florida and FEMA Mitigation Funding

Flood mitigation projects involving hard and grey infrastructure including tidal gates and hybrid armoring qualify for a different set of programs than green and habitat-oriented work. To keep these projects eligible for grant funding, the region should incorporate them into relevant planning documents including regional and municipal hazard mitigation and climate adaptation plans before funding rounds open. Strategies may include:

- Positioning coastal flood-reduction projects for FL DEP's Resilient Florida Grants, which fund vulnerability analysis, planning, and implementation for flooding and sea level rise and are open to counties, municipalities, and regional resilience entities.
- Ensuring qualifying projects are written into the applicable local hazard mitigation strategies/plans now, since FEMA/FDEM's Hazard Mitigation Grant Program requires a presidential disaster declaration and inclusion in an adopted mitigation plan, and eligibility cannot be assembled after the fact.
- Screening structures and NFIP-insured assets for FEMA/FDEM Flood Mitigation Assistance, which supports elevation, acquisition, relocation, and localized flood-reduction projects.

Shorelines & Natural Infrastructure Longer-term Implementation

Shoreline and natural infrastructure projects are best organized at the coastal-system scale. Active work is already underway across NS Mayport, Blount Island, NAS Jacksonville, and the City of Jacksonville with the leadership and support of other partners. This report describes individual near-term funding opportunities. The longer-term task is to keep those efforts connected as projects move from planning and design toward permitting, restoration, and maintenance.

While it is possible to manage projects individually, opportunity exists to manage them as a shared coastal portfolio. Projects could be sorted by shoreline type and asset owner, design and permitting status, and long-term maintenance responsibilities. Existing shoreline partnerships provide the foundation for this approach. Project sponsors and participating partners can identify which projects are ready for design or implementation funding, which need engineering or permitting support, which require landowner coordination, and which need maintenance or monitoring commitments. Over time, this would shift shoreline work from discrete grant

opportunities toward a coordinated investment program serving both installations and the surrounding communities.

Transportation & Mobility

Align Military Access Routes with the FDOT Work Program and TPO Priorities (Near-term)

Since most of the roadway projects sit on FDOT-owned facilities, the highest-leverage near-term action is not a new grant but placement in the pipelines that already fund state roads. Steps include:

- Working with FDOT and the North Florida TPO to align MIRR roadway projects with the FDOT Work Program and the TPO's long-range plan and priority lists, so that resilience upgrades fit into existing corridor and access investments rather than competing as standalone initiatives.
- Using MIRR vulnerability data to inform project scoping, site selection, and the case for prioritization within those programs.
- Embedding resilience and critical-access criteria (flood exposure, installation access, redundancy) into local and regional transportation planning frameworks.

Leverage Defense-Specific Transportation Funding (Near-term)

The installation-access purpose of these routes makes them eligible for funding that general roadway projects cannot reach. The FHWA Defense Access Road (DAR) program provides a mechanism for the Department of Defense to fund public highway improvements necessitated by defense activities, which is a direct fit for access routes such as Mayport Road and the Blount Island corridors. Near-term steps include engaging the installations and DoD early to document the defense necessity that DAR requires, and identifying which access-route projects are strongest candidates. The Defense Community Infrastructure Program (DCIP), discussed under Resilient Utilities, can also fund qualifying off-base transportation projects that support an installation.

Bundle Roadway and Freight-Rail Projects for Federal Discretionary Funding (Near-term)

Federal discretionary programs increasingly favor bundled, regionally coordinated applications, and the region can begin organizing project scopes now even where construction is years out. Near-term steps include:

- Developing a bundled project list focused on installation access routes, freight corridors, and flood-prone transportation nodes.
- Positioning candidate projects for US DOT's BUILD/RAISE and INFRA programs (the latter awarded through the Multimodal Project Discretionary Grant NOFO), which fund road elevation, bridges, freight rail, and multimodal work.
- Coordinating across FDOT, the TPO, CSX, and JAXPORT to align scopes, permitting, and timelines so joint applications and cost-share agreements are ready when rounds open.

Notes: The current federal surface transportation authorization (IIJA) expires September 30, 2026, and future BUILD/RAISE and INFRA rounds depend on reauthorization.

Explore Value Capture and Partnerships in Freight and Growth Corridors (Near-term)

Corridors serving the port and freight network are likely to see rising land values and continued private investment, which creates room for value capture and private participation over a longer horizon. In the near term, the region can conduct a scan of where tax increment financing, mobility fees, or special assessments may be viable, and begin early conversations with private beneficiaries such as JAXPORT tenants, logistics firms, and CSX about co-investment in shared freight-corridor resilience. Full deployment of these tools requires multi-year planning and, in some cases, legislative action, so this is scoping-and-feasibility work now that informs the longer-term strategies.

Transportation & Mobility Longer-term Implementation

As noted earlier, transportation and mobility projects should be carried forward through integration into agency and asset owner investment processes. The key implementation challenge is that mission-related transportation vulnerabilities do not automatically align with established investment priorities. They consequently need to be framed and pursued in ways aligning with those regional priorities.

For roadway and access projects, this may translate into identifying the specific consequences of disruption to mission readiness and positioning projects for the next decision point where they may be advanced. For projects that are already connected to FDOT and the TPO, these should be positioned with the documentation needed for project prioritization and funding consideration.

Freight, port, rail, and aviation needs require similar translation, but through different delivery systems. Port and freight-related priorities may, for example, be framed around topics of regional importance such as shoreline exposure or operational resilience, where those issues intersect with JAXPORT infrastructure planning. Rail-related priorities require early coordination and planning with CSX, with public investment opportunities framed around public benefits while accounting for CSX ownership, operations, and long-term capital planning.

Over time, the strongest adaptation project candidates will be those with a clearly documented readiness consequence, an identified owner or sponsor, established plans, and sufficient scoping to compete for design, capital, or discretionary transportation funding.

Funding Opportunities

Table 3. Transportation Funding Options

Agency/Org	Program	Description	Available Funding	General Eligibility	Example Eligible Projects	Timeline
US DOT	Better Utilizing Investments to Leverage Development (BUILD) Grant Program (formerly RAISE)	Provides discretionary funding for transportation projects that promote safety, environmental sustainability, quality of life, and economic competitiveness.	~\$1.5 billion available for FY2026. (transportation.gov/BUILDgrants)	State and local governments, MPOs, transit agencies, port authorities	Complete streets, road elevation, bridges, rail planning, multimodal mobility hubs	FY2026 NOFO published Dec 15, 2025; applications due Feb 24, 2026 (letters of support through Mar 13, 2026). Note: IIJA authorization expires Sept 30, 2026 — future rounds depend on reauthorization. (transportation.gov)
US DOT	INFRA Grant Program	Funds large-scale infrastructure projects that improve the movement of freight and people across the country.	~\$1.6 billion/year	States, MPOs, local governments, tribal governments	Highway modernization, road widening, interchanges, freight rail	Awarded through the combined Multimodal Project Discretionary Grant (MPDG) NOFO (INFRA/Mega/Rural); FY2026 round active. IIJA expires Sept 30, 2026. (transportation.gov/grants/mpdg-program)
US DOT	Safe Streets and Roads for All (SS4A) Grant Program	Supports regional, local, and tribal initiatives to prevent roadway deaths and serious injuries through comprehensive safety planning and implementation.	~\$993.5 million for FY2026 (~\$687.8M Implementation, ~\$305.7M Planning & Demonstration). (transportation.gov/grants/SS4A)	Local, regional, tribal governments	Road safety audits, protected bike lanes, speed management systems, crosswalk improvements	FY2026 NOFO closed May 26, 2026. Likely the final SS4A round — IIJA expires Sept 30, 2026. (transportation.gov; visionzeronetwork.org)
FDOT	Transportation Alternatives (TA) Set-Aside Program	Provides funding for smaller-scale transportation projects such as pedestrian and bicycle facilities, recreational trails, and safe routes to school programs.	Approximately \$5.1 million annually.	Local governments, regional transportation authorities, transit agencies, natural resource or public land agencies, school districts, and tribal governments.	Construction of on-road and off-road trail facilities for pedestrians, bicyclists, and other non-motorized forms of transportation.	Annual competitive application process; specific deadlines vary by FDOT district.
FDOT	Transportation Regional Incentive Program (TRIP)	Encourages regional planning by providing state funds to improve regionally significant transportation facilities in regional transportation areas.	State funds cover up to 50% of the non-federal share of project costs.	Projects must be identified in the capital improvements element of a local government comprehensive plan and be consistent with the MPO’s Long-Range Transportation Plan.	Improvements to regionally significant roadways, public transportation facilities, and intermodal facilities.	Application cycles and deadlines are managed by FDOT districts
FTA	Urbanized Area Formula Grants	Provides formula funding to support public transportation in urbanized areas (pop. > 50,000), including capital, planning, and limited operating expenses.	Over \$6.5 billion annually (nationally). Federal funding not to exceed 80% of total project costs.	Public transit agencies, states, and designated recipients in urbanized areas.	Bus and rail capital investments, mobility hubs, transit planning, fare collection systems.	Funding apportioned based on legislative formulas; funds are apportioned annually.
FTA	Pilot Program for Transit-Oriented Development (TOD) Planning	Supports planning efforts near transit corridors to foster compact, mixed-use development and maximize transit access.	~\$29 million in FY26	Transit project sponsors with eligible capital projects	Planning for mobility hubs, affordable housing near transit, station area design.	Annual discretionary grant; FY26 NOFO issued on 5/11/26. Applications are due by 7/10/2026.

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