



APALACHEE REGIONAL
PLANNING COUNCIL

IMPLEMENTATION ELEMENT

APALACHEE REGIONAL RURAL
TRANSPORTATION PLAN, 2025-2045

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INTRODUCTION

This document—the Implementation Element—is part 4 of the Rural Regional Transportation Plan (RRTP).

FOUR ELEMENTS OF THE RRTP

The RRTP comprises four elements:

- ◆ The **Foundation and Process Element** goes over the four Florida Transportation Plan (FTP) emphasis areas and how they inform the RRTP as well as the overall planning process.
- ◆ The **Existing Conditions and Analysis Element** provides an overview of the conditions and trends in the region as well as specific conditions and trends per the five counties of the RRTP: Calhoun, Franklin, Gulf, Jackson, and Liberty.
- ◆ The **Projects Element** describes the project solicitation and scoring process and the short-term and long-term project needs throughout the area.
- ◆ This document, the **Implementation Element**, describes recommended next steps to procure funding for the projects.

INTRODUCTION TO IMPLEMENTATION

It is desirable to see as many of the goals and projects in this plan realized as possible.

This element outlines the next steps that will set local communities up to get their projects implemented and achieve desired outcomes.

A key step to getting projects implemented is securing funding, whether that be through FDOT's Work Program, FDOT grants, or other funding opportunities.

NEXT STEPS

DEMONSTRATE PUBLIC SUPPORT

All funding opportunities come from an entity interested in making investments. One way they determine if a particular project would be a good investment is if the project will move along smoothly and will help them achieve their overall goals.

A project is much more likely to move along smoothly if it has public support. Therefore almost all grant applications will likely ask for proof of public support for the project. Below are some ways to do this:

- Provide a documented public involvement or public information process
- Provide documentation affected homeowners and business owners were notified
- Provide letters of support
- Show support from neighborhood associations, or other neighborhood meetings
- Show support from different organized groups of people, such as; Citizens' Advisory Committees, Bicycle/ Pedestrian Advisory Councils, or Community Traffic Safety Teams
- Reflect the project within local Comprehensive Plans
- Reflect the project in other plans, such as the RRTP (this one is done!)

Garnering support can take time, so it is never too early to start talking to people. Establish public involvement processes and form citizen committees now to be prepared.

REVIEW GRANT APPLICATION RESOURCES

Applying for a grant can feel daunting, but the good news is there is support. Connect with the staff members dedicated to answering questions, look for workshops or webinars to get more information, and delve into US DOT/FHWA's resources.

RESOURCES

[ROUTES Initiative](#) (*Rural Opportunities to Use Transportation for Economic Success*)

[USDOT Navigator](#)

[DOT Discretionary Grants Dashboard](#)

[Rural Grant Applicant Toolkit for Competitive Federal Transportation Funding](#)

[Benefit Cost Analysis \(BCA\) 2024 Guidance and Template](#)

Federal Tools to Determine Disadvantaged Community Status

[USDOT's Equity and Justice40 Analysis Tools](#)

[RAISE Grant and Urban Area, Area of Persistent Poverty, Historically Disadvantaged Community](#)

[EJScreen](#), EPA's environmental justice mapping and screening tool

[Rural Eligibility Tool](#)

LEARN WHICH GRANTS EXIST

Read through the grants and their summaries below to become familiar with existing opportunities.

Then come up with a plan for how to stay abreast of the latest grant offerings. For example, e-newsletters can be a great resource. Subscribe to USDOT Navigator and ROUTES [Newsletters](#).

FDOT FUNDING SUMMARIES

The grant summaries below came from information already available at the referenced websites.

Please note this grant list is not exhaustive. Also, keep in mind that grant offerings change. Even if some of these grants are no longer available, the list is meant to be inspiring, as there are many funding opportunities from a variety of sources and is meant to help inform future grant searches.

[CIGP \(County Incentive Grant Program\)](#)

Improve a transportation facility, including transit, which is located on the State Highway System (SHS) or which relieves traffic congestion on the SHS. Please contact Maria Showalter of FDOT District 3 for more information.

[FDOT Beautification Grant](#)

Usually on FDOT rights-of-way (ROW) (or county roads contiguous to and visible from the state ROW). Purchase and installation of plant materials, soil amendments, and irrigation systems; site preparation. (Sign installation and hardscape elements are not eligible but can be used as match). Think of areas where you would like to have people walking and bicycling. Having beautiful plants is an important element for active transportation. Also, beautification is helpful for economic development. Please contact Wilson McBurney, PLA or Kristi Patterson of FDOT District 3 for more information.

[MSCOP \(Municipalities Small County Outreach Program\)](#)

Assist municipalities and small county governments in repairing or rehabilitating county bridges, paving unpaved roads, addressing road-related drainage improvements, resurfacing or reconstructing county roads, or constructing capacity or safety improvements to county roads. Please contact Maria Showalter of FDOT District 3 for more information.

[SCOP \(Small County Outreach Program\)](#)

Assist small county governments in repairing or rehabilitating county bridges, paving unpaved roads, addressing road-related drainage improvements, resurfacing or reconstructing county roads, or constructing capacity or safety improvements to county roads. Please contact Maria Showalter of FDOT District 3 for more information.

[SCRAP \(Small County Road Assistance Program\)](#)

Assist small county governments in resurfacing and reconstructing county roads. Please contact Maria Showalter of FDOT District 3 for more information.

[SRTS \(Safe Routes to School\)](#)

Low stress, ages 8 to 80 active transportation facilities (sidewalks, separated bike lanes, shared use path, protected intersections, roadway markings, school-related signals, beacons or signs, etc.). Can also do projects around education, encouragement, enforcement, evaluation. STEP (Safe Transportation for Every Pedestrian) infrastructure to consider; lane repurposing (road diets), PHBs (pedestrian hybrid beacons), pedestrian refuge islands, raised crosswalks, crosswalk visibility

enhancements (signs, lighting, marking the crosswalk, etc.), RRFBs (rectangular rapid flashing beacons), LPIs (leading pedestrian intervals). Watching the [webinar](#) is a requirement of applying. Please contact Gretchen Peoples of FDOT District 3 for more information.

[SUN Trail \(Shared-Use Non-motorized\) Program](#)

The development of a statewide system of interconnected high-priority, paved, non-motorized multi-use trail / two-directional Shared Use Path (SUP) within the SUN Trail network for bicyclists and pedestrians, physically separated from vehicular traffic.

Eligible project phases include preliminary planning/feasibility studies, project development and environment planning, preliminary engineering/design, acquisition of right-of-way, new construction, reconstruction or resurfacing trail surfaces or bridges and maintenance (e.g., minor or major repairs, obligations for pavement, drainage, land stabilization and safety controls), and construction engineering inspections. Please contact Tanya Branton of FDOT District 3 for more information.

[TA \(Transportation Alternatives Set-Aside program\)](#)

Smaller-scale transportation projects and activities that expand and integrate accessible non-motorized travel choices and make them safer, including on- and off-road bicycle and pedestrian facilities, recreational trails, safe routes for non-drivers, safe routes to schools, and accessibility improvements to help achieve compliance with the Americans with Disabilities Act of 1990. Strengthening our economy by enhancing traveling experiences throughout communities, TA also funds cultural, historical, and environmental aspects of transportation infrastructure including construction of turnouts, overlooks and viewing areas; historic preservation and rehabilitation of historic transportation facilities; vegetation management in transportation rights-of-way; archaeological activities related to impacts from transportation projects; and environmental mitigation related to stormwater and habitat connectivity. Please contact Tanya Branton of FDOT District 3 for more information.

[TRIP \(Transportation Regional Incentive Program\)](#)

The purpose is to encourage regional planning by providing state matching funds for improvements to regionally significant transportation facilities identified and

prioritized by regional partners. Please contact Tanya Branton of FDOT District 3 for more information.

NON-FDOT FUNDING SUMMARIES

FEDERAL

[AOP \(FY2023 Culvert Aquatic Organism Passage\) \(part of the FY23-26 Culvert AOP NOFO\)](#)

FHWA

The replacement, removal, and repair of culverts or weirs that meaningfully improve or restore fish passage for anadromous fish. Anadromous is the term that describes fish born in freshwater who spend most of their lives in saltwater and migrate back to freshwater to spawn.

[ASAP \(All Stations Accessibility Program\)](#)

U.S. DOT, Federal Transit Administration

The All Stations Accessibility Program makes competitive funding available to assist in the financing of capital projects to repair, improve, modify, retrofit, or relocate infrastructure of stations or facilities to make all public areas of the station accessible to people with disabilities, including those who use wheelchairs. Repairing, improving, modifying, retrofitting, or relocating infrastructure of stations or facilities for passenger use, including load-bearing members that are an essential part of the structural frame. Developing or modifying a plan for pursuing public transportation accessibility projects, assessments of accessibility, or assessments of planned modifications to stations or facilities for passenger use or programs of projects in an eligible area.

[ATIIP \(Active Transportation Infrastructure Investment Program\)](#)

U.S. DOT

Planning and Design, construction. Anything related to bicycle, pedestrian or other active transportation facilities.

[BRIC \(Building Resilient Infrastructure and Communities\)](#)

FEMA

Capability and capacity building activities such as building codes, partnerships, project scoping, hazard mitigation planning and planning-related activities, and other activities. Management costs to reimburse indirect costs, direct administrative costs and other administrative expenses associated with a specific mitigation measure or project. Hazard mitigation projects such as reducing damage and destruction to property. Natural hazard risk mitigation activities that promote adaptation and resilience with respect to those hazards. These include both acute extreme weather events and chronic stressors which have been observed and are expected to increase in intensity and frequency in the future.

The BRIC Program is funded by the Federal Emergency Management Agency (FEMA) and administered through a partnership with the Florida Division of Emergency Management (FDEM). FDEM recommends technically feasible and cost-effective sub-applications to FEMA and provides pass-thru funding for FEMA approved and awarded project grants to eligible sub-applicants. Local governments/ communities are eligible sub-applicants.

[BIP \(Bridge Investment Program\)](#)

FHWA

Planning Project grant applications under the Bridge Investment Program. Planning Project grant applications are available for bridges with maximum grant awards of 80 percent of the total eligible project costs.

Bridge Project grant applications under the Bridge Investment Program are available for bridges with total eligible project costs up to \$100 million, with minimum grant awards of \$2.5 million, and maximum grant awards of 80 percent of the total eligible project costs. Local governments can also apply directly to FHWA, making it easier to advance projects at the local level that meet community needs.

[CDBG \(Community Development Block Grant\)](#)

Florida Commerce

Street and sidewalk improvements. Economic development activities that create jobs for low- and moderate-income people. Downtown revitalization including streetscaping and underground utilities. Drainage/ stormwater improvements.

[CFI \(Charging and Fuel Infrastructure\)](#)

DOT, FHWA

Publicly accessible electric vehicle charging. Alternative fueling infrastructure in publicly accessible locations and along designated alternative fuel corridors. Acquisition and installation of infrastructure; related construction, reconstruction, and property acquisition, development phase activities; and educational and community engagement activities. Contracting with a private entity for acquisition and installation of eligible infrastructure; providing a private entity with operating assistance for the first 5 years of operations after the installation of eligible infrastructure while the facility transitions to independent system operations; and preliminary engineering and design-related services.

[Clean School Bus Program Rebates](#)

EPA

Can request funds for replacing up to 50 buses. Rebates to replace existing school buses with clean and zero-emission models.

The Bipartisan Infrastructure Law of 2021 authorizes the EPA to prioritize awarding funds to certain communities that will benefit from the CSB Program; these include: high-need school districts, Rural school districts, Bureau of Indian Education-funded school districts, and school districts that receive basic support payments for children who reside on Indian land. Applicants requesting funding for the replacement of school buses that serve a prioritized school district will be offered more funding per bus and receive preference in the selection process.

[CPI \(Coastal Partnership Initiative Grant Program\)](#)

Florida DEP, National Oceanic and Atmospheric Administration (NOAA), U.S. Department of Commerce

Gulf or Franklin counties only.

Eligible applicants: Florida's 35 coastal counties and all municipalities within the counties' boundaries that are required to include a coastal element in their comprehensive plan. Florida's public colleges, universities, regional planning councils, national estuary programs and nonprofit groups also may apply, provided that an eligible local government agrees to participate as a partner.

Community projects such as habitat restoration, park planning and improvements, waterfront revitalization and improving community resiliency to coastal hazards. Innovative, local, coastal management projects. Conduct vulnerability analyses and risk assessments, developing post-disaster redevelopment plans and strategies, restoring coastal wetlands, improving community resiliency to coastal hazards. Dune and wetland restoration, exotic plant control, coastal cleanups. Developing plans for land acquisition and management, developing site plans for nature trails, removing exotic species and restoring native species, dune walkover, boardwalks and canoe/kayak launches. Observation platform, welcome center or information kiosk, resorting shorelines and wetlands.

[Community Facilities Program Disaster Grants](#)

Rural Housing Service, U.S. Department of Agriculture

Assisting rural communities to recover economically through improved infrastructure. Develop or improve essential public services and facilities in communities across rural America. Construct, expand or improve facilities that provide health care, education, public safety, and public services. Examples of essential community facilities include fire stations, police stations, public works facilities and equipment, clinics, hospitals, schools, roads, bridges, and community gardens.

Rural areas including cities, villages, townships and towns including Federally Recognized Tribal Lands with no more than 20,000 residents according to the latest U.S. Census Data are eligible for this program.

For the most current list of Presidentially Declared Disasters, visit the United States (U.S.) Department of Homeland Security, Federal Emergency Management Agency (FEMA) website. Major disaster declarations, emergency declarations, and fire management declarations are all eligible for this program.

[Environmental and Climate Justice Community Change Grants Program](#)

EPA

The grant can be used for: community-led air and other pollution monitoring, prevention, and remediation, and investments in low and zero-emission and resilient technologies and related infrastructure and workforce development that help reduce greenhouse gas emissions and other air pollutants; mitigating climate and health risks from urban heat islands, extreme heat; climate resiliency and adaptation.

[Federal-State Partnership for Intercity Passenger Rail](#)

U.S. DOT, Federal Railroad Administration

The purpose of the FSP Program is to reduce the State of Good Repair backlog, improve performance, or expand or establish new intercity passenger rail service. This notice solicits applications for projects located off the Northeast Corridor (NEC).

[FMA \(Flood Mitigation Assistance Program\)](#)

FEMA

Flood control - drainage improvement (flood risk reduction) projects which include drainage improvements, roadway/ bridge elevation, flood protection measures for utility systems, floodplain and stream restoration, flood diversion, flood diversion and storage measures, and non-localized flood risk reduction. The flood control project is expected to reduce flood risks to roads or bridges.

The Flood Mitigation Assistance Program is funded by the Federal Emergency Management Agency (FEMA) and administered through a partnership with the Florida Division of Emergency Management (FDEM). FDEM recommends technically feasible and cost-effective sub-applications to FEMA and provides pass-thru funding for FEMA-approved and awarded project grants to eligible sub-applicants. Local governments/ communities are eligible sub-applicants.

[Large Bridge Project](#)

FHWA

Large Bridge Project Grants under the Bridge Investment Program are available for bridges with total eligible project costs over \$100 million, with minimum grants awards of 50 percent of the total eligible project costs. Local governments can also apply directly to FHWA, making it easier to advance projects at the local level that meet community needs.

The Large Bridge Project grant BIP funding opportunity was announced under a separate NOFO (available on Grants.gov, listing number 693JJ323NF00019).

[LCTM \(Low Carbon Transportation Materials Program\)](#)

FHWA

Funding for the use of construction materials that have substantially lower levels of Greenhouse Gas (GHG) emissions.

[PIDP \(Port Infrastructure Development Program\)](#)

U.S. DOT, Maritime Administration

Funds for the PIDP are awarded on a competitive basis to projects that improve the safety, efficiency, or reliability of the movement of goods into, out of, around, or within a port. PIDP grants support efforts by ports and industry stakeholders to improve port and related freight infrastructure to meet the nation's freight transportation needs and ensure our port infrastructure can meet anticipated growth in freight volumes. The PIDP provides funding to ports in both urban and rural areas for planning and capital projects. It also includes a statutory set-aside for small ports to continue to improve and expand their capacity to move freight reliably and efficiently and support local and regional economies.

[PROTECT \(Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation\)](#)

U.S. DOT

There are four types of PROTECT grants: Planning, Resilience Improvement, Community Resilience and Evacuation Route, At-Risk Coastal Infrastructure. Funding may be used to improve the resilience of the surface transportation system, including highways, public transportation, ports, and intercity passenger rail. They should support the continued operation or rapid recovery of crucial local, regional, or national surface transportation facilities. Furthermore, selected projects should utilize innovative and collaborative approaches to risk reduction, including the use of natural infrastructure, which is explicitly eligible under the program. Also called nature-based solutions, these strategies include conservation, restoration, or construction of riparian and streambed treatments, marshes, wetlands, native vegetation, stormwater bioswales, breakwaters, reefs, dunes, parks, urban forests, and shade trees. They reduce flood risks, erosion, wave damage, and heat impacts while also creating habitat, filtering pollutants, and providing recreational benefits. Projects in the PROTECT Discretionary Grant Program have the potential to demonstrate innovation and best practices that State and local governments in other parts of the country can consider replicating. By funding projects that improve resilience to natural hazards and climate change impacts, the PROTECT Discretionary Grant Program aims to reduce damage and disruption to the transportation system, improve the safety of the

traveling public, and improve equity by addressing the needs of disadvantaged communities that are often the most vulnerable to hazards. FHWA will seek to award projects to communities that demonstrate a strong need for the funding; the program includes set asides for rural communities and Indian Tribes.

[RAISE \(Rebuilding American Infrastructure with Sustainability and Equity\)](#)

U.S. DOT

Grants for surface transportation infrastructure projects with significant local or regional impact. The eligibility requirements of RAISE allow project sponsors to pursue multi-modal and multi-jurisdictional projects that are more difficult to fund through other grant programs.

Highway or bridge projects eligible under title 23, United States Code. Public transportation projects eligible under chapter 53 of title 49, United States Code. Passenger and freight rail transportation projects eligible under title 49. Port infrastructure investments (including inland port infrastructure and land ports of entry). The surface transportation components of an airport project eligible for assistance under part B of subtitle VII of title 49, United States Code. Intermodal projects whose components are otherwise an eligible project type. Projects to replace or rehabilitate a culvert or prevent stormwater runoff for the purpose of improving habitat for aquatic species while advancing the goals of the RAISE program. Projects investing in surface transportation facilities that are located on Tribal land and for which title or maintenance responsibility is vested in the Federal Government. Any other surface transportation infrastructure project that the Secretary considers to be necessary to advance the goals of the program.

[RCE \(Railroad Crossing Elimination grant program\)](#)

U.S. DOT, Federal Railroad Administration

Improve railroad crossing safety and efficiency, investing in projects that construct grade separations, upgrade safety devices at crossings, or close at-grade crossings where roads and train tracks intersect.

[RCP \(Reconnecting Communities Pilot Program\)](#)

U.S. DOT

Highway or other surface transportation facility that creates a barrier to community connectivity, including barriers to mobility, access, or economic development due to

high speeds, grade separations, or other design factors. Eligible facilities include limited access highways, viaducts, any other principal arterial facilities, and other facilities such as transit lines and rail lines. Capital Construction. Community Planning. To fund both reconnecting-focused projects and smaller projects focused on reducing environmental harm and improving access in disadvantaged communities. Projects may address: Removal of a dividing facility, Enhance community connectivity, Improved access by building or improving Complete Streets. Planning activities to support future construction projects and allow for innovative community planning to address localized transportation challenges. Projects may address: Community engagement activities, Planning studies to assess the feasibility of removing, retrofitting, or mitigating an existing eligible facility to reconnect communities (for example: mobility, safety, environmental and public health impacts etc.), Conceptual or preliminary engineering or design, Other needs including land-use and zoning reform, transit-oriented development, housing supply, among others.

[R&E \(Restoration and Enhancement Grant Program\)](#)

Federal Railroad Administration (FRA), U.S. DOT

The R&E Program provides grants for Initiating, Restoring, or Enhancing Intercity Rail Passenger Transportation operations. Operating costs for eligible projects that will establish service on new routes, restore service on routes that formerly had intercity passenger operations, and enhance service on existing routes. The objective is to help offset initial operating losses while the new or expanded Intercity Rail Passenger Transportation Services build their ridership and Revenue base, since such Services and frequencies do not realize their longer-term ridership/Revenue potential immediately upon the start of operations.

[Reduction of Truck Emissions at Port Facilities](#)

U.S. DOT, FHWA

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.

[RIA \(Regional Infrastructure Accelerator\) grants Demonstration Program](#)

U.S. DOT. Build America Bureau.

The Department seeks to fund projects that advance the Departmental priorities of safety, equity, climate and sustainability, and workforce development, job quality, and wealth creation as described in the USDOT Strategic Plan; the Research, Development and Technology Strategic Plan; the Equity Action Plan and in executive orders. Accelerated development of projects: (1) project planning; (2) studies and analysis (including feasibility, market analysis, project costs, value for money, public benefit, environmental reviews, etc.); (3) revenue forecasting; (4) preliminary engineering and design work; (5) statutory and regulatory compliance analyses; (6) Assess opportunities for private financing, project bundling and/or phasing; (7) enhancement of rural project sponsors' capacity to use innovative financing methods; (8) other direct, project-specific support as appropriate.

Projects are not required to apply for or receive Transportation Infrastructure Finance and Innovation Act (TIFIA) Credit Program credit assistance to be eligible.

[RTAP \(National Rural Transit Assistance Program\)](#)

Federal Transit Administration

This is different from the other options listed, so please be sure to read their website carefully. From what I gather you would apply to be paid to design and implement training and technical assistance projects and other services tailored to meet the specific needs of transit operators in rural areas.

[Rural and Tribal Assistance Pilot Program](#)

U.S. DOT, Office of the Secretary

Provides states, local governments, and tribal governments with grants to support project development leading to future applications to DOT credit or grant programs. Available to eligible applicants on a first-come, first-served basis. Eligible project sponsors may receive grant funds to select advisors to assist with pre-development-phase activities, including: feasibility studies, project planning, revenue forecasting and funding and financing options analyses, preliminary engineering and design work, environmental review, economic assessments and cost-benefit analyses, public benefits studies, statutory and regulatory framework analyses, value-for-money (VFM) studies, evaluations of costs to sustain the project, evaluation opportunities for private financing and project bundling. For more information, email RuralandTribalTA@dot.gov

[Rural Surface Transportation Grant Program \(Part of the Multimodal Project Discretionary Grant Opportunity, MPDG\)](#)

U.S. DOT

A highway, bridge, or tunnel project eligible under National Highway Performance Program, Surface Transportation Block Grant, or Tribal Transportation Program. A highway freight project eligible under National Highway Freight Program. A highway safety improvement project, including a project to improve a [high-risk rural road](#) as defined by the Highway Safety Improvement Program.

High Risk Rural Roads are defined in 23 U.S.C. 148(a)(1) as "any roadway functionally classified as a rural major or minor collector or a rural local road with significant safety risks, as defined by a State in accordance with an updated State strategic highway safety plan."

A project on a publicly owned highway or bridge that provides or increases access to an agricultural, commercial, energy, or intermodal facility that supports the economy of a rural area. A project to develop, establish, or maintain an integrated mobility management system, a transportation demand management system, or on-demand mobility services.

Rural Surface Transportation grant program funding will be made available under the MPDG combined Notice of Funding Opportunity (NOFO).

[SS4A \(Safe Streets and Roads for All\)](#)

U.S. DOT

Roadway safety planning. Develop, complete, or supplement a comprehensive safety action plan to prevent roadway fatalities and serious injuries in an area.

Demonstration activities. Planning activities. Implement projects and strategies identified in Action Plan that could be infrastructural, behavioral, and/or operational.

[WCPP \(Wildlife Crossings Pilot Program\)](#)

FHWA

Construction projects include engineering, design, permitting, right-of-way acquisition, and other activities related to the construction of infrastructure improvements, such as the building of a wildlife crossing overpass or underpass.

Non-construction projects include planning, research, and educational activities that

are not directly related to construction of infrastructure improvements, such as a hot spot analysis of Wildlife Vehicle Collisions (WVCs).

OTHER STATE AGENCY

[RIF \(Rural Infrastructure Fund\)](#)

Florida Commerce

Planning and construction. Roads or other remedies to transportation impediments. Other physical requirements to facilitate tourism, trade, and economic development activities in the community. (RIF funds are often used by rural communities as a match for other infrastructure funding programs, such as those offered by the Small Cities Community Development Block Grant, United States Department of Agriculture - Rural Development, and the United States Department of Commerce - Economic Development Administration.)

Comes out twice a year.

[RTP \(Recreational Trails Program\)](#)

Florida DEP

Project proposals may address the following recreational trail interests: nonmotorized trail projects, motorized trails projects, mixed-use trails projects (which facilitate both motorized and nonmotorized recreational trail use within a recreational trail corridor), trailside amenities, or trailheads. Scopes of work limited to trail planning activities are not eligible per 62S-2.072(4)(e) F.A.C.

[State Agency and Water Management District Grant Program](#)

Florida DEP

Water management districts for projects related to coastal resource protection.

The FCMP provides federal NOAA funds for state agencies and water management districts for projects related to coastal resource protection. Projects must contribute to the protection, management and enhancement of Florida's coastal resources, and they must be completed within a 12-month period. Project proposals should be between \$15,000 and \$100,000. There is no specific application form for this opportunity, but project proposal submissions must include a project work plan, limited to a maximum of 10 pages. The work plan shall include a project description, project location and objective. Applications also must include a title page, project

location map and budget page, which are not counted in the proposal page limit. Projects involving construction, exotic species removal and/or habitat restoration must submit a completed 306A questionnaire with the application, which is also excluded from the page limit. Abstracts for previously funded projects are available on the Coastal Grant Abstracts page by fiscal year.

[TrailGo](#)

Florida DEP

Operation and maintenance of trails located within the Florida Greenways and Trails System (FGTS). Examples: purchase of equipment and capital assets, repairs to ensure safety, pressure washing, bush pruning, clearing debris.

[Viva Florida](#)

Florida Wildflowers

Landscape garden grant program. Establish or enhance a native demonstration planting in a public space. Think of areas where you would like to have people walking and bicycling. Having beautiful plants is an important element for active transportation. Also, beautification is helpful for economic development.

To apply, applicants must be a Florida-based agency or organization with a mission, vision, and values aligned with the Florida Wildflower Foundation. Must demonstrate the ability to plant and care for Florida native wildflowers. Educate the public about the role of native plants in supporting native pollinators. The gardens will serve as demonstrations of how native wildflowers and plants can be used in public landscapes. Applicants must provide in-kind or monetary contributions of 50% or more of the amount requested (up to \$3,000 per project). In-kind contributions may include donations of materials, services and/or volunteer time, as well as staff time related to the project. A minimum of 80% of the grant funds must be used to purchase native wildflowers, grasses and/or flowering shrubs and vines (may be live material or seeds).

[FRDAP \(Florida Recreation Development Assistance Program\)](#)

Florida DEP

This competitive, reimbursement grant program provides financial assistance for acquisition or development of land for public outdoor recreation. The maximum grant request may not exceed \$200,000.00.

[Resilient Florida](#)

Florida DEP, Office of Resilience and Coastal Protection (ORCP)

Implementation projects to be included in the Statewide Flooding and Sea Level Rise Resilience Plan. Local governments are eligible to apply for implementation project funding after conducting a vulnerability assessment, evaluation, report, or other similar document that demonstrates a risk of flooding or risks due to sea level rise to a critical asset or the project area. Planning Projects: Communities that have yet to perform a vulnerability assessment pursuant to statutory requirements will be prioritized for funding.

PRIVATE FUNDING

[T-Mobile Hometown Grant](#)

T-Mobile and National Main Street Center

Hometown Grants are given every quarter for up to 25 small towns (50,000 people or less) by T-Mobile through Main Street America. Projects that add a sense of place or could lead to further investment are of particular interest. Describe how the idea represents innovative, experimental, creative and/or entrepreneurial approaches to local placemaking. This is for projects with shovel-ready plans ready to go and able to be completed within its detailed budget and within 12 months of receiving funding, if selected. Some example project categories: Accessibility, Beautification, Learn to bicycle Park, Public art, Sustainability upgrade, Technology-focused project, Trails/ Nature, Wayfinding Signage

OTHER

[Alternative Fuel Infrastructure Tax Credit](#)

U.S. Department of Energy

All qualified fueling equipment also must be installed in a population census tract that is a low-income community or not an urban area. Eligible property includes certain fueling equipment for natural gas, propane, hydrogen, electricity, E85, or biodiesel

blends of at least 20% (B20+). Tax exempt entities, including state and local governments, may be eligible to receive this credit in the same amount as businesses, via IRS elective pay provisions.

Community Facilities Direct Loan Grant Program

U.S. Department of Agriculture

This program provides affordable funding to develop essential community facilities in rural areas. Funds can be used to purchase, construct, and / or improve essential community facilities, purchase equipment, and pay related project expenses. Eligible EV activities: Purchasing or constructing EV/LDV charging infrastructure, financing the development of municipal infrastructure including for BEBs and ESBs, vehicle acquisition—specifically for supporting essential community facilities (e.g., school programs, police and fire departments) that primarily serve a rural population.

DETERMINE WHICH GRANT(S) TO APPLY FOR

The table below was created to help narrow down which grants to look into more for each project category.

Note that this grant list is not exhaustive. Also, keep in mind that grant offerings change. Even if some of these grants are no longer available, the list is meant to be inspiring as there are many opportunities from a variety of sources and the list is meant to help inform future grant searches.

TABLE: GRANTS AND PROJECT CATEGORIES

The gray boxes signify the project category may be a good candidate for that funding opportunity.

DRAFT

REVIEW THE GRANT APPLICATION

Once you have narrowed down funding opportunities that might be a good fit, then access the grant Notice of Funding Opportunity (NOFO) or application and review it carefully to make sure your specific project is a good fit.

For your convenience, the historic NOFO or application of many of the grants are included here [\(insert weblink when available\)](#) for reference purposes. This will help you plan ahead and begin preparing your grant application before the grant cycle opens, assuming the next application is similar.

When actually applying for the grant, be sure to download the most recent version and follow the directions carefully.

SET UP AN ACCOUNT FOR THE APPLICATION SYSTEM

Most likely a username and password will need to be set up through a system to apply for the grant. Prepare ahead of time by setting that up in advance.

GAP (Grant Application Process)

Set up an account with [FDOT's GAP \(Grant Application Process\) system](#).

Create an account to apply for the [T-Mobile Hometown Grants \(through Main Street America\)](#).

Register with [Grants.gov](#)

Approval of registrations for the site may take multiple weeks.

FEMA GO (FEMA Grants Outcomes)

Apply for funding using the grants management system, [FEMO GO](#), for the BRIC and Flood Mitigation Assistance grant programs. FEMA grants are managed at the state level, and local governments and organizations should work with their state emergency management agencies to apply. Funding opportunities for FEMA grants are available on Grants.gov.

Register as a [DEP Grants User](#)

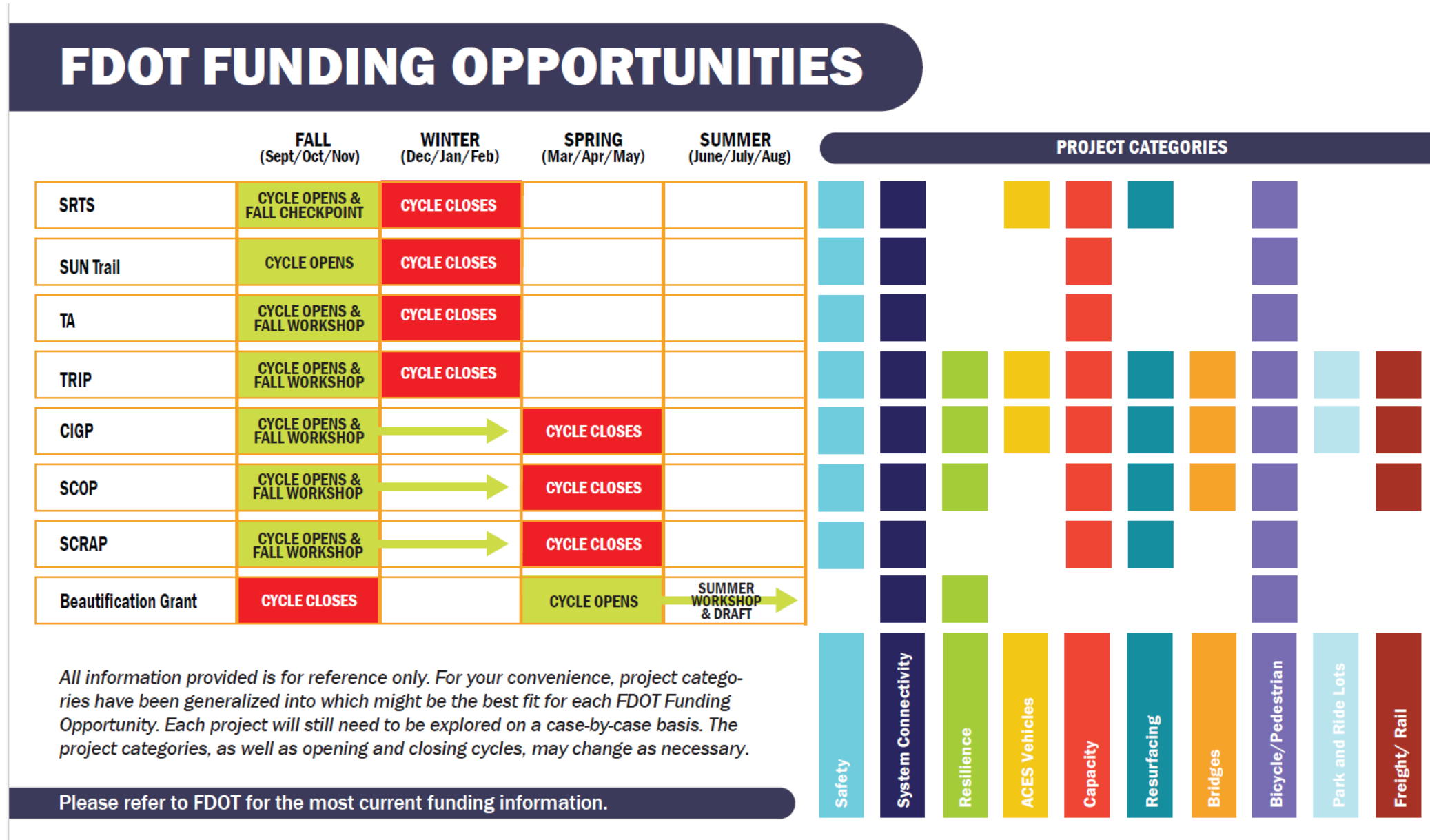
MAKE A PLAN TO APPLY, INCLUDING A SCHEDULE

Often times grants are on a cycle that more or less repeats from year to year. Become familiar with the grant schedule so you can plan accordingly. Determine who will do which portions of the application and when.

Consider beginning your grant efforts 6 months in advance. For example, if the application cycle window for a grant of interest opens in November, then begin exploring it further in May. There are many reasons why this may make sense. If the community chooses to hire someone or request someone to fill the application out for them pro bono, then this allows time to make those arrangements. Also, it allows time for public coordination. For example, to get on the monthly agenda of different groups, or time to form a committee such as a Safe Routes to School Committee, or time to engage homeowners and business owners and garner their support. Additionally, it will provide time to ascertain a match of money or in-kind services if that is required. Finally, collecting data, performing a benefit cost analysis, and writing the narrative will all take time.

See the table below for an anticipated FDOT Funding Timeline.

FIGURE 1. FUNDING FDOT TIMELINE



BEGIN PREPARING THE APPLICATION NOW

Previous grant NOFOs or applications have been [provided](#) to make it easy to begin gathering materials to apply for the grant now. It is imperative to use the most current NOFO or application when actually applying, but for the purposes of preparing ahead of time, using a previous application is a great place to start. Typically grant applications aren't radically different from year to year. If there is concern that it might be, or might not even be offered in the future, then look for a point of contact to reach out to with questions.

Another option is to generically prepare the information below for the project as these items are asked for in most grants:

Clear description of the project location/ project limits

Example: Street name: _____ From:_____ To:_____

Map of the project location/ project limits

The project phase requesting funding for

Example: planning, design, construction, maintenance

Proof of public support of the project

Examples: reflected in the RRTP, reflected in local comprehensive plans, letters of support, etc.

Cost estimate

Match identified if required (note that in some instances an in-kind services or contribution can be used in lieu of money.)

Written narrative explaining the project need and how it relates to the grant
Paragraph at a minimum

Preparing a cursory version of this information ahead of time will set the community up for success when the grant application window opens.

TRACK PROGRESS

Another important element of implementing the RRTP is tracking progress towards goals. Although targets and performance measures weren't adopted in this iteration of the RRTP, the objectives of the 2045 Florida Transportation Plan (FTP) Policy Element are below for a point of reference and consideration.

Objectives	
Eliminate transportation-related fatalities and serious injuries	Reduce the number of crashes and other safety incidents on the transportation system
Reduce the frequency and severity of transportation-related public health, safety, and security risks	Improve emergency response and recovery times
Maintain Florida's transportation assets in a state of good repair for all modes	Increase the resilience of infrastructure
Meet customer expectations for infrastructure quality and service	Improve transportation system connectivity
Increase access to jobs, education, health, and other services for all residents	Increase the reliability and efficiency of people and freight trips
Increase alternatives to single occupancy vehicles	Support job creation and economic development
Reduce transportation's impact on water, critical lands, and habitats	Decrease transportation-related air quality pollutants and greenhouse gas emissions
Increase the energy efficiency of transportation	

CONCLUSION

This concludes the Implementation Element—part 4 of the Rural Regional Transportation Plan (RRTP).

See the other elements of the RRTP for more information:

- ◆ The **Foundation and Process Element** goes over the four Florida Transportation Plan (FTP) emphasis areas and how they inform the RRTP as well as the overall planning process.
- ◆ The **Existing Conditions and Analysis Element**, provides an overview of the conditions and trends in the region as well as specific conditions and trends per the five counties of the RRTP: Calhoun, Franklin, Gulf, Jackson, and Liberty.
- ◆ The **Projects Element** describes the project solicitation and scoring process and the short-term and long-term project needs throughout the area.