

FUNDING SOURCES and STRATEGIES

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For the implementation of the CC2ST network, the following funding sources and strategies should be discussed.

MAP-21: Transportation Alternatives Program

Signed into law on July 6, 2012, Moving Ahead for Progress in the 21st Century Act (MAP-21) provides funding for surface transportation programs. This legislation combines the Scenic Byways Program, Safe Routes to School (SRTS), and the Transportation Enhancements programs into a collective program called the Transportation Alternatives Program (TAP). TAP funds are administered to a multitude of projects related to surface transportation which may include: recreational trail projects, safe routes to schools projects, or projects that pertain to the construction, planning, and design of on-or-off road facilities for pedestrians, bicyclists, and other non-motorized forms of transportation. Entities eligible to receive TAP funds include local governments, regional transportation authorities, transit agencies, natural resource or public land agencies, school districts, and other local or regional governmental agencies responsible for oversight of transportation or recreational trails. Every two years, entities submit TAP project proposals to the CRTPA which prioritizes the projects and submits them to FDOT. FDOT then allocates funds from the Federal Highway Administration to the CRTPA, which in turn awards the entities on a yearly basis.

Recreational Trails Program

The Recreational Trails Program (RTP) is a subprogram of the TAP that provides funding for the continuation and preservation of recreational trails, trailheads, and trailside facilities. The program is administered by the Florida Department of Environmental Protection (FDEP), Office of Greenways and Trails (OGT). Eligible applicants include municipal or county governments, state or federal governmental agencies, and organizations approved by the State. The maximum receivable grant for non-motorized projects is \$200,000 with the grantee providing matching funds. Applications are subject to FDEP staff review.

Safe Routes to School

Safe Routes to School is a subprogram under TAP that aims to improve the safety and mobility of children by enabling and encouraging them to walk and bicycle to school. SRTS supports measures taken to significantly improve or provide accessibility and security of children using alternative modes of transportation to school. Eligible projects are located within two-miles of K-8 schools and target engineering improvements, educational



St. Marks Trailhead in St. Marks

activities and enforcement of networks provided. Projects receiving funding are required to generate quarterly progress reports, perform pre and post project evaluations, create a school walk route plan, and submit a SRTS final report. To apply for funding, a SRTS application should be filled out and submitted to the CRTPA.

Coastal Partnerships Initiative

The National Oceanic and Atmospheric Administration (NOAA) developed the Coastal Partnerships Initiative (CPI) to promote the protection and management of Florida's coastal resources. One area of concern for CPI involves coastal communities' preparation and effective responsiveness to climate change, natural hazards, and disasters. Environmental stewardship of coastal resources and marine-oriented communities is also an important aspect of this initiative. Coastal communities are encouraged to accommodate seaside and marine accessibility with little to no disruption to the natural environment or amenities. CPI funding is also provided for projects that revitalize, renew, and promote interest in waterfront districts. Eligible applicants include Florida's 35 coastal counties and all municipalities within their boundaries that are required to include a coastal element in their comprehensive plan. Submittal period generally falls towards the end of October and projects are evaluated by a technical committee based on review criteria presented in the CPI application. Recipients are required to match 100 percent of the grant funds, which may include employee salaries, value of volunteer work time, cost of construction materials, or other supplies/services directly benefitting the project.

Florida Recreational Development Assistance Program

Florida Recreational Development Assistance Program (FRDAP) provides grants to local governmental entities for the acquisition and development of land for public outdoor recreation use or to construct recreational trails. Funds are administered by FDEP, Bureau of Design and Recreation Services, to eligible applicants including municipal and county governments or other legally constituted entities. The submittal period is generally September 16 to September 30 of the respective year. Applications are evaluated by the Office of Operations, Land and Recreation Grants Section, and assigned a final score. FDEP submits a recommended priority list to the Florida Legislature based on this score. In the instance that the project is reviewed and accepted into the program, the applicant may request the maximum grant funds in the amount of \$200,000 with matching rates of 0, 25, or 50 percent depending on estimated project cost.

RESTORE Act

The RESTORE Act was established from the accrual of civil and administrative Clean Water Act penalties due to the Deepwater Horizon disaster across the Gulf. The RESTORE Act allocates 80 percent of the collected penalties to the five Gulf States, of which the 23 Gulf coast counties of Florida have access to funding. Thirty-five percent of the funds are used to restore ecosystems and natural resources, improve the economy, and promote tourism in the Gulf Coast communities. Proposed projects are evaluated by the FDEP in consultation with the Florida Fish and Wildlife Conservation Commission (FFWCC); selected projects move forward to the Council by the Governor for review and to establish priority.

Bike Florida

Bike Florida is a non-profit organization dedicated to making Florida a more bike-friendly state, as well as promoting bicycle safety and creating cycling tourism. The organization has developed a mini-grant program funded through the sale of 'Share the Road' specialty license plates. Eligible entities include organizations and government agencies promoting motorist and bicycle education programs. Priority is given to projects teaching the Florida Traffic and Bicycle Safety Education Program while gathering significant media coverage. The applicant may apply for grants from \$200 to \$2,000 per year, with a 100 percent match.

VisitFlorida

VisitFlorida offers two grant programs that qualify as funding opportunities for the CC2ST. The Advertising Matching Grants Program provides a maximum of \$40,000 in matching funds to advertise tourism opportunities within the state. The second grant opportunity offered by VisitFlorida is the Cultural, Heritage, Rural and Nature Tourism Grant Program (CHRN). This program provides a total of \$150,000 in funding for multi-county marketing projects that advertise the cultural, heritage, rural, nature, and educational opportunities within the state. The window for submitting an application for either of the two grant programs is generally between January 8 and February 18 of the respective year.

FDOT Work Program

The FDOT Work Program is a financial plan that lists transportation projects to be implemented within a five-year period based on available federal and state funding. It is developed with the coordination of citizens, regional planning groups, MPOs, and local governments who determine which projects should be included and ensure that funding is equitably distributed for transportation projects throughout the entire state.

CRTPA Funding

The CRTPA prepares an annual Transportation Improvement Program (TIP) that documents transportation improvement projects to be funded by Title 23 and Title 49 within a five-year timeframe. While Title 23 provides funds solely for highways, Title 49 funds are available to finance pedestrian and bicycle transportation projects. Projects are included in the TIP and given federal funding based on a project prioritization process conducted by the CRTPA.

Private Funding

A sole private investor or a group of private investors may award the CC2ST network with funding for a specific project. If private funding is given to the CC2ST, dedications, such as the naming of a trail or trailhead after the person or persons funding, would be established.

Developer Mitigation

Developed mitigation is the process of having a private developer contribute dollars to mitigate transportation impacts. Coordination with local government is needed, as well as following comprehensive plans and long range plans. Developers can contribute to a future transportation project to make their business more accessible, or they can mitigate funds they owe by contributing to a new project which has similar enhancements to transportation options.

Sponsorships

Enabling local corporations, non-profit organizations, institutes, companies, etc. To sponsor the CC2ST network provides a potential source of funding. A sole organization may provide financial resources for the entirety of the network, or a group of organizations may sponsor the network or segment collectively. In exchange for financial support, sponsors would be given certain rights over the CC2ST network, such as the right to advertise to trail users. Potential sponsors for CC2ST include:

- Local Governments
- Crawfordville
- StarMetro
- Local Educational Institutions: FSU, FAMU, TCC
- Local Hospitals: Tallahassee Memorial HealthCare, Capital Regional Medical Center, and other medical centers
- Local bicycle, equestrian, or running shops and clubs
- Banks, stores, private firms, etc.

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Leon County Sales Tax Option

In November 1989, Leon County voters approved a local option one-cent sales tax to fund transportation and law enforcement facility improvement projects. This referendum allowed the sales tax to be levied for a period of 15 years. In November 2000, Leon County voters once again approved the referendum to extend the one-cent local option sales tax for 15 years to continue to improve local infrastructure, reduce stormwater and flooding problems, protect and expand natural areas, and improve local and state roads. The current sales tax expires in 2019. In 2011, the Board of County Commissioners established the Leon County Sales Tax Committee to provide recommendations as to the timing of the infrastructure sales tax referendum and a review of projects considered by the committee.

The **2013 Tallahassee-Leon County Greenways Master Plan Update** includes the Pine Flats Greenway, which includes Trout Pond Trail and the L.L. Wallace Road Trail segments. These two projects overlap with the proposed Tallahassee to Trout Pond Trail segment of CC2ST. Total cost estimates for construction and exotic invasive plant control equal \$940,000, thus, coordination with Leon County for funding and construction of the Tallahassee to Trout Pond Trail would prove beneficial.

United Way Contributions

The annual United Way of the Big Bend Campaign can serve as a continuous source of funds for trail/maintenance and development through its Designated Agency process, because trails are considered a contributor to better health and fitness.

This is accomplished by having a prospective donor fill out the pledge card for the amount they wish to donate weekly, monthly or one time, and write in the designated agency name. As an example; in the case of the Leon County area – write down City of Tallahassee “FRIENDS OF OUR PARKS” – TRAILS. This is a 501(c)3 non-profit and the funds are transferred from United Way to the Friends of Our Parks Trust Fund administered by a volunteer board and approved for designated expenditures for parks related projects i.e. “Trails operations.”

This source of funding can be substantial if promoted to all trails related groups and agencies and companies that are part of the United Way program. A one or two paragraph note can be written to promote use of this funding source on the CC2ST website and also sent on-line to all trail user groups for inclusion in their websites, newsletters, flyers, etc. Almost all government and major companies have an annual campaign, so this highly respected and publicized fund raiser can be very effective in generating funds for trail development/operations/maintenance.

Remember that trails are still one of the highest rated recreational amenities requested and desired by residents in Florida!

Public-Private Partnerships

In a public-private partnership (P3) a private sector entity and a public sector agency collaborate together to implement infrastructure projects that benefit the public. The private sector entity and public sector agency establish an agreement that determines which sector is responsible for project management, financing, construction, operations, and maintenance. The level of involvement that a private entity and public agency have over a project may vary greatly from one project to another:

- Private Contract Fee Services
 - ◇ Private entity provides expertise and manages the project; public agency owns the project and is responsible for final project design, construction, financing, operations, and maintenance
- **Design-Build**
 - ◇ Private entity is responsible for project design and construction; public agency owns and manages the project and is responsible for project financing, operations, and maintenance
- Design-Build Finance
 - ◇ Private entity is responsible for project design, construction, and initial or all financing; public agency owns and manages the project and is responsible for operations, maintenance, and remaining financing (if necessary)
- Design-Build Operate Maintain
 - ◇ Private entity is responsible for project design, construction, operations, and maintenance; public agency owns and manages the project and is responsible for financing
- Design-Build Finance Operate Maintain
 - ◇ Private entity is responsible for project design, construction, initial or all financing, and operations; public agency owns and manages the project and may provide remaining financing (if necessary)

Public-private partnerships to implement projects should be considered in instances when additional expertise is needed, public funding is unavailable or limited, or project risks are too high for the public agency to pursue.

Local and State Funding

For projects that fall under federal grant programs, the state and local entity must provide a portion of the matching funds. These include the following programs:

Florida Small Cities Community Development Block Grant Program

The Community Development Block Grant (CDBG) Program is a federal program that provides funding for housing and community development in rural areas. The program is aimed to benefit low to moderate income communities, prevent blight, and address development needs of the area. Eligible applicants include parks and recreation projects that fall within the statutes of a non-entitlement city with fewer than 50,000 residents, counties with fewer than 200,000 residents, or cities that opt out of the urban entitlement program. Under the State Block Grant Program, the state is required to provide 50 percent of the funding and the local government is required to provide the matching 50 percent.

***Note: A few of the communities within the CC2ST project boundary qualify for this grant and are verified in the FFY 2013 Small Cities CDBG Eligible Communities document.

Commuter Assistance Program

The Commuter Assistance Program (CAP) provides funding for projects that improve overall air quality and promote the reduction of future highway improvements, energy consumption, and vehicle congestion, especially during peak hour. Projects that receive CAP funding must provide alternative transportation modes so that commuters can reach employment centers. Local governments, MPOs, regional planning councils, transportation authorities, and community transportation coordinators are all eligible to receive CAP funding. Funds are allocated to each of the FDOT districts based on an assessment of the CAP need per district. The state provides up to 100 percent of the funds, provided the project has a regional scope. Projects that receive CAP funding must maintain records of the number of commuters switching modes, vehicle trips and miles eliminated, parking spaces saved, commuter costs saved, and any major accomplishments. The CC2ST network is intended as an alternative mode for commuters to get to employment opportunities in the City of Tallahassee and Crawfordville.

Capital City to the Sea Trails

CONNECTING PEOPLE AND PLACES



Transportation Regional Incentive Program

The Transportation Regional Incentive Program (TRIP) provides funds for local governments and private sector entities to implement critically needed projects that promote regional travel and commerce. The state provides 50 percent of the necessary funds, while the local government or private entity provides the remaining 50 percent.

State Infrastructure Bank

A State Infrastructure Bank (SIB) is a revolving loan and credit enhancement program. It can provide loans to public or private entities, eligible for assistance under federal and state law, to carry out a proposed project.

According to the Florida Department of Transportation, a project can be eligible for fund advances or support from a SIB if they meet with following minimum criteria:

1. Projects with a higher present value of repayments. This would include a present value analysis of the repayments based on the projected rate of return.
2. Projects which have the most secure sources of funding to repay the SIB loan.
3. Projects which have a higher level of financial feasibility.
4. Projects which have financial safeguards which includes backup source to complete the project should project funding fall short and to ensure that the SIB loan is repaid.
5. Projects that will encourage, enhance and/or create economic benefits.
6. Projects which the SIB would enable to proceed at an earlier date.
7. Projects which would foster innovative public-private partnerships and attract private debt or equity investment.
8. Projects which use new technologies, including intelligent transportation systems that enhance the efficiency of the project.
9. Projects which help maintain or protect the environment.

County Incentive Grant Program

The County Incentive Grant Program provides funds to transportation facilities along the State Highway System or that alleviate traffic congestion on the State Highway System. FDOT evaluates, and awards projects with 50 percent matching funds; the remaining 50 percent of funds must be provided by the local entity. Because the CC2ST network has the

opportunity to alleviate traffic along S.R. 319, it could potentially qualify for the Count Incentive Grant Program.

Rural Economic Development Initiative

Rural communities that meet population requirements and have also experienced severe negative impacts due to economic events or natural disasters are eligible for state assistance under the Rural Economic Development Initiative (REDI). Since Wakulla County is designated as part of the North West Rural Area of Critical Economic Concern, it is eligible for REDI assistance on projects that improve economic development, and environmental and growth management. REDI assistance may include waiving the required local match for funding or reducing the required percent of local match for funding. Typically, the state provides 50 percent of the funds for a certain project, while the remaining 50 percent is left unfunded. Segments of the CC2ST that are within Wakulla County may qualify for a REDI waiver or reduced local matching funding.

Regional Initiatives

There are several grants and opportunities for counties and communities within a region to work together on initiatives that utilize their regional resources. Leon County and Wakulla County share similar environments with surrounding national and state forests that, working together as a region, emphasize that unique characteristics of the area can prove to be highly beneficial. One example of this type of strategy is the Sustainable Communities Regional Planning Grant Program. This program supports projects that invest in regional economic activity and job creation. This grant from U.S. Department of Housing and Urban Development emphasizes partnerships between multiple municipalities within a region. Opportunities similar to this are great ways for the Capital Region to work together to acquire funding for CC2ST.

Multi-Jurisdictional Partnerships

The City of Tallahassee in Leon County, and the City of Sopchoppy and City of St. Marks in Wakulla County are the three different jurisdictions included in the study area. Having these multiple jurisdictions work together, along with Leon and Wakulla counties, can open up a variety of opportunities to achieve funding for the network. There is an opportunity for the different jurisdictions to jointly contribute to matching funds for grants, which may significantly increase the chance of receiving funding. The different jurisdictions may also work together for the management and maintenance of the network.

Piggy Back Other Transportation Projects

U.S. 319

Included in the 2012 Wakulla County Adopted Infrastructure Plan are U.S. 319 lane expansions and corridor improvements, including sidewalks, crosswalks, turn lanes, medians, upgraded signals, and landscaping. The Wakulla County Board of Commissioners did not approve the recommended U.S. 319 improvements for FY 2014, thus these improvements are still up for legislative approval for future years. If any of the proposed lane expansion or corridor improvement projects along U.S. 319 are approved, portions of the CC2ST network that overlap or run parallel with U.S. 319 may be able to tag onto the approved projects. Ultimately, combining CC2ST shared-use path construction with U.S. 319 improvements will be more efficient than doing the projects separately.

COORDINATION WITH FLORIDA GREENWAYS AND TRAILS SYSTEM PLAN

The State of Florida is a leading example for the nation in terms of greenways and trails. The Florida Department of Environmental Protection Office of Greenways and Trails (OGT) has developed a system plan for implementing trails and greenways throughout the state for transportation and recreation needs. The CC2ST project will work closely with this system plan to coordinate overlapping projects. Once all the data is complete for CC2ST, it will be given to OGT for reference to their planned trails and continued coordination.