DESOTO COUNTY

ADAPTATION ACTION AREA PLAN #3 SW HIGHWAY 17

Prepared By:

Kimley»Horn

DESOTO COUNTY CVA - AAA PROJECT

Adaptation Action Area Plan #3 SW Highway 17

PREPARED FOR:

Central Florida Regional Planning Council
555 E Church St,
Bartow, FL 33830

Coastal & Heartland National Estuary Partnership
1050 Loveland Blvd,
Port Charlotte, FL 33980

DeSoto County
201 East Oak St,
Arcadia, FL 34266

PREPARED BY:

Kimley-Horn and Associates, Inc.
200 S Orange Ave, Suite 600
Orlando, FL 32801

Registry No. 35106
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Orlando, Florida
249656005

Kimley»Horn

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Abbreviations

AAA	Adaptation Action Area
BFE	Base Flood Elevation
BMAP	Basin Management Action Plan
BOCC	Board of County Commissioners
CFRPC	Central Florida Regional Planning Council
CHNEP	Coastal & Heartland National Estuary Partnership
CIP	Capital Improvement Program
CVA	Comprehensive Vulnerability Assessment
DOT	Department of Transportation
DRC	Disaster Recovery Centers
EPA	U.S. Environmental Protection Agency
FCMP	Florida Coastal Management Program
FDEP	Florida Department of Environmental Protection
FDEM	Florida Department of Emergency Management
FEDR	Florida Office of Economic and Demographic Research
FEMA	Federal Emergency Management Agency
FFE	Finished Floor Elevation
FMA	Flood Mitigation Assistance
GIS	Geographic Information System
I&I	Inflow and Infiltration
LDC	Land Development Code
LF	Linear Feet
LID	Low Impact Development
LMI	Low- and Moderate-Income
LMS	Local Mitigation Strategy
LOS	Level of Service
NEMA	National Electrical Manufacturers Association
NFIP	National Flood Insurance Program
NOAA	National Oceanic and Atmospheric Administration
PROTECT	Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation
RAP	Reasonable Assurance Plan
RPC	Regional Planning Council
SFHA	Special Flood Hazard Areas
SWFWMD	Southwest Florida Water Management District
USDA	U.S. Department of Agriculture

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Introduction

DeSoto County (the County) received funding through the Coastal & Heartland National Estuary Partnership (CHNEP) to write three Adaptation Plans for the highest ranking Adaptation Action Areas (AAAs) within the County. This Adaptation Plan is a continuation of the work performed under the County Comprehensive Vulnerability Assessment (CVA) and the Identification and Ranking of AAAs. This Adaptation Plan has been developed for the SW Highway 17 AAA, the third highest ranked AAA in DeSoto County, to bridge the gap between identified vulnerable critical assets and the implementation of flood reduction solutions.

The County, Central Florida Regional Planning Council (CFRPC), and CHNEP staff assisted Kimley-Horn in each Adaptation Plan's development. This report outlines specific adaptive strategies, measures, and policies that were developed based on the Florida Adaptation Planning Guidebook and tailored to the unique needs and challenges of the SW Highway 17 AAA. A location map of the SW Highway 17 AAA is shown in **Figure 1.**

The objectives of this Adaptation Plan are:

- To highlight DeSoto County's current capacity to address flood resiliency in the SW Highway 17 AAA.
- To propose implementable adaptation strategies that would reduce flood risk of identified critical assets.
- To rank proposed adaptation strategies based on their anticipated flood resilience improvements, costs, and feasibility.
- To develop preliminary (planning level) costs, descriptions, and conceptual representations for proposed projects.
- To highlight funding opportunities for the proposed adaptation strategies.

This study utilized the latest Florida Adaptation Planning Guidebook published in collaboration between Florida Department of Environmental Protection (FDEP), the Florida Coastal Management Program (FCMP), and National Oceanic and Atmospheric Administration (NOAA), to guide the development of methodologies, criteria and strategies for this Adaptation Plan.

Background

Critical assets include infrastructure, community and emergency facilities, transportation and evacuation routes, and natural, cultural, and historical resources that are essential for community function, safety, and resiliency. During the DeSoto County CVA, critical assets were identified and evaluated for physical exposure to rainfall-driven flooding as well as for their social, environmental, and hazard sensitivity.

Based on the results of the CVA, the evaluated list of critical assets was refined to only include County-owned assets that experienced flooding in the 500-Year, 24-Hour 2040 Rainfall event, and did not currently have planned projects to improve flood resiliency. This refined asset list was used in the Identification and Ranking of AAAs project to define AAA boundaries that group critical assets vulnerable to flooding. AAAs were geographically defined using ArcGIS based on flood extents, critical asset distribution, and municipal and parcel boundaries.

Once the AAA boundaries were identified, they were ranked using a multi-criterion weighted matrix. The criteria used in the matrix to rank the AAAs included:

- Exposure Analysis (100-Year, 24-Hour 2040 Rainfall)
- Exposure Analysis (500-Year, 24-Hour 2040 Rainfall)
- Sensitivity Analysis
- Asset Ownership
- Asset Relevancy
- Asset Group
- Length of Inundated Roadway
- Length of Inundated Bridges/Culverts
- Quantity of Public Comments

An explanation of the criteria, the scoring process, and the weighting factors applied to each criteria can be found in the DeSoto County Identification and Ranking of AAA Technical Memorandum is under separate cover in **APPENDIX 1.** A location map of the DeSoto County AAAs and their rank are shown in **Figure 2.** It should be noted that there were five AAAs identified but Adaptation Plans were only developed for the top three.

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Figure 1: SW Highway 17 AAA Boundary with Vulnerable Critical Assets

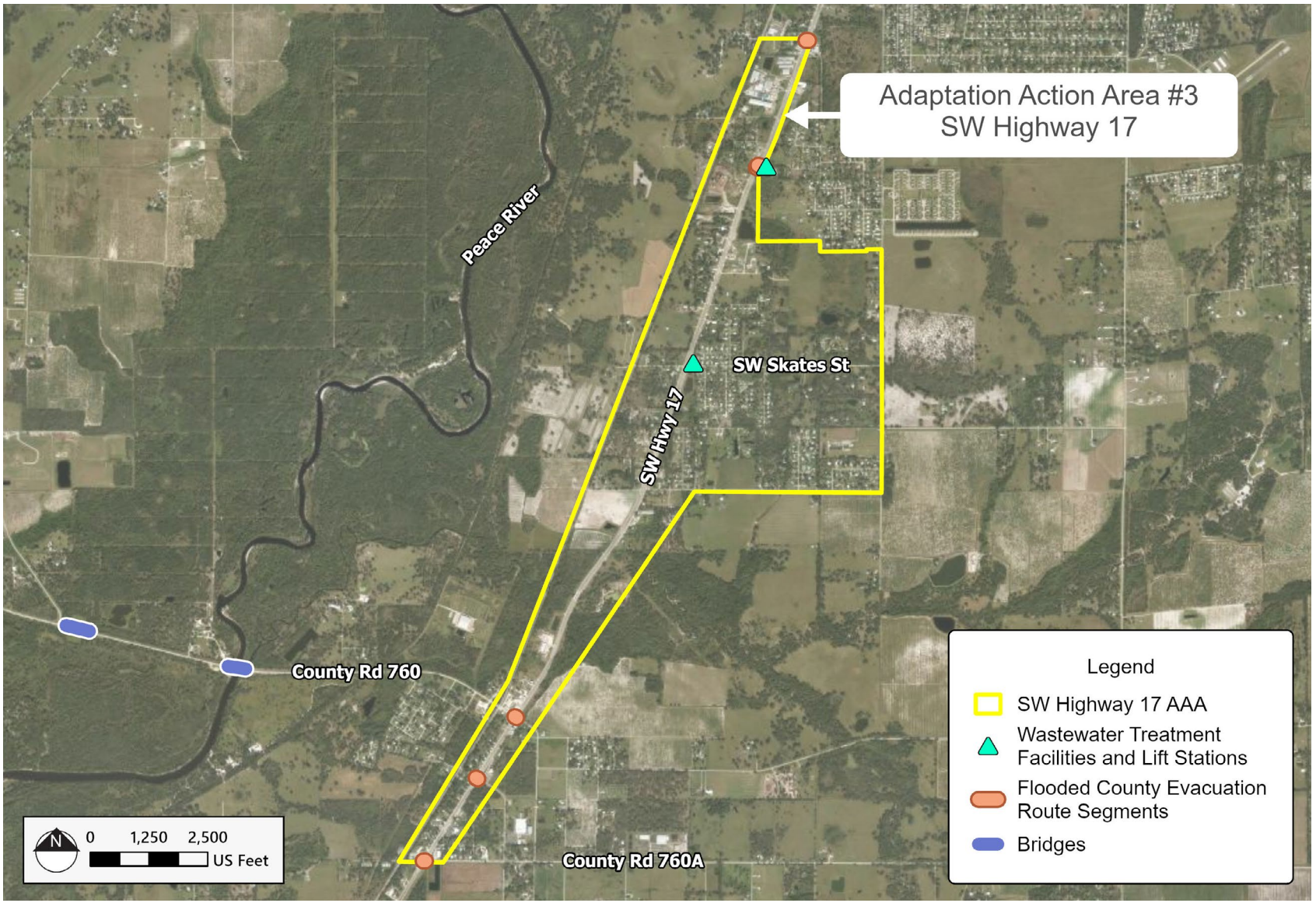

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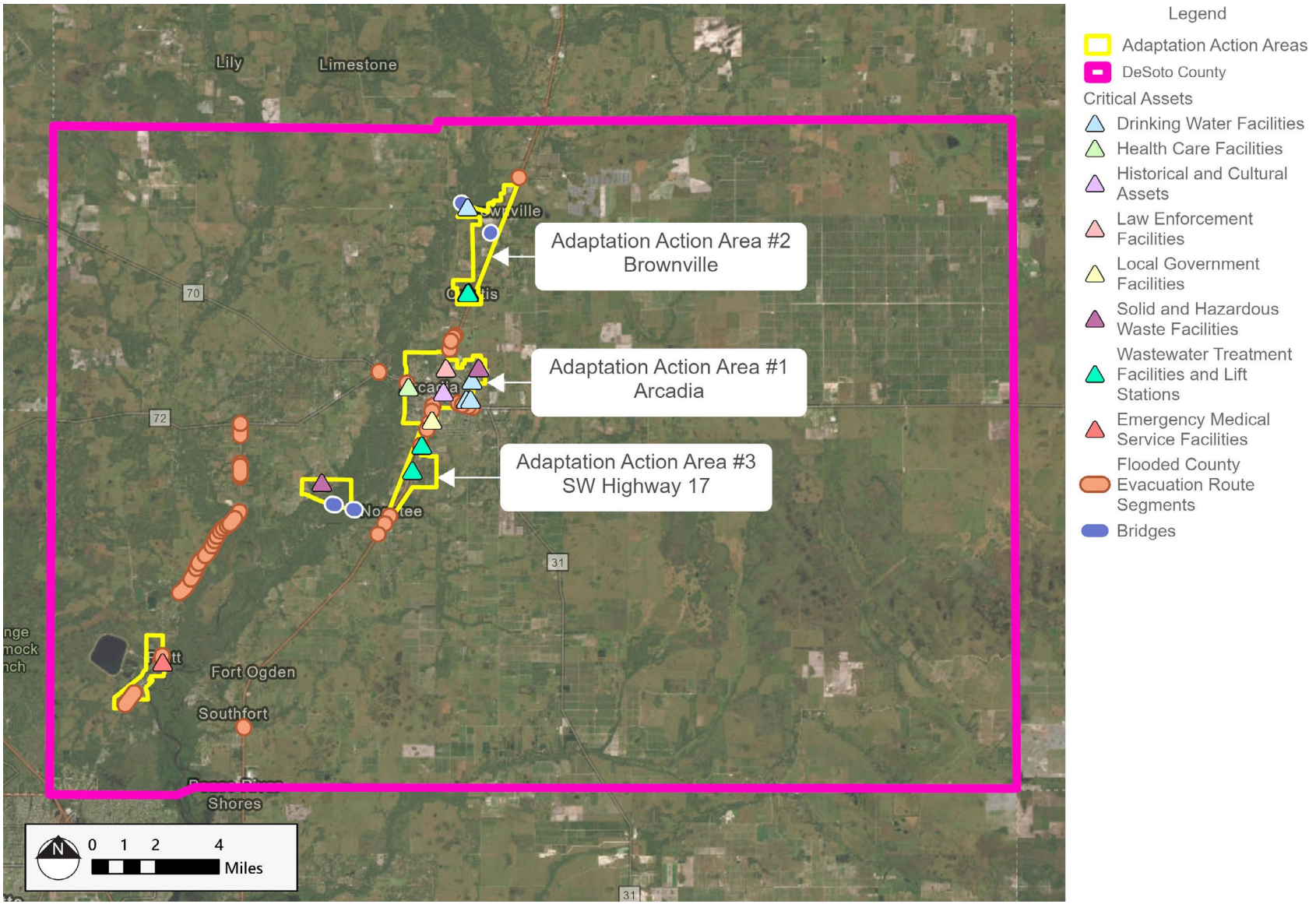
Figure 2: Location Map of DeSoto County AAAs and their Rank



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Resiliency in DeSoto County

DeSoto County is a rural, non-coastal, agricultural hub situated in south-central Florida that encompasses approximately 497 square miles and has a population greater than 36,000. In recent years, Florida has seen more frequent and increasingly intense weather events, including heavy rainfall. Inland regions like the County are becoming more vulnerable to the effects of severe and prolonged rainfall. Such events lead to soil saturation, reduced infiltration, increased runoff, and general flooding. Severe flood events pose risks to property and public safety, while also causing disruptions to municipal infrastructure and affecting economic stability. DeSoto County is vulnerable to a range of flooding hazards, including rainfall-induced flooding, riverine flooding, storm surge, and the long-term effects of sea level rise. While the county is predominantly inland, storm surge and sea level rise can influence water levels within the lower reaches of the Peace River watershed and its tributaries.

Recognizing these vulnerabilities, the County has taken proactive steps to identify threats, propose strategic actions, and outline a roadmap for building a more resilient future. The County is actively collaborating to implement adaptation strategies that not only strengthen level of service and mitigate flood risks but also enhance the overall wellbeing and sustained growth of the community.

This Adaptation Plan outlines specific adaptive strategies, measures, and policies that are tailored to the unique needs and challenges of the SW Highway 17 AAA and build upon existing initiatives such as the DeSoto County Comprehensive Plan, DeSoto County CVA, and DeSoto County Local Mitigation Strategy (LMS).

SW Highway 17

The SW Highway 17 AAA is located south of the City of Arcadia and encompasses an approximately 4-mi strip of SW Highway 17. A portion of the unincorporated area of Nocatee is included in the AAA as well as several unnamed residential neighborhoods.

The SW Highway 17 AAA includes eight critical assets: two lift stations, and six evacuation route segments shown to flood in the 500-Year, 24-Hour 2040 Rainfall event modeled during the County CVA. A map of the SW Highway 17 AAA and the 500-Year, 24-Hour 2040 Rainfall flood depths are shown in **Figure 4**.

It should be noted that the two identified bridge assets shown in the figure were included in an AAA that was not ranked in the top three AAAs.

Figure 3: Flooding in DeSoto County during Hurricane Ian

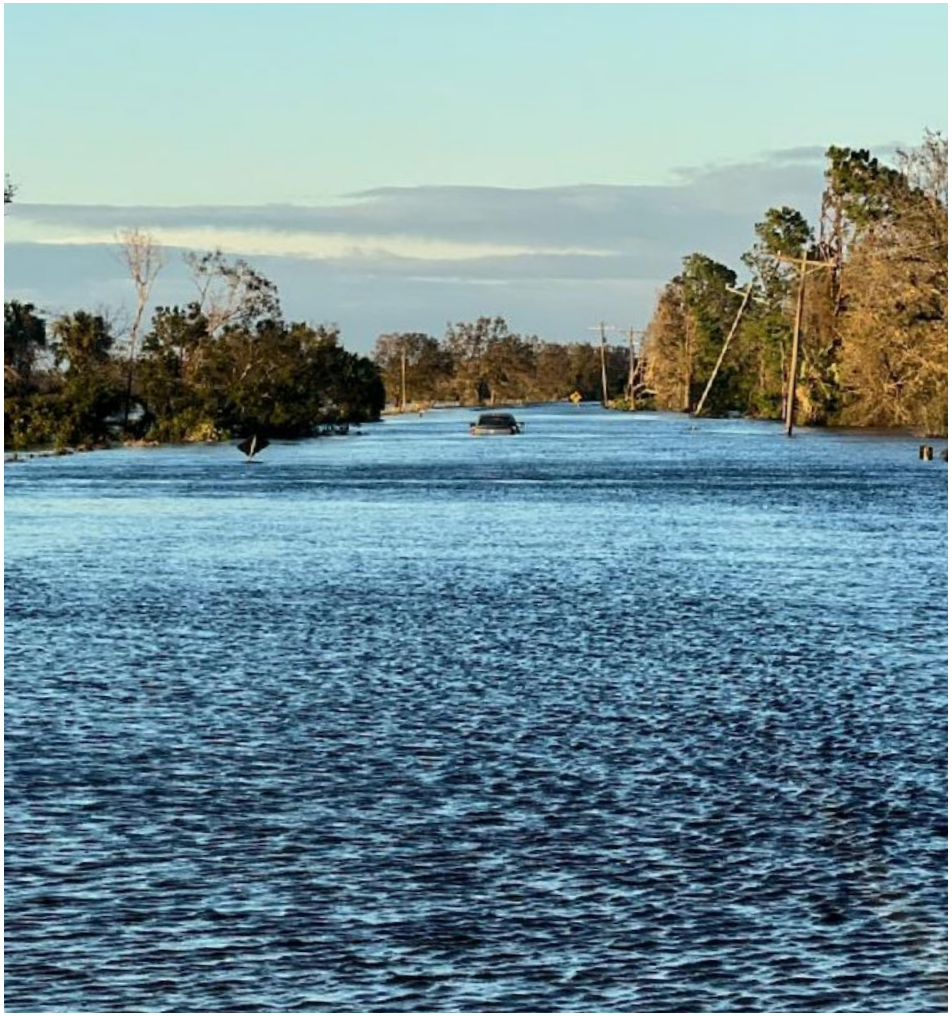

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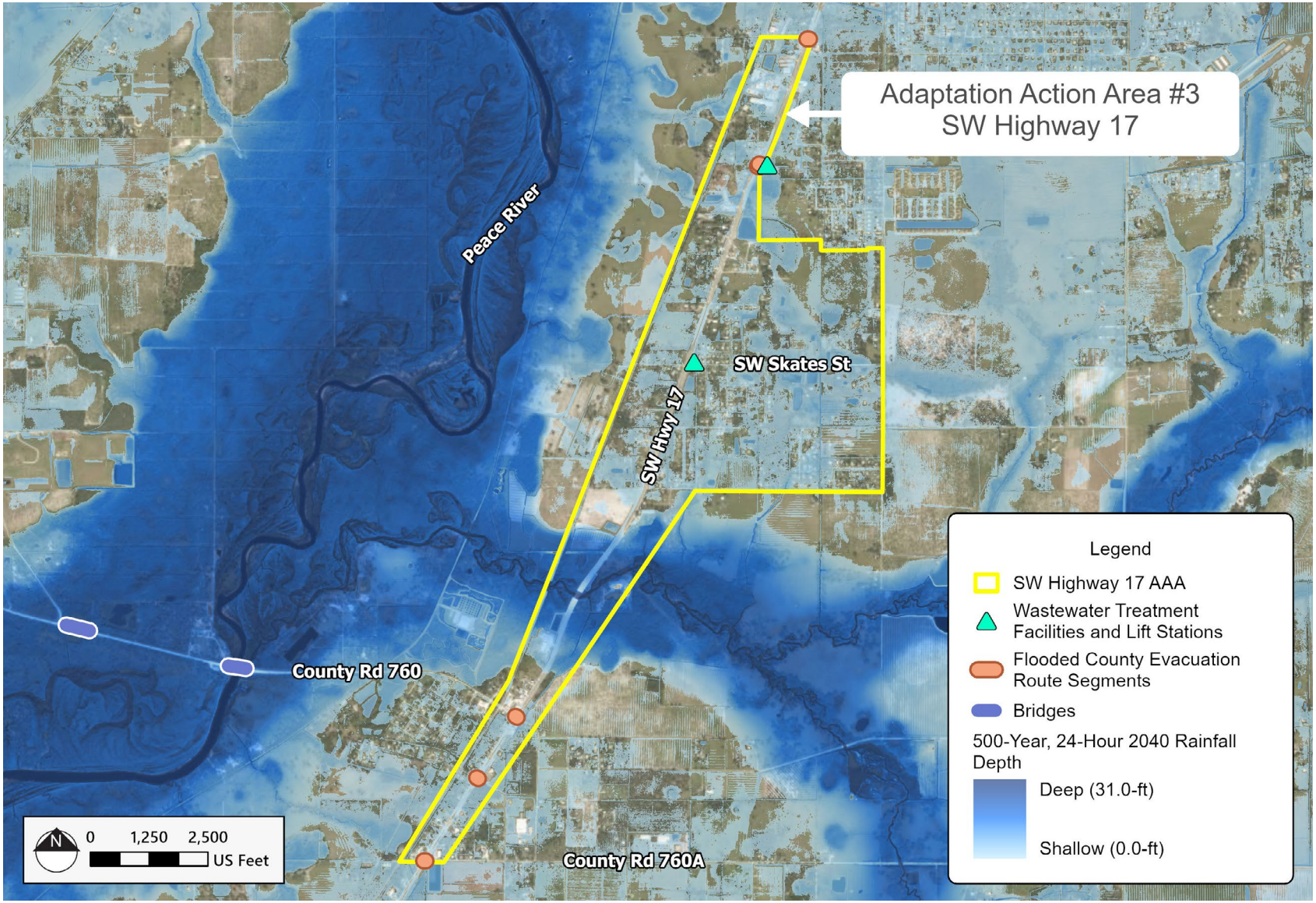
Figure 4: SW Highway 17 AAA 500-Year, 24-Hour 2040 Rainfall Flood Depths



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Assessment of Current Adaptive Capacity

Adaptive capacities are broadly defined by the Florida Adaptation Plan Guidebook to refer to how well a system can adjust and respond to changing conditions and challenges. Adaptive capacity for the County has been assessed in terms of:

- Regulatory and planning capacity,
- Administrative and technical capacity,
- Fiscal capacity, and
- Infrastructure status.

These four criteria capture the ability of the County to implement, fund, and maintain adaptative strategies and interventions as described in further detail below.

Regulatory and Planning Capabilities

Current regulatory and planning capabilities within the SW Highway 17 AAA are governed primarily by the County, with additional jurisdictional oversight by state and federal requirements. Primary regulatory and planning documents applicable to the AAA include:

- DeSoto County Comprehensive Plan (2007, as amended)
- DeSoto County Land Development Regulations (2017, as amended)
- DeSoto County Local Mitigation Plan
- DeSoto County Capital Improvement Program and annual budgeting processes
- Florida Building Code
- Federal Emergency Management Agency floodplain management requirement

Comprehensive Plans

Long-range planning within the AAA is guided by the DeSoto County Comprehensive Plan, as the SWHighway 17 area and surrounding portions of the AAA are located within unincorporated DeSoto County. Adopted in accordance with Section 163.3177, Florida Statutes, the Comprehensive Plan establishes policy direction for land use, infrastructure, environmental protection, and growth management within the County's unincorporated areas.

The Comprehensive Plans support:

- Coordination between land use and infrastructure planning
- Intergovernmental coordination
- Consideration of environmental constraints in development decisions
- Planning for public facilities and infrastructure to maintain adopted level of service standards

DeSoto County's Comprehensive Plan includes a Conservation Overlay Designation that identifies environmentally sensitive areas, including floodplains, wetlands, hydric soils, and habitat areas, for careful consideration during development review.

Land Development Regulations

Land development within the AAA is regulated through the DeSoto County Land Development Regulations.

These County's land development regulations include but are not limited to:

- The elevation of structures within Special Flood Hazard Areas (SFHA) to be at least the Base Flood Elevation (BFE) as defined by the Federal Emergency Management Agency (FEMA)
- Limitations on development within designated floodways
- Flood-resistant construction standards consistent with FEMA and the Florida Building Code (FBC)

DeSoto County's regulatory framework addresses environmental constraints through its Conservation Overlay and floodplain management regulations, which guide development in environmentally sensitive and flood-prone areas. These standards are implemented through established development review processes, including staff review and coordination with advisory boards.

DeSoto County has adopted floodplain management regulations, administered through the County's Planning and Zoning functions, which rely on FEMA flood hazard mapping and support compliance with the National Flood Insurance Program (NFIP).

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Capital Improvement Program

DeSoto County maintains capital improvement planning and annual budgeting processes that support infrastructure investment and service delivery. Capital planning is guided by the Capital Improvements Elements within the Comprehensive Plan, which establishes the policy framework for capital improvements and links infrastructure planning to the adopted level of service standards.

The County advances capital projects through its annual budgeting processes, which allocate funding for infrastructure, public facilities, and service delivery.

These processes support the implementation of infrastructure improvements and public facility investments, including system upgrades, maintenance, and capacity improvements, and provide a mechanism for incorporating external funding sources such as state and federal grants.

Local Mitigation Strategy

The DeSoto County LMS (Effective February 25, 2025) is a multi-jurisdictional hazard mitigation plan developed and maintained at the local level in coordination with the Florida Division of Emergency Management (FDEM), consistent with FEMA requirements. The LMS includes participation from DeSoto County and other local stakeholders.

The LMS Working Group meets on a recurring basis to:

- Assess hazards and vulnerabilities affecting the county and municipalities
- Identify and prioritize mitigation projects
- Coordinate implementation across participating jurisdictions

The LMS documents hazard exposure, vulnerability assessments, and a prioritized list of mitigation projects, including drainage improvements, flood mitigation measures, infrastructure protection, and public facility improvements. It provides a framework for coordinating hazard mitigation activities across participating jurisdictions and supports implementation of mitigation projects identified in the plan.

Participation in the LMS is required to maintain eligibility for state and federal mitigation funding and supports implementation of capital-focused adaptation strategies, including flood protection measures, drainage improvements, and facility retrofits.

Administrative and Technical Capabilities

Administrative and technical capabilities of the County are demonstrated by their respective local government departments, divisions, and committees and are defined as the staff available to maintain County operations and perform work. At the time of this assessment, the County employs approximately 211 people across 23 total departments, 14 of which serve in infrastructure planning, capital investments, regulatory implementation, and long-term resilience decision-making roles.

In addition to public partnerships, like the CFRPC, the County maintains continuing service agreements with engineering and consulting firms for larger efforts including numerical modelling, design, permitting, and support services; grant writing and administration services; and GIS support for data and asset management.

Fiscal Capacity

Current fiscal capacity was reviewed to identify the current measures that can be taken to pay for adaptation strategies and resiliency efforts. The largest sources of revenue for the County are from taxes and miscellaneous non-operating revenue, which make up 49.3% and 32.7% respectively of the total revenue based on the Board of County Commissioners (BOCC) 2025-2026 Budget. Additionally, most funds are allocated to the sheriff's account and saved into a contingency fund which make up 32.3% and 14.7% of the total annual expenditure respectively.

A potential funding matrix has been included in this adaptation plan to provide the County with recommendations for optimal funding opportunities tailored to each strategy. The funding matrix can be found in the Potential Funding Opportunities section of this report.

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Infrastructure

Current infrastructure capacity of the SW Highway 17 AAA was reviewed to identify potential assets that could benefit from adaptation strategies or interventions. The County identified eight critical assets within the SW Highway 17 AAA for inclusion in this study: Lift Station 29 on SW Hillcrest St, Lift Station 30 on SW Skates St, and six evacuation route segments.

Lift Stations

Two lift station critical assets were identified in the SW Highway 17 AAA. Lift stations move wastewater from lower to higher elevations using pumps where gravity flow is not possible. Lift Station 29 is located at the intersection of SW Hillcrest St and SW Highway 17 and Lift Station 30 is located at the intersection of SW Skates St and SW Highway 17. Lift Stations 29 and 30 were identified as having 0.12-ft and 1.52-ft of flood depth during the 500-Year, 24-Hour 2040 Rainfall event respectively. Pictures of the lift stations are shown in **Figure 5**.

Figure 5: Lift Station 29 on SW Hillcrest St (Top) and Lift Station 30 on SW Skates St (Bottom)

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Roadways and Evacuation Routes

Six evacuation route segments were identified in the SW Highway 17 AAA at intersections along SW Highway 17. These segments of SW Highway 17 were included because they intersect with County roads, and therefore impact the accessibility of those County roads due to flooding at those intersections. The 100- and 500-Year, 24-Hour 2040 Rainfall flood depths for the nine evacuation route segment assets are shown in **Table 1**. Pictures of the evacuation route intersections are shown in **Figure 6** and **Figure 7**.

Table 1: Evacuation Route Segment Flood Depths

Evacuation Route Intersection Street Names	100-Year, 24-Hour 2040 Rainfall Flood Depth (ft)	500-Year, 24-Hour Rainfall Flood Depth (ft)
SW Boll Weevil Rd & SW Highway 17	0.41	0.64
CR-760 & SW Highway 17	0.31	0.56
CR-760A & SW Highway 17	0.10	0.43
SW Hillcrest & SW Highway 17	0.0	0.14
SW Price Child St & SW Highway 17	0.0	0.07
SW Sutton Dr & SW Highway 17	0.0	0.06

Figure 6: Intersections of SW Boll Weevil Rd (Top), CR-760 (Middle), and CR-760A (Bottom) with SW Highway 17

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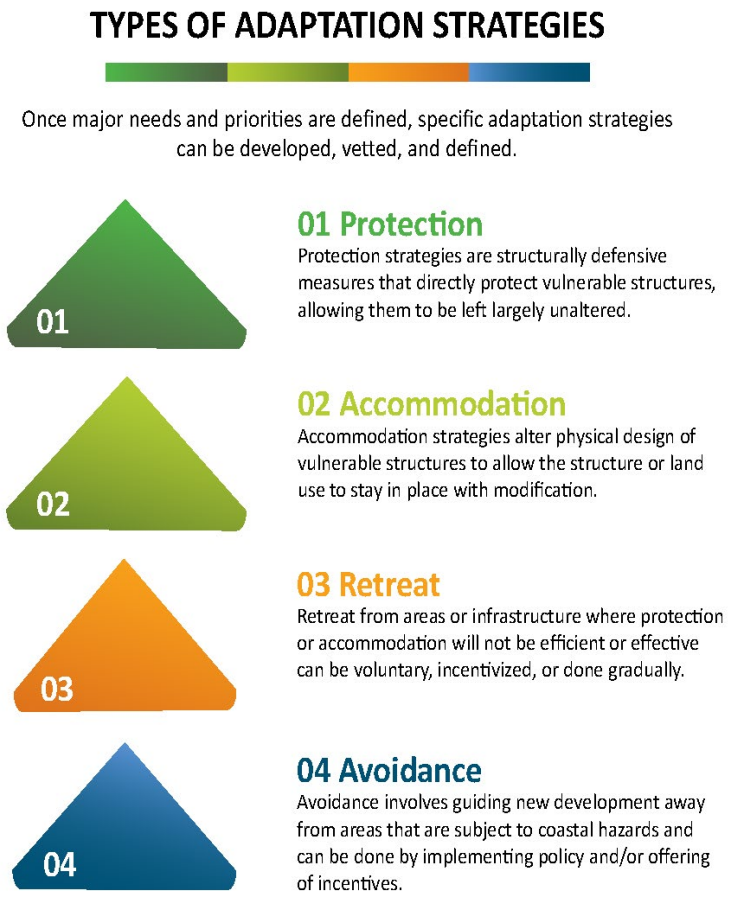
Figure 7: Intersections of SW Hillcrest St (Top), SW Price Child St (Middle), and SW Sutton Dr (Bottom) with SW Highway 17

Identification of Adaptive Strategies

Adaptive strategies are proposed or planned solutions that aim to increase resiliency and strengthen the AAA against future high-intensity flooding events. Strategies were proposed based on the current adaptive capacity of the AAA and known threats and stressors. Per the Florida Adaptation Planning Guidebook, proposed adaptive strategies were classified as either protection, accommodation, retreat, or avoidance solutions **(Figure 8)**.

Figure 8: Types of Adaptation Strategies



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Protection

Protection strategies are structurally defensive measures that directly protect vulnerable structures, allowing them to be left largely unaltered. By prioritizing the protection of vulnerable areas and assets, these strategies help mitigate potential damage, preserve vital resources, and ensure the stability of communities in the face of evolving threats. Ultimately, protection strategies form the first line of defense, enabling a buffer against immediate risks while working towards long-term adaptation and sustainability goals.

Table 2 lists the protection strategies identified for the SW Highway 17 AAA. Short-term projects are those that could be implemented in five years or less, and long-term projects are those that require longer than five years to complete.

Table 2: Protection Strategies

Strategy	Term	Description
Construct a Control Building for Lift Station 30	Short	Construct a prefabricated control building around the lift stations with sealed walls and doors to prevent flood damage.
Implement New Roadside Swales and Detention Ponds	Short	Implement engineered swales or detention areas that store runoff during peak storm events to protect major roadways.

Accommodation

Accommodation strategies modify systems and structures to better cope with the impacts of environmental changes. These strategies focus on adjusting current infrastructure via retrofitting or re-design to reduce vulnerability and enhance resilience. Accommodation strategies alter the physical design of vulnerable structures to allow the element to stay in place with modification. This may involve enhancing infiltration and drainage, increasing storage capacity, or providing maintenance to improve flow or conveyance.

Table 3 lists the accommodation strategies identified for the SW Highway 17 AAA. Short-term projects are those that could be implemented in five years or less, and long-term projects are those that require longer than five years to complete.

Table 3: Accommodation Strategies

Strategy	Term	Description
Dry Floodproof Lift Station 30 Enclosures	Short	Install watertight control panel enclosures with gasketed doors to prevent water intrusion and electrical failures.
Elevate Lift Station 29 Infrastructure	Short	Elevate infrastructure vulnerable to flooding to reduce flood service disruptions and protect utilities during major storm events.
Elevate Roadways Vulnerable to Flooding	Long	Elevate roadways vulnerable to flooding to reduce flood service disruptions during major storm events.

Retreat

Retreat strategies focus on relocating people, infrastructure and activities away from areas increasingly at risk due to environmental changes. Retreat strategies are often implemented where protection or accommodation will not be efficient or effective. These strategies involve phased retreat from vulnerable regions. By strategically withdrawing from high-risk areas, future damage can be mitigated, exposure hazards can be reduced, and lives and investments can be protected. These strategies can be voluntary, incentivized, or a phased combination of the two.

Table 4 lists retreat strategies identified for the SW Highway 17 AAA. Short-term projects are those that could be implemented in five years or less, and long-term projects are those that require longer than five years to complete.

Table 4: Retreat Strategies

Strategy	Term	Description
Relocation of Lift Station 30	Long	Relocate Lift Station 30 above the 500-Year, 24-Hour 2040 Rainfall flood depths.

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Avoidance and Planning

Avoidance strategies focus on limiting development or expansion of infrastructure in areas prone to environmental risks. These strategies are often implemented as policies and often incorporate an incentivization element to encourage participation and compliance. Common avoidance measures include revisions to land-use planning regulations and zoning laws, and enforcement of more restrictive building codes that direct new development away from vulnerable areas or hold them to a higher level of service. These proactive strategies not only help in minimizing future damage but also promote safer, more resilient community growth. By integrating avoidance strategies, adaptation plans can effectively manage risk and ensure that development aligns with long-term sustainability objectives.

Table 5 lists the Avoidance and Planning Strategies identified for the SW Highway 17 AAA. Short-term projects are those that could be implemented in five years or less, and long-term projects are those that require longer than five years to complete. It should be noted that certain updates to comprehensive plans, land development codes, and other land review processes may be subject to restrictions under F.S. 252.422 and 553.902 as amended by SB 180 (2025).

Table 5: Avoidance and Planning Strategies

Strategy	Term	Description
Low Impact Development (LID) Ordinance	Short	Develop an ordinance supportive of LID and green infrastructure practices that will result in increased water storage, decreased runoff, and water quality improvements.
Develop a Stormwater Engineering Standards Manual	Short	Develop a stormwater engineering standards manual to provide consistent infrastructure planning with clear guidelines to minimize the risk of poorly designed stormwater systems that could lead to excessive flooding.
Future Installation of Resilient and Sustainable Infrastructure	Short	Increase level of service (LOS) and efficiency requirements on newly installed systems. Shift away from “Replace-in-Kind” and opt for systems with improved efficiency and/or resiliency. Raise elevations for existing backup systems (i.e. generators, etc.) and newly installed systems.
Finished Floor Elevation (FFE) Ordinance	Short	Increase the minimum FFE to 1-ft above the BFE such that any building foundation must be constructed to a minimum standard elevation.
Evacuation Route Drainage Infrastructure Inspections	Long	Phased inspections and improvements to drainage infrastructure adjacent to major roadways to identify areas of severe flooding and provide mitigation to the roadway.
County Land Acquisition Program	Long	Develop a program for the County to gradually acquire flood prone properties to limit development in locations vulnerable to flooding.

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Adaptive Capacity Scoring Criteria

Adaptive capacity scoring criteria were developed with guidance from the Florida Adaptation Planning Guidebook. Adaptive strategies with high scores are those that offer the maximum positive flooding resilience impact for the least cost. Definitions for the scoring criteria used are shown in **Table 6, Table 7, Table 8, Table 9,** and **Table 10**.

Figure 9: Severe flooding and road damage on SR 72 during Hurricane Ian

Table 6: Scoring Criteria – Resilience

	Resilience Criteria
3	Strategy is anticipated to greatly increase resilience to flooding
2	Strategy is anticipated to moderately increase resilience to flooding
1	Strategy is anticipated to minimally increase resilience to flooding

Table 7: Scoring Criteria – Implementation Costs

	Implementation Costs Criteria
3	Implementation costs are anticipated to be minimal
2	Implementation costs are anticipated to be moderate
1	Implementation costs are anticipated to be high

Table 8: Scoring Criteria – Life Cycle Costs

	Life Cycle Costs Criteria
3	Life cycle costs are balanced; provides significant resilience dividends
2	Life cycle costs are increased; provides significant resilience dividends
1	Life cycle costs are increased; provides minimal resilience dividends

Table 9: Scoring Criteria – Project Scale

	Project Scale Criteria
3	Strategy is anticipated to have a regional impact
2	Strategy is anticipated to have a local impact
1	Strategy is anticipated to only impact the target critical asset

Table 10: Scoring Criteria – Technically Feasible

	Technically Feasible Criteria
3	Strategy is anticipated to have minimal design constraints
2	Strategy is anticipated to have moderate design constraints
1	Strategy is anticipated to have high design constraints

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Ranking of Proposed Adaptive Strategies

A ranking matrix for proposed adaptive strategies is shown in **Table 11.**

Table 11: Ranking of Proposed Adaptive Strategies

Strategy Type	Strategy Name	Strategy Description	Resilience	Implementation Costs	Life Cycle Costs	Project Scale	Technically Feasible	Overall Score	Final Ranking
Avoidance and Planning	Evacuation Route Drainage Infrastructure Inspections	Phased inspections and improvements to drainage infrastructure adjacent to major roadways to identify areas of severe flooding and provide mitigation to the roadway.	2	3	3	3	3	14	1
Avoidance and Planning	Develop a Stormwater Engineering Standards Manual*	Develop a stormwater engineering standards manual to provide consistent infrastructure planning with clear guidelines to minimize the risk of poorly designed stormwater systems that could lead to excessive flooding.	3	3	3	3	2	14	1
Avoidance and Planning	FFE Ordinance*	Increase the minimum FFE to 1-ft above the BFE such that any building foundation must be constructed to a minimum standard elevation.	2	3	3	3	3	14	1
Avoidance and Planning	County Land Acquisition Program	Develop a program for the County to gradually acquire flood prone properties to limit development in locations vulnerable to flooding.	3	3	2	3	3	14	1
Protection	Construct a Control Building for Lift Station 30	Construct a prefabricated control building around the lift station with sealed walls and doors to prevent flood damage.	3	2	3	1	3	12	2
Accomodation	Dry Floodproof Lift Station 30 Enclosures	Install watertight control panel enclosures with gasketed doors to prevent water intrusion and electrical failures.	2	3	3	1	3	12	2
Accomodation	Elevate Roadways Vulnerable to Flooding	Elevate major roadways vulnerable to flooding to reduce flood service disruptions during major storm events.	3	1	3	3	2	12	2
Avoidance and Planning	LID Ordinance*	Develop an ordinance supportive of LID and green infrastructure practices that will assist in water storage and control of runoff.	2	3	3	2	2	12	2
Accommodation	Elevate Lift Station 29 Infrastructure	Elevate infrastructure vulnerable to flooding to reduce flood service disruptions and protect utilities during major storm events.	2	2	3	1	3	11	3
Avoidance and Planning	Future Installation of Resilient and Sustainable Infrastructure	Increase LOS and efficiency requirements on newly installed systems. Shift away from “Replace-in-Kind” and opt for systems with improved efficiency and/or resiliency.	2	1	3	3	2	11	3
Protection	Implement New Roadside Swales and Detention Ponds	Implement engineered swales or detention areas that store runoff during peak storm events to protect major roadways.	2	1	2	3	2	10	4
Retreat	Relocation of Lift Station 30	Relocate Lift Station 30 above the 500-Year, 24-Hour 2040 Rainfall flood depths.	3	1	3	1	2	10	4

* It should be noted that certain updates to comprehensive plans, land development codes, and other land review projects may be subject to restrictions under F.S. 252.422 and 553.902 as amended by SB 180 (2025).

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Conceptual Planning

This section refines the proposed adaptive strategies with associated construction projects to bridge the gap between identified vulnerable critical assets and the implementation of flood reduction strategies. Proposed strategy descriptions have been supplemented with preliminary costs, planning considerations, and conceptual representations. The adaptive strategies have been organized by the type of critical asset infrastructure they target.

These concepts are not intended to represent engineering designs, however, they provide a planning-level framework to support decision-making, prioritization, and future funding pursuits by translating high-level strategies into specific concepts that could be considered for design and implementation. It should be noted that costs related to project design, required hydraulic modeling, and future assumptions of inflation, are not included in the cost estimates. A summary of the proposed adaptive strategy projects elaborated in this section is shown in **Table 12.** Short-term projects are those that could be implemented in five years or less, and long-term projects are those that require longer than five years to complete.

Table 12: Summary of Proposed Adaptive Strategy Projects

Strategy Name	Term	Planning Construction Cost
Elevate Lift Station 29 Infrastructure	Short	$150,000-$400,000
Construct a Control Building for Lift Station 30	Short	$100,000-$350,000
Dry Floodproof Lift Station 30 Enclosures	Short	$5,000-$25,000
Relocation of Lift Station 30	Long	$750,000-$2,500,000
Elevate Roadways Vulnerable to Flooding		
SW Boll Weevil Rd & SW Highway 17	Long	$500,000-$1,250,000
Elevate Intersection of SW Hillcrest St, SW Sutton Dr, & SW Highway 17*	Long	$700,000-$1,750,000
Elevate Intersection of CR-760A & SW Highway 17	Long	$600,000-$1,500,000
Implement New Roadside Swales and Detention Ponds		
Price Child St and SW Highway 17 Intersection	Short	$200,000-$500,000
CR-760 and SW Highway 17 Intersection	Short	$200,000-$500,000

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Adaptive Strategies: Lift Stations

Elevate Lift Station 29 Infrastructure

This strategy would include the design and elevation of lift station control panels and electrical infrastructure vulnerable to flooding to reduce flood related service disruptions during major rainfall events. The strategy would include the elevation of existing concrete pads, control panels, and utilities above modeled flood depths.

Considerations would include determination of vulnerable utilities, identification of target elevations based on projected flood depths, and evaluation of structural modifications needed to elevate utilities. Utility connections would be reconfigured as needed to accommodate vertical changes while maintaining access for operations and maintenance. Because Lift Station 29 was identified as having 1.52-ft of flood depth during the 500-Year, 24-Hour 2040 Rainfall event, it is possible the asset should be elevated by 1.5 to 2-ft. However, if vulnerable components and electrical panels are already elevated 1.5-ft, then an increase of 0.5 to 1-ft is all that would be necessary to protect the utilities. Without exact elevations of the lift station components a required elevation can not be determined.

This targeted protection strategy represents a cost effective means of enhancing resilience without requiring full relocation or floodproofing. A visual representation of Lift Station 29 on SW Hillcrest St elevated on a concrete pad is shown in **Figure 10**. The top figure displays existing conditions; the bottom figure illustrates the adaptive strategy.

Preliminary planning level costs for elevating lift station utilities are primarily driven by the required lift height, structural reinforcement needs, and reconfiguration of associated piping, electrical, and control systems. Based on similar utility elevation projects estimated by the Florida Office of Economic and Demographic Research (FEDR), elevating critical equipment and utilities cost between $150,000 to $400,000. Long term maintenance costs are expected to be comparable to existing conditions or less due to reduced exposure to flooding.

Figure 10: Visualization of Elevated Lift Station 29 on SW Hillcrest St

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Adaptive Strategies: Lift Stations

Construct a Control Building for Lift Station 30

This strategy would include the construction of a prefabricated control building around existing lift station infrastructure, including control panels, electrical systems, and instrumentation, to protect critical components from flooding and storm-related damage. The proposed structure would consist of a hardened enclosure with sealed walls and watertight doors to prevent water intrusion during major rainfall events.

Considerations would include maintenance of adequate access for operations and maintenance, coordinating with existing utility connections and control systems, and integration of the control building with existing site grading and drainage conditions. In accordance with Florida Building Code guidance, the finished floor elevation of the control building should be set at or above the applicable base flood elevation, with additional freeboard as appropriate to reduce long-term risk. A visual representation of Lift Station 30 on SW Skates St protected with a prefabricated control building is shown in **Figure 11.** The top figure displays existing conditions; the bottom figure illustrates the adaptive strategy.

Preliminary planning level costs for constructing a lift station control building are primarily driven by building size, foundation requirements, elevation height, and the complexity of electrical and utility integrations. Based on FEMA floodproofing guidance and prefabricated control building projects, costs are anticipated to range from approximately $100,000 to $350,000 depending on-site conditions and structural requirements per control building. Ongoing maintenance costs are expected to be minimal and comparable to existing conditions, with potential reductions in repair costs due to decreased exposure to flooding and environmental damage.

Figure 11: Visualization of Lift Station 30 Protected with a Prefabricated Control Building

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Adaptive Strategies: Lift Stations

Dry Floodproof Lift Station Enclosures

This strategy would involve the installation of watertight control panel enclosures around critical lift station electrical components and control panels to prevent water intrusion during major storm events. These enclosures would be designed with gasketed doors, sealed seams, and corrosion-resistant materials to create a protective barrier that minimizes the risk of electrical failure, system downtime, and costly equipment damage.

Design considerations would include selecting enclosure systems rated for wet and flood-prone environments by the National Electrical Manufacturers Association (NEMA) such as 4X or 6P, which are specifically engineered to prevent water ingress under conditions such as rainfall, washdown, and temporary submersion. These enclosures utilize gasketed seals, watertight closures, and durable materials to maintain a controlled internal environment and protect against moisture, corrosion, and debris. The placement and elevation of these enclosures relative to anticipated flood depths should also be evaluated to ensure optimal performance and compliance with applicable floodplain management standards. A visual representation of Lift Station 30 on SW Skates St protected with dry floodproof enclosures is shown in **Figure 12**. The top figure displays existing conditions; the bottom figure illustrates the adaptive strategy.

Preliminary planning-level costs for dry floodproofing lift station electrical components using watertight enclosures are primarily driven by enclosure size, NEMA rating, and mounting configuration. Based on FEMA floodproofing guidance, the cost to purchase and install dry floodproof enclosures ranges from $5,000 to $25,000 per lift station. Long term maintenance costs are expected to be comparable to existing conditions or less due to reduced exposure to the elements.

Figure 12: Visualization of Lift Station 30 Control Panels Protected with Dry Floodproof Enclosures

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Adaptive Strategies: Lift Stations

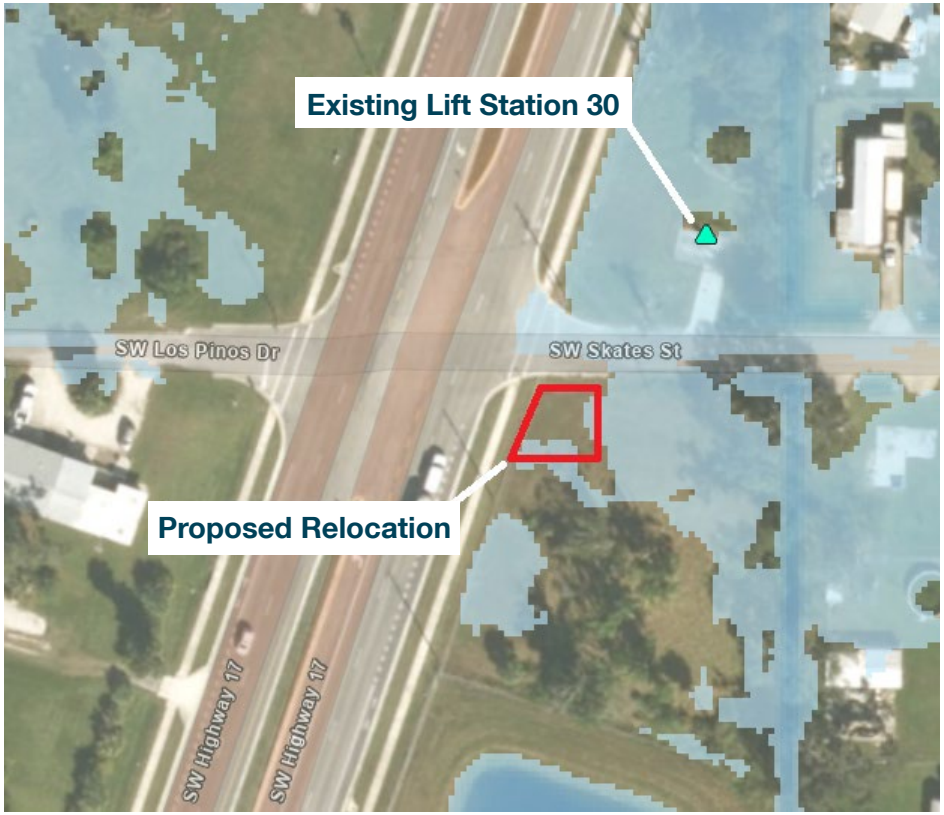
Relocation of Lift Station 30

This strategy would include the demolition and relocation of Lift Station 30 on SW Skates St to a new site that is not vulnerable to flooding. While several protection and accommodation strategies are proposed to reduce flood impacts at the existing location of Lift Station 30, the severity of flooding presents long term resilience challenges. The strategy may involve full or partial relocation of lift station components, including the wet well, control panels, electrical systems, and associated piping, to sites outside the 500-Year, 24-Hour 2040 Rainfall flood depths.

Considerations would include evaluation of suitable relocation-sites with adequate hydraulic capacity and access to existing gravity and force main systems, and assessment of permitting, land acquisition, and constructability constraints. The relocation design would require reconfiguration of influent and effluent piping, electrical service connections, and site access, while maintaining system functionality and meeting regulatory requirements. Coordination with utility providers and local agencies would be necessary to ensure continuity of service during construction and tie-ins. A potential location for the relocated Lift Station 30 above the generated 500-Year, 24-Hour 2040 Rainfall flood depth level is shown in **Figure 13**.

Preliminary planning level costs for relocation of Lift Station 30 infrastructure are primarily driven by site acquisition requirements, excavation and construction, and decommissioning of the existing facility. Based on FEMA lift station construction and utility relocation projects, costs are anticipated to range from approximately $750,000 to $2,500,000 depending on land acquisition costs, and the extent of infrastructure modifications. Ongoing maintenance costs are expected to be comparable to or lower than existing conditions due to reduced flood-related damage, improved access, and enhanced long-term system reliability.

Figure 13: Potential Relocation-site Above the 500-Year, 24-Hour 2040 Rainfall Flood Depths



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Adaptive Strategies: Roadways and Evacuation Routes

Elevate Roadways Vulnerable to Flooding

This strategy would include elevating major roadways that are vulnerable to flooding to reduce service disruptions during major rainfall events. Roadway elevation increases the vertical clearance between the pavement surface and projected flood depths, thereby maintaining access for emergency responses, evacuation, and daily mobility during and after storm events.

Design considerations would include assessment of roadway segments subject to frequent inundation, determination of target elevation increases based on modeled flood depths, and consideration of how the elevated section would tie into the existing system. Elevation measures may include regrading and raising the roadway base, reconstructing pavement sections, adjusting curb profiles, and modifying drainage infrastructure to maintain or improve surface water conveyance. Associated features such as sidewalks, driveways, utility crossings, and intersections would be evaluated and adjusted as needed to accommodate vertical changes while maintaining safety and accessibility.

Preliminary planning-level costs for roadway elevation are primarily driven by the length of roadway, height of elevation increase, existing pavement structure, drainage modifications, and impacts to adjacent properties and utilities. Based on similar FDOT projects, costs for elevating a 2-lane roadway can range from approximately $2 million to $5 million per mile.

SW Boll Weevil Rd & SW Highway 17

The boundary of the elevated roadway intersection of SW Boll Weevil Rd & SW Highway 17 is shown in **Figure 14.**

The total length of the approaching turn lanes, the intersection, and the sections of SW Boll Weevil Rd and SW Highway 17 that will also be required to be elevated are approximately 0.25-mi long in total. The cost of elevating this evacuation route intersection is estimated to be $500,000 to $1,250,000. Ongoing maintenance costs are expected to be comparable to existing conditions.

Figure 14: Boundary of Elevated SW Boll Weevil Rd & SW Highway 17 Intersection

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Elevate Intersection of SW Hillcrest St, SW Sutton Dr, & SW Highway 17

The boundary of the elevated roadway intersection of SW Hillcrest St, SW Sutton Dr, & SW Highway 17 is shown in **Figure 15**.

The total length of the approaching turn lanes, the intersection, and the sections of SW Hillcrest St, SW Sutton Dr, and SW Highway 17 that will also be required to be elevated are approximately 0.35-mi long in total. The cost of elevating this evacuation route intersection is estimated to be $700,000 to $1,750,000. Ongoing maintenance costs are expected to be comparable to existing conditions.

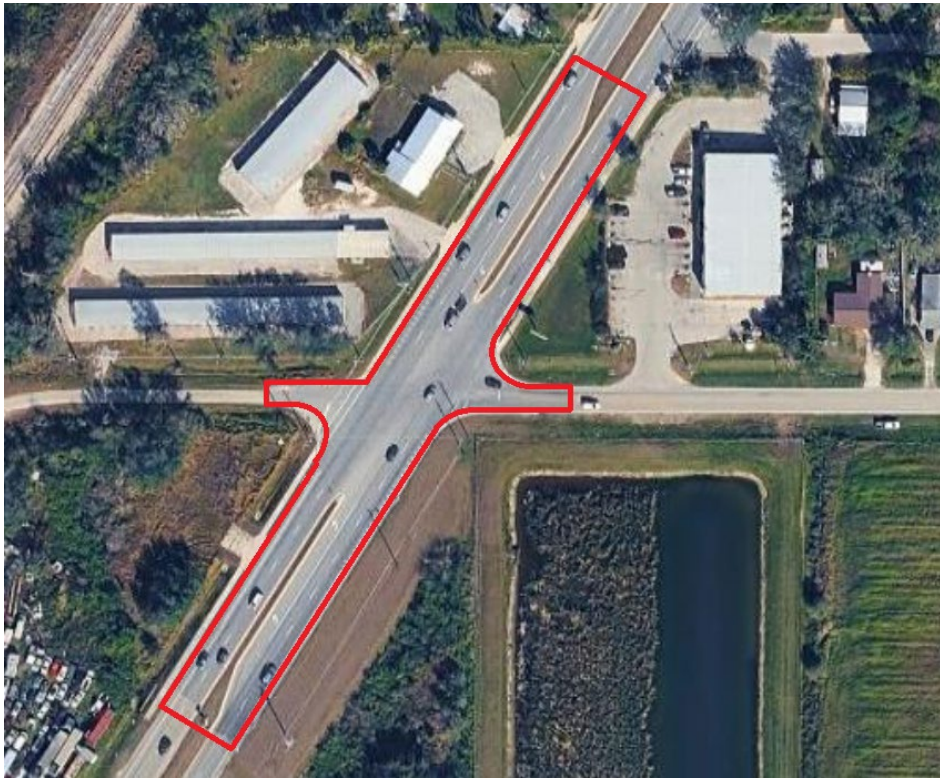
Figure 15: Boundary of Elevated SW Hillcrest St, SW Sutton Dr, & SW Highway 17 Intersection

Elevate Intersection of CR-760A & SW Highway 17

The boundary of the elevated roadway intersection of CR-760A & SW Highway 17 is shown in **Figure 16.**

The total length of the approaching turn lanes, the intersection, and the sections of CR-760A and SW Highway 17 that will also be required to be elevated are approximately 0.31-mi long in total. The cost of elevating this evacuation route intersection is estimated to be $600,000 to $1,500,000. Ongoing maintenance costs are expected to be comparable to existing conditions.while reducing flood risk to residents and improving overall site resiliency.

Figure 16: Boundary of Elevated CR-760A & SW Highway 17 Intersection



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Adaptive Strategies: Roadways and Evacuation Routes

Implement New Roadside Swales and Detention Ponds

This strategy would include the implementation of roadside swales/detention ponds to temporarily store and attenuate stormwater runoff during peak rainfall events. Open spaces adjacent to or near evacuation routes make for ideal pond locations so that flows can be directly routed away from roads. These features would be designed to slow flow velocities, reduce peak discharge rates, and provide storage during extreme rainfall events, thereby reducing the depth and duration of flooding on roadway surfaces.

Considerations would include identification of locations along evacuation routes with sufficient right of way or nearby County owned parcels to accommodate swales and detention facilities, as well as evaluation of existing drainage patterns and contributing drainage areas. Swales would be graded to maintain positive drainage toward downstream conveyance systems, while detention ponds would be designed to release stored runoff at controlled rates that do not overwhelm downstream infrastructure. Where possible, these features could also be integrated with existing open drainage systems to improve overall network performance.

Preliminary planning level costs for implementing roadside swales and detention ponds are primarily driven by the size of the drainage areas served, required storage volume, and earthwork quantities. Based on similar FDOT stormwater infrastructure construction costs, small to mid sized detention ponds constructed adjacent to roadway corridors generally range from $45,000 to $150,000 per pond. Vegetated roadside swales are comparatively lower cost features, with construction costs typically ranging from $10,000 to $40,000 per installation, depending on length, grading complexity, and vegetation establishment.

Price Child St and SW Highway 17 Intersection

A visual representation of a detention pond at the intersection of Price Child St and SW Highway 17 is shown in **Figure 17**. The top figure displays existing conditions; the bottom figure illustrates the adaptive strategy.

For planning purposes, a combined program of strategically placed swales and one detention pond at the intersection of Price Child St and SW Highway 17 is estimated at $200,000 to $500,000, depending on the number of swales implemented and site specific conditions. Ongoing maintenance costs are expected to be moderate and consist primarily of lawn maintenance and mowing.

Figure 17: Visualization of Detention Pond at Price Child St and SW Highway 17

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CR-760 and SW Highway 17 Intersection

A visual representation of a detention pond at the intersection of CR-760 and SW Highway 17 is shown in **Figure 18**. The top figure displays existing conditions; the bottom figure illustrates the adaptive strategy.

For planning purposes, a combined program of strategically placed swales and one detention pond at the intersection of CR-760 and SW Highway 17 is estimated at $200,000 to $500,000, depending on the number of swales implemented and site specific conditions. Ongoing maintenance costs are expected to be moderate and consist primarily of lawn maintenance and mowing.

Figure 18: Visualization of Detention Pond at the Intersection of CR-760 and SW Highway 17

Next Steps

This AAA Plan was developed to highlight existing flood vulnerabilities within the SW Highway 17 AAA, evaluate local adaptive capacity, identify feasible adaptative strategies, and bridge the gap between identified vulnerable critical assets and the implementation of flood reduction solutions. This plan provides the County with conceptual adaptive strategies to guide near and long term flood resilience improvements.

To advance the implementation of this plan, it is recommended that the County reviews the high scoring, near term adaptive strategies that score favorably across the flood resilience, implementation cost, and feasibility criteria. Next steps include refining identified projects to be included in the County Capital Improvement Program (CIP), advancing planning level strategies, and coordinating with regional and state partners to position projects for upcoming grant cycles.

A potential funding opportunities matrix has been developed to support implementation of the recommended adaptive strategies by identifying federal, state, regional, and local funding programs. The matrix is intended to serve as a planning and decision making tool that includes funding pathways, highlights application cycles, competitiveness, match requirements, and eligibility considerations. Funding opportunities are organized by primary, supporting, planning level, and conditional sources to help the County pursue grants.

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Potential Funding Opportunities

A funding matrix that highlights funding opportunities for the adaption strategies is shown in **Table 13, Table 14, Table 15, Table 16, Table 17, and Table 18.**

Table 13: Primary Funding Opportunities (Most Aligned with AAA Strategies)

Funding Opportunity	Funding Type	Funding Available	Competitiveness	Application Cycle	Match Requirements	Project Recommendations	Additional Considerations
FEMA - Building Resilient Infrastructure and Communities (BRIC)	Federal Grant	Up to tens of millions per project; varies based on national allocation and project type	High - Application requires cost-benefit analysis, and application process is exhaustive	Open: September Due to FDEM: November FDEM submits: January	30% Waived if under $200,000	Flood barriers; evacuation route drainage improvements; stormwater detention and swales; critical facility protection; elevation of infrastructure.	**Purpose:** To increase resilience and public safety; reduce injuries, loss of life, and damage to infrastructure from natural hazards. **Funding Types:** Mitigation Plans, Project Scoping, Infrastructure Projects, Flood Risk Reduction. **Eligibility:** Local governments via FDEM; must be in LMS and meet FEMA Benefit-Cost Analysis (BCA) requirements.
FDEP - Resilient Florida Grants Program	State Grant	Varies annually based on appropriations and project type	Medium - Requires readiness to proceed	Varies every year Open: July Due: September (approx.)	50% - Cost-share may be reduced for rural communities	Targeted vulnerability assessments; flood modeling; drainage system planning; infrastructure adaptation strategies; stormwater and flood mitigation projects	**Purpose:** Supports projects addressing flooding, rainfall, and climate impacts. **Funding Types:** Planning and Implementation tied to vulnerability assessments. **Eligibility:** Local governments; projects aligned with resilience priorities.
SWFWMD - Cooperative Funding Initiative	Regional Cost Share	Varies by project and funding cycle	Medium - Requires that project is ready for construction	Open: August Due: October	Typically ~50%	Roadside drainage improvements; stormwater retrofits; runoff reduction projects; conveyance system improvements; flood mitigation projects	**Purpose:** To provide funds for projects that assist in creating sustainable water resources and provide flood protection. **Funding Types:** Stormwater and watershed projects. **Eligibility:** Local sponsor required; must provide regional water resource benefit.
FDEP - Water Quality Improvement Grant Program	State Grant	Not reported	Medium - Requires that the project is ready to proceed and nutrient removal calculations	Varies every year Open: July Due: August (approx.)	Up to 50% (may be waived for rural communities)	Stormwater retrofits; water quality improvements; runoff reduction projects; wastewater and utility protection projects	**Purpose:** To address wastewater, stormwater, or nutrient sources in waterbodies. **Funding Types:** Implementation grants. **Eligibility:** Projects must improve waters not meeting standards, TMDLs, or within BMAP/RAP areas.
Florida Commerce - Small Cities CDBG	Federal (State-administered)	Varies based on state allocation and project type	Medium	Annual	Typically none or low	Drainage infrastructure; roadside drainage improvements; utilities; neighborhood-scale stormwater improvements	**Purpose:** Community development and infrastructure improvements. **Funding Types:** Public infrastructure and utilities. **Eligibility:** Non-entitlement communities; must meet Low- and Moderate-income (LMI) benefit criteria.

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Table 14: Supporting Funding Opportunities (Can fund portions of AAA projects depending on eligibility and project type)

Funding Opportunity	Funding Type	Funding Available	Competitiveness	Application Cycle	Match Requirements	Project Recommendations	Additional Considerations
Federal Emergency Management Agency - Flood Mitigation Assistance (FMA)	Federal Grant	Varies annually based on NFIP prioritization	High - Application requires cost-benefit analysis	Open: September Due to FDEM: November FDEM submits: January	Typically 30%	Elevation and floodproofing of lift stations; critical utility protection; property acquisition and relocation	**Purpose:** Reduce repetitive flood damage to buildings and infrastructure. **Funding Types:** Planning, Infrastructure, Mitigation Projects. **Eligibility:** Must benefit NFIP-insured properties; must be in LMS.
FDEP - Non-Point Source Funds (319 Grants)	Federal and State Grants	Awards vary	Medium - Requires that project is ready to proceed and nutrient removal calculations	Rolling / periodic cycles	40% non-federal match (i.e., 60% federal share maximum)	Stormwater retrofits; LID/ green infrastructure; runoff reduction projects; watershed improvements	**Purpose:** Reduce nonpoint source pollution from land use activities. **Funding Types:** Implementation grants. **Eligibility:** Local governments and water management entities; must demonstrate pollutant reduction.
US DOT - PROTECT Program	Federal Grant	Not reported	High - Application process is lengthy and detailed	Open: April Due: August (approx.)	Implementation: 20% Planning: 0%	Evacuation route drainage improvements (e.g., SW17); roadway elevation and flood mitigation; resilience upgrades	**Purpose:** Strengthen transportation systems against flooding and extreme weather. **Funding Types:** Planning and infrastructure. **Eligibility:** All levels of government; must tie to transportation resilience.
US DOT - Rebuilding American Infrastructure with Sustainable and Equity (RAISE)	Federal Grant	Awards vary from $5,000,000 to $25,000,000	High - Application requires cost-benefit analysis	Open: November Due: February (approx.)	Typically 20%	Roadway drainage improvements; multimodal infrastructure supporting flood resilience	**Purpose:** Support transportation projects with regional impact. **Funding Types:** Planning and capital. **Eligibility:** Must demonstrate significant local or regional benefit.
Florida Commerce - Rural Infrastructure Fund (RIF)	State Grant	Funding awarded up to $300,000 - varies based on project scope and state funding availability	Medium	Opens: July Closes: September	Typically none	Water, wastewater, and stormwater and transportation infrastructure	**Purpose:** Support infrastructure tied to economic development. **Funding Types:** Planning, design, engineering, construction. **Eligibility:** Rural communities; must demonstrate economic benefit.

Table 15: Planning & Policy Funding Opportunities (Funds planning, policy, and regulatory updates supporting AAA strategies)

Funding Opportunity	Funding Type	Funding Available	Competitiveness	Application Cycle	Match Requirements	Project Recommendations	Additional Considerations
Florida Commerce - Community Planning Technical Assistance (CPTA)	State Grant	Up to $75,000	Medium	Varies every year Due: May	Typically none	Engineering standards manual; LID ordinance; FFE ordinance updates; development policies for reduced flood exposure	**Purpose:** Planning and policy development for resilience and growth management. **Funding Types:** Planning grants. **Eligibility:** Counties, municipalities, and RPCs.

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Table 16: Local Implementation Funding Source (Used to implement projects and meet match requirements)

Funding Opportunity	Funding Type	Funding Available	Competitiveness	Application Cycle	Match Requirements	Project Recommendations	Additional Considerations
DeSoto County CIP/ Annual Budgeting	Local Funding / Implementation	Varies annually based on County budget	Low	Annual budgeting	N/A	Local match funding; phased implementation of drainage, stormwater, and infrastructure projects	**Purpose:** Implement local infrastructure priorities. **Funding Types:** Capital projects. **Eligibility:** Determined by County priorities and budget.

Table 17: Loans/Financing Programs (Used for large capital projects where grant funding is insufficient; requires repayment)

Funding Opportunity	Funding Type	Funding Available	Competitiveness	Application Cycle	Match Requirements	Project Recommendations	Additional Considerations
EPA - Water Infrastructure Finance and Innovation Act (WIFIA)	Federal Loan	Not reported	High - Requires credit worthiness analysis, pro-formas and extensive review	Rolling (Letters of Interest accepted year-round)	Finances up to 49% of total project cost; requires application fee (which is used as a down payment for the loan)	Large WWTF upgrades; major stormwater systems; regional conveyance and channel improvements	**Purpose:** Large-scale water infrastructure. **Funding Types:** Low-interest federal financing for large-scale water infrastructure (design, construction, rehabilitation) **Eligibility:** Typically, >$20M projects; requires strong financial capacity. Application fee: $100,000 for most applicants and $25,000 for small communities (with population less than 25,000.)
Florida Commerce - Rural Community Development Revolving Loan Fund	State Loan	Varies based on project type	Medium	Rolling; Requests accepted quarterly	0% match; interest rates ~1-2.5%; up to 30-year terms	Water, wastewater, stormwater, generators	**Purpose:** Infrastructure projects. **Funding Types:** Low-interest state financing for infrastructure projects (planning, design, engineering, construction) **Eligibility:** Rural communities; repayment required.
USDA Rural Development	Federal Grant/ Loan	Varies by program and eligibility	Medium	Rolling / Annual	Varies	Water systems; public facilities; rural infrastructure	**Purpose:** Support infrastructure in rural communities. **Funding Types:** Loan and grant combinations for rural infrastructure (water, wastewater, public facilities) **Eligibility:** Rural areas; income thresholds apply.

Table 18: Additional Conditional Funding Opportunities
(Not consistently available; dependent on disasters, special allocations, or timing)

Funding Opportunity	Funding Type	Funding Available	Competitiveness	Application Cycle	Match Requirements	Project Recommendations	Additional Considerations
FEMA - Hazard Mitigation Grant Program (HMGP)	Federal Grant	Available only after federally declared disaster	Medium-High	Post-disaster only	Typically 25%	Property acquisition; relocation; elevation; drainage improvements (retreat strategies)	**Purpose:** Post-disaster mitigation funding. **Funding Types:** Post-disaster mitigation grants (property acquisition, elevation, infrastructure mitigation). **Eligibility:** Only available after disaster; must be in LMS.
Florida Commerce - CDBG-MIT	Federal (State-administered)	Varies based on federal disaster allocation	High	Periodic / Program-specific	Varies	Regional drainage; large-scale mitigation infrastructure	**Purpose:** Long-term mitigation after disasters. **Funding Types:** Large-scale mitigation and infrastructure projects (state-administered federal disaster recovery funds). **Eligibility:** Only during active funding cycles.
FDOT Work Program	State Program	Not reported at project level; programmed by FDOT priorities	Medium	Annual	None	Roadway drainage improvements along state corridors (e.g., SW17)	**Purpose:** Maintain and improve state transportation infrastructure. **Funding Types:** State-programmed transportation and drainage improvements (not a competitive grant program) **Eligibility:** Limited to FDOT facilities.

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APPENDIX 1

DESOTO COUNTY IDENTIFICATION AND RANKING OF AAA - TECHNICAL MEMORANDUM

Under Separate Cover

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