



**District One Priority Project Information Packet  
Transportation Regional Incentive Program  
Supplemental Information Form**

**Is project prioritized by a regional entity?** Choose an item.

**Detail requested funding including source and type of asset(s) available as match.**

Amount(s) Requested	Total Project Costs (for activity)	Local Funding Commitment(s) ("match")	Source(s) of Match	Type of match (cash, in-kind)

**Minimum Criteria:**

**1. Does the project support facilities that serve national, statewide or regional functions and function as an integrated transportation system?**

Yes ☐ No ☐ How?

**2. Is the project identified in the capital improvements element of a comprehensive plan that has been determined to be in compliance with part II of chapter 163, after July 1, 2005, or to implement a long-term concurrency management system adopted by a local government; further the project shall be in compliance with local government comprehensive plan policies relative to corridor management?**

Yes ☐ No ☐ (Attach (CIE) Page)

**3. Is the project consistent with the Strategic Intermodal System (SIS)?**

Yes ☐ No ☐ How?

**4. Is there a commitment of local, regional or private matching funds?**

Yes ☐ No ☐

### **Prioritization Considerations**

**1. Is the project in compliance with local corridor management policies?**

**Yes** ☐ **No** ☐ **Describe**

**2. Describe how this project implementation will manage growth.**

**3. Describe how the project will improve regional mobility within the Regional Transportation Area.**

**4. Describe why priority should be given to the project based on the following:**

- **Provides connectivity to the SIS,**
- **Supports economic development and goods movement in rural areas of critical economic concern,**
- **Are subject to local ordinances that establish corridor management techniques,**
- **Improve connectivity between military installations and the Strategic Highway Network (STRAHNET) or the Strategic Rail Corridor Network (STRACNET).**

**5. How TRIP funding will accelerate the project's implementation?**

**6. Will the local government with jurisdiction adopt the FDOT level-of-service standard?**

**Yes** ☐ **No** ☐

## **Program Guidance for Transportation Regional Incentive Program (TRIP) Background**

Pursuant to Section 339.2819, F.S., the 2005 Legislature created within the Department a Transportation Regional Incentive Program (TRIP) for the purpose of providing funds to improve regionally significant transportation facilities in regional transportation areas created pursuant to s. 339.155(5).

Regionally significant transportation facilities include:

- Regional transportation corridors such as highway, waterway, rail, and regional transit corridors that serve major regional commercial, industrial, or medical facilities;
- Regional transportation hubs such as passenger terminals (examples include commuter rail, light rail, intercity transit and intermodal transfer centers), commercial service and major reliever airports, deepwater and special generator seaports, and major regional freight terminals and distribution centers.
- All facilities on the SIS and Emerging SIS are regionally significant. Other regionally significant facilities serve as an integral part of an interconnected regional network.

The purpose of the TRIP is to provide an incentive for regional planning; to leverage investments in regionally significant transportation facilities (roads and public transportation); and link investments to growth management objectives. The intent for the use of these funds is to generate additional capacity through growth in the transportation program. All proposed projects will be evaluated in light of this policy. The department shall allocate funding available for TRIP by statutory formula to the districts. (Equal parts of population and motor fuel tax collections).

### **Local/Regional Funding Sources for TRIP Match**

The percentage of state matching funds provided from the TRIP shall be matched on a dollar for dollar basis by eligible funds or eligible in-kind sources as described below. TRIP funds may be used to fund up to 50 percent of the non-federal share of the eligible project cost for a public transportation facility project.

- **Projects on the State Highway System:** The District/MPO may use Federal funds attributable to urbanized areas over 200,000 population (XU funds) or Local funds for the required match.
- **Projects off the State Highway System but on the Federal System:** The District/MPO may use Federal XU funds or Local funds for the required TRIP match. If XU funds are used to match projects off the State Highway System, the 25% match required for XU must be provided by local funds. (e.g. \$100 XU = \$75 pure federal and \$25 local)

- **Projects off the State Highway System and Federal System:** Local funds must be used for the required match.
- **SIB Loans:** Funds loaned from the State Infrastructure Bank may be used to fund up to 25% of the required match for TRIP funds. Future repayments must be made from Federal XU or Local funds.
- **Public Transportation Projects:** The match for TRIP must come from a local funds. XU funds cannot be used as the local match. TRIP is intended for capital expenses, not operational. TRIP funds cannot be used to purchase replacement buses, but they can be used to add capacity and service to a regionally significant route.
- Federal earmarks may not be used as a match.

### **In-Kind Match for TRIP**

In-kind services are goods, commodities, or services received in lieu of cash payments.

(a) Goods and commodities should be valued based on their current market value in accordance with generally accepted accounting standards as determined by the Office of the Comptroller. The value for land donated should be determined in accordance with guidelines established by the Office of Right of Way.

(b) The excess of an in kind match valued in excess of the required match will not generally be applied towards another project. On a case by case basis, an exception may be made for project segments in a regional corridor that are part of an implementation plan for that corridor.

(c) In accepting in-kind matches for TRIP funds, the districts need to exercise caution in distinguishing between the “funding” requirements and the “cash” requirements. For example, there is a \$10 million construction project for which a local government is seeking TRIP funds. Normally the match split would be \$5 million TRIP and \$5 million local. If a local government offers \$4 million in right of way and \$1 million in cash, technically they have met the local match requirement. However, there is still a \$4 million cash requirement that must be met through some source of funding in order to pay the \$10 million total. Districts will have to determine the source(s) for the remaining \$4 million cash requirement, taking into consideration such issues as whether the project is on or off the Federal and/or State Highway System.

### **Right of Way Contributions and Acquisition Procedures**

(a) Only those properties necessary for the qualified project itself are eligible for local government matching contribution credit. Rights of way for prior projects are not eligible.

(b) Projects with Federal funds: Rights of way must be/have been acquired in accordance with the federal Uniform Relocation Assistance and Real Property Acquisition Policy Act (Uniform Act). 42 U.S.C. 4601, et sec., 49 CFR Part 24 and 23 CFR Part 710

(c) Projects without Federal Funds and on the State Highway System: Rights of way must be/have been acquired in accordance with the laws and rules applicable to Florida DOT. This includes providing relocation assistance to displaced persons in accordance with Rule Chapter 14-66, Florida Administrative Code.

(d) Projects without Federal Funds and off the State Highway System: Rights of way acquired by the local government may be accepted for contribution credit regardless of the acquisition method or procedures used. However, if the acquisition procedures do not comply with the Uniform Act, this will preclude the use of Federal funds in the future.

### **Other Match Issues**

(a) Private funds may be part of local matching funds required for a TRIP project.

(b) Rural Areas of Economic Concern may be eligible for a waiver of or reduction in the required match for TRIP funds (see section 3.5 of the Work Program Instructions for guidance on the Rural Economic Development Initiative). Only that portion of the project that falls within the qualified Rural Area is eligible for the waiver.