Transportation Regional Incentive Program (TRIP)

Maria Showalter
Planning Specialist
TRIP Coordinator
What is TRIP?

- The TRIP Program provides funding to improve regionally significant transportation facilities in regional transportation areas defined by Florida Statute 339.2819.

- The purpose of the program is to encourage regional planning by providing state matching funds for improvements to regionally significant transportation facilities identified and prioritized by regional partners.

- Funds are allocated to Districts as specified in Florida Statute 201.15 to the State Transportation Trust Fund.

- The Department shall provide a maximum of 50% of eligible cost for eligible projects also defined as a phase or combination of phases proposed for funding.
Definition of **REGIONAL**:

A transportation project that is on a facility which serves regional transportation needs (such as access to and from the area outside of the region, major activity centers in the region, major planned developments such as new retail malls, sports complexes, etc., or transportation terminals) and would normally be included in the modeling of a TPO area transportation network, including at a minimum all principal arterial highways and all fixed guideway transit facilities that offer an alternative to regional highway travel.
Who is eligible to participate?

All MPOs, Counties, and Multi-County Transportation Authorities are eligible to participate, if they form partnerships.

- Two or more contiguous MPOs,
- One or more MPOs and one or more contiguous non-MPO Counties,
- Multi-county regional transportation authorities,
- Two or more contiguous non-MPO counties,
- MPOs comprised of three or more counties.
What are the responsibilities of the Partners?

*Regional partners must develop an interlocal agreement that provides the following:*

- Includes development of the regional transportation plan;
- Delineates the boundaries of the regional transportation area;
- Provides the duration of the agreement and how it may be changed;
- Describes the planning process, and defines a dispute resolution process.
Project requirements

Must support facilities that...

- Serve national, statewide or regional functions
  - Project must serve a regional need and the transportation facility must be noted within the RTA's plan and map.
- Function as an integrated regional system

Must be supported by local planning efforts:

- Identified in Capital Improvement Element in the appropriate local government comprehensive plan;
- Project must be included in the MPO LRTP, the STIP, TIP and consistent with the local government comprehensive plan;
- Be in compliance with local corridor management policies within the comprehensive plan.

Must be consistent with the Strategic Intermodal System (SIS);

Must have a commitment of local, regional or private matching funds, unless eligible for a match waiver.
Project PRIORITY outline
(F.S. 339-2819)

- Provide connectivity to the Strategic Intermodal System

- Support economic development and goods movement in rural areas of economic opportunity (RAO),

- 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), and

- The extent to which local matching funds are available to be committed to the project.
TRIP Application Process

- Each District has established their own TRIP application.
- Each District solicits for Projects for each Work Program Cycle.
- Project selection depends on the funding received.
Can a project be submitted for TRIP funds that does not originate from a Regional Transportation Plan?

No. The project must come from an approved Regional Transportation Plan.

If an eligible rural county is granted a waiver or reduction for its share of the non-TRIP match of project costs, can TRIP funds be used to cover the balance?

In those instances where a match has been waived or reduced, the scope of the project will have to be reduced.

Who decides what is regionally significant and what are the criteria?

Regional transportation areas designate regionally significant facilities. The definition of "regionally significant" is expected to vary according to the characteristics and policies of each region. FDOT has provided guidance for these designations and identified characteristics for consideration. This information can be found within the resources webpage.
Don’t get TRIPed up on TRIP…call Maria

Maria Showalter
FDOT District 3
TRIP Coordinator
850-330-1550
Maria.Showalter@dot.state.fl.us

Resources
www.fdot.gov/programmanagement/LP/TRIP
www.nwflroads.com/planning
TRANSPORTATION ALTERNATIVES (TA) SET-ASIDE

Maria Showalter
Planning Specialist
District Three
TA Coordinator
Federal legislation was passed in December 2015 called **FIXING AMERICA'S SURFACE TRANSPORTATION (FAST) ACT**

- Effective 2016-2020

- Replaces the Transportation Alternatives Program (TAP) with a set-aside of funds under the **Surface Transportation Block Grant Program**

- Now referred to as **Transportation Alternatives (TA) Set-Aside**.

- Maintains TA eligible activities as set forth in Map-21.
OVERVIEW CONTINUED

- Mandatory funding distribution based on population areas continues.
- Requires that MPOs make project prioritizations in urban population areas.
- Retains the 80% federal / 20% local match funding arrangement.
- Retains requirement for state competitive process.
- TA projects are treated as projects on a Federal-aid highway.
- TA eligible activities as established in MAP-21 remain the same.
The FAST act retained four eligible programs:

- Transportation Alternatives
- SRTS – Safe Routes to Schools
- Planning, Design or Construction of Boulevards
- RTP – Recreational Trails Program
WHAT ARE THE ELIGIBLE ACTIVITIES?

TA Set-Aside has NINE eligible activities & must be related to surface Transportation

1. Construction, Planning and Design of on-road and off-road trail facilities for pedestrians, bicyclists and other non-motorized forms of transportation
   - Examples: New Sidewalks, Bicycle infrastructure, Pedestrian and Bicycle signals, Americans with Disabilities Act of 1990 compliance projects

2. Construction, Planning and Design of infrastructure related projects and systems that will provide safe routes for non-drivers including children, older adults and individuals with disabilities.
   - Examples: Crosswalks, Pedestrian refuge areas, Pedestrian lighting, ADA curb Ramps
3. Conversion of abandoned railroad corridors for trails for pedestrians, bicyclists or other non-motorized transportation users.
   - Examples: Rails to Trails facilities

4. Construction of Turnouts, Overlooks and Viewing areas.
   - Examples: Turnouts and viewing areas at scenic or historic sites

5. Inventory, Control or Removal of Outdoor Advertising.

6. Historic Preservation and Rehabilitation of historic transportation facilities.
   - Examples: Rehabilitation of historic transportation facilities (bridges, lighthouses, canals, etc.), Historic toll and ferry facilities, Historic railroad facilities
7. Vegetation Management Practices in transportation rights-of-way to improve safety, prevent invasive species and provide erosion control.
   - Examples: Erosion Control, Vegetation management to improve roadway safety or Prevention of invasive species

8. Archaeological activities relating to impacts from the implementation of a transportation project.

9. Any environmental mitigation activity that includes:
   - Pollution prevention, abatement and mitigation activities to address storm water management, control and water pollution prevention or abatement related to highway construction or due to highway runoff, including activities listed in Sections 133(b), 328(a), and 329.
   - Reduction in vehicle caused wildlife mortality.
   - Restoration and maintenance of the connectivity among terrestrial or aquatic habitats.
INELIGIBLE ACTIVITIES

- Pedestrian and bicycle safety and education (SRTS)
- Promotional activities (SRTS)
- Maintenance or replacement of existing sidewalks except where ADA upgrades are needed
- General recreation and park facilities: playground equipment, sports fields, campgrounds, picnic and pavilion areas
- Projects in the 5 year work program
- Recent Construction
CONTACT AND RESOURCES

Maria Showalter
Florida Department of Transportation
District 3 Planning Specialist
TA Coordinator
(voice) 850-330-1550
(email) Maria.Showalter@dot.state.fl.us

Resources
https://www.fdot.gov/planning/policy/TAsetaside/default.shtm
https://nwflroads.com/planning