



What is it?

The Transportation Regional Incentive Program (TRIP) was created as part of major Growth Management legislation enacted during the 2005 Legislative Session (SB 360). 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.

Who is eligible to participate in the program?

Eligible partners are shown in the chart on the right. These partners must form a regional transportation area, pursuant to an interlocal agreement, and develop a regional transportation plan that identifies and prioritizes regionally-significant facilities.

You mentioned an interlocal agreement. What does the interlocal agreement have to include?

To qualify for TRIP funding, partners must sign an interlocal agreement that:

- 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

Is there a local match required?

Yes. TRIP funds are to be used to match local or regional funds on a 50%/50% basis or to match up to 50% of the total project costs for public transportation projects. In-kind matches such as right of way donations and private funds made available to the regional partners are also allowed. Federal funds attributable to urbanized areas over 200,000 in population may also be used for the local/regional match.

Eligible Partners

- Two or more contiguous MPOs
- One or more MPOs and one or more contiguous counties that are not members of a MPO
- A multi-county regional transportation authority created by or pursuant to law
- Two or more contiguous counties that are not members of a MPO
- MPOs comprised of three or more counties

Is this a grant program like CIGP?

No. TRIP is not a grant program like the County Incentive Grant Program (CIGP). It is a matching program designed to leverage investments in regionally-significant road and public transportation projects. Regional partners submit a prioritized list of projects identified in a regional transportation plan, to the Florida Department of Transportation (FDOT) District (see map on reverse). The FDOT District then selects projects for inclusion in the 5-year work program.

What is the source of TRIP funding?

TRIP is funded through General Revenue Funds made available through the 2005 growth management legislation.

How much money will my area get?

TRIP funds are distributed to the FDOT Districts based on a statutory formula of equal parts population and fuel tax collections. See the reverse side for a map of FDOT Districts and TRIP contacts.

Are there any eligibility criteria for TRIP projects?

Yes. Projects to be funded through TRIP must, at a minimum:

- Support facilities that serve national, statewide or regional functions and function as an integrated transportation system,
- Be identified in appropriate local government capital improvements program(s) or long term concurrency management system(s) that are in compliance with state comprehensive plan requirements,
- Be included in the MPO LRTP, the STIP, TIP and consistent with the local government comprehensive plan,
- Be consistent with the Strategic Intermodal System (SIS),
- Be in compliance with local corridor management policies, and
- Have commitment of local, regional or private matching funds.

For more information about the TRIP program, please contact your FDOT District representative or visit our website at the address below.

District 1 – Frank Meares
(863) 519-2555

District 2 – James Bennett
(904) 360-5646

District 3 - Jason Alderman
(850) 415-9566

District 4 – Stacy Miller
(954) 777-4429

District 5 – Susan Sadighi
(407) 482-7884

District 6 – Ken Jeffries
(305) 470-6736

District 7 – Lee Royal
(813) 975-6077

Central Office – Yvonne Arens
(850) 414-4816

Does the Department give priority to certain types of projects?

Yes. As provided by law, the Department will give priority to projects that do the following:

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

