

## **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). 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)

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.

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

- (a) 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.
- (b) 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)
- (c) Projects off the State Highway System and Federal System: Local funds must be used for the required match.
- (d) SIB Loans: Funds loaned from the State Infrastructure Bank may be used to fund 50% of the required match for TRIP funds (25% of total project cost). Future repayments must be made from Federal XU or Local funds

### **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) The in-kind match must be included in the total value of the project to determine 50% matching requirement. For example, a local government offers \$4,000,000 in right of way as the required match for a \$6,000,000 construction project. In this case, the total value of the project is \$10,000,000 (\$6,000,000 construction and \$4,000,000 right of way). The required match is \$5,000,000.

### **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.