

Transportation Regional Incentive Program (TRIP)

Tanya Sanders Branton
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 (50/50) funds for improvements to facilities that function as part of an integrated national, statewide, or regional transportation system.
- Funds are allocated to Districts as specified in Florida Statute 201.15 to the State Transportation Trust Fund.
- Applicants for TRIP funding must provide matching 50% or more and, if required, execute an interlocal agreement to ensure that TRIP funding will be exclusively used to improve facilities identified in the capital improvement element of a comprehensive plan that has been determined to be in compliance with Chapter 163, Part II, F.S.



1. TRIP was established by the 2005 Legislature, to improve growth management planning and the provision of transportation and infrastructure.
2. This is NOT a grant program, rather a fund matching program for regionally-significant road and public transportation projects.
 - The funds are intended to provide incentives for critically needed projects that benefit regional travel and commerce.
3. Funding is allocated to the districts via statutory formula from
 - doc stamps
 - vehicle registration.
4. 50% local match can be considered in-kind matches such as right of way donations and private funds available to the regional partners.
 - Some Rural counties qualify for a waiver or reduction of required 50% local match.

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 Transportation Planning Organization (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.



One of the key aspects of TRIP is Regional significance. To qualify as regionally significant a project will need to:

- Be on a facility which serves regional transportation needs
- Would normally be included in the traffic modeling of a TPO area transportation network

TRIP Funding

- Annual program
- Funding varies each year
 - Based on population and motor fuel collections.
- Approximately **\$3 million** annual budget for District 3.



Who is eligible to participate?

➤ All Metropolitan Planning Organizations (MPOs), Counties, and Multi-County Transportation Authorities are eligible to participate, if they form partnerships.

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



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

Within District 3 there are 4 Transportation Planning Organizations (TPO's)

1. Emerald Coast Regional Planning Council (ECRC)
 2. Florida-Alabama TPO
 3. Okaloosa-Walton TPO
 4. Bay County TPO
- ECRC also oversees the Rural Regional Transportation Program for the following counties and areas which lie outside the TPO boundaries: Bay, Escambia, Gulf, Holmes, Santa Rosa, Walton, & Washington
 - Capital Regional Transportation Planning Agency (CRTPA): Gadsden, Leon, Jefferson and Wakulla Counties
 - Apalachee Regional Planning Council (ARPC)- Provides various technical, support and oversight services to rural areas in the following counties: Jackson, Calhoun, Gulf, Liberty, Gadsden, Franklin, Leon, Wakulla, Jefferson
 - ARPC also oversees the Rural Regional Transportation Program for the following counties Jackson, Calhoun, Gulf, Liberty, Franklin.

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.



Regional partners must develop an **interlocal agreement** that defines the partnership.

Project requirements for TRIP funding

- 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 Regional Transportation Authorities (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 in compliance with the area TPO plans,
 - Be in compliance with local corridor management policies within the comprehensive plan.
- Must be consistent with the Strategic Intermodal System (SIS);
example: adding capacity
- Must have a commitment of local, regional or private matching funds, unless eligible for a match waiver.



Project criteria consist of 4 must

- Must support regional facilities
- Must be supported by local planning efforts
- Must be consistent with Strategic Intermodal Systems (SIS)
- Must have a commitment of matching funds, unless eligible for a match waiver

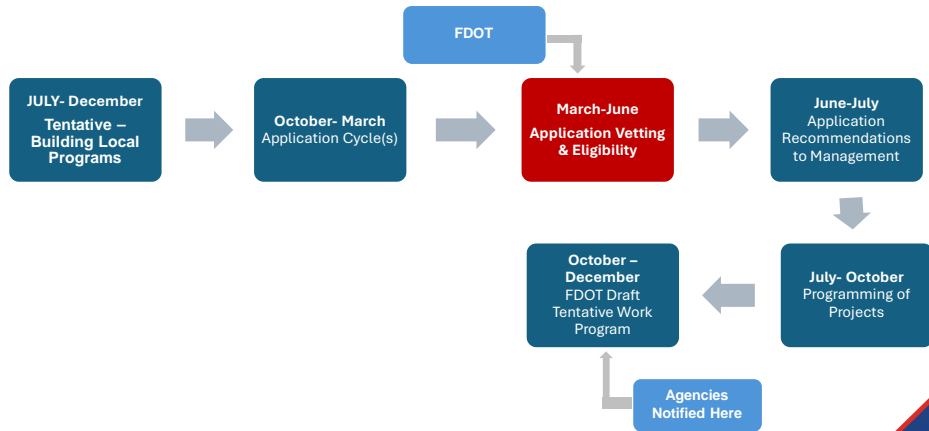
Project **PRIORITY** outline (F.S. 339-2819)

- Provide connectivity to the Strategic Intermodal System (SIS)
- 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.



By **law** the Department must prioritize projects according to F.S. 339.2819.

Work Program Development Standard Cycle



Development Schedule

	Transportation Alternative Set-Aside Program (TA) Transportation Regional Incentive Program (TRIP) FY2027-2032 Development Schedule
<i>Monday, November 3, 2025</i>	<i>Application Solicitation Opens</i>
<i>Friday, January 16, 2026 (Set By Planning Council)</i>	<i>Application Deadline to the Planning Council/Agency and RRTP</i>
<i>Thursday, February 19, 2026</i>	<i>Planning Agency/Council/RRPT Priority List Drafts Due to Department</i>
<i>Thursday, April 23, 2026</i>	<i>Planning Agency/Council Priority List FINAL Due to Department</i>



Dates and Deadlines

Cycle will Open Monday, November 3, 2025 and close at 10 p.m. CST Friday, January 16, 2026.

GAP (Grant Application Process) System

The screenshot displays the BlackCat GAP system interface. At the top, there's a navigation bar with tabs: Dashboard, Applications, Organizations, Resources, Reports, and Home. The main heading is "Application" with a sub-heading "0032023". Below this, it shows "Application: Transportation Regional Incentive Program (TRIP) - District 4" and "Application Deadline: 2/28/2023 12:00:00 AM". There are buttons for "Details" and "Delete". A section for "Application Description" has a text input field. Below that, "Application Documents" are listed in a table with columns for document name, status, and actions. The table lists documents like "Application", "Location Map", "Environmental Analysis", "Construction Schedule", "Internal Agreement/Supporting Documentation", "ETP", "Capital Improvement Plan/Schedule", "Level of Service", "Statutory Eligibility Requirement", and "Cost Estimate". Each document has a status icon (green circle with a checkmark) and a "View" link. At the bottom, there's a legend: "Requires Upload" (green circle), "Optional" (blue circle), and "Upload Complete" (green circle with a checkmark).

Documents	Status	Actions
Application	Requires Upload	View
Location Map	Requires Upload	View
Environmental Analysis	Requires Upload	View
Construction Schedule	Requires Upload	View
Internal Agreement/Supporting Documentation	Requires Upload	View
ETP	Requires Upload	View
Capital Improvement Plan/Schedule	Requires Upload	View
Level of Service	Requires Upload	View
Statutory Eligibility Requirement	Requires Upload	View
Cost Estimate	Requires Upload	View

- The Implementing Agency will need to submit and upload all requested information in the GAP system.



The Florida Grant Application Process (“GAP”) system, launched in 2021, is the authorized platform for the submission and receipt of applications for TRIP funding; and the management of agreements for the disbursement of TRIP funding awards made by the department. Required documents, which include project plans, agency certifications, project reports and invoices, performance monitoring and compliance documentation should also be stored and maintained in GAP. Please make sure you have completed and submitted the TRIP application and all supporting documentation in the GAP system.

Frequently Asked Questions

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 (RTP).

What does it mean for a project to be “consistent with the Strategic Intermodal System (SIS) Plan”?

- Being consistent with the SIS means that the project serves a national, statewide, or regional function, and it serves an integral part of an interconnected regional network.



Here are a few questions that come up every year.

- Can a project be submitted for TRIP funds that doesn't come from the Regional Transportation Plan (RTP)?

NO. Project must be approved by the Regional Transportation Plan (RTP)

- What does it mean for a project to be “consistent with the Strategic Intermodal System (SIS) Plan”?

Being consistent with the SIS means that the project serves a national, statewide, or regional function and it serves an integral part of an interconnected regional network.

Frequently Asked Questions

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.



Here are a few questions that come up every year.

- If an eligible rural county is granted a waiver or reduction of the local funds share, can TRIP funds be used to cover balance?

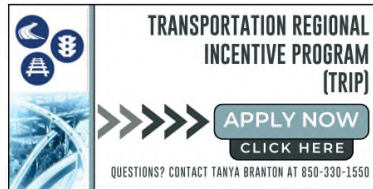
In those instances where match waiver or reduction is approved, the scope of the project will have to be reduced.

- Who decides what is regionally significant?

RTP designates regionally significant facilities. FDOT provides guidance for these designations and has identified characteristics for consideration. More information can be found on the resources webpage.

Transportation Regional Incentive Program (TRIP)

- [TRIP Flyer](#)
- [TRIP Fact Sheet](#)
- [TRIP Q&A](#)
- [TRIP Application](#)
- [TRIP Resource Guide](#)



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<https://nwflroads.com/planning>

<https://www.fdot.gov/programmanagement/LP/TRIP/Default.shtm>



The TRIP application will be accessible through the Grant Application Process (GAP) system or by visiting the D3 Planning website (link is located on the slide above)

[illegible]

Section 1 - Applicant Information

- Provide project name
 - If it's part of a phased project include the phase number
- Provide complete contact information for applying RTA
- Provide complete implementing agency contact information

The screenshot shows the 'Project Name' field, a paragraph of text explaining the TRIP program, and the 'Origin of Request (Applying RTA)' section. The 'Origin of Request' section includes a dropdown menu for 'Choose Regional Transportation Area', followed by fields for 'Contact Person', 'Address', 'Phone', and 'E-mail'. Below this is the 'Implementing Agency' section, which also includes fields for 'Contact Person', 'Address', 'Phone', and 'E-mail'.



- Project Name (i.e.) - County Road ABC; Connector Road Phase 1, State Road 123 Widening,
- Origin of Request(Applying RTA)-
 - MPO region or RRTP region
- Contact Person- Primary contact for the grant
- Implementing Agency- The Agency overseeing the project

Section 2 – Project Information

Project Information:	
Facility:	
Project Limits:	
Work to be performed:	

➤ Provide the Facility Name – State or local roadway number or corridor name

➤ Project Limits

- Project descriptions should run south to north or west to east.
- Provide street names, mile post limits, or other descriptive information for project termini.

➤ Work to be performed

- Provide a detailed description of the work items that will be included (survey, geotech, mill & resurface, new construction, curb and gutter, sidewalk, signing and pavement markings, etc)



- Facility Name- (i.e.) Joe Johns Road; State Road 123
- Project Limits- From A Street to B Street
- Work To Be Performed: (i.e.)
 1. Construction of a new 2-lane roadway between A Road and the Z County Line;
 2. Resurface the roadway and re-align the intersection at A Road.

Section 2 – Project Information

- Provide information on how the project will improve regional mobility.
 - Alleviates traffic from an SIS, new connector roadway, etc.
- Attachment A – Project Map and Support Data
 - Attach an aerial location map with begin/end project limits labeled.
 - Provide north arrow, street names, etc. on the map.
 - Attach support data to further expand on how the project will improve regional mobility.
- Select and describe how the project meets the statutory guidelines.
 - More than 1 item may be selected.
 - Discuss each item that is selected.

Project Information Continued:

Describe how the project will improve regional mobility within the Regional Transportation Area:

Attachment A: Project location map and support data for regional mobility, as appropriate.

Describe how the project reflects the below statutory guidelines under which the District will prioritize and select the candidate projects for funding? (Check those that apply):

- ☐ Provides connectivity to the SIS.
- ☐ Supports economic development and goods movement in Rural Areas of Opportunity.
- ☐ Is subject to local ordinances that establish corridor management techniques.
- ☐ Improves connectivity between military installations and the Strategic Highway Network (STRAHNET) or the Strategic Rail Corridor Network (STRACNET).

Does this project include an Environmental Study? Yes/No ☐

If Federal funding is to be requested for any phase of this project, an Environmental Study must be completed in accordance with the National Environmental Policy Act.

Does this project have design plans available? Yes/No ☐

Attachment B: If yes, Environmental Study and/or Design plans.



- Attachment A- Location Map
 1. Identify the begin and end of project limits on the aerial map

Section 2 – Project Information

- Indicate if an environmental study was performed or not.
- Indicate if design plans are available.
- Attachment B – Environmental Study and/or Design Plans
 - Attach the environmental study if applicable and/or available.
 - Attach design plans if available.

Project Information Continued:

Describe how the project will improve regional mobility within the Regional Transportation Area:

Attachment A: Project location map and support data for regional mobility, as appropriate.

Describe how the project reflects the below statutory guidelines under which the District will prioritize and select the candidate projects for funding* (Check those that apply):

☐ Provides connectivity to the SIS.

☐ Supports economic development and goods movement in Rural Areas of Opportunity.

☐ Is subject to local ordinances that establish corridor management techniques.

☐ Improves connectivity between military installations and the Strategic Highway Network (STRAHNET) or the Strategic Rail Corridor Network (STRACHNET).

Does this project include an Environmental Study? Yes/No ☐

If Federal funding is to be requested for any phase of this project, an Environmental Study must be completed in accordance with the National Environmental Policy Act.

Does this project have design plans available? Yes/No ☐

Attachment B: If yes, Environmental Study and/or Design plans.



- Provide any previous environmental study and design plans and attach the information as part of the application.

Section 3 – Project Funding

Project Funding:

Describe source of matching funds per phase and any restrictions on availability. Each phase requested (i.e., design, right-of-way, construction) requires at least a 50% local agency match unless the agency is within a Rural Area of Opportunity. Each phase shall be separated by at least 2 fiscal years (Department's fiscal year runs from July to June).

Phase Requested	FY	FDOT Amount	Local Match
PDE:			
R/W:			
Design:			
Construction:			

Attachment C: The planned project construction schedule.

Is the Agency eligible for a waiver of up to 50% of the project cost?¹

Yes/No

Has other funding been requested for any part of this project?
(SCRAP, SCOP, CIGR, HSIP, SRTS, TA, Grant, etc.)

Yes/No

If Yes, Name:

How will TRIP funding accelerate this project's implementation?

➤ Fill in the table to include

- Fiscal Year each applicable phase is planned
 - Each phase must be separated by 2 fiscal years
- Amount being requested from FDOT for each phase.
- Amount of Local Match provided for each phase.

➤ Attachment C – Construction Schedule

- Provide a brief timeline for begin/end of each phase.



Section 3 – Project Funding

➤ Other Funding

- Indicate if other funding sources have been applied for and if so, provide what source was applied for (SCOP, SCRAP, CIGP, etc).

➤ Acceleration of Project

- Provide information on how TRIP funding will help expediate the project.

Project Funding:
Describe source of matching funds per phase and any restrictions on availability. Each phase requested (i.e. design, right-of-way, construction) requires at least a 50% local agency match unless the agency is within a Rural Area of Opportunity. Each phase shall be separated by at least 2 fiscal years (Department's fiscal year runs from July to June).

Phase Requested	FY	FDOT Amount	Local Match
P&E:			
R/W:			
Design:			
Construction:			

Attachment C: The planned project construction schedule.

Is the Agency eligible for a waiver of up to 50% of the project cost?³ Yes/No ☐

Has other funding been requested for any part of this project?
(SCRAP, SCOP, CIGP, HSIP, SRTS, TA, Grant, etc.) Yes/No ☐
If Yes, Name:

How will TRIP funding accelerate this project's implementation?



Consider using the FDOT Design Staff-hour forms with an average hourly rate of \$190/HR along with Design Staff-hour guidelines to develop an estimated cost for design. Staff-hour forms and guidelines can be located at the link below for reference and use: <https://www.fdot.gov/designsupport/scope/default.shtm>

- Consider using the FDOT PD&E Staff-hour forms with an average hourly rate of \$170/HR along with PD&E Staff-hour guidelines to develop an estimated cost for PD&E. Staff-hour forms and guidelines can be located at the link below for reference and use: <https://www.fdot.gov/designsupport/scope/default.shtm>

- Estimate of Probable Construction Costs- Suggest using FDOT statewide average historical unit costs for engineer's cost estimate

<https://www.fdot.gov/programmanagement/estimates/reports/historical-item-average-cost-reports>

Section 4 – Regional Transportation Area

- Provide the regional coordinating entity and how that entity qualifies for TRIP funding.
- Indicate if the RTA's interlocal agreement addresses the statutory requirements and if not, explain.
- Attachment D – Interlocal Agency Agreement
 - Provide a copy of the agreement.
 - Ensure appropriate signatures are included on the agreement.

Regional Transportation Area⁵:

Describe the regional coordinating entity responsible for the prioritization of the candidate project and how the entity qualifies for TRIP funding as a Regional Transportation Area:

Has a copy of the RTA's interlocal agreement that addresses the statutory requirements⁶ been previously submitted to the Department? Yes/No ☐

If no, please explain:

Attachment D: Review the authorizing interlocal agreement and any supporting documentation. Include the agreement with the application if updates to signatures, dates, or any other information is revised.

Is there a Regional Transportation Plan that demonstrates the completion of the following?

☐ Adopted system map or listing of facilities, showing the facility to be improved has been identified by the Regional Transportation Area as part of an integrated regionally significant transportation system.

☐ The prioritized list of regionally significant projects developed by the Regional Transportation Area.

If no, please explain:

Attachment E: Documentation of successful completion of a qualified Regional Transportation Plan (include map).



- Local Transportation Planning Organization or Regional Rural Transportation Program
- Provide the interlocal agreement

Section 4 – Regional Transportation Area

Regional Transportation Area¹:

Describe the regional coordinating entity responsible for the prioritization of the candidate project and how the entity qualifies for TRIP funding as a Regional Transportation Area:

Has a copy of the RTA's interlocal agreement that addresses the statutory requirements² been previously submitted to the Department? Yes/No ☐

If no, please explain:

Attachment D: Review the authorizing interlocal agreement and any supporting documentation. Include the agreement with the application if updates to signatures, dates, or any other information is revised.

Is there a Regional Transportation Plan that demonstrates the completion of the following?

☐ Adopted system map or listing of facilities, showing the facility to be improved has been identified by the Regional Transportation Area as part of an integrated regionally significant transportation system.

☐ The prioritized list of regionally significant projects developed by the Regional Transportation Area.

If no, please explain:

Attachment E: Documentation of successful completion of a qualified Regional Transportation Plan (include map).

- Indicate if there is a Regional Transportation Plan (RTP) or not, and if not explain.
- Attachment E – RTP
 - Include a map of the RTP.



Section 5 – Project Qualification

Project Qualification Information:	
Does the project appear in the capital improvement schedule of the local comprehensive plan? If no, explain:	Yes/No <input type="checkbox"/>
<div style="border: 1px solid black; height: 30px; width: 100%;"></div>	
<small>Attachment F: If available, add documentation that the candidate improvement appears in the capital improvement schedule of the local comprehensive plan.⁶</small>	
<small>Attachment G: Document that level-of-service standards for the facility to be improved have been coordinated with FDOT by the local government with jurisdiction and are consistent with the level-of-service standards adopted by FDOT if the project is on a Strategic Intermodal System.⁷</small>	

- Indicate if the project is included on a capital improvement schedule of the local comprehensive plan.
 - Provide additional information if the project is not in the local comprehensive plan.
- Attachment F – Capital Improvement Schedule
 - If available, provide the Capital Improvement Schedule from the local comprehensive plan that shows the project is included in the plan.
- Attachment G – Level of Service
 - If the project is on an SIS facility - provide documentation for level-of-service standards for the facility.



Section 5 – Project Qualification

- Attachment H –TRIP Eligibility
 - Provide documentation on how the project meets TRIP eligibility.
- Select the reasons the project meets TRIP eligibility.
 - Select all that apply and expand on eligibility in Attachment H.
- Ensure the application is signed.
- Provide any supporting information that may be relevant to the project that did not fit into an application question.

Project Qualification Information Continued:

Attachment H: Document that the project meets the following TRIP statutory eligibility requirements. *

- ☐ Supports 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 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 (if no waiver).

This application is a good faith commitment from the applicant that matching funds will be available. As such, the Department requires that the Chairman of the Governing Board of the Municipality/Authority committing the funds sign this application (electronic signature accepted):

Supporting Narrative:	Signature:
<div style="border: 1px solid black; height: 40px;"></div>	

Please submit application with supporting information and documentation, including the following Attachments A-H, electronically to:



Contact:

Tanya Branton
TRIP/TA/Sun Trail Coordinator and Rural Liaison
(830) 330-1550
Tanya.Branton@dot.state.fl.us

➤ <https://nwflroads.com/planning>

➤ <https://www.fdot.gov/programmanagement/lp/trip/default.shtm>