

TRIP Funding Opportunities



MOVING YOU FORWARD

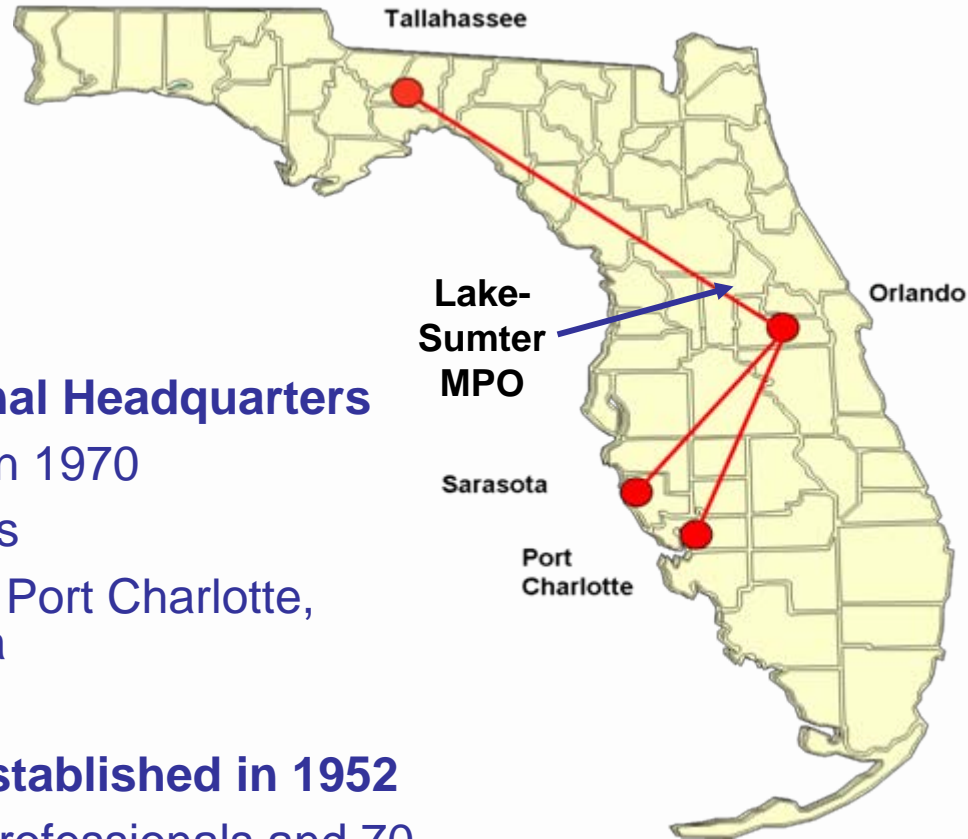


Agenda

- Introduction
- Transportation Funding Outlook
- State Funding Overview
- TRIP Funding Opportunities
 - Partnerships
 - Upcoming Changes
- Future Trends



Introduction



Orlando Regional Headquarters

- Established in 1970
- 35 employees
- Tallahassee, Port Charlotte, and Sarasota

Wilbur Smith established in 1952

- Over 1,000 professionals and 70 offices worldwide
- Over 50 offices within the United States



Introduction

- 16 years of experience
 - Nine (9) years local government
 - Chair Development Review
 - Review Development Proposals
 - Comprehensive Planning
 - Special Studies
 - Seven(7) years in consulting
 - Transit
 - Access Management
 - Transportation Planning
 - Land-use
 - Concurrency/Infrastructure



Funding Outlook

- Things are changing:
 - Federal Funding
 - Dwindling Resources
 - Increased Competition
 - Property Tax Reform
 - Impacts to Local Governments
 - Bonding Capacity
 - Future Financial Capacity
 - Work Program Modifications
 - TRIP Funding

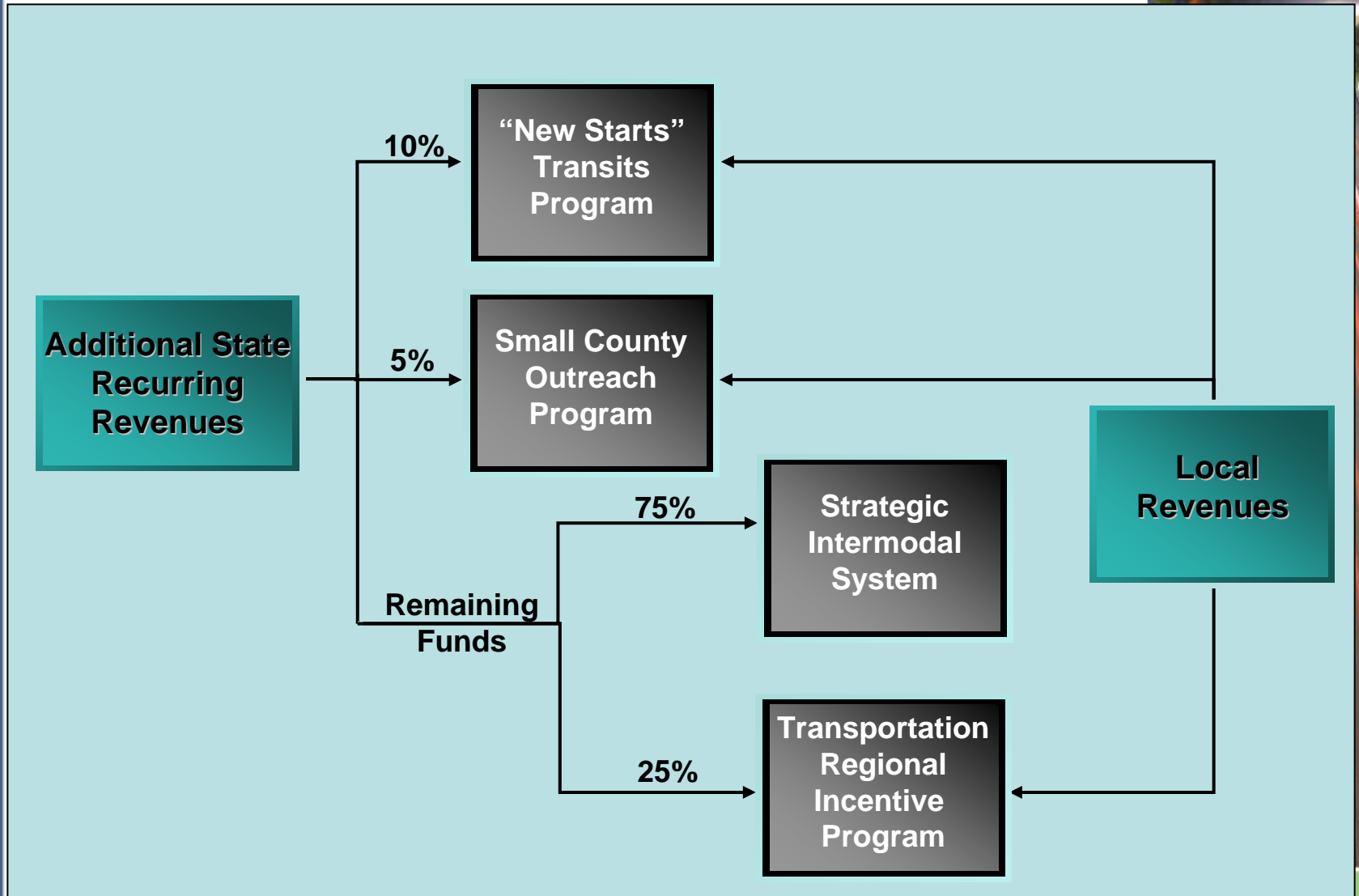


State Funding Overview

- “New Concurrency”
 - Further “close the gap” between development and construction of infrastructure
 - Communities will update Capital Improvement Elements each year
 - “Pay-as-you-Grow” system to address backlogs and future growth needs
 - Allows “pay and go” contributions from developers



State Funding Overview



State Transportation Trust Fund (Millions)

Program	Non-Recurring General Revenue	Recurring Documentary Stamp Revenue
“New Starts” Transit Program	\$175	
Small County Outreach Program	\$275	\$54.2
Strategic Intermodal System	\$100	\$27.1
Transportation Regional Incentive Program (TRIP)		\$345.4
State Infrastructure Bank	\$25	
County Incentive Grant Program		\$115.1
Total	\$575	\$541.75

SIS Funding Policies

- Funding: 75% of additional state sources remaining after “New Starts” and Small County Outreach programs are funded
- Project Priorities
 - Support SIS goals
 - Concurrency, backlog funding, urban infill and redevelopment
 - Distribution money among modes and priority systems
 - Ability to leverage funds through partnerships
 - Production readiness



TRIP Overview

- Transportation Regional Incentive Program
 - Funding: 25% of additional state sources remaining after “New Starts” Transit and Small County Outreach programs are funded
 - Program Purpose
 - Incentives for regional planning
 - Leverage investments in regionally-significant transportation facilities
 - Link investments to growth management objectives

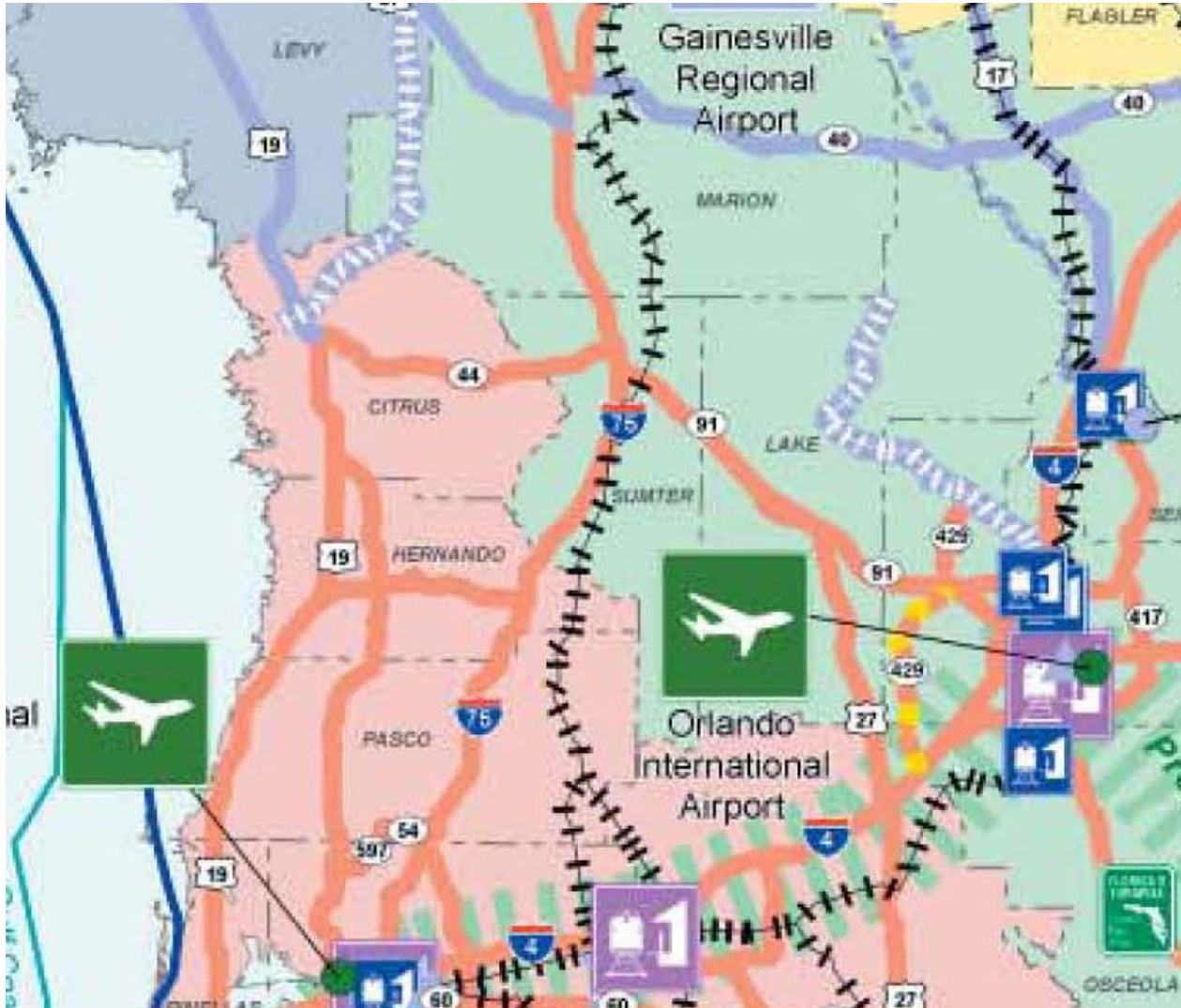


TRIP Project Priorities

- Provide connectivity to the Strategic Intermodal System (SIS)
- Support economic development and goods movement in rural areas of critical economic concern
- Subject to local ordinance that establishes corridor management techniques
- Improve connectivity between military installations and the Strategic Highway Network (STRAHNET) or Strategic Rail Corridor Network (STRACNET)



SIS in Lake/Sumter



TRIP Project Eligibility

- Support facilities that
 - Serve national, statewide or regional functions
 - Function as an integrated regional system
- Identified in capital improvement program (for concurrency) or long-term concurrency management systems (where backlogs exist)
- Consistent with the Strategic Intermodal System (SIS)
- Have commitment of local, regional or private matching funds



TRIP Requirements

- Local governments must adopt DOT Level of Service standards
- Projects **MUST** be linked to growth management priorities
 - Included in the local government capital improvements element (for concurrency)
 - Long-term concurrency management system (where significant backlogs exist)



TRIP Partnerships

- All MPOs, counties, and multi-county transportation authorities are eligible to participate
- Alternatives for forming “regional transportation areas”
 - Two or more contiguous MPOs
 - One or more MPOs and one or more contiguous non-MPO counties
 - Multi-county regional transportation authority
 - Two or more contiguous non-MPO counties
 - MPOs comprised of three or more counties



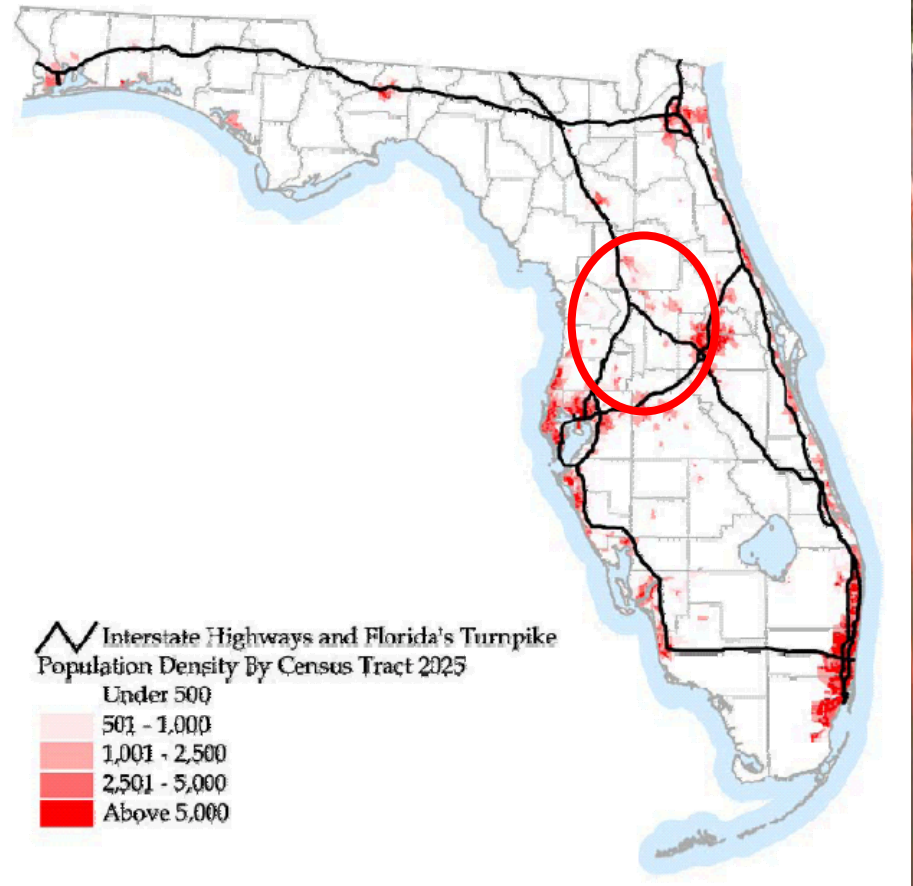
TRIP Partnerships

- Think globally, act locally to:
 - Designate regionally-significant facilities together
 - Develop regional plan
 - Achieve consensus on priorities
 - Update comprehensive plans consistently
 - Update capital improvement elements
 - Lobby collectively

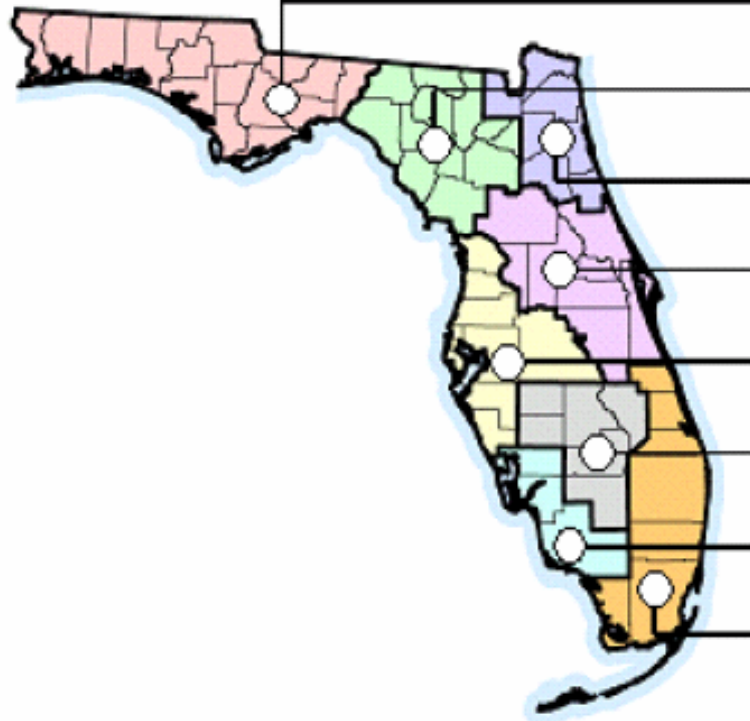


Future Trends

- Funding Challenges
- Increased Regionalism
- Growth Will Continue
- Congestion Increases
- Convey More Costs to Developers/Residents
- Higher Quality Standards for Development



Future Trends



Region	Number	Percent
Northwest	+410,242	36%
North Central	+176,897	28%
Northeast	+551,039	44%
Central	+1,627,529	58%
Tampa Bay	+1,286,756	37%
Heartland	+104,497	46%
Southwest	+556,821	71%
Southeast	+2,349,579	44%

Future Trends

- Mixed Use
- Compact Development
- Infill Development
- Range of Housing Choices
- Distinctive, Attractive Places
- Transportation Choices
- Walkable Neighborhoods
- Preserve Open Space
- Predictable Fair Development Process



Emerging Values

- Time with Family
- Safety and Security
- Quality of Life
 - Access to Nature/ Outdoors
 - Educational Opportunities
 - Less Time in Traffic

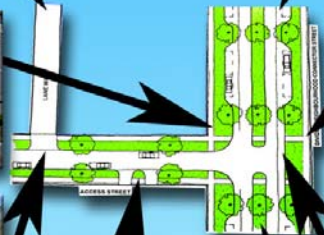


Future Trends

Links, Walkways, Lanes, Streets, Avenues Refuge, Median and Channel Islands



Walking systems have two integral parts. Sidewalks, paths and links connect places and separate people from cars. Median, Channel and refuge islands provide refuge, simplify crossings, reduce crossing distances, and slow motor vehicles to safer speeds. All of these tools can be retrofitted into most neighborhood environments.



The Future

- Making Decisions in an Ever-Changing Environment
 - Approving Developments
 - Ad Valorem vs. Sales Taxes
 - TRIP Legislation
 - Continued funding competition
 - Continued regionalism
 - Need to cooperate



Questions

