



Florida Department of Transportation - District Seven
11201 N. McKinley Dr | Tampa, FL 33626

Florida Department of Transportation, District 7

2023
Transportation Regional Incentive Program (TRIP)
Project Application

Funding consideration for fiscal year 2029

Application Deadline:
March 17, 2023



Transportation Regional Incentive Program (TRIP)
APPLICATION

This page was intentionally left blank



PURPOSE

The purpose of this application is to request Transportation Regional Incentive Program (TRIP) funding from FDOT. Funds are awarded to eligible projects based on availability and prioritization of project on MPO Chairs Coordinating Committee TRIP Priority Project List. Execution of this application indicates the intent of the implementing agency to enter into a cost-reimbursable joint participation agreement with FDOT to complete the requested project work phase(s). Note: Local Agency Program (LAP) certification is not required for TRIP funding; however, a 50% funding match is required.

TRIP was created under F.S. 339.2819 to improve regionally significant transportation facilities in "regional transportation areas." State funds are available throughout Florida to provide incentives for local governments and the private sector to help pay for critically needed projects that benefit regional travel and commerce.

To complete form, tab between grey highlighted fields to enter information.

ORIGIN OF REQUEST (APPLYING AGENCY)

Organization: Pinellas County
Contact Person: Kelli Hammer Levy Title: Pinellas County Public Works Director
Address: 22211 US 19, Bldg 1
Phone: 727-464-3317 Email: klevy@pinellas.gov

IMPLEMENTATION AGENCY

Agency1: Pinellas County
Contact Person: Kelli Hammer Levy Title: Pinellas County Public Works Director
Address: 22211 US 19, Bldg 1
Phone: 727-464-3317 Email: klevy@pinellas.gov
Engineering Contact: Joan M. Rice Title: Multimodal Safety
Phone: 727-464-8610 Email: jrice@pinellas.gov
Finance Contact: David Fechter Title: Senior Department Administrative Manager
Phone: 727-464-3019 Email: ddfechter@pinellas.gov

1 If a project is on the Strategic Intermodal System or Florida Intrastate Highway System and the Department of Transportation will be performing the work, please identify the agency responsible for meeting this financial match requirements of the TRIP program.



**Transportation Regional Incentive Program (TRIP)
APPLICATION**

PROJECT INFORMATION

Project Name: **126th Avenue North Improvement Project**

Location: **126th Avenue North**

Project Limits: **US 19**

To: **34th Street North**

Project Length: **2.3 miles**

Jurisdiction: **Pinellas County**

On-State System Road: Off-State System Road:

Road ID: **[Road ID Number]**

MPO Priority: **28**

TMA Priority: **[Number]**

Capacity Project: Transit Project:

Description: **The 126th Avenue North Improvement Project will create a direct connection and an alternate route between US 19 and 34th Street North and improve mobility options for bicyclists and pedestrians in the Pinellas Gateway/Mid-County area. In the existing condition, 126th Avenue North is a two-lane road from US 19 to 34th Street North and is not continuous. The project proposes to widen and construct new roadway to eliminate gaps on 126th Avenue North within the project limits. The project will also provide a shared use path that will connect to the Duke Energy Trail Corridor, east of 52nd Street and serve as an extension of the Pinellas Trail. These improvements will provide vital connections to enhance the multimodal transportation needs, economic development opportunities, and freight mobility of this area.**

Capacity Projects

Is project listed in L RTP? Yes No Capital Improvement Plan? Yes No
 Is project in Master Plan? Yes No
 Chairs Coordinating Committee Regional Transportation Network? Yes No CCC Priority # _____

Transit Projects

Is project listed in Transit Development Plan/Master Plan? Yes No
 Public Transportation Audited Budget/Board Resolution to commit local funding and participation? Yes No
 Chairs Coordinating Committee Regional Transportation Network? Yes No CCC Priority # _____

DETAILED FUNDING REQUEST

Phase (ROW, PE, CST)	Preferred Year	Total Cost	TRIP Funds Requested	Local Matching Funds	Local Fund Source	Type of Match (Cash, in-kind)
PE	2026	\$2,500,000	\$1,250,000	\$1,250,000	Penny for Pinellas	Cash



**Transportation Regional Incentive Program (TRIP)
APPLICATION**

PE	2028	\$2,000,000	\$1,000,000	\$1,000,000	Penny for Pinellas	Cash
CST	2028	\$18,000,000	\$9,000,000	\$9,000,000	Penny for Pinellas	Cash
CST	2030	\$15,000,000	\$7,500,000	\$7,500,000	Penny for Pinellas	Cash

MINIMUM CRITERIA

How does the project support facilities that serve national, statewide or regional functions and function as an integrated transportation system?

The Gateway/Mid-County Planning Area Encompasses 30-Square Miles And Is Centrally Located Within Pinellas County And The Tampa Bay Region. The Gateway Area Supports A Wide Range Of Job Sectors Including Manufacturers In Aviation/Aerospace, Defense/National Security, Medical Technologies, Business And Financial Services, And Information Technology, And Provides More Than 114,000 Jobs. However, The Gateway Suffers From Disconnected, Car-Centric Development Patterns That Make Connections Difficult.

Interstate I-275, Via The Howard Frankland Bridge, Provides The Primary Access To The Gateway Area. Commuters From Neighboring Counties And Freight Vehicles Can Exit At Ulmerton Road (Sr 688) And 118th Avenue North, Both East/West Roadways, And Will Be Able To Use The Future Gateway Expressway To Travel To The Gateway Area.

Ulmerton Road (Sr 688) And 118th Ave N Are The Two Main East/West Roadways Within The Gateway Area. 126th Avenue North, Also An East West Roadway, Is Located About Halfway Between These Two Major Routes And Connects To Us 19 To The East. However, Gaps In 126th Avenue At Cross Bayou Canal And At Showtime Speedway Require Drivers To Travel Ulmerton Road And 118th Avenue North To Circumnavigate The Area. The Improvements Proposed For This Project Will Eliminate These Gaps And Connect The Discontinuous Sections Of 126th Avenue North To Provide An Alternate East West Route From Us 19 To 34th Street North Through The Middle Of The Gateway Area.

The Proposed Improvements Will Also Provide Additional Opportunity For Expansion Of Transit Service In The Area. The Pinellas Suncoast Transit Authority Headquarters Is Located At The Eastern End Of The Project Along 34th Street North And Location Of A Transfer Center.

The Proposed Improvements Along 126th Avenue North Through The Gateway Area Will Include Construction Of A Multi-Use Path That Will Eliminate The Existing Gap In The Pinellas Trail Loop From The Section Currently In Design Ending At The Duke Energy Corridor To 34th Street North. When Complete, The Pinellas Trail Loop Will Provide A 75-Mile Corridor Encircling Pinellas County And Connecting To Community Trail Spurs.

Is the project identified in the capital improvements element of a comprehensive plan that has been determined to be in compliance with part II of chapter 163, after July 1, 2005, or to implement a long-term concurrency management system adopted by a local government; further the project shall be in compliance with local government comprehensive plan policies relative to corridor management?

Yes. This Project Is In Concurrence With Management Rules Enacted In Chapter 163 Of The Florida Statutes Which Defines The Rules On Redevelopment And Infill Development In Urban Centers. By Increasing The Roadway Performance Standards, This Project Will Facilitate Compliance With The Adopted Level Of Service Standards That Are Contained In The Concurrency Test Statement Section Of The Pinellas County Land Development Code And In The Comprehensive Plan.

How is this project consistent with the Strategic Intermodal System (SIS)?

126th Avenue North Connects To The Strategic Intermodal System At US 19 And Meets The SIS Objects Of:

- 1. Interregional Connectivity With A Connection To The SIS At US 19**
- 2. Intermodal Connectivity Including Connections To I-275 And The St. Pete-Clearwater International Airport**
- 3. Economic Competitiveness For More Options To This Employment And Industrial Area**

PRIORITIZATION CONSIDERATIONS

How is the project in compliance with location corridor management policies?

In Accordance With The Pinellas County Comprehensive Plan, This Project Will Implement Capacity Improvements Necessary To Provide A Peak Hour Level Of Service D Standard And To Provide Consistency With The Long Term Concurrency Management Plan Adopted By The County.

Describe how this project implementation will manage growth.

Pinellas County Is Experiencing Rapid Growth Through Intense Redevelopment. To Support The County's Continual Economic Growth, It Is Vital That Investments Are Made In Transportation Improvements To Accommodate The Existing And Planned Flow Of Motorists And Commerce. A More Efficient Corridor Will Reduce Growth Rate In Vehicle Miles By Providing Enhanced Connectivity Within The Existing Land Uses. By Reducing Operational Delays, The Project Will Decrease The Associated Energy Consumption And Emissions Of Air Pollutants And Greenhouse Gases.

Describe how this project will improve regional mobility within the regional transportation area.

The Proposed Improvements To 126th Avenue North Are Included In The Approved Pinellas Gateway/Mid-County Area Master Plan. These Improvements Are Critical To Improve The Multimodal Pedestrian/Bicycle Network, Provide Greater Opportunities For Improvements To The Transit Circulator Network And Improve The Movement Of Goods And Freight.

The Tampa Bay Regional Planning Model (TBRPM Version 8.2) Indicates That The Adjacent East-West Parallel Facilities Along 118th Avenue North And Ulmerton Road Will Exceed Capacity By The Year 2040.

There Are Currently Two Existing Gaps In 126th Avenue North Within The Study Area – One At The Cross Bayou Canal And One At The Sunshine Speedway. Constructing Roadway To Fill The Gaps On 126th Avenue North Between US 19 And 34th Street North Will Provide Another East-West Connection Between US 19 And Roosevelt Boulevard And Increase Access To The Regional Network For All Travelers.

The Pinellas Trail Loop Is A 75-Mile Regional Trail Network That Provides Pinellas County Residents And Visitors With An Additional Safe, Reliable And Affordable Transportation Option For Recreation And Access To Many County Amenities. There Is Currently A Gap In The Pinellas Trail Loop From Roosevelt Boulevard To Belleair Road, Which Is Referred To As The South Gap. This Project Will Include Constructing A Segment Of The Trail Which Will Complete A Portion Of The South Gap . When Complete, The Loop Will Be A Continuous Multiuse Pathway Stretching From Tarpon Springs To St. Petersburg, With Connections To Palm Harbor, Dunedin, Clearwater, Safety Harbor, Largo, Seminole, South Pasadena And Gulfport.

The Pinellas Trail Loop Will Also Provide Regional Connections To Hillsborough And Pasco County Trail Networks, And Link To The Western End Of The Florida Coast-To-Coast Connector Trail, A 250-Mile Multi-Use Trail That Will Cross The Width Of Florida. The Residents Of Pinellas County Would Greatly Benefit From The Increased Connectivity To Major Employers, Institutions Of Higher Education And Vocational Training, Public Schools And Numerous Community Resources And Services.



Transportation Regional Incentive Program (TRIP) APPLICATION

Describe why priority should be given to the project (SIS connectivity, supports economic development and good movement, improves connectivity, etc.)

Priority Should Be Given To This Project To Give A Direct Roadway Link To Existing Businesses, Increase Redevelopment Potential, Relieve Congestion On Ulmerton Road And 118th Avenue North, Allow More Opportunities For Transit And Connect More Areas To The Pinellas Trail Loop.

How will the TRIP funding accelerate the project's implementation?

Local Agency Funding Comes From The Penny For Pinellas, Which For Years Has Been Challenged With Providing New Capital Transportation Projects While Balancing The Demands Of Replacing Decades Old Transportation Facilities That Have Out Lived Their Designed Lifespan. This Project, Like Many Others, Has Been Delayed From The Original Schedule While Awaiting Funding To Be Programmed. Trip Funding Participation Will Allow This High-Priority Project To Be Impemented On An Accelerated Schedule.



Transportation Regional Incentive Program (TRIP) APPLICATION

CERTIFICATION OF IMPLEMENTING AGENCY

I hereby certify that the proposed project herein described is supported by Agency listed below and that said entity will:

- Enter into a maintenance agreement with the Florida Department of Transportation, as necessary
Comply with the Federal Uniform Relocation Assistance and Acquisition Policies Act (The Uniform Act) for any right-of-way actions required for the project
Comply with NEPA process prior to construction which may require involvement with the State Historic Preservation Officer (SHPO), and other State and/or Federal agencies, prior to construction
Support other actions necessary to fully implement the proposed project
Enter into a cost-reimbursable State funded grant agreement with the FDOT to complete the requested project work phase(s).
Bear all costs associated with utility relocation(s), if required
Bear all project cost increases and overruns

Pinellas County Board of County Commissioners

Agency

Signature

Janet Long, Chair

Name, Title

Date

APPROVED AS TO FORM

By: Joseph Morrissey
Office of the County Attorney

APPLICATION CHECKLIST

Only complete applications will be considered for funding. Please be sure to attach the following documents:

- Project location map with project highlighted
CIP page
TDP/Master Plan Page (Transit Projects)
ROW documentation (Capacity Projects)
Proposed project schedule
Engineer's Estimate & Staff Hour Design Estimate

Application Deadline is March 17, 2023. Email completed application and support documents to your local MPO for review. The MPO will forward complete applications to FDOT.



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).

Regionally significant transportation facilities include:

- Regional transportation corridors such as highway, waterway, rail, and regional transit corridors that serve major regional commercial, industrial, or medical facilities;
- Regional transportation hubs such as passenger terminals (examples include commuter rail, light rail, intercity transit and intermodal transfer centers), commercial service and major reliever airports, deepwater and special generator seaports, and major regional freight terminals and distribution centers.
- All facilities on the SIS and Emerging SIS are regionally significant. Other regionally significant facilities serve as an integral part of an interconnected regional network.

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).

Local/Regional Funding Sources for TRIP Match

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.

- **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.
- **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)
- **Projects off the State Highway System and Federal System:** Local funds must be used for the required match.
- **SIB Loans:** Funds loaned from the State Infrastructure Bank may be used to fund up to 25% of the required match for TRIP funds. Future repayments must be made from Federal XU or Local funds.
- **Public Transportation Projects:** The match for TRIP must come from a local funds. XU funds cannot be used as the local match. TRIP is intended for capital expenses, not operational. TRIP funds cannot be used to purchase replacement buses, but they can be used to add capacity and service to a regionally significant route.
- Federal earmarks may not be used as a match.

In-Kind Match for TRIP

In-kind services are goods, commodities, or services received in lieu of cash payments.



Transportation Regional Incentive Program (TRIP) APPLICATION

- (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) In accepting in-kind matches for TRIP funds, the districts need to exercise caution in distinguishing between the “funding” requirements and the “cash” requirements. For example, there is a \$10 million construction project for which a local government is seeking TRIP funds. Normally the match split would be \$5 million TRIP and \$5 million local. If a local government offers \$4 million in right of way and \$1 million in cash, technically they have met the local match requirement. However, there is still a \$4 million cash requirement that must be met through some source of funding in order to pay the \$10 million total. Districts will have to determine the source(s) for the remaining \$4 million cash requirement, taking into consideration such issues as whether the project is on or off the Federal and/or State Highway System.

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.