

WALTON COUNTY - FUNDING OPTIONS

Regular State & Federal Funds

Every fall, each district receives its funding allocations from Central Office. It is the Department's policy to first fund safety and preservation projects. After these needs have been addressed, any "leftover" funds can be used to fund other types of projects (e.g. capacity).

Each year, the TPOs/TPAs must give the district office their annual Transportation Improvement Program (TIP) listing project priorities by October 1st. (The Department & TPO/TPA may, in writing, cooperatively agree to vary this submittal date.) The Department will then fund projects based on funding availability. Some TPOs/TPAs choose to "box" funds each year instead of programming it on a specific project in order to save up funding for a high-dollar project/corridor.

Federal Discretionary Programs

Each year (approximately November/December), the Florida Department of Transportation (FDOT) initiates a process by email to local agencies (cities, counties, transportation planning organizations, etc...) to solicit projects eligible for Federal Highway Administration's (FHWA) various Discretionary Programs. Project information is provided to Florida's congressional delegates in the various federal discretionary program categories. Each program has its own eligibility and selection criteria that are established by law, by regulation, or administratively. For more information regarding each discretionary program's eligibility requirements can be found at the following website address: <http://www.fhwa.dot.gov/discretionary/proginfo.htm>

Transportation Regional Incentive Program (TRIP)

The Transportation Regional Incentive Program (TRIP) was created pursuant to Section 339.2819, F.S., to provide an incentive for regional planning, to leverage investments in regionally significant transportation facilities (roads and public transportation) in Regional Transportation Areas created pursuant to Section 339.155(5), F.S., 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. A 50% match of the project cost is required by the local agency (federal earmarks may not be used as a local match).

Toll Facilities

FDOT/Turnpike may perform a study to verify the feasibility of adding a new *or* existing roadway as a toll facility. This study will include a traffic and revenue forecast to estimate how much traffic would utilize the facility and how much revenue would be generated. The study will determine if the addition of the roadway to a toll facility would be practical.

It should be noted that *existing* "free" roadways are not usually converted to a toll facility due to lack of local support. There are also access issues related to converting an existing facility into a toll facility for residents along the roadway.

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Public / Private Partnerships (P3)

The Department may receive or solicit proposals and enter into agreements with private entities for the building, operation, ownership, or financing of transportation facilities. P3 is a contractual agreement between public and private sectors which allow more private sector participation than is traditional. Private sectors may design, construct, finance, operate, maintain, renovate and/or manage a facility or system. All projects let using P3 must be approved by the Secretary and both Assistant Secretaries.

Federal Earmarks

Federal earmarks are direct funding for a specific project that is appropriated by Congress and signed into law by the President. It is important to exercise caution when wording the earmark as to not use overly restrictive phrasing. Wording that is too restraining may delay or halt a project's progress.

State Earmarks

State earmarks are direct funding for a specific project that is appropriated by the Legislature and signed into law by the Governor. It is important to exercise caution when wording the earmark as to not use overly restrictive phrasing. Wording that is too restraining may delay or halt a project's progress.

County Incentive Grant Program (CIGP)

The County Incentive Grant Program was created for the purpose of providing grants to counties, to improve a transportation facility including transit which is located on the State Highway System or which relieves traffic congestion on the State Highway System, per Section 339.2817, Florida Statutes. By Executive Board decision, applications should describe how a project will relieve congestion on the State Highway System. Each eligible project must be consistent to the maximum extent feasible with the Florida Transportation Plan, Metropolitan Planning Organization Plan where applicable, and any appropriate local government comprehensive plan. Counties may submit projects that are not in the Metropolitan Planning Organization Long Range Transportation Plan or local government comprehensive plan; however, if selected, the projects must be amended into these plans within six months. The Department must consider, but is not limited to, the following criteria for evaluation of projects for County Incentive Grant Program assistance:

- The extent to which the project will encourage, enhance, or create economic benefits;
- The likelihood that assistance would enable the project to proceed at an earlier date than the project could otherwise proceed;
- The extent to which assistance would foster innovative public-private partnerships and attract private debt or equity investment;
- The extent to which the project uses new technologies, including intelligent transportation systems, which enhance the efficiency of the project;
- The extent to which the project helps to maintain or protect the environment; and
- The extent to which the project includes transportation benefits for improving intermodalism and safety.