



Cache Metropolitan Planning Organization

Transportation Improvement Program (TIP) 2011-2016

Adopted August 24, 2010

The TIP

What is the TIP?

- The TIP programs transportation projects using federal funds in the Cache MPO Area and the remainder of Cache County

When are the projects going to be Initiated or Completed?

- Between 2011 and 2016

When can I comment?

- Public comment period July 1 to July 31, 2010
- Public Meeting Scheduled for August 23, 2010

When is it final?

- CMPO Approval Scheduled August 23, 2010
- UDOT Approval Scheduled October 2010
- The TIP can be amended at any time

“Connecting Cache Valley since 1992”

Send Comments to:

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Prepared in Cooperation with:

Utah Department of Transportation (UDOT), Federal Highway Administration (FHWA), Federal Transit Administration (FTA), Cache Valley Transit District (CVTD), Cache County, Hyde Park, Hyrum, Logan, Millville, Nibley, North Logan, Providence, River Heights, Smithfield, and Wellsville

CMPO Executive Council

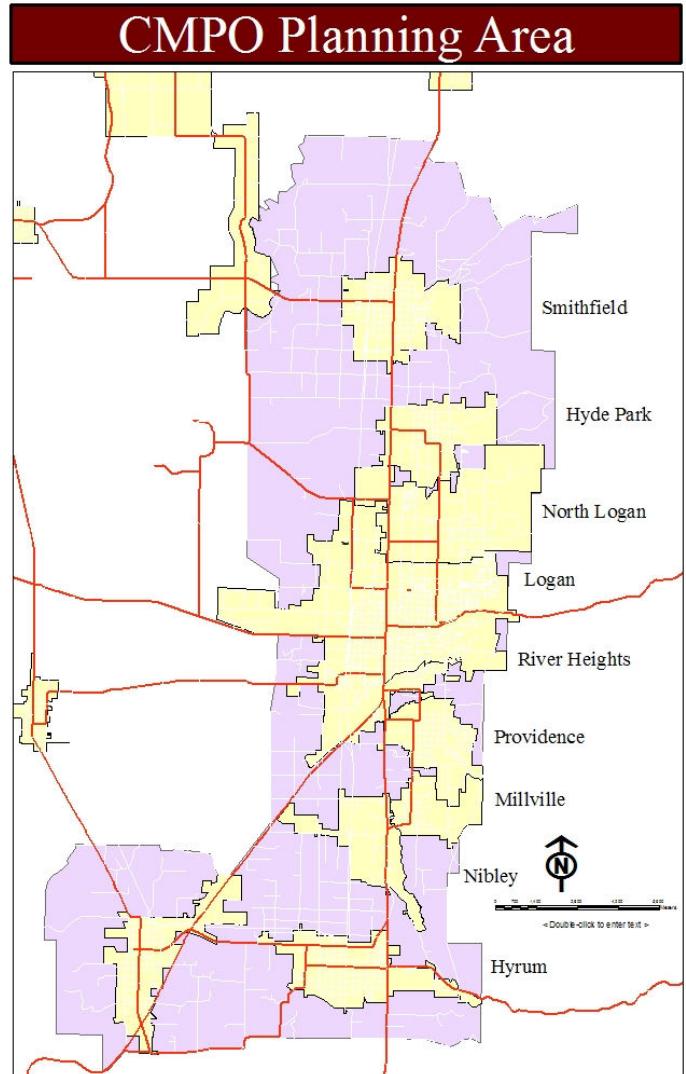
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2011-2016 CMPO Transportation Improvement Program

INTRODUCTION

Federal law requires Transportation Improvement Programs (TIPs) for all metropolitan areas exceeding 50,000 population. TIP's are developed by Metropolitan Planning Organizations designated by the Governor. The Cache Metropolitan Planning Organization (CMPO) serves the Logan Urbanized Area (see map on previous page).

Metropolitan Planning Organizations

M.P.O.'s have the responsibility for preparing and approving Transportation Improvement Programs for their respective urbanized areas. Specific factors, which must be considered in their long range planning and TIP development, are mandated by the federal requirements under the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU).

Transportation Improvement Program (TIP)

The Cache Metropolitan Planning Organization's Transportation Improvement Program (TIP) is a six-year program which plans for the development of collector type roads of regional importance, highway, transit, pedestrian, and bicycle projects for the urbanized area. It is a compilation of projects from the various federal, state, and local funding programs for all the cities in the Region, as well as for the Utah Department of Transportation and the Cache Valley Transit Districts. Projects included in the program will implement the Long Range Highway and Transit Plans for the Region, meet the short range needs of the area, and provide for the maintenance of the existing transportation system. The Logan Urbanized Area includes: Wellsville, Hyrum, Nibley Millville, Providence, River Heights, Logan, North Logan, Hyde Park, Smithfield, and Cache County.

The Cache Metropolitan Planning Organization has the responsibility of preparing and approving a TIP for the Region annually. This is a requirement of the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA). Both agencies require that federally funded transportation projects located in a Metropolitan Area be included in a Transportation Improvement Program.

TRANSPORTATION PLANNING PROCESS

A major responsibility of the Cache Metropolitan Planning Organization (CMPO) is the development of a Long Range Transportation Plan for the Logan Urbanized Area (LUA) (see www.cachempo.org). This plan deals with highway networks, transit service, and pedestrian and bicycling demands. These plans are based on projected population increases and employment trends. They are designed to satisfy the mobility needs of citizens of the Logan Urbanized Area (LUA).

The second product is a Transportation Improvement Program (TIP), which is a four-year capital improvement program for highway, bicycle/pedestrian and transit projects in the area to implement the recommendations of the Transportation Plan. Both the Transportation Plan and the TIP must be approved by the CMPO. The Transportation Plan is updated on a regular basis, at least every four years, while the TIP is approved annually.

The CMPO assists the local governments and transit agency providers of the region in implementing projects of the TIP by programming federal funding for the projects. The CMPO administers Surface Transportation Program (STP) funds for the Region. STP funds may be used for transportation facility improvements ranging from rehabilitation of existing facilities to new construction. Funds may also be used for transit capital improvements and ride share promotion. Programming of the federal funds by the CMPO is competitive. Project sponsors annually submit their project requests for funding, which are analyzed and ranked according to cost and benefit of the project.

Statewide Transportation Improvement Program (STIP)

The Statewide Transportation Improvement Program is developed through a cooperative process between the Utah Department of Transportation, Metropolitan Planning Organizations, Federal, City, and County Governments. The STIP is the statewide counterpart to the TIP (projects developed by the MPO's for their respective TIP's are also included in the STIP).

Public Involvement

The CMPO encourages public involvement and input at every stage of the planning and project development process. Public comment is received at any time during the year on any aspect of the CMPO's planning effort. Written comments received by mail, email or via the CMPO's website will be compiled and considered with the next TIP adoption cycle. In addition, a formal 30 day written comment period is provided just prior to the TIP's adoption.

Copies of the proposed TIP and STIP are made available on CMPO's and UDOT's web sites for all interested (www.cachemppo.org & www.dot.state.ut.us).

FEDERAL AID TRANSPORTATION FUNDING

The TIP is developed in compliance with Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) regulations within the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). Federally funded projects in the TIP follow these regulations.

Federal Funds Programmed by the Cache Metropolitan Planning Organization

AMERICAN RECOVERY AND REINVESTMENT ACT OF 2009 (ARRA) The CMPO received one time funds distributed by formula to program toward transportation projects that will provide immediate economic and job creation impact. These funds do not require any local match.

SURFACE TRANSPORTATION (STP) FUNDS: The CMPO receives an allocation of these funds annually (by formula) to program toward the highest priority projects in the region. Funds may be spent on any road that is functionally classified as a collector or higher for roadways within the MPO area. Projects include rehabilitation, new construction, corridor and environmental studies and bridge replacement. Eligible non-road projects include planning studies, pedestrian and bike improvements, trails, transit projects, signal coordination, and administrative purposes.

CONGESTION MITIGATION/AIR QUALITY (CM/AQ) FUNDS: These funds are for projects, which can be proven to reduce traffic congestion and/or improve air quality in non-attainment areas. Projects such as park and ride lots, signal coordination, trails and pedestrian facilities, and rideshare qualify for these funds. Demonstration of the projects air quality benefit must be shown in order to be eligible for this fund.

HIGH PRIORITY PROJECTS (HPP) / TRANSPORTATION IMPROVEMENTS: These programs provide funding for specific projects (commonly referred to as "demonstration" or "earmark" projects) identified by Congress. SAFETEA-LU programmed over \$8 million to projects within Cache County. Additionally, funds are still available under an "earmark" from the previous TEA-21 Transportation bill that are programmed in this TIP.

FEDERAL TRANSIT ADMINISTRATION (FTA) SECTION 5310 & 5317 PROGRAMS: Referred to as the "Job Access and Reverse Commute" (JARC) and the "New Freedom" Program these funds are to be used to encourage services and facility improvements to address the transportation needs of persons with disabilities that go beyond those required by the Americans with Disabilities Act (JARC) and support development and maintenance of job access projects designed to transport welfare recipients (New Freedom). The details of distribution are still being determined statewide. The funds will likely be administered by UDOT with the CMPO overseeing a competitive grant application program for eligible recipients.

Federal Funds Programmed by the Utah Department of Transportation (UDOT)

Refer to https://j2ee.udot.utah.gov/reports/rwervlet?epm+report=epm381_plan_fund.rdf for a detailed listing of all UDOT funding codes.

BRIDGE REPLACEMENT PROGRAM: This program provides funds for the replacement of substandard bridges, both on and off federal-aid systems. Bridges must have a span of 20 feet in order to be eligible to receive these funds. UDOT evaluates all eligible bridges in the state and bridges with a sufficiency rating less than 50 are eligible to receive funding on a first-come, first-served basis. UDOT re-inventories the bridges about every two years. The State Transportation Commission has established a policy that 65% of these funds are used for bridges on the state system with the remaining 35% being used for bridges under local jurisdiction. Application is made to the Joint Highway Committee for all local jurisdictions.

ENHANCEMENTS: There are ten types of Enhancements, which include historic preservation, bicycle and pedestrian facilities, transit, water runoff mitigation, and safety projects including hazard elimination, railroad crossings, and railroad protective devices. Application is made to UDOT annually and projects are recommended for funding by a UDOT advisory committee.

FEDERAL TRANSIT ADMINISTRATION (FTA) SECTION 5310 PROGRAM: This program provides funding to private non-profit agencies for capital improvements for the provision of transportation services to elderly and disabled persons. UDOT established a committee to review project applications and to make recommendations for these funds. UDOT applies to FTA for approval to fund the recommended projects.

FEDERAL TRANSIT ADMINISTRATION (FTA) SECTION 5311 PROGRAM: This program provides funding to enhance access by people in non-urban areas to health care, shopping, education, employment, public services and recreation and to assist in the maintenance, development, improvement, and use of public transportation in rural and small urban areas.

NATIONAL HIGHWAY SYSTEM (NHS): This funding category can only be used by UDOT and includes all interstate and other major U.S. routes and state highways.

NON-URBAN AREA STP: These funds may be spent on projects within cities that are outside of urbanized areas and that have a population under 5,000 as part of the STP program. Local jurisdictions outside the urbanized area can apply for these funds through the Joint Highway Committee.

RAILROAD CROSSINGS / RAILROAD PROTECTIVE DEVICES: These funds may be spent on railroad crossings statewide for modernization and safety improvements. Local jurisdictions can apply for these funds through the Joint Highway Committee.

SMALL URBAN AREA STP: These funds may be spent on projects within cities that have a population between 5,000 and 50,000 and are outside of urbanized areas. It is part of the STP program. Local jurisdictions can apply for these funds through the Joint Highway Committee.

Federal Funds Programmed by the Cache Valley Transit Districts (CVTD)

FEDERAL TRANSIT ADMINISTRATION (FTA) SECTION 5307 PROGRAM: This fund can be used for capital funds and for eligible preventive maintenance costs. The funding is distributed annually by apportionment based on population, population density, and bus revenue miles of service. CVTD applies directly to the Federal Transit Administration for these funds.

FEDERAL TRANSIT ADMINISTRATION (FTA) SECTION 5309 PROGRAM: This program provides discretionary funding for capital improvement projects such as the purchase of buses or the construction of operating and maintenance facilities. FTA allocates these funds throughout the country on the basis of need. CVTD applies directly to FTA to receive approval for these funds. This fund is purely discretionary and is usually approved in the fall of each year, after the publication of the TIP. The projects listed in the TIP funded with FTA 5309 funds are shown for illustrative purposes only. If any of these projects are awarded funding, the TIP will be amended to show these changes.

State Funds Programmed by the Utah Department of Transportation (UDOT)

CENTENNIAL HIGHWAY FUNDS: This fund was appropriated by the 1997 State Legislature for reconstruction of I-15 in Salt Lake County and other statewide high priority projects. This is designated by law as Centennial Highway Fund and is funded by a state 5-cent gas tax, an increase in vehicle registration, diesel fuel tax, and appropriations from the general fund by the legislature.

STATE CONSTRUCTION FUNDS: This fund includes motor fuel taxes, special fuel taxes, vehicle registration fees, and drivers' license fees. UDOT programs projects utilizing this fund for resurfacing and rehabilitation to new construction.

STATE TRAFFIC FUNDS: This fund has the same sources as the State Construction funds and is for UDOT traffic signal projects.

Non-Federal Cash Match Requirements

As the sponsor of a federally funded project the CMPO, UDOT, CVTD, and municipalities have to pay a percentage of the projects total cost. This is referred to in the TIP as the Cash Match. Different funds have different cash match percentages and are listed below (the three State funding sources do not have a cash match).

80/20% Federal/Local Match

- Enhancement Funds
- FTA Section 5307
- FTA Section 5309Yy
- FTA Section 5310
- Bridge Replacement Program
- High Priority Projects

93.23/6.77% Federal/Local Match

- Any Area STP
- Congestion Mitigation/Air Quality
- Minimum Guarantee
- National Highway System
- Urban Area STP
- Railroad Crossings
- Recreational Trails
- Small and Non Urban
- TCSP

