

## CHAPTER 6-IMPLEMENTATION STRATEGIES

Implementation of the 2035 Regional Transportation Plan will need to be a cooperative effort. As an organization, the CMPO will coordinate future planning and implementation activities with local, state and federal officials.

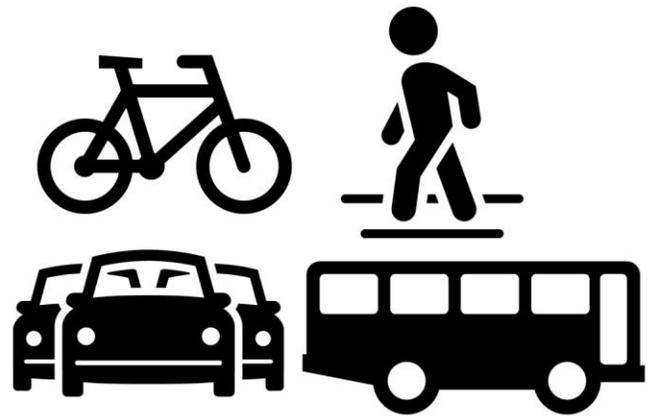
### PLAN REFINEMENT & UPDATE

In order to be effective, transportation planning needs to be a continual process. Major updates to this plan will happen a minimum of every 5 years. However, this plan will be amended by the CMPO as new information is available and substantive changes are warranted. New or altered projects can be amended into the plan at any time. However, projects added that meet the air quality definition of “regionally significant” will require a new air quality conformity analysis and determination (see page 6).

### IMPLEMENTATION STUDIES

This RTP proposes mostly “concept level” transportation solutions. The projects identified in the various “Vision Plans” in the previous chapter do not represent precise alignments or detailed project characteristics. Rather they identify the type and form of transportation project, its regional connectivity requirement and a rough idea of a possible alignment.

As already noted, for many project funded with federal or state dollars, a project specific environmental review process will ultimately refine the project details and resolve definite alignments (after full evaluation of any alternatives). However, for transportation improvements that are many years away from a full federal or state environmental review (or for some of the locally funded longer term projects), the region would be well served by taking a project beyond concept level planning sooner, rather than later. The reason for this is because development pressure and uninformed incremental decision making today can preclude (or make more expensive) options for tomorrow (when the project finally moves to the environmental or design stage). This is especially true for preservation of needed rights-of-ways.



If forerunner transportation studies are done well (and are sufficiently comprehensive and sensitive to factors that will eventually be more fully considered as part of a future environmental process), these early results can be used to better guide ongoing local decision making (such as what corridor to preserve or which sensitive lands to avoid). In fact, if approached correctly, this early analysis and public involvement effort (and results) can be “handed-off” to a federal or state environmental process (when the time comes) and avoid the need to backtrack on already resolved issues.

With this in mind, the following special project specific planning studies have been identified and should be completed as soon as resources and funding allow:

- Bus Rapid Transit (BRT) Feasibility Study
- Western Arterial Corridor Study
- Logan Main Street One-way Couplet Study
- Logan Upper Boulevard Trail to USU Campus Connectivity Study
- Commuter Rail Feasibility Study (beyond 2035)

In addition, there is a need to have more comprehensive and detailed plans (than what is able to be provided in this RTP) to guide future transit and bicycle and pedestrian investments. Therefore the following plans (eventually to be incorporated into this plan) are needed:

- Cache Valley Short Range Transit Plan
- Cache County Bicycle and Pedestrian Plan

## LOCAL GOVERNMENT COORDINATION

The CMPO will work with local community officials in an attempt to ensure general consistency between this RTP and the local transportation master plans of participating jurisdictions. This will need to be an ongoing process as plans and circumstances change.

## LAND USE IMPLEMENTATION

Other than education and advocacy, the CMPO has no direct authority over the land use of participating jurisdictions. This authority resides with the local elected and appointed community officials. However, the adequacy of the transportation solutions proposed in this plan are largely predicated on a gradual trend toward local implementation of some of the growth principles described in the Envision Cache Valley plan as it relates to land use. The resulting socio-economic data that was used in the travel models is based on these land use assumptions and form the basis of the needs analysis and transportation project selection in this plan. As communities further embrace and implement the Envision Cache Valley plan, the CMPO will need to adjust the land use (and resulting socio-economic demographics) and re-evaluate the adequacy of the RTP.

## PROJECT IMPLEMENTATION

While the CMPO does provide assistance in the form of facilitation, technical assistance and shared staff resources, project implementation activities are largely left to individual communities and participating agencies (such as UDOT). For example, even though a particular highway project might be identified in this RTP it still requires one or more local jurisdictions (city or county) to incorporate the project into their individual jurisdiction's master planning, preserve the rights-of-ways and provide the administrative oversight and contracting for project design and construction.

The responsibility of local governments might vary depending on how the project (highway or bicycle/pedestrian) is funded and who will ultimately own the right of way.

## FEDERALLY FUNDED LOCAL GOVERNMENT PROJECTS

In the case of a local road improvement project (non-UDOT) that is supported with federal transportation funding (allocated and programmed by the CMPO), UDOT is required to assist the local jurisdiction with environmental approvals, design and construction. This does not mean the project is a "UDOT" project. It's still a local government project for which UDOT is required to provide assistance and administrative oversight. This is because UDOT has the experience and technical capacity to make sure the project is done according to federal guidelines (which can be rather onerous and difficult). Nonetheless, the local government is the ultimate contracting authority and has the main responsibility to see the project through to completion. The local governments also have the responsibility of funding any ineligible project costs as well as those costs in excess of the federal share and providing the required local match (usually at a minimum of about 7%).

## LOCALLY FUNDED PROJECTS

All aspects of project delivery for those transportation projects (including bicycle and pedestrian projects) funded only with local funds is the responsibility of the participating local governments.

## COUNTYWIDE TRANSPORTATION SALES TAX

In 2008 countywide voters approved a one-quarter cent increase in sales tax to help fund regionally significant roadway improvements. The revenue from this locally administered tax presently generates about \$3 Million annually for highway related projects anywhere in Cache County.

According to state code, the funding resulting from this tax is to be allocated by the Cache County Council based on a recommendation by the Cache County Council of Governments (CCCOG). The CCCOG is made up of mayors from each of the 19 jurisdictions and the Cache County Executive. The CCCOG has established a project application and prioritization scoring process (See appendix 10). One of the policies adopted by the CCCOG specifies that in order to be eligible to apply,

any project located in the CMPO planning area (See figure 1 on page 4) must be included in this RTP.

Once funding is approved by the Cache County Council, project design and delivery is the responsibility of the local jurisdiction(s).

### TRANSIT PROJECTS

Following the CMPO's programming of any federal urban transit funds, project delivery becomes the responsibility of the Cache Valley Transit District (CVTD). Most of the federal funding available to the CVTD is programmed toward the purchase of expansion or replacement buses and other capital expenditures. The local funds (collected by CVTD through a dedicated voter approved sales tax) from participating jurisdictions are programmed by the CVTD Board of Trustees. This board is made up of appointed officials from all the participating CVTD communities.

### STATE (UDOT) PROJECTS

The Utah Department of Transportation (UDOT) is responsible for all aspects of project delivery in state owned rights-of-ways. As a matter of practice, UDOT coordinates the project planning and delivery with local community officials and the public. UDOT generally follows a required environmental review process that is largely patterned after its federal counterpart.

### TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

The CMPO works with UDOT, CVTD and local communities through the Transportation Improvement Program (TIP) to program funding for specific RTP projects identified in this plan. The TIP is a six-year capital improvement program for highway, bicycle/pedestrian and transit projects. While the RTP is generally "financially constrained" in the long term under a set of funding assumptions, the TIP is where a project is linked to actual funding sources and amounts. Both the RTP and the TIP must be approved by the CMPO Executive Council. The TIP is generally updated and approved annually and includes opportunity for public comment and involvement.

The CMPO assists the local governments and transit agency providers in the region in implementing projects in 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 submit their project requests for funding, which are analyzed and ranked according to cost and benefit of the project.

### PERFORMANCE MEASURES

Performance measures are specific follow-up data collection and reporting requirements designed inform the public and decision makers as to the ongoing effectiveness of a plan in terms of its success in meeting selected targeted goals.

When deciding to measure performance it is important to select the right goal(s) to measure and carefully define the appropriate metric. Also, with limited staffing resources, the CMPO has to be very selective in what data to collect and analyze as this can be very labor intensive. Therefore, the staff will work with the Executive Council to define and put in place a performance measure program for the CMPO. Possible measures might include:

- Track vehicle hours of delay growth rate (compared to population growth rate)
- Reductions in mobile source pollutant emissions
- Serious injury and fatal crashes.

The CMPO will work toward identifying and implementing selected performance measures in the next year.