



U.S. Department
Of Transportation
Federal Highway
Administration

Utah Division
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FEDERAL TRANSPORTATION ROLE UNDER TITLE 23 USC

The vision of the Federal Highway Administration (FHWA) is to create the best transportation system in the world for the American people through proactive leadership, innovation, and excellence in service. We also provide expertise, resources, and information to continually improve the quality of our nation's highway system and its intermodal connections. We undertake this mission in cooperation with all of our partners to enhance the country's economic vitality, quality of life, and the environment.

The FHWA is a part of the Department of Transportation and is headquartered in Washington, D.C., with field offices in every state. The Utah Division Office is staffed with eighteen employees and is located in Taylorsville near the UDOT's Headquarters Complex.

The Federal-Aid Highway Program provides federal financial assistance to the States to construct and improve the National Highway System, urban and rural roads, and bridges. The program provides funds for general improvements and development of safe highways and roads. Utah receives approximately \$200 million per year in FHWA funds for activities such as research, technology deployment, transportation planning, the environmental process, design, right-of-way acquisition, and construction. Congress enacts legislation each year appropriating funding for the program. Once every six years, Congress passes a new Surface Transportation Act. The current legislation, the Transportation Equity Act for the 21st Century (TEA-21), expires September 30, 2003, and reauthorization is currently under way.

METROPOLITAN TRANSPORTATION PLANNING UNDER THE FEDERAL ACT

Metropolitan Planning Organizations (MPO) were established under the 1973 Surface Transportation Act. An MPO is a transportation policy-making organization made up of representatives from local government and transportation authorities. The Act requires that an MPO be formed for any area that is designated as urbanized (over 50,000 population) by the US Census Bureau. Utah has four MPO's: Dixie MPO in the St. George urbanized area, the *Wasatch Front Regional Council* (WFRC) in the Salt Lake City and Ogden urbanized areas, the Cache MPO in the Logan urbanized area and the Mountainland Association of Governments (MAG) in the Provo/Orem urbanized area.

The MPO's are responsible for carrying out a Comprehensive, Continuing, and Cooperative (3-C) process for transportation planning and project programming. Federal funds expended in the MPO planning area must be channeled through this planning process. The process must include a proactive public involvement process. The metropolitan planning process must be cooperative because no single agency has responsibility for the transportation system. Decisions for a Long-Range Transportation Plan (LRTP) and Transportation Improvement Plan (TIP) priorities are made through the MPO policy body composed of elected officials and the transportation agencies.

MPO's must prepare a LRTP for their area that covers at least a 20-year horizon and is fiscally constrained based on the revenue reasonable expected to be available. The LRTP must be multi-modal and include bicycle and pedestrian considerations, safety, capacity needs, transit, highways, and the movement of people and freight. Additionally a TIP must be prepared at least once every two-years. A TIP contains a three-year list of specific highway and transit projects to be federally funded.

TRANSPORTATION MANAGEMENT AREAS

Areas over 200,000 populations are called Transportation Management areas. MPO's in these areas have expanded duties including maintaining a Congestion Management System (CMS). In non-attainment of maintenance areas the MPO also has responsibilities for air quality planning.

STATEWIDE TRANSPORTATION PLANNING UNDER THE FEDERAL ACT

The Utah Department Of Transportation (UDOT) is responsible for meeting requirements for transportation planning outside of metropolitan areas. The State must develop fiscally constrained Statewide Transportation Improvement Program (STIP) that is a three year program of highway and transit projects at least once every two-years. The STIP must include metropolitan TIPs without alteration. The state is responsible for developing a Statewide Long Range Transportation Plan that covers a 20-year horizon. The plan should be multi-modal, including bicycle and pedestrian considerations, freight, transit and highways.

The plan should address maintenance and preservation needs, safety needs, and capacity needs. In developing the STIP and the LRTP, the state is required to undertake a public involvement process. Elected officials in the non-urbanized areas should be consulted, as should Indian Tribal Governments, the MPO's, and other appropriate state and federal agencies.

FY-2003 UTAH FEDERAL HIGHWAY FUNDING SUMMARY

State Categories	
Interstate Maintenance	\$ 56,500,000
National Highway System	\$ 41,000,000
Surface Transportation Program (flexible)	\$ 24,500,000
Safety	\$3,700,00
Enhancement Program	\$ 4,800,000
STP under 5,000 population	\$ 6,800,000
Bridge Program	\$13,500,000
Statewide Planning	\$ 2,900,000
Research	\$1,000,000
Miscellaneous Programs	\$2,300,000
High Priority Projects (Congressional)	\$15,300,000

MPO Categories	
MPO Planning	\$ 1,700,000
Urbanized Surface Transportation Program	\$ 17,400,000
Congestion Mitigation and Air Quality	\$ 9,000,000