

**Clark County-Springfield Transportation Coordinating Committee
Transportation Improvement Program
SFY2020-2023**

Call for Projects

Background

The metropolitan transportation planning process shall include the development of a Transportation Improvement Program (TIP) for the metropolitan planning area (Clark County, municipalities) by the TCC in cooperation with the State and public transit operators. The TIP must be updated at least every two years and approved by the TCC, ODOT, on behalf of the Governor, FHWA, FTA and EPA (for conformity).

The metropolitan transportation planning process shall provide for consideration of projects and strategies that will—

1. support the economic vitality of the United States, the States and metropolitan areas, especially by enabling global competitiveness, productivity and efficiency;
2. increase the safety of the transportation system for motorized and non-motorized users;
3. increase the security of the transportation system for motorized and non-motorized users;
4. increase the accessibility and mobility options available to people and for freight;
5. protect and enhance the environment, promote energy conservation, and improve quality of life;
6. enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
7. promote efficient system management and operation;
8. emphasize the preservation of the existing transportation system;
9. improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and
10. enhance travel and tourism.

Partnerships with Non-Governmental Entities:

A metropolitan planning organization, State transportation department, or other project sponsor may enter into an agreement with any public, private, or nonprofit entity to cooperatively implement any project carried out under this section. Participation may consist of:

1. ownership or operation of any land, facility, vehicle, or other physical asset associated with the project;
2. cost sharing of any project expense;
3. carrying out of administration, construction management, project management, project operation, or any other management or operational duty associated with the project; and
4. any other form of participation approved by the Secretary of Transportation.

Estimated Funding Available

Type	FY2020	FY2021	FY2022	FY2023	TOTAL
STBG	\$510,829	\$261,108	\$1,537,512	\$1,537,512	\$3,846,961
CMAQ	\$576,394	\$150,867	\$974,620	\$974,620	\$2,676,501
TA	\$227,044	\$173,485	\$153,751	\$153,751	\$708,031
TOTAL	\$1,314,267	\$585,460	\$2,665,883	\$2,665,883	\$7,231,493

Surface Transportation Block Grant (STBG)

Eligible Projects and Activities:

- a. Location of Projects (23 U.S.C. 133(c)): STBG projects may not be undertaken on a road functionally classified as a local road or a rural minor collector unless the road was on a Federal-aid highway system on January 1, 1991, except-
 1. For a bridge or tunnel project (other than the construction of a new bridge or tunnel at a new location);
 2. For a project described in 23 U.S.C. 133(b)(4)-(11) and described below under "Eligible Activities" (b)(4) through (11);
 3. For transportation alternatives projects described in 23 U.S.C. 101(a)(29) before enactment of the FAST Act (these are described in 23 U.S.C. 133(h) and in separate TA Set-Aside guidance.); and
 4. As approved by the Secretary.
- b. Eligible Activities (23 U.S.C. 133(b)): Subject to the location of projects requirements in paragraph (a), the following eligible activities are listed in 23 U.S.C. 133(b):
 1. Construction, as defined in 23 U.S.C. 101(a)(4), of the following:
 - i. Highways, bridges, and tunnels, including designated routes of the Appalachian development highway system and local access roads under 40 U.S.C. 14501;
 - ii. Ferry boats and terminal facilities eligible under 23 U.S.C. 129(c);
 - iii. Transit capital projects eligible under chapter 53 of title 49, United States Code;
 - iv. Infrastructure-based intelligent transportation systems capital improvements, including the installation of vehicle-to-infrastructure communication equipment;
 - v. Truck parking facilities eligible under Section 1401 of MAP-21 (23 U.S.C. 137 note); and
 - vi. Border infrastructure projects eligible under Section 1303 of SAFETEA-LU (23 U.S.C. 1010 note).
 2. Operational improvements and capital and operating costs for traffic monitoring, management, and control facilities and programs. Operational improvement is defined in 23 U.S.C. 101(a)(18).
 3. Environmental measures eligible under 23 U.S.C. 119(g), 328, and 329, and transportation control measures listed in Section 108(f)(1)(A) (other than clause (xvi) of that section) of the Clean Air Act (42 U.S.C. 7408(f)(1)(A)).
 4. Highway and transit safety infrastructure improvements and programs, including railway-highway grade crossings.
 5. Fringe and corridor parking facilities and programs in accordance with 23 U.S.C. 137 and carpool projects in accordance with 23 U.S.C. 146. Carpool project is defined in 23 U.S.C. 101(a)(3).
 6. Recreational trails projects eligible under 23 U.S.C. 206, pedestrian and bicycle projects in accordance with 23 U.S.C. 217 (including modifications to comply with accessibility requirements under the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.)), and the Safe Routes to School Program under Section 1404 of SAFETEA-LU (23 U.S.C. 402 note).
 7. Planning, design, or construction of boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways.
 8. Development and implementation of a State asset management plan for the National Highway System (NHS) and a performance-based management program for other public roads.
 9. Protection (including painting, scour countermeasures, seismic retrofits, impact protection measures, security countermeasures, and protection against extreme

- events) for bridges (including approaches to bridges and other elevated structures) and tunnels on public roads, and inspection and evaluation of bridges and tunnels and other highway assets.
10. Surface transportation planning programs, highway and transit research and development and technology transfer programs, and workforce development, training, and education under chapter 5 of title 23, United States Code.
 11. Surface transportation infrastructure modifications to facilitate direct intermodal interchange, transfer, and access into and out of a port terminal.
 12. Projects and strategies designed to support congestion pricing, including electronic toll collection and travel demand management strategies and programs.
 13. Upon request of a State and subject to the approval of the Secretary, if Transportation Infrastructure Finance and Innovation Act (TIFIA) credit assistance is approved for an STBG-eligible project, then the State may use STBG funds to pay the subsidy and administrative costs associated with providing Federal credit assistance for the projects.
 14. The creation and operation by a State of an office to assist in the design, implementation, and oversight of public-private partnerships eligible to receive funding under title 23 and chapter 53 of title 49, United States Code, and the payment of a stipend to unsuccessful private bidders to offset their proposal development costs, if necessary to encourage robust competition in public-private partnership procurements.
 15. Any type of project eligible under 23 U.S.C. 133 as in effect on the day before the FAST Act was enacted. Among these are:
 - i. Replacement of bridges with fill material;
 - ii. Training of bridge and tunnel inspectors;
 - iii. Application of calcium magnesium acetate, sodium acetate/formate, or other environmentally acceptable, minimally corrosive anti-icing and deicing compositions for bridges (and approaches to bridges and other elevated structures) and tunnels;
 - iv. Projects to accommodate other transportation modes continue to be eligible pursuant to 23 U.S.C. 142(c) if such accommodation does not adversely affect traffic safety;
 - v. Transit capital projects eligible for assistance under chapter 53 of title 49, United States Code, including vehicles and facilities (publicly or privately owned) that are used to provide intercity passenger bus service;
 - vi. Approach roadways to ferry terminals to accommodate other transportation modes and to provide access into and out of the ports;
 - vii. Transportation alternatives previously described in 23 U.S.C. 101(a)(29) and described in 23 U.S.C. 213;
 - viii. Projects relating to intersections having disproportionately high accident rates, high levels of congestion (as evidenced by interrupted traffic flow at the intersection and a level of service rating of "F" during peak travel hours, calculated in accordance with the Highway Capacity Manual), and are located on a Federal-aid highway;
 - ix. Construction and operational improvements for any minor collector if the minor collector and the project to be carried out are in the same corridor and in proximity to an NHS route; the construction or improvements will enhance the level of service on the NHS route and improve regional traffic flow; and the

- construction or improvements are more cost-effective, as determined by a benefit-cost analysis, than an improvement to the NHS route;
- x. Workforce development, training, and education activities discussed in 23 U.S.C. 504(e);
 - xi. Advanced truck stop electrification systems. Truck stop electrification system is defined in 23 U.S.C. 101(a)(32);
 - xii. Installation of safety barriers and nets on bridges, hazard eliminations, projects to mitigate hazards caused by wildlife;
 - xiii. Electric vehicle and natural gas vehicle infrastructure in accordance with 23 U.S.C. 137;
 - xiv. Data collection, maintenance, and integration and the costs associated with obtaining, updating, and licensing software and equipment required for risk-based asset management and performance based management, and for similar activities related to the development and implementation of a performance based management program for other public roads;
 - xv. Construction of any bridge in accordance with 23 U.S.C. 144(f) that replaces any low water crossing (regardless of the length of the low water crossing); any bridge that was destroyed prior to January 1, 1965; any ferry that was in existence on January 1, 1984; or any road bridge that is rendered obsolete as a result of a Corps of Engineers flood control or channelization project and is not rebuilt with funds from the Corps of Engineers. Not subject to the Location of Project requirement in 23 U.S.C. 133(c); and
 - xvi. Actions in accordance with the definition and conditions in 23 U.S.C. 144(g) to preserve or reduce the impact of a project on the historic integrity of a historic bridge if the load capacity and safety features of the historic bridge are adequate to serve the intended use for the life of the historic bridge. Not subject to the Location of Project requirement in 23 U.S.C. 133(c).

Congestion Mitigation and Air Quality Improvement Program (CMAQ)

Funds may be used for transportation projects likely to contribute to the attainment or maintenance of a national ambient air quality standard, with a high level of effectiveness in reducing air pollution.

Some specific eligible activities are listed below:

1. Diesel Engine Retrofits and Other Advanced Truck Technologies
2. Idle Reduction
3. Congestion Reduction & Traffic Flow Improvements
 - a. Traditional Improvements: Traditional traffic flow improvements, such as the construction of roundabouts, HOV lanes, left-turn or other managed lanes, are eligible for CMAQ funding provided they demonstrate net emissions benefits through congestion relief.
 - b. Intelligent Transportation Systems: ITS projects, such as traffic signals synchronization projects, traffic management projects, and traveler information systems, can be effective in relieving traffic congestion, enhancing transit bus performance, and improving air quality.
4. Freight/Intermodal
5. Transportation Control Measures (TCM)
6. Transit Improvements
7. Bicycle and Pedestrian Facilities and Programs
8. Travel Demand Management

9. Public Education and Outreach Activities
10. Transportation Management Associations
11. Carpooling and Vanpooling
12. Carsharing
13. Extreme Low-Temperature Cold Start Programs
14. Training
15. Inspection/Maintenance (I&M) Programs
16. Innovative Projects
17. Alternative Fuels and Vehicles

Transportation Alternatives (TA)

Four previously eligible activities are not included in FAST Act: pedestrian and bicycle safety and educational programs; acquisition of scenic or historic easements and sites; scenic or historic highway programs including tourist and welcome centers; and establishment of transportation museums.

Funds may be used for projects or activities that are related to surface transportation and described in the definition of “Transportation Alternatives.” [23 USC 101(a)(29)]

1. Construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other non-motorized forms of transportation.
2. Construction, planning, and design of infrastructure-related projects and systems that will provide safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs.
3. Conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, or other non-motorized transportation users.
4. Construction of turnouts, overlooks, and viewing areas.
5. Community improvement activities, including inventory, control, or removal of outdoor advertising; historic preservation and rehabilitation of historic transportation facilities; vegetation management practices in transportation rights-of-way to improve roadway safety, prevent against invasive species, and provide erosion control; and archaeological activities relating to impacts from implementation of a transportation project eligible under 23 USC.
6. Any environmental mitigation activity, including pollution prevention and pollution abatement activities and mitigation to address storm water management, control, and water pollution prevention or abatement related to highway construction or due to highway runoff; or reduce vehicle-caused wildlife mortality or to restore and maintain connectivity among terrestrial or aquatic habitats.
7. The recreational trails program under 23 USC 206.
8. The safe routes to school program under §1404 of SAFETEA-LU.
9. Planning, designing, or constructing boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways.
10. Workforce development, training, and education activities