



Cache Metropolitan Planning Organization

# Transportation Improvement Program (TIP) 2019-2024

Adopted August 30, 2018  
Draft Amendment #1

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 2019 and 2024

**When can I comment?**

- Public comment period ends August 8, 2018
- Public Meeting to consider approval scheduled for August or September

**When is it final?**

- When approved by the CMPO
- UDOT Approval Scheduled October 2018
- The TIP can be amended at any time

“Connecting Cache Valley since 1992”

### Send Comments to:

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[www.cachempo.org](http://www.cachempo.org)



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

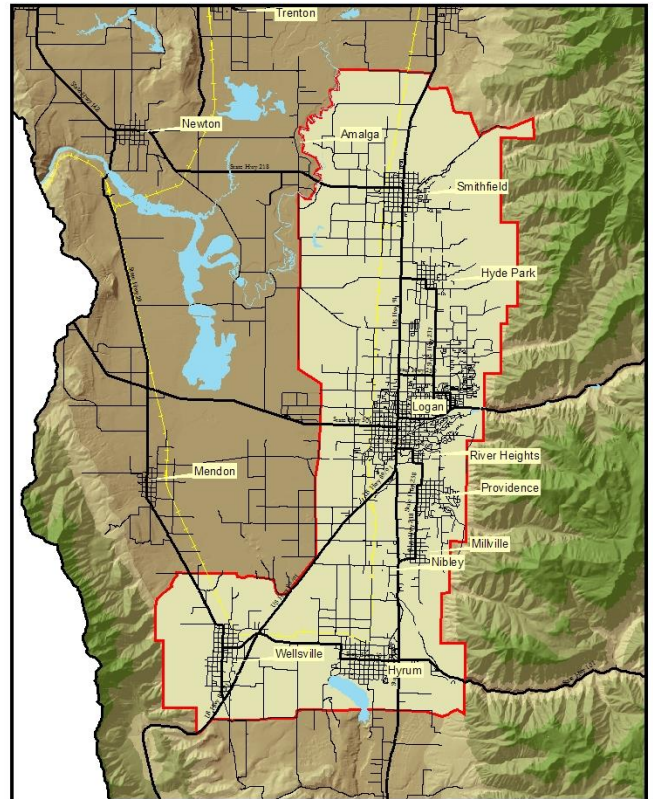
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- Vice Chair: John Drew, Providence
- County Executive Craig Buttars, Cache County
- Mayor Shaun Dustin, Nibley
- Mayor Sharidean Flint, Hyde Park
- Wayne Barlow, Utah Transportation Commissioner
- Tom Jensen, Logan City Council
- Todd Beutler, CVTD Manager
- Mayor Thomas Bailey, Wellsville
- Mayor Stephanie Miller, Hyrum
- Mayor David Hair, Millville
- Mayor Todd Rasmussen, River Heights
- Mayor Pro Tem Damon Cann, North Logan
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- Bill Young, Logan
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- Scarlet Bankhead, Providence
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- Clay Bodily, Smithfield
- Scott Wells, Wellsville
- Ron Salvesen, Hyrum
- Cordell Batt, North Logan
- Mike Gruning, Hyde Park
- Elden Bingham, UDOT
- David Alger, UDOT
- Steve Call, FHWA

Executive Director: James P. Gass

Staff: Jeff Gilbert, Transportation Planner



Cache Metropolitan Planning Organization  
Planning Boundary



# 2019-2024 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. On December 4, 2015 the Fixing America's Surface Transportation (FAST) Act was signed into law. The FAST Act is the first law enacted in over ten years that provides some level of long term funding certainty for transportation related projects and programs.

## **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](http://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.

## **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.cachempo.org](http://www.cachempo.org) & [www.udot.utah.gov](http://www.udot.utah.gov).

## **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**

**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.

**TRANSPORTATION ALTERNATIVES PROGRAM (TAP) FUNDS:** There are ten types of eligible projects under the federal TAP program. They include trail facilities for pedestrians, bicyclists, and other non-motorized forms of transportation; projects and systems that will provide safe routes for non-drivers; conversion and use of abandoned railroad corridors for trails; construction of turnouts, overlooks, and viewing areas; 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; any environmental mitigation activity, including pollution prevention and pollution abatement activities and mitigation to, address stormwater 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.

**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/rwservlet?epm+report=epm381\\_plan\\_fund.rdf](https://j2ee.udot.utah.gov/reports/rwservlet?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.

**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.

### **TRANSPORTATION ALTERNATIVES PROGRAM (TAP) FUNDS (REGION 1)**

Same eligible uses as CMPO TAP funds.

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

**FEDERAL TRANSIT ADMINISTRATION (FTA) SECTION 5307 PROGRAM:** This fund can be used for operating and capital cost 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 5339 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 5339 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

- Any Area STP
- FTA Section 5307
- FTA Section 5309Yy
- FTA Section 5310
  
- Bridge Replacement Program
- High Priority Projects

93.23/6.77% Federal/Local Match

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

**Air Quality Transportation Conformity**

The Fixing America’s Surface Transportation (FAST) Act and the Clean Air Act Amendments (CAAA) require that all regionally significant highway and transit projects in air quality nonattainment and maintenance areas be derived from a “conforming” Transportation Plan (Plan) and Transportation Improvement Program (TIP). A conforming Plan or Program is one which has been analyzed for emissions of controlled air pollutants and found to satisfy emission level limits established in the State

Implementation Plan (SIP) for air quality. This conformity analysis is made by the Cache Metropolitan Planning Organization (MPO) to be submitted to the Federal Highway Administration and the Federal Transit Administration for their concurrence. This conformity analysis is being prepared under the Transportation Conformity Regulations promulgated by EPA in April 2012.

Section 93.122(g)(1) Subparagraphs 1 through 4 of the 2012 Conformity Regulations (40 CFR part 93) states “Conformity determinations for a new ... TIP may be demonstrated to satisfy the requirements of ... Section 93.118 without new regional emissions analysis if the previous regional emissions analysis also applies to the new ... TIP.” Section 93.122 includes the following four conditions. First, the TIP must include all projects that must be started within the TIP time frame in order to achieve the transportation network envisioned in the plan. Second, all regionally significant projects in the TIP must be included in the regional emissions analysis. Third, the design concept and scope for TIP projects must not have changed significantly from the plan. And fourth, the previous regional emissions analysis is consistent with current emission budgets or interim conformity requirements as applicable. As discussed below, the CMPO 2019-2024 TIP meets the conditions of CFR 93.122(g)(1) and therefore conforms to Transportation Conformity Regulations for particulate emissions and precursor emissions (NO<sub>x</sub> & VOCs) in the Logan PM<sub>2.5</sub> non-attainment area. Therefore, all the transportation projects in Cache County included in the 2019-2024 TIP may be found to conform.

## Federal Performance Measures and Targets

Federal performance measures were required by the Federal Transportation Bill "MAP 21" to enable a federal summary and comparison between states. The Utah performance measures are derived from local goals (MPOs, Transit, DOT) and used for decision-making within Utah. In the spring of 2018 a joint Memorandum of Agreement was approved and signed by the CMPO and other transportation planning agencies in the state (including UDOT and CVTD) to establish the framework and reporting methods for implementation of a performance-based planning and programming approach. Projects listed in the TIP identify which performance measure category each project may contribute enhanced performance toward. Below are some of the initial performance categories and targets:

*Table 1 Federal Performance Measure Categories and Targets*

Performance Measure Category	Statewide Target	Cache County Application
<b>Safety</b>	Reduce fatalities and serious injury by 2.5% annually (five-year average)	2 less fatalities, 2 less serious injuries
<b>Infrastructure</b>	Percent National Highway System roads rated good >35% and poor <5% (bridges good >40% & poor <10%)	Cache County has 2.5% of NHS roads
<b>Congestion Reduction</b>	Annual Hours Peak Hour of Excessive Delay (PHED) <12.4 hours. Non-Single Occupancy Vehicle Travel >1.7 occupants per vehicle	Accountability is only required for large urbanized areas.
<b>System Reliability</b>	80% of Person Miles Traveled on non-interstate NHS are reliable	Cache has 3.6% of non-interstate NHS. Currently rated at 95%.
<b>Freight Movement</b>	Maintain Truck Travel Time Reliability (TTTR) at 1.2	TBD
<b>Environmental Sustainability</b>	TBD	
<b>Reduced Project Delivery Delays</b>	TBD	TBD



Road Projects Logan Urbanized Area/Cache County*																				
Project Location	Sponsor	Project Concept	PIN	Fund Source	Approved Funds					Concept Development	Federal Aid	State	Local	Total	Performance Measure (see table 1)					
					Prior Oblig.	2019	2020	2021	2022											
<b>UDOT Shoulder Improvements</b>																				
SR 23 Mendon	UDOT	Choke Point	13749	STP_FLX_ST		\$1,000,000					\$932,300	\$67,700		\$1,000,000						
<b>UDOT SR 30 Highway Improvements</b>																				
SR 23 to SR 252	UDOT	Road Widening and Improvements	15681	ST_TIF		\$2,000,000			\$20,000,000	\$23,000,000		\$45,000,000		\$45,000,000	safety, reliability					
I-15 to SR 252	UDOT	Environmental Document	13224	ST_TIF	\$1,344,146	\$655,854						\$2,000,000		\$2,000,000	safety, reliability					
<b>UDOT Hwy 89/91 Pavement Rehab</b>																				
SR 165 to 1000 N.	UDOT	Pavement Rehab	15675	NHPP_HHS			\$15,000,000				\$13,984,500	\$1,015,500		\$15,000,000	infrastructure					
<b>UDOT Intersection Modification</b>																				
1100 West Hwy 89/91	UDOT	Intersection Improvement	11991	L_Pass_match	\$140,722								\$140,722		safety					
				ST_Concept_D1	\$6,509	\$6,509					\$13,018		\$13,018	safety						
				ST_TIF_Exch	\$1,266,500					\$1,266,500		\$1,266,500	safety							
<b>UDOT PROJECT(S) TOTAL</b>											\$14,916,800	\$49,362,718	\$140,722	\$64,279,518						
Projects listed in <b>BLUE</b> are UDOT sponsored projects and may be located outside the Logan Urbanized Area in Cache County.											<b>ROAD PROJECT TOTALS</b>					\$14,916,800	\$49,362,718	\$140,722	\$64,279,518	

Air Quality, Planning, Active Transportation Projects Logan Urbanized Area/Cache County																
Project	Sponsor	Project Concept	PIN	Fund Source	Approved Funds					Concept Development	Federal Aid	State	Local	Total	Performance Measure (see table 1)	
					Prior Oblig.	2019	2020	2021	2022							
<b>FY 2019 CMPO Planning Funds</b>																
Approved Work Program for CPG	CMPO	Carry out approved 2019 work program		PL_CMPO		\$237,730					\$237,730			\$237,730		
				L-Pass_match		\$21,671						\$21,671			\$21,671	
				FTA_5303		\$60,696						\$60,696			\$60,696	
<b>PLANNING PROJECT(S) TOTAL</b>											\$298,426	\$0	\$21,671	\$320,097		
<b>Air Quality Improvement</b>																
Congestion Mitigation Air Quality	Bear River Health	I/M Program Staffing #2	10652	CMAQ_PM2.5	\$1,087,774	\$30,043					\$1,042,141		\$75,680	\$1,117,821	environmental	
Congestion Mitigation Air Quality	BPAC/CVTD	Bike Storage Phase I-Design		FTA Transfer		\$37,500				\$37,500				\$37,500	congestion, environmental	
				FTA Transfer		\$2,723						\$2,723	\$2,723	\$2,723	congestion, environmental	
Congestion Mitigation Air Quality	Nibley/Millville	Ridgeline High Share-use Path	14281	CMAQ_Cache	\$400,000					\$372,920		\$27,080	\$400,000	congestion, environmental		
				L_Betterment	\$10,935					\$10,935	\$10,935	congestion, environmental				
Congestion Mitigation Air Quality	Logan	Roundabout 5th N & 6th E	14280	CMAQ_Cache	\$804,728					\$750,000		\$54,728	\$804,728	congestion, environmental		
				Local_Govt		\$364,197				\$364,197	\$364,197	congestion, environmental				
Congestion Mitigation Air Quality	North Logan	Roundabout 4th E & 2200 N.	14279	CMAQ_PM2.5_CMPO	\$118,283	\$298,324				\$388,403		\$28,204	\$416,607	congestion, environmental		
				STP_SU_CMPO		\$355,971				\$331,872	\$24,099	\$355,971	congestion, environmental			
Congestion Mitigation Air Quality	BR Health	Air Quality Public Education and Outreach	13307	CMAQ_PM2.5_CMPO	\$281,558					\$262,497		\$19,061	\$281,558	congestion, environmental		
Congestion Mitigation Air Quality	USU	Aggie Blue Bikes Capital Improvements	13154	ST_PVMT	\$96,171						\$89,660	\$6,511	\$96,171	congestion, environmental		
Congestion Mitigation Air Quality	Logan	Logan Middle Canal Crossing Improvements		CMAQ_PM2.5_CMPO	\$85,000	\$198,318				\$264,137		\$19,180	\$283,317	congestion, environmental		
				TAP_SU_CMPO		\$81,327				\$75,863	\$5,509	\$81,372	congestion, environmental			
Congestion Mitigation Air Quality	Nibley	2600 S. Active Transportation Corridor		CMAQ_PM2.5_CMPO		\$187,798				\$175,084		\$12,714	\$187,798	congestion, environmental		
				CMAQ_SU_CMPO		\$251,068				\$234,071	\$16,997	\$251,068	congestion, environmental			
<b>AIR QUALITY PROJECT(S) TOTAL</b>											\$3,934,488	\$89,660	\$667,618	\$4,691,766		
<b>Active Transportation Projects</b>																
Cache Bikeway Project	Cache County	Systemic Safety: bicycle pavement marking		STP_SU_CMPO		\$100,000					\$93,000		\$7,000		congestion, environmental	
800 West Trail, Nibley/Logan	Cache County	Develop Trail Logan to Nibley (Region TAP)	13364	ST_PVMT		\$140,000						\$140,000		\$140,000	congestion, environmental	
				L-Pass_match		\$53,000					\$53,000	\$53,000	congestion, environmental			
Active Transportation Planning	Cache County	Cache Bikeway Planning Study	14827	TAP_SU_CMPO	\$20,737	\$39,308				\$55,980		\$4,065	\$60,045	congestion, environmental		
				TAP_SU_CMPO	\$45,700					\$42,606	\$3,094	\$45,700	congestion, environmental			
100, 200 North & 100 South	Millville	Sidewalks	15239	TAP_SU_CMPO		\$314,427				\$293,140		\$21,287	\$314,427	congestion, environmental		
				TAP_FLEX	\$77,000	\$285,000				\$337,493	\$24,507	\$362,000	congestion, environmental			
<b>ACTIVE TRANSPORTATION PROJECT(S)</b>											\$822,219	\$140,000	\$112,953	\$975,172		
<b>AIR QUALITY, ACTIVE TRANSPORTATION PROJECT(S) TOTALS:</b>											\$822,219	\$140,000	\$112,953	\$975,172		

CMPO - 2019 TIP - Amendment #1	Transit Projects Logan Urbanized Area/Cache County					Approved Funds					Federal Aid	State	Local	Total	Performance Measure (see table 1)	
	Project	Sponsor	Project Concept	PIN	Fund Source	Prior Oblig.	2019	2020	2021	2022						Concept Development
	<b>Public Transit Funding</b>															
Replacement para-transit buses	CVTD	Replace para-transit buses		FTA 5307		\$192,000	\$212,000		\$150,000			\$554,000			\$554,000	congestion, environmental
				CVTD		\$48,000	\$53,000		\$38,000					\$139,000	\$139,000	congestion, environmental
Replacement buses	CVTD	Replace fixed route buses		FTA 5339		\$1,044,000		\$1,860,000	\$1,920,000	\$2,000,000		\$6,824,000			\$6,824,000	congestion, environmental
				CVTD		\$261,000		\$465,000	\$480,000	\$500,000				\$1,706,000	\$1,706,000	congestion, environmental
Preventative Maintenance	CVTD	Transit preventative maintenance program		FTA 5307, 5311		\$700,000	\$700,000	\$700,000	\$700,000	\$1,400,000		\$4,200,000			\$4,200,000	congestion, environmental
				CVTD		\$175,000	\$175,000	\$175,000	\$175,000	\$350,000				\$1,050,000	\$1,050,000	congestion, environmental
Replace support vehicles and equipment	CVTD	Replace support vehicle and equipment		FTA 5307			\$40,000			\$48,000		\$88,000			\$88,000	congestion, environmental
				CVTD			\$10,000			\$12,000				\$22,000	\$22,000	congestion, environmental
Operating Assistance	CVTD	Transit system operation		FTA 5307, 5311		\$1,200,000	\$1,200,000	\$1,300,000	\$1,300,000	\$2,700,000		\$7,700,000			\$7,700,000	congestion, environmental
				CVTD		\$1,200,000	\$1,200,000	\$1,300,000	\$1,300,000	\$2,700,000				\$7,700,000	\$7,700,000	congestion, environmental
Complimentary Paratransit Improvement	CVTD	Scheduling Software		FTA 5307		\$48,000						\$48,000			\$48,000	congestion, environmental
				CVTD		\$12,000								\$12,000	\$12,000	congestion, environmental
Facility expansion	CVTD	Expand facility capacity to meet service demand increases		FTA 5339*			\$800,000	\$800,000	\$800,000	\$800,000		\$3,200,000			\$3,200,000	congestion, environmental
				CVTD			\$200,000	\$200,000	\$200,000	\$200,000				\$800,000	\$800,000	congestion, environmental
Transit Planning	CVTD	Short range transit plan		FTA 5307						\$200,000		\$200,000			\$200,000	congestion, environmental
				CVTD						\$50,000				\$50,000	\$50,000	congestion, environmental
Security contracts and equipment	CVTD	Maintain security contract		FTA 5307		\$25,000	\$25,000	\$25,000	\$25,000	\$50,000		\$150,000			\$150,000	congestion, environmental
				CVTD		\$25,000	\$25,000	\$25,000	\$25,000	\$50,000				\$150,000	\$150,000	congestion, environmental
Security equipment	CVTD	Purchase security equipment and security improvements		FTA 5307		\$10,000	\$10,000	\$10,000	\$10,000	\$20,000		\$60,000			\$60,000	congestion, environmental
				CVTD		\$2,500	\$2,500	\$2,500	\$2,500	\$5,000				\$15,000	\$15,000	congestion, environmental
Facility improvement	CVTD	Replace concrete at bus storage facility		FTA 5307		\$12,800	\$12,800	\$12,800	\$12,800			\$51,200			\$51,200	congestion, environmental
				CVTD		\$3,200	\$3,200	\$3,200	\$3,200					\$12,800	\$12,800	congestion, environmental
Equipment replacement	CVTD	Replace air compressor		FTA 5307		\$16,000						\$16,000			\$16,000	congestion, environmental
				CVTD		\$4,000								\$4,000	\$4,000	congestion, environmental
Equipment replacement	CVTD	Replace mobile bus lift system		FTA 5307			\$80,000					\$80,000			\$80,000	congestion, environmental
				CVTD			\$20,000							\$20,000	\$20,000	congestion, environmental
Facility improvement	CVTD	Replace bus wash system		FTA 5307						\$320,000		\$320,000			\$320,000	congestion, environmental
				CVTD						\$80,000				\$80,000	\$80,000	congestion, environmental
Intermodal Transit Project	CVTD	Determine locations for bike and ride facilities		CMAQ **		\$37,000						\$37,000			\$37,000	congestion, environmental
				CVTD		\$3,000								\$3,000	\$3,000	congestion, environmental
<b>* 5339 Bus and Bus Facilities (This is the previous 5309 funding)</b>									<b>TRANSIT PROJECT(S) TOTAL</b>		<b>\$23,528,200</b>	<b>\$0</b>	<b>\$11,763,800</b>	<b>\$35,292,000</b>		

## List of Acronyms

ADT	Average Daily Traffic
CAAA	Clean Air Act Amendments
CMPO	Cache Metropolitan Planning Organization
COG	Cache Council of Governments
CTAC	Cache Technical Advisory Committee
CVTD	Cache Valley Transit District
DOT	U.S. Department of Transportation
EPA	U.S. Environmental Protection Agency
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
HPMS	Highway Performance Management System
IDOT	Idaho Department of Transportation
IDEQ	Idaho Department of Environmental Quality
MPO	Metropolitan Planning Organization
NAAQS	National Ambient Air Quality Standard
NEPA	National Environmental Policy Act
PM 2.5	Particulate Matter less than 2.5 micrometers
RTP	Regional Transportation Plan
SIPs	State Implementation Plans
STIP	Statewide Transportation Improvement Program
STP	Federal Surface Transportation Program Funds
TIP	Transportation Improvement Program
VMT	Vehicle Miles Traveled