



Transportation Improvement Program (TIP) 2027 to 2032

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 2027 and 2032

When can I comment?

Public comment period ends August 4, 2026
Public Meeting to consider approval Fall 2026

When is it final?

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

“Connecting Cache Valley since 1992”

Send Comments to:

CMPO
179 N. Main, Suite 305
Logan, UT 84321
www.cachempo.org



CMPO Executive Council

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- Vice Chair: Mayor Bryan Cox, Hyde Park
- County Executive George Daines, Cache County
- Manager Todd Beutler, Connect Transit
- Mayor Larry Jacobsen, Nibley
- Mayor Lyndsay Peterson, North Logan
- Paul Borup, Utah Transportation Commissioner
- Jeannie Simmonds, Logan City Council
- Mayor Aaron Rudie, Smithfield
- Mayor Mark Anderson, Logan
- Mayor Chad Lindley, Wellsville
- Mayor Steven Miller, Hyrum
- Mayor David Hair, Millville
- Mayor Blake Wright, River Heights
- Chris Wilson, Utah State Senate

Staff:

Jeff Gilbert, Executive Director

Issac Gardner, Planning Manager

Landis Wenger, AT Planner & Trail Coordinator

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- Zane Pulver, UDOT
- Ivan Marrero, FHWA
- Landis Wenger, County Trails

2027-2032 CMPO Transportation Improvement Program

INTRODUCTION

Federal law requires Transportation Improvement Programs (TIPs) for all metropolitan areas exceeding 50,000 population. TIPs 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).

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.gov). 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 cachempo.gov & 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 project's 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 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 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 District (Connect Transit)

FEDERAL TRANSIT ADMINISTRATION (FTA) SECTION 5307 PROGRAM: This fund can be used for operating and capital costs 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. When projects are awarded funding by the FTA, the TIP will be amended to show these changes.

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

STATE CONSTRUCTION FUNDS: This fund includes motor fuel taxes, special fuel taxes, vehicle registration fees, and drivers' license fees. UDOT programs utilize this fund for resurfacing and rehabilitation as well as new construction. This fund includes the UDOT Transportation Investment Fund (TIF).

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 project's 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

- 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

Air Quality Transportation Conformity

The Infrastructure Investment and Jobs Act (IIJA) 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 (CMPO) 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 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. The CMPO 2027-2032 TIP meets the conditions of CFR 93.122(g)(1) and therefore conforms to Transportation Conformity Regulations for particulate emissions and precursor emissions (NOx & VOCs) in the Logan PM2.5 non-attainment area. Therefore, all the transportation projects in Cache County included in the 2027-2032 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
Safety	Reduce fatalities and serious injury by 2.5% annually (five-year average)	2 less fatalities, 2 less serious injuries
Infrastructure	Interstate NHS: <5% Poor, >45% Good Non-Interstate NHS: <10% Poor, >30% Good	Cache County has 2.5% of NHS roads
Congestion Reduction	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.
System Reliability	80% of Person Miles Traveled on Interstate NHS are Reliable 65% of Person Miles Traveled on non-interstate NHS are reliable	Cache has 3.6% of non-interstate highway system in the state. Currently travel time reliability is rated at 95%.
Freight Movement	Truck Travel Time Reliability (TTTR) at 1.75	TBD
Environmental Sustainability	TBD	
Reduced Project Delivery Delays	TBD	TBD

Road, Air Quality, Planning & Active Transportation Projects

Draft CMPO Transportation Improvement Program (TIP) 2027-2032



County	PIN	Status	Project No.	Rt.	Beg	Len	PIN Description / Project Location				Concept Description				
		Fund	Prior		2027		2028	2029	2030		CD	Total	Fed Aid	State	Other
Region 1 Projects															
1	15681	Undr Const	F-0030(69)102	30	102	6	SR-30; SR-23 to SR-252				Widen Existing Facility				
		Adv Dt: 03/16/24					SR-30; MP 102.36 - 108.66								
		CARBON_FLEX	\$4,133,618		\$0		\$0	\$0	\$0	\$0	\$0	\$4,133,618	\$3,853,772	\$279,846	\$0
		L_BETTERMENT	\$2,000,000		\$0		\$0	\$0	\$0	\$0	\$0	\$2,000,000	\$0	\$0	\$2,000,000
		STP_FLX_CMPO	\$781,225		\$0		\$0	\$0	\$0	\$0	\$0	\$781,225	\$728,336	\$52,889	\$0
		STP_HIF_SU	\$965,047		\$0		\$0	\$0	\$0	\$0	\$0	\$965,047	\$899,713	\$65,334	\$0
		STP_SUB_JHC	\$4,478,613		\$0		\$0	\$0	\$0	\$0	\$0	\$4,478,613	\$4,175,411	\$303,202	\$0
		STP_SU_UDOT	\$8,909,188		\$0		\$0	\$0	\$0	\$0	\$0	\$8,909,188	\$8,306,036	\$603,152	\$0
		ST_TIF	\$70,325,310		\$0		\$0	\$0	\$0	\$0	\$0	\$70,325,310	\$0	\$70,325,310	\$0
		Total	\$91,593,000		\$0		\$0	\$0	\$0	\$0	\$0	\$91,593,000	\$17,963,268	\$71,629,732	\$2,000,000
1	19817	Undr Const	S-0108(41)108	30	108		Cache Parkway Intersection and Road Relocation				Intersection Modification				
		Adv Dt: 03/16/24					SR-30; MP 108.15 - 108.25								
		LOCAL_GOV	\$1,076,986		\$166,038		\$0	\$0	\$0	\$0	\$0	\$1,243,023	\$0	\$0	\$1,243,023
		ST_CONT_R1	\$5,000		\$0		\$0	\$0	\$0	\$0	\$0	\$5,000	\$0	\$5,000	\$0
		Total	\$1,081,986		\$166,038		\$0	\$0	\$0	\$0	\$0	\$1,248,023	\$0	\$5,000	\$1,243,023
1	20436	Scoping	S-0030(84)103	30	103	6	SR-30 Wetland Mitigation Site Maintenance				Enviro. Mitigation/Storm Water Pollution/ etc				
		Will Not Adv					SR-30; MP 102.50 - 108.00								
		ST_TIF	\$256,655		\$343,345		\$0	\$0	\$0	\$0	\$0	\$600,000	\$0	\$600,000	\$0
1	19739	Undr Const	S-R199(339)	91	26		Underpass below US-89/91 at Logan River (600 S)				Pedestrian/Bike facility				
		Adv Dt: 03/15/25					US-91; MP 25.87 - 25.88 & Underpass below SR89/91 at Logan River (600 South)								
		LOCAL_MATCH	\$0		\$2,904,323		\$0	\$0	\$0	\$0	\$0	\$2,904,323	\$0	\$0	\$2,904,323
		ST_TIF_ACT	\$2,520,000		\$0		\$0	\$0	\$0	\$0	\$0	\$2,520,000	\$0	\$2,520,000	\$0
		ST_TIF_ACT80	\$2,933,208		\$1,564,085		\$0	\$0	\$0	\$0	\$0	\$4,497,293	\$0	\$4,497,293	\$0
		ST_TRANS_SOL	\$0		\$500,000		\$0	\$0	\$0	\$0	\$0	\$500,000	\$0	\$500,000	\$0
		Total	\$5,453,208		\$4,968,408		\$0	\$0	\$0	\$0	\$0	\$10,421,616	\$0	\$7,517,293	\$2,904,323
1	19847	Scoping	S-0091(97)25	91	25	5	US-89/91; Logan Main Street 1200 S. to 2500 N.				Other				
		To Be Adv Dt: 05/28/27					US-91; MP 25.00 - 30.00								
		ST_TIF	\$7,000,000		\$15,000,000		\$15,000,000	\$15,000,000	\$0	\$0	\$11,000,000	\$63,000,000	\$0	\$63,000,000	\$0
1	22726	Scoping	S-R199(418)	MULT			Logan Main St; Y-X Connector and 100 E to 200 E				New Capacity				
		To Be Adv Dt: 10/27/28					connect US89/91 to 100 East and 100 E to 200 E								
		ST_TIF	\$7,300,000		\$10,000,000		\$20,000,000	\$17,700,000	\$0	\$0	\$0	\$55,000,000	\$0	\$55,000,000	\$0
1	19734	Scoping	F-R199(336)				Logan, Millville & Nibley, 800 West Regional Trail				Metropolitan Planning Organization				
		To Be Adv Dt: 10/07/26					800 West, Trail Connection South of 1800 South								
		CMAQ_CACHE	\$520,532		\$0		\$0	\$0	\$0	\$0	\$0	\$520,532	\$520,532	\$0	\$0
		CMAQ_PM2.5	\$148,642		\$0		\$0	\$0	\$0	\$0	\$0	\$148,642	\$148,642	\$0	\$0
		LOCAL_GOV	\$0		\$201,323		\$0	\$0	\$0	\$0	\$0	\$201,323	\$0	\$0	\$201,323
		TAP_SU_CMPO	\$136,120		\$0		\$0	\$0	\$0	\$0	\$0	\$136,120	\$136,120	\$0	\$0
		Total	\$805,294		\$201,323		\$0	\$0	\$0	\$0	\$0	\$1,006,617	\$805,294	\$0	\$201,323

Road, Air Quality, Planning & Active Transportation Projects

CMPO Transportation Improvement Program (TIP)

2027-2032

Draft



County	PIN	Status	Project No.	Rt. Beg Len	PIN Description / Project Location				Concept Description			State	Other
		Fund	Prior	2027	2028	2029	2030	CD	Total	Fed Aid			
Region 1 Projects													
1	22825	STIP	S-LC05(49)		1200 East; 3100 N to 3400 N, N. Logan to Hyde Park				Federal Funds Exchange Program				
		Will Not Adv			1200 East- 3100 N. to 3400 N, North Logan to Hyde Park								
		LOCAL_CMPO	\$0	\$46,600	\$0	\$0	\$0	\$0	\$46,600	\$0	\$0	\$0	\$46,600
		LOCAL_GOV	\$0	\$3,728	\$0	\$0	\$0	\$0	\$3,728	\$0	\$0	\$0	\$3,728
		Total	\$0	\$50,328	\$0	\$0	\$0	\$0	\$50,328	\$0	\$0	\$0	\$50,328
1	22826	STIP	S-LC05(50)		1200 East; 500 N Hyde Park to 600 South Smithfield				Federal Funds Exchange Program				
		Will Not Adv			1200 East-North End-500 North Hyde Park to 600 South Smithfield								
		LOCAL_CMPO	\$0	\$581,600	\$0	\$0	\$0	\$0	\$581,600	\$0	\$0	\$0	\$581,600
		LOCAL_GOV	\$0	\$46,528	\$0	\$0	\$0	\$0	\$46,528	\$0	\$0	\$0	\$46,528
		Total	\$0	\$628,128	\$0	\$0	\$0	\$0	\$628,128	\$0	\$0	\$0	\$628,128
1	22827	STIP	S-LC05(51)		Wolf Pack/Bobcat Wy 3700 N Hyde Pk to 600 S Smith				Federal Funds Exchange Program				
		Will Not Adv			Wolf Pack/Bobcat Way- 3700 N. Hyde Park to 600 South Smithfield								
		LOCAL_CMPO	\$0	\$1,771,504	\$0	\$0	\$0	\$0	\$1,771,504	\$0	\$0	\$0	\$1,771,504
		LOCAL_GOV	\$0	\$141,720	\$0	\$0	\$0	\$0	\$141,720	\$0	\$0	\$0	\$141,720
		Total	\$0	\$1,913,224	\$0	\$0	\$0	\$0	\$1,913,224	\$0	\$0	\$0	\$1,913,224
1	22828	STIP	S-LC05(52)		South Valley Connector; 4400 S; SR-165 to US-89/91				Federal Funds Exchange Program				
		Will Not Adv			South Valley Connector-4400 S. Hwy 165 to Hwy 89/91								
		LOCAL_CMPO	\$0	\$1,137,504	\$0	\$0	\$0	\$0	\$1,137,504	\$0	\$0	\$0	\$1,137,504
		LOCAL_GOV	\$0	\$91,000	\$0	\$0	\$0	\$0	\$91,000	\$0	\$0	\$0	\$91,000
		Total	\$0	\$1,228,504	\$0	\$0	\$0	\$0	\$1,228,504	\$0	\$0	\$0	\$1,228,504
1	21941	Scoping	F-ST99(984)		Western Arterial Planning and Environmental Study				Study				
		Will Not Adv			Cache Western Corridor Planning Study								
		HIP_COMMUNITY	\$2,000,000	\$0	\$0	\$0	\$0	\$0	\$2,000,000	\$2,000,000	\$0	\$0	\$0
		LOCAL_CMPO	\$0	\$72,616	\$0	\$0	\$0	\$0	\$72,616	\$0	\$0	\$0	\$72,616
		ST_CONT_R1	\$0	\$72,616	\$0	\$0	\$0	\$0	\$72,616	\$0	\$72,616	\$0	\$0
		Total	\$2,000,000	\$145,232	\$0	\$0	\$0	\$0	\$2,145,232	\$2,000,000	\$72,616	\$0	\$72,616
1	22835	Scoping	S-R199(413)		Corridor Preservation Logan Main ST. Y-X Connector				Corridor Preservation				
		Will Not Adv			Corridor Preservation Logan Main Street Y-X Connector								
		ST_CORR_PRES	\$7,248,679	\$0	\$0	\$0	\$0	\$0	\$7,248,679	\$0	\$7,248,679	\$0	\$0
1	22851	Scoping	F-ST99(1049)		FY2026 Cache MPO CPG				Annual Work Program				
		Will Not Adv			N/A								
		FTA_5303_100	\$96,575	\$0	\$0	\$0	\$0	\$0	\$96,575	\$96,575	\$0	\$0	\$0
		L_PASS_MATCH	\$0	\$32,430	\$0	\$0	\$0	\$0	\$32,430	\$0	\$0	\$0	\$32,430
		PL_CMPO	\$343,244	\$0	\$0	\$0	\$0	\$0	\$343,244	\$343,244	\$0	\$0	\$0
		SAFE_TRAN_PL	\$6,770	\$0	\$0	\$0	\$0	\$0	\$6,770	\$6,770	\$0	\$0	\$0
		Total	\$446,589	\$32,430	\$0	\$0	\$0	\$0	\$479,019	\$446,589	\$0	\$0	\$32,430

Road, Air Quality, Planning & Active Transportation Projects

Draft

CMPO Transportation Improvement Program (TIP) 2027-2032



County	PIN	Status	Project No.	Rt. Beg Len	PIN Description / Project Location				Concept Description			State	Other
		Fund	Prior	2027	2028	2029	2030	CD	Total	Fed Aid			
Region 1 Projects													
1	23561	Active	F-ST99(1120)		FY2027 Cache MPO CPG				Annual Work Program				
		Will Not Adv			N/A								
		FTA_5303_100	\$99,031	\$0	\$0	\$0	\$0	\$0	\$99,031	\$99,031	\$0	\$0	\$0
		L_PASS_MATCH	\$0	\$34,536	\$0	\$0	\$0	\$0	\$34,536	\$0	\$0	\$34,536	\$0
		PL_CMPO_100	\$0	\$369,674	\$0	\$0	\$0	\$0	\$369,674	\$369,674	\$0	\$0	\$0
		SAFE_TRAN_PL	\$6,886	\$0	\$0	\$0	\$0	\$0	\$6,886	\$6,886	\$0	\$0	\$0
		Total	\$105,917	\$404,210	\$0	\$0	\$0	\$0	\$510,127	\$475,591	\$0	\$34,536	\$0

Transit Projects

CMPO Transportation Improvement Program (TIP)

2027-2032

CMPO - 2027 TIP	Transit Projects					Approved Funds						Concept Development	Federal Aid	State	Local	Total	Performance Measure (see table 1)	
	Logan Urbanized Area/Cache County					Prior Oblig.	2027	2028	2029	2030	2031							
	Project	Sponsor	Project Concept	PIN	Fund Source													
	Public Transit Funding																	
	Replacement on-demand transit buses	CVTD	Replace on-demand buses, including para-transit buses		FTA Congressional Directed, 5339			\$1,080,000		\$960,000	\$1,600,000	\$1,700,000	\$5,340,000			\$5,340,000	congestion, environmental	
					CVTD			\$270,000		\$240,000	\$400,000	\$340,000			\$1,250,000	\$1,250,000	congestion, environmental	
																	congestion, environmental	
																	congestion, environmental	
	Replacement buses	CVTD	Replace fixed route buses		FTA 5339			\$3,600,000				\$2,560,000	\$6,160,000			\$6,160,000	congestion, environmental	
					CVTD			\$900,000				\$640,000			\$1,540,000	\$1,540,000	congestion, environmental	
																	congestion, environmental	
	Preventative Maintenance	CVTD	Transit preventative maintenance program		FTA 5307, 5311		\$800,000	\$800,000	\$880,000	\$880,000	\$880,000	\$1,800,000	\$6,040,000			\$6,040,000	congestion, environmental	
					CVTD		\$200,000	\$200,000	\$220,000	\$220,000	\$220,000	\$450,000			\$1,510,000	\$1,510,000	congestion, environmental	
	Replace support vehicles and equipment	CVTD	Replace support vehicle and equipment		FTA 5307		\$96,000		\$160,000	\$52,000	\$224,000		\$532,000			\$532,000	congestion, environmental	
					CVTD		\$24,000		\$40,000	\$13,000	\$56,000				\$133,000	\$133,000	congestion, environmental	
	Operating Assistance	CVTD	Transit system operation		FTA 5307, 5311		\$2,500,000	\$2,600,000	\$2,700,000	\$2,800,000	\$2,900,000	\$6,000,000	\$19,500,000			\$19,500,000	congestion, environmental	
					CVTD		\$2,500,000	\$2,600,000	\$2,700,000	\$2,800,000	\$2,900,000	\$600,000			\$14,100,000	\$14,100,000	congestion, environmental	
	Intermodal Transit Center Remodel	CVTD	Remodel the interior of the intermodal transit center		FTA Congressional Directed, 5339		\$800,000	\$3,200,000					\$4,000,000			\$4,000,000	congestion, environmental	
					CVTD		\$200,000	\$800,000							\$1,000,000	\$1,000,000	congestion, environmental	
	Construct new training course	CVTD	Create a training course that will better train drivers before they are put in service		FTA Congressional Directed, 5339		\$1,600,000	\$4,000,000					\$5,600,000			\$5,600,000	congestion, environmental	
				CVTD		\$400,000	\$100,000							\$500,000	\$500,000	congestion, environmental		
Expansion - Additional transfer stations	CVTD	Purchase right of way, land improvements and shelters		FTA 5339				\$1,600,000				\$1,600,000			\$1,600,000	congestion, environmental		
				CVTD				\$400,000						\$400,000	\$400,000	congestion, environmental		
Security contracts and equipment	CVTD	Maintain security contract		FTA 5307		\$40,000	\$40,000	\$40,000	\$40,000	\$40,000	\$80,000	\$280,000			\$280,000	congestion, environmental		
				CVTD		\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$20,000			\$70,000	\$70,000	congestion, environmental		
Purchase buses for new on-demand service and expand fixed route	CVTD	Buses need for new on-demand service in certain areas of the District, expand fixed route		FTA Congressional Directed, 5339							\$4,080,000	\$4,080,000			\$4,080,000	congestion, environmental		
				CVTD							\$1,020,000			\$1,020,000	\$1,020,000	congestion, environmental		
												\$0		\$0	\$0	congestion, environmental		
														\$0	\$0	congestion, environmental		
Facility improvement	CVTD	Adjustments to new facility based on moving into new facility		FTA 5339		\$400,000	\$800,000					\$1,200,000			\$1,200,000	congestion, environmental		
				CVTD		\$100,000	\$200,000							\$300,000	\$300,000	congestion, environmental		
												\$0		\$0	\$0	congestion, environmental		
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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