

## Application

<b>Federal Award Identification Number (FAIN)</b>	UT-2023-016-00
<b>Temporary Application Number</b>	6697-2023-4
<b>Award Name</b>	FFY2021 CRRSAA 5311 State Suballocated - Capital for new bus storage, maintenance, and administration facility
<b>Application Status</b>	Final Concurrence / Reservation
<b>Application Budget Number</b>	0

<b>Period of Performance Start Date</b>	N/A
<b>Original Period of Performance End Date</b>	4/30/2025
<b>Current Period of Performance End Date</b>	N/A Revision #: N/A

### Part 1: Recipient Information

**Name: CACHE VALLEY TRANSIT DISTRICT**

Recipient ID	Recipient OST Type	Recipient Alias	UEI	DUNS
6697	Transit Authority	CACHE VALLEY TRANSIT DISTRICT	PNKNGF2BAHJ3	791328482

Location Type	Address	City	State	Zip
Headquarters				
Physical Address	754 W 600 N	LOGAN	UT	84321
Mailing Address	754 WEST 600 NORTH	LOGAN	UT	84321

### Union Information

There are no union contacts for this application

## Part 2: Application Information

**Title: FFY2021 CRRSAA 5311 State Suballocated - Capital for new bus storage, maintenance, and administration facility**

<b>FAIN</b>	<b>Application Status</b>	<b>Award Type</b>	<b>Application Cost Center</b>	<b>Date Created</b>	<b>Last Updated Date</b>	<b>From TEAM?</b>
UT-2023-016-00	Final Concurrence / Reservation	Grant	Region 8	5/16/2023	5/16/2023	No

### **Application Executive Summary**

This award applies FFY2021 CRRSAA 5311 - State Allocated funds in the amount of \$314,065 (full amount suballocated in UDOT suballocation letter dated 6/13/2022) towards the construction of a new bus storage, maintenance, and administration facility. This grant utilizes CRRSAA funds to prevent, prepare for and respond to COVID-19.

The grant award will fund Phase 1 of construction which will include all aspects of the building, parking and land improvements on the north portion of the property. Pre-award authority is being utilized for design, surveying, soil testing, other engineering and preconstruction services in the amount of \$1,100,000, starting on the date of March 1, 2021.

The federal share of this grant is 100%. The land for the facility was purchased previously with a congressionally directed grant in 2010 (80% federal funds and 20% match); therefore, the land is not being used as matching funds.

The following documents are attached to this grant award: Approved STIP project listing, UDOT suballocation letter, Categorical Exclusion Worksheet and FTA approval letter.

The construction of this facility is also being funded with a FFY 2020 5339(b) Competitive grant (UT-2023-006-00), a 5307 and 5339 super grant (6697-2023-2) and CARES 5311 grant (6697-2023-3).

In addition to FTA's Buy America Act, which requires that the steel, iron, and manufactured goods used in an FTA-funded project are produced in the United States (49 U.S.C. 5323(j)(1)), the Build America, Buy America Act (BABA) (Public Law 117-58, div. G 70914(a)) now requires that construction materials used in infrastructure projects are also produced in the United States. Refer to terms and conditions in FTAs Master Agreement Section 15. The BABA requirement applies to this grant, in addition to the Buy America Act, except to the extent a waiver of either requirements may apply.

The District certifies that we have not furloughed any employees since March 27, 2020 (the enactment date of the CARES Act). We do not have any subrecipients or contractors that are providers of public transportation.

We agree that if we receive Federal funding from the Federal Emergency Management Agency (FEMA) or through a pass-through entity through the Robert T. Stafford Disaster Relief and Emergency Assistance Act, a different Federal agency, or insurance proceeds for any portion of a project activity approved for FTA funding under this Grant Agreement, we will provide written notification to FTA, and reimburse FTA for any Federal share that duplicates funding provided by FEMA, another Federal agency, or an insurance company.

This project is listed in the FY 2022-2023 Statewide Transportation Improvement Program (STIP), approved by FTA/FHWA on 10/01/2022. The STIP page is attached Application Document.

**Frequency of Milestone Progress Reports (MPR)**

Quarterly

**Frequency of Federal Financial Reports (FFR)**

Quarterly

**Does this application include funds for research and/or development activities?**

This award does not include research and development activities.

**Pre-Award Authority**

This award is using Pre-Award Authority.

**Does this application include suballocation funds?**

Recipient organization is suballocated these apportioned funds and can apply for and receive these funds directly.

**Will this Grant be using Lapsing Funds?**

No, this Grant does not use Lapsing Funds.

**Will indirect costs be applied to this application?**

This award does not include an indirect cost rate.

*Indirect Rate Details: N/A*

**Requires E.O. 12372 Review**

No, this application does not require E.O. 12372 Review.

**Delinquent Federal Debt**

No, my organization does not have delinquent federal debt.

## Award Description

**Purpose**

This award applies FFY2021 CRRSAA 5311 Rural Transit funds suballocated by UDOT to the Cache Valley Transit District (CVTD) to construct a new bus storage, maintenance, and administration facility.

**Activities to be performed:**

Construction of Phase 1 of a new facility for CVTD.

**Expected outcomes:**

The funding in this award will pay a portion of the construction costs. The new facility will provide expansion capacity for CVTD, allow for a transition to electric powered vehicles in the future, and will provide indoor storage of the transit vehicles (currently stored outside) which will provide more security and allow for better transit asset management.

**Intended beneficiaries:**

The primary beneficiaries are CVTD's customers, paratransit passengers, and staff, including administrative employees, bus operators, and vehicle mechanics.

**Subrecipient Activities:**

None

## Application Point of Contact Information

First Name	Last Name	Title	E-mail Address	Phone
Curtis	Roberts	Administration Director	croberts@cvtdbus.org	435-713-6963
Kristina	Evanoff	General Engineer	kristina.evanoff@dot.gov	(303) 362-2396
Peter	Hadley	Community Planner	peter.hadley@dot.gov	(303) 362-2393

## Application Budget Control Totals

Funding Source	Section of Statute	CFDA Number	Amount
5311 - Rural Area Formula (CRRSAA)	5311-9A	20509	\$314,065
Local			\$0
Local/In-Kind			\$0
State			\$0
State/In-Kind			\$0
Other Federal			\$0
Transportation Development Credit			\$0
Adjustment			\$0
<b>Total Eligible Cost</b>			<b>\$314,065</b>

## Application Budget

Project Number	Budget Item	FTA Amount	Non-FTA Amount	Total Eligible Amount	Quantity
UT-2023-016-01-00	600-00 (600-A1) OTHER PROGRAM COSTS	\$314,065.00	\$0.00	\$314,065.00	0
UT-2023-016-01-00	11.43.03 CONSTRUCT - ADMIN/ MAINT FACILITY	\$314,065.00	\$0.00	\$314,065.00	0

## Discretionary Allocations

This application does not contain discretionary allocations.

## Part 3: Project Information

### Project Title: Capital - Facility Construction Phase 1

Project Number	Temporary Project Number	Date Created	Start Date	End Date
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UT-2023-016-01-00

6697-2023-4-P1

5/16/2023

4/23/2021

12/31/2024

**Project Description**

This project applies funding from FFY 2021 CRRSAA 5311 Rural funds - State Allocated (full suballocation amount from UDOT) for the Phase 1 construction of a new bus storage, maintenance, and administration building. The District has procured a general contractor (CM/GC model). The District finalized a guaranteed maximum price in December 2022. Construction started in March 2023. The federal share is 100%.

**Project Benefits**

This project would improve the condition of the system by replacing a facility that is beyond capacity. The current facility causes safety concerns, exposes vehicles to extreme temperatures, limits growth, and does not allow for new technologies.

This project would also improve safety by mitigating multiple safety risks. The new facility is designed to eliminate the interactions that currently occur between buses and non-transit vehicles, such as delivery trucks, fuel trucks, garbage trucks, etc. Indoor bus storage would also eliminate potential slips and falls on ice while employees are entering and exiting their bus. The new site drops overall interactions with railroad crossings substantially because it is located on the east side of the railroad tracks. With the current site, interactions with the railroad occur daily for all routes.

A new facility with indoor vehicle storage would improve service reliability by eliminating bus non-starts. During the winter, non-starts are a problem. Additionally, with a recent service addition, there are fewer spare buses, which leaves less leeway for non-starts in the morning. Moving buses indoors would eliminate these issues.

A new facility would increase access and mobility in the community by allowing the District to grow service. Additional service is desired by the District’s Board of Trustees for both fixed-route and paratransit services. A new facility would enable the District to expand service by accommodating the additional vehicles and staff necessary for expansion.

This project would allow the District to innovate and adopt emerging technologies. The technological capabilities of the current facility are sufficient for diesel vehicles, but insufficient for new technologies. A new facility would allow the District to utilize cleaner electric vehicles (or other alternate fuels). Additionally, the new facility will be designed to be more energy efficient, according to Leadership in Energy and Environmental Design (LEED) standards.

**Additional Information**

*None provided.*

**Location Description**

The new facility will be constructed on land owned by the District in North Logan, Utah. The approximate address for the site is 300 West 3200 North, North Logan, Utah. The site is in a commercial business park and the proposed building conforms to the local regulations for businesses in this area.

**Project Location (Urbanized Areas)**

UZA Code	Area Name
491760	Logan, UT

**Congressional District Information**

State	District	Representative
Utah	1	Blake Moore

## Program Plan Information

### STIP/TIP

Date: 10/1/2022

Description: The State of Utah Department of Transportation uses a program that allows a user to generate a report from the STIP. We generated the report on January 5, 2023. The project is labeled as "Facility Expansion" in the STIP. It is shown on page 6 in the attached document.

### UPWP

Date: N/A

Description: N/A

### Long Range Plan

Date: N/A

Description: N/A

## Project Control Totals

Funding Source	Section of Statute	CFDA Number	Amount
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Local			\$0
Local/In-Kind			\$0
State			\$0
State/In-Kind			\$0
Other Federal			\$0
Transportation Development Credit			\$0
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<b>Total Eligible Cost</b>			<b>\$314,065</b>

## Project Budget

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UT-2023-016-01-00	600-00 (600-A1) OTHER PROGRAM COSTS	\$314,065.00	\$0.00	\$314,065.00	0
UT-2023-016-01-00	11.43.03 CONSTRUCT - ADMIN/ MAINT FACILITY	\$314,065.00	\$0.00	\$314,065.00	0

## Project Budget Activity Line Items

<b>Budget Activity Line Item: 11.43.03 - CONSTRUCT - ADMIN/MAINT FACILITY</b>
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Scope Name / Code	Line Item #	Line Item Name	Activity	Quantity
OTHER PROGRAM COSTS (600-00)	11.43.03	CONSTRUCT - ADMIN/ MAINT FACILITY	CONSTRUCTION OF BUS SUPPORT EQUIP/FACIL	0

**Extended Budget Description**

This ALI applies funding from FFY2021 CRRSAA 5311 State Allocation (full amount of suballocation) in the amount of \$314,065 federal funds. The project is 100% federal funds.

The District will construct a bus storage, maintenance, and administration facility that will accommodate up to 66 transit vehicles. Based on current funding levels and increasing prices, the District will be forced to build a metal skin building that only has an estimated useful life of 30 years. The District has applied for an additional Discretionary Bus and Bus Facility grant and State funding that, if obtained, would allow the District to proceed with the current plan to build with concrete tilt-up which would extend the life of the building to 50 years. The District has cash available as matching funds for this award that have been saved in prior years from a local option sales tax. The District anticipates that additional funds will be necessary to complete the building and other awards will be applied to this project in the future; the District will use the local option sales tax as matching funds for those awards.

The building will provide four maintenance bays for larger buses, two bays for smaller buses, and a chassis wash and bus wash. The facility will also provide enough space for drivers, dispatchers, supervisors and administrative personnel, including a board room to conduct public meetings. The facility will be designed to allow for the conversion to an electric fleet in the future. The building will be one-story and will be ADA compliant. A separate fuel/cleaning building will also be built on the site and included in this project. The building is located in a commercial industrial park and is consistent with local regulations and zoning requirements. Bus storage would be fully enclosed to protect against the extreme temperature swings in Cache County of -30 to 104 degrees Fahrenheit.

The District currently operates 37 buses (29 large buses and 8 paratransit) buses. The new facility provides the District with the ability to expand the fleet, provide space for new employees and accommodate the support vehicles and maintenance to support the expansion.

The facility would serve as the administration office, maintenance facility and bus storage facility. Details of the facility improvements are described below:

-Administration and Operations: The administration and operations section of the primary building include two main entry points (one for administration and public and the other for driver and maintenance staff), a large board room, administrative offices and support spaces, a dispatch suite, and a driver's areas with support spaces.

-Vehicle Maintenance: The vehicle maintenance area of the primary building includes administrative offices and support spaces for maintenance and facilities staff, a parts storage area, a six (6) bay maintenance shop, equipment and material storage areas, and a mechanical mezzanine.

-Vehicle Storage: The vehicle storage space of the primary building includes 36 bays for larger fixed route busses, and 30 bays for smaller cut away vehicles. Vehicles enter the storage facility through an internal drive aisle and exit through overhead doors on the west and east faces of the building.

-Vehicle Wash: The vehicle wash located in the primary building includes a by-pass lane to enter the building, an automatic bus wash bay, a manual chassis wash bay, and the electrical and wash equipment support spaces.

-Fuel & Clean: The secondary vehicle fueling and cleaning building includes a fueling and cleaning bay, staff and support spaces. A diesel fuel tank, facility generator and primary electrical equipment are located

and screened by the fueling building.

-Improvements also include exterior storage area (3,756 sf) and an exterior parking canopy (2,440 sf).

Based on funding available, the District may consider a phased construction approach. The District currently has funding identified to build phase 1 of the project which would include all aspects of the building, parking and land improvements on the north portion of the property. The District is working to acquire funding for phase 2 of the project that would add exterior canopies for staff and maintenance vehicles, solar panels, electric charging stations for staff and microtransit vehicles and the driver training course on the south parcel of land.

The facility would be built on land already owned by the District. All environmental requirements have been completed on the property.

**Will 3rd Party contractors be used to fulfill this activity line item?**

Yes, 3rd Party Contractors will be used for this line item.

Funding Source	Section of Statute	CFDA Number	Amount
5311 - Rural Area Formula (CRRSAA)	5311-9A	20509	\$314,065
Local			\$0
Local/In-Kind			\$0
State			\$0
State/In-Kind			\$0
Other Federal			\$0
Transportation Development Credit			\$0
Adjustment			\$0
<b>Total Eligible Cost</b>			<b>\$314,065</b>

Milestone Name	Est. Completion Date	Description
RFP - CM/GC Proposals	4/23/2021	Prepare and issue the Request for Proposals (RFP) for Construction Manager/General Contractor services for the new bus storage/maintenance/admin facility. The proposal will include all federal clauses required for the services and the Davis-Bacon wage lists.
Award Contract – CM/GC	9/20/2021	Evaluate proposals received from the RFP. Enter into negotiations for final amounts and contract terms. Design the contract and perform legal reviews. Sign the contract.
Finalize Guaranteed Maximum Price (GMP) - Award notice to proceed	12/24/2022	Finalize construction drawings and specifications with design team. Negotiate GMP with the CM/GC. Determine the price is fair and reasonable. Award notice to proceed to the CM/GC.
Start Construction	3/6/2023	Ensure that all building permits are obtained. Start construction on the new facility.
Finalize Construction of facility	11/29/2024	The building construction will be finalized. All "punch-list" items will be cleared. All equipment will be commissioned and tested. All compliance areas, including Buy America, DBE, and Davis-Bacon, will be



		verified and documented. Final inspections will be completed and documented. Compliance with local codes and regulations will be verified.
Contract Complete	12/31/2024	Verify that all of the CM/GC subs have been paid in full. Perform final contract and legal reviews to ensure all contract terms have been met including final payment on contract and federal draws on award. Close contract.

## Project Environmental Findings

### Finding: Class II(d) - Categorical Exclusions (D-List)

#### Class Level Description

Class II(d) consists of projects that do not have a significant environmental impact on the human or natural environment and are therefore categorically excluded from the requirement to prepare an environmental assessment or an environmental impact statement. Class II(d) requires documentation.

#### Categorical Exclusion Description

Type 09: Other

Date	Description	Date
	Class IId CE Approved	6/6/2022

## Part 4: Fleet Details

No fleet data exists for this application.

## Part 5: FTA Review Comments

### FTA Comments for DOL

Comment By **Peter Hadley**

Comment Type DOL Review for Information

Date 5/19/2023

Comment Contact for grantee is:  
Curtis Roberts, CPA  
Administration Director  
Cache Valley Transit District  
croberts@cvtdbus.org  
435-713-6963 (office)  
435-770-7994 (cell)

## Application Review Comments

Comment By **Marisa Appleton**

Comment Type	Application Details
Date	5/17/2023
Comment	<p>The Cache Valley Transit District (CVTD) must comply with all applicable Federal laws and regulations related to this project, including the ADA Standards for Transportation Facilities, based on the U.S. Access Board's ADA Accessibility Guidelines. Found here: <a href="http://www.access-board.gov/guidelines-and-standards/transportation/facilities/ada-standards-for-transportation-facilities">http://www.access-board.gov/guidelines-and-standards/transportation/facilities/ada-standards-for-transportation-facilities</a></p> <p>Specifically, CVTD must comply with the ADA Standards for Transportation Facilities when constructing its bus storage, maintenance, and administration building. The following is a non-exhaustive list of ADA standards that CVTD must comply with and document compliance of:</p> <ul style="list-style-type: none"> <li>• As required under DOT ADA Standard 206.4.1, CVTD must ensure that 60 percent of all public entrances to the facility will be accessible. If a station has only two entrances, then both must be accessible.</li> <li>• As required under DOT ADA Standard 810.10, for rail projects, CVTD must ensure that no flange way gap can be greater than 2.5" where passenger circulation paths cross tracks at grade (i.e. a street-level pedestrian crossing over streetcar tracks).</li> <li>• As required under DOT ADA Standard 206.3, CVTD must ensure that accessible routes coincide with or are located in the same area as general circulation paths, and elements such as ramps, elevators, and fare vending and collection areas are placed to minimize the distance that wheelchair users and other persons who cannot climb steps must travel in comparison to the general public.</li> <li>• As required under DOT ADA Standard 406.8, CVTD must ensure that curb ramps will have detectable warnings.</li> <li>• As required under DOT ADA Standard 810.2, CVTD must ensure that bus boarding and alighting areas are in compliance with the ADA-ABA Guidelines (Section 810.2), which address surfaces (sturdy); dimensions (96" long x 60" wide); connection to sidewalks, streets, and pedestrian paths; slope (not steeper than 1:48); signs; and public address systems.</li> <li>• As required by DOT ADA Standard 810.5.3, CVTD must ensure that station platforms must be coordinated with the vehicle floor height.</li> </ul> <p>The information provided above is intended as technical assistance and applies only to the project as described. Should the project scope change or new information on the project be provided, FTA may require a re-evaluation of the project information as it relates to ADA and require additional information. This confirmation is not an express or implied promise of project compliance with the ADA.</p>

## Application Review Comments

**Comment By** Peter Hadley

Comment Type	Pre-Award Manager Returns Application
Date	5/18/2023
Comment	Returning to CVTD in order to update incorrect Scope Code.