Deadlines

COURTESY NOTICE OF INTENT-TO-APPLY ARE DUE: JULY 30, 2015
COMPLETED APPLICATIONS ARE DUE BY 5:00 PM ON: AUGUST 25, 2015

IMPORTANT: See Section 6.1 for more information

Basic Eligibility Requirements

1) According to state code, funds can only be used for road projects. In the CMPO area only capacity improvement projects are eligible on minor/major collector or minor/principle arterials.
2) Projects located in the planning boundary (see http://cachempo.org/?page_id=5) of the Cache Metropolitan Planning Organization (CMPO) must be included in the CMPO’s 2040 Highway Vision Plan (Figure 11 of the CMPO’s Regional Transportation Plan 2040 found at http://cachempo.org/?page_id=53).
3) Project applicants must provide a minimum 7% local cash or in-kind match.
4) The roadway pavement design for projects must be as good as or better than the pavement design criteria found in Cache County’s adopted Road Standards.
5) All typically associated “standard” roadway improvements are eligible expenses for COG funds (e.g. sidewalks, curb & gutter, utility relocations, standard street lighting and landscaping). Any "premium" or upgraded roadway amenities (historical or decorative street lights, upgraded landscaping or utilities etc) are considered project “betterments” and must be paid by the local jurisdictions. Prior to awarding a construction contract, funded applicants must submit a buildable plan set for review by the COG chair, Cache County Executive and COG staff.
6) Late applications will not be accepted.

THIS APPLICATION CAN BE DOWNLOADED IN WORD FORMAT AT: http://cachempo.org/?page_id=1181

Your responses on this application will be used to assign scores based on the COG adopted Transportation Project Prioritization Process (also found by following this link).
1.0 | Project Summary Information

1.1 Project Name 100 West; 600 South to Highway 89-91

1.2 Project Description [summary of project] The proposed project will extend the existing 100 West road near 600 South across the Logan River and connect with the existing 100 West road on the south side of the river. Additionally, a right turn lane is proposed at the traffic signal located at 100 West and Highway 89-91. The proposed road cross-section will consist of a center turn lane, two travel lanes, a bike lane, curb and gutter, landscape strip, and sidewalk. The total width of the road is estimated at 73 feet. Intersection changes will be required at 100 West and Golf Course Road, 100 West and 600 South, and 600 South and Highway 89-91. These changes will be implemented to improve the north/south flow of traffic.

1.3 Sponsor [jurisdiction] Logan, Utah

1.4 Contact Information
   - Project Manager Mark Nielsen
   - Office Phone 435-716-9151
   - Cell Phone 435-881-0724
   - Email mark.nielsen@loganutah.org

1.5 Cost Estimate
   - Total Estimated Project Cost $6,715,000 over a 3 year period. The three phases are broken down as follows: 2016 - $1,770,000, 2017 - $2,700,000, and 2018 - $2,245,000.
   - COG Funding Requested $6,244,000 over a 3-year period.
   - Local Cash Match $471,000
   - Soft (or in-kind) Match proposed for project Soft match is anticipated to include donated Logan City personnel time for Managing the Project and is estimated to be $150,000.

1.6 Regional Significance
   - If your project is in the CMPO area, is it included in the 2040 CMPO Regional Transportation Plan (see Figure 11, http://cachempo.org/?page_id=53)?
     - Yes
   - Note: Projects in the CMPO area that are not included in the 2040 Regional Transportation Plan (figure 11) are eligible only as a safety or “spot” improvement and are limited to maximum of $200,000 in COG funding.

   How is the project corridor classified on the Utah State Functional Class Map?
     - Major Collector

     - Note: According to state code, projects in the CMPO area that are not listed as collector or arterial roads are not eligible for this funding.

1.7 Local Significance
Describe how your project is consistent with any local plans. The City of Logan Transportation Master Plan shows the extension of 100 West across the Logan River and the extension of the Major Collector Road from 300 South to Highway 89-91. The CMPO Regional Plan also identifies the need to construct an additional access across the Logan River to provide the traffic west of Main Street an alternative route to Main Street.
2.0 | Project Scope

Please complete the following sections to help the COG board better understand your project.

2.1 Describe purpose and need of project. The purpose of the proposed 100 West Project is to provide an additional north-south road option to Main Street. Currently there are only two streets west of Main Street that allow north-south movement because of the Logan River. Main Street and Park Avenue are the only two options for destinations west of Main Street. This connection will provide a similar corridor to 100 East which has resulted in a well used alternative to Main Street.

2.2 Describe existing service/conditions. Currently there is no service across the Logan River at 100 West. 100 West is a three way intersection at 600 South. On the south of the river, 100 West connects Highway 89-91 to Golf Course Road and then stops at the Ellis Equipment Boundary.

2.3 Length of project. Approximately 2,000 feet.

2.4 Describe how project will alleviate congestion on this or other facilities. The goal of the project is to provide an alternative to Main Street for traffic coming from the south. For vehicles whose destination is west of Main Street, vehicles can turn on 100 West.

2.5 Describe any safety improvements for vehicular and bicycle/pedestrian traffic. The intersection at 600 South and Highway 89-91 has sight distance and geometry concerns. This project proposes to close the access of 600 South onto the highway and provide access to these parcels from the new 100 West.

Another location at 100 West and Highway 89-91 has a long backup during peak periods. An option of adding a right turn pocket for the eastbound to southbound movement and the westbound to northbound movement. This will eliminate the conflict between through cars and right turning cars and provide a more efficient intersection.

2.6 Describe traffic control changes at intersections. The intersection located at 100 West and Golf Course Road will be changed from stop controlled northbound and southbound lanes to stop controlled eastbound and westbound lanes. Following the change in stop controlled direction, the intersection will be monitored to determine if left and right turn pockets would help improve traffic flow.

2.7 What right-of-way is already secured? None.

2.8 What additional right-of-way is needed? The conceptual design for the proposed road included three (3) complete parcel takes and a portion of the Ellis Equipment property. The parcels that are proposed for purchase include 02-061-0001, 02-063-0002, and 02-063-0003. The Ellis Equipment parcel is 02-063-0013 and 73 feet of right-of-way will be purchased through the property.

In order to install a right turn pocket at 100 West and Highway 89-91 will require a strip take for parcels 02-085-0016, 02-086-0027, and 02-085-0026.

2.9 Describe utility work to be performed and indicate who will do the work.
The utility work will involve installing new water and sewer lines in the new road sections of the project. There may be some minor relocations necessary, but they have not been identified yet.
3.0 | Project Ranking
The following categories will be used by individual COG Board Members to score each project. Some of the criteria have “preliminary” points assigned by set criteria contained in the approved project prioritization process. Individual COG board members can adjust these scores by assigning a different final score for the category (if they see fit). The scoring of some categories (section 3.2 & 3.5) are at the total discretion of individual board members (based on how you respond to this application and the information you provide when you present your project to the board). Your responses in this section will be used to assign scores based on the COG adopted Transportation Project Prioritization Process (available at http://cachempo.org/?page_id=994).

3.1 Congestion Relief Criterion (10 Points)
Staff will use the data you provide for this category to assign points based on the volume to capacity ratio for the project roadway (adjacent parallel roadways for new roads). More congested roadways will receive more points based on the adopted criteria.

<table>
<thead>
<tr>
<th>Category</th>
<th>Current Conditions</th>
</tr>
</thead>
<tbody>
<tr>
<td>Average Daily Traffic</td>
<td>5,389</td>
</tr>
<tr>
<td>Functional Class</td>
<td>Major Collector</td>
</tr>
<tr>
<td>Design Speed</td>
<td>25 mph</td>
</tr>
</tbody>
</table>

a) Does your project provide an alternate transportation facility that corrects an identified congested problem?
   Our project provides an alternative to Main Street for those people that have destinations west of Main Street. This project will function similar to 100 East except on the west side of Main.

b) Does your project add capacity for turning movements to relieve a congested intersection or chokepoint?
   Yes, the intersection at 100 West and Highway 89-91 is congested at peak travel times due to the combination of the straight through and right turn lanes in the east-west directions. Right turn pockets will be provided to alleviate some of the congestion.

3.1 Congestion Relief Criteria Scoring (This section will be completed by COG Staff and Board)

<table>
<thead>
<tr>
<th>Project Volume to Capacity ratio results (staff calculated)</th>
<th>10 Points Max</th>
</tr>
</thead>
<tbody>
<tr>
<td>Preliminary Score (based on set scoring criteria)</td>
<td></td>
</tr>
<tr>
<td>Final/Adjusted Score (assigned by COG Member)</td>
<td>10 Points Max</td>
</tr>
</tbody>
</table>

3.2 Cost-Effectiveness Criterion (8 points)
This criterion requires an estimate of potential benefits and costs. It also includes the legislature’s requirement to consider “the degree to which a project will require tax revenues to fund maintenance and operation expenses” (required by 59-12-2217). Since all public roads require tax dollars be spent for their maintenance and operation, this portion of the cost-effectiveness criterion simply requires the applicant to identify if there are any extraordinary future costs or savings for maintenance and operation.
The project does require construction of a bridge across the Logan River. Bridges do require regular maintenance to keep the road in good condition. The bridge will require more maintenance than a standard road.

### 3.2 Cost-Effectiveness Criteria Scoring (This section will be completed by COG Staff and Board)

| Preliminary Score (based on set scoring criteria) | NA |
| Final/Adjusted Score (assigned by COG Member)     | 8 Points Max |

### 3.3 Compliance with Applicable Federal Laws or Regulations Criterion (No Points Threshold Requirement)

The applicant must provide the COG a statement that the project meets all applicable federal laws and regulations (required by 59-12-2217). Without that statement, the project will not be considered. No weight will be assigned this criterion, since it is a yes/no requirement. If yes, the project will be considered, if no, it is automatically rejected regardless of its score on other criteria.

Yes

### 3.3 Federal Laws or Regulations Criteria Scoring (This section will be completed by COG Staff and Board)

| Preliminary Score (based on set scoring criteria) | NA |
| Final/Adjusted Score (assigned by COG Member)     | Threshold |

### 3.4 Community Economic Criterion (4 points)

State code requires that the weighted criteria system include “the economic impact of a project” (59-12-2217). Transportation is a key element to a vibrant economy. Without mobility for people and goods, economic growth stagnates and the community suffers universally. Accessibility is one of the main community benefits derived from transportation improvements. As established in the approved prioritization process staff will assign a preliminary score based on an employment accessibility measure that calculates the number of jobs accessible within a 1.5 miles distance from your project (using most recent DWFS data).

Because employment accessibility is only one measure of economic impact, applicants are encouraged to provide other measures that might increase their project’s ranking. Other measures might include truck traffic as a measure of importance to commerce, effects on commute time, or other relevant measures.

This project will provide another alternative for north south traffic that currently does not exist with the intent to provide additional capacity to take some of the load off Main Street.

### 3.4 Community Economic Criteria Scoring (This section will be completed by COG Staff and Board)

| Jobs within 1.5 miles of project (staff calculated) | 4 Points Max |
| Preliminary Score (based on set scoring criteria)   | 4 Points Max |
| Final/Adjusted Score (assigned by COG Member)       | 4 Points Max |
3.5 COG Board Member Selected Criteria (10 points)
State code allows scoring consideration for “any other provisions the council of governments considers appropriate” (59-12-2217). The COG recognizes that there are intangible aspects to projects that are not reflected in any set scoring system. Therefore, the COG has reserved this category for COG members assign up to 10 points according to subjective or qualitative criteria they believe are important and need to be reflected in a project’s overall score.

| Preliminary Score (based on set scoring criteria) | NA  |
| Final/Adjusted Score (assigned by COG Member)     | 10 Points Max |
| COG Member Justification Notes (list what factors were considered): |

4.0 | Project Cost Estimate
At a minimum all projects are required to provide the cost estimate summary found below (section 4.1). Projects that include significant construction elements are also required to supply a more detailed cost breakdown that includes unit costs (should include inflation factor, right-of-way, contingency, etc). Although not required, applicants with projects that include construction activities are encouraged to use a project cost estimating excel spreadsheet tool developed by UDOT (can be easily customized for a non UDOT local project). This spreadsheet tool can be downloaded from the CMPO’s website at: [http://cachempo.org/?page_id=1181](http://cachempo.org/?page_id=1181)

4.1 Cost Summary
Summarize the information from the Costs Estimate Excel form or other method. Enter NA for items that do not apply to the project.

a) Preliminary Engineering $420,000
b) Environmental Work $250,000
c) Right of Way Purchase $1,100,000
d) Construction $4,500,000
e) Construction Engineering $445,000
f) Other costs (describe) N/A
g) Total Cost $6,715,000
5.0 | Supplemental Information
Please submit any supporting documentation including concept plans, maps, diagrams, charts, cost estimates, etc. that will allow the COG to make an informed decision regarding your proposed project. Keep Supplemental Information submittals to 5 pages total.

6.0 | Application Submittal

6.1 Application Submittal Instructions
APPLICATIONS ARE DUE BY 5:00 PM ON: AUGUST 25, 2015
Submit completed application(s) to:

Cache County Executive
Historic Cache County Courthouse
199 N. Main, Logan UT.

Applicants must submit one hard copy. In order to facilitate the distribution of the applications and any supplemental information please also email a copy of your application to jeff.gilbert@cachecounty.org. Please email your application saved in word format.

Failure to submit an electronic copy of your application before the deadline will not disqualify your application (only hardcopy is required before the deadline).

COURTESY NOTICE OF INTENT-TO-APPLY ARE DUE: JULY 30, 2015
Please email Jeff Gilbert (jeff.gilbert@cachecounty.org) and notify him of the project you intend to apply for COG funding and the estimated request amount.
(Note: failure to provide notice by the deadline will NOT disqualify a projects application)

6.2 Contacts, Questions
For help with the application or questions, please contact:

Jeff Gilbert
179 N. Main, Suite 305, Logan
P 435-755-1634 C 435-994-1220
Email: jeff.gilbert@cachecounty.org
### 2015 COG Project Funding Prioritization Schedule

<table>
<thead>
<tr>
<th>Date</th>
<th>Event</th>
</tr>
</thead>
<tbody>
<tr>
<td>July 30, 2015</td>
<td>Courtesy Notice of Intent to Apply Due (failure to submit will not disqualify application).</td>
</tr>
<tr>
<td>August 25, 2015 by 5:00 PM</td>
<td>Applications due to Cache County Executive Office (one hardcopy).</td>
</tr>
<tr>
<td>August 27, 2015</td>
<td>Completed applications/Score Sheets sent to all CCCOG voting members. Scanned applications put on CMPO website for public access.</td>
</tr>
<tr>
<td>August 31, 2015 @ 5:00 PM Multipurpose Room, County</td>
<td>CCCOG Applicant Presentations followed by CCCOG discussion workshop.</td>
</tr>
<tr>
<td>September 11, 2015 by 5:00 PM</td>
<td>CCCOG member completed score sheets due to Jeff Gilbert for tally.</td>
</tr>
<tr>
<td>September 21, 2015 Time: TBD Multipurpose Room, County Admin Building</td>
<td>2015 CCCOG Meeting-Approve recommendation to County Council (may require one or more meetings).</td>
</tr>
<tr>
<td>TBD</td>
<td>Cache County Council Meeting-Receive CCCOG recommendation.</td>
</tr>
</tbody>
</table>
August 24, 2015

Mr. Craig Buttars  
Cache County Executive  
Historic Cache County Courthouse  
199 N. Main  
Logan, Utah 84321

Dear Mr. Buttars:

The City of Logan respectfully submits our application for the Cache County Council of Governments (COG) 2015 Road Project Funding. The City of Logan has submitted the 100 West Project from 600 South to Highway 89-91 which is listed in the Phase 1 Capacity Projects in the CMPO Regional Transportation Plan 2040.

This project when completed will connect 100 West across the Logan River and connect the existing 100 West on the north and south sides of the river. This will provide an alternative to Main Street that will allow traffic to access much of downtown Logan as well as points to the west.

The project is projected to cost $6,715,000 which would require more than two years of COG funding to complete the project. The City has split the project into three phases that would be completed over three years to not monopolize the COG funding. The phases of the project are broken down as follows:

- Phase 1 (Year 2016): Environmental, Design, Property Acquisition
- Phase 2 (Year 2017): Construct bridge across the Logan River
- Phase 3 (Year 2018): Construct remaining road and intersection improvements
The COG application did not allow some descriptions in certain sections that I have added as an attachment to this letter. These sections are 1.5, 1.6, and 3.1. If you have any questions about any part of the application, please contact myself at 435-716-9151 or by email at mark.nielsen@loganutah.org. We appreciate the valuable resources the COG provides to assist cities with improving our transportation system.

Sincerely,

Mark R. Nielsen, P.E.
Logan Public Works Director

MRN:kn

Attachments (2)
ATTACHMENT

This attachment provides some additional information or clarification for sections of the application.

Section 1.5 Cost Estimate

The specific cost numbers split out by phase for this project are provided below.

Phase 1 (Year 2016)

Total Estimated Project Cost: $1,770,000
Preliminary Engineering: $420,000
Environmental: $250,000
Right of Way Acquisition: $1,100,000
COG Funding Requested: $1,646,000
Local Cash Match: $124,000

Phase 2 (Year 2017)

Total Estimated Project Cost: $2,700,000
Bridge Construction: $2,500,000
Construction Engineering: $200,000
COG Funding Request: $2,511,000
Local Cash Match: $189,000

Phase 3 (Year 2018)

Total Estimated Project Cost: $2,245,000
Road and Intersection Improvements: $2,000,000
Construction Engineering: $245,000
COG Funding Request: $2,087,000
Local Cash Match: $158,000

Section 1.6 Regional Significance

The current Major Collector road classification stops at 300 South in Logan because the road does not continue past 600 South. The expectation is that once the road is connected the Utah State Functional Classification Map will extend the Major Collector classification from 300 South to Highway 89-91. The City of Logan Transportation Master Plan does show 100 West as a Major Collector all the way to the Highway 89-91 intersection.
Section 3.1 Congestion Relief Criterion

The City of Logan performed a traffic count at the intersection of 300 South and 100 West in 2004. The data from this traffic count was used to determine the Average Daily Traffic. Only the traffic that came from the south of the intersection and the traffic going south of the intersection were included in the Average Daily Traffic. The additional traffic going north of the intersection was not considered.