PART I--2017 COG ROAD PROJECT FUNDING APPLICATION
-APPLICANT AND PROJECT INFORMATION

Cache County Council of Governments Road Funding (see Local Transportation Funds Program Manual at http://cachempo.org/?attachment_id=1508). Contact Jeff Gilbert (435) 755-1634 or jeff.gilbert@cachecounty.org for questions about this application. FULL APPLICATION (PART I & PART II) DUE BY 5:00 PM AUGUST 25, 2017. HOWEVER, PLEASE COMPLETE PART I BY JULY 31, 2017

PROJECT NAME

100 West; 600 South to Highway 89-91 Property Acquisition

PROJECT SPONSOR

City of Logan

PROJECT MANAGER

Mark Nielsen

PROJECT ELIGIBILITY

Basic eligibility requirements established by State Law or set by the Cache County Council of Governments.

FUNCTIONAL CLASSIFIED BY UDOT

My project has been classified as an arterial or collector road (see http://arcg.is/XOnK0)

CONSISTENCY WITH REGIONAL TRANSPORTATION PLAN (RTP)

My project is inside the CMPO planning area and is identified in one of the first three phases of the CMPO RTP (see http://arcgis/1XGeLD)

PROJECT DESCRIPTION

PROJECT CHARACTERISTICS

<table>
<thead>
<tr>
<th></th>
<th>New road construction (or extension)</th>
</tr>
</thead>
<tbody>
<tr>
<td>X</td>
<td>Road capacity project (adds travel lanes)</td>
</tr>
<tr>
<td></td>
<td>Road operational improvements (adds center turn lane or shoulder)</td>
</tr>
<tr>
<td>X</td>
<td>This is an Intersection improvement project</td>
</tr>
<tr>
<td>---</td>
<td>------------------------------------------</td>
</tr>
<tr>
<td></td>
<td>All project funds will go to advance purchase (construction out 10 years +) of road rights-of-ways</td>
</tr>
<tr>
<td></td>
<td>This is a roadway maintenance project</td>
</tr>
</tbody>
</table>

**PROJECT ROAD NAME**

100 West; 600 South to Highway 89-91 Property Acquisition

**PROJECT DESCRIPTION**

Purchase property along the proposed 100 West alignment across the Logan River and purchase property at the intersection of 100 West at Highway 89-91 for adding a right turn lane
PART II--2017 COG ROAD PROJECT FUNDING
APPLICATION -DETAILED PROJECT INFORMATION

ENGINEERING DESIGN

BEGINNING IN 2018, FULL PROJECT ENGINEERING DESIGN WILL BE REQUIRED PRIOR TO CONSIDERATION FOR COG FUNDING (this requirement is waived for 2017). Sponsoring jurisdictions should use their own roadway standards when completing engineering design. The following are the only exceptions or other considerations: 1) A location specific roadway pavement design is required for construction of new roads or projects that include full depth road replacement. 2) Any project that includes a bridge or other roadway structure that costs in excess of $1 Million are required to obtain a plan review by the UDOT structures division.

ENGINEERING DESIGN

Concept or partial level project design has been completed

PROJECT COST

APPLICATIONS THAT RECEIVE LESS THAN THE REQUESTED COG AMOUNT WILL STILL BE REQUIRED TO PROVIDE LOCAL MATCH PROPORTIONAL TO WHAT IS INDICATED IN THIS APPLICATION.

ALTHOUGH NOT REQUIRED, USE OF UDOT’S CONSTRUCTION PROJECT COST ESTIMATING SPREADSHEET IS RECOMMENDED. THIS SPREADSHEET CAN MODIFIED WITH YOUR INPUTS. IT CAN BE DOWNLOADED AT: https://www.udot.utah.gov/main/uconowner.gf?n=7253831073072143

COG REQUESTED AMOUNT

$725,400

LOCAL MATCH AMOUNT (7% MINIMUM)

$54,600

MAKEUP OF LOCAL MATCH

<table>
<thead>
<tr>
<th>Cash contribution to the project (from municipal or county sources)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Engineering and/or environmental study costs</td>
</tr>
<tr>
<td>X Appraised value of project specific right-of-way acquired by local jurisdiction in last 10 years (must be from non-fed, non-state funds or cannot have been donated)</td>
</tr>
</tbody>
</table>

PROJECT BETTERMENTS

The following elements of roadway construction are NOT eligible (some items may be used for local match) for COG fund reimbursement (these elements can be done as part of a COG funded project but...
will need to be handled as separate bid items and paid with non-COG funds): 1. Curb, gutter or decorative landscaping (beyond that required for soil stabilization with native seeding). 2. Right of way cost beyond that needed to accommodate the actual road cross-section (the local jurisdiction must pay the cost difference of remnant property or full property “takes”). 3. Project design or COG application development costs. 4. Utility system upgrades. 5. Roadway lighting.

**ESTIMATED COST OF PROJECT BETTERMENTS (NOT ELIGIBLE FOR COG FUNDS)**

$310,000

**SHORT DESCRIPTION OF PROJECT BETTERMENTS**

Remainder property that has to be purchased but will not be used for the actual road cross-section.

**RIGHT-OF-WAY ACQUISITION STATUS**

Right-of-way must be acquired for the project (COG funds can only purchase property needed for the road, any additional remnant parcel must be purchased with non-COG funds)

**PROJECT SCORING (CTAC CRITERIA)**

**TYPE OF CONGESTION RELIEF PROJECT**

ROADWAY CAPACITY IMPROVEMENT

**ROADWAY CONGESTION RELIEF PROJECTS**

FOR HELP WITH CALCULATING THE VOLUME/CAPACITY RATIO FOR YOUR PROJECT, PLEASE CONTACT JEFF GILBERT (jeff.gilbert@ cachecounty.org or 435-755-1634)

**ROADWAY’S EXISTING OR FUTURE (YEAR 2040) VOLUME/CAPACITY RATIO**

Volume/capacity ratio > .58 (Level of service C)

**ANTICIPATED PROJECT IMPROVEMENTS**

Project improves capacity (Add. lanes, new road)

**INTERSECTION CONGESTION RELIEF PROJECTS**

**ANTICIPATED PROJECT INTERSECTION IMPROVEMENTS**

**CORRIDOR PRESERVATION**
Early purchase of road right-of-way is generally cheaper when done before development pressure encroaches and limits options. This scoring criteria incentives this by giving points to projects that are solely for corridor preservation.

**IS YOUR PROJECTS ONLY PURPOSE TO PURCHASE RIGHT-OF-WAY FOR NEW ROAD CONSTRUCTION THAT IS MORE THAN 10 YEARS OUT?**

No

**ROAD SAFETY IMPROVEMENTS**

Projects that include roadway safety improvements are incentivised through this scoring criteria. Since the scoring system uses a cost/benefit approach, lower cost (systemic) safety improvement are encouraged. Generally projects will need a strong safety improvement element that will address a known roadway safety issue to score points for this category. Higher cost general purpose roadway improvement projects will not likely score points for this criteria. This criterion uses a modified cost\benefit spreadsheet developed by UDOT to calculate a project cost/benefit. It can be downloaded at: [http://cachempo.org/?page_id=1510](http://cachempo.org/?page_id=1510)

**SAFETY ANALYSIS COST/BENEFIT RATIO RESULTS**

No analysis or ratio less than .25

**PROJECT SCORING (COG MEMBER RANKING)**

Each voting COG member will use the criteria described in this section to rank projects (ranked 1 to N, where “N” is the total number of projects and 1 represents the highest priority). COG staff will use the COG Members scoring key shown in Figure 3 in the approved COG Local Transportation Fund Program Manual (see [http://cachempo.org/?page_id=1510](http://cachempo.org/?page_id=1510)) to convert the COG member’s project ranking to a weighted score. When ranking a project COG member will use their own best judgment about a project’s benefit by applying local knowledge and experience. However they are encouraged to use the following factors to evaluate project as part of their ranking evaluation (also required by State code).

**PROJECT COST EFFECTIVENESS**

**RANKING CONSIDERATIONS COG MEMBERS MAY USE TO RANK YOUR PROJECT:**

- What is the overall cost of a project relative to anticipated benefits.
- What is the local match contribution to the project?
- Does the project include donated right-of-way?
- Are all cost/contribution items listed for 7% local match minimum.
- Does the project include any In-kind contributions?
- Will the project include utility system upgrades?

**BRIEFLY DESCRIBE YOUR PROJECT’S COST EFFECTIVENESS**
This project submittal is only to acquire right of way for the future 100 West extension across the Logan River to connect the existing dead end portions of 100 West. Property acquisition is difficult through existing developed residential and commercial properties and takes much longer than anticipated. The City has purchased two parcels for this road at a total cost of $724,000. The remaining property required for the right of way is estimated at $780,000. Our local match is the already purchased property by Logan. There is no donated right of way from adjacent property owners. The City of Logan is not asking for reimbursement of the property already purchased but only to use a small portion for the minimum 7% match. This connection of 100 West provides a cost effective connection that people will use as an alternate to Main Street.

**ECONOMIC IMPACT**

**RANKING CONSIDERATIONS COG MEMBERS MAY USE TO RANK YOUR PROJECT:**

- Will the project support the expansion of commercial development in close proximity?
- Will the project include improvements to better support the movement of freight?
- Is the project located in an area with a high concentration of employment?
- Does the project support industrial and manufacturing development that bring wealth into Cache Valley (non-retail)?

**BRIEFLY DESCRIBE YOUR PROJECT’S ECONOMIC IMPACT**

The future roadway project when completed will provide opportunities for commercial development of the Ellis Equipment Property. It will provide for valuable commercial frontage along Main Street as well as 100 West. The project will help freight to have another option for delivery of freight other than Main Street. The completed 100 West will provide for easy access from Highway 89-91 to the center of Logan downtown business. The project is located in an area that has a moderate concentration of employment with the office complexes near Golf Course Road and the new possibilities when Ellis Equipment develops.

**MAINTENANCE & OPERATING COSTS**

**RANKING CONSIDERATIONS COG MEMBERS MAY USE TO RANK YOUR PROJECT:**

- Does the project include any elements to reduce the cost of future operation and maintenance costs?
- Does the project include a follow up seal coat treatment?
- Will the project require long term city/county maintenance for adjacent remnant right-of-way?

**BRIEFLY DESCRIBE YOUR PROJECT’S ONGOING MAINTENANCE AND OPERATING COST BURDEN**

The future completed project will add future operation and maintenance costs. However, this phase of the project is only to acquire property for the future roadway. The City will be required to maintain the purchased property until the road is funded and constructed. The future project...
will be designed to provide the best materials for maintenance of asphalt and the bridge. Logan will use its chip seal program for maintaining the roadway in the future.

OTHER CONSIDERATION FOR PROJECT RANKING

BRIEFLY DESCRIBE OTHER FACTORS YOU WOULD LIKE THE COG TO CONSIDER WHEN RANKING YOUR PROJECT

Logan would like to address the purchase of right of way as part of this COG application so that in the future there is no questions regarding costs or schedules for construction of the road. It is anticipated that several years from now Logan will apply to the COG for road construction funding.

ACCESS MANAGEMENT

Good road access management will control the number, location and design of access points (driveways and roads) on a given road corridor. If done correctly, it helps maintain the function and safety of the roadway (see https://ops.fhwa.dot.gov/access_mgmt/what_is_accsmgmt.htm). The COG would like to see appropriate long term access management carried out on roads they prioritized for improvements using COG funds.

ACCESS MANAGEMENT STATUS (FOR PROJECTS FUNDED IN EXCESS OF $200,000)

The sponsoring jurisdiction already has in place an access management policy or ordinance that will apply to this road