



**1ST STREET WEST CORRIDOR
CONCEPTUAL DESIGN AND RAISE GRANT APPLICATION**

CITY OF INDEPENDENCE, IOWA

EXHIBIT A

I. PROJECT DESCRIPTION

This project consists of assistance in preparation of a Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant application, including grant writing, concept layout, concept cost estimate, benefit/cost analysis (BCA), traffic analysis for BCA, and presentation graphics for the application of the 1st Street W. corridor from the Wapsipinicon River to the west City of Independence city limits. The RAISE grant application package will be developed for the 2025 RAISE submission.

II. SCOPE OF SERVICES

This Scope of Work will encompass and include work, services, material, personnel and supplies necessary for the preparation of a RAISE Grant Application. The Scope of Services is further defined by the following tasks:

Concept Design (Tasks 1-7). These tasks include the conceptual design development for the 1st Street W. corridor using available as-built plan information and Lidar mapping. These tasks will include developing an overall layout, proposed typical cross section, and proposed improvements to the roadway, pedestrian/bicycle accommodations, sanitary sewer, water main, and storm sewer/drainage systems (including bioswale improvements). The concept design will be utilized to develop the project cost estimate for the proposed project needed to complete the BCA.

Task 1 – Develop Roadway Alignment

Task 2 – Develop Typical Cross Sections

Task 3 – Develop Pedestrian/Bicycle Accommodations

Task 4 – Develop Sanitary Sewer and Water Main Improvements

Task 5 – Develop Storm Sewer System/Drainage Improvements

Task 6 – Develop Roadway Exhibit

Task 7 – Develop Cost Estimate

Traffic Analysis (Tasks 8-15). These tasks include traffic data gathering of previous studies and traffic signal timing, traffic counts, traffic analysis for use in the BCA and RAISE grant application and two traffic signal warrants. Traffic counts will be collected by Iowa Counts for three continuous days, from Tuesday through Thursday, when school is in session. The turning movement counts will include counting vehicular splits, pedestrians, and bicycles. This task includes counts for three intersections: 1st Street W. & 20th Avenue/Highway 248 (Unsignalized), 1st Street W. & 9th Avenue (Signalized) and 1st Street W. & 2nd Avenue (Signalized). The traffic analysis will include safety and operations analyses and a Traffic Analysis Memorandum. The technical memorandum will summarize the approach, methodology, findings, results and conclusions of the traffic study.

Task 8 – Traffic Counts (3 Locations)

Task 9 – Gathering and Analyzing Existing Traffic Data and Studies

Task 10 – Traffic Count Analyses

Task 11 – Traffic Signal Warrants

Task 12 – Safety Analysis. Collect the most recent 5-years of crash data available from Iowa Crash Analysis Tool. Review the crash reports and identify crash trends within the project area.

This task also includes an analysis of Iowa DOT's Potential for Crash Reduction (PCR). Lastly, this task includes completing a predictive safety analysis for the study area. This analysis will include the use of Interactive Safety Design Model (IHSDM) site sets and will not include building an entire IHSDM model using alignments. The predictive safety analysis will be completed for the intersections listed in Task 8 and will be completed for no-build conditions and any improvement concepts.

Task 13 – Develop Design-Year Traffic Volumes and Turning Movements. The design-year growth rates will be provided by INRCOG based on the year 2050 regional Travel Demand Model. A corridor-wide growth rate will be selected in coordination with INRCOG and the City of Independence. The forecasted traffic volumes will be compared to the actual counts obtained for this project, as well as historical counts obtained from previous studies. Future AM and PM peak hour volumes will be developed based on the peak hours from the actual counts.

Task 14 – Operations Analysis. This task includes an evaluation of the operations at the three study intersections identified in Task 8. Intersections will be evaluated using methodology from the 7th Edition of the Highway Capacity Manual (HCM7) for intersections. Synchro and Highway Capacity Software (HCS) will be used to analyze each intersection for up to two peak periods (weekday AM and PM peak). This task also includes completing a sensitivity analysis to determine additional capacity available to accommodate future growth. The following scenarios will be evaluated:

- a. Existing Conditions (Current Year Traffic Volumes)
- b. No-Build Conditions (Future Year Traffic Volumes)
- c. Future Improvement Conditions (Future Year Traffic Volumes with Improvements)

Task 15 – Traffic Analysis Memorandum.

RAISE Grant Assistance (Tasks 16-23)

RAISE Grant Application

- Review Documents and Project Information
- Document Project Benefits and Innovations / Preliminary Assessment of Project Against RAISE Guidance
- Multimodal Connectivity
- Identify Innovations / Partnerships
- Economic Analysis - Benefit Cost Analysis (BCA) and Equity Considerations
- Consistency with Local Plans & Technical Feasibility
- Grant Application
- Draft and Final Application and Supplemental Materials

It also assumes that the following tasks are to be completed by the Client:

- Provide Required Project Information
- Secure Support Letters
- Certifications and Letters of Commitment for Funding
- Submission of the Application
- Assistance Coordinating with Project Partners (as needed)

The tasks for the RAISE Grant Application are described below.

Task 16 - Review Documents and Project Information. The project team will review relevant reports including past analyses, state and county economic data and development strategies,

infrastructure conditions reports, etc. and identify materials for use in the RAISE application. The information obtained will be updated as needed. Potential project documents include the environmental documents prepared to date for the project, economic and real estate analyses, the project financial plan, operating plan, and land-use plans. The key objective of this task is to understand the project's benefits, the available data and any gaps, and how the project fits into larger strategies for the region. For example, the RAISE guidance notes that projects that align with local climate plans are welcomed.

Task 17 – Document Project Benefits and Innovations / Preliminary Assessment of Project Against RAISE Guidance. The project team will identify and highlight any creative aspects to the project as currently planned. The US Department of Transportation will give priority to projects in the 2025 round that address past racial inequities, that connect communities to economic opportunity, and that stimulate long-term growth, especially in economically distressed areas. Projects also benefit from innovative strategies to pursue the five long-term outcomes: safety, environmental sustainability, quality of life, economic competitiveness and state of good repair. In particular, under the quality of life and partnership merit criteria, “the Department seeks to use the RAISE program to encourage racial equity in two areas: (1) incorporating planning and adopting policies related to racial equity and reducing barriers to opportunity; and (2) investing in projects that either proactively address racial equity and barriers to opportunity, including automobile dependence as a form of barrier, or redress prior inequities and barriers to opportunity.”

Task 18 – Multimodal Connectivity. The project team will document the connectivity of the project to the broader transportation network in Independence (trails and pedestrian accommodations for example) and to community activity centers. Connections to other transportation services will be highlighted. The RAISE Notice of Funding Opportunity (NOFO) language particularly highlights project qualities that “include physical-barrier-mitigating land bridges, caps, lids, linear parks and multimodal mobility investments that either redress past barriers to opportunity or that proactively create new connections and opportunities for underserved communities that are underserved by transportation.”

Task 19 – Identify Collaboration / Partnerships. The project team will identify and document any public / private collaborations, how the project supports other projects and initiatives in the area, especially partnerships with non-transportation public agencies and local plans to sustain / revitalize the city.

Task 20 – Economic Analysis. The project team will assemble and verify data for the economic analysis. Estimates of benefits for each of the five long-term outcomes - state of good repair, economic competitiveness, quality of life, sustainability and safety - will be prepared as applicable. The team will determine that costs are accurate and comprehensive and will estimate economic benefits as delineated in federal guidance. The team will advise the Client on modifications to the project that will increase its eventual benefit/cost score. The project's location in or proximity to existing opportunity zones or areas of persistent poverty (as defined in the NOFO) will be documented. In addition, the project's impact on local transportation inequities will be described and explained.

Task 21 – Consistency with Local Plans and Technical Feasibility. The project team will describe the planning activity that led to the development of the project, its technical feasibility, and its consistency with the local community's and region's goals and larger planning initiatives. In particular, the NOFO language indicates that USDOT is seeking projects that support Climate Action Plans or apply environmental justice screening tools in the planning stage. Projects should include components that reduce emissions, promote energy efficiency, increase resiliency, and redevelop existing infrastructure. The Department seeks to fund projects that, to the extent possible, target at least 40% of resources and benefits towards low-income communities,

disadvantaged communities, communities underserved by affordable transportation, or overburdened communities.

Task 22 – Grant Application. The project team will draft the project narrative including description, project parties, grant fund sources and uses, and description of how the project's qualities align with the selection criteria. The draft will include a schedule, introductions, transitions and concluding statements in the project narrative. The team will create a map of the project and surrounding area. The team will complete a technical analysis that meets AECOM's quality standards, and develop text, maps, and graphics that convey the suitability of the project for the RAISE discretionary program.

Task 23 – Draft and Final Product. AECOM will submit the first draft of the RAISE Grant document to the Client for review and comment. The project team will revise the draft based on the Client's comments and issue a final draft. AECOM will submit the final product to Client with supporting databases and document in a format suitable for electronic submittal.

Project Administration and Meetings (Tasks 24-29). These tasks include project administration, two property owner meetings, utility coordination, attendance at two City Council Meetings, internal project coordination, and eight project management meetings with City staff and INRCOG.

Task 24 – Council Meetings (2)

Task 25 – Utility Coordination

Task 26 – Property Owner Meetings (2)

Task 27 – Project Management Team Meetings (8)

Task 28 – Project Team Coordination

Task 29 – Project Administration

Deliverables

- Draft RAISE Grant Document (proposed on a rolling basis)
- Final RAISE Grant Document
- Economic Assessment Technical Memorandum and Workbook
- Completed Form 424 (with support from public agency partner)

Exclusions

The following task are specifically excluded from this scope, but maybe added by supplemental agreement if needed:

- Preliminary and Final Design Services
- Design & Construction Survey
- Geotechnical Services
- Environmental Services
- NEPA Clearances
- Project Permits
- Construction-Related Services