

## 2022-2024 Regional Flexible Funds Project Application

### INTRODUCTION

This application is organized to consider, assess, screen, and select Regional Flexible Fund Allocation (RFFA) projects. The assessment is focused on first determining a candidate project's applicability to the RFFA program and their technical feasibility. Upon that assessment, promising projects will be assessed on the merits of their intended project outcomes that will be used for project scoring.

To be applicable to the RFFA program, a project must be at least one of the following project types:

- Active Transportation and Complete Streets, or
- Freight and Economic Development Initiatives

Each project should demonstrably support the four 2018 Regional Transportation Plan (RTP) investment priorities:

- Advancing Equity
- Improving Safety
- Implementing the region's Climate Smart Strategy
- Managing Congestion

Although information from the entire application may be used to inform project scoring, the questions presented in the section, "Project Outcomes" are directly related to scoring and evaluation criteria and the answers to these questions will directly inform the project scoring.

After all relevant questions are completed, please secure the required signatures as indicated at the end of this application form, and email it, along with other required information and supporting documentation to [rffa@oregonmetro.gov](mailto:rffa@oregonmetro.gov). Applications MUST be received by 4:00 p.m. on Friday, June 21, 2019 in order to be considered.

### APPLICANT INFORMATION

1. Jurisdiction name: City of Portland
2. Contact info: Mark Lear, 503-823-7604, [Mark.Lear@portlandoregon.gov](mailto:Mark.Lear@portlandoregon.gov)
3. Funding category (check one):  Active Transportation       Freight       Both
4. Project name: NE MLK Jr Blvd Safety and Access to Transit
5. Describe the project purpose. What problems or issues is the project intended to address?

NE MLK Jr Blvd already has one of Portland's highest concentrations of affordable housing, and a great deal more is in the pipeline. As more and more people live on this corridor, pedestrian and commercial activity will increase, leading to conflicts with the high volume of high-speed traffic on this major thoroughfare. The PBOT Safe Routes to School Plan also identified several crossing needs along the corridor. This project will focus on providing enhanced pedestrian crossings at regular spacing along MLK Jr Blvd to ensure safety and access to transit. NE MLK Jr Blvd is a

major destination and business hub for Black Portlanders. This project would not only seek to direct investments in crossing and transit amenities, it would also include streetscape improvements such as pedestrian-scale lighting and a community-driven process to further develop the corridor's identity to celebrate NE MLK Jr Blvd as a vibrant business district.

## PROJECT READINESS

The following questions intend to gather information about how developed the project is and the steps that will still be required to complete the project. This section will be used for screening project feasibility.

### Project Detail

6. Is this project on the 2018 RTP Constrained list?  Yes  No
7. What is the RTP Project ID #? 10302
8. In which RTP network and policy map(s) is the project included? Check all that apply, indicate specific functional classification.
  - High Injury Corridor (or ODOT ARTS Hotspot map) This is a regional high injury corridor.
  - Bicycle: Click here to enter text.
  - Pedestrian: Pedestrian Parkway
  - Freight Click here to enter text.
  - Transit: Frequent Bus
9. List the project beginning and ending points. What specific streets/intersections are included in the project area?

NE Martin Luther King, Jr. Blvd.: NE Cook St. – NE Highland St. Planned crossing improvements: NE Cook, NE Beech, NE Failing, NE Mason, NE Emerson, NE Highland. Planned signal upgrades: NE Fremont, NE Killingsworth.
10. Is the project included in an adopted local transportation safety plan or audit?  Yes  No  
Please describe.

This project is part of PBOT's Vision Zero project list, included under the Transportation System Plan (TSP) as project #40058.
11. Describe the non-RFFA funding sources available and amounts necessary for the project to be completed. How secured is the funding for each funding source (Certain, Probable, or Competitive?)

The total project cost estimate is \$4,723,000. Local match in the amount of \$600,000 will be provided by system development charge revenue and/or other discretionary local funding sources. The local match funding is Certain. The RFFA grant request is for the remaining \$4,123,000.

12. Which Project Development Stages are to be considered for RFFA funding?

We are requesting RFFA funding for Alternatives Identification and Evaluation, Preliminary Design, Final Design, Right of Way, Utilities, and Construction

13. If your project is found to not be as far along as indicated or has specific challenges that need to be (re)addressed to improved technical feasibility, are you interested in RFFA funding for project development activities?  Yes  No

14. Attach or describe the project schedule and include information about important schedule considerations or drivers.

Early 2022—Alternatives Identification and Evaluation; Late 2022--Preliminary Design and Final Design; 2023—Right-of-Way; 2024--Construction

#### Project Completeness

15. At what stage of the project development process is the project, and what is the status of each project stage (refer to Defining Project Development Stages above)?

This project has gone through the Planning stage and a portion of the Alternatives Identification and Evaluation stages and has a signed engineer cost estimate and a defined scope. We have not done any survey or preliminary engineering. We will need to undertake some project development before project design to verify scope, including data collection and analysis as well as public involvement. While key leaders in the Black community in inner NE Portland support this project in principle, they have been clear that additional public engagement will be needed as part of this project to ensure that all voices are heard in decisions about the location and design of these crossing and signal improvements.

16. Is right of way (ROW) acquisition likely? Will the project need any unique ROW requirements such as temporary easements, special coordination with other agencies? What is the status of the ROW acquisition task of the project?

This project will require temporary construction easements. Significant acquisitions are not likely to be necessary. Right of way acquisition will be completed by the City of Portland following all federal processes during the Right of Way phase for each project.

17. What project development (project study reports, transportation safety plan, safety audit, feasibility studies) has been completed? How recent are these reports or this project development, and are they still relevant? Are they in digital format for possible transfer?

Imagine a Great Street: NE MLK Jr Blvd Transportation Project (1998). This effort worked with community members to identify a preferred cross section, streetscape features, crossings, and plan to gradually remove the median. This is the most recent project development work that looked at MLK Jr Blvd in its entirety. This is available in digital format.

NE MLK Blvd Pedestrian Improvement Project (2019) was an effort to identify pedestrian crossings and visibility improvements to address safety concerns. The final proposal developed several crossings and spot treatments to build, which have since been funded by the City of Portland's Fixing Our Streets measure. Reports and designs are available in digital format.

18. Does the project area intersect with Title 13 resource areas , wetlands, cemeteries, railroad tracks, Native American burial grounds, protected species habitat, or any other qualifiers that would require permitting?

The project area does not intersect with Title 13 resource areas, wetlands, cemeteries, or railroad tracks.

19. To what extent has environmental permitting been scoped or completed?

Environmental permitting for the project is unlikely as the project does not impact an environmental resource area.

#### Community Support

20. What needs expressed by community members (e.g., unsafe crossing; egregiously long red lights) does the project address?

Community members described a stressful and unpleasant experience walking and driving along or across MLK Jr. Blvd. There is a general feeling that the street environment is not pedestrian friendly or conducive to street-level business and that affordable housing, retirement homes, and the highest activity commercial areas along MLK Jr. Blvd are not served well by existing crossings. There were also concerns that the increased and increasing traffic is resulting in poor air quality, the burden of which is falling on the many existing and coming affordable housing residents along the street. The City has worked to address these concerns by prioritizing crossing and safety improvements nearest affordable housing, retirement homes, and the most focused commercial areas on MLK Jr. Blvd. By adding these safer crossings and traffic access improvements, the City is creating an incrementally more pleasant place to walk and be, creating alternatives to driving to or along the corridor.

21. Which community partners are involved?

Thus far, the City has formally engaged with the Soul District Business Association, the business association for North and Northeast Portland. However, community interest in MLK Jr. Blvd in general and these improvements in particular grew out of another project development process on an adjacent street. Through that process, City staff came to understand that much of the resistance to changes on the adjacent street were related to challenges the community faced on MLK Jr. Blvd. The communities and organizations engaged as a part of that process were Soul District Business Association, Portland Community Reinvestment Initiatives (PCRI), Self Enhancement, Inc. (SEI), Albina Head Start, and residents, neighborhood associations, and businesses of the surrounding communities.

22. Describe the agency and community support (and any opposition) for the project. Discuss the focus on equity and stakeholder engagement process.

In the community, there has long been interest in improving safety and accessibility for people visiting and moving through the MLK Jr. Blvd communities. As the City has grown and traffic has increased on other adjacent routes (I-5, Interstate, Williams/Vancouver, MLK Jr. Blvd has increasingly become a throughway for traffic. The additional traffic has led to congestion and a feeling that MLK Jr. Blvd is a high stress street for people walking, biking, and driving. This is

borne out in the City's Vision Zero crash data, with MLK Jr. Blvd identified as a High Crash Corridor for both people walking and riding bicycles. Improving safety at key crossing locations for pedestrians on MLK Jr. Blvd is consistent with City and Bureau policy and is consistent with the approach PBOT has taken internally; another batch of similar crossing improvements are coming to MLK Jr. Blvd in summer 2019. The proposition of new and enhanced crossings at several key points along the street to improve safety and signal upgrades to improve accessibility was generated in part by the community and has been well-received by them. Some feel this project does not go far enough in the pursuit of safety and accessibility and would like to see the removal of the median in key places to improve access to businesses, the addition of parking to provide additional business access and insulate the pedestrian realm from moving traffic, as well as the addition of pedestrian-scale lighting and place-making elements to improve visibility and sense of place.

#### Interagency Connections

23. Are TriMet, SMART, or adjacent or overlapping jurisdictions (counties, cities) involved in and supportive of the project?

TriMet has been briefed on this project and is generally supportive. They will coordinate with PBOT on project design and construction if the project is funded. PBOT has agreed to include in project design and construction the costs associated with necessary transit stop improvements.

24. Is the project on or does it connect with a separate agency facility? Indicate all potentially involved agencies' awareness of and cooperation with the project. Potential agencies include Oregon Department of Transportation (ODOT) (Highway, Rail divisions and others as required), railroads, utilities, Bonneville Power Administration, or Port of Portland.

This project does not impact any other agency facilities.

25. Will utilities need to be relocated? Who owns the utilities and what is their level of awareness and support for the utility relocation?

Utilities in the City of Portland located within the right of way are subject to the franchise agreements which require the utility to move at their own expense on a timeline dictated by the project. The City of Portland has an established utility relocation process to notify utilities of relocation requirements. City owned utilities will be relocated during the utility phase through an agreement with the ODOT Utilities section.

26. Do you have design control consistently across the project area? If other agencies are affected by this project, do you have the necessary documentation of agreement regarding design elements reflected within this project? (Please obtain signatures as indicated on the Signature Page of this application.)

PBOT has design control over this project, as it is entirely within PBOT right-of-way and does not impact other agency facilities.

## PROJECT RISKS

The following questions intend to identify potential risks to project completion.

27. Has a person(s) with the proper authority reviewed and agreed to the project design, and signed off on this application?  Yes  No

28. Are there any anticipated risks for the following:

a. Right of way (ROW)

i. Are ROW acquisition costs included in the cost estimate? Right of way costs are included.

ii. Were the federal Right of Way Uniform Act's acquisition and negotiation processes performed during the ROW acquisition stage or considered in the schedule and budget, for those projects which have not yet performed ROW acquisition? Yes.

b. Utility Relocation

i. Are utility relocation costs included in the cost estimate? Utility relocation costs for eligible utilities are included in the cost estimate.

c. Stormwater considerations

i. Water quantity Preliminary costs for stormwater disposal and treatment are included in the estimate.

ii. Water quality Preliminary costs for stormwater disposal and treatment are included in the estimate.

d. Environmental and Permitting

i. Have potential State environmental (SEPA)/ National Environmental Policy Act (NEPA) impacts been identified? All projects are likely to meet the requirements for a Categorical Exclusion, documentation will be prepared during project design.

e. Schedule Applicant General Schedule: 22 Planning and PE 23 Right of way 24 Construction

f. Budget We have included large contingencies at several levels in the cost estimate.

g. Staff availability

i. Does the agency have sufficient and qualified staffing resources to lead, manage, and deliver the project? Please describe. The agency has a robust project management staff with extensive experience managing federally funded capital projects.

## PROJECT DESIGN

Project designs will be scored on the level of safety and environmental improvements they can provide. A project that includes as many safety and environmental mitigation elements as feasible will more completely meet the criteria.

29. Describe the project elements and countermeasures that address safety.

Each element of this project is designed to improve safety. New enhanced crossings will improve pedestrian safety along the corridor. These enhanced crossings improve safety by heightening driver awareness that a pedestrian would like to cross the street or providing a red light condition so that drivers are required to stop to allow pedestrians to cross. The project would also include protected left turn phases for vehicles, separating a conflicting movement between vehicles and pedestrians. Today, the corridor at night is poorly lit in certain sections. Pedestrian-scale lighting would not only help visibility for road users to see and safely navigate around one another when natural light conditions are poor, lighting would improve the sense of personal security along the street, creating a condition where people would feel more comfortable walking along the street at night.

30. What countermeasures are included that reduce conflicts between modes (vehicles, pedestrians, bicycles, railroad crossings) and improve safety? (Use Appendix C design checklist, check all that apply)

Enhanced crossings at the specified locations along the corridor help reduce conflict between vehicles and pedestrians/bikes by using a stop-controlled treatment. The proposed Pedestrian Hybrid Beacons give a red signal indication, requiring vehicles to stop at an intersection with a pedestrian crossing so that they may cross. In this situation, the conflict between vehicles and pedestrians is eliminated. Today, crossings at these locations do not meet City of Portland safety standards given the number of lanes and high volume of speed and traffic throughout much of the day. The project also includes protected signal phases for crossing pedestrians and left-turning vehicles at two intersections, Fremont St and Killingsworth St. By separating this conflicting movement between modes, this project is improving safety.

31. What specific project design elements are aimed at reducing environmental impacts (street trees, bioswales, etc.)? See question 48.

32. Are there additional design elements or countermeasures not on the checklist that are included in the project design that will improve safety and environmental outcomes?

Project includes upgrading signals with dedicated left turn phases for vehicles, which separates a conflicting movement between vehicles and pedestrians.

## PROJECT OUTCOMES

Projects will be scored in terms of their ability to create positive outcomes that align with RFFA priorities and regional goals. The following questions aim to gather details directly related to those potential outcomes. Please provide all relevant data to support your response, using Metro-provided data or additional sources. Metro staff will provide data to the scoring committee to confirm

## Affordability/Equity

33. Is the project in an Equity Focus Area?  Yes  No Please indicate which Focus Area.

People of Color and/or Limited English Proficiency

34. List the community places , affordable housing, and Title 1 schools within ¼ mile of project.

Irving Park, Albina Head Start, Grace City Portland church, Planned Parenthood NE Portland, Community Warehouse, Two Plum Park, Irvington Covenant Church, Providence Elder Place Irvington Village, Church of God in Christ, Allen Temple CME Church, Allen Temple Food Pantry, Powerhouse Temple Church, Mama Pauline's African Market, King School Park, Portland Farmers Market – King, Going Street Market, Martin Luther King, Jr. School, St. Andrew Legal Clinic, Blazers Boys and Girls Club, Portland Police Bureau: North Precinct, Multnomah County Health Department, Mallory Meadows City Park, Magnolia apartments, Allen-Fremont Plaza, Beech Street apartments, LifeWorks, Sabin affordable housing, Shaver Green apartments, McCoy Village apartments, Garfield Gardens, MLK Wygant apartments, Walnut Park apartments, Killingsworth Court, Unthank Plaza, Dawson Park apartments, Eliot Square townhomes, Maple Mallory apartments

35. What are the estimated totals of low-income, low-English proficiency, non-white, seniors and youth, and persons with disabilities who will benefit from this project?

- a. Low-Income Population: 4,042 (PBOT Equity Matrix, nearby areas scoring 4 or 5 with annual household incomes < 54,000)
- b. Households with Limited-English Proficiency: 139 (per PBOT Equity Matrix)
- c. Non-White Population: 14,292 (2010 Percent Communities of Color Census Data, per the census blocks within 1 mile of the project area)
- d. Senior Population: 6,466 ; Youth Population: 9939 (2017 ACS, per census blocks within 1 mile of the project area)
- e. Persons with Disabilities: 8,338 (2017 ACS, per census tracts within 1 mile of the project area)

36. What are the barriers faced by these communities that the project addresses or overcomes, and how will these populations benefit from this project?

For people with low incomes, who are differently abled, are advanced in age, or children, transportation options are often more limited. Owning and operating a vehicle can be beyond the financial, physical, or legal ability of these populations. Additionally, recent research shows lower driver yielding rates for pedestrians of color showing intent to cross the street. This project will improve non-driving access and safety along MLK Jr. Blvd for these populations specifically, which are concentrated along MLK Jr. Blvd, by providing more frequent and safe opportunities to cross the street to access businesses and transit. To address the lower rates of drivers yielding to pedestrians of color, this project will use a higher level intensity of crossing treatment than exists today to encourage or require drivers to yield more readily. We have scoped the project to provide crossings in the area of highest concentrations of subsidized

affordable housing, and in several cases the crossings directly serve an affordable housing development, for example a recent building at Cook St and a building currently under construction at Highland St.

37. What contracting opportunities are available to Office for Business Inclusion and Diversity (COBID) firms through this project? What is your agency's policy, history, or removing of barriers to hire and advance COBID firms in infrastructure projects?

The City of Portland's Certification Agreement stipulates that all projects follow the requirements of the ODOT Office of Civil rights for federally funded projects.

#### Safety

38. How many fatal or serious injury crashes have occurred in the project area in the last 5 years (or most recent 5 years of available crash data)?

Fatal Crashes: 3. Injurious Crashes: 48. (Per ODOT 2012-2016 Crash Data)

39. How does the project aim to reduce the number of fatal or serious injury crashes?

This project aims to reduce the number of fatal and serious injury crashes by improving the visibility of pedestrians crossing MLK Jr. Blvd with lighting, by increasing driver yielding rates at the enhanced crossing locations, and by removing conflicts between drivers and pedestrians where drivers are permitted to take unprotected left turns at Fremont St and Killingsworth St.

40. How does the project remove or mitigate conflicts, with (including) active transportation, railroad crossings, turning movements, and others? (Use Appendix C design checklist, indicate all that apply)

This project will remove conflicts between drivers and pedestrians at two major intersections by separating the vehicle left turn phase from the pedestrian walk phase parallel to the street from which vehicles are turning left from. The project also upgrades crossings with shorter crossing distance, median refuges, high-visibility marked crosswalks, and pedestrian hybrid beacons.

#### System Completion

41. What network gap(s) will be completed by this project? How will system connectivity or network deficiencies be improved?

PedPDX, Portland's Citywide Pedestrian Master Plan identified many crossings on MLK Jr. Blvd potentially deficient; given the context of four lanes, high speeds, and high volumes, MLK Jr. Blvd's crossings should be active (something of a higher intensity than a marked and signed crosswalk). The City of Portland's 2016 Vision Zero report and action plan identified MLK Jr. Blvd as a high crash corridor for pedestrians and bikes. This project will address both deficiencies and improve connectivity by removing conflict points between people walking and driving at two major intersections and upgrading some of the deficient crossings on MLK Jr. Blvd that were identified through the PedPDX process.

42. How will access to active transportation be improved? What specific barriers in addition to the network gaps identified above will the project eliminate?

This project will improve access to active transportation by creating a safer pedestrian and bicycle network. Today, unsafe crossings of this fast arterial make MLK Jr. Blvd a significant barrier for people walking and biking along and across the street. Additional barriers to walking include poor lighting conditions at night and early in the morning. Additional pedestrian-scale lighting will help people feel safer and more secure walking around at night and early in the morning.

#### Multimodal Travel, Mode Share, and Congestion

43. How will the project reduce transit delay and improve transit reliability?

Providing protected left turns at Killingsworth St and Fremont St & MLK Jr. Blvd will keep the queue for left turns shorter, which today backs up into the through traffic, delaying transit and general traffic trying to get through the intersection. Additionally, the signal upgrades and new detection at those locations will enable those intersections to function with the latest regional transit signal priority systems.

44. How does the project improve connections to transit and employment or residential sites/areas?

The crossing locations were selected based on their proximity to transit stops, affordable housing, and retirement homes. It is these locations that will see the largest increase in safety and accessibility along and across the corridor.

45. How will the project reduce vehicle trips or VMT (other than freight-related trips)?

This project will reduce vehicle trips by providing more attractive alternatives to driving. The project will improve alternatives to driving by making it safer and more convenient to walk and bike across MLK Jr. Blvd as well as to access transit to downtown.

46. How does the project reduce the need for throughway expansion?

This project will reduce the need for throughway expansion by providing more attractive alternatives to driving along the I-5 mobility corridor. Namely, this project will improve safety conditions for people walking and biking, specifically those looking to cross MLK Jr. Blvd. MLK Jr. Blvd is a significant barrier to cross for bicyclists, so improving some of the Neighborhood Greenway crossing of MLK Jr. Blvd will go a long way toward making bicycling a safer and more attractive option for people. It will also make the Line 6 bus a more attractive option by providing more safe crossings to bus stops.

#### Climate Change and Environmental Impact

47. Describe the measures included to specifically mitigate the project's greenhouse gas emissions and environmental impact.

PBOT endeavors to limit and mitigate the environmental impact of all our projects. Measures we take include erosion control plans, control of discharge, responsible excess materials disposal,

limited footprint of construction staging, powering down vehicles and equipment when not in use, use of warm mix instead of hot mix, compliance with forestry requirements, traffic control plans to reduce air quality impact from congestion, enforcement of permit requirements, dust control, noise prohibitions, and electronic submittals and payment processing of contractor submittals. This project will also reduce greenhouse gas emissions by giving people more options to travel by walking, biking, or public transit, rather than driving for all trips.

48. What specific project design elements are aimed at reducing environmental impacts (street trees, bioswales, etc.)?

Street trees are included in the project to conform to the Portland Tree Code, or in some cases where trees are infeasible the City may pay a fee to plant trees in other areas. Bioswales are included to manage stormwater in cases where the Bureau of Environment Services finds that they would provide a clear benefit to the stormwater system.

#### Freight Related Impact

49. How does the project address freight travel time reliability and reoccurring or nonrecurring congestion affecting freight goods movement?

This project does not significantly address freight travel time reliability or nonrecurring congestion. That said, the pedestrian hybrid beacons will be able to be coordinated with the rest of the traffic signal system, ensuring good traffic flow even with the additional beacons.

50. Is this project on a "Reduction Review Route" (defined and stipulated by statute; OAR 731-012 and ORS 366.215) and to what extent has coordination occurred with the freight industry?

Not on a Reduction Review Route, per ODOT TransGIS. The Portland Freight Committee has been briefed on all RFFA grant applications.

51. If there is freight delay along the corridor, when does this delay occur, to what extent is there delay, and how does this project address that delay?

This project is not intended to address freight transportation delay. The City of Portland classifies MLK Jr. Blvd as a major truck street, which is intended to provide truck mobility within a Transportation District and access to commercial and employment uses along the corridor, but not specifically to hasten freight movement through the corridor. General traffic delay occurs during weekday peak commuting hours (7-9AM and 4-6PM), especially approaching the intersection of MLK Jr. Blvd and Fremont St. At its worst, queuing/stop and go traffic can back up from Fremont to NE Tillamook St, about 2/3 miles.

#### Employment/Economic Development

52. Describe the employment area(s) served by this project. What is the number of current and projected jobs in traded sectors?

This project serves the Eliot, Irvington, King, Alberta, Vernon, and Sabin neighborhoods in North and Northeast Portland. Transit service on Line 6, 24, and 72 ultimately serves multiple employment areas including Swan Island, 82<sup>nd</sup> Ave, NW Portland, and the Central City.

Area Jobs in Target Industries:

- Athletic & Outdoor Jobs: 101
- Clean Tech Jobs: 131
- Computer & Electronics Jobs: 1
- Health Science & Technology Jobs: 0
- Metals & Machinery Jobs: 40
- Software & Media Jobs: 77
- Total: 350

53. Describe how the project supports and catalyzes low-carbon and resource efficient economic sectors. This project supports 131 Clean Tech jobs.

Project Leverage

54. How does this project leverage other funding sources?

This project leverages local funding sources include system development charges and/or general transportation revenue to provide the local match.

55. Will the receipt of RFFA funding position the region to take advantage of federal and state funding opportunities as they arise? If so, explain.

Yes, in the case that RFFA funds are used for project development, this funding will advance these projects to the point where they would be more competitive for state and federal funding opportunities.

56. Will this help advance any Transportation Systems Management and Operations (TSMO) goals and strategies?

This project will increase the efficiency of the traffic signal system by installing Pedestrian Hybrid Beacons in several locations, which can be coordinated with the existing signal system, leading to a signal progression that produces smoother traffic flow while providing safer crossings for pedestrians. Additionally, the two signalized intersections receiving upgrades will have the latest software and hardware that is compatible with regional transit signal priority systems.

57. Is this project on the Regional Emergency Transportation Network? Will this project help improve resiliency of the transportation network? If so, describe how.

Yes, this project is on the Regional Emergency Transportation Network. To the extent that active transportation modes are the most resilient ways to get around (they are the least infrastructure- and fossil fuel-dependent/intensive (both of which will likely be scarce in an emergency which tests the transportation network's resiliency) and to the extent that the improvements in this project will help others feel more comfortable walking and biking on a regular basis, this project will increase the resiliency of the transportation network by helping

community members become less reliant on driving and its attendant infrastructure and fuel needs.

#### PROJECT COST ESTIMATE

58. What is the source of the project cost estimate?

Conceptual: These cost estimates are used where a significant need has been identified but a detailed project scope has not been developed. These cost estimates have the potential to change significantly as the project scope becomes more defined.

Planning level: These cost estimates are based on a generally defined scope. Cost estimates are usually based on limited field-work and general cost assumptions. No actual design work has been done prior to the development of these cost estimates. The cost estimate could still change significantly as design work begins, but the estimate is more reliable than the conceptual estimates. (e.g., comprehensive plan, TSP, Metro cost estimate worksheet, corridor plan).

Engineering level: These cost estimates are based on actual preliminary design work. If done for all facets of the project and there are no further additions to the project scope, these estimates should represent a fairly accurate cost for the project. (e.g. detailed planning report, preliminary engineering, final design, NEPA documentation, etc.)

59. During what project development stage (refer to page 9 of the RFFA application guidebook) was the cost estimate created?

Planning

Alternatives Identification and Evaluation

Preliminary Design

Final Design

60. What year was the cost estimate created? Does it include any escalation factors and to what year?

The cost estimate was created in 2019 and is signed by a senior civil engineer. The estimate includes five years of construction and personnel escalation, and large contingencies for unexpected increases in costs.

61. To what extent were the following considered during cost estimating? All impacts are included in estimate if necessary at a planning level.

a. Right of way (ROW) Included

b. Utility relocation or underground Only included for city owned utilities

c. Stormwater considerations included

d. Environmental mitigation strategies included if necessary

e. Bridge, railroad, or major facility impacts included if necessary

- f. Retaining walls included if necessary, planning level
  - g. Clearing and grading included as lump sum percentage
  - h. Removal of current pavement or facilities included using preliminary quantities
  - i. Signing and pavement markings included using preliminary quantities
  - j. Sidewalk and street furniture Included using preliminary quantities
  - k. Street trees, landscaping, irrigation Included using preliminary quantities
  - l. Mobilization, staging, and traffic control Including using lump sum.
  - m. Staff availability or need for outside services included
62. Please attach your cost estimate. Verify that it includes the following items:
- a. Unit cost assumptions See attached.
  - b. Contingency assumptions. See attached.

