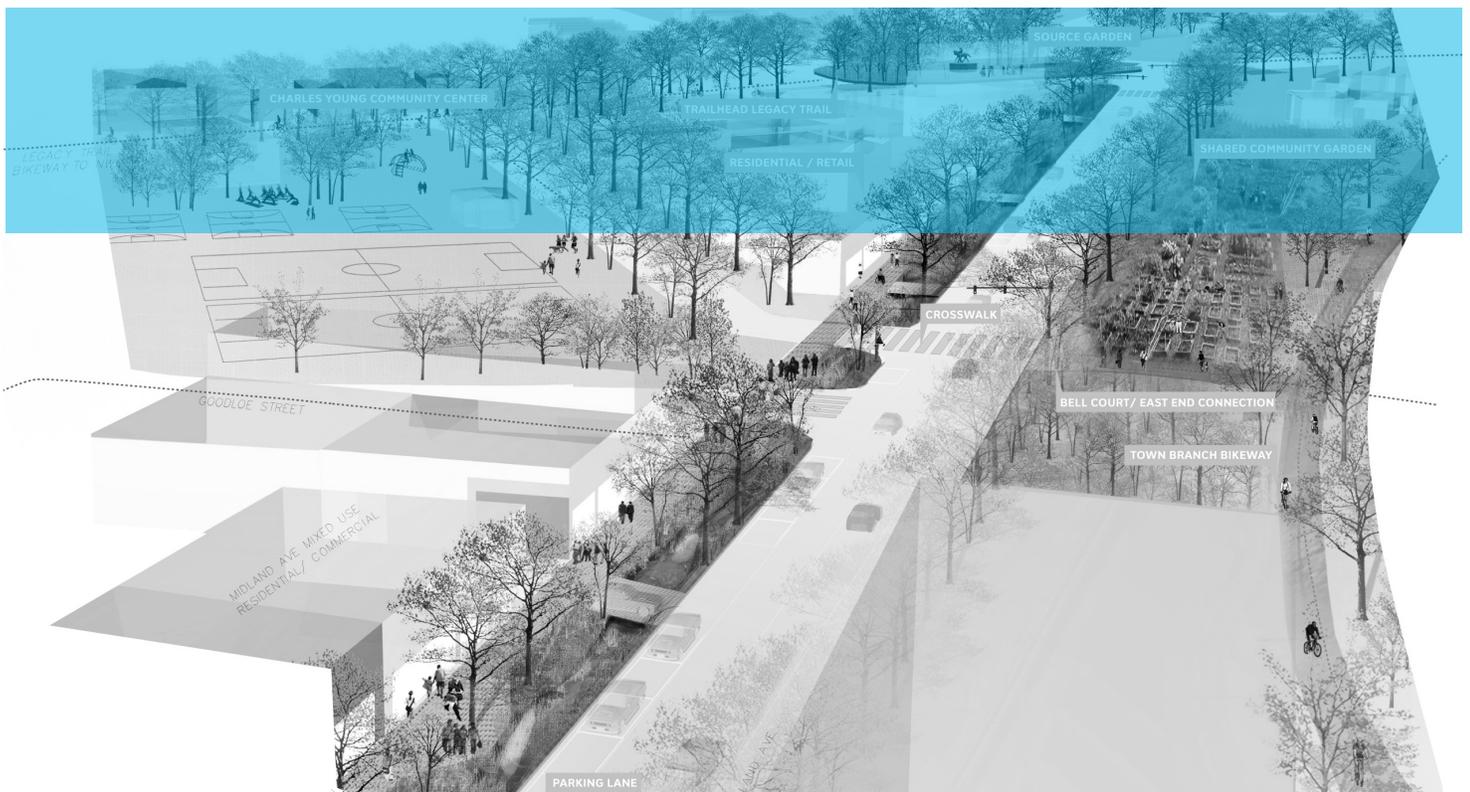


TIGER 2016 TOWN BRANCH COMMONS CORRIDOR



LEXINGTON

Submitted by
Lexington-Fayette
Urban County
Government



"Transforming Lexington Kentucky with a Regional Vision."



City of Lexington

JIM GRAY
MAYOR

April 19, 2016

Dear Secretary Foxx,

As I shared with you in our recent visit to Washington, we are excited about the opportunity to complete a regional project in our community that has been years in the making. My experience as a businessman, executive of an international engineering and construction firm, and now Mayor, has taught me to stay focused on bottom-line numbers when investing money in projects. Bold visions and good intentions aren't enough, especially when it comes to spending public dollars. However, being steadfast and committed to the cause can allow projects to continue to move forward.

With that determination in mind, we seek your approval of federal TIGER Grant funding for the Town Branch Commons project, a transformational transportation project in the heart of the Bluegrass that will improve safety, grow jobs, educate, improve health and unite people. We believe the return on investment will be enjoyed by our thriving community for years to come.

No other public infrastructure project has the potential to shape the future of Lexington so completely – linking neighborhoods, college campuses, businesses, hospitals, churches and more – from the urban core to the Bluegrass world-class countryside.

And few projects anywhere can boast such a broad public-private partnership that includes state and local governments, Kentucky's flagship university, the region's transit authority, our downtown development agency and convention center, public schools, businesses, civic groups and non-profit organizations.

Page Two

In this application, we demonstrate the need for this investment and quantify the broad-reaching benefits across many areas of public need. But the bottom line is this: For every federal dollar spent, the project will yield a high return in positive benefits as outlined in the Benefit Cost Analysis.

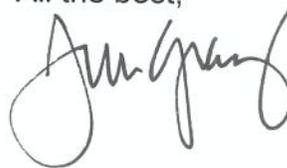
But the benefits go well beyond the dollars quantified as part of the Benefit Cost Analysis - many just make common sense:

- Saving lives and preventing injuries in a community where 67 people were killed or injured while walking or bicycling in the past 10 years;
- Lowering our state's 33.2 percent obesity rate, the nation's fifth highest;
- Reducing our carbon footprint by eliminating many thousands of tons of carbon dioxide emissions through reduced motor vehicle trips and increased bike and pedestrian traffic;
- Reducing 51.2 million gallons of storm water runoff;
- Meeting growing regional transit demand (now at 1.2 million annually) and the needs of bike commuters (up 435 percent since 2000);
- Connecting 19.5 miles of existing walking trails and bike paths now separated by gaps and barriers;
- Fostering and supporting \$1 billion of ongoing and announced public and private construction underway in the Lexington area;
- And creating 200 construction jobs annually as we complete the corridor.

For all of these reasons, Town Branch Commons Project is a smart, strategic investment in transportation improvements that will generate a tremendous return for our city, our state and our nation.

I respectfully ask for your support.

All the best,

A handwritten signature in black ink, appearing to read 'Anthony Foxx', written in a cursive style.

The Honorable Anthony Foxx
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Ave., SE
Washington, D.C., 2059

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Application Snapshot

Project Type: Primary: Road; Secondary: Bike/Ped - Complete Streets

Project Location: Lexington-Fayette Urban County Government, Kentucky

Project Length: Approximately 2.5 miles for the full project; 1.5 miles for a scaleable subset of the full project.

Urban/Rural Area: Urban

Project Website: *www.townbranchTIGER.com*

Funds Requested: \$15,950,000 for full project; \$6,950,000 if selected for scalable project segment

Anticipated Obligation Date: December 2016

Anticipated Project Completion Date: December 2019

DUNS Number/CCR: 02-042-8777

Applicant Contact Information

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Supplementary Materials

- Letters of Support
- BCA Tech Memo and Spreadsheet
- Federal Wage Certification
- Letters of Commitment for Funding Strategy
- Cost Estimate Worksheets
- Engineering Drawings/Renderings

Executive Summary

The Project. The Town Branch Commons Corridor (TBCC) is an innovative multimodal greenway that provides the last missing segments needed to join two existing trail systems, the Legacy Trail and Town Branch Trail, into one integrated region-wide network of bike and pedestrian trails. The existing trails are the result of a series of sustained incremental investments made by a state/local/non-profit partnership committed to establishing a region-wide network of paths and trails that are separated from vehicular traffic to serve bike and pedestrian travellers. TBCC seeks to leverage these important partnerships to transform Lexington’s existing auto-centric transportation network into several distinct and connected multi-modal transportation zones that unite the city. Once complete, the network will connect Lexington’s urban core and Downtown Transit Center to the rural Bluegrass Region that is at the heart of Lexington’s cultural identity and helps anchor the local economy.

The Town Branch Commons Corridor Project completes the last 2.5 miles of a 20-mile region-wide network of bike and pedestrian trails.

The Project is transformative for Lexington, as it simultaneously addresses multiple overlapping community needs through a single comprehensive project. From a transportation perspective, it removes barriers, increases mobility, enhances safety, and offers a choice of modes and healthier lifestyles. Traffic safety statistics report there were 17 bicyclist and pedestrian crashes along the corridor between 2004 and 2015. Environmentally, the project introduces sustainable 21st century infrastructure for stormwater runoff. From a quality of life perspective, the completion of the trail network provides recreational and green space. Finally, the Project leverages committed private investment and completes a linear park system in downtown. Private investment will be used to construct a new thirty-acre park downtown which includes an associated multi-modal path running through it. Town Branch Commons Park will add much-needed public space along these critical transportation improvement projects. From an economic perspective, the Project connects neighborhoods across the income spectrum with the downtown, educational institutions, healthcare, tourist and entertainment venues and historical sites.

Why Needed? Although bicycle and pedestrian facilities exist throughout Lexington, as with many other older communities, these facilities are fragmented and not integrated well with other transportation modes, contributing to connectivity issues.¹ The League of American Bicyclists reports a 435% increase in bike commuters in Lexington since 2000. Moreover, in the U.S., at least two-thirds of the buildings that will be needed by 2050 are not yet built and as much as 80 percent of urban development is projected to be located at the “edge” of metropolitan areas if we follow a business as usual approach. Applying this pattern of growth to Lexington would destroy the surrounding rural Bluegrass landscape and intensify pressure on existing farms to close and sell for development—a loss of the community’s unique heritage. The City and County governments merged to become Lexington-Fayette Urban County Government and created an urban service boundary as a way to preserve this cherished rural landscape. This Project supports that goal. With nearly \$1B in planned or committed development already in Lexington’s building pipeline, completing the region’s bike and pedestrian network now offers an opportunity to shape this development in a pedestrian friendly way, preserve land for future opportunities, and support

¹ Formally known as the Lexington-Fayette Urban County Government, the application refers to the community as LFUCG or Lexington-Fayette.

economic competitiveness and quality of life for future generations.² One of downtown Lexington’s unique characteristics is the close proximity of a large number of diverse residential neighborhoods that include low, middle and upper income residents. By connecting these neighborhoods back to the downtown core, the health of the region’s economic center is reinforced, while residents gain an alternative means to access educational, work and entertainment opportunities.

Project Sponsors. The lead applicant is the Lexington-Fayette Urban County Government (LFUCG) with broad support from the community and state. The applicants are supported by an engaged group of supportive project partners representing various interests in the community.

Project-At-A-Glance

Exhibit 1: Project Funding Summary

Project Partner	Contribution		
	Full Project	Scaled Project	Source
Lexington-Fayette Urban County Government	\$4,000,000	\$4,000,000	Local Bond Funds
Vulcan Materials	\$50,000	\$50,000	In-kind Donation of Construction Materials
Total Local Match	\$4,050,000	\$4,050,000	
Requested TIGER Funds	\$15,950,000	\$6,950,000	
Total Project Cost	\$20,000,000	\$11,000,000	
Local Match Share	20.3%	36.8%	
TIGER Funds Share	79.7%	63.2%	

Highlights of Key Project Features

Safety: The Project enhances safety by balancing travel modes throughout the corridor, and provides safe, protected bike and pedestrian trails for all levels of riders. The value of crashes avoided over the 30-year analysis period is over \$49 million when discounted at 7 percent.

Economic Competitiveness: The completed network of bicycle and pedestrian trails will connect surrounding neighborhoods to jobs, recreational and entertainment venues. The downtown will increasingly become a place to Work, Live and Play. The estimated gains in property values are \$3.5 million for properties near the corridor.

Quality of Life: The Project demonstrates a clear and unwavering commitment to improved multi-modal accessibility and economic opportunity for residents, benefiting the approximate 315,000 residents of Lexington-Fayette County in a metropolitan area with almost 500,000 residents. The full trail system connects users to over 2,000 acres of green space and parks.

Partnership: The Project is supported by a broad regional partnership comprised of local, state, private and non-profit supporters.

Scalability: While the benefits outlined above are important and transformative for LFUCG, the Project is scalable. There is a smaller segment of the Project with independent utility. The scaled back Project eliminates the Town Branch Trail connection.

² Urban Land Institute, *The City in 2040*

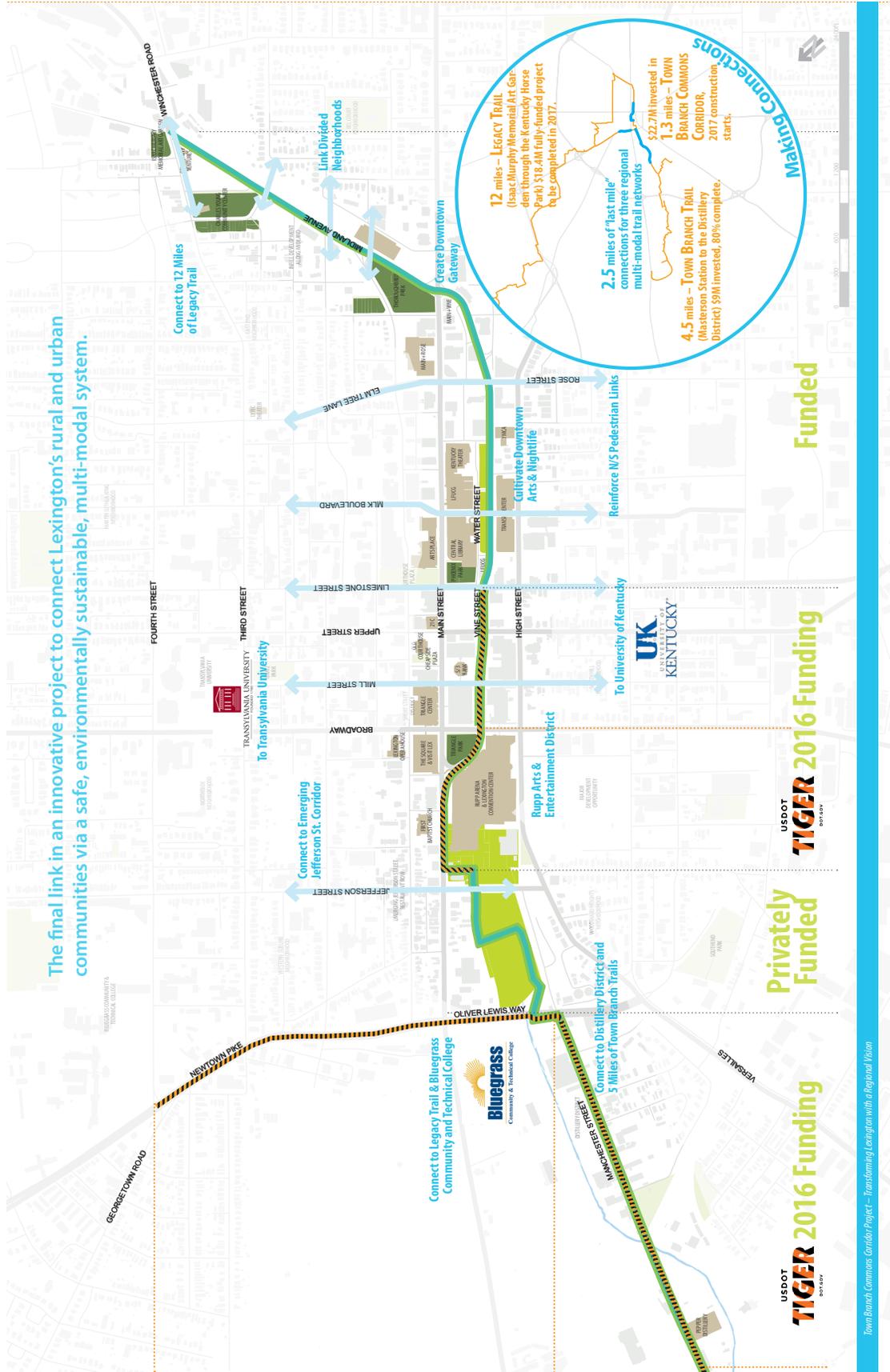


Exhibit 2: The Project: The Last Segments to Complete the Regional Bike and Pedestrian Network

A. Project Overview

The Town Branch Commons Corridor (TBCC) is an innovative multimodal greenway that provides the last missing segments needed to join two existing trail systems, the Legacy Trail and Town Branch Trail, into one integrated region-wide network of bike and pedestrian trails. The Project provides paths that are separated from vehicular traffic, that collectively fill the remaining gaps in the regional bike and pedestrian network connecting Lexington’s downtown and the surrounding Bluegrass landscape. The TBCC offers an opportunity to link Lexington’s iconic rural landscape to downtown neighborhoods, housing, jobs and amenities while increasing the livability and appeal of the community.

The purpose of the project is to transform the corridor into a bicycle and pedestrian hub, connecting two regional trails, the Town Branch Trail and the Legacy Trail and enhancing connectivity between existing and emerging neighborhoods and districts. The project proposes to increase safety for pedestrians throughout the corridor. The project also seeks to better link existing and planned public parks and greenspace along the corridor, improve stormwater management and reinforce the historic connection to the Town Branch stream, which is contained in a constructed culvert system beneath the roadway. The goal is to create a livable, sustainable streetscape within a continuous network of inspiring and well used public spaces along the historic path of Town Branch.

Specific elements of the Project include:

- 2.5 additional miles of mixed-use trail that separates walkers and bikers from vehicular traffic
- Enhanced streetscaping including lighting, street furniture and plantings
- ADA enhancements to sidewalks and key intersections
- Numerous safety enhancements including upgraded pedestrian signals, access control and mid-block crossing improvements

The Town Branch Commons Corridor includes a linear park system that follows the historic path of the Town Branch Creek along modern-day Vine Street and Midland Avenue. Incorporating underutilized right-of-way, surface parking lots, water infrastructure, and existing parks, it will help connect a county-wide trail system, clean and manage storm water, and transform downtown Lexington with complete streets and parks. Planning for the first phase of park construction and fundraising is underway which will utilize public and private funds to build the connective parks and water infrastructure of the project, as well as construct a signature and timeless “central park” for the entire community.

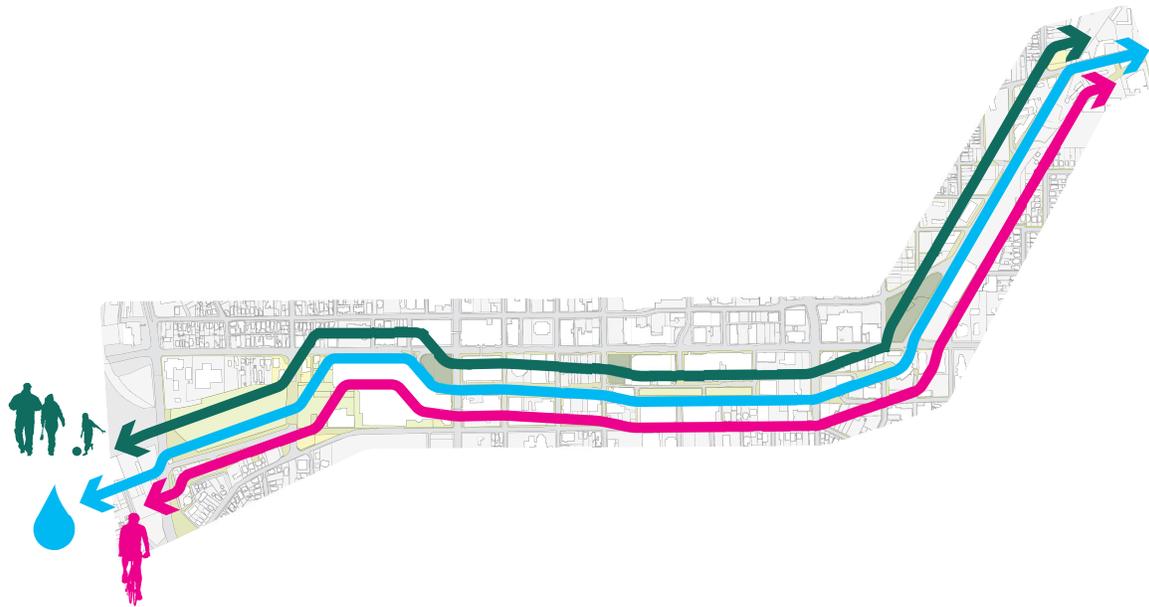


Exhibit 3: Multiple Continuous Systems. *The Town Branch Commons vision, in combination with the TBCC Project, is about providing multiple systems that operate simultaneously allowing for removing barriers and increasing mobility, healthier lifestyles, and more sustainable 21st century infrastructure.*

Transportation Challenge Addressed

The League of American Bicyclists reports a 435% increase in bike commuters in Lexington since 2000. The rapid adoption and growth in biking and walking in Lexington to date demonstrates that many pedestrians, from children to the elderly are willing and able to shift from auto to bike/ped for many of their trips. Moreover, the volume of bike and pedestrian activity in Lexington is comparable to that found in much larger cities underscoring the popularity of cycling and walking in LFUCG.

Many of these short trips within the downtown present challenges given the fragmented nature of the existing system and the on-road bike lanes. Adults are frequently seen crossing mid-block in high-traffic areas and cyclists often must move into traffic to avoid blocked lanes. The Project would provide a safe, dedicated, and direct route to work, shopping, entertainment, schools and parks that is currently not provided by the local street network.

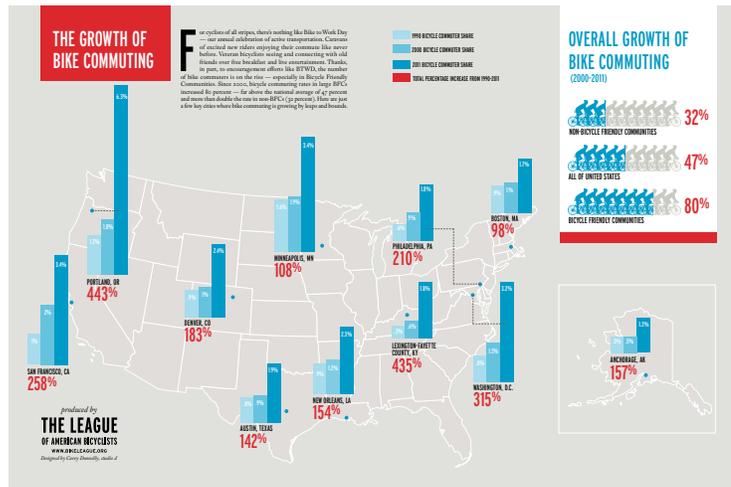


Exhibit 4: 435% increase in Bike Commuters. *In the above study, Lexington, KY was second only to Portland, OR in overall bike commuting growth in bike friendly cities at 435% increase, a ridership share that is equal to Philadelphia, PA and more than Boston, MA.*

Pedestrian Traffic



Bike Traffic

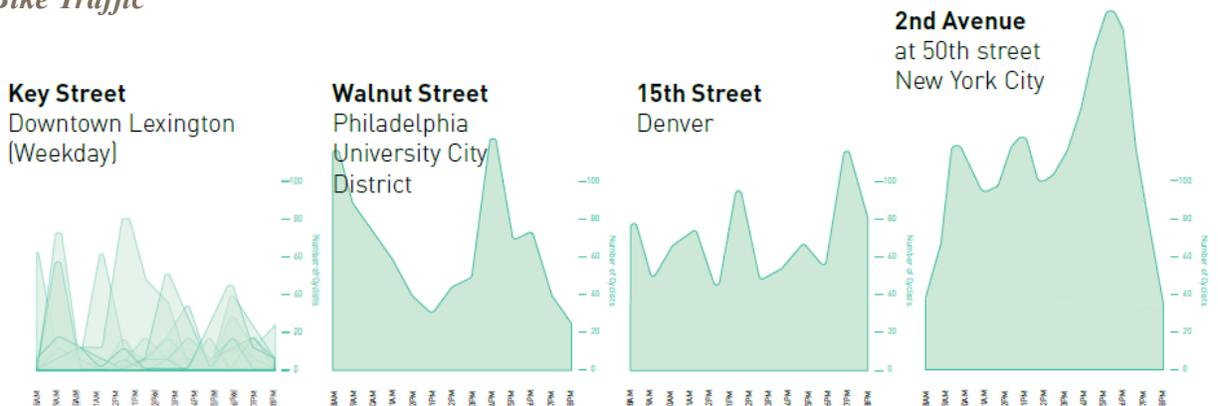


Exhibit 5: Comparison of Pedestrian and Bike Activity in Lexington and Larger Cities Pedestrian Traffic. Source: Lexington Bike and Pedestrian Study, July 30, 2015, Gehl Studio

The Project will remove barriers, increase mobility, enhance safety, and offer a choice of alternative transportation options healthier lifestyles. Traffic safety statistics report higher levels of cyclists and pedestrian crashes in Lexington than the state average.



Exhibit 6: The Transportation Challenge

Critical Link for a Greater Potential

TBCC is the critical link to connect residents and visitors to communities, jobs, parks and amenities to a healthy lifestyle. Figures 7 and 8 illustrate how TBCC is integral to the center of a countywide system.

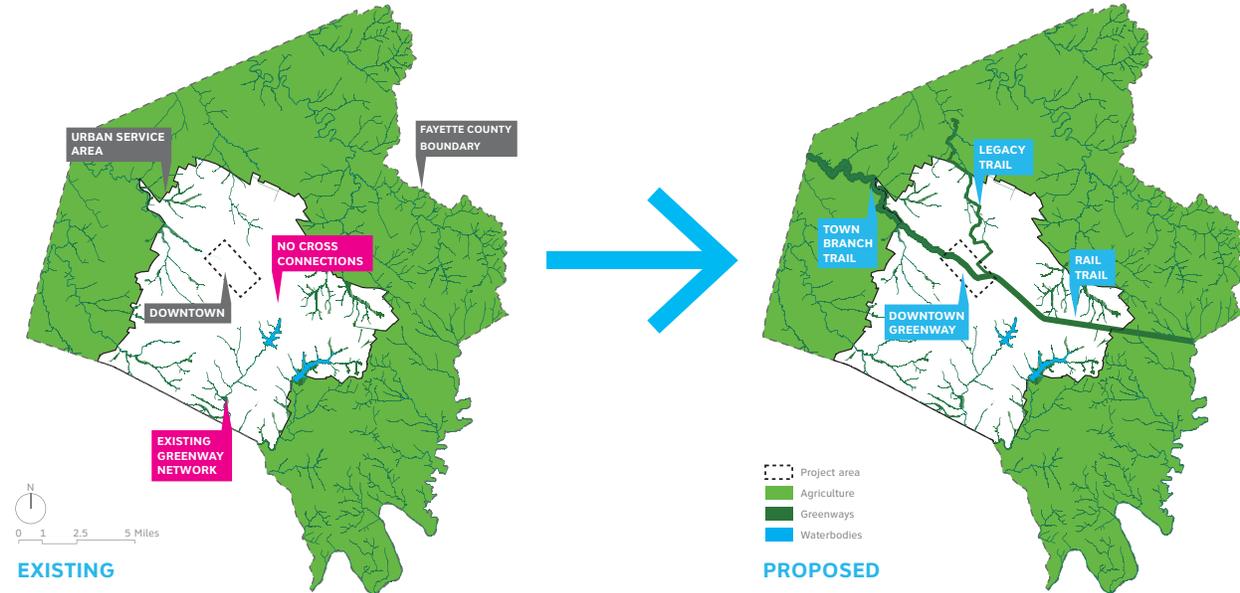


Exhibit 7: Countywide glance at TBCC as the Central Joint of the Greenway System.

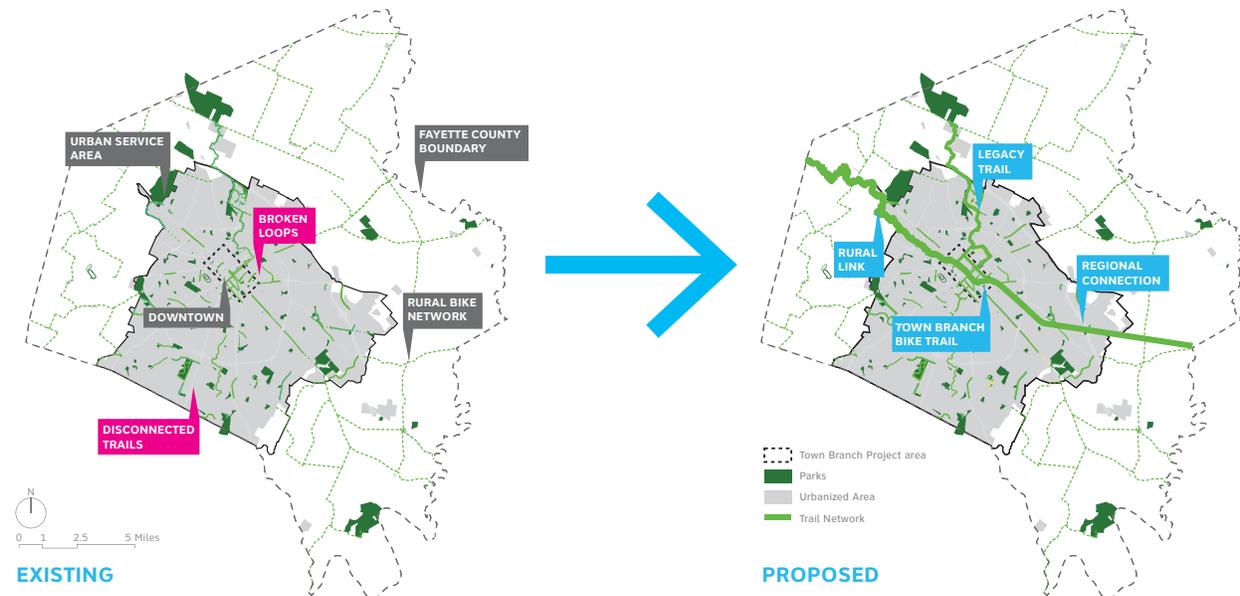


Exhibit 8: Countywide glance at TBCC as the Central Joint of the Public Park System.

Local Economic Development Benefits to Neighborhood Residents

The goal for the Project is the transformation of the downtown and connected districts into vibrant, pedestrian-friendly destinations more in step with current mobility trends and demographics. The Project envisions a trail and mixed-use development opportunities that will integrate with current and planned green space and complement the adjacent residential areas and promote non-motorized travel and transit usage.

Collectively, the zoning, existing transit availability, and the enhanced walkability and accessibility of the corridor would not only accommodate projected population and employment growth, but could also serve as a catalyst for new private investment. LFUCG has modified its zoning in the vicinity of the corridor to ensure that it is compatible with the types of investment anticipated along the corridor. Real estate studies are finding that more walkable environments are desirable places for development investment.³ This desirability, in turn, fosters reinvestment and recapitalization of the building stock and helps change the perception of older corridors. The perception of an aging commercial and industrial development corridor can then change to that of an attractive trail and activity center with modern, updated buildings and a place where people go as a destination to spend time walking, cycling, shopping, dining out, and enjoying leisure time. Within Lexington, the network of paths connects the revitalizing Distillery District (an entertainment and dining area) to downtown and the surrounding neighborhoods. The East End, a part of the city that has lagged the economic fortunes of the balance of the community, is tied into the larger economic center by the path as well.

Portland, Oregon has coined the name “20-minute neighborhood” for such areas: places with 1) a walkable environment, 2) destinations that support a range of daily needs (parks, shopping, jobs), and 3) residential density. Collectively, these attributes reduce the need for car trips for a share of a typical household’s trips.⁴

As illustrated in Exhibit 4, Lexingtonians have already demonstrated a strong willingness to make downtown trips on foot or by cycling.

Ladders of Opportunity

The area around the trail network hosts numerous middle income and lower income households, although there are a wide range of incomes represented. Homeownership rates are also fairly high in many tracts; this is an important metric as it shows that many existing residents will benefit from any property premium generated by the trail corridor and associated trail-oriented investment. For most households, their residence is the single largest asset they own. Appreciation of this asset thus becomes a direct wealth gain for these low- and middle-income residents, they share directly in the benefits created by the project.

In addition, the coordination of private trail-oriented development with the trail itself provides residents both a new travel option and greater connectivity to transit and other greenways. It also increases the density of job and retail opportunities accessible to residents.

³ See Pivo and Fischer, *Real Estate Economics*, Volume 39, Issue 2, pages 185–219, Summer 2011.

⁴ City of Portland Bureau of Planning and Sustainability, Status Report: Twenty-minute Neighborhoods, May 2009.



Exhibit 9: The TBCC Project Traverses the Heart of Lexington, Connecting the Downtown Commercial Center, Entertainment Districts and Cultural/Recreational Destinations.

Project Beneficiaries

There are multiple groups of beneficiaries from this project.

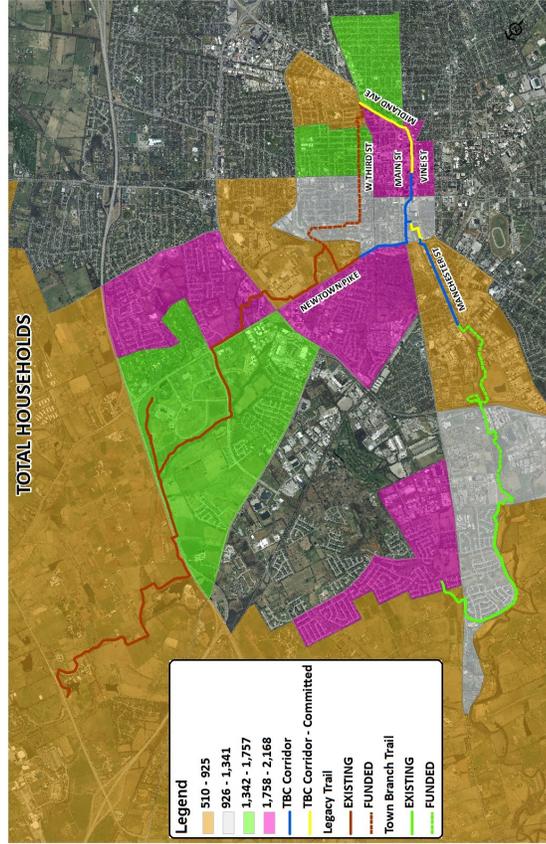
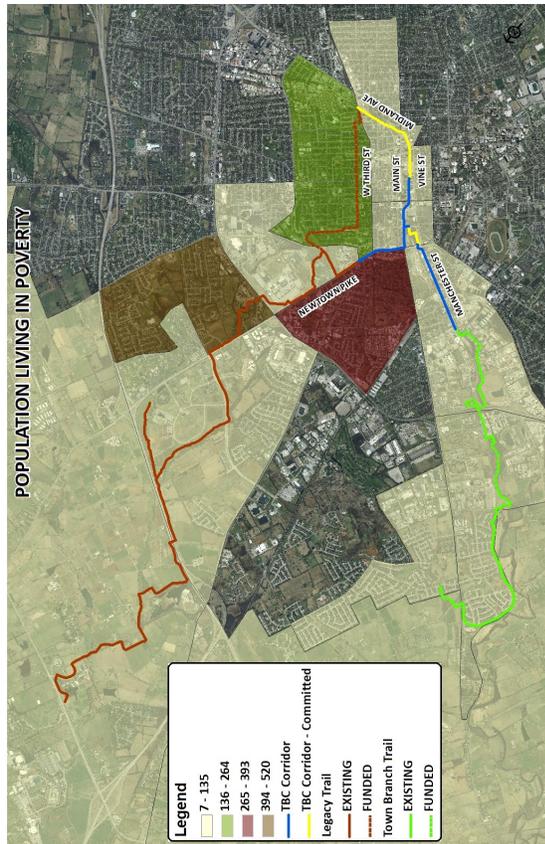
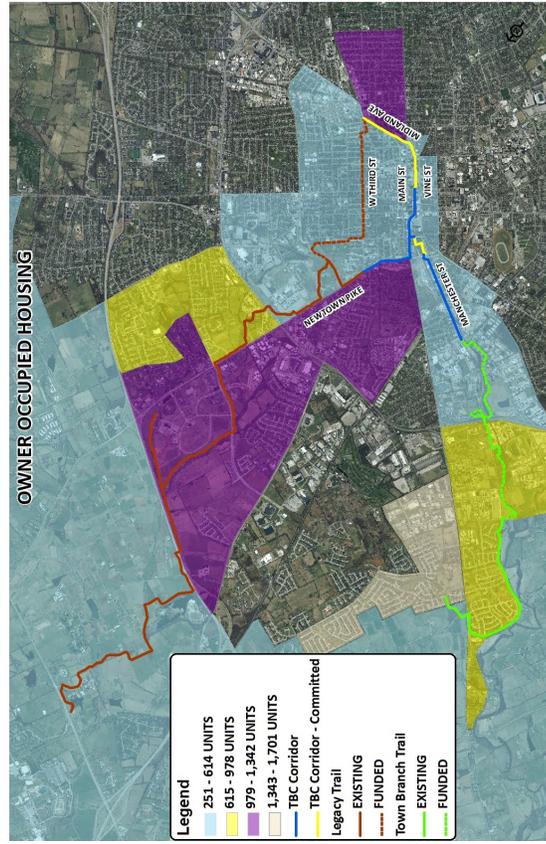
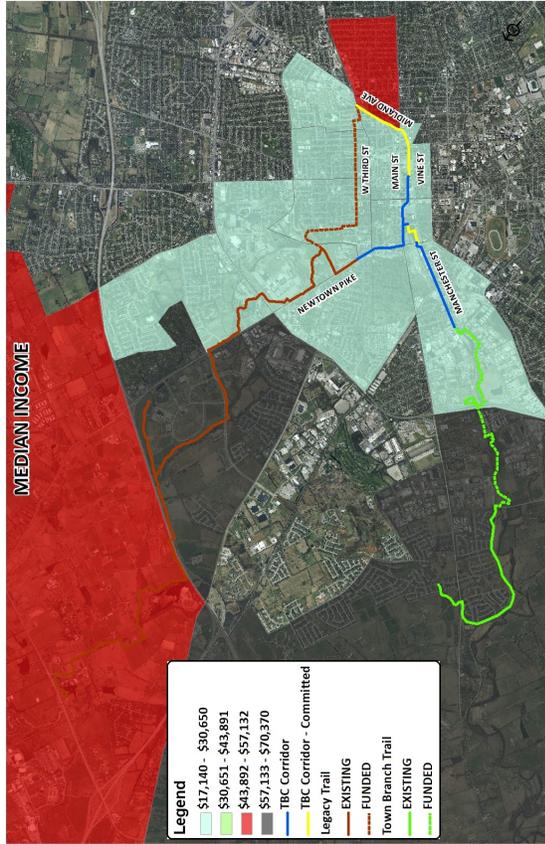
- Existing LFUCG residents along the bike/pedestrian network who benefit from property premiums and travel cost savings as they substitute walking and biking for auto trips
- Remaining auto travelers who now travel in less congested roadways as some trips are diverted to non-motorized travel
- Partitioned bicycle, pedestrian, automobile traffic in historically congested traffic areas.
- The broader Lexington-Fayette region that benefits from reduced pollution emissions
- The taxing jurisdictions whose tax base is expanded, yielding greater revenues to either provide public services or reduce tax burdens
- Retail and commercial business owners who will see an increase in sales from trail users and employees who work in those establishments
- Employees who will gain employment due to the increased demand for goods and services along the trail corridor by users

B. Project Location

The Project is located in downtown Lexington in the municipality known as the Lexington-Fayette Urban County Government (LFUCG). The corridor defined by this project: from West Main Street (US 25) at Tucker Street via West and East Vine Street (US 25) to Midland Avenue (US 60) at East Third Street traverses the heart of Lexington, Kentucky's downtown business district. The Project extends and connects to a developing regional multimodal transportation network to serve the residents, students, businesses, and visitors of the rapidly-growing Lexington-Fayette community and the surrounding Bluegrass Region located of central Kentucky. This project also includes Manchester St. (from Oliver Lewis Way to Forbes Road) and Newtown Pike/Oliver Lewis Way (from Manchester to 3rd St.). It also includes the privately funded part of the trail through the planned park, which will run from Oliver Lewis Way to Tucker St. There is a privately funded section of the trail that on Newtown Pike that runs from 3rd St. to Legacy Trail.

Numerous activity centers, parks, and educational institutions are located along the route. These include: Rupp Arena, the University of Kentucky, Transylvania University, Bluegrass Community & Technical College, Triangle Park, the future Town Branch Commons Park, the Distillery District (a restaurant and entertainment district), and the LexTran Transit Center. Several schools and a museum, including Sayre School (private), Lexington Traditional Magnet School, William Wells Brown Elementary School, and the Explorium (science museum for children) are located closeby.

Exhibit 9 identifies the project location within the region and Exhibit 10 shows the demographics of the surrounding community. As the Exhibit illustrates, households of all income levels would benefit from the TBCC.



LEXINGTON



Exhibit 10: Demographics characteristics of neighborhoods near Town Branch Commons Corridor. 2014 ACS Data, 5-year

safety, wayfinding, and include stations that will rapidly charge the new electric fleet of buses that Lextran will place in operation in 2016. A buffered cycle track through this section will help connect the Rose Street and Old Vine Street bikeway as well as make the essential bicycle connection to the University of Kentucky campus at both Martin Luther King Boulevard and Limestone. The University of Kentucky 2013 Campus Master Plan specifically recommends a connection to the TBCC project at Vine Street and Martin Luther King Boulevard in order to encourage more faculty and students to utilize alternative methods of transportation. Pedestrians will be able to utilize 9-11' sidewalks and a new protected crossing at the Lextran transit center to safely and efficiently access the transportation services they rely on. Pedestrians currently do not have a convenient protected location to cross and are often seen walking between moving cars and climbing over a jersey barrier wall to access the transit center. The project section also includes green areas to serve as a storm water infiltration green-space as well as break up the wide pavement and make use of new pedestrian bulb outs which further calm traffic and shorten pedestrian crossings.



Exhibit 13: Pedestrian Jumping the Transit Center Barrier

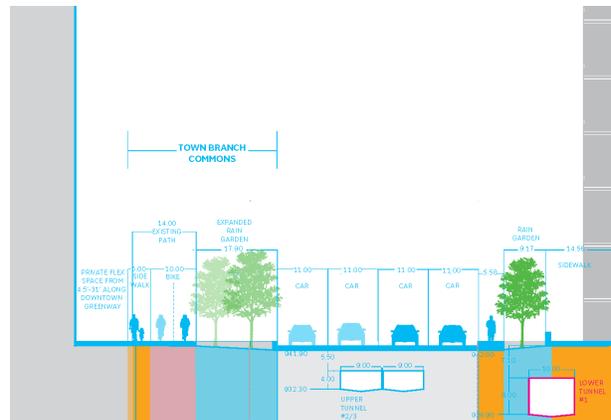


Exhibit 14: Vine St. at Broadway Typical Section
Section 3: Vine Street – Complete Street with Environmental Streetscape

The third section continues west and serves the Central Business District – the alignment runs north along Vine Street from Limestone to Broadway. Improvements will accommodate pedestrian traffic on new and wider sidewalks. On the east side of the street, pedestrians will be buffered from an elevated cycle-track and both modes will have a newly installed green buffer, which will serve as a rain garden. The west side of Vine will house a more comfortable 13-foot wide pedestrian connection to help channel the pedestrian traffic directly toward the transit plaza. Specific sections for each mode will be defined to keep users safe and better tie to the Rupp Arena / Lexington Convention Center district to the north, which sees heavy traffic for all modes. This section is especially important to the Town Branch Commons Corridor project because as it currently exists, pedestrians have inadequate width to navigate the corridor according to current ADA standards and the speeds of vehicular traffic make navigating the corridor uncomfortable. The streetscape components will help to create a more livable district to further spur economic development, such as the recent 21C Museum Hotel and CentrepoinTE developments, while providing safe passage for all multi-modal users.

Section 4: Rupp Arena / Lexington Convention Center Multi Modal Improvements

The fourth section of the Town Branch Commons corridor includes Triangle Park as well as the heavily utilized convention center, businesses and restaurants. This 0.33 mile section includes the remainder of Vine Street from Broadway to Main and then travels west along Main Street to Jefferson Street. This project section will remove underutilized off-street parking to better balance the uses along the corridor. This will provide the opportunity to re-establish multi-modal transit as a viable travel mode for accessing the district and provide enough width to continue the cycle-track and wider pedestrian facilities throughout. The intersection at Vine and Main will be reconfigured, lighted, and include modified signal timing to allow protected phases for pedestrians and cyclists. This section will also include improvements to account for the revitalized Jefferson Street which has demonstrated pedestrian visibility issues at Main Street.

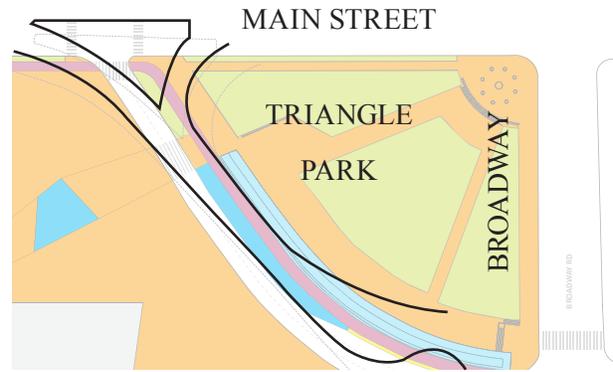
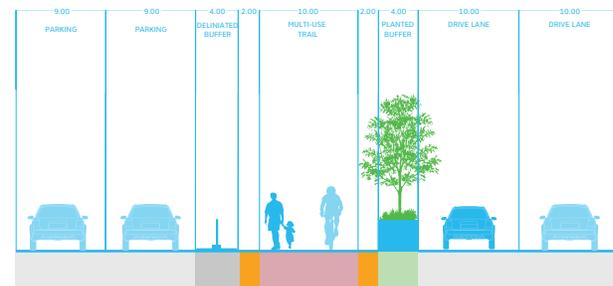


Exhibit 15: Vine and Main Street Intersection

Privately Funded Section 5: Rupp Arena / Lexington Convention Center Trail Connection

The fifth section of the project includes the critical connection to link the new pedestrian and bike facilities created in Sections 1-4 of the downtown connection into the existing Town Branch Trail network, which serves the residential and industrial areas to the northwest of Lexington and provides a connection to Masterson Station Park and the emerging Distillery District. This 0.22 mile section will include a marked and protected multi-use trail connection which will be buffered from vehicles using planters and other separation devices. A portion of this section will run parallel with the original Town Branch creek, which serves as the namesake for this project.

Existing Lexington Convention Center Parking Lot and Town Branch Creek



Lexington Convention Center Trail Connection Typical Section

Exhibit 16: The photo above illustrates the Lexington Convention Center parking lot as it sits today. This is one of the few locations that the Town Branch creek is day lit. Section 5 of the TBCC plans to create a strategic connection through this parking lot to connect to the existing Town Branch Trail connection at Oliver Lewis Way and to the Distillery District, an emerging, post-industrial entertainment district.



Exhibit 17: Potential Future Town Branch Commons Park Concept, Private Fundraising Underway. *The rendering illustrates a concept for the eventual Town Branch Commons Park, one of the public open spaces that could be catalyzed by the TBCC spine.*

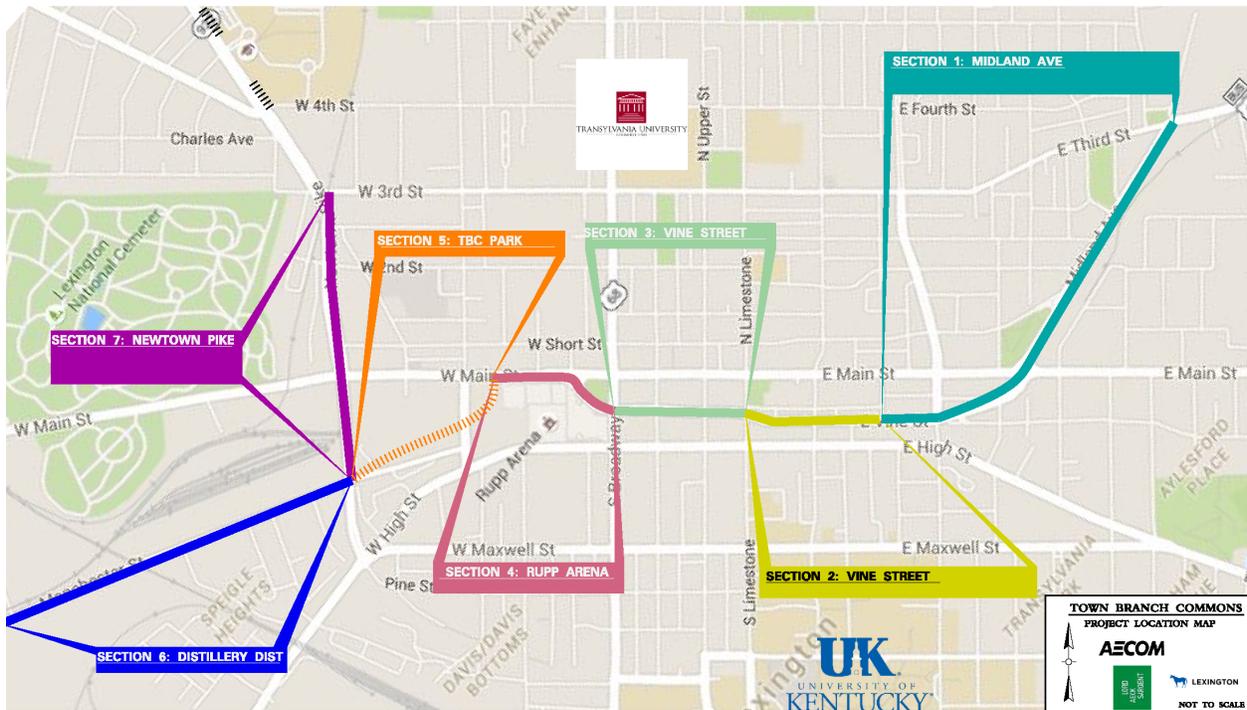


Exhibit 18: Town Branch Commons Corridor Map

**Section 6: Manchester Street
Oliver Lewis Way to Forbes Lane
(Town Branch Trail Connection)**

The sixth section continues west and serves the Distillery District – the alignment runs east along Manchester Street from Oliver Lewis Way to Forbes Lane. Improvements will accommodate pedestrian and bicycle traffic on a new multi-use path that is a continuation of the existing Town Branch Trail. The trail has both on and off road alignments where it meanders away from Manchester Street. The Distillery District is a quickly growing revitalization area in downtown Lexington. Once an industrial area with little to no pedestrian traffic this section of downtown has quickly grown into a “hot spot” with the locals and tourists alike offering restaurants, shopping and distillery tours. As it currently exists, pedestrians have inadequate width to navigate this corridor according to current ADA standards and the volume of large vehicles navigating the corridor make it uncomfortable.

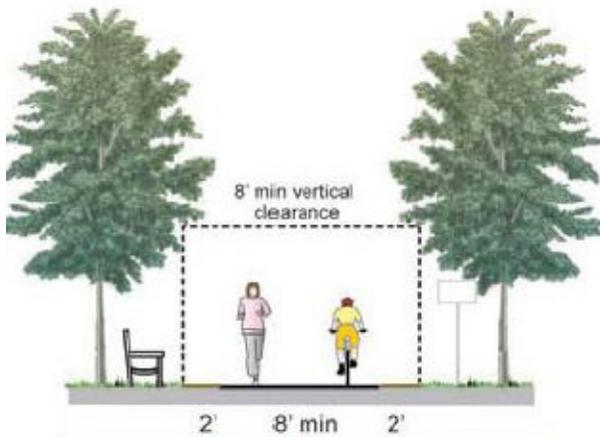


Exhibit 19: Distillery District - Manchester Street Typical Section

**Section 7: Newtown Pike
Third Street to Main Street
(Legacy Trail Connection)**

The seventh section of the project includes a connection from the existing Legacy Trail to Town Branch Commons Corridor. The Legacy Trail is a 12 mile paved trail that connects the east side of Fayette County to the downtown area of Lexington. Currently Legacy Trail is constructed along Newtown Pike to 4th Street and terminates at the Bluegrass Technical and Community College (BCTCS). The trail is being extended south from 4th Street to 3rd Street by a private developer. A gap in the trail remains from 3rd Street to Main Street that would connect the Legacy Trail to the heart of downtown Lexington. Our project will provide that final connection from 3rd Street to Main Street with a multi-use path that runs along the east side of Newtown Pike adjacent to the roadway. This connection will allow the users of the Legacy Trail to have access to the amenities and opportunities being provided along the Town Branch Commons Corridor and the Town Branch Commons Trail.

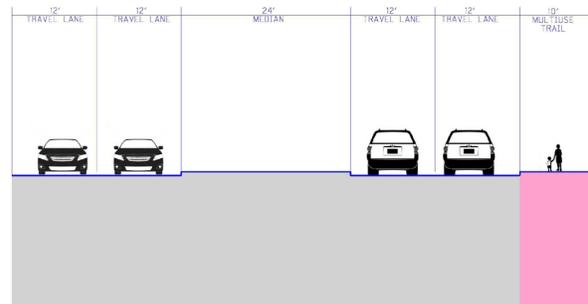


Exhibit 20: Newtown Pike Typical Section

C. Project Parties

The following outlines the Project Parties and their individual roles in supporting the TBCC's implementation. The TBCC Project is led by the Lexington-Fayette Urban County Government (LFUCG) with broad support from the community and state.

Lexington-Fayette Urban County Government (LFUCG)

The Lexington-Fayette Urban County Government is responsible for the stewardship of the City's streets and park system. The TBCC Project is a vital component of both networks, linking green spaces and the transportation network. LFUCG's role for this Project includes:

- TIGER 2016 Discretionary Grant Applicant
- Future construction manager for bike and pedestrian investments included in this application
- Coordination with existing funded project segments
- Coordination with potential partners on the maintenance of the bike and pedestrian facilities and greenspace investment
- Establishment of design guidelines for the facilities
- Grant Recipient: serves as the Grantee for any funds awarded to the project and responsible for reporting requirements on behalf of the Project partners

Vulcan Materials Company

Vulcan Materials has operated two sites in Fayette County for the past 50 years. They are the largest producer of construction aggregates in the U.S. Vulcan has committed to supplying construction materials in the amount of \$50,000 to the Project as an in-kind donation if selected for award. Vulcan's role for this Project includes:

- Funding partner providing \$50,000 in-kind donation of construction materials

Lextran

Lextran operates the City's bus system. The agency's role for this Project includes:

- Coordination with partners on multimodal connections between transit and bicycle and pedestrian investment
- Hosting bike lockers within the transit center

University of Kentucky

The University of Kentucky's role for this application includes:

- Lead Investigator for Bike and Pedestrian survey study after the facility opens for use

Project Supporters

The following groups include key stakeholders and groups who have written letters of support on behalf of the Project. All letters of support are provided in the supplemental materials and are available at: www.townbranchTIGER.com

- 21c Museum
- AARP KENTUCKY
- AU Associates
- Alltech
- Anderson Communities
- Awesome, Inc.
- Barrel House Distilling
- BB&T
- Bluegrass Community Technical College
- BGCF
- Block + Lot
- Bluegrass Airport
- Bluegrass Cycling Club
- Bluegrass Tomorrow
- Smiley Pete
- Central Bank
- Charles Young Center Board
- Columbia Gas
- Commerce Lexington
- Commission for Citizens w/ Disabilities
- Commonwealth of Kentucky
- Community Ventures
- Cornett Media
- Cup of Commonwealth
- Downtown Lexington Corporation
- East End Neighborhood
- Fayette Alliance
- Fayette County Public Schools
- Fayette County PVA
- Harris & Ward
- Hilton Downtown
- Historic South Hill Neighborhood
- Historic Woodward Heights
- Isaac Murphy Memorial Art Garden
- Kentucky American Water Co.
- Kentucky Horse Park
- Kentucky League of Cities
- Kentucky Utilities
- Kenwick Neighborhood
- KY General Assembly (13 signatories)
- KYTC Sec. Thomas
- LAMPO
- Lex Park
- Lexington Mayor's Office
- Lexington Bluegrass Association of Realtors
- Lexington Center Corporation
- Lexington Downtown Development Authority
- Lexington Parking Authority
- Lexington Public Library
- Lexington Real Estate Company
- Lexington-Fayette County Health
- Lexington-Fayette County Housing Authority
- Lextran
- Listen Design Studio
- Picnic with the Pops
- PNC
- Stites & Harbison
- The Livery
- Thistle Holdings
- Town Branch Trail, Inc.
- Transylvania University
- Triangle Foundation, Inc.
- U.S. Rep. Barr
- U.S. Sens. McConnell and Paul
- UK
- United Way of the Bluegrass
- Urban League LFUCG
- VisitLex
- Vulcan Material
- West Sixth Brewing
- William Wells Brown Neighborhood
- Woodward Heights Neighborhood
- YMCA of Lexington

D. Grant Funds, Sources, and Uses of Project Funds

The following outlines the funding strategy for the TBCC Project. Local match funding is supported by letters of commitment provided in the supplementary materials.

Amount of Grant Funding Requested

The LFUCG is requesting \$15,950,000 of TIGER 2016 Discretionary Grant funds to implement the Project. This Project is scalable. The TIGER request for the scaled-back version of the project is \$6,950,000.

Availability/Commitment of Fund Sources and Uses of All Project Funds

A non-federal match of \$4,050,000 is committed to the Project as outlined in Exhibit 21. The non-federal match represents 20.3 percent of the total Project cost and 36.8 percent of the scaled-back version of the Project, which omits the connection to Town Branch Trail.

Exhibit 21: Project Funding Summary

Funder	Cash	Source
LFUCG	\$4,000,000	Existing bond proceeds available and not committed to other uses
Vulcan Materials	\$50,000	In-kind donation of construction materials
Total		\$4,050,000

Operations and Maintenance

The Project consists of separated bike paths and pedestrian enhancements. The LFUCG will maintain the bicycle and pedestrian elements of the Project.

The LFUCG funds transportation from its General Fund. The operating costs for the bicycle and pedestrian enhancements are minimal relative to the overall size of the City’s transportation program and can readily be absorbed. Moreover, as LFUCG’s bike and pedestrian trail network as grown in recent years, it has added a line item to the budget for this element of its transportation network. The current funding budgeted for LFUCG’s existing system is \$150,000. The City would continue to budget for operations and maintenance and increase the budget proportionately as the system grows.

Operating costs for the Project are included in the total costs considered in the Benefit-Cost Analysis included with the attachments to this application.

Total Project Costs

The full Project’s total capital cost is \$20 million (in 2016 dollars). Exhibit 22 summarizes the major cost categories. The scaled back version of the full project has a capital cost of \$11 million. Detailed cost information is provided with the supplementary information to the application at www.townbranchTIGER.com.

Exhibit 22: Summary of Capital Costs by Major Project Element and Full/Scaled Project (\$2016)

Cost Category	Full Project	Scaled Version of Project
Roadway	9,250,000	5,450,000
Sitework and Special Conditions	2,200,000	1,900,000
ROW	3,950,000	950,000
Professional Services	1,600,000	900,000
Contingency	3,000,000	1,800,000
Total	\$20,000,000	\$11,000,000

If selected for TIGER 2016 award, TIGER funds would represent 79.75 percent of the full Project cost and 63.19 percent of the scaled version of the project (Exhibit 23).

Exhibit 23: Percentage of Project Costs by Funding Source

Sources of Funds	Full Project	Percentage	Scaled Version of Project	Percentage
TIGER Funds	\$15,950,000	79.75%	\$6,950,000	63.19%
LFUCG	\$4,000,000	20%	\$4,000,000	36.36%
Vulcan Materials	\$50,000	.25%	\$50,000	.45%
Total	\$20,000,000	100%	\$11,000,000	100%
Total Non-Federal Match	\$4,050,000	20.3%	\$4,050,000	36.8%

Exhibit 24: Prior Investments

Project Name	Federal Funds	State Funds	Local Funds	Total
Downtown Streetscape*	\$5,066,200	---	\$23,166,816	\$28,233,016
Vine Street Road Improvements	\$1,428,645	---	---	\$1,428,645
Town Branch Trail	\$7,942,623	---	\$682,904	\$8,625,527
Legacy Trail	\$10,279,050	---	\$2,288,000	\$12,567,050
Isaac Murphy Memorial Art Garden	\$458,000	\$177,000	\$140,000	\$775,000
TBCC Sections 1 & 2	\$5,500,000	---	\$11,500,000	\$17,000,000
			TOTAL	\$68,629,238

* Limestone from Avenue of Champions to Vine Streetscape, Vine from Broadway to Limestone Streetscape, Main from Broadway to Limestone Streetscape, Main from Limestone to Elm Tree Streetscape, Cheapside Park Redesign, Cheapside Pavilion, Main Street Amenities, Vine and Lime Amenities, (LFUCG George Milligan).

E. Selection Criteria

The Project proposed in this TIGER application will generate a variety of benefits for the Lexington and surrounding corridor community. Some of these benefits can be quantified; many cannot be. Before moving to a discussion of each of the long-term outcomes, Exhibit 25 provides a summary overview of how the Project aligns with the evaluation criteria.

Exhibit 25: Evaluation Criteria Narrative Matrix

Criteria	How the Project Satisfies the Criteria
Primary	
State of Good Repair	<p>Fills gaps in and upgrades aging non-motorized active transportation link in the region’s emerging greenway and transit network.</p> <p>As travelers divert from autos to bike and pedestrian modes, wear and tear on the City’s streets is avoided. The Project area has over 13,000 commuters.</p>
Economic Competitiveness	<p>Anticipated gains in existing property values adjacent and in close proximity to the revitalized corridor due to demand for walkable urban environments.</p> <p>Shape and attract private investment to the corridor, helping to revitalize older established neighborhoods.</p> <p>Travel cost savings by allowing some trips to be made by foot or by bike.</p>
Quality of Life	<p>Promote equitable access to community amenities for residents. There are over 2,400 households within a ¼ mile of the corridor.</p> <p>The Project completes the regional network that connects users to 2,000 acres of green space across multiple parks.</p>
Sustainability	<p>Air quality benefits through the planting of additional trees and green space. Downtown Lexington has only 18% urban tree canopy coverage currently.</p> <p>Air quality benefits through the diversion of auto trips to bike and pedestrian trips.</p> <p>Additional green space provides expands permeable surface in community and provides water filtration benefits in handling stormwater, benefiting the region’s water resources.</p>
Safety	<p>Providing a safe place for pedestrian and biking recreational activities. The Project helps Lexingtonians avoid over \$49 million in crash costs over the analysis period.</p>
Secondary	
Innovation	<p>The planning and collaboration to develop and implement the Project demonstrates how public-private cooperation early in the planning process delivers a higher quality project to corridor residents.</p> <p>The University of Kentucky will monitor bike and pedestrian usage and trends, providing before and after data to inform planning efforts.</p>
Partnership	<p>The City of Lexington is collaborating closely with non-profits, the private sector and other public entities to deliver the project.</p>

Primary Selection Criteria

This section discusses how the Project generates benefits across the long-term outcomes.

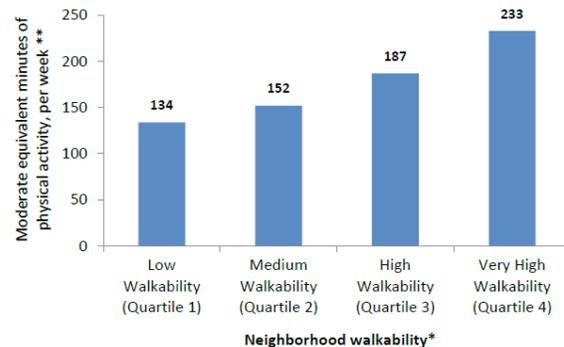
State of Good Repair

The trail and associated park improvements fill gaps in a fragmented travel corridor that promotes access in the surrounding communities to recreation, civic institutions, shopping and job opportunities in a way that supports the local economy. It completes the regional network of trails, completing new sections and making existing sections more useable.

- (i) **The Project is consistent with relevant State, local and regional efforts and plans to maintain and expand non-motorized transportation facilities and greenway systems in a state of good repair.** LFUCG had an adopted bicycle and pedestrian master plan focused on making the region a place where cycling and pedestrian activity is safe, attractive, easy and a convenient mode of transportation for people of all ages and abilities.
- (ii) **The Project is adequately capitalized for both the maintenance of capital and the ongoing operations.** The capital and maintenance construction budget is based on the City's existing experience with similar bike and pedestrian facilities in other parts of the same region.
- (iii) **A sustainable source of revenue is available for long-term operations and maintenance of the Project.** The expansion of the bike and pedestrian network is consistent with LFUCG's own long-term plan for expansion of greenways and bike/pedestrian trails. The addition of 2.5 miles represents a fractional increase in LFUCG's ongoing maintenance budget.

In addition, to the degree that drivers substitute walking and biking for auto trips, there will be a savings to road maintenance as daily wear and tear is reduced. Over 1,000,000 vehicle miles travelled in downtown are avoided.

Mean weekly minutes of physical activity by neighborhood walkability quartile, New York City



*Note 1: Quartile 1 neighborhoods are the least walkable, Quartile 4 are the most walkable. Estimates for Quartile 1 and Quartiles 3 and 4 are significantly different.

**Note 2: 'Moderate equivalent minutes' are a measure of total weekly minutes of physical activity based on accelerometer measurement; each moderate minute of activity counts for one minute, while each vigorous minute of activity counts for two minutes.

Sources: Columbia University Built Environment and Health Research Group, NYC Physical Activity and Transit Survey Device Follow-Up 2011

Exhibit 26: Minutes of Walking Activity Rise with “Walkability” of Built Environment.



Exhibit 27: The Project connects Lexington's Urban Core with the Rural Bluegrass Region.

Economic Competitiveness

The TBCC Project improves the economic competitiveness of the surrounding neighborhoods and the broader economy to which it is connected through commerce and commuting. Based on the experience in other locations, investment to create a vibrant greenway with residential and commercial development tailored to the conditions of a non-motorized corridor, collectively will raise the value of properties in the vicinity of the new bike and pedestrian network. This is a wealth effect that benefits all property owners in the vicinity of the corridor, but has significant positive impacts for middle income and lower middle income households. A house is typically a household's largest single asset.

In addition, the trail will connect more neighborhoods to established and emerging businesses, allowing travelers to make short errands by bike or foot (typically up to 1 mile in length), saving travel costs compared with making the same trip by auto. Nationally, more than one-quarter of all trips taken are less than a mile in length; nearly one-half of all trips are within three miles, an easy biking distance and well within the length of the downtown portion of the TBCC corridor.⁵ These savings are real gains to local household budgets. The current analysis assumes the removal of nearly 1,700 trips annually by 2025.

Annualizing and applying a discount rate of 7 percent, the total property premium gains are \$3.5 million over the analysis period.

Quality of Life

Although some elements cannot be monetized directly, the Project will significantly benefit the quality of life in Lexington's neighborhoods. Congestion on local roads will be eased as trips are diverted to the separated path. Local residents will have a much greater range of recreational amenities in their "backyard." Residents will have well lit and safe locations to walk, bike, and run.

Research is also finding that the availability of safe walkable areas encourages people to walk, with improvements in overall health for those that do so regularly. The public health community has empirically demonstrated that the design of the built environment can have a major impact on the health of the public. For example, one may expect more physical activity and healthier diets among persons in communities with convenient, safe walking paths and accessible sources of fresh fruits and vegetables. On the other hand, poorer health outcomes are expected among residents of communities with high crime rates, few parks or walking paths.⁶ A recent study in New York City calculated the walk score for individual Census blocks. The physical activity levels of Study participants were measured by accelerometers, an objective measure of physical activity. The study found that residents of more walkable neighborhoods exercised more than those of less walkable neighborhoods. The differential between the highest and lowest quartile was 100 minutes per week.

For these reasons, it is anticipated that the Project would have a similar beneficial effect on the Lexington's communities that it connects. Via this Project, Lexingtonians will have access to

⁵ *Safe Routes to Everywhere: Building Healthy Places for Healthy People Through Active Transportation Networks*, citation of National Travel Survey data, Partnership for Active Transportation, 2012.

⁶ *The Built Environment and Health: 11 Profiles of Neighborhood Transformation*, Prevention Institute, July 2004. See also "Neighborhood Walkability and Physical Activity in New York City," Epi Data Brief 42, published by the New York City Department of Health and Mental Hygiene, January 2014.

over six established and planned parks, accounting for over 2,000 acres of green space and parks (via TBCC): Isaac Murphy Memorial, Charles Young Park, Thoroughbred Park, Triangle Park, and new park in development; the McConnell Springs Nature Preserve and Masterson Station Park (via the Town Branch Trail); and Cold Stream Park and the Kentucky Horse Park (via the Legacy Trail).

Environmental Sustainability

The implementation of the TBCC Project will benefit the local environment in a variety of ways—some quantifiable and some not—though all are true benefits attributable to the project. First, air quality will benefit through the planting of additional trees and green space that mitigates heat islands. Second, air quality benefits as the additional trees remove pollutants.⁷ Collectively, the surrounding environment is cooler and cleaner than without the trail. To the degree that residents make trips by bike and foot rather than autos, auto emissions are also reduced, again providing air quality benefits. Finally, the green space expands permeable surface in the community and provides water filtration benefits by reducing stormwater runoff, benefiting Central Kentucky’s watershed. In order to comply with the Clean Water Act, which protects water resources from pollution, the Lexington-Fayette Urban County Government has agreed to make extensive improvements to its sewer systems to eliminate unauthorized overflows of untreated raw sewage and to reduce the pollution of urban storm water. Lexington is one of many cities throughout the U.S. upgrading its infrastructure under the Consent Decree.

The Project, including plantings, trees, and bioswales, will provide attractive landscaping and a natural habitat for birds and butterflies and other fauna. An attractive environment for nesting and foraging is created by the increased soil moisture, evapotranspiration, and vegetation coverage. Additionally, the bioswales will also create a living, micro-ecological system. Tree canopy cover is a way for cities to improve water and air quality, and improve habitat. However, downtown Lexington currently has only 18% urban tree canopy coverage.

Habitat is key in maintaining biodiversity and to help urban residents relate to nature, experiencing bird songs, passing butterflies, and other members of the animal kingdom along the pathway. The bioswales may minimally provide habitat for the Interior least tern bird species (*Sterna antillarum athalassos*) which is one of Kentucky’s Endangered Species, and is also endangered nationally. The least tern likes natural, shallow water areas, usually larger than the study area. However, there may yet be occasional use of the bioswales by least tern’s, because loss of habitat is increasingly urbanizing the tern’s selection of area for feeding and mating areas. The State of Kentucky also has three endangered bats, some of which may benefit from increased natural areas within the urban environment and the insects there that the bats can feed upon. Habitat Benefits were not quantified.

The reduction in hours of auto travel also reduces fuel consumption.

Applying USDOT guidance for sustainability benefits across all types are valued at \$1.2 at 7 percent.

⁷ USDA, Forest Service, Northeast Community Tree Guide: Benefits, Costs, and Strategic Planting (McPherson et al, 2007) Table 4, page 38.

Safety

The largest single benefit of the Project is safety; that is, the avoidance of cyclist and pedestrian crashes. The value of crashes avoided over the 30-year analysis period is over \$49 million when discounted at 7 percent. This reduction is expected to occur as bicycles and pedestrian will have a safe, off-street trail away from vehicles in addition to intersection improvements.

Secondary Selection Criteria

The partnership that has developed and will implement the TBCC Project and the Project's innovative characteristics are described below.

Partnership

Public private partnerships are becoming increasingly frequent in the delivery of transportation programs and projects. The partnership typically forms later in the project development process once the question of funding has entered the equation. What makes this project unique is that the public and private elements of the project are planned in tandem, much earlier in the project development phase than typically seen. The vision for a region-wide bike and pedestrian network is the result of collaboration between the public and private sectors. In this instance, the park with the connecting trail running through it bracketed by the four paths and trails that comprise this Project and will be privately funded and delivered to public use as part of a larger park project. The Bluegrass Community Foundation is one year in a \$50 million capital campaign to establish the independent non-profit whose mission will be to enhance and maintain TBCC, to include the building of a new park and associated trail.

The TBCC connects 3 major transportation projects that included federal/state and community partnerships. These three projects include the Legacy Trail, Town Branch Trail and the Downtown Transit Center. Each of these efforts was completed with collaborative partnerships and each will rely heavily on the "last mile" of the TBCC project to more fully realize their true potential.

The Blue Grass Community Foundation

LFUCG has a private partner in the development of the region's network of interconnected trails. The TBCC Project outlined in this TIGER application will link two existing trail systems: the Town Branch Trail and the Legacy Trail. The Blue Grass Community Foundation has completed the first year of a \$50 million philanthropic fundraising campaign to help build and maintain the Commons, a nearly two-mile series of parks, water features, enhanced streetscapes, and bicycle/pedestrian-friendly infrastructure. The Project outlined in this TIGER application connects to and leverages the privately-funded parks and trails and benefits from the fundraising campaign that would support operations and programming in the corridor. The TBCC Project is supported by a unique broad public-private partnership, including state and local government, civic groups, non-profit organizations and private philanthropy.

Innovation

There are two innovative aspects to the Project. The first is in the delivery of the Project. The team has reviewed the experience of the earlier trail projects to identify risks to implementation

for the remaining segments of the network. The Project schedule advances those elements that may introduce risk in order to surface issues early while the design work is still underway, reducing the impact of any unknowns and mitigating schedule and budget risk.

The second innovation is completion of the project itself. The completion of region-wide bike and pedestrian networks such as the one in Lexington is comparatively new in the U.S. Thus, understanding of pedestrian and bike travel patterns are less well understood than other modes such as cars and transit. The University of Kentucky will survey travelers on the network for the first three years of completion to collect data on the rate of adoption and how users of the new system incorporate the bike/pedestrian network into their daily travel patterns. The information provided through this work will fill an important data gap and aid other jurisdictions in the U.S. that may be planning similar facilities. The cost of the study will be borne by LFUCG.

F. Results of Benefit-Cost Analysis

The Town Branch Commons Corridor Project generates benefits across a variety of long-term outcomes: safety, sustainability, economic competitiveness, and quality of life. Over 20 years, the benefits of the full TBCC Project exceed the costs by a factor of 3.3 to 1.0 when discounted at 7 percent. This ratio rises to 6.1 to 1.0 when benefits and costs are discounted at 3 percent. Not included in this assessment are the health and recreational benefits.

The scaleable portion of the TBCC project also delivers benefits that exceed costs. The range of outcomes is the same as for the full project, only the magnitude varies. Over 20 years, the benefits of the scaled Project exceed the costs by a factor of 5.8 to 1.0 when discounted at 7 percent. This ratio rises to 10.7 to 1.0 when benefits and costs are discounted at 3 percent.

Exhibit 28 summarizes the benefit cost analyses for both the full project and the scaled subset. The supplementary materials provided with this application include the workbook with all calculations for this benefit cost analysis, as well as a technical memorandum that describes the assumptions and methods used. Supplemental materials are available at: www.townbranchTIGER.com.

Exhibit 28: Summary of Quantifiable Long-term Benefits and Costs (Full Project and Scalable Tier)

Long-Term Outcomes	Tier 1: Complete Project		Tier 2: Scaled Project	
	3%	7%	3%	7%
State of Good Repair	\$32,000	\$17,000	\$27,000	\$15,000
Economic Competitiveness	\$5,623,000	\$3,088,000	\$4,868,000	\$2,673,000
Quality of Life	\$4,034,000	\$3,464,000	\$3,503,000	\$3,008,000
Environmental Sustainability	\$1,466,000	\$1,215,000	\$1,270,000	\$1,050,000
Safety	\$86,896,000	\$49,071,000	\$83,060,000	\$46,902,000
Total Benefits (Discounted)	\$98,051,000	\$56,855,000	\$92,728,000	\$53,648,000
Total Costs (Discounted)	\$16,219,000	\$17,249,000	\$8,640,000	\$9,293,000
BCA Score	6.1	3.3	10.7	5.8

G. Project Readiness

Technical Feasibility

The TBCC Project is technically feasible; there are no risks to project delivery from a technical perspective. Because the Project entails completing the remaining gaps in the larger-region-wide system of bike and pedestrian facilities, the Project draws on the reservoir of technical experience and lessons learned in constructing and delivering the existing facilities. Moreover, the community's progress in delivering the existing bike and pedestrian lanes demonstrates its ability to undertake the remaining segments to complete the system. A survey of the subsurface utility location is underway as this application is being prepared and the early results have informed both the cost estimate and engineering designs. The surveying task is identifying utility locations, existing right of way/property lines as well as develop an existing conditions CADD file in 3D to hand off to the firm selected to start the design activities in July/August 2016. This task was accelerated in order to get a jump start on all these data collection items to help expedite project development and detect risk items as soon as possible. Detailed engineering costs and plans are included in the supplemental materials provided with this application, available at www.townbranchTIGER.com.

Financial Feasibility

All sources and uses of the funds needed to implement this Project have been indentified and secured. See Section III for additional details on project commitments and costs. The substantial amount of planning work accomplished to date, as well as experience constructing other sections of the network, reduce the potential for unexpected costs to arise as the Project advances.

The LFUCG has a Moody's Rating of Aa2 and is based on the sizeable and regionally important urban center, which benefits from the stabilizing presence of the University of Kentucky and an above average socioeconomic profile. Standard & Poor's Rating Services assigned its 'AA' long-term rating to Lexington-Fayette Urban County Government. The long-term rating is reflected in their views of the LFUCG documented on April 29, 2015 where the LFUCG was captured as having:

- Very strong budget flexibility with 2014 available reserves at 19.5% of general fund expenditures and transfers out;
- Strong liquidity that provides strong cash levels to cover both debt service and expenditures;
- Strong economy that serves as regional economic center;
- Strong management conditions with good financial policies and practices;
- Adequate budget performance, with a surplus in the general fund and a slight deficit in the total governmental funds for fiscal 2014;
- Adequate debt and contingent liabilities position, and strong institutional framework score.

The Lexington-Fayette Urban County Government's Department of Finance & Administration is responsible for the custody, investment and disbursement of all funds of the government in accordance with procedures and standards adopted by the Urban County Council. All expenses are certified by the Division of Accounting.

The LFUCG has designated the Division of Grants and Special Programs to serve in the capacity of administering, coordinating, and serving as the responsible entity for regulatory oversight for all grants received by the LFUCG. This regulatory oversight includes compliance with federal regulations and with local standards, review of expenses prior to payment, and submission of financial and

progress reports in a timely manner. The Division has managed direct federal awards from the U.S. Department of Housing and Urban Development, the Department of Justice, Federal Emergency Management Agency, and the Environmental Protection Agency. LFUCG also currently manages federally funded projects awarded from the Kentucky Transportation Cabinet under Congestion Mitigation & Air Quality, Transportation Enhancement, Transportation Alternatives, and the state's Surface Transportation Program. In Fiscal Year 2015 the LFUCG expended over \$7 million in federal funds for transportation projects funded by the Kentucky Transportation Cabinet. As a recipient of federal funds in excess of \$750,000 per year, the LFUCG complies with OMB Circular A-133, "Audits of States, Local Governments, and Non-Profit Organizations," and most recently with the requirements of 2 CFR 200. In FY 2015, the LFUCG expended more than \$35 million in federal financial assistance for all programs. The LFUCG Office for Internal Audits provides assessments and makes recommendations with the objective of improving government processes and effectiveness.

Required Approvals

Environmental Permits and Reviews

The TBCC Project will be built within the existing right-of-way which is already under agency control, with no streams, wetlands, endangered species, historic buildings sites, or environmentally sensitive areas that will be impacted. The City has hired a program manager to assist with delivery of the Project; the Process to obtain a Categorical Exclusion is already underway and no delay associated with NEPA is anticipated. Completion is expected before January 2017.

Legislative Approvals

No legislative approvals are required to implement this project.

State and Local Planning

The Project results from a long and inclusive planning process that builds on multiple studies and initiatives. In the 1990s, the Greenspace Commission developed the vision of a system of greenspaces that "reunites a community with nature, culture, and the identity its people created from them." (Section II, Greenspace Plan). The system of greenspaces was not confined to parks, but anticipated that bikes and trails would be part of the network.

The TBCC Project helps implement the adopted Lexington Area Metropolitan Planning Organization's Bicycle and Pedestrian Master Plan, that identified a broad system of multimodal facilities needed to complete the regional network. In response to these needs, and in conformance with this master plan, LFUCG adopted policies and plans that prioritize complete streets for all users. The CMAQ and TAP funded parts of the bicycle and pedestrian path are included in the TIP; the Projects outlined in this TIGER application would be added to the TIP upon securing funding in a similar fashion. Finally, in order to prepare for the transition from planning to implementation, members of the LFUCG staff responsible for delivering the Project have visited the Indianapolis Cultural Trail and the team that developed and delivered that Project.

Assessment of Project Risks and Mitigation Strategies

There is little risk to timely completion and delivery of the Project. Particularly as it builds on the experience gained through the successful delivery of similar improvements in adjacent locations in the same city, there are few unknowns in the work that remains to complete the bike and pedestrian network within the projected schedule.

Utility Relocation Costs: Utility surveys are underway already and early results have informed the engineering and cost estimates presented in this application. The surveying task is identifying utility locations, existing right of way/property lines as well as develop an existing conditions CADD file in 3D to hand off to the firm selected to start the design activities in July/August 2016. This task was accelerated in order to get a jump start on all these data collection items to help expedite project development and detect risk items as soon as possible.

Environmental Uncertainties: The Project limits are within the right-of-way already controlled by the sponsoring agency.

Real estate easement acquisition costs: The Project has received letters of support from 15 adjacent property owners; this should be sufficient to support construction easements needed to build the project.

H. Federal Wage Rate Certification

The signed federal wage rate certification that Lexington-Fayette Urban County Government will comply with the requirements of subchapter IV of chapter 31 of title 40, United States Code (Federal wage rate requirements) included in the supplemental materials to this application.

I. Cost Sharing or Matching

The Town Branch Common Corridor Project has identified a solid financial plan to deliver the final segments of the regionwide bicycle and pedestrian network. The Project is scalable; it has a smaller version that retains independent utility. The scaled back version eliminates the portion of the Project from Manchester Street to Forbes Lane (Town Branch Trail connection). Exhibit 30 below presents the proposed cost share for the full and scaled version of the Project.

If selected for TIGER 2016 award, TIGER funds would represent 79.75 percent of the total cost to complete the Town Branch Commons Corridor Project. The balance of the Project costs would come from local bond funds.

If the proposed Town Branch Commons Corridor Project was scaled back and selected for award, TIGER funds would represent 63.19 percent of the cost to complete. The balance of the Project costs would come from local bond funds.

Exhibit 30: Cost Share for Full Project and Scaleable Segment

Project Tier	Capital Cost	Sources of Funds	Percentage of Tier's Cost
Full Project (inclusive of scaled version of project)	\$20,000,000	TIGER	79.75%
		LFUCG Bond Funds	20%
		Vulcan Materials	.25%
Scaled Version of Project	\$11,000,000	TIGER	63.19%
		LFUCG Bond Funds	36.36%
		Vulcan Materials	.45%

FEDERAL WAGE CERTIFICATION

TIGER Discretionary Grants

Subchapter IV of Chapter 31 of Title 40, United States Code

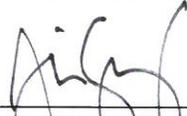
The Consolidated Appropriations Act, 2016

Name of Applicant: Lexington-Fayette Urban County Government

Authorized Representative: Mayor Jim Gray

The Lexington-Fayette Urban County Government hereby certifies that it will comply with requirements of United States Code Title 40, Chapter 31, Subchapter IV, Federal Wage Rate Requirements.

This certification is made pursuant to TIGER FY 2016 Discretionary Grant requirements found in the Federal Register, Vol. 81, No. 38, Friday, February 26, 2016, Notice of Funding Opportunity, Document Number 2016-04217.

Signature:  _____
Jim Gray, Mayor
Lexington-Fayette Urban County Government

Date: 4/21/16