

# Pathways to Progress

Creating Spencer County's Mobility Master Plan



Kentuckiana  
Regional Planning &  
Development Agency



# I. Project Description

## Statement of Work

**Pathways to Progress** is a comprehensive planning effort to revolutionize **active transportation and pedestrian mobility** in Spencer County, Kentucky and its seat, the city of Taylorsville. A **mobility master plan** will be produced with recommended action items to transform Kentucky 55/Taylorsville Road, the main

<p><b>Project Type:</b> Planning – Rural</p> <p><b>Applicant:</b> Spencer County Fiscal Court</p> <p><b>Total Project Cost:</b> \$300,000.00</p> <p><b>2024 RAISE Request:</b> \$300,000.00</p>
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thoroughfare of the county connecting Taylorsville to the Louisville urban area to the north, and a portion of Kentucky 44/Little Mount Road connecting Taylorsville with recreational opportunities. The plan will incorporate sidewalks, crosswalks, universal design elements, improved ADA access, and local placemaking efforts to (1) promote pedestrian activity; (2) solidify a sense of identity for the county; (3) improve safety for vulnerable populations, including students, seniors, and individuals with disabilities; (4) foster economic development and business growth; and (5) connect residents and visitors to the county’s natural beauty.

The plan will target specific safety features, including sidewalk extensions, crosswalks, and clearly delineated pedestrian infrastructure, to enhance visibility of pedestrians and cyclists, increase pedestrian access, and encourage more pedestrian activity in a rural community. Planning efforts will be enhanced through a strong alliance of community partners representing underrepresented groups and local businesses.

## Current Design Status

The City of Taylorsville and the Spencer County Fiscal Court engaged Sisler-Maggard Engineering PLLC in Lexington in 2017 to create a conceptual vision for safety improvements and the expansion of recreational trails. The plan utilized data and anecdotal evidence to direct its focus, which resulted in the call for additional pedestrian infrastructure along busy corridors and a connected trail system to better serve residents regarding recreation and park access. This vision forms the basis of a larger planning effort through the RAISE grant process that will include a wide array of community partners. Despite considerable effort, lack of funding has rendered these projects unattainable without additional support.

## Technical and Engineering Aspects

The **Pathways to Progress** master mobility plan will feature an inclusive array of technical and engineering aspects, including extensive environmental review, risk mitigation, public health impacts, and economic development. Spencer County Fiscal Court will engage with a qualified firm through a competitive procurement process to ensure alignment with these aspects, utilizing

the prior work completed by Sisler-Maggard Engineering PLLC as a foundation to build out the plan.

## Transportation Challenges and Solutions



A mural in downtown Taylorsville, the county's main commercial district.

Spencer County is a growing exurb of the Louisville metropolitan area and faces an identity crisis. As more individuals and families take advantage of undeveloped land and the natural landscape, city and county leaders are motivated to balance growth with maintaining the area's rural character and connections to nature. Past haphazard growth led to quick installation of roads and infrastructure, leaving the county's critical resources – including schools and healthcare facilities – without sidewalk access. This has proven to be dangerous, especially along well-traveled corridors such as Kentucky 55/Taylorsville Road. Spencer County High School is located

on KY55 and students face the dilemma of crossing this major highway during rush hour traffic without assisting infrastructure.

According to the Kentucky State Data Center, Spencer County and neighboring counties are experiencing high growth as the Louisville urban area grows outward. **Spencer County is one of the top ten fastest-growing counties in the state with one of the highest net migration rates.** This will result in increased traffic volumes for the area as well as a greater pool of visitors to Spencer County and its recreational assets, including Taylorsville Lake.

County	1990 Pop.	2000 Pop.	2010 Pop.	2020 Pop.	2050 Pop. (Projected)	Percent Growth, 2020-2050 (Projected)
Bullitt	47,567	61,236	74,319	82,217	93,398	13.6%
Jefferson	665,123	693,604	741,096	782,969	838,210	7.0%
Nelson	29,710	37,477	43,437	46,738	49,776	6.5%
Shelby	24,824	33,337	42,074	48,065	68,262	42.0%
<b>Spencer</b>	<b>6,801</b>	<b>11,911</b>	<b>17,167</b>	<b>19,490</b>	<b>25,463</b>	<b>30.6%</b>

Source: Kentucky State Data Center, University of Louisville *2022 Projection Report*

Spencer County features incredible green space and natural amenities, including Taylorsville Lake, a 3,000-acre reservoir serving as a habitat for migrating waterfowl. Taylorsville Lake State Park is a popular tourist destination and draws thousands of recreation enthusiasts from the area each year. County parks, including Ray Jewell Memorial Park outside of Taylorsville, are expanding to meet local recreational demand. Ray Jewell hosts two Little League state tournaments each year.

However, these amenities are only connected by busy roadways without pedestrian infrastructure. City and county leaders see great potential in connecting these resources to solidify the area's identity and to encourage smart, sustainable growth while promoting community health and recreation.

To meet these challenges, Spencer County and Taylorsville will prepare a master plan to guide efforts, including:

- A transformation of KY55/Taylorsville Road and a portion of KY44/Little Mount Road through a Complete Streets approach, with the addition of ample pedestrian and bicycle infrastructure to improve safety for vulnerable populations.
- A comprehensive, multi-modal trail system connecting green space and critical facilities while providing recreational and tourism opportunities for residents and visitors.
- A placemaking initiative based around city and county rural history and identity connected to planned trails and main community thoroughfares, including KY55/Taylorsville Road.
- The use of low-carbon materials and mechanisms to promote green infrastructure as part of a wider city/county effort to connect communities to nature.
- Improved drainage to mitigate impacts of weather events.
- The promotion of infrastructure to support electric vehicles and alternative forms of transportation, including cycling.

These efforts will promote increased human interaction and economic development by creating active public spaces that attract new businesses, bolster existing businesses, and foster pedestrian activity. Overall health outcomes will be improved via increased pedestrian activity, and connected health and environmental disparities will be reduced.

## Project History and Broader Context

In recent years, Spencer County has transformed from a predominantly rural community with a sparse population to a growing exurb of the Louisville metropolitan area. City and county leaders understand the importance of balancing growth with the maintenance of the rural lifestyle and connections with natural beauty. Sporadic planning efforts in previous administrations were considered but not meaningfully pursued.

Growth also threatens pedestrian safety, especially for vulnerable populations. Kentucky 55/Taylorsville Road connects Taylorsville with Louisville and Interstate 265; this road sees roughly 10,000 vehicles per day, with congestion occurring during peak hours. Such hours align with start and end times for Spencer County High School, leading to increased student pedestrian presence simultaneous with increased vehicular traffic. A lack of sidewalks and crosswalks results in students utilizing the median for pedestrian travel, placing them at greater risk of injury and death. Anecdotal evidence suggests that students are often forced to cross the highway to reach the other side despite the presence of speeding cars.



Existing pedestrian infrastructure needs to be expanded outside of the downtown core to serve areas of growth and safety concern.

These concerns led to Spencer County pursuing a grant through the Transportation Alternatives Program (TAP) managed by the Kentucky Transportation Cabinet in 2017; however, delayed processing and increased material costs have resulted in the funding amount only being able to cover a portion of sidewalk expansion costs. Mechanisms for comprehensive safety and traffic calming must be carefully considered to solve this problem for the long term.

As well, senior assisted living facilities are being located along Kentucky 44, which sees roughly 8,000 vehicles per day. Such facilities are located near Ray Jewell Memorial Park, a county green space that is expanding to meet local recreational demand. However, no sidewalk or pedestrian infrastructure is available near the park to protect commuters. Seniors attempting to access the commercial districts in Taylorsville and along KY 55 are forced to commute in the median of the highway, placing them at greater risk of injury and death.

As the county grows and attempts to balance its way of life and connection to green space, its leaders have recognized the concurrent importance of smart and safe growth to serve residents and visitors while mitigating risks. This planning grant will assist the county in the production of a truly comprehensive and forward-thinking product that will guide future growth.

## Project Location

Project elements will serve Spencer County, located just south of Louisville/Jefferson County, and the county seat of Taylorsville. Safety improvements will follow Kentucky 55/Taylorsville Road and Kentucky 44 as well as their intersection just north of downtown Taylorsville. Multi-modal trails will serve to connect existing green spaces, including Taylorsville Lake, Ray Jewell Memorial Park, and Waterford Park.

According to the US Department of Housing and Urban Development, roughly 76% of Taylorsville residents are low-income. One in four residents are aged sixty or older; one in five aged sixty or older are in poverty. Roughly 14% of residents do not use vehicular transportation according to the American Community Survey (2022). Spencer County is not considered an Area of Persistent Poverty or a Historically Disadvantaged Community. However, its setting is isolated and rural, and the county has notable pockets of poverty and underserved populations.

According to the US Department of Transportation's Equitable Transportation Community (ETC) Explorer, 4,500 residents live in disadvantaged census tracts (25% of the population).

Project Geography	
Location:	Spencer County, Taylorsville, Kentucky
Congressional District:	KY-04
Project Area Census Tracts:	21215080200, 21215080101, 21215080102, 21215080103
Primary Route 1	Kentucky Highway 55
Northern Terminus:	38.047408, -85.340156
Southern Terminus:	38.031834, -85.341470
Project Length:	5,000 feet
Functional Class:	Minor arterial
National Highway System (NHS)?	No
Primary Route 2	Kentucky Highway 44
Western Terminus:	38.040681
Eastern Terminus:	-85.329943
Project Length:	2,000 feet
Functional Class:	Major collector
National Highway System (NHS)?	No
Other Geographical Considerations:	Multi-modal trails will be planned to connect existing green spaces at Waterford Park, Ray Jewell Memorial Park, and Taylorsville Lake State Park. Planning efforts will help guide exact placement of trails in line with right-of-way, existing infrastructure, etc.

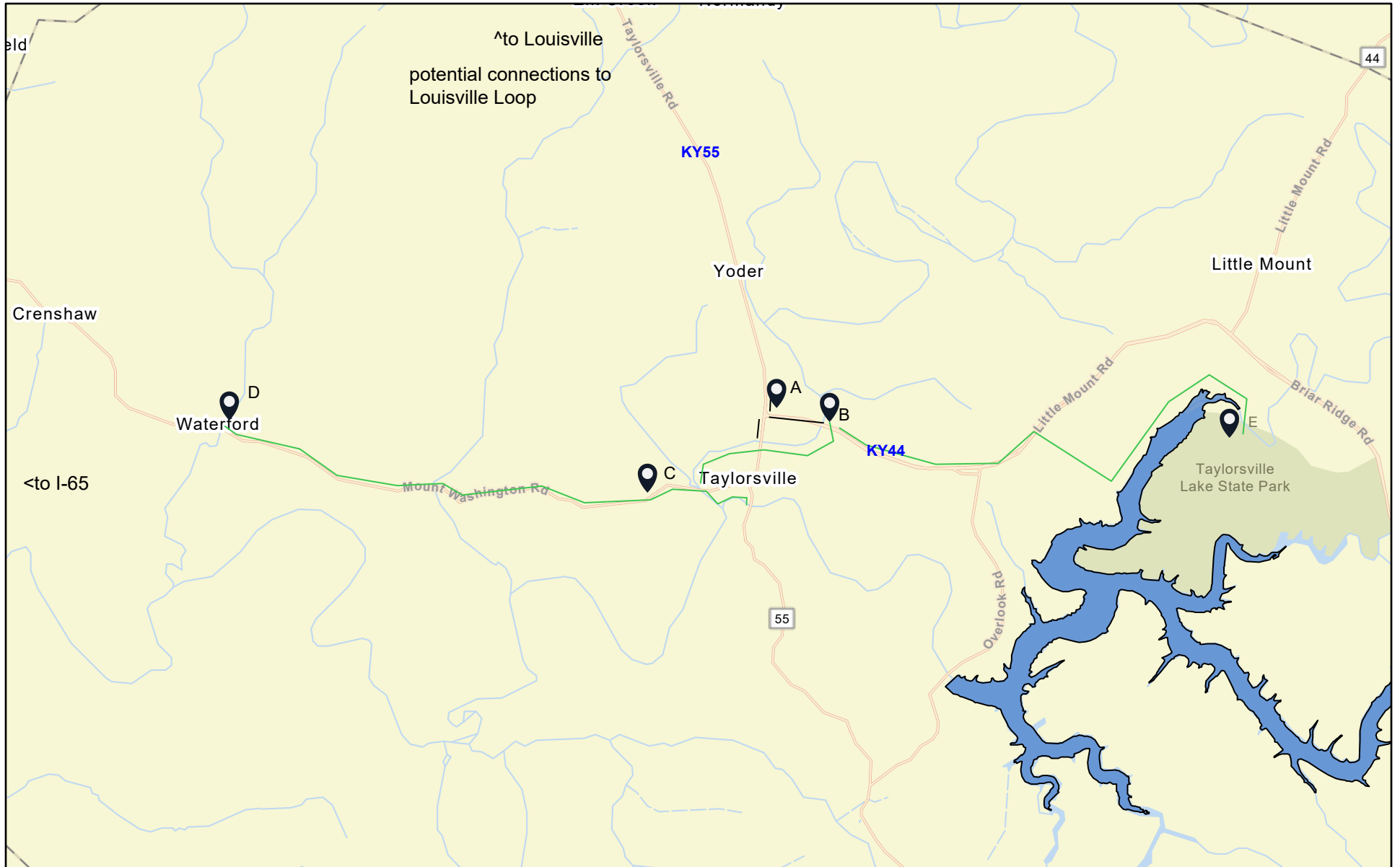
The table below showcases data from the US Department of Transportation’s Equitable Transportation Community (ETC) Explorer; in summary, Spencer County faces vulnerability from anticipated extreme weather events, increasing ozone and PM 2.5 levels, and transportation access. These points will be explored in more detail in the Merit Criteria section.

Data from USDOT’s Equitable Transportation Community Explorer		
	Spencer County Percentile	Disadvantaged?
<b>Climate and Disaster Risk Burden</b>	61 <sup>st</sup>	No
<i>Anticipated changes in extreme weather</i>	73 <sup>rd</sup>	<b>YES</b>
<i>Annualized disaster losses</i>	85 <sup>th</sup>	<b>YES</b>
<b>Environmental Burden</b>	23 <sup>rd</sup>	No
<i>Ozone level</i>	71 <sup>st</sup>	<b>YES</b>
<i>PM 2.5 level</i>	71 <sup>st</sup>	<b>YES</b>
<b>Health Vulnerability</b>	55 <sup>th</sup>	No
<b>Social Vulnerability</b>	18 <sup>th</sup>	No
<b>Transportation Insecurity</b>	67 <sup>th</sup>	<b>YES</b>
<i>Transportation Access</i>	68 <sup>th</sup>	<b>YES</b>

## II. Project Location

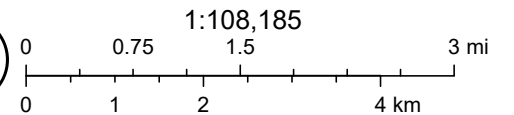
The attached spatial files show planned direct physical locations in Spencer County to be covered by the planning project.

# Paths to Prosperity Potential Focus Areas



- A: Spencer County High School
- B: Ray Jewell Memorial Park/Senior Living Facilities
- C: Spencer County Elementary/Middle Schools
- D: Waterford Park
- E: Taylorsville Lake State Park

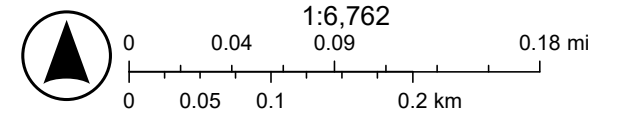
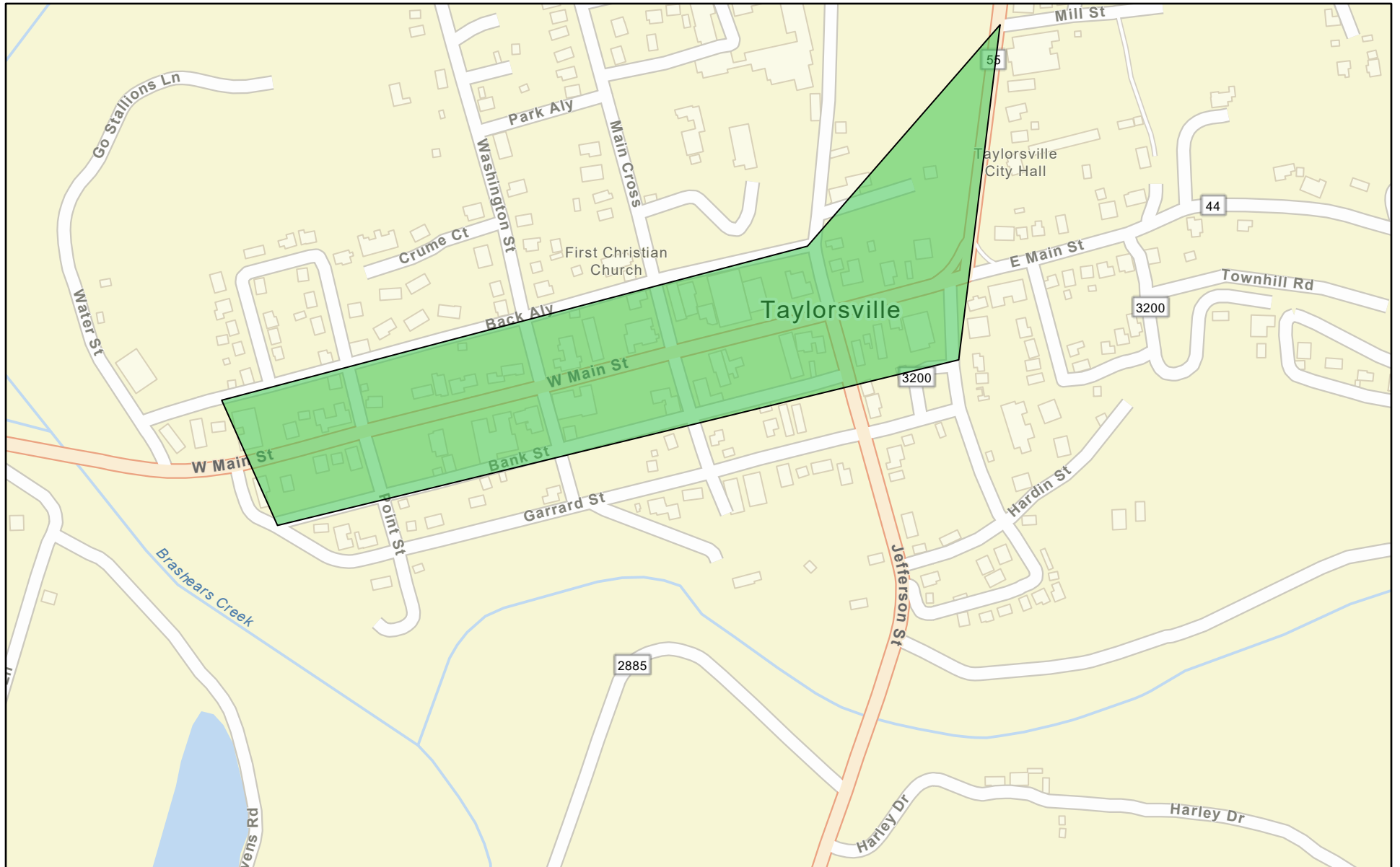
-----: Potential Sidewalks  
 .....: Potential Trails



Esri, TomTom, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, EPA, NPS, USDA, USFWS



# Paths to Prosperity - Proposed Downtown Taylorsville Streetscaping Area



Esri Community Maps Contributors, © OpenStreetMap, Microsoft, Esri, TomTom, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS,

### III. Project Budget

The table below outlines the total project cost broken into components:

<b>Paths to Prosperity RAISE Grant Budget</b>				
		<b>RAISE</b>	<b>Other Federal</b>	<b>Local</b>
<b>a.</b>	<b>Personnel</b>	\$0	\$0	\$0
<b>b.</b>	<b>Fringe Benefits</b>	\$0	\$0	\$0
<b>c.</b>	<b>Travel</b>	\$0	\$0	\$0
<b>d.</b>	<b>Equipment</b>	\$0	\$0	\$0
<b>e.</b>	<b>Supplies</b>	\$0	\$0	\$0
<b>f.</b>	<b>Contractual</b>			
	Design	\$300,000.00	\$0	\$0
	Admin	\$0	\$0	\$0
<b>g.</b>	<b>Construction</b>	\$0	\$0	\$0
<b>h.</b>	<b>Other</b>	\$0	\$0	\$0
<b>i.</b>	<b>Total Direct</b>	\$300,000.00	\$0	\$0
<b>j.</b>	<b>Indirects</b>	\$0	\$0	\$0
<b>k.</b>	<b>TOTALS</b>	<b>\$300,000.00</b>		

The following table showcases where the project costs occur regarding designations for Areas of Persistent Poverty, Historically Disadvantaged Communities, and Urban areas.

<b>2020 Census Tract</b>	<b>Project Costs per Census Tract</b>
21215080200	\$75,000.00
21215080201	\$75,000.00
21215080202	\$75,000.00
21215080203	\$75,000.00
Total Project Costs:	\$300,000.00
<b>2010 Census Tract</b>	<b>Project Costs per Census Tract</b>
801.01	\$50,000.00
801.02	\$50,000.00
801.03	\$50,000.00
802.00	\$50,000.00
Taylorville 75810	\$50,000.00
Elk Creek 24346	\$50,000.00
Total Project Costs:	\$300,000.00
<b>Urban/Rural</b>	<b>Project Costs</b>
Urban	\$0
Rural	\$300,000.00
Total Project Costs:	\$300,000.00

## Sources, Uses, and Availability

All local sources have been approved, are unencumbered, and are available for application to the project upon execution of the grant agreement. Spencer County Fiscal Court will be responsible for coverage of cost overruns.

## Cost Estimates

Estimates for a planning consultant were gathered via consultation with Taylor Siefker Williams Design Group in Louisville. The cost of \$300,000 was determined based on the scope of planning, which includes public hearings, economic development tie-ins, and potential cost-benefit analyses for planned capital projects.

The planning consultant will be selected utilizing a competitive bid process following local, state, and federal regulations.

## IV. Merit Criteria

### Safety

Kentucky 55/Taylorville Road connects Taylorville with Louisville and Interstate 265; this road sees roughly 10,000 vehicles per day, with congestion occurring during peak hours. Such hours align with start and end times for Spencer County High School, leading to increased student pedestrian presence simultaneous with increased vehicular traffic. A lack of sidewalks and crosswalks results in students utilizing the median for pedestrian travel, placing them at greater risk of injury and death. Anecdotal evidence suggests that students are often forced to cross the highway to reach the other side despite the presence of speeding cars, with incidents of students being hit by oncoming traffic reported.

Additional housing and recreational opportunities along Kentucky 44/Little Mount Road have resulted in increased traffic. Despite growth, no sidewalks or trails serving existing green space along this route have been installed due to lack of funding.

The planning efforts of ***Paths to Prosperity*** will combine safety considerations with smart growth toward a consistent area identity and increased economic development. Safety components of the effort remain the most critical, as threats to pedestrians, especially those from vulnerable populations, continue to grow given increased vehicular traffic. Efforts will align with the ***National Roadway Safety Strategy Plan***.

The resulting plan will guide city and county leaders toward smart and sustainable solutions to improve safety for pedestrians and drivers along two major county corridors: Kentucky 55 connecting the county to Louisville and Kentucky 44 connecting to the growing Bullitt County area to the west. The plan will consider the most effective and sustainable placements of pedestrian infrastructure along both routes, including sidewalks, crosswalks, and traffic calming measures. Effectiveness will be measured via surveys to be conducted by Spencer County Schools regarding student sense of safety.

### Environmental Sustainability

Spencer County and Taylorville are committed to honoring the rural character of their communities and their direct connections to pristine natural areas and green space. These aspects are threatened by **increasing ozone levels and PM 2.5 levels** according to the USDOT ETC Explorer. Planning efforts will guide both entities in the **prime placement of multi-modal trails** to connect residents and visitors to recreational areas, including Taylorville Lake. Such efforts will reduce vehicular traffic and associated emissions while encouraging increased recreation, thereby bringing positive health outcomes to the area and reducing transportation-related air pollution and greenhouse gas emissions.



**Pedestrian infrastructure**, including sidewalks and trails, resulting from planning efforts will be designed to maximize drainage and improve stormwater runoff to ensure effective usage of water while reducing related risks to the public. Such infrastructure will be installed utilizing low-carbon materials and mechanisms; planning efforts will directly focus on the maximization of green technology to improve pedestrian safety and promote smart growth.



Taylorsville Lake is a major tourist draw and a point of natural beauty for the county.

Planning efforts will align with Kentucky’s carbon reduction strategy, known as **KYE3: Designs**

**for a Resilient Economy** and the **US National Blueprint for Transportation Decarbonization**, specifically through the goal of increasing pedestrian activity and reducing the need for vehicular travel. The plan’s community-based components will be tied directly to environmental resilience and place-based, sustainable community and economic development.

Infrastructure for electric vehicles and alternative transportation methods will be considered as part of the planning effort. The plan will also feature a **comprehensive environmental impact study** to ensure resulting project components result in a net-zero or net-positive environmental impact.

## Quality of Life

Though rich in natural beauty and relatively isolated from major urban concerns, Spencer County residents face potential reductions in quality of life due to climate/disaster risks, health vulnerability, and transportation insecurity.

<b>Quality of Life Measures based on USDOT ETC Explorer Data</b>	
<b>Climate and Disaster Risk Burdens</b>	<b>Spencer County Percentile</b>
Anticipated Changes in Extreme Weather	73rd*
Annualized Disaster Losses	85th*
Impervious Surfaces	26 <sup>th</sup>
<b>Indicators of Health Vulnerability</b>	<b>Spencer County Percentile</b>
Asthma	55 <sup>th</sup>

Quality of Life Measures based on USDOT ETC Explorer Data	
Cancer	58 <sup>th</sup>
High Blood Pressure	55 <sup>th</sup>
Diabetes	53 <sup>rd</sup>
Poor Mental Health	58 <sup>th</sup>
<b>Transportation Insecurity Indicators</b>	<b>Spencer County Percentile</b>
Transportation Access	68 <sup>th</sup> *
Transportation Cost Burden	14 <sup>th</sup>
Traffic Safety	53 <sup>rd</sup>
<i>*Measures indicate disadvantaged percentile rank.</i>	

Planning efforts will improve quality of life by focusing on the following key concepts:

- **Connectivity and Equity:** planning efforts will follow a People to Nature approach with the end goal of improving direct connections to green space and recreational opportunities; as well, safety improvements will allow greater connectivity for residents of Taylorsville. According to the US Department of Housing and Urban Development, roughly 76% of Taylorsville residents are considered low-income and are therefore less likely to have dependable transportation to critical facilities such as healthcare and grocery stores.
- **Sense of Identity:** planning efforts will center around Spencer County’s rural and natural characteristics, driving smart placement of recreational amenities such as multi-modal trails. Such infrastructure will be planned to accommodate rural modes of alternative transportation, including equine travel. Streetscaping will be planned along the major corridors of Kentucky 55 and Kentucky 44 as well as Taylorsville’s downtown core to provide a sense of consistency and connection.
- **Smart Planning:** the plan will consider the coordination of land use, affordable housing, and transportation planning to create more livable communities and expand travel choices, in alignment with the county’s rural sense of identity.
- **Tourism and Public Health:** increased recreation will be guided via planning efforts to drive residents and visitors to natural amenities, including Taylorsville Lake and county parks. Potential connections to the Louisville Loop, a trail system surrounding the Louisville metro area. The Louisville Loop will extend 100 miles upon completion.
- **Safety:** improved pedestrian infrastructure will build confidence in active transportation and universal design principles will increase inclusion for pedestrians and cyclists while promoting safer vehicular driving habits.

## Mobility and Community Connectivity

The planning process will focus on equitable mobility and connectivity improvements, especially for vulnerable populations, to increase accessibility for non-motorized travelers. The plan will be

drafted based on **community participation and data** to specifically address gaps identified in the county's existing multi-modal network. This process will help to **identify physical barriers** for individuals, especially non-motorized travelers, and develop a plan for barrier reduction. According to the Climate and Economic Justice Screening Tool, Taylorsville ranks in the **85<sup>th</sup> percentile for transportation barriers** (determined by the average of relative cost and time spent on transportation).

The project will follow **Universal Design** standards through a direct focus on accessibility in the design and placement of sidewalks, multi-modal trails, and related infrastructure. Such design will ensure that these resources will be accessible to individuals regardless of age, disability, or other factors, allowing resources to be accessed by the maximum number of people possible.

- **ADA Improvements and Non-Motorized Accessibility:** trails and sidewalks will be planned to accommodate wheelchairs and other forms of non-motorized travel to ensure accessibility across the residential and visitor population.
- **Trail Expansion:** multi-modal trails will be planned to connect green spaces and community facilities across the county, providing direct connections for residents. Such efforts will especially consider low-income residents and families without assured access to vehicular travel to promote equity of access.

## Economic Competitiveness and Opportunity

The mobility master plan will develop a study of economic competitiveness and opportunity as they connect to improved pedestrian infrastructure and the promotion of active transportation, with a specific analysis of the following concepts:

- **Facilitation of Tourism:** the proposed project is influenced by the 2020 Bike Walk Kentucky Strategic Plan, which showcases the clear connection between easy access to safe cycling and walking activities and the growth of the state's economy through increased tourism. Impact studies of increased active transportation options in other states show a clear benefit of pedestrian access toward increasing tourism dollars. Spencer County and Taylorsville feature unimpeded natural beauty and historical resources that will be considered in guiding planning efforts around tourism.
- **Promotion of Local Inclusive Economic Development, Wealth Building, and Long-Term Economic Growth:** planning efforts will design improved pedestrian safety mechanisms including sidewalks, crosswalks, and multi-modal trails. These will promote the increase of foot traffic along Spencer County's business corridors, including downtown Taylorsville and along Kentucky 55 and Kentucky 44. The mobility master plan will study projections in foot traffic to guide the city and county in the development of land for inclusive economic development.
- **Promotion of Greater Public/Private Investments in Land-Use Productivity:** the mobility master plan will follow a public/private partnership approach to ensure voices from both sectors are included in plan development. Spencer County and Taylorsville are

dedicated to smart land use as their populations grow and their income base increases. Infrastructure will be planned to connect residents and visitors to planned amenities such as the Spencer County Farmer's Market on Kentucky 55/Taylorsville Road, and expansions of the Louisville Loop, a recreational trail system encircling the Louisville urban area.

- **Rural Main Street Revitalization:** placemaking efforts will be included in the planning process to create a consistent sense of identity and will center around the connection point of downtown Taylorsville. Improved pedestrian infrastructure will better connect the downtown hub with the rest of the county and drive increased foot traffic and economic activity in the area.

## State of Good Repair

A contracted professional firm will guide overall planning efforts with continual input from project partners, including the Spencer County Fiscal Court, the City of Taylorsville, Spencer County Schools, and the Kentuckiana Regional Planning and Development Agency (KIPDA). This firm will also provide mechanisms to evaluate outcomes as proposed capital projects become funded and completed.

The mobility master plan will consider the **reduction of construction and maintenance burdens** as capital projects are developed through efficient and well-integrated design. Mechanisms to ensure the maintenance of a state of good repair for new infrastructure will be included in the overall plan and will be focused around Spencer County's rural identity and relatively remote location.

The plan will also focus on **addressing transportation vulnerabilities for vulnerable and underserved populations**, including students, seniors, individuals with disabilities, and low-income families. According to the US Department of Housing and Urban Development, roughly 76% of Taylorsville residents are considered low-income. These individuals are typically clustered around the downtown area and are more likely to lack reliable transportation. Planning elements will focus on improving pedestrian access to meet identified transportation vulnerabilities.

**Low-carbon and green materials and installation** will be encouraged throughout the planning process, and specific locations for sidewalk extensions, crosswalks, and multi-modal trails will be targeted within the existing footprint of infrastructure across the county, with the goal of minimizing impacts to undisturbed land.

The master plan to result from this planning effort will guide capital project development moving forward. A qualified engineer will be retained to ensure designs and specifications adhere to the master plan and align with its goals. As projects develop, the Spencer County Fiscal Court will oversee construction in partnership with the project team. KIPDA will assist in project administration and will ensure compliance with all local, state, and federal laws and regulations. The county will also be responsible for routine maintenance in partnership with the Kentucky Transportation Cabinet and the City of Taylorsville.



## Partnership and Collaboration

The project team responsible for guiding the development of the mobility master plan will be led by the **Spencer County Fiscal Court** through the county Judge Executive's office, and supported by the **City of Taylorsville, Spencer County Schools**, and the **Kentuckiana Regional Planning and Development Agency (KIPDA)**. Serving as one of Kentucky's fifteen designated Area Development Districts, KIPDA provides grant management and project administration support to local communities. KIPDA has decades of experience in successful federal grant administration, having administered grants from the US Department of Housing and Urban Development, Economic Development Administration, FEMA, the Federal Highway Administration, and other agencies.

The consultant to be hired to lead the planning process will engage residents and community-based organizations on a regular basis to meaningfully integrate feedback, especially from individuals from vulnerable and underrepresented communities. These meetings will be advertised in newspapers circulated within the county as well as on official city/county websites and social media accounts to drive engagement. Virtual surveys will be developed to gather feedback outside of public meetings. As the plan is developed, the Department of Transportation's ***Promising Practices for Meaningful Public Involvement in Transportation Decision-Making Guide*** will be consulted to ensure maximum public engagement.

The plan will also feature broader impacts of transportation improvements and will utilize planning and zoning information and projections from the Kentucky State Data Center to incorporate residential developments and economic/commercial growth factors.

The Spencer County Fiscal Court will work through state procurement resources and local networks to increase participation of Disadvantage Business Enterprises as a consultant for the planning process is procured.

## Innovation

### i. Innovative Technologies

The *Paths to Prosperity* mobility master plan process will explore innovative technologies as capital projects are identified and designed, with a prioritized focus on the **provision of safe and smart multi-modal transportation infrastructure** across the county. The project consultant will perform market research on innovative technologies and their application in locales of similar size and scope.

Preliminary conversations with project stakeholders revealed community preference for **enhanced infrastructure for electric vehicles**; convenient charging stations and related infrastructure will be considered at critical access points throughout the county as potential projects are mapped to the mobility master plan.

All planning efforts will include a **preference for low-carbon and green materials and technologies** to reduce the environmental burden of infrastructure installation and maintain Spencer County's rural identity. Capital projects resulting from planning efforts will rely on **alternative energy sources**, including solar, where appropriate.

Plans will also explore **active grade crossing detection systems** to enable responsive traffic management, as well as **rectangular rapid-flashing beacon crossings**, to improve overall pedestrian safety.

## **ii. Innovative Project Delivery**

Project management will involve a collaborative approach involving a core team of project stakeholders, including the Spencer County Fiscal Court, City of Taylorsville, KIPDA, the Kentucky Transportation Cabinet, and Spencer County Schools. Planning partners at the local, state, and regional level have a decades-long history of successfully delivering largescale projects. KIPDA staff are trained in grants management/compliance and regularly administer federal grants from HUD, FEMA, EPA, the Economic Development Administration, and more. KIPDA staff recently partnered with Trimble County to complete applications for community center renovations, brownfields remediation, economic competitiveness, and cybersecurity upgrades.

Planning efforts will bring in project partners early to develop streamlined processes for environmental consultations and permits for commonly encountered project types. A mechanism for immediate communication and information sharing will be developed to prevent delays.

## **iii. Innovative Financing**

The Spencer County Fiscal Court, the City of Taylorsville, and Spencer County Schools have budgeted funding for a match pool to provide cost share for future capital projects resulting from this plan. This will facilitate the application process for capital projects, resulting in work to be accomplished on an accelerated timeline. Currently, there are no plans to pursue private financing.

## V. Project Readiness

### Project Schedule

The *Paths to Prosperity* mobility master plan will follow the schedule below to ensure timely project delivery and position Spencer County to advance on identified capital projects to provide a safe and smart mobility infrastructure network.

<b>Date</b>	<b>Action</b>	<b>Responsible Party</b>
September 2024	Execution of grant award	Spencer County
October 2024	Procurement of planning consultant	Spencer County
November 2024	Planning consultant hired	Spencer County
January 2025	Planning kickoff meeting for project stakeholders	Spencer County, planning consultant
January - April 2025	Public meetings with community groups	Planning consultant
April 2025	Begin plan drafting	Planning consultant
April – August 2025	Hold monthly update meetings with project stakeholders	Planning consultant
September 2025	Present plan draft to project stakeholders	Planning consultant
October 2025	Hold public hearing to review plan draft	Planning consultant
November – December 2025	Complete revisions to plan draft	Planning consultant
January 2026	Complete plan, present to project stakeholders and community groups	Planning consultant, Spencer County
February 2026	Close out grant with USDOT	Spencer County
2026 – 2030	Implement recommended capital projects in partnership with stakeholders	Spencer County

### Required Approvals and Permits

Though the proposed project will result in a mobility master plan and therefore does not involve capital projects at this time, the planning consultant will build in processes for the following approvals and permits for resulting capital projects as part of the planning effort:

- Environmental Review (NEPA), including information about the NEPA status of capital projects, information on reviews, approvals, and permits by other Federal and State agencies, environmental studies, and right-of-way acquisition plans, where appropriate.

- Public Engagement requirements; the project will follow guidelines set forth in the *Public Involvement Plan* approved by KIPDA’s Regional Transportation Council in 2023; this plan provides resources to foster public engagement and suggestions for inclusive involvement.
- State and Local Approvals, including:
  - State Historic Preservation Office consultations;
  - Tribal consultations;
  - Transportation plan inclusion, including KIPDA’s Regional Transportation Council;
  - Kentucky Transportation Council review; and
  - Local approvals, including Fiscal Court and City Commission approvals.
- Assessments of Risks and related Mitigation Strategies for each capital project proposed.

Ongoing stakeholder engagement and communication will continue through all phases of the project.

### Technical Capacity Assessment

Spencer County has a long history of successful project management and has the technical capacity to successfully deliver the project in compliance with applicable Federal requirements. Spencer County partners with the Kentuckiana Regional Planning and Development Agency (KIPDA) on federal and state project management. KIPDA is one of fifteen Area Development Districts across the state dedicated to serving local governments through planning, community and economic development, and grant assistance.

The table below outlines the technical capacity of Spencer County in partnership with KIPDA:

Federal Funding	Spencer County is currently administering a grant provided through the Kentucky Transportation Cabinet’s Transportation Alternatives Program (TAP) to install sidewalks along KY55/Taylorsville Road. TAP is funded through the Federal Highway Administration; through careful consultation with the Kentucky Transportation Cabinet and KIPDA, Spencer County will successfully close out this project in 2025.
Federal Regulations	Spencer County has partnered with KIPDA to successfully administer ten large-scale state and federally-funded projects since 2014. KIPDA staff are trained in federal grant administration and have ample expertise in compliance regarding: <ul style="list-style-type: none"> <li>• Buy America provisions</li> <li>• Title VI provisions</li> <li>• Section 504 and Americans with Disabilities Act provisions</li> <li>• Uniform Relocation Assistance and Real Property Acquisition Act provisions</li> <li>• Davis Bacon and Related Acts provisions</li> <li>• Federal and state wage rate provisions</li> </ul>



	<ul style="list-style-type: none"> <li>• Section 3 provisions</li> <li>• Copeland Anti-Kickback Act provisions</li> <li>• Contract Work Hours and Safety Standards Act provisions</li> <li>• Environmental reviews and NEPA compliance</li> <li>• Historic preservation provisions</li> <li>• Tribal consultation provisions</li> </ul>
Project Planning	<p>Spencer County is an active member of KIPDA’s Regional Transportation Council (RTC), which provides local and regional input to the statewide transportation planning process administered by the Kentucky Transportation Cabinet. The RTC identifies, evaluates, and prioritizes transportation needs as part of the statewide planning process.</p> <p>Through its active involvement in the RTC, Spencer County now has ten projects listed in the Statewide Transportation Improvements Plan (STIP) totaling more than \$4 million in potential funding, as well as two major projects listed in the 2024 Recommended Six-Year Highway Plan totaling more than \$4 million in potential investment.</p>
Project Delivery	<p>Through a \$1 million FEMA grant, Spencer County successfully administered a largescale drainage project at Houston Court in partnership with KIPDA in 2015.</p> <p>The City of Taylorsville successfully administered a \$2 million grant to upgrade sewer lines along Mill Road (State Route 1795), in partnership with KIPDA and Spencer County. Funding was provided through the state Cleaner Water Program, funded by the Environmental Protection Agency.</p> <p>In partnership with Spencer County, the City of Taylorsville applied for a Community Development Block Grant through the US Department of Housing and Urban Development to renovate an existing pharmacy space for University of Louisville Health to operate a health clinic. Application planning was completed in partnership with KIPDA; project award is pending.</p> <p>Spencer County is an active participant in the regional Comprehensive Economic Development Strategy (CEDS) prepared by KIPDA for the Economic Development Administration, as well as the regional Hazard Mitigation Plan prepared for FEMA.</p>

# CITY OF TAYLORSVILLE

P.O. BOX 279  
TAYLORSVILLE, KENTUCKY 40071  
PHONE: (502) 477-3235  
FAX: (502) 477-1310

**Karen Spencer, Mayor**

**Diane Bowens, Commissioner**  
**Diana Hilbert, Commissioner**

**Abbigail Nation, Commissioner**  
**Kathy Spears, Commissioner**

February 23, 2024

Mr. Pete Buttigieg  
Secretary of Transportation  
1200 New Jersey Avenue, SE  
Washington, DC 20590

**RE: Taylorsville -Spencer County KY RAISE Application: *Paths to Prosperity* Planning Grant**

Secretary Buttigieg:

The City of Taylorsville supports this RAISE grant application, which proposes a comprehensive planning effort to improve safety along critical corridors and increase recreational opportunities across the county.

This planning effort will bring great benefits to the residents of Taylorsville & Spencer County by improving safety and managing growth in a smart and effective manner. The City is a strong partner with the Spencer County Fiscal Court and both entities have committed funds for this project. We look forward to the successful execution of this plan.

We request full and fair consideration of the *Paths to Prosperity* planning project and am happy to provide any additional information as necessary to support the Taylorsville & Spencer County application.

Please don't hesitate to call me at (502) 477-3235 should you have any questions regarding this matter. We are excited about the prospects to enhance our safety measures for the residents of the City of Taylorsville, KY.

Sincerely,

*Karen Spencer*

Karen Spencer, Mayor

THOMAS MASSIE  
4TH DISTRICT, KENTUCKY

2453 RAYBURN HOUSE OFFICE BUILDING  
(202) 225-3465

JUDICIARY COMMITTEE  
CHAIR - ADMINISTRATIVE STATE, REGULATORY REFORM,  
AND ANTITRUST SUBCOMMITTEE

Congress of the United States  
House of Representatives  
Washington, DC

541 BUTTERMILK PIKE, SUITE 208  
CRESCENT SPRINGS, KY 41017  
(859) 426-0080

SELECT SUBCOMMITTEE  
ON THE WEAPONIZATION OF THE  
FEDERAL GOVERNMENT

110 WEST JEFFERSON STREET  
SUITE 100  
LAGRANGE, KY 40031  
(502) 265-9119

TRANSPORTATION AND  
INFRASTRUCTURE COMMITTEE

RULES COMMITTEE

February 23, 2024

The Honorable Pete Buttigieg  
Secretary of Transportation  
U.S. Department of Transportation  
1200 New Jersey Avenue, SE  
Washington, DC 20590

Dear Secretary Buttigieg,

I am writing to express my support for the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant application submitted by Spencer County for Paths to Prosperity.

Spencer County is requesting funds for the planning portion of Paths to Prosperity. This project will transform Kentucky Route (KY) 55/ Taylorsville Road and a portion of KY 44/ Little Mount Road using the Federal Highway Administration's Complete Streets approach. The designs will include new sidewalks and pathways for cyclists and pedestrians, a multi-modal trail system for recreational use, drainage improvements, and electric vehicle infrastructure.

KY 55 and KY 44 run through my congressional district, and improvements to these highways will greatly benefit my constituents. I ask that you give every consideration for the RAISE Grant to be used for planning Spencer County's Paths to Prosperity.

Sincerely,



Thomas Massie  
Member of Congress

TM/cp



Area Agency on Aging and Independent Living  
Area Development District  
Metropolitan Planning Organization



February 21, 2024

Mr. Pete Buttigieg  
Secretary of Transportation  
1200 New Jersey Avenue, SE  
Washington, DC 20590

**RE: Spencer County RAISE Application: *Paths to Prosperity* Planning Grant**

Secretary Buttigieg:

I am writing in support of Spencer County's RAISE grant application, which proposes a comprehensive planning effort to improve safety and manage growth in a smart and effective manner. KIPDA is a strong partner of the Spencer County Fiscal Court and looks forward to seeing this plan come to fruition.

Planning efforts will be guided by community desire for safer streets – especially for vulnerable populations. Increased pedestrian activity resulting from this plan will help to address health and environmental disparities in a rural community.

I am asking for full and fair consideration of the *Paths to Prosperity* planning project and am happy to provide any additional information as necessary to support Spencer County's application.

Sincerely,



Jarrett Haley  
Executive Director

11520 Commonwealth Drive  
Louisville, KY 40299  
[www.kipda.org](http://www.kipda.org)

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