

CONNECTING A BETTER BEDFORD



IMPROVING
SAFETY



ENHANCING
QUALITY OF LIFE



GROWING RURAL
POSSIBILITIES



RECONNECTING
COMMUNITIES

I. Project Description

Statement of Work

The **Connecting a Better Bedford** project will transform nearly one mile of US 421 traversing Bedford, the seat of Trimble County, Kentucky, and a portion of Kentucky 625/Mt Pleasant Road, incorporating **sidewalks, crosswalks, universal design elements, improved ADA access, placemaking efforts through landscaping and signage, and a connection to a revitalized town center.** US

<p>Project Type: Intermodal – Rural, Historically Disadvantaged Community</p> <p>Applicant: Trimble County Fiscal Court</p> <p>Total Project Cost: \$2,244,000</p>

421 converges with major roads in downtown Bedford and serves as a crucial thoroughfare for residents, commerce, and tourism. The project will target **specific safety features**, including sidewalk extensions and crosswalks, to **enhance visibility of pedestrians and cyclists, increase pedestrian access and encourage more pedestrian activity** in a **rural, historically disadvantage community.** The project is supported by a strong alliance of community partners representing underrepresented groups and local businesses. The City of Bedford is a strong collaborative partner in this effort.

Current Design Status

The proposed project will be a **Design-Bid-Build** construction project following plans to be developed based on initial estimates provided by Strand Associates, Inc. in early 2024. The Kentuckiana Regional Planning and Development Agency (KIPDA) will assist with an environmental review of the project to determine the level of NEPA and historic preservation analyses that will be required and will assist in the completion of compliance documents upon grant award. Full project design will be completed by early 2025. KIPDA is one of fifteen Area Development Districts in the state of Kentucky dedicated to assisting local governments with project management and administration.

Technical and Engineering Aspects

The Trimble County Fiscal Court engaged Strand Associates, Inc. to examine potential costs for extending sidewalks along US 421 and Kentucky 625/Mt Pleasant Road to serve Bedford Elementary School. These estimates were updated in early 2024 and verified by the Kentucky Transportation Cabinet (KYTC) as reasonable. The application team, including the Trimble County Fiscal Court, City of Bedford, Strand Associates, Inc., and KIPDA, will develop official plans and specifications based on these estimates upon grant approval.

Transportation Challenges and Solutions

Residents in and around the city of Bedford do not have safe, reliable pedestrian infrastructure and are therefore forced to depend on vehicular travel for routine needs and emergencies.

Existing sidewalks only serve main downtown streets and do not extend to residential areas. This lack of pedestrian infrastructure disproportionately impacts students and other vulnerable populations, including seniors and individuals with disabilities. Public schools, housing for seniors and individuals with disabilities, and community centers are located along well-traveled routes such as US 421 and Kentucky 625; these populations are forced to commute via the median of major roads to transport themselves via foot, bicycle, or wheelchair. Other locations accessible via major routes without sidewalks include pharmacies, grocery stores, and other essential places such as the Morgan Community Center. This places residents without reliable access to vehicular travel at greater risk of injury and death when attempting to access basic human services.

Reliance on vehicular travel and limited access to pedestrian activity also negatively impact health outcomes for city and county residents. According to the US Department of Transportation’s Equitable Transportation Community (ETC) Explorer, both Trimble County and Bedford rank in the top percentiles for prevalence of asthma, cancer, high blood pressure, diabetes, and poor mental health. As well, both entities experience higher ozone levels due to increased emissions.

Poor health outcomes are more profound for residents of Bedford; the city also experiences higher rates of disability, mobile home usage, and a lack of internet access. These challenges are exacerbated by limited pedestrian infrastructure and lack of access to safe exercise and active transportation. Unsurprisingly, the city and county rank in the 74th and 75th percentiles, respectively, for traffic safety.

Data from USDOT’s Equitable Transportation Community Explorer				
Indicator	Trimble County Percentile Rank	Disadvantaged	City of Bedford Percentile Rank	Disadvantaged
Climate and Disaster Risk Burden	74%	YES	76%	YES
<i>Anticipated changes in extreme weather</i>	81%	YES	84%	YES
<i>Annualized disaster losses</i>	95%	YES	96%	YES
Environmental Burden	31%		23%	
<i>Ozone level</i>	71%	YES	72%	YES
<i>Risk Management Sites Proximity</i>	72%	YES	73%	YES
Health Vulnerability	75%	YES	78%	YES
<i>Asthma Prevalence</i>	73%	YES	78%	YES
<i>Cancer Prevalence</i>	77%	YES	75%	YES
<i>High Blood Pressure Prevalence</i>	75%	YES	78%	YES
<i>Diabetes Prevalence</i>	75%	YES	79%	YES
<i>Poor Mental Health Prevalence</i>	73%	YES	79%	YES

Data from USDOT's Equitable Transportation Community Explorer				
Indicator	Trimble County Percentile Rank	Disadvantaged	City of Bedford Percentile Rank	Disadvantaged
Social Vulnerability	67%	YES	80%	YES
<i>No High School Diploma</i>	62%	No	71%	YES
<i>Unemployment</i>	63%	No	96%	YES
<i>Uninsured</i>	60%	No	72%	YES
<i>Lack of Internet Access</i>	80%	YES	97%	YES
<i>Disability</i>	69%	YES	71%	YES
<i>Limited English Proficiency</i>	45%	No	90%	YES
<i>Mobile Homes</i>	84%	YES	78%	YES
Transportation Insecurity	61%		63%	
<i>Traffic Safety</i>	75%	YES	74%	YES

The project will promote safety and address the local transportation challenges explored above through the following solutions:

- **Extend sidewalks and pedestrian walkways** from downtown Bedford north following US 421, improving access to public schools, community centers, retirement homes, and grocery options.
- Implement **traffic calming measures** to increase driver awareness and pedestrian confidence.
- Provide **clear, delineated pedestrian infrastructure** to signal correct usage, including rapid-flashing beacon crossings.
- Enhance a **placemaking initiative** for downtown Bedford and surrounding areas and encourage community activity by transforming downtown and adjacent neighborhoods into pedestrian safe havens with **crosswalks and clear pedestrian indicators, lighting and landscaping**.
- Promote increased human interaction and economic development by creating **active public spaces** that attract new businesses and bolster existing businesses, including a **redesigned pedestrian and roadway system for Courthouse Square** in downtown Bedford.
- Enhance overall health outcomes for Bedford residents who currently lack access to active transportation options.
- Improve community resilience through **roadway drainage improvements**.
- Reduce health and environmental disparities for a **Historically Disadvantaged Community**.

Project History and Broader Context



The annual Apple Festival brings upwards of 10,000 pedestrians into downtown Bedford.

Given the route's history of accidents and its critical connections to community facilities, the project was selected by Trimble County to be sponsored and boosted during the Kentucky Transportation Cabinet's Strategic Highway Investment Formula for Tomorrow (SHIFT) process.

SHIFT is the Kentucky Transportation Cabinet's data-driven, objective approach to compare capital improvement projects and prioritize limited transportation funds. A sidewalk project connecting Bedford Elementary School and Trimble

County Jr/Sr High School to the town of Bedford's sidewalk network was sponsored and given the highest priority by local leaders during the 2023 SHIFT process through KIPDA's Regional Transportation Committee. Unfortunately, the project was not selected for inclusion by the Kentucky Transportation Cabinet in its 2024 Recommended Highway Plan.

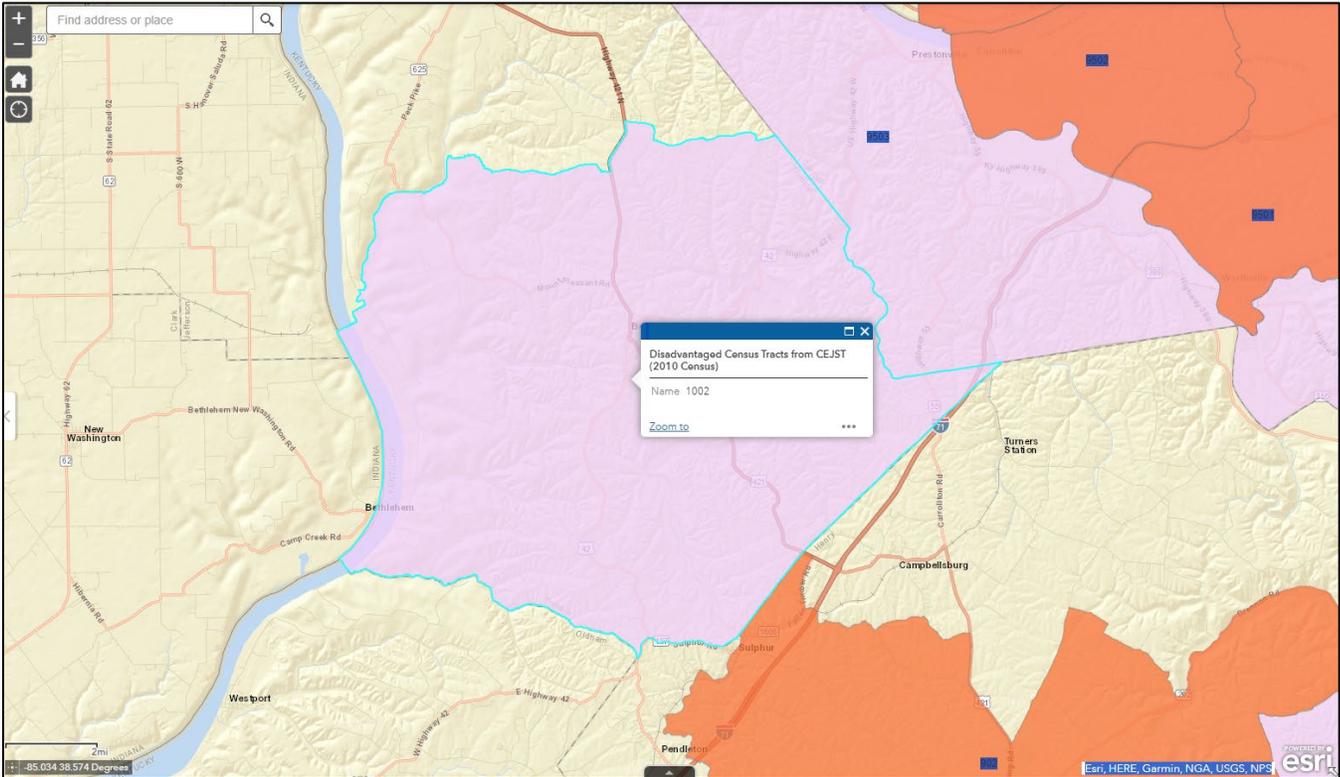
City and county leaders understand the critical importance of this project and continue to work with Trimble County Schools on initiatives to improve student safety. The *Connecting a Better Bedford* initiative is the next step in this effort while concurrently creating a more comprehensive pedestrian infrastructure model for locales of similar size and scope to follow.

Project Location

Project components will take place entirely in the city of Bedford, located in a Historically Disadvantaged Community based on the Climate and Economic Justice Screening Tool.

Project Geography	
City, County and State:	Bedford, Trimble County, Kentucky
Congressional District:	Kentucky's 4 th Congressional District
Project Area Census Tracts:	1002
Historically Disadvantaged Community?	Yes
Primary Route	US Highway 42
Northern Terminus:	Bedford Elementary School (38.610711, -85.327488)

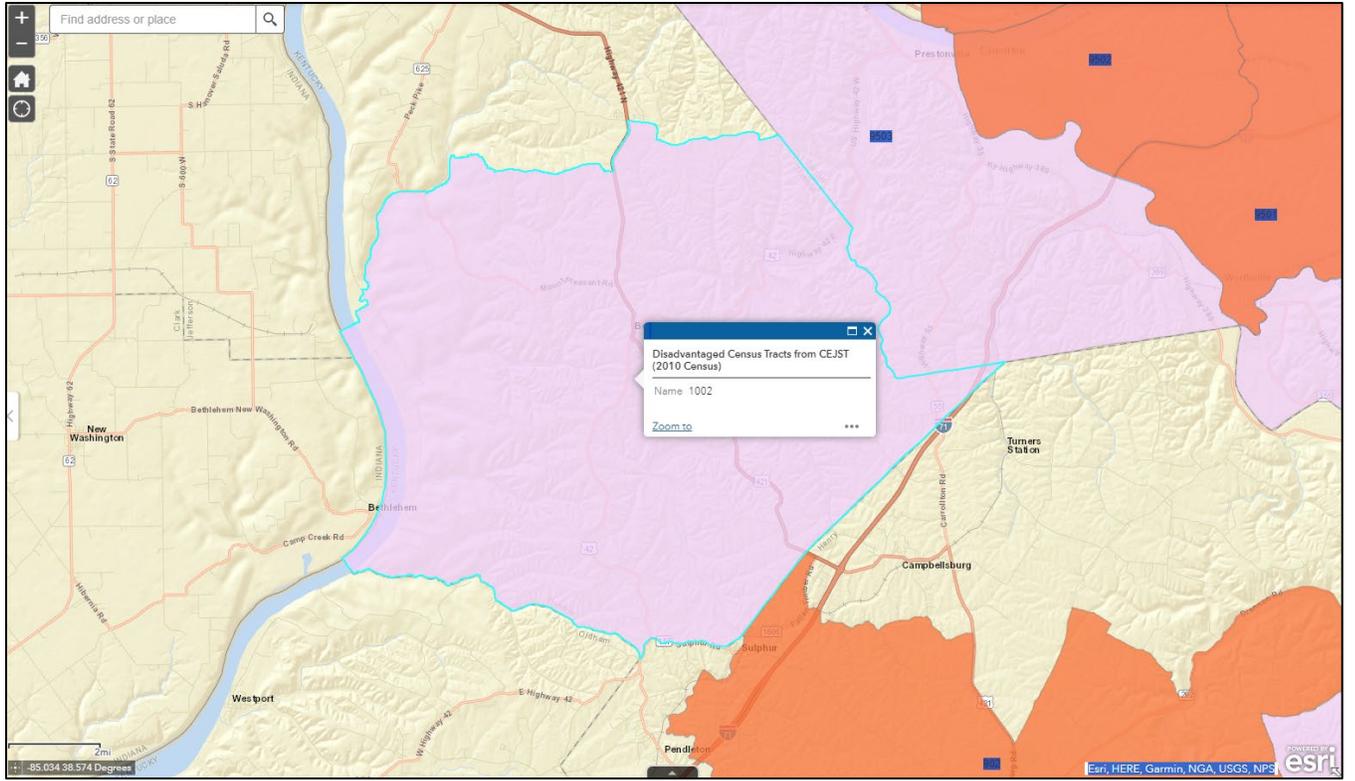
Project Geography	
Southern Terminus:	End of existing sidewalk approximately 1,000 feet north of Cutshaw Lane (38.602300, -85.317925)
Project Length:	3,040 feet
Functional Class:	Minor arterial
National Highway System (NHS)?	No
Other Routes:	Kentucky 625/Mt Pleasant Road, connecting sidewalks to Bedford Elementary School.

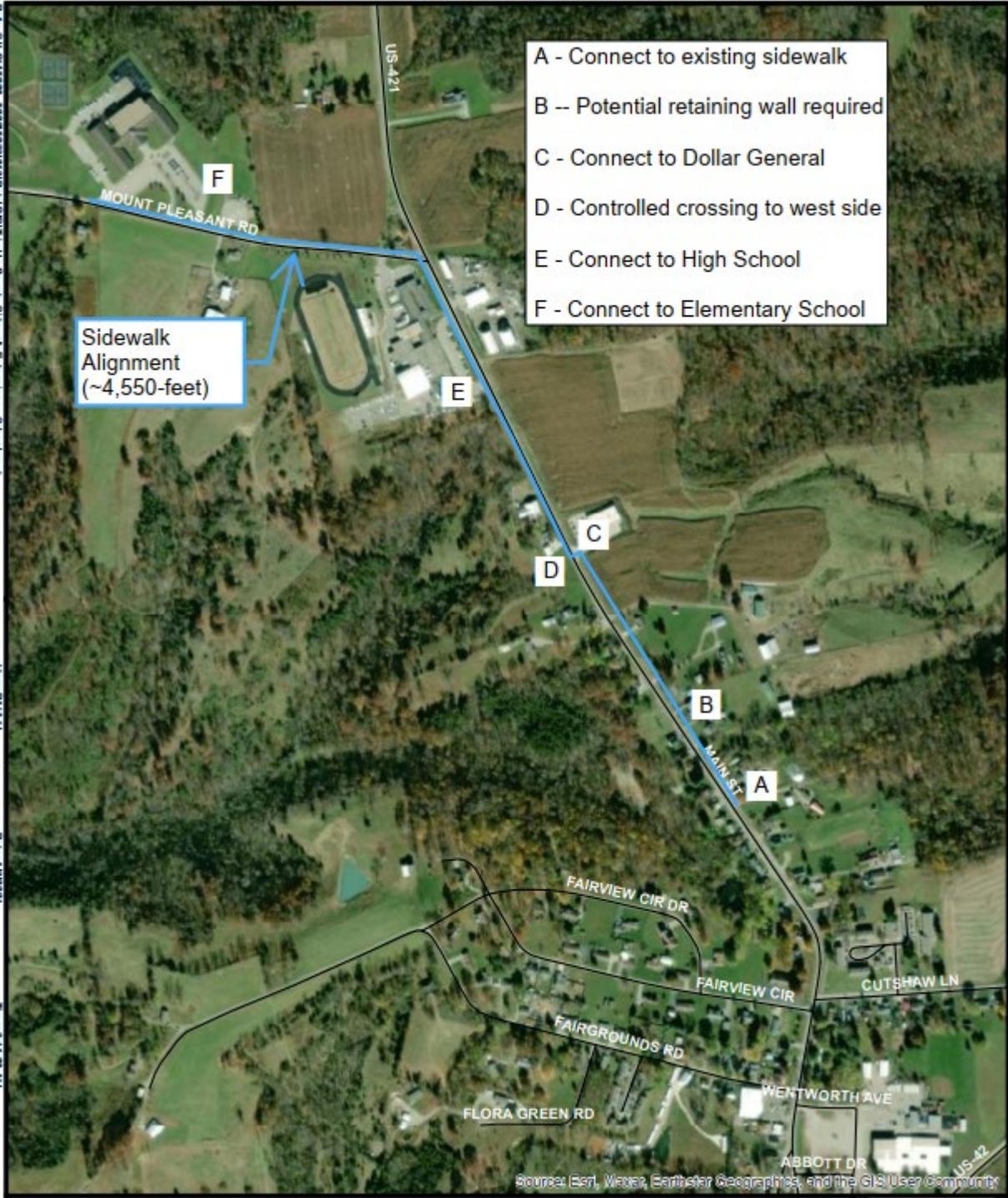


The project is located in a Historically Disadvantaged Community in a rural setting.

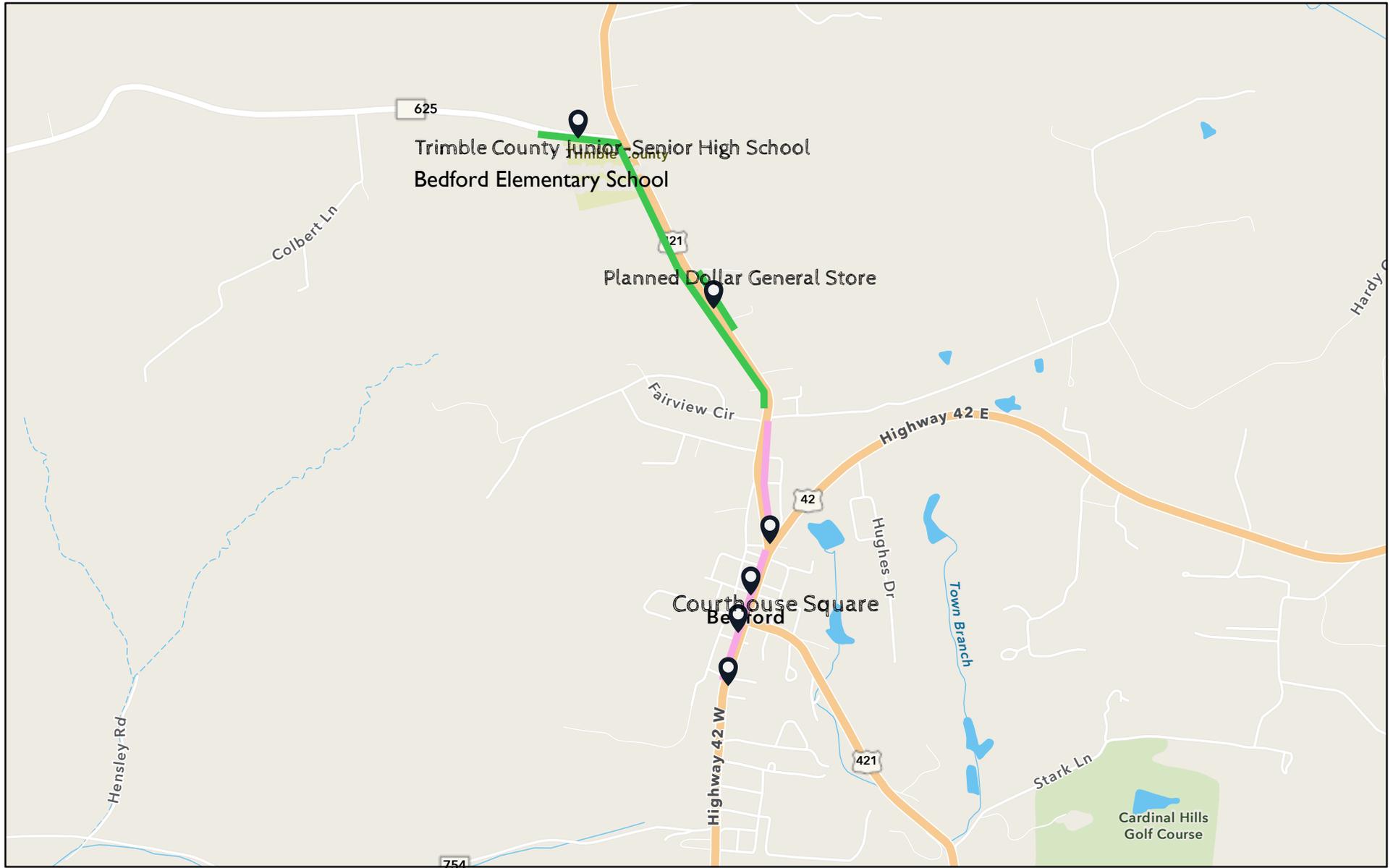
II. Project Location

The attached spatial files show the direct physical location of the project as well as its designation as a Historically Disadvantaged Community.

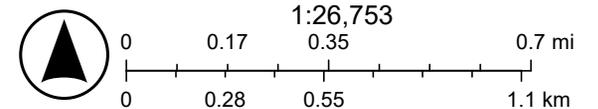




Connecting a Better Bedford Project Area

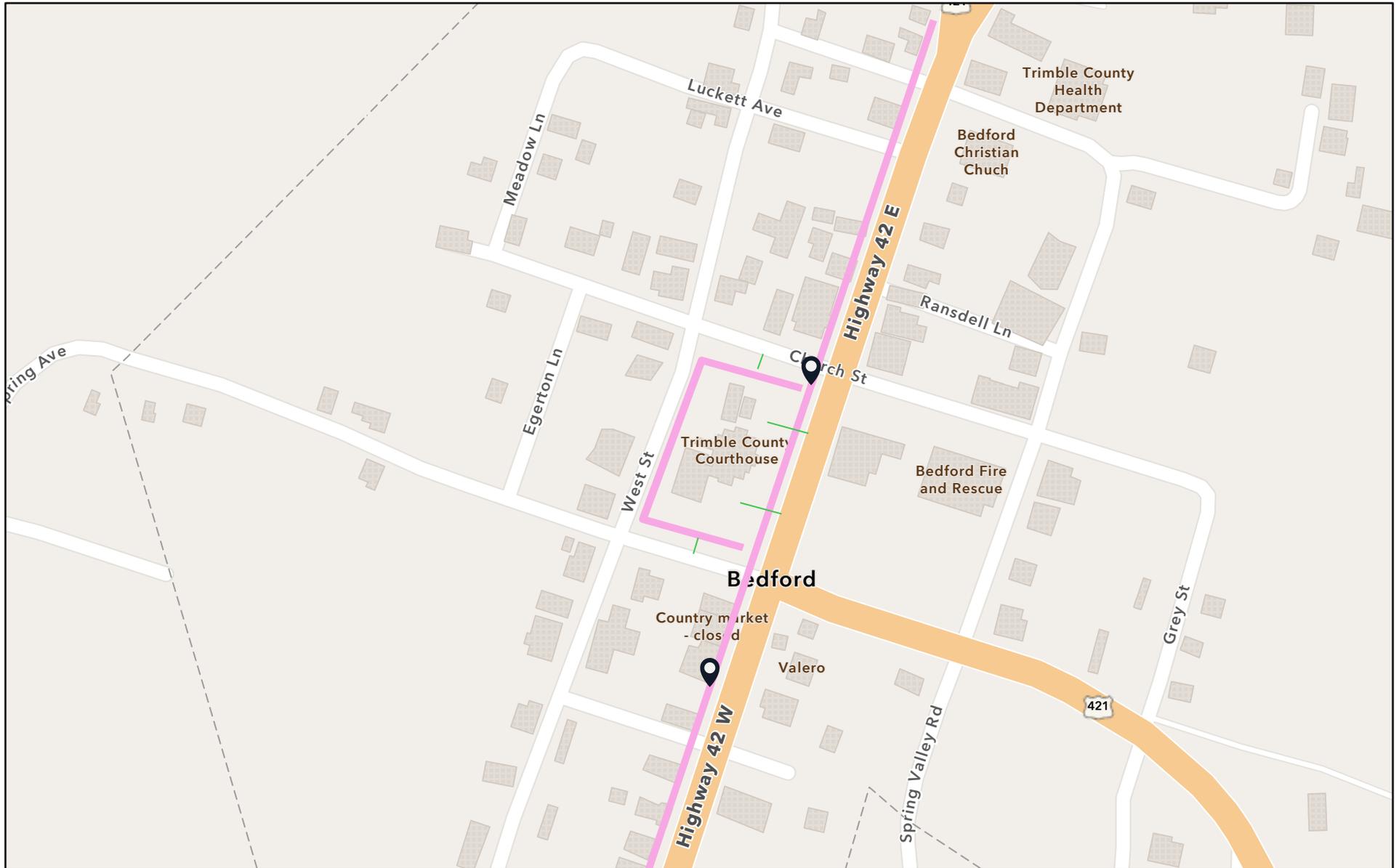


- - - Existing sidewalk
- - - Planned sidewalk extension
-  Planned crosswalk/rapid flashing beacons

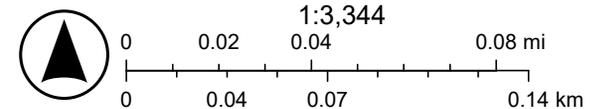


Esri, TomTom, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, EPA, NPS, US Census Bureau, USDA, USFWS

Connecting a Better Bedford - Downtown Placemaking Improvements



-  Existing sidewalks
-  Planned placemaking pathways
-  Planned crosswalks/rapid flashing beacons



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 major components/cost classifications.

Connecting a Better Bedford RAISE Grant Budget				
		RAISE	Other Federal	Local
a.	Personnel	\$0	\$0	\$0
b.	Fringe Benefits	\$0	\$0	\$0
c.	Travel	\$0	\$0	\$0
d.	Equipment	\$0	\$0	\$0
e.	Supplies	\$0	\$0	\$0
f.	Contractual			
	Design	\$475,000.00	\$0	\$0
	Admin	\$35,000.00	\$0	\$0
g.	Construction			
	Construction	\$ 1,055,000.00	\$0	\$0
	Utility Relocation	\$190,000.00	\$0	\$0
	Contingencies	\$204,000.00	\$0	\$0
h.	Other			
	ROW Acquisition	\$285,000.00	\$0	\$0
i.	Total Direct	\$2,244,000.00	\$0	\$0
j.	Indirects	\$0	\$0	\$0
k.	TOTALS	\$2,244,000.00		

The following tables showcase where the project costs occur for the purposes of making designations for Areas of Persistent Poverty, Historically Disadvantaged Communities, and Urban areas.

2020 Census Tract	Project Costs per Census Tract
1002	\$2,244,000.00
Total Project Costs:	\$2,244,000.00

2010 Census Tract	Project Costs per Census Tract
1002	\$2,244,000.00
Total Project Costs:	\$2,244,000.00

Urban/Rural	Project Costs
Urban	\$0
Rural	\$2,244,000.00
Total Project Costs:	\$2,244,000.00

Sources, Uses, and Availability

Local funds are not budgeted for this project; however, Trimble County Fiscal Court will cover cost overruns and will budget for such overruns to ensure funds are readily available and unencumbered.

Contractual

1. *Design Services:* totals for design were calculated based on 20% of project costs. Trimble County Fiscal Court will contract with an engineering design firm through a competitive procurement process following local, state, and federal guidelines and laws. Design work will be complete within six months of award.

2. *Project Administration:* Trimble County Fiscal Court will contract with the Kentuckiana Regional Planning and Development Agency (KIPDA) for project administration. KIPDA is one of fifteen designated Area Development Districts in the Commonwealth of Kentucky, and serves Bullitt, Henry, Jefferson, Oldham, Shelby, Spencer, and Trimble counties. KIPDA has decades of experience in successful federal grant administration. Administration fees are based on similarly sized federal projects. Reasonableness of cost was determined through comparison with administration rates of other Area Development Districts across the state.

Construction

1. *General Construction:* Trimble County Fiscal Court will follow a competitive sealed bid process to select a contractor for project construction. Costs were determined on a basis of:

- \$760,000 for sidewalk installation (\$250 per linear foot x 3,040 feet)
- \$60,000 for crosswalk installation (\$10,000 x six crosswalks)
- \$210,000 for lighting/rapid flashing beacons (\$35,000 x six beacons/lights)
- \$25,000 for streetscaping and brick paths in downtown Bedford

2. *Utility Relocation:* utility relocation costs were calculated based on 13% of project costs minus administration; the contractor selected for project construction will work with Trimble County Fiscal Court and other project partners to coordinate with utility providers to ensure limited interruptions.

3. *Contingencies:* contingency costs were calculated based on 10% of project costs.

Other

1. *Right of Way Acquisition:* \$285,000 is budgeted for right of way acquisition, based on estimates provided by Strand Associates, Inc.

Total Costs: \$2,244,000.00

Contingency Amount

\$204,000.00 is reserved for contingencies, totaling **10%** of project costs. This amount has been determined to be sufficient to cover unanticipated cost increases.

Potential **cost overruns** will be covered by the Trimble County Fiscal Court in partnership with the project team.

Level of Design

The cost estimate utilized to develop the project budget is based on 30% design completion.

Cost Estimates

The cost estimate utilized to develop the project budget was performed by Paul Maron, P.E., of Strand Associates, Inc. in January 2024, with additional information on streetscaping and lighting costs submitted in February 2024.

IV. Merit Criteria

The **Connecting a Better Bedford** project will address transportation challenges outlined in the Project Description, namely:

- Lack of safe and reliable pedestrian infrastructure
- High dependence on vehicular travel
- Poor health outcomes associated with vehicular travel dependence and lack of pedestrian exercise/active transportation, and related poor quality of life
- Lack of sense of connectivity and community
- Lack of opportunity for economic development and business growth
- High social vulnerability

Identified challenges are supported by percentile rankings for Trimble County and Bedford as captured in the US Department of Transportation’s Equitable Transportation Community (ETC) Explorer (see table below).

Data from USDOT’s Equitable Transportation Community Explorer				
Indicator	Trimble County Percentile Rank	Disadvantaged	City of Bedford Percentile Rank	Disadvantaged
Climate and Disaster Risk Burden	74%	YES	76%	YES
<i>Anticipated changes in extreme weather</i>	81%	YES	84%	YES
<i>Annualized disaster losses</i>	95%	YES	96%	YES
Environmental Burden	31%		23%	
<i>Ozone level</i>	71%	YES	72%	YES
<i>Risk Management Sites Proximity</i>	72%	YES	73%	YES
Health Vulnerability	75%	YES	78%	YES
<i>Asthma Prevalence</i>	73%	YES	78%	YES
<i>Cancer Prevalence</i>	77%	YES	75%	YES
<i>High Blood Pressure Prevalence</i>	75%	YES	78%	YES
<i>Diabetes Prevalence</i>	75%	YES	79%	YES
<i>Poor Mental Health Prevalence</i>	73%	YES	79%	YES
Social Vulnerability	67%	YES	80%	YES
<i>No High School Diploma</i>	62%	No	71%	YES
<i>Unemployment</i>	63%	No	96%	YES
<i>Uninsured</i>	60%	No	72%	YES
<i>Lack of Internet Access</i>	80%	YES	97%	YES

<i>Disability</i>	69%	YES	71%	YES
<i>Limited English Proficiency</i>	45%	No	90%	YES
<i>Mobile Homes</i>	84%	YES	78%	YES
Transportation Insecurity	61%		63%	
<i>Traffic Safety</i>	75%	YES	74%	YES

As well, Trimble County and Bedford rank above the 90th percentile for the following factors according to the Climate and Economic Justice Screening Tool, which helps identify federally-recognized **Justice 40** areas:

Expected building loss rate (92 nd percentile)
Expected population loss rate (97 th percentile)
Transportation barriers (94 th percentile)
Unemployment (92 nd percentile)

The Trimble County Fiscal Court is dedicated to addressing these challenges through *Connecting a Better Bedford*, as outlined in the merit criteria below.

Safety

Connecting a Better Bedford will provide enhanced protection of non-motorized travelers from safety risks along the US 421 and Kentucky 625 corridors in Bedford through the inclusion of **sidewalks and crosswalks**. US 421 is a major thoroughfare within Trimble County and is one of the main connectors for Bedford, the county seat. Bedford Elementary School is located on Kentucky 625. Outside of the immediate downtown area, no sidewalks exist for pedestrians – however, public school students utilize both roads for access to school, as do individuals in wheelchairs traveling from a retirement community to basic human services such as healthcare facilities, grocery stores, and the Morgan Community Center. Both populations are forced to commute within the roadway, greatly increasing accident risks.

Data collected by the Kentucky Transportation Cabinet (KYTC) shows that two major crashes have occurred in the project area since 2003, one resulting in the death of a child. As both the Louisville and Cincinnati metropolitan areas grow outward, residual growth and traffic pattern shifts will result in increased vehicular traffic along US 421 in particular. Project routes serve Bedford Elementary School (enrollment of 460) and Trimble County Junior/Senior High School (enrollment of 584). Without intervention, students walking or cycling to either school are placed at greater risk of collision, injury and death.

Kentucky ranks 37th out of the fifty states for bicycle safety according to Bicycle Friendly America; cyclists face greater risks in areas like Bedford without clear active transportation infrastructure. Limited statewide resources are often allocated toward metropolitan areas with a higher number of cyclists, leaving rural areas in a funding lurch for related infrastructure. This project will serve

as a model for other rural areas across the state regarding active transportation infrastructure implementation.

Bedford is considered a **Historically Disadvantaged Community** by virtue of its rural characteristics and income averages. The city is located within a relatively isolated county not directly served by Interstate highways or rail service, though US 421 serves as a major thoroughfare for county residents as well as those traveling between the metropolitan regions of Louisville and Cincinnati. Residents lack direct access to basic human services, depending largely on the Madison, IN area fifteen miles to the north. Though having direct access to the Ohio River, Trimble County is often overlooked regarding major commercial and economic developments.

Bedford is victim to historic disinvestment in pedestrian infrastructure outside of the immediate downtown core. Bedford Elementary School and Trimble County Junior/Senior High School are located outside of downtown with no sidewalk access to either. This creates a direct inequity for students with access to vehicular transportation versus those without. As well, residential developments for seniors and disabled persons located along both routes lack direct pedestrian access. In short, areas outside of downtown Bedford with greater pedestrian needs have limited options for mobility, which renders transportation nearly impossible for vulnerable populations without risk of injury and death.

The project is guided by a **Safe System Approach**, with an emphasis on shared responsibility and proactive safety measures to improve connectivity and mobility in a rural setting. The City of Bedford and Trimble County are committed to a future with zero roadway fatalities and serious injuries and are working to enhance pedestrian safety in denser areas. As the county grows its tourism opportunities and takes advantage of its prime location between two major metropolitan areas, it plans to put interventions in place now to prevent death and injury in the future.



Downtown Bedford is a central hub of activity for the surrounding rural community.

The proposed project has been designed to mitigate human mistakes and account for injury tolerances by incorporating raised and clearly marked pedestrian infrastructure. Safer, slower speeds will be incorporated and enforced in target areas through thoughtful, equitable roadway design, clear placemaking indicators and appropriate speed limit setting.

Though this project does not directly address safety for pedestrians and bicyclists accessing transit, it aligns with many of the recommendations in the ***Improving Safety for Pedestrians and Bicyclists Accessing Transit*** report from the Federal Highway Administration, including design and operational measures for sidewalks, curb ramps, bicycle facilities, and shared paths. Sidewalk widths, surfacing, and buffers for the project align with the report's recommendations for ADA accessibility.

Environmental Sustainability

The project will enhance pedestrian options in Bedford and allow for increased pedestrian activities, thereby reducing overall vehicle dependence and the number of vehicle miles traveled.

Components will allow Bedford to become a leader in rural pedestrian access and will provide a model for smaller communities to mitigate disproportionately negative environmental impacts of vehicular transportation.

The project aligns with Kentucky's carbon reduction strategy, known as **KYE3: Designs for a Resilient Economy**. Components are community-based and are directly tied to environmental resilience and place-based, sustainable community and economic development.

The project also aligns with the **US National Blueprint for Transportation Decarbonization**, specifically its focus on reducing the financial burden of transportation for poor Americans. Components will provide pedestrian connections to critical community and commercial facilities, thereby increasing access for those who cannot afford regular vehicular travel.

The project will also promote transportation-efficient land use and design through the provision of sidewalks and pedestrian-focused infrastructure. Future developments in and around Bedford will be generated with the understanding of the benefits of active transportation and community connectivity. Efforts align with the Trimble County Fiscal Court's goal of creating smarter and more strategic land use practices for future developments, including the promotion of pedestrian safety and community health.

Sidewalk extensions will be designed to maximize roadway drainage improvements in coordination with Trimble County Water to build environmental resilience and mitigate potential flooding events. As the project will add pedestrian infrastructure to previously disturbed land along existing roadways and within a concentrated community area, **no adverse environmental impacts to air/water quality, wetlands, and endangered species are anticipated**. The Trimble County Fiscal Court and KIPDA will perform a full environmental review meeting federal standards upon award.

Quality of Life

The proposed project will increase pedestrian mobility options in Bedford, thereby encouraging active transportation usage (i.e. walking, bicycling, etc.). Through expansion of sidewalk access and clear delineations of pedestrian infrastructure, including crosswalks, county residents and visitors will develop increased confidence in active transportation. This in turn will reduce vehicle dependence in downtown Bedford and adjacent areas.



Trimble County features a quaint, rural, and sparsely populated landscape.

The Trimble County Fiscal Court is dedicated to **smart land use planning** to create more livable communities, following the clear advantages of the county's location, natural beauty and affordability. The proposed project will directly increase pedestrian access to the denser neighborhoods of Bedford, including downtown, and will enhance access to critical facilities such as healthcare facilities, grocery stores, schools, and the Morgan Community Center.

The proposed project will directly connect downtown Bedford with Bedford Elementary School and Trimble County Junior/Senior High School, benefiting more than 1,000 students and their families. Increased pedestrian access will reduce vehicular congestion at both schools during peak pick-up and drop-off times. Grocery providers including the Dollar General will be accessible by pedestrians, including seniors and disabled persons using motorized wheelchairs who live in nearby residential homes. Sidewalks will connect communities with the area's only pharmacy in downtown Bedford, as well as the Morgan Community Center. The US 421 corridor will be directly connected to downtown Bedford for pedestrians and cyclists, increasing engagement with downtown events including farmers markets and festivals.

Equity will be addressed through better connections with downtown Bedford, focusing on increasing access for low-income residents in a rural area. Bedford is a historically disadvantaged community, and low-income pockets of the city are concentrated north of downtown; the project will provide direct pedestrian access to Bedford's main business area as well as healthcare, groceries, and community facilities.

Mobility and Community Connectivity

The proposed project will directly connect underserved communities in Bedford with its downtown core, pharmacy, grocery store, community center, and civic buildings, including City Hall and the county courthouse. Increased active transportation options in the area will encourage more dense growth around downtown and continued smart land use practices. This will open the door for future innovations, including micro-mobility options for residents and visitors.

The project will remove the physical barrier of vehicular travel for individuals, especially vulnerable populations including seniors, individuals with disabilities and mobility issues, and students. Sidewalks and crosswalks will prevent all pedestrians from having to compete with vehicles along two busy highways and will provide a designated space for smooth and efficient active travel.

The project will follow **Universal Design** standards through a direct focus on making the central Bedford area accessible to people regardless of age, disability or other factors. Common barriers, including a lack of pedestrian options along two main thoroughfares, will be mitigated, providing a safe option for all travelers and allowing resources to be accessed by the maximum number of people possible.

Economic Competitiveness and Opportunity

The proposed project aligns with the 2020 Bike Walk Kentucky Strategic Plan, which states that easy access to safe cycling and walking activities will bring people to Kentucky and grow its economy. Impact studies of increased active transportation options in other states showcase a clear benefit of pedestrian access toward increasing tourism dollars. Bedford is a central commercial hub for Trimble County, which features unimpeded natural beauty and direct access to the Ohio River.

Downtown business and partners will be involved in the promotion of pedestrian/bicycle infrastructure throughout Bedford, allowing them to advocate for continued business growth along the US 42 and US 421 corridors.

State of Good Repair

The project follows a simple design-bid-build approach with design focused on reducing construction and maintenance burdens; project elements have been a priority for the Trimble County Fiscal Court and the City of Bedford, and both entities have worked with the Kentucky Transportation Cabinet on potential solutions. The project's current design promotes the urgency of the project to meet critical safety needs and improve connectivity for underserved residents.

Elements, including sidewalks, crosswalks and other pedestrian infrastructure, will serve the remote community of Bedford; the city is made up of roughly 600 residents and serves a county

of 8,000. Though between two major metropolitan areas, Trimble County has limited Interstate access, no freight rail, and limited transportation options.

The project's pedestrian infrastructure will directly address transportation system vulnerabilities for underserved communities. According to data provided by the US Department of Housing and Urban Development, roughly 81% of households in Bedford are considered low-income. Pockets of poverty are concentrated around the downtown core and feature limited pedestrian options. Residents living within these areas are typically older, are more likely to be disabled, and are more likely to be burdened by the cost of vehicular transportation.

The project prioritizes the improvement of the condition and safety of existing transportation infrastructure within the existing footprint of Bedford. Sidewalks and crosswalks will be installed along a major highway on previously disturbed land; installation will be a relatively quick process given the makeup of land alongside the existing roadway.

Partnership and Collaboration

Project elements were developed following close consideration by **KIPDA's Regional Transportation Council** made up of representatives from rural counties in the KIPDA region, including Henry, Shelby, Spencer and Trimble counties. The Regional Transportation Council follows a project ranking process that considers overall project impact, community benefit, and equity concerns for underserved communities. The proposed project was recommended for funding by the Regional Transportation Council and included in the Kentucky Transportation Cabinet's plan of potential projects.

Area partners include the **City of Bedford**, which serves a rural population that is **81% low-income** according to HUD measurements, and **KIPDA**, which provides community and economic development project management for a seven-county area in north-central Kentucky. The **Kentucky Transportation Cabinet (KYTC)** endorses the project and will provide technical assistance in project coordination and management; KYTC staff assisted with the project's Benefit Cost Analysis and regularly provides critical data.

Trimble County Schools is an active project partner and will provide comprehensive review of plans and specifications to ensure safety considerations are comprehensive and meet the current and future needs of students.

Innovation

i. Innovative Technologies

One innovative aspect of the project is the inclusion of rectangular rapid-flashing beacon crossings at critical cross points along the route. These crossings feature two, rectangular-shaped yellow indications with LED-array based light sources. Lights flash with an alternating high frequency to enhance conspicuity of pedestrians to drivers, according to the Federal Highway Administration.

Rectangular rapid-flashing beacon crossings can reduce pedestrian crashes up to 47% and increase motorist yielding rates up to 98%.

Beacon crossings to be installed will utilize solar-powered panels to eliminate the need for a power source, thereby adding a low-carbon component to the project. The project team is committed to seeking green and sustainable materials to reduce costs and mitigate negative effects to the environment.

By installing state-of-the-art pedestrian walkways and crosswalks in a small, isolated, rural setting, the project will allow Bedford to invest in a clear placemaking strategy by directing residents and visitors to a revitalized downtown. This will assist in tourism and economic development efforts and reinvigorate community pride.

The Kentucky Transportation Cabinet will continue to monitor real-time conditions of pavement quality, signage, crosswalks and other public infrastructure through regular inspections.

ii. Innovative Project Delivery

Project management will involve a collaborative approach involving a core team of project stakeholders, including the Trimble County Fiscal Court, City of Bedford, KIPDA, the Kentucky Transportation Cabinet, and Trimble County Schools. Planning partners at the local, state, and regional level have a decades-long history of successfully delivering large-scale 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.

iii. Innovative Financing

The project is located in a rural area and is considered a Historically Disadvantaged Community; therefore, Trimble County requests a match waiver. Trimble County considers the utilization of grant funding an innovative source to address an identified need, as this project has not been included in budget considerations at the state level.

V. Project Readiness

Project Schedule

The *Connecting a Better Bedford* project will follow the schedule below to ensure timely project delivery and position Trimble County to provide a safe and smart mobility infrastructure network.

Date	Action	Responsible Party
September 2024	Execution of grant award	Trimble County
October 2024	Completion of environmental review and other compliance standards	Trimble County, KIPDA
November 2024	Completion of preliminary design	Trimble County, Engineer
January 2025	Procurement of Contractor	Trimble County
January 2025	Preconstruction conference with Contractor	Trimble County, KIPDA
January 2025	Execution of construction contract	Trimble County, Contractor
February 2025	Execution of Right of Way agreements with property owners	Trimble County
March 2025	Commencement of construction work	Contractor
March 2025 to July 2026	Construction Work	Contractor
August 2026	Final inspection and completion	Contractor, Trimble County
September 2026	Submittal of closeout documents	Trimble County

The table below outlines the planned schedule for construction with major project milestones. Note that some activities will occur simultaneously. Construction will run in phases by project component and is dependent on weather. Construction phases will be accelerated when possible.

Task	CY 2024				CY 2025				CY 2026			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Sidewalk extensions along US 421 and KY 625 and improved bicycle infrastructure				P E	E D	D R U B	C	C	C	C	C	
Placemaking initiatives for downtown Bedford and connected areas				P E	E D	D B	C	C	C	C	C	

Task	CY 2024				CY 2025				CY 2026			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Crosswalks and pedestrian safety measures, including lighting and landscaping				P E	E D	D B	C	C	C	C	C	
<i>P: Planning, Preliminary Design, Stakeholder Engagement</i> <i>E: Environmental Work</i> <i>R: Right of Way Acquisition</i>					<i>U: Utility Relocation</i> <i>D: Final design</i> <i>B: Bidding Award/Procurement</i> <i>C: Construction</i>							

Environmental Risk Assessment

Required Approvals

NEPA Status: Trimble County, in partnership with KIPDA, will complete an environmental review for the project in compliance with NEPA upon grant award; preliminary environmental work has been completed for select project components related to sidewalk extensions along US 421. This preliminary work was completed in 2022 and will be reviewed and updated as necessary.

Reviews, Approvals, and Permits by other Federal and State Agencies: Trimble County has submitted this project to Kentucky’s eClearinghouse system for statewide review; comments from relevant state agencies and groups are anticipated in March 2024. Trimble County will work with KIPDA to address any comments received through this process.

Environmental Studies or Other Documents: No environmental studies or related documents have been prepared for this project.

Right-of-Way Acquisition Plans: Trimble County Fiscal Court is working with property owners in the project area to determine right-of-way plans with each.

Public Engagement: The *Connecting a Better Bedford* project has been discussed at Fiscal Court meetings in 2024. Upon award, Trimble County will hold public hearings to gather public feedback and keep the community updated on environmental review proceedings. The project will also 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

Tribal Government, State, and Local Approvals: Project components have been approved by the Kentucky Transportation Cabinet and included in the Statewide Transportation Improvement Plan (STIP). Trimble County will work with KIPDA to gather all approvals from Tribal governments through a formal scoping letter process. State and local approvals will be collected via the state’s eClearinghouse process.

Federal Transportation Requirements Affecting State and Local Planning: the project is included in the Statewide Transportation Improvements Plan (STIP) and has been approved by the Regional Transportation Council’s SHIFT process.

Assessment of Project Risks and Mitigation Strategies

Risks associated with the *Connecting a Better Bedford* project are minimal and conventional for a project of this size. Assessment of major risks has taken place in accordance to standard risk categories with the following characteristics: highway and multi-modal improvement projects, projects within the existing-right-of-way, and projects with no adverse environmental conditions.

The table below outlines possible risks and associated mitigation strategies.

Possible Risks		Mitigation Strategy
Procurement or scheduling delays	Delays due to procurement issues	<p>The scope of work is within a manageable project range for Trimble County; in partnership with KIPDA, Trimble County has followed federal procurement processes. No delays are anticipated.</p> <p>Trimble County can leverage existing relationships with local architecture and engineering firms to accelerate procurement and expand reach to potential contractors.</p> <p>Trimble County and KIPDA have ample experience following the Local Public Agency Project Guide from the Kentucky Transportation Cabinet.</p>
Existing infrastructure	Impacts to major intersections, including KY 421 and KY 42	No impacts to major intersections are anticipated. Therefore, no permits or Interchange Modification Reports are needed.
Environmental uncertainties	Significant environmental impacts	Final design and NEPA processes will affirm no negative environmental impacts for the project. A level of Categorical Exclusion is anticipated.
Financial risks	Inflation or cost overruns during construction	The budget includes a 10% contingency line. To account for inflation, project costs were updated in 2024.
	Funds for cost overruns not approved by Fiscal Court	Given the level of community support for this project, approval is likely.

Technical Capacity Assessment

Trimble 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. Trimble 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 Trimble County in partnership with KIPDA:

Federal Funding	Trimble County is currently administering a Recreational Trails Program through the Kentucky Department for Local Government. Funding is provided through the Federal Highway Administration. The project will provide expanded walking trails at Trimble County Park. KIPDA has assisted with the creation of digital maps of existing trails to be used on signs for wayfinding.
Federal Regulations	Trimble County has partnered with KIPDA to successfully administer 25 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"> • Buy America provisions • Title VI provisions • Section 504 and Americans with Disabilities Act provisions • Uniform Relocation Assistance and Real Property Acquisition Act provisions • Davis Bacon and Related Acts provisions • Federal and state wage rate provisions • Section 3 provisions • Copeland Anti-Kickback Act provisions • Contract Work Hours and Safety Standards Act provisions • Environmental reviews and NEPA compliance • Historic preservation provisions • Tribal consultation provisions
Project Planning	Trimble 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>Through its active involvement in the RTC, Trimble County now has three projects listed in the Statewide Transportation Improvements Plan (STIP) totaling nearly \$2 million in potential funding.</p>
<p>Project Delivery</p>	<p>Trimble County and the City of Bedford are currently working with KIPDA to administer five projects totaling nearly \$1 million through the state Cleaner Water Program for water and wastewater infrastructure improvements. Funding is provided through the Environmental Protection Agency.</p> <p>The City of Bedford successfully administered a \$3 million project for wastewater system improvements, in partnership with KIPDA and Trimble County. Funding was provided through the US Department of Housing and Urban Development’s Community Development Block Grant program and the Kentucky Infrastructure Authority’s State Revolving Fund loan program.</p> <p>The Trimble County Fiscal Court successfully constructed the Trimble County Library through a Community Development Block Grant in partnership with KIPDA.</p> <p>Trimble 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>

VI. Benefit Cost Analysis

For specific calculations, please see the Benefit Cost Analysis spreadsheet.

The *Connecting a Better Bedford* project is viewed by local leaders primarily as a safety project. Frequently children walk in the roadway from the schools to the town, and motorized wheelchairs are driven in the roadway from a retirement community to the Dollar General store. This is quantified in the benefit cost analysis as an annual safety benefit of \$253,495 per year.

A fatal pedestrian crash involving a child occurred on US-421 on May 31, 2012, at mile point 7.285, latitude 38.60313, longitude -85.3187. A type C pedestrian crash also occurred nearby in 2003. The type K crash was monetized at \$12,500,000 and the type C crash was monetized at \$111,700. Both crashes were divided over 20 years for the no-build safety cost, which was \$630,585. The build safety cost was calculated using crash modification factor 11246, 4 stars, valued at 0.598 to yield an annual build safety cost of \$377,090.

For walk trip estimation, three traffic generators were examined. Bedford Elementary School has an enrollment of 460 students (ITE Landuse Code 520,) Trimble County Jr/Sr High School has an enrollment of 584 students, and the Dollar General store (ITE Landuse Code 814) has a square footage of 10,566. It was assumed that 3/7 of the students were in Junior High (ITE Landuse Code 522) and 4/7 of the students were in High School (ITE Landuse Code 525.)

This yielded a total trips walked per day from the Elementary school of 110.4, from the Jr/Sr High School of 248.3, and from the Dollar General store 559.6. The schools were considered for 170 days per year and the store was considered for 365 days per year. This yields an initial annual walk trip count of 246,463. A “no sidewalk” pre-build factor of 5/13 was used to subtract 94,793 trips to yield 151,669 vehicle trips changed to walk trips. These figures appear on the “User Volumes” spreadsheet tab.

Trips were further apportioned by the ratio of the population of the town of Bedford (524) to the population of Trimble County (8474) which was 0.06184. The apportionment factor was used for the Jr/Sr High School but doubled to 0.12367 for the Elementary school and the Dollar General store. The final number of vehicle to walk trips was 1428.36 for the Elementary school, 1606.51 for the Jr/Sr High School and 15,544.29 for the store. This totals to 18,579.16 annual number of vehicle trips changed to walk trips.

The previously calculated 18,579.16 trips were used on the “Vehicle Operating Cost Savings” spreadsheet tab, and assuming all trips of one mile and a light duty vehicle value of \$0.52 yields an annual savings of \$9,661.16.

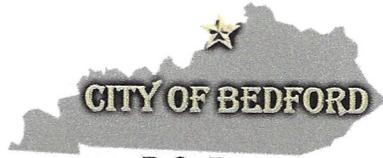
The 18,579.16 trips calculation is again used on the “Emissions Reductions” tab with an “All Vehicles” non-CO2 emissions value of 0.015 and a CO2 emissions value of 0.129. All trips are again assumed to be one mile. This yields an annual no-build non-CO2 emissions cost of \$279 and a no-build CO2 emissions cost of \$2,397.

For the “Health Benefits” tab, only the 15,544.29 from the Dollar General store were used to match the applicable age range of 20-74 valued at \$7.63 per trip. This yields an annual health benefit of \$118,603.

The benefit cost analysis has a calculated benefit cost ratio of 3.29 with total discounted benefits of \$5,335,666, total discounted costs of \$1,621,279 for a net present value of \$3,714,387.



MAYOR
JOE ROBINSON
 MAYOR.ROBINSON1968@
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P.O. Box 1
 147 Victory Avenue
 Bedford, KY 40006



Phone: (502) 255-3684
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<http://www.cityofbedfordky@gmail.com>

Wednesday, February 28, 2024

Mr. Pete Buttigieg
 Secretary of Transportation
 1200 New Jersey Avenue, SE
 Washington, DC 20590
 RE: Connecting a Better Bedford RAISE Application

Dear Secretary Buttigieg:

The City of Bedford is proud to partner with the Trimble County Fiscal Court for the Connecting a Better Bedford RAISE grant application. The safety improvements included in the proposal have been a high priority for Bedford for years. We see firsthand the potential of this project to bring a huge, positive impact to the community while improving safety for our most vulnerable populations.

We will work with the Fiscal Court and the project team to make the project a reality by assisting in right-of-way acquisition and placemaking efforts. This project is critical for the future of Bedford and will help us ensure a better future for our residents.

I am asking for full and fair consideration of the Connecting a Better Bedford project.

Respectfully,

Thank You,
Mayor Joe Robinson
 City of Bedford, KY
 P.O. Box 1
 147 Victory Avenue
 Bedford KY 40006
 Cell: (502) 303-8546
 Office: (502) 255-3684
Mayor.Robinson1968@gmail.com

Trimble County Schools

TODD NEACE, SUPERINTENDENT
MOLLY MCCOMAS, CHIEF ACADEMIC OFF.
REBECCA MOORE, FEDERAL COORD. INST. SUPERVISOR
PHILLIP HARMON, FINANCIAL MANAGER
FRANK MCCANE, TECHNOLOGY COORDINATOR
TONI JACKSON, FOOD SERVICE DIRECTOR
ALICIA JACKSON, SPEC. EDUCATION
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BOARD OF EDUCATION
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AMANDA HENDERSON
SCOTT BURROWS

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

Secretary Buttigieg:

Trimble County Schools is in full support of the *Connecting a Better Bedford* RAISE Grant application.

The *Connecting a Better Bedford* project will improve safety for our students, reconnect the community and enhance the quality of life for the citizens of Trimble County. The project will target specific safety features including sidewalk extensions and crosswalks to increase pedestrian access and encourage more pedestrian activity. This effort is focused on improving access near public schools, community centers, and retirement homes where pedestrian access is nonexistent and where vulnerable populations need additional protection from vehicular traffic. This project will address health and environmental disparities in a community that is historically disadvantaged.

I am asking for full and fair consideration of the *Connecting a Better Bedford* project.

Respectfully,

A handwritten signature in blue ink, appearing to read 'T. Neace', with a long horizontal flourish extending to the right.

Todd Neace
Superintendent

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 14, 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 Trimble County for the Connecting a Better Bedford project.

Trimble County is requesting funds to construct just under one mile of sidewalk in Bedford, Kentucky. This sidewalk would connect Bedford Elementary and Trimble County High School to Bedford's existing sidewalks along U.S. Highway 421. The project will include sidewalk extensions and crosswalks to increase pedestrian access and encourage more pedestrian activity. This effort will greatly improve safety for those accessing nearby public schools, community centers, and retirement homes where pedestrian access is currently nonexistent.

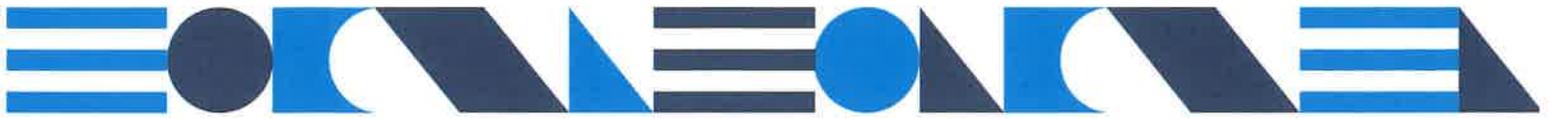
Trimble County lies within my congressional district, and the construction of pedestrian pathways will greatly benefit my constituents. I ask that you give every consideration for the RAISE Grant to be used for the Connecting a Better Bedford project.

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: Trimble County RAISE Application: *Connecting a Better Bedford*

Secretary Buttigieg:

I am writing in support of the *Connecting a Better Bedford* RAISE Grant application. KIPDA is a strong partner of the Trimble County Fiscal Court and looks forward to assisting them in project administration.

The *Connecting a Better Bedford* project directly addresses safety along U.S. 421, a concern long shared by Trimble County residents. This project will reconnect the community and enhance the quality of life for citizens. Efforts are focused on improving access to public schools, community centers, and retirement homes where pedestrian access is nonexistent and where vulnerable populations need additional protection from vehicular traffic. This project will address health and environmental disparities in a community that is historically disadvantaged.

I am asking for full and fair consideration of the *Connecting a Better Bedford* project and am happy to provide any additional information as necessary to support Trimble County's application.

Sincerely,



Jarrett Haley
Executive Director

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