

**UNITED STATES OF AMERICA
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
WASHINGTON, DC 20590**

**GRANT AGREEMENT UNDER THE
CONSOLIDATED AND FURTHER CONTINUING APPROPRIATIONS ACT, 2015
(PUB. L. 113-235, DECEMBER 16, 2014)
FOR THE NATIONAL INFRASTRUCTURE INVESTMENTS
DISCRETIONARY GRANT PROGRAM
(FY 2015 TIGER DISCRETIONARY GRANTS)**

**LOUISVILLE/JEFFERSON COUNTY METRO GOVERNMENT, ACTING BY AND
THROUGH ITS DEPARTMENT OF PUBLIC WORKS AND ASSETS**

TRANSFORMING DIXIE HIGHWAY PROJECT

FHWA FY 2015 TIGER Grant No. 4

This agreement is between the United States Department of Transportation (*the “USDOT”*) and the Louisville/Jefferson County Metro Government, acting by and through its Department of Public Works and Assets (*the “Recipient”*). It reflects the selection of the Recipient for an award under the provisions of the Consolidated and Further Continuing Appropriations Act, 2015 (Pub. L. 113-235, December 16, 2014), regarding National Infrastructure Investments, as described in the Notice of Funding Availability for the Department of Transportation’s National Infrastructure Investments Under the Consolidated and Further Continuing Appropriations Act, 2015, 80 FR 18283 (April 3, 2015) (*the “NOFA”*). In this agreement, “**FY 2015 TIGER Discretionary Grant**” means an award under those provisions.

ARTICLE 1. AWARD TERMS AND CONDITIONS

- 1.1 **Operating Administration.** The Federal Highway Administration (*the “FHWA”*) will administer this agreement on behalf of the USDOT. In this agreement, the “**Administering Operating Administration**” means the FHWA.
- 1.2 **Purpose.** The purpose of this award is to advance capital investments in surface transportation infrastructure that will have a significant impact on the nation, a metropolitan area, or a region. The parties will achieve that purpose by completing the project that was described in the Recipient’s technical application, titled “Transforming Dixie Highway,” as modified by the negotiated provisions on the project’s material terms and conditions, including the attachments referenced in section 1.8.
- 1.3 **Federal Award Amount.** The USDOT hereby awards a FY 2015 TIGER Discretionary Grant in the amount of Sixteen Million Nine-Hundred Ten-Thousand Dollars (\$16,910,000) for the period of performance. The USDOT shall not provide funding greater than this amount under this agreement. The Recipient acknowledges that USDOT is not liable for payments that exceed this amount.

1.4 **Period of Performance.** The period of performance for this award begins on the date of this agreement and ends on the planned project closeout date that is listed in section 2.2.

1.5 **Urban or Rural Designation.** Based on information that the Recipient provided to the USDOT, including the technical application, the USDOT hereby designates the project to be a project in an urban area, as defined in the NOFA. The Recipient shall comply with the requirements that accompany that designation on minimum award size, geographic location, and cost sharing.

1.6 **Fund Obligation.**

(a) As described in Attachment A, this project consists of a Base Phase for eligible design costs, an Option Phase 1 for eligible procurement costs for purchasing approximately eight (8) transit buses and an Option Phase 2 for eligible construction costs.

(b) This agreement obligates the Base Phase amount of Two Million One-Hundred Fifty-Thousand dollars (\$2,150,000) for eligible costs in the Base Phase.

(c) This agreement does not obligate funds for Option Phase 1. The parties may, by amendment under article 6, obligate the Option Phase 1 amount of Three Million dollars (\$3,900,000) for eligible procurement costs for purchasing approximately eight (8) transit buses if: (1) the Federal Transit Administration Region IV (The “FTA Region IV”) finds that bus specifications and procurement procedures are acceptable; and (2) a process has been developed for the procurement of the buses that assures the USDOT that the procurement will be carried out in accordance with all applicable Federal requirements and in accordance with the schedule for the delivery of the buses set forth in Attachment B to this Agreement.

(d) This agreement does not obligate funds for Option Phase 2. The parties may, by amendment under article 6, obligate the Option Phase 2 amount of Ten Million Eight Hundred Sixty Thousand dollars (\$10,860,000) for eligible construction costs in Option Phase 2 if the FHWA Kentucky Division Office approves the PS&E for the Project.

1.7 **Federal Award Identification Number.**

The Federal Award Identification Number (*the “FAIN”*) will be generated when the FHWA Division Office authorizes the project in the Fiscal Management Information System (“*FMIS*”). The Recipient acknowledges that it has access to FMIS and can retrieve the FAIN from FMIS.

1.8 **Attachments.** This agreement includes the following attachments as integral parts:

Attachment A	Statement of Work
Attachment B	Estimated Project Schedule
Attachment C	Estimated Project Budget
Attachment D	Performance Measurement Table

ARTICLE 2. PROJECT AND RECIPIENT INFORMATION

2.1 Summary of Project's Statement of Work. (See Attachment A for additional details).

The Project implements Bus Rapid Transit (BRT) infrastructure; Intelligent Transportation Systems (ITS) upgrades including transit signal priority; and complete streets improvements along the Dixie Highway corridor.

2.2 Summary of Project's Estimated Schedule. (See Attachment B for additional details).

Planned Start of Design (Base Phase)	June 1, 2016
Planned Bus Procurement Start Date (Option Phase 1)	August 15, 2016
Planned Completion of NEPA:	November 15, 2016
Planned Completion of Final Design:	May 15, 2017
Planned PS&E Approval (Option Phase 2)	June 15, 2017
Planned Construction Start Date:	September 1, 2017
Planned Construction Substantial Completion and Open to Traffic Date	September 30, 2019
Planned Project Closeout Date	April 30, 2020

2.3 Summary of Project's Estimated Budget. (See Attachment C for additional details).

TIGER Grant Funds and Additional Sources of Project Funds:

TIGER Discretionary Grant Amount:	\$16,910,000	57.0%
Other Federal Funds (if any):	\$0	0%
State Funds ¹ (if any):	\$12,255,000	41.3%
Local Funds ² (if any):	\$500,000	1.7%
Other Funds (if any):	\$0	0%
Total Project Cost:	\$29,665,000	100%

¹ The state funds are from the KY Transportation Cabinet's Highway Construction Program. These are from the State Priority Program, recommended by the Governor and approved by the General Assembly as part of the biannual budget. The State Funds are primarily from the state motor fuel tax revenues.

² The local funds of \$500,000 are from the general budget of Louisville Metro Government. Revenue is primarily from occupational and income tax.

2.4 **Recipient Cost Share Certification.**

The Recipient hereby certifies that not less than Four Million Two Hundred Twenty Seven Thousand Five Hundred dollars (\$4,227,500) in non-Federal funds are committed to fund the project to satisfy the statutory requirement that at least 20% of the project's costs are funded by non-Federal sources.

2.5 **Project's State and Local Planning Requirements.**

State:

Commonwealth of KY – Statewide Improvement Program FY 2015-2018

Commonwealth of KY – Kentucky's FY 2014-2020 Highway Plan – April 2014
“Innovative Solutions for Modern Transportation Issues”

Item No. 5-478.00 – Improve Dixie Highway Between Crums Lane (KY 2049) and Rockford Lane (KY 2051)(12CR)

Item No. 5-478.20 – Improve Dixie Highway Between Rockford Lane (KY 2051) and Greenwood Road (KY 1931)

Regional:

KIPDA - Horizon 2035 – The Metropolitan Transportation Plan for the Louisville (KY-IN) Metropolitan Planning Area: Clark & Floyd Counties, Indiana and Bullitt, Jefferson, & Oldham Counties, Kentucky – August 2014

KIPDA – FY 2015-2018 Transportation Improvement Program for the Louisville/Jefferson County, KY-IN Metropolitan Planning Area – As Amended in August 2015.

Louisville Metro Government – Dixie Highway Corridor Master Plan – September 2012

2.6 **Project's Environmental Approvals and Processes.**

Environmental Documentation Type, Titles and Date: Anticipated Categorical Exclusion, Transforming Dixie Highway, Level II – Approval anticipated by November 15, 2016.

Environmental Decision Type and Date: Anticipated Categorical Exclusion, Level II – November 15, 2016.

Name of Agency and Office Approving each Environmental Decision Document:

FHWA Kentucky Division

2.7 **Recipient's and any Subrecipient's Unique Entity Identifiers.**

Dun and Bradstreet Data Universal Numbering System No. (the "**DUNS No.**") of the Recipient: 073135584

Name of any First-Tier Subrecipients: N/A

DUNS No. of First-Tier Subrecipient: N/A

2.8 **Recipient Contacts.**

John Callihan
Executive Administrator
Louisville Metro Government
527 West Jefferson Street, 4th Floor
Louisville, KY 40202
502-574-8140
john.callihan@louisvilleky.gov

ARTICLE 3. GENERAL REPORTING TERMS

- 3.1 **Report Submission.** The Recipient shall send all reports required by this agreement to all of the USDOT contacts who are listed in Section 9.1.
- 3.2 **Alternative Reporting Methods.** The Administering Operating Administration may establish processes for the Recipient to submit reports required by this agreement, including electronic submission processes. If the Recipient is notified of those processes in writing, the Recipient shall use the processes required by the Administering Operating Administration.
- 3.3 **Reporting as History of Performance.** Under 2 C.F.R 200.205, any Federal awarding agency may consider the Recipient's timely submission of the reports that this agreement requires, or the Recipient's failure to timely submit those reports, when evaluating the risks of making a future Federal financial assistance award to the Recipient.
- 3.4 **Paperwork Reduction Act Notice.** Under 5 C.F.R. 1320.6, the Recipient is not required to respond to a collection of information that does not display a currently valid control number issued by the Office of Management and Budget (*the "OMB"*). Collections of information conducted under this agreement are approved under OMB Control No. 2105-0563.

ARTICLE 4. PROGRESS REPORTING

- 4.1 **Quarterly Project Progress Reports.** On or before the 20th day of the first month of each calendar year quarter and until Project Closeout, the Recipient shall submit to the USDOT a Quarterly Project Progress Report with the form and content described in Exhibit H. If the date of this agreement is in the final month of a calendar year quarter,

then the Recipient shall submit the first Quarterly Project Progress Report in the second calendar year quarter that begins after the date of this agreement.

4.2 **Annual Budget Review and Program Plan.**

(a) From the date of this agreement until Project Closeout, on or before the 60th day before the end of each Agreement Year, the Recipient shall submit to the USDOT an Annual Budget Review and Program Plan that contains:

- (1) a detailed schedule of activities and milestones for the next Agreement Year;
- (2) an estimate of specific performance objectives, including forecasted expenditures, for the next Agreement Year; and
- (3) a comparison of the approved project budget with an updated estimate of the project costs.

In this agreement, “**Agreement Year**” means 12 months beginning on the date of this agreement or an anniversary of the date of this agreement.

(b) If the Recipient’s updated estimate of the total project costs exceeds the total project costs in the approved project budget, then the Recipient shall:

- (1) include in the Annual Budget Review and Program Plan either documentation of committed funds to cover the increased costs or a written plan describing how the Recipient will cover the increased costs; and
- (2) meet with the USDOT to discuss the Annual Budget Review and Program Plan.

4.3 **Closeout Reports.** No later than 90 days after the project completion date the Recipient shall:

- (1) submit a final Federal Financial Report (SF-425), a certification or summary of project expenses, and third-party audit reports; and
- (2) provide a report comparing the final work, schedule, and budget to the statement of work described in section 2.1, the schedule described in section 2.2, and the budget described in section 2.3.

4.4 **Project Closeout.** In this agreement, “**Project Closeout**” means the date that the USDOT notifies the Recipient that: (1) the Recipient has submitted all required information, including the reports identified in section 4.3; (2) the parties have completed the administrative procedures described in 2 C.F.R. 200.343 – .345; and (3) the project is closed out.

ARTICLE 5. PERFORMANCE REPORTING

- 5.1 **Performance Measure Data Collection.** The Recipient shall collect the data necessary to report on each performance measure that is identified in the Performance Measurement Table in Attachment D.
- 5.2 **Pre-project Performance Measurement Report.** The Recipient shall submit to the USDOT, on or before the Pre-project Report Date that is stated in Attachment D, a Pre-project Performance Measurement Report that contains:
- (1) baseline data for each performance measure that is identified in the Performance Measurement Table in Attachment D, accurate as of the Pre-project Measurement Date that is stated in Attachment D; and
 - (2) a detailed description of the data sources, assumptions, variability, and estimated levels of precision for each measure.
- 5.3 **Interim Performance Measurement Reports.** After project completion, the Recipient shall submit to the USDOT on or before each of the periodic reporting dates specified in the Performance Measurement Table in Attachment D, an Interim Performance Measurement Report containing data for each performance measure that is identified in that table, accurate as of the final date of the measurement period specified in that table.
- 5.4 **Project Outcomes Report.** The Recipient shall submit to the USDOT, on or before the Project Outcomes Report Date that is stated in Attachment D, a Project Outcomes Report that contains:
- (1) a narrative discussion detailing project successes and the influence of external factors on project expectations;
 - (2) data for each performance measure that is identified in the Performance Measurement Table in Attachment D, accurate as of the Project Outcomes Measurement Date that is stated in Attachment D; and
 - (3) an *ex post* examination of project effectiveness relative to the baseline data that the Recipient reported in the Pre-project Performance Measurement Report.

ARTICLE 6. AGREEMENT MODIFICATIONS

- 6.1 **Bilateral Modifications.** The parties may amend, modify, or supplement this agreement by mutual agreement in writing signed by the USDOT and the Recipient. Either party may request to amend, modify, or supplement this agreement by written notice to the other party.

6.2 Limited Unilateral Modifications.

- (a) The Recipient may update the contacts who are listed in section 2.8 (Recipient Contacts) by written notice to all of the USDOT contacts who are listed in section 9.1.
- (b) The USDOT may update the contacts who are listed in section 9.1 (USDOT Contacts) by written notice to all of the Recipient contacts who are listed in section 2.8.

6.3 Other Modifications. The parties shall not amend, modify, or supplement this agreement except as permitted under section 6.1 or section 6.2. If an amendment, modification, or supplement is not permitted under section 6.1 and not permitted under section 6.2, it is void.

ARTICLE 7. STATEMENT OF WORK, SCHEDULE, AND BUDGET CHANGES

7.1 Statement of Work Changes. If the project's activities differ from the statement of work that is described in section 2.1 and Attachment A, then the Recipient shall request a modification of this agreement to update section 2.1 and Attachment A.

7.2 Schedule Changes. If the project's substantial completion date changes to a date that is more than three months after the substantial completion date listed in section 2.2 or the planned project closeout date changes to a date that is after the planned project closeout date listed in section 2.2, then the Recipient shall request a modification of this agreement to update section 2.2 and Attachment B. For other schedule changes, the Recipient shall request a modification of this agreement to update section 2.2 and Attachment B unless the USDOT has consented, in writing consistent with the Administering Operating Administration's requirements, to the change.

7.3 Budget Changes.

- (a) If any of the budget amounts that are listed in section 2.3 change from the amounts listed in that section, then the Recipient shall request a modification of this agreement to update section 2.3 and Attachment C. For other budget changes, the Recipient shall request a modification of this agreement to update Attachment C unless the USDOT has consented, in writing consistent with the Administering Operating Administration's requirements, to the change.
- (b) If the actual eligible project costs are less than the "Total Project Cost" stated in section 2.3, then the Recipient may reduce non-TIGER funds contributed to the project. But the Recipient shall not reduce below 20% the non-federal share of eligible project costs.

ARTICLE 8. TERMINATION AND EXPIRATION

- 8.1 **USDOT Termination.** The USDOT may, in its sole discretion, terminate this agreement and all of its obligations under this agreement if any of the following occurs:
- (1) The Recipient fails to obtain or provide any non-TIGER Discretionary Grant contribution or alternatives approved by the USDOT as provided in this agreement and consistent with sections 2.2 and 2.3;
 - (2) The Recipient fails to begin design before August 1, 2016;
 - (3) The Recipient fails to begin expenditure of award funds by September 15, 2016;
 - (4) The Recipient fails to finish construction (substantial completion) by December 31, 2019;
 - (5) The Recipient fails to meet the conditions and obligations specified under this agreement, including a material failure to comply with the schedule in section 2.2 even if it is beyond the reasonable control of the Recipient; or,
 - (6) The USDOT, in its sole discretion, determines that termination of this agreement is in the public interest.
- 8.2 **Closeout Termination.** This agreement terminates on Project Closeout.
- 8.3 **Fund Expiration.** Funds made available under this agreement are available for liquidation and adjustment through September 30, 2022.
- 8.4 **Reporting Survival:** The reporting requirements set forth in articles 4 and 5 of this agreement survive the termination of this agreement and the expiration of award funds.

ARTICLE 9. USDOT CONTACTS

- 9.1 **USDOT Contacts.** Except as authorized by the USDOT under section 3.2, the Recipient shall send all notices, reports, and information required by this agreement to all of the following contacts:

David Whitworth
Project Delivery Team Leader
Federal Highway Administration - Kentucky Division
330 West Broadway
Frankfort, KY 40601-1981
502-223-6741
david.whitworth@dot.gov

and

Jennifer Hibbert
Supervisory Transportation Specialist
Federal Transit Administration Region IV
230 Peachtree, NW
Suite 1400
Atlanta, GA 30303
(404)865-5632
Jennifer.Hibbert@dot.gov

and

FHWA TIGER Program Manager
Federal Highway Administration
Office of Freight Management and Operations
1200 New Jersey Avenue, SE
Room E86-201
Washington, DC 20590
(202) 366-0857
FHWA-TIGER.Reports@dot.gov

and

OST TIGER Discretionary Grants Coordinator
United States Department of Transportation
Office of the Secretary
1200 New Jersey Avenue, SE
Washington, DC 20590
(202) 366-8914
TIGERGrants@dot.gov

ARTICLE 10. ADDITIONAL TERMS AND CONDITIONS

- 10.1 **Catalog of Federal Domestic Assistance Information.** This award is under the program titled “National Infrastructure Investments,” with number 20.933 in the Catalog of Federal Domestic Assistance.
- 10.2 **Research and Development Designation.** This award is not for research and development.
- 10.3 **Exhibits.** This agreement includes the following exhibits as integral parts located at: http://www.ops.fhwa.dot.gov/freight/infrastructure/tiger/fy2015_gr_exhbt/index.htm

Exhibit A	Legislative Authority
Exhibit B	General Terms and Conditions
Exhibit C	Applicable Federal Laws and Regulations
Exhibit D	Grant Assurances
Exhibit E	Responsibility and Authority of the Recipient

Exhibit F	Reimbursement of Project Costs
Exhibit G	Grant Requirements and Contract Clauses
Exhibit H	Quarterly Progress Reports: Format and Content

10.4 **Construction.** If a provision in the exhibits or the attachments conflicts with a provision in Articles 1 – 12, then the provision in Articles 1 – 12 prevails. If a provision in the attachments conflicts with a provision in the exhibits, then the provision in the attachments prevails.

ARTICLE 11. SPECIAL GRANT REQUIREMENTS

11.1 Option Phase 1 provides funding solely for the purchase of approximately eight (8) transit buses. The procurement of the transit buses must comply with FTA statutory and regulatory requirements for rolling stock, including, but not limited to requirements for bus testing, open and full competition (see FTA Circular 4220.1F), and Disadvantaged Business Enterprise regulations applicable to transit vehicle manufacturers (49 CFR 26.49). Recipient agrees that its procurement of rolling stock will be coordinated with the FTA Region IV office, and subject to FTA oversight.

11.2 Buy America. In procuring the rolling stock, the Recipient shall comply with FTA's Buy America requirements, 49 U.S.C. § 5323(j), including the requirement to conduct pre-award and post-delivery audits, FTA implementing regulations at 49 C.F.R. parts 661 and 663, and any amendments to those authorities.

11.3 There are no other special grant requirements for this project.

ARTICLE 12. EXECUTION

12.1 **Counterparts.** This agreement may be executed in counterparts, which constitute one document. The parties shall execute this agreement in quintuple and intend each countersigned original to have identical legal effect.

12.2 **Effective Date.** This agreement is effective when fully executed by authorized representatives of the Recipient and the USDOT. The Recipient shall execute this agreement and then submit five (5) original signed copies of the agreement to the USDOT for execution. This instrument constitutes a FY 2015 TIGER Discretionary Grant when it is signed and dated by the authorized official of the USDOT.

EXECUTION BY THE USDOT

Executed this _____ day of _____, 201__.

Signature of USDOT's FHWA Authorized Representative

Thomas Nelson
FHWA Kentucky Division Administrator

Signature of USDOT's FTA Authorized Representative

Yvette G. Taylor
FTA Region IV Regional Administrator

EXECUTION BY LOUISVILLE METRO GOVERNMENT

By signature below, the Recipient acknowledges that it accepts and agrees to be bound by this agreement.

Executed this _____ day of _____, 201__.

Signature of Recipient's Authorized Representative

Greg Fischer, Mayor
Louisville/Jefferson County Metro Government

EXECUTION BY STATE DEPARTMENT OF TRANSPORTATION

By signature below, the State Department of Transportation (SDOT) acknowledges that it agrees to act as a limited agent for the Recipient to assist in the receipt and disbursement of the FY 2015 TIGER Discretionary Grant obligated by this agreement and to perform such other administrative and oversight duties with respect to the award and the project as the Recipient and the SDOT shall agree upon between themselves. The SDOT acknowledges the fiduciary duty owed to the parties to this agreement and will promptly disburse the award to the Recipient at Recipient's direction and instructions. Further, the SDOT will comply with all applicable Federal laws, regulations, executive orders, policies, guidelines, and requirements as they relate to the duties it assumes under this agreement in compliance with the agreement's terms and conditions.

Executed this _____ day of _____, 201__.

Signature of State Department of Transportation Designated
Official Representative

Greg Thomas, Secretary
Kentucky Transportation Cabinet

ATTACHMENT A STATEMENT OF WORK

The Project implements Bus Rapid Transit (BRT) infrastructure; Intelligent Transportation Systems (ITS) upgrades including transit signal priority; and complete streets improvements along the Dixie Highway corridor.

The Project extends from downtown Louisville - and generally follows the alignment of Transit Authority of River City's (TARC) existing Route 18 through the City of Shively then follows Dixie Highway (US 31W) to Greenwood Road. The final alignment will be determined during the preliminary engineering phase. The Project extends for a length of over 15 miles in the City of Louisville, Jefferson County, Kentucky.

Base Phase – Design

The design effort will cover BRT facilities, ITS and Complete Streets for the entire corridor. There will be one NEPA document and one PS&E package for the entire project. The design includes preliminary engineering, NEPA work, public involvement, and final design.

Option Phase 1 – BRT Bus Procurement

Option Phase 1 includes the procurement of approximately eight (8) transit buses to serve the upgraded transit facilities along the Dixie Corridor through a competitive procurement. The procurement will be conducted upon approval by FTA and execution of Option Phase 1.

Option Phase 2 – Construction

Construction for BRT facilities, ITS and Complete Streets will be accomplished in one design effort with one NEPA document. (The project may be phased for constructability.)

- Bus Rapid Transit to include upgraded transit facilities along corridor with approximately 36 new, highly visible and easily accessible BRT stations, newly branded vehicles unique to the Dixie Corridor, appropriately located queue-jump lanes and bus turnouts
 - Enhanced Bus Stops – approximately 36
 - Site Prep, Pads
 - Furniture
 - Display, IT
 - Bus Only Infrastructure - approx. 20 bus turnouts and queue jumps, etc.

- Complete Streets and Safety/Access Management Improvements to include construction of pedestrian pathways and improved multi-modal (especially pedestrian and transit) connectivity. Project will include raised medians, consolidation of access points, and modification from TWLTL to dedicated turn lanes, signage and striping upgrades. This work is state-funded through two segments: Crums to Rockford and Rockford to Greenwood Road.

Each segment will have the following major construction items:

- Mobilization
 - Maintain and Control Traffic
 - Site Prep
 - Pavement & Striping
 - Sidewalks, Curbs, Medians
 - Landscaping
 - Drainage
 - The incorporation of green practices to reduce runoff by capturing and filtering storm runoff prior to entry into the combined sewers by reducing impervious areas.
-
- Intelligent Transportation System (ITS)/Signal System and Technology Upgrades to connect Dixie Highway to the city's existing traffic operations center for active traffic management operations.
 - Traffic and Pedestrian Signal Upgrades
 - Dynamic Message Signs (approx. 4)
 - Traffic Management System Upgrades (Traffic Operations Center)

**ATTACHMENT B
ESTIMATED PROJECT SCHEDULE**

Planned Start of Design (Base Phase):	June 1, 2016
Planned End of Preliminary Engineering:	December 31, 2016
Planned Completion of NEPA:	November 15, 2016
BRT Bus Procurement (Option Phase 1)	
Planned Start of Bus Procurement	August 15, 2016
Planned End Bus Procurement	January 31, 2019
Planned Start of Final Design:	January 1, 2017
Planned Completion of Final Design:	May 15, 2017
Planned Start of Right of Way Acquisition:	April 1, 2017
Planned End of Right of Way Acquisition:	May 30, 2017
Planned Completion of Public Involvement:	May 30, 2017
Planned PS&E Approval (Option Phase 2)	June 15, 2017
Planned Construction Contract Award Date:	August 15, 2017
Planned Construction Start Date:	September 1, 2017
BRT – Approximately 36 Enhanced Bus Stops (Option Phase 2)	
Planned Start Site Prep, Pads	October 1, 2017
Planned Finish Site Prep, Pads	May 30, 2018
Planned Start Furniture	April 1, 2018
Planned Finish Furniture	October 31, 2018
Planned Start Display, IT	July 1, 2018
Planned Finish Display, IT	October 31, 2018
Planned Start BRT - Bus Only Infrastructure (Option Phase 2)	October 1, 2017
Planned Finish BRT – Bus Only Infrastructure	May 30, 2019
Complete Streets and Safety/Access Management (Crums to Rockford) (Option Phase 2):	

Planned Start Mobilization	September 1, 2017
Planned Finish Mobilization	October 15, 2017
Planned Start Maintain & Control Traffic	September 15, 2017
Planned Finish Maintain & Control Traffic	September 30, 2019
Planned Start Site Prep	October 1, 2017
Planned Finish Site Prep	April 30, 2018
Planned Start Pavement & Striping	May 1, 2018
Planned Finish Pavement & Striping	July 31, 2019
Planned Start Sidewalks, Curbs, Medians	March 1, 2018
Planned Finish Sidewalks, Curbs, Medians	June 30, 2019
Planned Start Landscaping	March 1, 2018
Planned Finish Landscaping	June 30, 2019
Planned Start Drainage	March 1, 2018
Planned Finish Drainage	April 30, 2019

Complete Streets and Safety/Access Management (Rockford to Greenwood) (Option Phase 2)

Planned Start Mobilization	September 1, 2017
Planned Finish Mobilization	October 15, 2017
Planned Start Maintain & Control Traffic	September 15, 2017
Planned Finish Maintain & Control Traffic	September 30, 2019
Planned Start Site Prep	October 1, 2017
Planned Finish Site Prep	April 30, 2018
Planned Start Pavement & Striping	May 1, 2018
Planned Finish Pavement & Striping	July 31, 2019
Planned Start Sidewalks, Curbs, Medians	March 1, 2018
Planned Finish Sidewalks, Curbs, Medians	June 30, 2019
Planned Start Landscaping	March 1, 2018
Planned Finish Landscaping	June 30, 2019
Planned Start Drainage	March 1, 2018
Planned Finish Drainage	April 30, 2019

ITS/Signal System and Technology Upgrades (Option Phase 2)

Planned Start Traffic Signal Upgrades	October 1, 2017
Planned Finish Traffic Signal Upgrades	July 31, 2019
Planned Start DMS	July 1, 2018
Planned Finish DMS	October 31, 2018
Planned Start Traffic Management System Upgrades	October 1, 2017
Planned Finish Traffic Management System Upgrades	July 31, 2019
Planned Start Project Management	March 15, 2016
Planned Finish Project Management	April 30, 2020
Planned Construction Substantial Completion and Open to Traffic Date	September 30, 2019
Planned Project Closeout Date:	April 30, 2020

**ATTACHMENT C
ESTIMATED PROJECT BUDGET**

Activity	FY15 TIGER Funds	Other Federal Funds	Match to Other Federal Funds	Local Funds (LMG Occupat ional and Income Tax Funds)	State Funds (KYTC Highway Construction Program Funds)	Other Funds	Project Cost
Base Phase	\$2,150,000			\$220,000	\$925,000		\$3,295,000
Project Management				\$220,000			\$220,000
Dixie Do-Over Design (Crums to Rockford)					\$725,000		\$725,000
KYTC Oversight/Design Reviews					\$200,000		\$200,000
Design	\$2,150,000						\$2,150,000
Preliminary Engineering	\$750,000						\$750,000
NEPA	\$150,000						\$150,000
Public Involvement	\$150,000						\$150,000
Final Design	\$1,000,000						\$1,000,000
Branding/Bus Procurement Planning	\$100,000						\$100,000
Option Phase 1	\$3,900,000						\$3,900,000
BRT Bus Procurement	\$3,900,000						\$3,900,000
Option Phase 2	\$10,860,000			\$280,000	\$11,330,000		\$22,470,000
BRT – Approx. 36 Enhanced Bus Stops	\$3,980,000						\$3,980,000
Site Prep, Pads	\$2,200,000						\$2,200,000
Furniture	\$1,440,000						\$1,440,000
Display, IT	\$340,000						\$340,000
BRT – Bus Only Infrastructure (Approx. 20 bus turnouts and queue jumps, etc.)	\$2,800,000						\$2,800,000
Complete Streets and Safety/Access Management (Crums to Rockford)					\$4,230,000		\$4,230,000

Activity	FY15 TIGER Funds	Other Federal Funds	Match to Other Federal Funds	Local Funds (LMG Occupat ional and Income Tax Funds)	State Funds (KYTC Highway Construction Program Funds)	Other Funds	Project Cost
Mobilization					\$423,000		\$423,000
Maintain and Control Traffic					\$457,000		\$457,000
Site Prep					\$500,000		\$500,000
Pavement &Striping					\$1,250,000		\$1,250,000
Sidewalks, Curbs, Medians					\$850,000		\$850,000
Landscaping					\$275,000		\$275,000
Drainage					\$475,000		\$475,000
Complete Streets and Safety/Access Management (Rockford to Greenwood)					\$7,100,000		\$7,100,000
Mobilization					\$710,000		\$710,000
Maintain and Control Traffic					\$750,000		\$750,000
Site Prep					\$850,000		\$850,000
Pavement &Striping					\$1,800,000		\$1,800,000
Sidewalks, Curbs, Medians					\$1,710,000		\$1,710,000
Landscaping					\$480,000		\$480,000
Drainage					\$800,000		\$800,000
ITS/Signal System and Technology Upgrades	\$4,080,000			\$220,000			\$4,300,000
Traffic Signal Upgrades	\$2,800,000						\$2,800,000
DMS (approx. 4)	\$330,000						\$330,000
Traffic Management System Upgrades	\$950,000			\$220,000			\$1,170,000
Project Management				\$60,000			\$60,000
Project Total	\$16,910,000			\$500,000	\$12,255,000		\$29,665,000

ATTACHMENT D
PERFORMANCE MEASUREMENT TABLE

Study Area: Dixie Highway (US 31 W) from the Gene Snyder Freeway (KY 841) to Crums Lane.

Pre-project Measurement Date: August 1, 2017

Pre-project Report Date: November 15, 2017

Project Outcomes Measurement Date: September 30, 2022

Project Outcomes Report Date: November 15, 2022

Table 1: Performance Measurement Table

Measure	Description of Measure	Measurement Period	Reporting Period
Auto Crash Rates by Type/Severity	Crash Rates will be measured and reported as crashes per 100 million VMT and identified by the following severity categories: fatal, injury, and property-damage-only (PDO) crashes. Type will specify if Bicycle or Pedestrian was involved.	Baseline Measurement: Annual average, accurate as of the Pre-project Measurement Date Interim Performance Measures: Accurate as of September 30, 2020	Baseline Measurement: Pre-project Report Date Interim Performance Measures: For a period of 3 years, beginning November 30, 2020, annually
Transit Travel time Savings (or Change)	Transit travel times between selected high-use Origins-Destinations in the project corridor. Travel time savings for transit travel measured during peak and off-peak periods as defined by the project study area.	Baseline Measurement: Annual average, accurate as of the Pre-project Measurement Date	Baseline Measurement: Pre-project Report Date Interim Performance Measures: For a period of 3 years, beginning November 30,

		Interim Performance Measures: Accurate as of September 30, 2020	2020, annually
Value of Housing or Land	Median Value. From Census data of administrative records, the median assessed value of developed and/or undeveloped parcels in the project impact area, as determined by the grantee with FHWA-KY Division concurrence.	Baseline Measurement: Annual average, accurate as of the Pre-project Measurement Date Interim Performance Measures: Accurate as of September 30, 2020	Baseline Measurement: Pre-project Report Date Interim Performance Measures: For a period of 3 years, beginning November 30, 2020, annually
Transit Passenger Counts	Unlinked Passenger Counts. Route-level data consistent with annual, system-wide reports provided to NTD. Directional boarding and alighting counts by route and time of day for all transit stops in the study area for a typical weekday (while school is in session), Saturday and Sunday.	Baseline Measurement: Annual average, accurate as of the Pre-project Measurement Date Interim Performance Measures: Accurate as of September 30, 2020	Baseline Measurement: Pre-project Report Date Interim Performance Measures: For a period of 3 years, beginning November 30, 2020, annually