

## PROJECT DESCRIPTION

### A. Project History

As Mayor of Mayfield, Kentucky I appreciate the opportunity to submit an application for the Rebuild Downtown Mayfield-Recovering from 2021 Tornado Devastation (Rebuild Downtown Mayfield) for Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant funding. On the night of December 10, 2021, an EF-4 tornado tore through our city, destroying large portions of Mayfield, including nearly the entire downtown of our rural community. To fully understand the magnitude of the devastation I would consult the [NPR drone footage capturing the destruction](#). This devastating natural disaster took the lives of 24 residents of our community, destroyed more than 400 structures, and damaged 1,100 more. Among the structures destroyed were every city and county municipal building, the entirety of our downtown historical district, seven churches (five of which were over one hundred years old), one nursing home, a 54-unit housing facility for elderly and those with other special needs, most of the facilities of Mayfield Electric and Water Company, and two large residential areas. Immediately following the tornado, the City of Mayfield along with the Kentucky Transportation Cabinet (KYTC) began efforts to clear the roadways of debris to allow emergency services personnel to reach residents. I appreciate KYTC's efforts as they were uniquely equipped to assist and were able to utilize personnel and equipment from across the state. Within days, hundreds of volunteers from across the nation

poured into our small town with materials and personnel to support our needs. Visits by **both President Biden and Governor Beshear**, (shown in the photo to the right) gave reassurance to me and our residents that Mayfield would be supported until the community was rebuilt. We continue to draw strength from the commitment we were given over two years ago that we are not alone in



*"But we're not leaving. We're not going to leave. I promise you, the federal government is going to be involved until this gets rebuilt, ..."* President Biden [remarks after surveying storm damage during tour of Mayfield](#)

our quest to build back better for our community which has lost so very much. We are more like a family than a community, and we are a family of proud, determined, hard-working people who are committed to rebuilding this place that we love. Now, we desperately need the investment of RAISE grant funding to give us confidence that we can rebuild our city even better than before.

While still recovering from the initial shock and devastation, local volunteers banded together to create a community advisory group, the *Mayfield Rebuilds Committee*, with the goal of developing a plan to reestablish the city after the storm. The Committee and City held two initial community-wide public meetings, the first of which had an estimated 500 attendees, resulting in more than 900 comments regarding the future of Mayfield. Realizing that our planning for the future should include the thoughts of those who would benefit the most, students of both the Graves County and Mayfield Independent Schools Systems were also polled for their input. Based on all comments, subcommittees were formed to focus on seven areas: education, health and welfare, business, transportation, arts and quality of life, housing, and rebuild and design. The transportation

**2024 RAISE GRANT APPLICATION PROJECT DESCRIPTION**  
**REBUILD DOWNTOWN MAYFIELD-Recovering from 2021 Tornado Devastation**

---

subcommittee's recommendations focused on achieving safer speeds and improving the walkability of the city with **the goal of building back better**. To help us accomplish this goal, the City of Mayfield requests \$25 million of RAISE grant funding. If awarded, Mayfield intends to request transfer of the award for KYTC to administer the grant and manage the project through completion. KYTC has agreed to this partnership and is more than happy to provide their expertise and manpower to make it happen.

**PROJECT DESCRIPTION**

The *Rebuild Downtown Mayfield Project* will address the safer speeds and improved walkability goals identified through the *Mayfield Rebuilds* public outreach. The project will reconstruct 2.5 miles of main streets in the downtown area of Mayfield, as shown on [Exhibit 1](#) Page 3. These improvements will be designed using the complete streets methodology and will provide an equitable transportation system for all users. The project will also include improvements to the utility infrastructure needed to rebuild the center of this community. KYTC is currently completing preliminary design and environmental documentation on the following project scope that aligns with the USDOT's priorities to address transportation related disparities, climate change, and sustainability by:



**Aerial photo of Mayfield following debris removal.**

The project will also include improvements to the utility infrastructure needed to rebuild the center of this community. KYTC is currently completing preliminary design and environmental documentation on the following project scope that aligns with the USDOT's priorities to address transportation related disparities, climate change, and sustainability by:

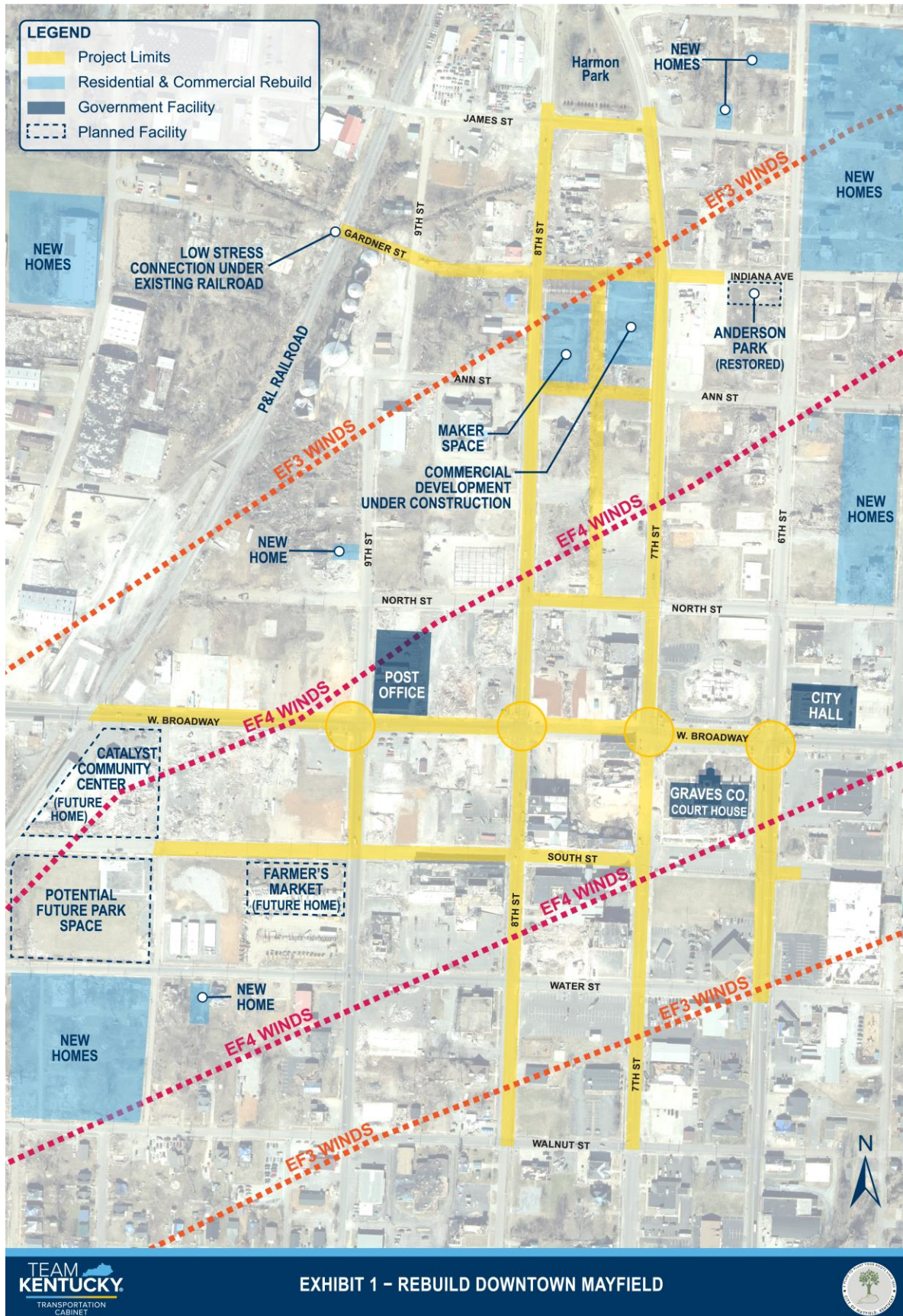
- Removing existing stairs and steep ramps to buildings that were destroyed using Universal Design **to provide a continuous American with Disabilities Act (ADA) compliant and accessible route.**
- Narrowing the curb-to-curb width **to allow for separated bicycle facilities** to replace shared lane markings, improving comfort and safety for all ages and abilities.
- Incorporating traffic calming measures using bump outs and potentially mini round-a-bouts **to improve safety by reducing conflict areas with vulnerable users and encourage safer speeds;** current 85th percentile speed of 47 mph reported from StreetLight data.<sup>1</sup>
- Connecting new residential homes constructed for displaced renters and homeowners **to daily destinations, such as reconstructed government offices, places of worship and jobs, as well as planned community facilities including a new Farmer's Market.**
- Replacing and enhancing the tree canopy lost in the disaster **to increase carbon capture, reduce adjacent building energy consumption, and improve air and water quality.**
- Improving stormwater collection and conveyance **to reduce flooding in areas impacted by the [July 2023 historic rainfall event](#) resulting in a more resilient transportation system.**
- Providing green infrastructure **to improve water quality in the wellhead protection area for the Claiborne Aquifer, which serves as the drinking water source for Mayfield.**
- Replacing aging 4-inch water mains with new 8-inch water mains **to provide adequate fire flow protection for new commercial buildings.**
- Replacing water service lines, while exposed during project construction, **to reduce water loss and remove lead fittings and reduce potential contaminants from the water supply.**
- Lining the sanitary sewer system **to reduce inflow and infiltration that contributes to sanitary sewer overflows into the impaired Mayfield Creek.**

---

<sup>1</sup> StreetLight Data, Inc.



**2024 RAISE GRANT APPLICATION PROJECT DESCRIPTION**  
**REBUILD DOWNTOWN MAYFIELD-Recovering from 2021 Tornado Devastation**



## B. Transportation Challenges

In 1936, the highway system that runs through Mayfield was developed to efficiently move goods and services into and through the downtown. This was an effective way for the city to develop quickly when it originated, but **the vehicular-centric highways now create a burden for residents in all three of the economically disadvantaged Census Tracts (CT) within the project limits (CT 201, CT 202, and CT 203)**. Residents of these census tracts rely more heavily on affordable transportation options because many are low-income families that cannot afford the cost of transportation. The existing transportation facilities burden these economically disadvantaged communities by:

- Facilitating an 85th percentile speed in the corridor of more than 45 mph, resulting in substantial safety concerns for vulnerable road users, including one fatal pedestrian crash.<sup>2</sup>
- Dividing the northeast and northwest sides of downtown Mayfield with limited crossings, making non-vehicular travel between these neighborhoods infeasible.
- Numerous steps and steep ramps along the sidewalk prevent a consistent pedestrian accessible route in the downtown.
- Lack of separated/dedicated bicycle facilities, requiring bicyclists to travel within the roadway, thereby discouraging some people from this mode of transportation.

The citizens of Mayfield have also experienced **environmental disparities**, burdened with the multiple natural disasters they have faced in such a short period of time. The natural disasters have resulted in the destruction of nearly all the contributing structures to the Mayfield Downtown Commercial District National Register of Historic Places; part of our past now lost forever. **The community had significant disruptions to all forms of public transportation for months and continues to have disruptions for pedestrians with accessibility needs.**

## C. How the Proposed Project will address Transportation Challenges

The *Rebuild Downtown Mayfield Project* will replace the roadway components damaged in the natural disaster, while also addressing the lack of affordable infrastructure burden that existed prior to the tornado.

The rural main streets will be converted into complete streets, consistent with KYTC's 2022 [Complete Streets, Roads, and Highways Manual](#), that provide safe access to all users. These complete streets will allocate a larger portion of

the existing public right of way for walking and biking, allowing accessible facilities that are separated from vehicular traffic. New enhanced and more frequent pedestrian crossings will connect rebuilt homes to daily essential destinations improving safety for vulnerable users by installing traffic calming measures. These new facilities will reduce the transportation cost burden, while improving the overall health of Mayfield residents who are more vulnerable to health concerns<sup>3</sup>. Reconstructing our streets allows for other environmental burdens caused by the disasters to be addressed. Replacement of the lost tree canopy through increased greenspace will reduce hot spot areas of extreme heat and reduce air and water pollution. In addition, the reconstructed roadways will allow for the replacement of the existing undersized stormwater collection and conveyance system, which was completely under water in July 2023 after the [state record rainfall event](#).

*"The project is designed to welcome people back to the city's center and help catalyze future economic development, while providing equitable access and mobility to disadvantaged populations."*  
[Governor Beshear Letter of Support](#)

---

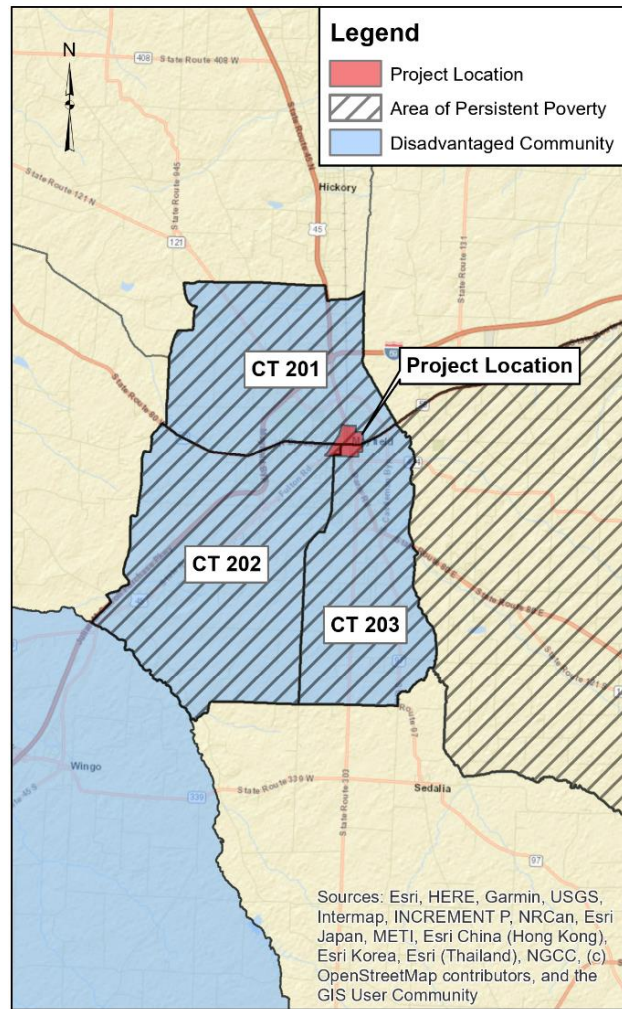
<sup>2</sup> KY State Police public access crash database 2013-2019: <http://crashinformationky.org/AdvancedSearch>.

<sup>3</sup> Based on information from the USDOT Equitable Transportation Community Explorer Tool



**D. Location Description**

Situated approximately 1.0 mile south and 1.8 miles east of I-69, downtown Mayfield is centered at the intersection of Broadway and 7th Street and 8th Street, a pair of one-way roads navigating north and south through the city. Mayfield is county seat of Graves County and is the center of activity for the rural county. US 45 and KY 80X are travelled by 8,525 vehicles per day and 9,713 vehicles per day, respectively (KYTC 2020 AADT), leading people in and out of the downtown area to prominent Mayfield destinations, such as healthcare, food, education, places of worship, and commercial activity. While the tornado of December 2021 caused major destruction to the city, it did not change the fact that Mayfield is still the heart of this rural area. Several of the businesses that had their buildings destroyed, like the Ice House Art Guild, have been fortunate enough to find temporary housing in downtown buildings that survived the storm while raising funds to rebuild. There are also several commercial groups with plans to build community facilities like the Catalyst Community Center and the Maker Space, which will provide job development, skills training, recreational opportunities, and warm meals to those who may not otherwise have access to them. Table 1 provides project location information.



**Figure 1 - Grant Project Location Verification Tool for Mayfield APP/HDC Census Tracts**

<b>TABLE 1 - PROJECT LOCATION GEOGRAPHY</b>	
City, County and State:	Mayfield, Graves County, Kentucky
Congressional District:	Kentucky's 1st Congressional District
Routes:	US 45, KY 80X, KY 121X, and local streets
Northern Terminus:	James Street <b>Lat/Long:</b> 36.7465, -88.6365
Southern Terminus:	Walnut Street <b>Lat/Long:</b> 36.7384, -88.6365
Project Length:	2.50 miles (Roadway Improvements)
Functional Class:	US 45, KY 80X, KY 121X - Urban Minor Arterial
National Highway System (NHS)	No
Project Area Census Tracts:	201, 202, 203.02
Areas of Persistent Poverty:	201, 202, 203.02
Historically Disadvantaged Community:	201, 202, 203.02

## PROJECT BUDGET

The City of Mayfield’s (City) resources are currently very limited due to the recovery efforts, therefore, we have requested and KYTC has agreed to dedicate experienced project management, engineering, and support staff to directly administer the *Rebuild Downtown Mayfield Project* through its completion. KYTC’s experience with similar projects and its capacity to deliver on this type of project are well documented. KYTC complies with Title VI/Civil Rights requirements that ensure that no person is excluded from participation, denied benefits, or otherwise subjected to discrimination under any program or activity, on the basis of race, color, national origin, sex, age, or disability. KYTC further commits to meeting or exceeding required participation targets: ADA, Build America Buy America, and any other applicable federal compliance, reporting, and assessment requirements. KYTC has considerable demonstrated experience with receipt and administration of federal transportation grant funds, administering projects that have been awarded \$1.07 billion of USDOT grant funding since FY2014.

The Commonwealth of Kentucky’s Legislature has authorized funding to help with rebuilding the communities devastated by the tornado. KYTC has currently authorized \$3 million to fund the design phase and the Categorical Exclusion Level 1 environmental documentation. The design team has advanced the preliminary design of the roadway reconstruction and new alleyway system, including development of alignments, profiles, and cross sections. The approval of these 30 percent submittal drawings along with the environmental approval are scheduled to be completed in June 2024. The construction cost estimate was completed in February 2024 based on these preliminary design drawings. The right of way phase is estimated to cost \$2.8 million and KYTC will fund this phase outside of the grant request in the event the City receives an award. Table 1 provides a summary of project phases to be completed outside of the RAISE 2024 grant funding request.

**Table 1 – Summary of Capital Costs Outside of the RAISE Grant Request by Project Phase**

Project Phase	Total Project Cost (\$M)	RAISE Funding Eligibility
Design	\$3.000	Non Eligible–Prior to Obligation
Right of Way	\$2.800	Non Eligible–Prior to Obligation
<b>Total Non-Eligible Cost</b>	<b>\$5.800</b>	

### A. RAISE 2024 Grant Funding Request

KYTC’s current Enacted Highway Plan does not include the project’s right of way, utility, or construction phases. **With no guarantee of future funding, a RAISE award is needed to make this project a reality.** The KYTC Cabinet Secretary has the authority to advance projects if additional federal-aid highway funding becomes available and the right of way, utility, and construction phases can quickly be added to the STIP. A RAISE grant award would allow this project to advance according to the [schedule](#) and would secure the necessary funding that would **allow utility relocations to begin in 2025 and construction to begin in 2026.** An award allows this disadvantaged community to rebuild and move forward from the devastating effects of two nationally declared disasters. The City is requesting \$25.00 million in RAISE grant funding and will use \$0.20 million of other federal funding from Kentucky’s traditional federal apportionment, as listed in the Project Funding by Source [Table 2]. The RAISE grant funding requested is



**2024 RAISE GRANT APPLICATION PROJECT BUDGET**  
**REBUILD DOWNTOWN MAYFIELD-Recovering from 2021 Tornado Devastation**

79.37 percent of the total funding listed in the RAISE Grant Budget table [Table 3]. All the project funding will be spent in the Economically Disadvantaged, Area of Persistent Poverty, and Historically Disadvantaged Community Census Tracts, as shown in the Project Cost by Census Tract table [Table 4] and the Project Cost by Disadvantaged Census Tract table [Table 5]. All the project funding will be spent in a rural area as shown Urban/Rural Census-Designated Area table [Table 6].

**Table 2 – Project Funding by Source**

Funding Source	Utility	Construction	Total Funding
	Funding Amount (\$M)	Funding Amount (\$M)	Funding Amount (\$M)
RAISE Funds	\$3.240	\$21.760	\$25.000
Other Federal Funds	\$0.200	\$0.000	\$0.200
Non-Federal Funds	\$0.860	\$5.440	\$6.300
<b>Total Cost</b>	<b>\$4.300</b>	<b>\$27.200</b>	<b>\$31.500</b>

**Table 3 – RAISE Grant Budget Table**

Project Phase	Total Project Cost (\$M)	RAISE Grant		Other Federal Funding		Non-Federal	
		Funding (\$M)	% Of Total Cost	Funding (\$M)	% Of Total Cost	KYTC (State)	
						Funding (\$M)	% Of Total Cost
Utilities	\$4.300	\$3.240	75.35%	\$0.200	4.65%	\$0.860	20.00%
Construction	\$27.200	\$21.760	80.00%	\$0.000	0.00%	\$5.440	20.00%
<b>Total Cost</b>	<b>\$31.500</b>	<b>\$25.000</b>	<b>79.37%</b>	<b>\$0.200</b>	<b>0.63%</b>	<b>\$6.300</b>	<b>20.00%</b>

**Table 4 – Project Cost by Census Tract**

Census Tract	Project Cost Per Census Tract (\$M)
201 (21083020100)	\$16.997
202 (21083020200)	\$2.698
203 (21083020302)	\$11.805
<b>Total Project Cost</b>	<b>\$31.500</b>

**Table 5 – Project Cost by Disadvantaged Census Tract**

Census Tract	Project Cost Per Disadvantaged Census Tract (\$M)
201 (21083020100)	\$16.997
202 (21083020200)	\$2.698
203 (21083020302)	\$11.805
<b>Total Project Cost</b>	<b>\$31.500</b>

**Table 6 – Urban/Rural Census- Designated Area**

Urban/Rural	Project Cost (\$M)
Urban (Greater than 200,000)	\$0.000
Rural (Located Outside of Urban Area)	\$31.500
<b>Total Project Cost</b>	<b>\$31.500</b>

**Availability and Commitment of State (KYTC) Funding Sources**

The state non-federal match is supplied by the Kentucky Road Fund, derived primarily from receipts from motor vehicle usage tax, motor vehicle operators’ licenses, fees, and motor fuels taxes. From this fund, the KYTC judiciously and strategically manages expenditures through a tested and proven cash flow model that projects monthly cash availability and expenditures. As an added safeguard, state law mandates a minimum cash “floor” of \$100 million be always kept, but as of February 28, 2024 the available balance exceeds \$258 million. This reserve demonstrates KYTC’s ability to deliver the \$6.30 million state share of the total project funding.

The award of a RAISE grant ensures project completion. The KYTC Secretary of Transportation is given the authority to expeditiously initiate state and Federal-aid Highway funding to complete projects within the current biennium (2022 to 2024) of KY’s Enacted Highway Plan. If additional Federal-aid Highway funding is made available to Kentucky, the Secretary of Transportation is also provided the authority to use the additional funding according to the following priority: (1) any demonstration- or project-specific funding shall be used on the project identified; and (2) all other funds shall be used to ensure that projects in the current biennium highway construction program are funded. In addition, the biennium operating budget gives KYTC the authority to use state road funds to match Federal-aid Highway funding.





Andy Beshear  
GOVERNOR

## TRANSPORTATION CABINET

200 Mero Street  
Frankfort, Kentucky 40601

Jim Gray  
SECRETARY

February 28, 2024

The Honorable Pete Buttigieg  
Secretary of Transportation  
United States Department of Transportation  
1200 New Jersey Avenue, SE  
Washington, D.C. 20590

Dear Secretary Buttigieg,

Please accept this letter of support for the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant application submitted by the City of Mayfield for the *Rebuild Downtown Mayfield-Recovering from 2021 Tornado Devastation* project in Mayfield, Kentucky.

On December 10, 2021, a violent EF-4 tornado tore through Mayfield, Kentucky causing unimaginable devastation. Since then, many agencies, organizations, and individuals have stepped forward to help with the recovery efforts. In August of last year, while visiting the city Governor Beshear made the statement, *"I'm so excited to be back in Mayfield today dedicating the 100th home partially funded by the Team Western Kentucky Tornado Relief Fund. Thank you to each of the 150,000 donors who helped make this milestone possible. Your generosity has helped another family become homeowners for the very first time and get a fresh start after losing so much during the devastating tornadoes."* However, the needs are still great. An award of RAISE grant funding will build upon the generous contributions that have been made to this relief fund to help revitalize this rural community.

Once complete, this project will provide the downtown area of Mayfield with an equitable transportation system, rebuilding and enhancing the main streets of this rural town in Western Kentucky. These improvements will provide a much-needed network to assist in the recovery of businesses and homes that were lost amidst the devastation of the tornado event that ripped through this community.

The design of the street system will be consistent with the Kentucky Transportation Cabinet's *Complete Streets, Roads and Highways Manual* and will feature traffic calming infrastructure to encourage safer speeds and allow safer travel for all users. The proposed infrastructure improvements will incorporate Universal Design and provide walkways and shared use paths that will connect residents and visitors to a mix of land uses, create walkable development patterns, allow easy access green space, and promote the creation of a downtown neighborhood center that will bring people back to downtown Mayfield.

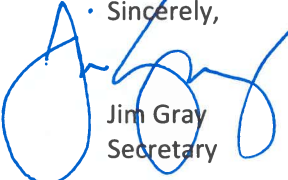
New street trees will be planted to replace the tree canopy lost during the tornadic event that will filter the air and absorb carbon dioxide and other harmful greenhouse gases. These trees combined with accessible sidewalks and separated bike facilities will provide an aesthetically pleasing experience for all users when accessing businesses and homes that have either been rebuilt or are planned to be rebuilt.

All three Census Tracts directly impacted by the project are identified as Areas of Persistent Poverty and Historically Disadvantaged Communities. The proposed improvements offer affordable and safe transportation options and allow residents to reach jobs, healthcare, retail, and workforce development programs.

The City of Mayfield, Graves County Fiscal Court, Kentucky state government, non-profit entities, and citizens of the Commonwealth have partnered together and made significant investments to aid and restore Mayfield after the storm through the *Team Western Kentucky Tornado Relief Fund*. The relief fund has raised \$52.3 million dollars and has pledged over \$21.6 million dollars to build and repair 300 homes that were affected, and an additional \$9.6 million dollars has been provided to meet homeowners and renters needs. The relief funds are not designated for transportation improvements. The completion of the *Rebuild Downtown Mayfield* project will complement these investments by not only rebuilding the downtown transportation infrastructure, but also adding enhancements to revive downtown Mayfield and bring people back to the community's center. This project will serve as a catalyst to economic redevelopment while providing equitable access and mobility to this disadvantaged community. It will offer improved pathways to a variety of destinations, services, and potential employers as the city rebuilds.

The Kentucky Transportation Cabinet (KYTC) has worked closely with the City of Mayfield, local stakeholders, and the public to begin restoring this community by advancing the preliminary design and environmental documentation for the *Rebuild Downtown Mayfield* project with authorization of \$3,000,000 of state funding. The future final design and right of way phases will also be funded by KYTC. If the project is awarded RAISE grant funding, KYTC commits to providing \$6,300,000 of state funding to be used for the utility and construction phases. In addition to the state funding that will be provided to the project, KYTC is willing to dedicate experienced project management, engineering, and support staff to directly administer the project through its completion.

I am pleased to offer my support for this important project and would strongly recommend USDOT consider awarding the *Rebuild Downtown Mayfield Project* FY24 RAISE grant funding. Your consideration is greatly appreciated.

• Sincerely,  
  
Jim Gray  
Secretary



## MERIT CRITERIA NARRATIVE

The *Rebuild Downtown Mayfield Project* is the single-most important undertaking that our community has ever faced. This project **will provide our City with an equitable transportation system, rebuilding and enhancing what we tragically lost due to the devastation of back to back natural disasters.** Our main streets that were once the center of economic activity for rural Graves County are now empty with damaged pavement and bare lots. When I drive, it is disorienting sometimes still because our landmarks are completely gone, as can be seen in the aerial photo below. We have partnered with KYTC to convert the downtown roadways into true complete streets and remove transportation-related burdens from our community, which is categorized as historically disadvantaged. This section of our application will demonstrate how the *Rebuild Downtown Mayfield Project*, shown in [Exhibit 1](#), page 3 of the Project Description, aligns directly with the RAISE grant's statutory merit criteria. This project will reduce generational inequities by connecting affordable transportation to the adjacent neighborhoods that are undergoing reconstruction.



*Aerial photo of Mayfield following debris removal.*

### A. Safety

**All Mayfield residents need safe, equitable access, and mobility to reach providers of basic needs and job opportunities that will allow them to rebuild their lives.** Today, the rural main streets of downtown Mayfield, Seventh and Eighth Streets (US 45), are both two-lane one-way streets that feature wide lanes and unmarked crossings. Travel speeds have increased along these corridors, likely because of the lack of development fronting the roads from the aftermath of the tornado. Since this tragic event, the 85th percentile travel speed along 8th Street increased from 43 miles per hour to 47 miles per hour. Before the 2021 tornado, two crashes with bicyclists and three crashes with pedestrians were recorded from 2013 to 2019, with one pedestrian incident resulting in a fatality. The impact speed of a vehicle has a direct correlation to the severity of pedestrian injuries. In the event of a vehicle-pedestrian collision, the currently observed high speeds would most likely result in another pedestrian being seriously or fatally injured<sup>1</sup>.

---

<sup>1</sup> [Module 2: Traffic Calming Basics | FHWA \(dot.gov\)](#)

The *Rebuild Downtown Mayfield Project* will enhance safe mobility and connectivity for all users through:

- **Implementation of a new signal timing plan** that adds a pedestrian lead-in interval to increase the visibility of pedestrians crossing the streets, which is estimated to provide a 19 percent reduction in all crashes.<sup>2</sup>
- **Reduction in crossing distances** at intersections by an average of 43 percent through the installation of bump-outs and removal of underutilized auxiliary lanes, reducing vehicular and pedestrian crossing conflict zones.
- **Implementation of proven traffic calming measures, with corner extensions, raised crosswalks, mini roundabouts (where feasible), and advance transition striping before entering the downtown**, to reduce the current 47 mph 85th percentile travel speeds along the corridor, which is estimated to provide a 32 percent reduction in injury crashes.<sup>3</sup>
- **Removal of accessibility barriers** such as existing stairways along sidewalk adjacent to the travel lane and discontinuity of accessible routes from tornado damage and cleanup activities.

*“Complete Streets benefit everyone using the transportation network, serving to protect vulnerable roadway users.”* Jim Gray,  
KYTC Secretary of Transportation  
([KYTC Complete Street Policy](#))

The *Rebuild Downtown Mayfield Project* will reduce the fatalities and serious injuries in this underserved community. The No Build condition has 4.62 fatalities per 100 million vehicle miles traveled, which is three times the 2019 statewide average. The Build condition was evaluated by applying Crash Modification Factor’s (CMF) to the fatal crash. Two CMFs were applicable to the pedestrian fatal crash, CMF ID #128 for traffic calming and CMF ID # 9903 for modifying signal phasing to include a pedestrian lead in interval. Applying both CMFs together resulted in a 45 percent reduction in all crashes including the pedestrian fatal crash. These CMFs were multiplied to the corresponding No-Build crash frequencies, resulting in 2.54 fatalities per 100 million vehicle miles traveled (a **45 percent reduction**), bringing the fatality rate per 100,000 people for the three census tracts to 14.9 (**18 percent under the 18.1 statewide average for underserved communities**).

The *Rebuild Downtown Mayfield Project* incorporates specific actions and activities identified in the USDOT’s National Roadway Safety Strategy Plan and includes:

- Complete Streets design methodology; Universal Design elements.
- Speed reduction through context appropriate roadway design.
- LED lighting for improved light levels along the corridor.
- Renewing aging culverts, water mains, and sanitary sewers that make the roadway more resilient and reliable for all users, including emergency service responders.

## B. Environmental Sustainability

Severe weather in western Kentucky has become a more frequent occurrence, and the City of Mayfield has been ground zero for multiple disasters. [Exhibit 1](#) on Page 3 of the Project Description shows the path of the December 10, 2021 tornado that went right through the downtown area. Based on the information from the [National Weather Service](#), nearly one half of the project area experienced EF-4 winds over 166 mph with the remaining project area experiencing EF-3 winds (over 136 mph) or EF-2 winds (over 111 mph). These wind speeds

---

<sup>2</sup> Crash Modification Clearing House (CMF) [9903–Implement a Leading Pedestrian Interval](#)

<sup>3</sup> Crash Modification Clearing House (CMF) [128–Traffic Calming](#)

resulted in devastating amounts of damage; the City estimated that the building and utility service damages alone were between \$120 and \$160 million. From 1950 to 2016, Kentucky has seen 1,000 tornados, with estimated damages totaling \$1 billion, meaning the devastation in Mayfield alone was equivalent to between 12 and 16 percent of the total statewide damage over 66 years. Air quality issues also came with this destruction. As the tornado ripped through the downtown, buildings were destroyed and nearly all tree canopy was removed, creating areas of extreme heat or hot spots. **This impacts the project census tracts that are considered disadvantaged by both income level and transportation affordability.** These residents rely on the ability to walk or bike to their daily destinations, which is more difficult and less appealing when seasonal hot spots and lack of a sustainable tree canopy are a reality.

As the City recovers, the *Rebuild Downtown Mayfield Project* will complement the City's efforts to address these disparities and affordable travel for all. The project **will reduce transportation-related pollution, address environmental disparities, and provide choices for lower-carbon travel with accessible sidewalks lined with street trees, and vehicular-separated bicycle facilities.** To decrease the transportation cost burden of the residents, the project will implement the following:

- Dedicated bicycle infrastructure connecting to the existing bicycle facilities. This connection will create **a nearly 5-mile low stress bicycle network** that provides new affordable connectivity between neighborhoods, schools, existing and planned public spaces, and jobs centers.
- **Universal Design of accessible sidewalks that will remove barriers** found in the existing infrastructure, such as steps adjacent to the travel lane and steep sidewalk ramps that exceed accessibility standards.
- Traffic calming improvements to provide **safe access to existing green spaces**, Harmon Park and Anderson Park.
- **Tree-lined streets** that will provide a denser tree canopy than predating the tornado, which will reduce hot spot and heat island effects, **making trips by walking and bicycling more desirable** while **improving the air and water quality.**
- **Transforming South Street into a pedestrian- and bicycle-focused corridor** by restricting vehicular movements, providing a lower stress alternative that connects planned public spaces to the Graves County Courthouse.

Another result of climate change that the City is experiencing is heavy rainfall. According to KYTC's Transportation Resilience Improvement Plan, which was developed based on 7 years of studies through partnerships with the Federal Highway Administration and the Kentucky Transportation Center, the western part of the state is significantly more likely to experience heavy rainfall events. This is most evident by the recent historic flash flooding event that occurred in Graves County on July 19, 2023. The highest observed amount of rainfall (12.76 inches) occurred just west of Mayfield; this rainfall was over 20 percent higher than the previous state record from 1997. The National Weather Service rainfall totals estimate that the project area received between 7 to 13 inches of rain which resulted in roadway flooding in the northern and southern areas of the downtown project area, causing the streets to be closed.

*The City of Mayfield, which bore the brunt of the December 2021 tornado, experienced catastrophic flooding that inundated many homes, businesses, schools and various other institutions. [National Weather Service Summary of Historic Flash Flooding on July 19, 2023](#)*



The storm sewer system in Mayfield was not capable of handling this size of storm and was completely inundated during the event because of the insufficient number of inlets and undersized storm sewers. Off-site drainage also currently reaches the roadway, sheet flowing over existing sidewalks. The project will address these drainage concerns by installing a new storm sewer system to improve collection and conveyance of stormwater, that will reduce flooding risk, making the roadway more resilient. The new system will also consist of infrastructure connections for off-site drainage, reducing the potential for ice to accumulate on sidewalks in the winter. In addition, green infrastructure will be included to improve water quality along the corridor, thus improving the water flowing within the wellhead protection area for the Claiborn Aquifer, which is the drinking water source for the City. This will reduce the degree of potential contaminants entering the drinking water supply source.

A culvert along the northern end of the project is an 8 by 5.5-foot structure that, according to roadway plans, existed before 1936. The masonry block wing walls around the culvert have experienced scour over time and was worsened by the historic rainfall event. Preliminary hydraulic modeling indicates that the existing culvert is not capable of conveying a 10-year storm event. The *Rebuild Downtown Mayfield Project* will improve resilience **by upsizing the undersized culvert within the limits of the roadway, leveraging inline storage, and grated downstream access manholes to reduce roadway flooding potential until the remaining downstream culvert can be replaced.** The western part of Kentucky is the area most likely to be impacted by seismic activity from the New Madrid seismic zone, which runs along the Mississippi River. The Peak Ground Acceleration for Mayfield is estimated at PGA 60<sup>4</sup>, which corresponds to around 6.8 on the Richter Scale. An earthquake of this magnitude is considered to be destructive and ruinous to masonry structures like the existing culvert, causing them to collapse. **The culvert’s design will also address resiliency concerns for seismic activity from earthquake potential.**

In partnership with the Mayfield Electric and Water Service (MEWS), the complete street project **will upgrade utility infrastructure to improve resilience capabilities and respond to environmental concerns** by:

- Lining the existing vitrified clay sanitary sewer pipes to increase serviceability, improve efficiency, and reduce inflow and infiltration that contributes to downstream sanitary sewer overflows. The lining will also prevent exfiltration of wastewater flow into the wellhead protection area.
- Upsizing the water main to provide necessary fire flow required to rebuild the Mayfield Commercial District. The existing 4-inch water mains were constructed in 1900, and connect to service lines that are made of galvanized steel with lead fittings, which are being targeted for removal nationwide for public health concerns.
- The new infrastructure will also increase capacity and access to broadband internet, which is an environmental burden that the project area experiences, with 21.2-percent of CT 201 lacking access to this basic service. MEWS has committed to the deployment of a **wi-fi free zone** in the downtown area that will provide internet access to this largely underserved population.

*“The existing water mains are only capable of providing 325 Gallons Per Minute. The upsized water mains will have the capacity of providing the 1,500 GPM needed to adequately support the fire protection needs in Downtown Mayfield.”* Jeremy Creason, City of Mayfield Fire Chief/EMS Director

---

<sup>4</sup> Transportation System Vulnerability and Resilience to Extreme Weather and Other Natural Hazards: Report for Pilot Project – KYTC District 1, [KTC 16-20/SPR16-524-1F](#)

### C. Quality of Life

The existing condition of downtown Mayfield infrastructure poses significant barriers to access, mobility, and economic development, as it is storm-damaged with inaccessible components, which promotes over reliance on vehicles. The existing infrastructure consists of wide and unmarked crossings, stairs, and no bicycle facilities (shown in the following photo), which makes it difficult for people using non-vehicular modes of travel to safely traverse the City. Further, the large equipment required during the tornado cleanup efforts caused damage to the existing sidewalks, so even the accessible parts of the existing sidewalk no longer provide a comfortable and safe walking experience for all users. **By replacing the damaged and inaccessible facilities with a complete multimodal transportation network that features wide sidewalks shared use paths, and shorter pedestrian crossings, The *Rebuild Downtown Mayfield Project* addresses these barriers and encourages higher density mixed-use development to occur once businesses begin to rebuild.** This form of redevelopment for downtown will help reduce the reliance on motor vehicle transportation that rural communities like Mayfield tend to develop.



***Photo of 7th Street looking north from South Street.***

Mayfield also faces infrastructure obstacles that could hinder both redevelopment and economic growth. As the City layout stands today, there is a 1,400-foot section on 7th and 8th Streets (US 45) that divides the east and west sides of the City for both vehicular and multimodal traffic. Because of the one-way nature of these roads, drivers and cyclists wanting to travel the opposite direction of 7th or 8th Streets must travel all the way up to James Street or down to North Street to make their turn around. This could threaten transportation network efficiency, as well as the mobility of goods and people, as the City begins to redevelop. **The project plans to address this lack of connectivity by constructing a street segment between West Ann Street and East Ann Street and extending Indiana Avenue to connect with Gardner Street.** This would complete the transportation grid, creating city blocks rather than linearly dividing streets. With these new roads constructed, all users would be able to traverse the area more efficiently and would be encouraged to walk or bike, as their trip lengths would be up to 33 percent shorter and more appropriate for this mode of travel. The project is anticipated to induce more than 21,700 yearly

bicycle and pedestrian trips with the more direct route, added bicycle facility, and improved pedestrian experience with street trees and USDOT documented amenities: reduced travel speeds, widened sidewalk, and lessened slopes. These new trips will **help improve the overall wellbeing of area residents who are more vulnerable to health concerns**<sup>5</sup>. In addition to the new connecting streets, the project will add alleyways between the northern portion of 7th and 8th Streets, providing access to the rear of vacant commercial properties. This will lead to closer building frontages along the streets to aid in calming vehicular traffic and help create a sense of place, both of which will promote non-vehicular travel and economic development and revitalization in this portion of the City.

These improvements will also provide affordable transportation options to access several **healthcare facilities and other essential services** within the project area. There are two pharmacies, two doctor's offices, and two home healthcare facilities located within the project limits, and many others located within a few blocks of the project. There are also plans to build a Farmer's Market Pavilion along the project corridor, with a \$309,000 donation from the *Hometown Strong Charitable Initiative of Pilgrim's Cooperation* and \$250,000 in grant money from the Department of Agriculture already dedicated to building the community space. University of Kentucky Landscape Architecture students, in partnership with the National Park Service, developed preliminary design concepts for the Farmer's Market and other community spaces. This will provide Mayfield residents with a community gathering space that is connected to surrounding public spaces with walkable and bikeable streets, where **recreational** events like festivals and community meetings can be held. In addition to providing an open-air community space, the Farmer's Market will also provide residents with **affordable access to fresh food**. By accepting WIC, the Farmer's Market will provide an equitable source of food and nutrition that will be available to residents without a vehicle, thanks to the connection of the farmers market and residential neighborhoods that the project will provide. The project will also provide **enhanced access to nearby parks, greenspaces, and places of worship**. Both

*"We have, since the tornado, been working to identify a site and make it possible, and as of the last city council meeting, we now have a property."* Elizabeth Riley, partner of the Hometown Improvement Project group, discussing the future location of the Farmer's Market



**Farmer's Market master plan developed UK Landscape Architecture Student Chris Metts**

Anderson Park and Harmon Park are located on the north side of Mayfield and will be better connected to residential communities and other public spaces when US 45 is rebuilt as a complete street facility. This connection will feature ADA-compliant, shared-use facilities that are linked by

---

<sup>5</sup> Based on information from the USDOT Equitable Transportation Community Explorer Tool



shortened crossing distances across the existing streets, providing a much safer route to greenspaces than before. There are also seven churches that were directly impacted by the tornado that will benefit from the project, with the addition of accessible sidewalks (as well as closer accessible parking for senior members of congregations).

By providing improved connections to residential areas, commercial areas, places of worship, and recreational areas throughout downtown Mayfield, the project **encourages the development of a thriving community, where individuals can live, work, and play by moving freely, with or without a vehicle, among a variety of destination opportunities.**

#### **D. Mobility and Community Connectivity**

Following the aftermath of the tornado, a group of citizens volunteered to work with the City to organize public listening sessions to hear and record the community’s vision for rebuilding. Community leaders wanted to hear from underrepresented populations to ensure everyone had a voice in framing the vision. The first public meeting was held on March 28, 2022, with an estimated 500 participants. Attendees posted more than 900 sticky notes on boards throughout the Mayfield High School Gym. These comments lead to the formation of the *Mayfield Rebuilds Committee*, a community advisory group, with seven different subcommittees: Utilities/Transportation, Housing and Welfare, Business, Quality of Life/Arts/Recreation, Rebuild/Design, and Education. The committee held a second public meeting on April 12, 2022, where 10 to 15 volunteers from the community joined each subcommittee to begin work on transforming the community ideas into implementable projects. The *Mayfield Rebuilds Committee* used that community-centered approach to come up with a vision for a walkable and livable downtown where the community could gather once again. The *Rebuild Downtown Mayfield Project* will help **implement the vision by making downtown a place where people can comfortably and safely walk and bike. The project will replace the damaged roadway components, while also addressing the infrastructure burden that existed prior to the tornado.**

*“I want to be a voice for the underrepresented people to make sure that they are heard when their ideas are shared.”* Derrick Parrott, Mayfield Councilmember



**Photo of the downtown streets covered in debris.**

The following concept converts the rural main streets into complete streets, consistent with KYTC’s 2022 [Complete Streets, Roads, and Highways Manual](#), that value all users equally. Existing streets will be remolded to allocate a larger portion of the existing public right of way for walking and biking that are separated from vehicular traffic and help achieve safer speeds. These conditions allow for removal of barriers **providing a Universal Design that can be accessed, understood, and used to the greatest extent possible by all people regardless of their age, size, ability, or disability**. The dedicated bicycle infrastructure allows the 42 percent of residents within 0.3 miles of the project, with limited or no access to a vehicle increased affordable transportation options for longer trips.



***Proposed Complete Street concept that will help bolster economic development.***

## **E. Economic Competitiveness and Opportunity**

The project area within the City has been identified as both an Area of Persistent Poverty (APP) and Historically Disadvantaged Community (HDC) and lags behind the more prosperous areas located outside of downtown. Residents of the underserved CTs 201 and 203 have an average median household income of below \$36,500, 25 percent below the \$48,187 county wide average<sup>6</sup>. The City of Mayfield, Graves County, and the Commonwealth of Kentucky have made significant efforts to encourage the growth of businesses in the community. In 2022, the City established an occupational tax incentive to reimburse up to 75 percent of employee tax for 3 years and up to 50 percent of employer tax for 2 years to attract businesses and resurrect the downtown population displaced by the tornado. The City of Mayfield gave an update on the development progress on a recent episode of the [Mayfield Minute](#). **The *Rebuild Downtown Mayfield Project* will directly support economic opportunities by accelerating the public infrastructure investment necessary to support the return of lost businesses and to encourage new businesses to relocate downtown.** The jobs created with this business development will be accessible through affordable transportation options, to promote wealth building of the community.

As part of the Mayfield Rebuilds initiative, the public requested support for small businesses and entrepreneurs. The community wanted a place to network, learn new skills, and encourage creativity. Based on the public feedback, the *Mayfield Rebuilds Committee* recommended

---

<sup>6</sup> Census Data from 2017-2021 in (2021 dollars)



construction of a “Maker’s Space” to support crafts and trades for citizens to learn, develop, and further their skills in a collaborative workshop setting. The City supports the space and has agreed to provide \$40,000 per year of funding for 10 years to the Mayfield Industrial Development Authority (see [letter of funding commitment](#)) for this initiative. The Mayfield Industrial Development Authority is working with several non-profit organizations, including the American Red Cross, who have contributed \$380,000 and the Paducah Area Community Reuse Organization (PACRO). PACRO was created to mitigate the impact of the closure of the Paducah Gaseous Diffusion Plant, owned by the U.S. Department of Energy, which provided 1,100 high-paying jobs for the region, including Graves County. The Maker’s Space is in final design and fundraising nearly complete with the City’s funding commitment. The facility will be located on 8th Street between Indiana Street and Ann Street, easily accessible by walking or biking.

The project also extends improvements to better connect residents to the planned Catalyst Community Center. This workforce development facility is currently supporting local businesses by offering free high-quality training to help increase efficiency, productivity, and morale. The center also offers support for individuals struggling with substance abuse, including implementation of programming that promotes holistic wellness, gainful employment, and community involvement beyond the initial stages of recovery. Their support also helps promote continuity of care and improved recovery outcomes that will help impacted individuals secure employment, reducing socioeconomic disparities.

Construction of the project will open employment opportunities to all. **KYTC construction procurement methods are designed to partner with Disadvantaged Business Enterprises (DBEs)** by establishing project-specific participation goals, including both Minority and Woman Owned Businesses, which consider trade and workforce availability. KYTC has established DBE participation programs that encourage and promote DBE company networking and participation on projects, which will help increase the opportunities for DBE companies to work on the project. KYTC continues to track the established goals throughout construction to ensure commitments to underrepresented populations are fulfilled. Construction of this project will be administered by KYTC and, as a part of the procurement process, a DBE goal will be established.

## **F. State of Good Repair**

The *Rebuild Downtown Mayfield Project* is a vital next step in the City’s recovery from two declared national disasters that have happened within the span of a 3-year period. The 2021 Tornado destroyed nearly every structure in a 13-block area of downtown leaving debris strewn throughout. The cleanup required use of heavy machinery that damaged curbs, sidewalks, street pavements, and elements of utility infrastructure. The 2023 state record rainfall induced flood event further exacerbated issues placing undersized bridges at risk for main roadways leading into downtown with failing abutments. Roadways with limited collection and undersized storm sewers became bottlenecks to the downstream receiving system. All this occurred in the downtown business district, which is adjoined on all sides by economically disadvantaged census tracts (CT 201, CT 202, and CT 203), which rely on affordable transportation. Collectively these challenges will be addressed by reconstructing 2.5 miles of downtown streets in Mayfield, as shown on [Exhibit 1](#), Page 3 of the Project Description. These complete streets will provide an equitable transportation system for all users with the utility infrastructure needed to support the rebuild for the center of this community. The City and KYTC have developed the project scope that prioritizes



improving damaged roadways through a complete street approach that also restores aging infrastructure by:

- Replacing damaged sidewalk and removing sidewalk impediments that include stairs and steep ramps to destroyed buildings to provide a new continuous ADA compliant and accessible sidewalk system throughout the downtown.
- Narrowing the curb-to-curb roadway width together with intersection bump-outs, which decreases the existing roadway pavement area by 20 percent for the entirety of the proposed rebuild roadway network, that in turn will decrease maintenance requirements.
- Replacing and enhancing the roadway tree canopy lost in the disaster that will help preserve asphalt pavement service life from adverse conditions because of heat island effects.
- Improving substandard pre-1936 era storm sewer collection and conveyance system to modernize and improve system performance resulting in a more resilient transportation system.
- Replacing and upsizing the deteriorated pre-1936 US 45 roadway culvert, including its substandard masonry block wingwalls that were damaged from channel scour from the recent flood disaster.
- Concurrently replacing aging 4-inch water mains that date to 1900, with new 8-inch water mains to avert a cut and repair piecemeal approach within portions of the proposed roadway to modernize existing infrastructure and support resilience objectives.
- Replacing existing domestic water service lines while exposed during project construction to help mitigate the additional 11 percent in overall system water loss resulting from the aftermath of the tornado with broken service lines that lead to adverse roadway subgrade conditions.
- Cured in place pipe (CIPP) Lining of the 1946 era sanitary sewer system to correct roadway main line and lateral line defects for infrastructure resiliency and to proactively avert future point repairs for aging system located in the proposed roadways.

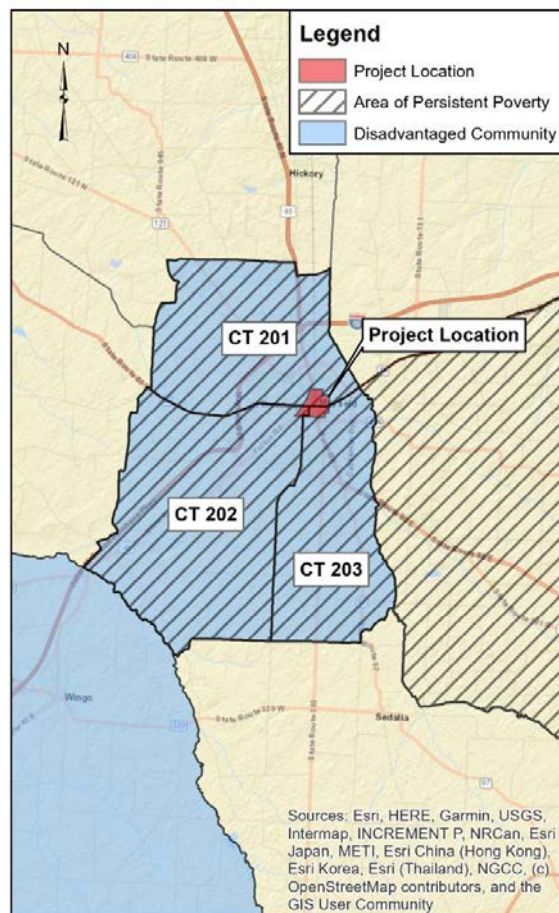
## **G. Partnership and Collaboration**

The tornado of December 2021 caused major devastation across Mayfield, completely destroying hundreds of structures and damaging countless others, while displacing residents from their homes. Both the City and KYTC reacted promptly partnering with the Federal Emergency Management Agency, and by May 12, 2022, Governor Beshear reported that 257 people from 91 households were housed in 93 state-provided travel trailers. While this was a monumental accomplishment, permanent housing would be needed if the City were to flourish once again.



***KYTC provided 93 travel trailers to temporary house displaced residents.***

The *Mayfield Rebuilds Committee* was formed by **volunteer residents who partnered with the City to ensure equity considerations for underserved communities were incorporated in the vision for the rebuild**. This committee considered the burdens on the hardest hit area from the tornado, which was centered in the downtown and includes disadvantaged neighborhoods located in Census Tracts CT 201, CT 202, and CT 203. As shown in Figure 1, all three CTs directly impacted by the project are Justice40 Disadvantaged communities per the White House Council on Environmental Quality (CEQ)'s Climate and Economic Justice Screening Tool (CEJST). CT 203 met four of the eight burden criteria (Energy, Health, Water/Wastewater, and Workforce Development). One of the burdens among CTs 203 and 201 that was highlighted by the ETC was social vulnerabilities caused by a variety of indicators, including lack of internet access and high percentage of individuals without a high school degree. Other burden indicators found that all three CTs include high percentage of people living at or below 200 percent of the poverty line (71 to 81 percentile) and high percentage of people with disabilities (75 to 93 percentile). Recognizing this early in the rebuild recovery phase, the City of Mayfield targeted overall quality of life as a key consideration for the rebuild implementation approach. This included promoting access to skills training and jobs centers, parks and recreation, and access to affordable transportation because 12.4 percent of the population in CT 201 do not own a personal vehicle. 45 percent of the population in CT's 201 and 203 are at 200 percent or less of the federal poverty level. With all three CTs collectively designated as APP and HDC, this indicated need for a comprehensive rebuild solution.



**Figure 1 - Equity & Justice40 Census Tracts**

To make sure this multifaceted effort is done well, the City has created Design Guidelines and Standards, which serves as the Local Equitable Development Plan. Through the Equitable Development Plan, the City has created a Damage Recovery Overlay Precinct (DROP) B-3 Mixed Use Zone **to help incentivize public and private sector investment that will support higher density commercial and mixed income residential development along downtown streets**. The *Rebuild Downtown Mayfield Project* supports the Equitable Development Plan by ensuring compatibility with reconstructed neighborhoods through walkability enhancements and bicycle facility connections to commercial, workforce, and wellbeing opportunity points, as well as aesthetic elements that give users an additional sense of place. It also provides for a wi-fi free zone in the downtown to support disadvantaged populations. In particular, the project provides bicycle facilities along US 45 to connect residents to the future home of Maker's Space, where users can access job and skills training. It also provides improved affordable transportation options to connect residents to the future home of the Catalyst Community Center, where residents will have

access to warm meals at the community kitchen, a safe space to develop their job skills in the technology room, or a place to connect with others in the community through recreational opportunities. By providing multimodal access to these places and many other planned commercial destinations, the project will enhance value capture for local businesses that rebuild in the City and promote expansion of location-efficient mixed income development, because businesses can more easily extend their client/customer base to members of residential communities who do not have access to a car.

Three non-profit housing initiatives (*The Hope Initiative, Homes and Hope, and Samaritan's Purse*) stepped in to help fill the need for permanent housing. By the end of September 2023, the last travel trailer was removed, signifying that everyone displaced by the storm was residing in a permanent home, with many of these built adjacent to the project area. These housing initiatives not only rebuilt what was destroyed, they gave

*"I'm so excited to be back in Mayfield today dedicating the 100th home partially funded by the Team Western Kentucky Tornado Relief Fund. Thank you to each of the 150,000 donors who helped make this milestone possible. Your generosity has helped another family become homeowners for the very first time and get a fresh start after losing so much during the devastating tornadoes."* Governor Beshear ([Governor Beshear 100th Home Dedication](#))

hope by providing a path to affordable home ownership that enhances the lives of the citizens of Mayfield who had previously only rented housing. **The Commonwealth of Kentucky through the Team Western Kentucky Tornado Relief Fund partnered in this effort by funding approximately \$100,000 per new house built. Financial training and skills development was also offered by the housing initiatives to help provide the residents with a solid foundation to rebuild their lives from the ground up.** Because many of these renters-turned-homeowners were previously living at or below 200 percent of the poverty level, many of them still cannot afford a vehicle to travel from place to place. A RAISE grant award will help build a project that will provide a safe roadway system, promoting nonvehicular modes of travel that will connect these new homeowners to skills development, training, and employment opportunities that are needed for them to thrive.

KYTC has continued this partnership with the City through the cleanup and now currently in design with commitments to help implement the complete street transformation in downtown as shown, in the letter of support included with this application. KYTC is currently leading the preliminary design and environmental project phases. The project will improve the community's overall value and appearance through construction of planned rear alleys that allow for buildings to be set closer to the street to better define the edge of the public right of way. This

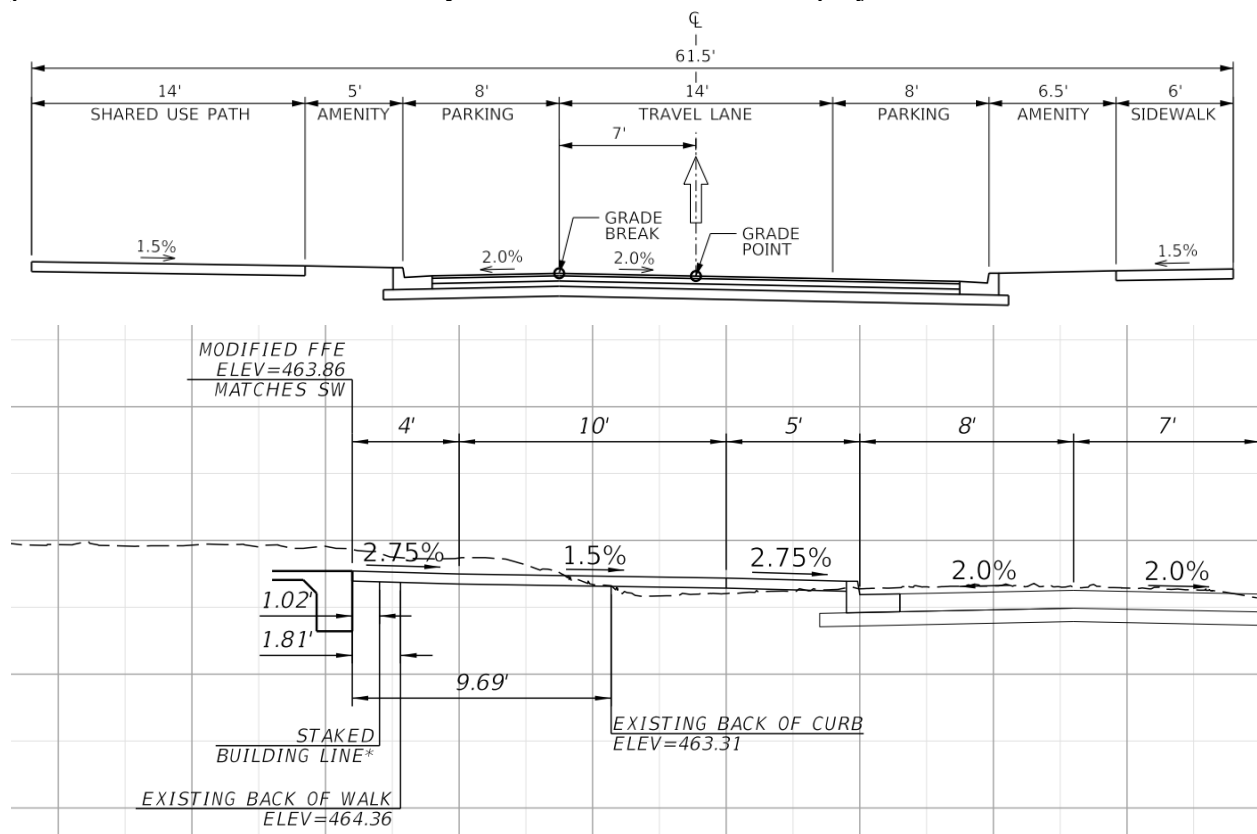
*"KYTC is willing to dedicate experienced project management, engineering, and support staff to directly administer the project through its completion."* Jim Gray, KYTC Secretary of Transportation ([KYTC Letter of Support](#))

defining 'edge' helps create a genuine "sense of place" along the street, while reducing conflict points with vulnerable users and increasing the on-street parking inventory. This is anticipated to **double the on-street parking inventory, reducing the development burden.** User-friendliness will be improved by establishing the originally intended street grid providing a more functional transportation network, which will allow for improved vehicular connection while maintaining the reduction in conflict points the one-way street network provides. This infrastructure investment will help the City recover by encouraging higher density uses to provide value capture, increasing the value of the land negatively impacted by the tornado. **Creative place-making will use the**



widened and enhanced pedestrian and bicycle areas to help current and future residents and visitors remember and celebrate the rich local history that was lost in the tornado. This will be done through the placement of storyline pavers that help identify significant and historic structures and places lost in the tornado.

Through preliminary design, KYTC and the City of Mayfield have partnered with commercial developers to coordinate the location and elevation of buildings that will front along the proposed sidewalk. **Using preliminary horizontal alignments, profiles, and cross sections, the design team reviewed the preliminary development plan and proposed building offsets to help coordinate compatibility with finished floor elevations.** Through this partnering effort, the development was modified to consider accessibility needs, resulting in a stepped building foundation that will support a consistent pedestrian access route in the adjacent right of way. This effort, in turn, will help accelerate much needed redevelopment while reducing the likelihood of potential conflicts and accessibility concerns with the ultimate project.



**Figure 2 - Early project coordination for ongoing downtown redevelopment is key in supporting new mixed-use business district for the Rebuild Downtown Mayfield Project.**

The City is also partnering with the Kentucky Division of Water who has issued its preliminary approval for funding through Kentucky's [Sewer Overflow and Stormwater Reuse Municipal Grant](#) (OSG) Green Infrastructure Assistance Program (GIAP). The award is for a \$150,000 planning grant to support a community stormwater master planning initiative and establishment of the framework for stormwater quality and quantity development ordinances. The funding will help the City consider watershed-based solutions for green infrastructure with modernized stormwater management requirements for new development as part of a holistic approach to consider downstream flooding and water quality impacts in the aquifer recharge area.

The *Rebuild Mayfield Downtown Project* is providing an accessible connection to greenspaces that memorialize the lives lost in the tornado. The project connects to Anderson Park, which was destroyed along with the rest of the City. A bit of hope was provided to residents when Disaster Relief at Work (DRAW) donated the money to restore this park and worked with the local Laurel Oak Garden Club to complete the rehabilitation. One key feature of the park is the cherry trees that were planted to memorialize the victims of the tornado.

*“One of those areas that brought a new round of tears was right here, this sweet little park. Like everything else, it looked like a horrible crime scene right after the tornado.”* Former Mayfield Mayor Teresa Cantrell ([Mayfield Park Rededication | WKMS](#))

Locations will also be identified where permanent public art created to symbolize the resiliency of the community can be placed. One such piece has already been created through a partnership of LexArts (Lexington, Kentucky) and Independence Bank. This art piece was created by Kentucky Artist De Selby, who worked with four Graves County students to paint the horse, “Resolute”. One of the students that participated was the granddaughter of the artist who painted the mural “Mayfield, More than a Memory,” which was an iconic image to the community ([video describing the making of Resolute](#)). Money raised through the partnership will go to the Mayfield-Graves County Art Guild, whose location in the historic Ice House Building was destroyed during the tornado. The Art Gallery is currently temporarily housed in a bank downtown, while they continue to raise funds to rebuild.



**Painted Horse Resolute**



**Iconic Mayfield Mural painted in 1998.**

## H. Innovation

The tornado that has so severely plagued the City has also fostered a new level of community driven ingenuity that resulted with opportunities to apply new technologies and innovation through the rebuild initiative. As a small rural community with aging infrastructure dating to the early 1900s, nearly all was lost in every facet of public works, from buildings and essential facilities to records and archived drawings for infrastructure that was wiped clean throughout the downtown. Traffic signals have since been restored to afford some measure of normalcy, however, the vacant areas that remain to be resurrected must rely on new infrastructure to support their rebirth. The *Rebuild Downtown Mayfield Project* has seized on this opportunity to innovate in several different areas to *Build Back Better* as coined by President Biden during his visit to see the devastation soon after the event. Innovation for this small community will include the following:

- **Coordinated traffic signals with lead-in pedestrian phase** that will help complement modal shift objectives in the downtown business district with the proposed multi-use path system and new accessible sidewalks that will replace the broken system that currently exists. The coordinated signal system will allow the City to consider expansion of this technique into other suburban areas of the county, to improve safety for all modes of travel.
- **Reuse of demolition materials** from the removal of concrete slabs and various hardened structures in the rebuild area will be considered as an aggregate alternative to adaptively repurpose these structures to support the rebuild initiative. With parallel efforts to incentivize redevelopment in the downtown, partnership efforts like this will help ease the burden for those willing to step forward with reinvestment for a new Mayfield.
- **Creation of Mayfield’s first-ever Tax Increment Financing (TIF) District** in the downtown to incentivize redevelopment through tax credits that can be applied to construction of new infrastructure to support private investment with the rebuild. This 20-year TIF District complements other tax credits that the City has established for individuals and businesses alike. These inducements have been offered to incentivize new development and encourage displaced residents and businesses to return to the City and live and work in the new mixed use downtown area as envisioned by the *Mayfield Rebuilds Committee* for the Damage Recovery Overlay Precinct (DROP) B-3 Mixed-Use DROP Zone that was specifically created for this purpose.
- **Development of a digital asset management system** to start anew with the loss of nearly all the City’s archived drawings for utility-related infrastructure. This system will be created as a pilot with the rehabilitation and replacement of infrastructure involved with the *Rebuild Downtown Mayfield Project*. The system will be structured to catalogue Mayfield’s existing water, sanitary sewer, and electric utilities and associated attributes together with new storm sewer infrastructure constructed with the project. It will also be used to support the creation of a pavement management system to define local street classifications and guide future maintenance and resurfacing decisions.

As our lead project partner, KYTC has recognized the importance of expediting environmental document reviews and has implemented strategies to achieve this goal. By funding specific positions within resource agencies, KYTC has enhanced its ability to manage complex issues efficiently. Notably, the creation of a funded position within the US Fish and Wildlife Service (USFWS) has led to the development of innovative programmatic agreements, nationally acclaimed for their effectiveness.

Similarly, KYTC's investment in two archaeologists and a cultural historian at the Kentucky Heritage Council (KHC) has resulted in improved consultation processes under Section 106, with on-call staff providing timely reviews. Additionally, by funding three positions at the US Army Corps of Engineers (USACE), KYTC has also centralized review functions, leading to better coordination and resource allocation, thus reducing delays in project delivery.

The utilization of these positions has significantly expedited environmental reviews, ensuring swift and seamless processing. Data tracked by the KYTC Division of Environmental Analysis demonstrates notable improvements, with approval times for various permits drastically reduced. For instance, the approval time for Letter of Permission (LOP) decreased from 22 months to 6.5 months, and Nation Wide (NW) permit approval time reduced from 6.5 to 2.5 months. Overall, the USACE consistently meets its performance metrics about 80 percent of the time.



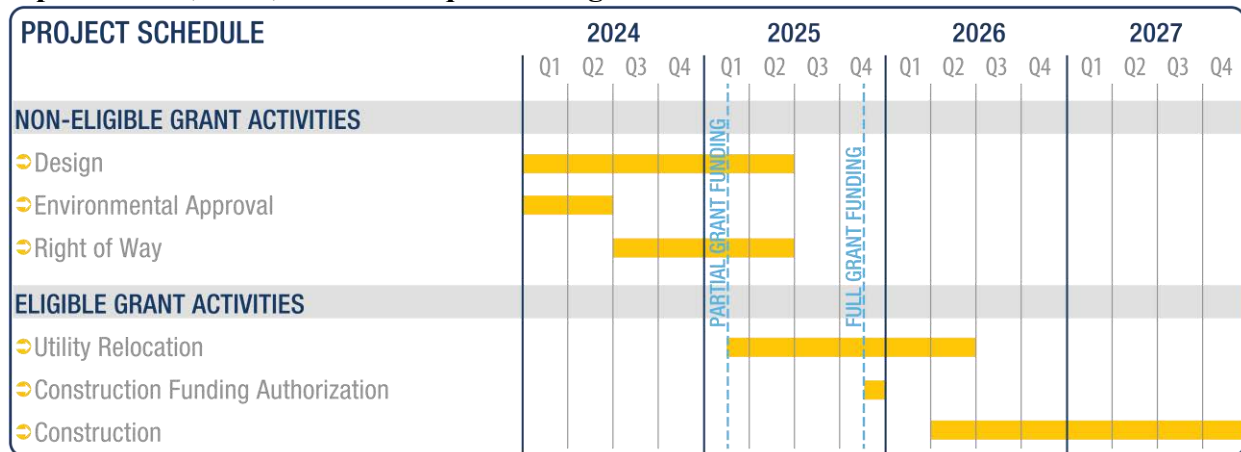
**PROJECT READINESS**

The City of Mayfield and community advisory group, the *Mayfield Rebuilds Committee*, held community-wide public meetings and received over 900 comments on how to rebuild Mayfield. We have taken this feedback and developed recommendations focused on achieving safer speeds and improving the walkability of the City. We have partnered with KYTC and have begun preliminary design of the *Rebuild Downtown Mayfield Project* which includes infrastructure improvements throughout the downtown area. KYTC has included the project in the [STIP](#) and authorized \$3,000,000 in funding for preliminary engineering and environmental phases. The preliminary design efforts have included review of development plans for compatibility with the proposed roadway improvements, enhancements to the City’s development standards to help us build back better, and utility infrastructure planning. Preliminary design is scheduled to be complete in June 2024. The project team is concurrently completing the environmental baseline studies that are 70 percent complete and the preliminary findings indicate low environmental risk for the project. The Categorical Exclusion Level 1 environmental document is anticipated to be approved in May 2024.

**A. Environmental Risk Assessment**

**Project Schedule**

The City of Mayfield and KYTC have developed the *Rebuild Downtown Mayfield Project* schedule shown based on receipt of a RAISE grant award on June 28, 2024. Once a RAISE grant agreement is executed, utility relocations could begin in early 2025 through a partial grant funding obligation, thus allowing meaningful construction progress to begin. This schedule anticipates full obligation of grant funding for construction by November 1, 2025, **3.5 years in advance of the September 30, 2028, USDOT-required obligation date.**



**Required Approvals**

This section provides additional details related to the required project approvals.

**1. Environmental Permits and Review**

- A. NEPA Status** – The project has low environmental risk with the cultural resources and existing trees demolished by the tornado. The Categorical Exclusion Level 1 environmental document is anticipated to be approved in May 2024.

- B. Additional Permits** – For the culvert replacement identified as a part of the project, KYTC will obtain an individual water quality certification permit from the Kentucky Division of Water.
  - C. Environmental Studies** – KYTC has completed 70 percent of the environmental studies and is on schedule to complete the NEPA document in March 2024.
  - D. Federal Reviews** – The Categorical Exclusion Level 1 does not require a separate federal review.
  - E. Right of Way** – KYTC has \$2,800,000 budgeted for right of way acquisition and anticipates the right of way to be clear by the end of second quarter 2025.
  - F. Public Engagement** – The City and KYTC have continued to facilitate meaningful engagement during the preliminary design with private entities and will continue that throughout the design and construction. These partnering meetings have led to design changes and utility service considerations that avoid future modifications to both private and public infrastructure. Additional reoccurring project status meetings with non-profit groups rebuilding housing will provide direct connections to the people previously displaced. Through these connections, opportunities will be available for people to come and meet in small groups or as individuals so that they feel comfortable expressing their specific needs and burdens. In addition, two separate public meetings are anticipated to provide another opportunity for public feedback.
- 2. State and Local Approvals** – The project is an active project in the State Transportation Improvement Plan (STIP). Legislative approvals are not required for implementation of this project.
  - 3. Federal Transportation Requirements** – The project will continue to be included in the STIP. No additional federal requirements are required. The project is not located within an urbanized area therefore, there is no requirement for it to be in a Transportation Improvement Program (TIP)

### Assessment of Project Risks and Mitigation Strategies

This section provides additional details related to project implementation, including identification of key actions that have been initiated to minimize the risk and accelerate the right of way, construction, and utility phases of project delivery.

**Environmental** – The risk of delays associated with environmental conditions is minimal because 75 percent of the project extents are within existing, previously disturbed right of way. Most of the construction limits outside of existing right of way have also been either destroyed or disturbed during the cleanup. The field work for the Phase 1 Archaeological investigation is nearing completion with 2 sites recorded. The project team is coordinating with the appropriate state agencies and the schedule provides sufficient time to complete potential mitigation measures to result in no adverse impacts. There is potential for underground storage tanks to located along the corridor. KYTC works closely with the Kentucky Environment and Energy Cabinet and has a proven track record of quickly mitigating underground storage tanks.

**Right of Way**– The properties within the project extents have all been significantly damaged with no structures remaining after debris removal. The preliminary right of way assessment includes the need to acquire right of way from 77 parcels, with a total acreage of 3.40 acres of

fee simple right of way, 2.25 acres of permanent easement to support collection and conveyance of off-site drainage and utility needs, and 3.75 acres of temporary easement for construction and staging. The majority of these properties are less than 0.5 acres. KYTC right of way acquisition staff do not anticipate potential risk because **no relocations or displacements** of actively occupied buildings are expected.

**Utilities** – *Rebuild Downtown Mayfield Project* is anticipated to have minimal utility conflicts resulting in relocations, as most of the utilities were disrupted or destroyed by the tornado. The project has included utility phase funding to address sanitary sewer and water infrastructure as part of the improvements and relocating segments of overhead utilities impacted by the construction. The City of Mayfield and KYTC have begun early coordination on easement needs for the project. KYTC has completed field survey to identify potential conflicts with underground utilities. This early identification will allow mitigation options to be evaluated and reduce the amount of relocations necessary.

**Cost** – KYTC completed an updated cost estimate in February 2024 as part of the upcoming 30 percent plan submittal in June that reflects costs based on recent higher unit bid prices. KYTC understands that there is potential risk of cost overruns and is prepared to cover higher construction costs should they arise.

## **B. Technical Capacity Assessment**

Mayfield's resources are currently very limited; therefore KYTC is willing to dedicate experienced project management, engineering, and support staff to directly administer the project through its completion. KYTC's experience with similar projects and their capacity to deliver this type of project is well documented. KYTC complies with Title VI/Civil Rights requirements that ensure that no person is excluded from participation, denied benefits, or otherwise subjected to discrimination under any program or activity, on the basis of race, color, national origin, sex, age, or disability. KYTC further commits to meeting or exceeding required participation targets: ADA, Build America Buy America, and any other applicable federal compliance, reporting, and assessment requirements. KYTC has considerable demonstrated experience with receipt and administration of federal transportation grant funds, administering projects that have been awarded \$1.07 billion of USDOT grant funding since FY2014.



# Rebuild Downtown Mayfield: Benefit Cost Analysis Memorandum

## Section 1: Summary

The Benefit Cost Analysis (BCA) was based on the methodology contained in United States Department of Transportation's (USDOT) *Benefit-Cost Analysis Guidance for Discretionary Grant Programs*, December 2023. The analysis considered the marginal benefit and costs of constructing the project during the 2026 and 2027 construction season, an initial open-to-traffic year of 2028, and a 20-year horizon year of 2047. A **Benefit/Cost Ratio of 1.37** was found for the 20-year analysis period.

The analysis used six primary quantified benefits resulting from the project:

1. Reduction in the economic cost of crashes resulting from the implementation of traffic calming infrastructure, providing a leading pedestrian interval at signals, and roadway typical modifications that address sideswipe crashes, diagonal parking crashes, and utility pole crashes.
2. Reduction of bicyclist and pedestrian mortality based on induced active transportation from continuous and accessible sidewalks and dedicated bicycle facilities.
3. Adding value of expanded pedestrian and bicycle facilities for the 130 current users and anticipated additional users that will be able to use the proposed accessible sidewalks.
4. Reduction in travel time associated with the addition of bicycle facilities and additional connectivity provided by an improved street grid network.
5. Reduction in maintenance costs associated with repair of the damage caused by the tornado of December 2021 and replacement of 120-year-old water and nearly 90-year-old sanitary sewer infrastructure.
6. Reduction in water loss costs associated with the replacement of water service lines that were damaged in the tornado.

The following costs were incorporated into the BCA for the project:

1. Construction costs
2. Right of way and utilities costs
3. Design costs
4. Estimated maintenance costs

Benefits related to vehicular travel time and vehicle operating cost and maintenance were not considered in this analysis.

The analysis period spanned 20 years from 2028 to 2047. After all costs and benefits were developed in constant 2022 dollars, the analysis then discounted all future costs and benefits to their equivalent present (2022) values using appropriate discount factors  $1/(1+r)^t$ , where "r" is the discount rate and "t" is the number of years into the future where the cost or benefit will be incurred. Table 1 presents the benefit and cost ratio and net present value using a 3.1 percent discount rate.

**Table 1 Summary of Benefits and Costs**

Year	Total Costs	Total Discounted Benefits
2024	\$1,300,000	\$1,300,000
2025	\$6,500,000	\$6,304,559
2026	\$13,180,000	\$12,399,326
2027	\$16,320,000	\$14,891,696

Year	Total Benefits	Total Discounted Benefits
2028	\$6,738,877	\$5,964,306
2029	\$3,072,003	\$2,637,230
2030	\$3,084,715	\$2,568,541
2031	\$3,104,783	\$2,507,544
2032	\$3,117,603	\$2,442,213
2033	\$3,130,477	\$2,378,585
2034	\$3,142,193	\$2,315,722
2035	\$3,158,365	\$2,257,677
2036	\$6,014,273	\$4,169,704
2037	\$3,734,754	\$2,511,569
2038	\$3,146,082	\$2,052,143
2039	\$2,673,609	\$1,691,580
2040	\$3,179,855	\$1,951,360
2041	\$3,193,175	\$1,900,634
2042	\$3,206,553	\$1,851,227
2043	\$3,220,319	\$1,803,292
2044	\$3,236,654	\$1,757,964
2045	\$3,457,590	\$1,821,496
2046	\$3,267,914	\$1,669,847
2047	\$3,084,917	\$1,528,980

Category	Value
Total Discounted Benefits	\$47,781,613
Total Discounted Costs	\$34,895,581
Net Present Value	\$12,886,032
Benefit Cost Ratio	1.37

The USDOT Template Excel workbook provides calculations for the BCA analysis components. The following sections provide a brief narrative on the quantitative benefits and costs for the project. More detailed information on assumptions and calculations is found in the Excel worksheets referenced in this document.

## 2. Calculation of Benefits

### a. Economic Cost of Crashes

Crash data from 2013 through 2019 was obtained from the Kentucky State Police public access crash database. The crash years of 2021 to 2023 were excluded from the analysis because of the tornado and subsequent cleanup activities. The year 2020 was also excluded because the COVID-19 pandemic had significant changes to traffic patterns in downtown Mayfield. These crashes were divided by crash type and severity through a spreadsheet analysis. One fatal collision, a collision with a pedestrian, occurred on this corridor during the analysis period. In addition to the fatal crash, 52 injury crashes and 405 property damage-only crashes occurred during the analysis period, for a total of 458 crashes. An exhibit of the crash history is shown in Figure 1.

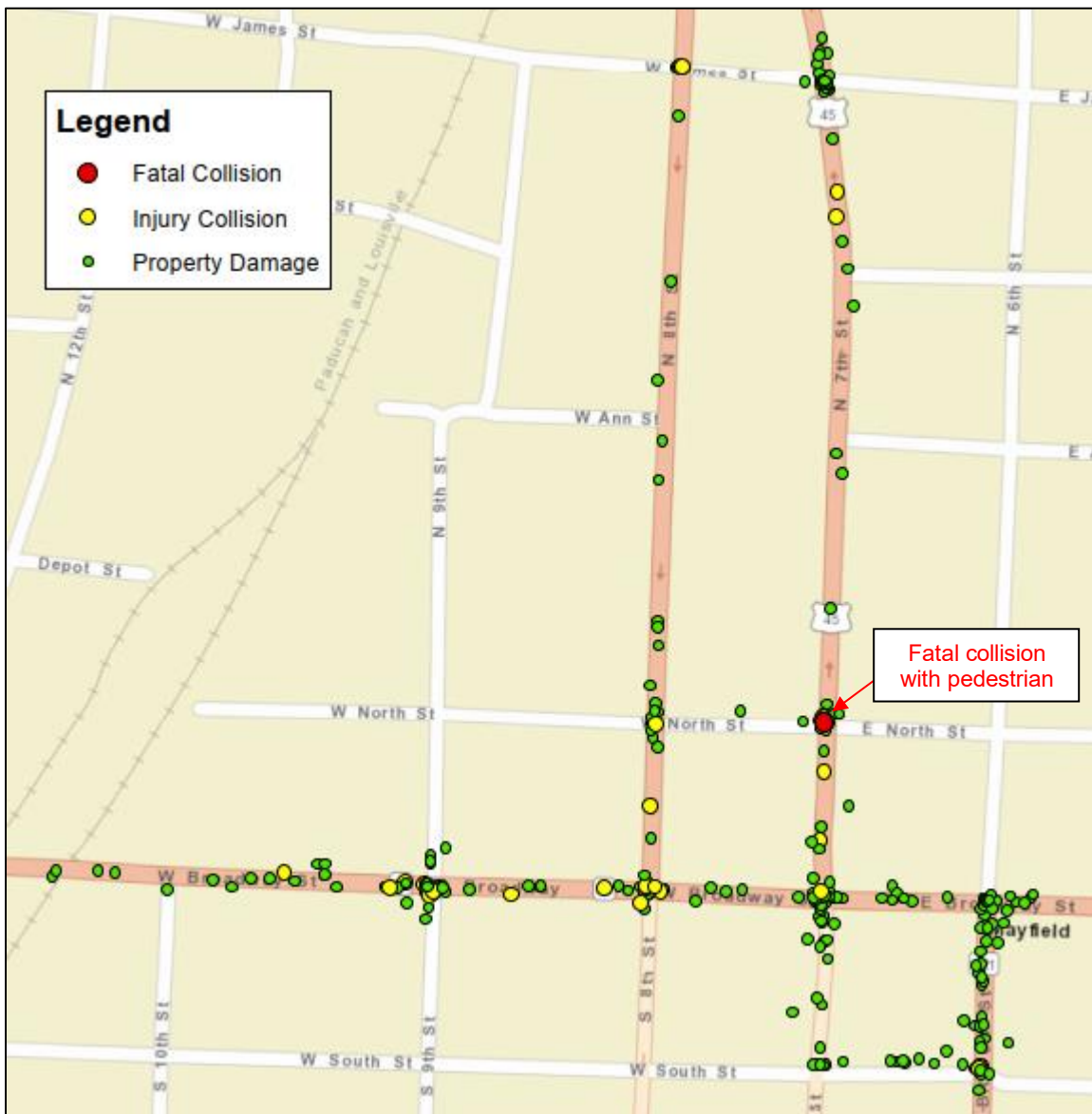


Figure 1 7-Year Crash History



After crashes were separated by crash type, the crash frequency was calculated for each crash type and severity group by dividing the total number of crashes by the 7-year analysis period. These crash frequencies were used for analysis of the No-Build condition. To determine crash frequencies for the Build condition, four applicable Crash Modification Factors (CMF) were applied. The first CMF was for traffic calming infrastructure (CMF=0.680, or a 32 percent potential reduction in crashes), the second was for converting angle parking to parallel parking (CMF 0.370, or a 63 percent potential reduction in crashes), the third was for implementing a leading pedestrian interval in signal phasing (CMF 0.810, or a 19 percent potential reduction in crashes), and the fourth was for changing the lateral offset of utility poles along North 7th Street (CMF=0.28, or a 72 percent potential reduction in crashes)<sup>1</sup>. In addition, an inferred CMF of 0.0 was applied to same-direction sideswipe crashes along 7th and 8th Streets, as the project will convert these streets to one-lane, one-way roads. An inferred CMF of 0.1 was also applied to crashes occurring south of the courthouse on South Street, as the project will convert this segment of South Street into an off-street parking lot. These CMFs were multiplied to the corresponding No-Build crash frequencies (by crash type) to determine the crash frequencies in the Build condition. It is important to note that the traffic calming treatment was not double-counted with the other treatments applied in this analysis, as the CMFs used are multiplicative. This means that the total potential reduction in crashes based on the combined treatments of traffic calming and conversion of parking is  $0.680 \times 0.650 = 0.442$ , or approximately a 55.8 percent potential reduction in crashes with on-street angle parking.

The increase in crashes because of traffic growth was estimated, assuming an annual growth rate of 0.47 percent per year applied from the existing crashes to the year 2047. The rate was derived from the 2008 KYTC Traffic Forecast Report that identified specific rates for roadway classifications per individual county. An additional growth rate of 11.9 percent was applied to year 2028 to represent the increase in traffic because of proposed land use changes from the City of Mayfield Disaster Recovery Overlay Precinct (DROP) B-3 Mixed Use Zone that was established to encourage public and private investments to support greater commercial and mixed income residential development along the downtown streets. While the DROP B-3 Mixed Use Zone encompasses additional areas within the project, trip generation calculations were limited to the block bounded by 7th Street, 8th Street, Indiana Avenue, and North Street. ITE Trip Generation<sup>2</sup> fitted curve equations were used to estimate this development growth rate. A base pre-tornado trip generation model was developed by calculating trip generation for the residential and commercial buildings that existed before December 10, 2021. This model was then compared to a post-development model that calculated trip

---

<sup>1</sup>CMF ID #128 (traffic calming) was used as a countermeasure for all collisions. CMF ID #164 (converting angle parking to parallel parking) was used as a countermeasure for parking collisions that occurred within areas where angle parking was present. CMF ID #9903 (modify signal phasing) using the countermeasure of implementing a leading pedestrian signal was used for collisions involving pedestrians. CMF ID #5240 was used as a countermeasure for utility pole collisions that occurred along North 7th Street. Each CMF was referenced from the Crash Modification Factor Clearinghouse: <http://www.cmfclearinghouse.org/>.

<sup>2</sup>ITE TripGen Web-Based App: <https://itetripgen.org/> (Accessed February 2024)

generation based on the proposed commercial building area. The analysis considered the first approved development plan of multi-use commercial building currently under construction that will house an engineering firm along with other planned businesses. A factor of population was then applied to both models due to the rural nature of Mayfield. A factor of 0.37 was generated by calculating the ratio of the population of Mayfield, Kentucky to the population of Paducah, Kentucky. A factor of 0.80 was also applied to account for pass-by trips, where people stop at multiple commercial locations during a single trip from their home.

The projected crash totals for each severity type were then assigned crash costs based on USDOT Guidance, as shown in Table 2<sup>3</sup>. This process was followed for the No-Build and Build conditions to determine crash costs before discounting (in 2022 dollars). The Excel worksheet titled Safety steps through the calculations and assumptions for each treatment. Table 3 illustrates the crash reduction benefits with the 3.1 percent discount rate applied. In total, the **crash reduction benefits after discounting are approximately \$34.10 million.**

**Table 2 Value of Injuries<sup>3</sup>**

Crash Type	Monetized Value (2022 \$)
PDO Crash	\$9,100
Injury Crash	\$313,000
Fatal Crash	\$14,022,900

**Table 3 Benefits from Crash Reduction**

Year	No Build Safety Costs	Build Safety Costs	Total Safety Benefits
2028	\$5,616,372	\$3,181,358	\$2,435,014
2029	\$5,642,769	\$3,196,310	\$2,446,458
2030	\$5,669,290	\$3,211,333	\$2,457,956
2031	\$5,695,935	\$3,226,426	\$2,469,509
2032	\$5,722,706	\$3,241,591	\$2,481,116
2033	\$5,749,603	\$3,256,826	\$2,492,777
2034	\$5,776,626	\$3,272,133	\$2,504,493
2035	\$5,803,776	\$3,287,512	\$2,516,264
2036	\$5,831,054	\$3,302,963	\$2,528,090
2037	\$5,858,460	\$3,318,487	\$2,539,972
2038	\$5,885,995	\$3,334,084	\$2,551,910
2039	\$5,913,659	\$3,349,754	\$2,563,904
2040	\$5,941,453	\$3,365,498	\$2,575,955
2041	\$5,969,378	\$3,381,316	\$2,588,062
2042	\$5,997,434	\$3,397,208	\$2,600,226
2043	\$6,025,622	\$3,413,175	\$2,612,447
2044	\$6,053,942	\$3,429,217	\$2,624,725
2045	\$6,082,396	\$3,445,334	\$2,637,061
2046	\$6,110,983	\$3,461,528	\$2,649,455
2047	\$6,139,705	\$3,477,797	\$2,661,908
20-Year Total BUILD Benefit (Undiscounted)			\$50,937,302
20-Year Total BUILD Benefit (Discounted)			\$34,095,379

<sup>3</sup> Table A-1b Value of Reduced Fatal, Injury, and PDO Crashes: *USDOT Benefit-Cost Analysis Guidance for Discretionary Grant Programs* (December 2023)

## b. Bicyclist and Pedestrian Mortality Reduction

Constructing improved sidewalk and new bicycle facilities through the corridor results in benefits with costs related to bicyclist and pedestrian facilities. The improved connectivity between neighborhoods and commercial areas of interest is anticipated to result in benefits with mortality reduction because of induced active transportation.

To estimate the number of active transportation trips generated from the project, an analysis of the demographics of the people within 0.3 miles of the project area was performed using the Screening Tool for Equity Analysis of Projects (STEAP)<sup>4</sup>. This analysis found that 54 percent of people are between the ages of 19 and 64, and that 42 percent of households have 0 or 1 car. Assuming that 15 percent of the people that fall in both of these categories would choose to walk on a given day if multimodal facilities were improved, and that these people would take an average of 3 trips per day, it was deducted that an average of 91 active trips per day would be induced by the project in 2028. There is currently no existing bicycle facility through the corridor, so the addition of dedicated bicycle lanes along the roads through downtown Mayfield would provide a means of active transportation that would connect residents to locations that would previously be out of reach by walking. Because of this, 50 percent of the induced active trips were assumed to be cycling trips.

Using these values, the number of active trips eligible for benefit induced by the construction of the project was calculated to be approximately 14,100 pedestrian trips and approximately 16,700 cycling trips during the first year of the BCA analysis, 2028. A 0.47 percent annual growth rate was applied to these trips each year during the BCA analysis period to reflect the growth of non-vehicular traffic. A value of \$7.63 per induced pedestrian trip and \$6.80 per induced cycling trip was used for mortality reduction based on the current USDOT guidance<sup>5</sup>. The Excel worksheet titled Health Benefits steps through the calculations and assumptions for the mortality reduction benefits. Table 4 illustrates the total mortality reduction benefit with the 3.1 percent discount rate applied. In total, the **mortality reduction benefits after discounting are approximately \$3.39 million.**

---

<sup>4</sup> Refer to <https://www.transportation.gov/grants/dot-navigator/screening-tool-equity-analysis-projects-steap>

<sup>5</sup> Table A-13 Mortality Reduction Benefits of Induced Active Transportation Values: *USDOT Benefit-Cost Analysis Guidance for Discretionary Grant Programs* (December 2023)



**Table 4 Total Benefits from Mortality Reduction**

Year	Total Mortality Reduction Benefits
2028	\$242,280
2029	\$242,280
2030	\$242,280
2031	\$247,547
2032	\$247,547
2033	\$247,547
2034	\$247,547
2035	\$250,332
2036	\$252,814
2037	\$252,814
2038	\$252,814
2039	\$252,814
2040	\$258,081
2041	\$258,081
2042	\$258,081
2043	\$258,081
2044	\$260,866
2045	\$263,348
2046	\$263,348
2047	\$263,348

20-Year Total BUILD Benefit (Undiscounted)	\$5,061,842
20-Year Total BUILD Benefit (Discounted)	\$3,388,238

**c. Value in Expanded Pedestrian Facility and Addition of Bicycle Facility**

Constructing improved sidewalk and new bicycle facilities throughout the corridor also results in benefits in costs related to improved active transportation facilities. In the case of the project, a 6- to 12-foot sidewalk and a 6-foot dedicated bike lane will be implemented on either side of the corridor. There will be an estimated 69,700 pedestrian trips per year and an estimated 18,200 cycling trips per year that would benefit from the sidewalk expansion and dedicated bicycle lane addition after the project is constructed.

The length of sidewalk improvement is approximately 2.5 miles. A few different routes from key trip origin and destination locations around Mayfield were evaluated and an average pedestrian trip length of 0.58 miles was determined. Many of the existing sidewalks have steep upslopes or steps and are not ADA compliant, so a sidewalk slope improvement of 1 percent was also assumed to account for the correction of this. The roadway traffic calming measures being taken is expected to reduce the average traffic speed from 39 mph to 25 mph,

which will also improve the quality and safety of pedestrian trips. A value of \$0.11 per person-mile walked per foot of sidewalk expansion, a value of \$1.11 per person-mile walked per percentage of slope reduction, and a value of \$0.09 per person-mile walked per mph of traffic speed reduction was used for pedestrian facility benefits based on the current USDOT guidance<sup>6</sup>. These collective improvements result in a value of \$3.03 per person-mile walked.

The length of cycling facility addition is approximately 0.9 miles. The same average trip length was used for cycling trips as for pedestrian trips due to the location of key trip origin and destination locations. A value of \$1.57 per cycling-mile was used for cycling facility benefits based on the current USDOT guidance<sup>7</sup>.

The Excel worksheet titled Amenity Benefits steps through the calculations and assumptions for the pedestrian improved facility benefits. Table 5 illustrates the pedestrian benefits with the 3.1 percent discount rate applied. In total, the **amenity benefits after discounting are approximately \$1.95 million.**

**Table 5 Total Amenity Benefits**

Year	Total Amenity Benefits
2028	\$139,136
2029	\$139,777
2030	\$140,418
2031	\$141,392
2032	\$142,034
2033	\$142,675
2034	\$142,675
2035	\$143,649
2036	\$144,290
2037	\$144,932
2038	\$145,573
2039	\$146,547
2040	\$147,189
2041	\$147,830
2042	\$148,472
2043	\$149,445
2044	\$150,087
2045	\$150,728
2046	\$151,370
2047	\$152,344
20-Year Total BUILD Benefit (Undiscounted)	\$2,910,564
20-Year Total BUILD Benefit (Discounted)	\$1,948,196

<sup>6</sup>Table A-8 Pedestrian Facility Improvements Revealed Preference Values: *USDOT Benefit-Cost Analysis Guidance for Discretionary Grant Programs* (December 2023)

<sup>7</sup>Table A-9 Cycling Facility Improvement Revealed Preference Values: *USDOT Benefit-Cost Analysis Guidance for Discretionary Grant Programs* (December 2023)

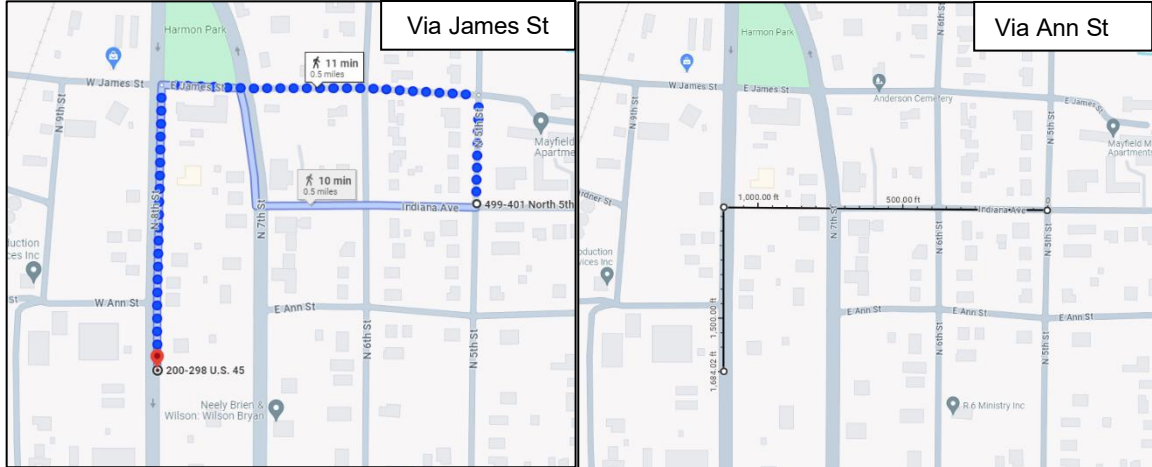
**d. Travel Time Savings**

In addition to facility expansion benefits, constructing the new sidewalk and dedicated bicycle lanes will also reduce travel time for the people in Mayfield that do not have vehicular transportation available as an option. There are many commercial areas in downtown Mayfield that would be much more accessible to people in the residential areas in northern Mayfield if the planned street grid network were completed. To evaluate this benefit, travel distances were measured along different routes from Mayfield Manor Apartments as well as new homes under construction, where many pedestrian trips would likely be generated from. Each route was directed through both James Street and the proposed Ann Street to different commercial areas of interest using Google Maps. An example of these routes is shown in Figure 2 and the data for each destination is shown in Table 6. An average of the travel distance was multiplied by an average walking speed of 3.2 mph to determine the average time saved per pedestrian trip.

**Table 6 Pedestrian Trip Time Savings**

Origin	Destination	Via James Street (miles)	Via Ann Street (miles)
Mayfield Manor	Maker Space	0.43	0.29
12th Street New Homes	7th Street Development	0.33	0.27
5th Street New Homes	Maker Space	0.47	0.25

**Figure 2 Pedestrian Routes from Mayfield Manor to Commercial Areas**



In addition to pedestrian benefits, the construction of dedicated bike lanes provides a travel time reduction benefit to cyclists who would have previously walked to their destination, because there are currently no bicycle facilities along the corridor. To calculate this benefit, the travel time to key origin destinations was calculated using both an average walking speed of 3.2 mph and an average biking speed of 9.8 mph. A trip length of 0.58 miles was used based on the methodology explained in Section 2b. Cycling travel time was then compared to walking travel time to determine the average time saved per trip.

A value of \$35.80 per person-hour saved was used for pedestrian and cyclist value of time benefits based on the current USDOT guidance<sup>8</sup>. The Excel worksheet titled Travel Time Savings steps through the calculations and assumptions for the pedestrian and cyclist value of time benefits. Table 7 illustrates the travel time savings benefits with the 3.1 percent discount rate applied. In total, the **travel time savings benefits after discounting are approximately \$2.55 million.**

**Table 7 Total Travel Time Savings Benefits**

Year	Total Travel Time Benefits
2028	\$182,563
2029	\$183,135
2030	\$183,706
2031	\$185,873
2032	\$186,445
2033	\$187,016
2034	\$187,016
2035	\$187,588
2036	\$189,755
2037	\$190,327
2038	\$190,898
2039	\$191,470
2040	\$193,637
2041	\$194,208
2042	\$194,780
2043	\$195,352
2044	\$195,923
2045	\$198,090
2046	\$198,662
2047	\$199,233
20-Year Total BUILD Benefit (Undiscounted)	\$3,815,677
20-Year Total BUILD Benefit (Discounted)	\$2,554,154

**e. Roadway Maintenance**

There are anticipated substantial benefits in maintenance costs over the 20-year BCA analysis period (compared to a No-Build condition) if the Rebuild Downtown Mayfield project is constructed in 2026 and 2027. In the No-Build condition, it is anticipated that significant reconstruction would be necessary to repair damages caused by the 2021 tornado. In the Build condition, there would still be maintenance activities such as roadway resurfacing. However, these maintenance activities are not anticipated to be as costly as the No-Build maintenance activities. Maintenance activities required for the No-Build condition include the replacement of curb, gutter, and sidewalk that was damaged during the tornado, as well as

<sup>8</sup> Table A-2 Value of Travel Time Savings: *USDOT Benefit-Cost Analysis Guidance for Discretionary Grant Programs* (December 2023)



replacement of aging utility infrastructure that has exceeded its useful life. The aging infrastructure includes a large existing masonry culvert that is deteriorating, which is at higher risk of a collapse in an earthquake due to its proximity to the New Madrid fault line. Also included in the aging infrastructure rehabilitation needed are nearly 90-year-old vitrified clay pipe sanitary sewer lines in need of a lining to extend the service life of the system. The cast iron water main, constructed in 1900, also has routine breaks and is currently the source of significant water loss, which has worsened due to damage from the tornado. These items have been added to the project scope in the Build condition because project construction has the strong potential to damage this aged infrastructure, deeming it unusable if that were to happen. This infrastructure would still need to be replaced in the No Build condition, given the infrastructure age and risk of failing and posing a health threat to the residents of Mayfield.

The No-Build condition also includes adding a tunnel beneath the P&L railroad. P&L railroad bridge is in poor condition and the railroad contacted the City of Mayfield requesting to close Gardner Street to avoid replacing the bridge. The project considers Gardner Street as an important connection because the adjacent at-grade railroad crossings do not have sidewalk facilities. The City of Mayfield met with Paducah & Louisville Railroad to discuss options for bicycle and pedestrian accommodations to be maintained through constructing a three-sided culvert beneath the existing bridge. This would allow the new residential homes that have been reconstructed west of the railroad to access the downtown. The tunnel would also maintain the overland flood route that helps prevent structures from flooding west of the railroad. Given the importance of the connection, the improvements have been included in the No Build calculation as well.

The main maintenance activity required in the Build condition during the BCA analysis period would be resurfacing of the roadways, as the other infrastructure repairs would be addressed through the project. KYTC roads are generally resurfaced every 12 years, and roads owned by the City of Mayfield are usually resurfaced every 20 years. These maintenance activities would fall on years 2039 and 2047 during the BCA analysis period. The potential timeline and approximate costs for roadway maintenance activities is shown in Table 9 for the 20 years after construction.

**Table 9 Roadway Maintenance During BCA Analysis Period**

No-Build			Build		
Year	Maintenance	Cost	Year	Maintenance	Cost
2025	Tornado Damage Repair	\$2,883,013	2039	Resurfacing-KYTC Roads	\$486,019
2028	Three-Sided Structure Under P&L Railroad	\$520,000	2047	Resurfacing-City Streets	\$196,995
2036	Underground Infrastructure	\$2,894,437			
2037	Resurfacing - KYTC Roads	\$601,823			
2045	Resurfacing - City Streets	\$203,283			

The Excel worksheet entitled Operations and Maintenance steps through the calculations and assumptions for the benefits. Table 10 illustrates the road maintenance benefits with the 3.1 percent discount rate applied. In total, the **maintenance benefits after discounting are approximately \$5.37 million.**

**Table 10 Total Maintenance Benefits**

Year	No Build Maintenance Costs	Build Maintenance Costs	Net Change in Maintenance Costs
2028	\$3,679,531	\$0	(\$3,679,531)
2029	\$0	\$0	\$0
2030	\$0	\$0	\$0
2031	\$0	\$0	\$0
2032	\$0	\$0	\$0
2033	\$0	\$0	\$0
2034	\$0	\$0	\$0
2035	\$0	\$0	\$0
2036	\$2,894,437	\$0	(\$2,894,437)
2037	\$601,823	\$0	(\$601,823)
2038	\$0	\$0	\$0
2039	\$0	\$486,019	\$486,019
2040	\$0	\$0	\$0
2041	\$0	\$0	\$0
2042	\$0	\$0	\$0
2043	\$0	\$0	\$0
2044	\$0	\$0	\$0
2045	\$203,283	\$0	(\$203,283)
2046	\$0	\$0	\$0
2047	\$0	\$196,995	\$196,995
20-Year Total BUILD Benefit (Undiscounted)			\$6,696,059
20-Year Total BUILD Benefit (Discounted)			\$5,369,830

**f. Water Loss Reduction**

Replacement of the existing water main results in benefits in water loss reduction costs. The existing cast iron water main, constructed in 1900, has routine breaks that have worsened since the tornado of 2021. Before the tornado, Mayfield Electric and Water Systems (MEWS) reported that an average of 4 percent of the 2.88 million gallons per day (MGD) of water distributed through its systems is lost in the water lines. Since the tornado, that value has increased to 15 percent, as many of the aged service lines were disturbed during the storm and subsequent cleanup efforts.

Assuming that 15 percent of the damaged water lines are located within the project area, the project would result in a water loss reduction of approximately 17.4 million gallons per year. A value of \$3.21 per 1,000 gallons of water was used for the cost of water, as reported by MEWS. Because MEWS anticipates that the water main would be replaced in 2036 in the No Build Condition of the project, the water loss reduction savings were applied to years 2028 through 2035.

The Excel worksheet titled Other Benefit 1 steps through the calculations and assumptions for the water loss reduction benefits. Table 8 illustrates the water loss reduction benefits with the 3.1 percent discount rate applied. In total, the **water loss reduction benefits after discounting are approximately \$0.36 million.**

**Table 8 Total Water Loss Reduction Benefits**

Year	Water Loss Reduction Benefit
2028	\$55,677
2029	\$55,677
2030	\$55,677
2031	\$55,677
2032	\$55,677
2033	\$55,677
2034	\$55,677
2035	\$55,677
20-Year Total BUILD Benefit (Undiscounted)	\$445,414
20-Year Total BUILD Benefit (Discounted)	\$355,129

### 3. Calculation of Costs

An opinion of probable construction costs was prepared by considering design costs, right of way costs, utilities and construction costs, and contingencies. The total cost of the project is estimated to be **\$37.300 million**.

Table 13 summarizes the probable construction costs associated with the project in future year dollars. These costs were then converted to 2022 dollars using the appropriate inflation adjustments and discount rate(s) in the Excel worksheet titled Capital Costs.

**Table 11 Summary of Capital Costs by Project Phase**

<b>Project Phase</b>	<b>Total Project Cost (\$M)</b>
Design	\$3.000
Right of Way	\$2.800
Utilities	\$4.300
Construction	\$27.200
<b>Total Project Cost</b>	<b>\$37.300</b>



#### 4. Qualitative Benefits

There are several potential benefits of this project that were more fit for a qualitative analysis based on the targeted safety and mobility improvements being considered. These include the following:

- 1. Resilience**—Reconstruction of water, storm sewer, and sanitary sewer utilities that have outlived their useful service life is expected to improve resiliency of the utility services by reducing the number of water shutoffs and road closures because of repairs of faulty systems. The project will also allow for long-term reliability of the transportation system to adequately handle the movement of goods, workers, and shoppers throughout downtown Mayfield, particularly within the new commercial develop enclosed between 7th and 8th Streets.
- 2. Hope to the Community**—The City has been devastated by the tornado of December 2021, essentially losing their entire city. Three years later, the City is still essentially baren, as development plans are in the process of being developed. The Rebuild Downtown Mayfield project will provide hope to the residents of Mayfield that their city center will one day be fully restored, reminding them of the resiliency of their community.
- 3. Environmental**—The existing vitrified clay pipe sanitary sewer system is nearly 90 years old and have exceeded its useful life. This infrastructure is at risk of failure, posing the potential for exfiltration of sanitary sewer into the soil. This is especially a concern because downtown Mayfield serves as an aquifer recharge area to the Claiborn Aquifer, which provides drinking water to the City. The project aims to add a lining to the sanitary sewer lines within the project area, alleviating this risk of exfiltration and protecting the aquifer. The project is also scoped to replace the 120-year-old water service lines within the project area. These water service lines are currently connected with lead fittings, posing a contamination risk to the residents of Mayfield. Replacement of these water mains aligns with the Environmental Protection Agency's Proposed Lead and Copper Rule Improvements proposed to take effect in October of 2024, which seeks to replace 100 percent of lead pipes within 10 years.
- 4. Emergency Response**—The existing masonry culvert located along 8th Street is deteriorating and at higher risk of collapse in an earthquake due to the project's proximity to the New Madrid fault line. If this culvert were to collapse, it would shut down southbound US 45 traffic. This would increase emergency response time to Downtown Mayfield, as the Mayfield Fire Station is not located within the downtown area.

**Emergency Fire Flow**—The City is currently served by a 4-inch water main that was constructed in 1900 and has exceeded its useful life. In addition to its age, this water main is significantly undersized and does not provide adequate fire flow to serve the new commercial development that is anticipated in the DROP zone in downtown Mayfield. Kentucky Building Code requires most commercial buildings to have a sprinkler system in place as fire protection, but the capacity of the water main is insufficient to meet this requirement. While there are other means to provide adequate fire protection for commercial businesses, those means would be expensive. Because of this, the lack of fire flow could be cost-prohibitive to future economic development. The project will replace this undersized water main with an 8-inch line, providing the City with the fire flow it needs, both protecting the residents of Mayfield and encouraging economic growth. An additional benefit is that this fire flow enhancement does not only apply to downtown Mayfield but would also provide additional fire flow to the community that resides east of the P&L Railroad.

- 5. Quality of Life**—The improved pedestrian and bicyclist connectivity that this project will provide is anticipated to improve the quality of life of area residents and visitors. Residents of newly built homes will be able to access commercial areas and job services without a vehicle. Some of the businesses in the DROP zone will also likely provide free Wi-Fi availability, which will increase internet access to the 40.3 percent of people within 0.3 miles of the project area who do not have a broadband subscription.
- 6. Property Value Increases**—After the tornado struck, the City established the Disaster Recovery Overlay Precinct (DROP) B-3 Mixed Use Zone to encourage public and private investments to support greater commercial and mixed income residential development along the downtown streets. The construction of the project will increase the property value for this re-zoned land by ensuring the adjacent right of way is compatible with the new construction. The project provides walkability enhancements and bicycle facility connections to commercial, workforce, and well-being opportunity points, as well as aesthetic features that give users an additional sense of place. This makes the property in the DROP zone more appealing, thus increasing its value.

# **Rebuild Downtown Mayfield Letters of Support**

(includes letters received in support of this project in September 2023)





February 26, 2024


The Honorable Pete Buttigieg  
Secretary of Transportation  
United States Department of Transportation  
1200 New Jersey Avenue, SE  
Washington, DC 20590

Dear Secretary Buttigieg :

This letter of support for the 2024 Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Discretionary Grant Program application submitted by the City of Mayfield, Kentucky, for the REBUILD DOWNTOWN MAYFIELD – RECOVERING FROM 2021 TORNADO DEVASTATION project will be a bit different than the others you will read. As the mayor of Mayfield, I want to tell you about the people here – about their resilience and their determination to build back better than we ever were before the tornado of December 10, 2021, destroyed so much of our beloved community. I taught at Mayfield High School for twenty-five years prior to becoming mayor; here, most likely, students' parents, grandparents, and probably great- grandparents are graduates of MHS. We not only know our community – we are family. The youth of our community could not have been taught in a classroom what they have learned from their experiences throughout these past months. They have witnessed and participated in how we all should strive to live – neighbor helping neighbor no matter the circumstances. The tornado struck around 9:25 p.m. that night, and before I could get to the MFD Station #1, farmers had already arrived with much needed equipment to clear paths for emergency vehicles. The Kentucky Transportation Department under the leadership of Region 1 Chief Engineer Kyle Poat quickly added their strength, and by the time MFD Chief Jeremy Creason had attached tow straps to the bay doors to rip them open so those vehicles could get moving, the streets were cleared for their passage. Until then our first responders had run through the streets, calling out and listening for those who needed assistance. Throughout that night the people of Mayfield dug each other out of rubble, gave each other comfort and shelter, and cried together, but even then, the determination to survive was the driving force. At morning's light on December 11, we all stood, stunned, speechless, heartsick, at what we saw. It looked as if our beloved hometown had been the victim of World War II type bombings. Our landmarks were gone. We had lost every City and County municipal government building, seven churches, a nursing home, the entirety of the historic downtown court square district, every industry located within the city's industrial area, two large residential areas (where the tornado took, as so many seem to do, the homes of our most vulnerable citizens), a facility that housed many of the elderly, the city school bus garage and entire fleet, the art guild museum, most of the city's water and electrical services, many locally-owned retail businesses, and, the greatest loss of all, twenty-four precious lives. I hope to never see a sight such as that again.

But what I have seen since that night is not a surprise to me. I have long known that Mayfield, Kentucky, is an exceptional place for families to live and raise children, and I am proud that the world has now seen that as well. I have spoken with many, many of the thousands of volunteers who have come our way, and the underlying comment from them is, "This is a special place. Your people did not wait until someone came to help; so much was





City of  
**MAYFIELD**  
EST. 1823  
**KENTUCKY**

done when we got here.” We embraced those who came to us, and they will forever be in our hearts and will be a part of our history. We sometimes struggle now, in that the recovery and rebuilding is not easily attainable. But the prevailing sentiment is this – We are determined to create on this new, not sought but presented to us, clean slate, a community with the heart of the old one, but with the vision of rebirth to keep our children here to raise their families as they were raised. We are a proud, small western-Kentucky town – we are the heartbeat of America. We have been blessed by every organization who is submitting other letters of support, and from them it is evident that we are determined in our quest to not only rebuild, but to thrive.

As you have read in this application, in true Mayfield fashion, we have taken many steps in the rebuilding process, but our needs are great. Even though we are proud and determined, we do require the help that this grant opportunity would afford us to move forward. I hope the mayor of every small town in American feels exactly as I do about the people they serve, and I also hope that they are never in a position to need as much assistance as is needed by this community that we all love. The opportunity of receiving this grant would change lives here by providing more safe infrastructure, accessible sidewalks, economic opportunities, and would serve as a reminder that our community did, in fact, rise above a devastating blow, to recreate Mayfield – a hometown for generations to come.

I thank you for your time, Mr. Secretary, and I invite you to visit us yourself to get to know some of the bravest people you will ever meet. I promise, if you would honor us in that way, you will leave here an honorary Mayfieldian, and full of what I am sure, would be the best bar-b-que you ever tasted!

Sincerely,



Kathy S. O'Nan, Mayor

City of Mayfield, Kentucky



Andy Beshear  
GOVERNOR

## TRANSPORTATION CABINET

200 Mero Street  
Frankfort, Kentucky 40601

Jim Gray  
SECRETARY

February 28, 2024

The Honorable Pete Buttigieg  
Secretary of Transportation  
United States Department of Transportation  
1200 New Jersey Avenue, SE  
Washington, D.C. 20590

Dear Secretary Buttigieg,

Please accept this letter of support for the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant application submitted by the City of Mayfield for the *Rebuild Downtown Mayfield-Recovering from 2021 Tornado Devastation* project in Mayfield, Kentucky.

On December 10, 2021, a violent EF-4 tornado tore through Mayfield, Kentucky causing unimaginable devastation. Since then, many agencies, organizations, and individuals have stepped forward to help with the recovery efforts. In August of last year, while visiting the city Governor Beshear made the statement, *"I'm so excited to be back in Mayfield today dedicating the 100th home partially funded by the Team Western Kentucky Tornado Relief Fund. Thank you to each of the 150,000 donors who helped make this milestone possible. Your generosity has helped another family become homeowners for the very first time and get a fresh start after losing so much during the devastating tornadoes."* However, the needs are still great. An award of RAISE grant funding will build upon the generous contributions that have been made to this relief fund to help revitalize this rural community.

Once complete, this project will provide the downtown area of Mayfield with an equitable transportation system, rebuilding and enhancing the main streets of this rural town in Western Kentucky. These improvements will provide a much-needed network to assist in the recovery of businesses and homes that were lost amidst the devastation of the tornado event that ripped through this community.

The design of the street system will be consistent with the Kentucky Transportation Cabinet's *Complete Streets, Roads and Highways Manual* and will feature traffic calming infrastructure to encourage safer speeds and allow safer travel for all users. The proposed infrastructure improvements will incorporate Universal Design and provide walkways and shared use paths that will connect residents and visitors to a mix of land uses, create walkable development patterns, allow easy access green space, and promote the creation of a downtown neighborhood center that will bring people back to downtown Mayfield.

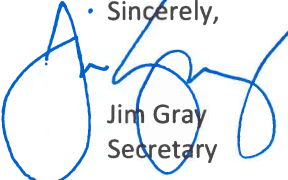
New street trees will be planted to replace the tree canopy lost during the tornadic event that will filter the air and absorb carbon dioxide and other harmful greenhouse gases. These trees combined with accessible sidewalks and separated bike facilities will provide an aesthetically pleasing experience for all users when accessing businesses and homes that have either been rebuilt or are planned to be rebuilt.

All three Census Tracts directly impacted by the project are identified as Areas of Persistent Poverty and Historically Disadvantaged Communities. The proposed improvements offer affordable and safe transportation options and allow residents to reach jobs, healthcare, retail, and workforce development programs.

The City of Mayfield, Graves County Fiscal Court, Kentucky state government, non-profit entities, and citizens of the Commonwealth have partnered together and made significant investments to aid and restore Mayfield after the storm through the *Team Western Kentucky Tornado Relief Fund*. The relief fund has raised \$52.3 million dollars and has pledged over \$21.6 million dollars to build and repair 300 homes that were affected, and an additional \$9.6 million dollars has been provided to meet homeowners and renters needs. The relief funds are not designated for transportation improvements. The completion of the *Rebuild Downtown Mayfield* project will complement these investments by not only rebuilding the downtown transportation infrastructure, but also adding enhancements to revive downtown Mayfield and bring people back to the community's center. This project will serve as a catalyst to economic redevelopment while providing equitable access and mobility to this disadvantaged community. It will offer improved pathways to a variety of destinations, services, and potential employers as the city rebuilds.

The Kentucky Transportation Cabinet (KYTC) has worked closely with the City of Mayfield, local stakeholders, and the public to begin restoring this community by advancing the preliminary design and environmental documentation for the *Rebuild Downtown Mayfield* project with authorization of \$3,000,000 of state funding. The future final design and right of way phases will also be funded by KYTC. If the project is awarded RAISE grant funding, KYTC commits to providing \$6,300,000 of state funding to be used for the utility and construction phases. In addition to the state funding that will be provided to the project, KYTC is willing to dedicate experienced project management, engineering, and support staff to directly administer the project through its completion.

I am pleased to offer my support for this important project and would strongly recommend USDOT consider awarding the *Rebuild Downtown Mayfield Project* FY24 RAISE grant funding. Your consideration is greatly appreciated.

• Sincerely,  
  
Jim Gray  
Secretary





COMMONWEALTH OF KENTUCKY  
OFFICE OF THE GOVERNOR

Andy Beshear  
GOVERNOR

Capitol Building, Suite 100  
700 Capitol Avenue  
Frankfort, Kentucky 40601  
(502) 564-2611  
Fax: (502) 564-2517

September 26, 2023

The Honorable Pete Buttigieg  
Secretary of Transportation  
United States Department of Transportation  
1200 New Jersey Avenue, S.E.  
Washington, D.C. 20590

Dear Secretary Buttigieg,


I write in support of the City of Mayfield, Kentucky's Neighborhood Access and Equity (NAE) Program application to "Rebuild Downtown Mayfield," a community devastated by a deadly tornado in 2021.

On December 10, 2021, a violent EF4 tornado ripped through Mayfield, causing unimaginable loss, grief, trauma, and damage. In the aftermath, the community is working together to rebuild. One example: the Team Western Kentucky Relief Fund has raised over \$52.3 million in donations and pledged \$18.6 million to rebuild and repair 300 homes, plus \$9.6 million to support homeowners and renters. Last month, I was proud to be in Mayfield to dedicate the 100th new home funded in-part by the relief fund.

Completion of the "Rebuild Downtown Mayfield" project will complement ongoing significant investment in the community and help revitalize and enhance an historic downtown that forms the lifeblood of Mayfield. The project is designed to welcome people back to the city's center and help catalyze future economic development, while providing equitable access and mobility to disadvantaged populations. The project offers improved pathways to many destinations, services, and potential employers. It will provide a much-needed transportation network to aid families, homes, and businesses rebuild and recover in the aftermath of the devastating tornado that struck in December 2021.

We appreciate your time and careful consideration of Mayfield's NEA Program application. If funded, the project will help rebuild and revitalize a precious rural community in the heart of west Kentucky.

Sincerely,

  
Andy Beshear  
Governor



JAMES COMER  
1ST DISTRICT, KENTUCKY

CHAIRMAN  
COMMITTEE ON OVERSIGHT &  
ACCOUNTABILITY  
COMMITTEE ON EDUCATION &  
THE WORKFORCE

COMER.HOUSE.GOV

2410 RAYBURN HOUSE OFFICE BUILDING  
WASHINGTON, DC 20515  
(202) 225-3115

DISTRICT OFFICES:  
200 NORTH MAIN STREET  
SUITE F  
TOMPKINSVILLE, KY 42167  
300 SOUTH 3RD STREET  
PADUCAH, KY 42003

**Congress of the United States**  
**House of Representatives**  
**Washington, DC 20515-1701**

September 21, 2023

The Honorable Peter Buttigieg  
Secretary  
United States Department of Transportation  
1200 New Jersey Avenue Southeast  
Washington, D.C. 20590

Dear Honorable Buttigieg:

I am writing regarding the proposal submitted by the City of Mayfield for the 2023 Neighborhood Access and Equity (NAE) program administered by the United States Department of Transportation.

Following the devastating tornadoes which leveled multiple towns in my congressional district, the extremely hard-hit community of Mayfield, Kentucky, is requesting funding assistance to rebuild downtown main street infrastructure, sidewalks, and bike pathways that were decimated during the disaster. The City of Mayfield is designated as an Area of Persistent Poverty and a historically disadvantaged community; therefore, this project would tremendously aid their economic development and rebuilding efforts by increasing access and mobility to a variety of local businesses and potential employers.

Elected officials for the City of Mayfield have informed me they have worked with state, local, and non-profit stakeholders to advance community support and funding to aid and restore Mayfield. As Congressman for the 1st District of Kentucky, I have made numerous visits to the affected areas and am supportive of my constituent's rebuilding efforts to upgrade infrastructure and enhance overall community development.

Thank you for your full and fair consideration of this proposal consistent with all applicable laws, rules and regulations. Please contact my Grants Coordinator, Mary-Carter Barton ([mary-carter.barton@mail.house.gov](mailto:mary-carter.barton@mail.house.gov)), if I may be of additional assistance throughout this process.

Sincerely,



James Comer  
Member of Congress

# United States Senate

WASHINGTON, DC 20510

September 21, 2023

The Honorable Pete Buttigieg  
Secretary of Transportation  
United States Department of Transportation  
1200 New Jersey Avenue, SE  
Washington, D.C. 20590

**RE: Application of the City of Mayfield for the 2023 NAE #20.205 Grant**

Dear Secretary Buttigieg,

I am writing regarding the application of the City of Mayfield for a 2023 Neighborhood Access and Equity (NAE) Program grant. If awarded, I am informed that they will use these funds for the *Rebuilding and Reviving Downtown Mayfield – Recovering from 2021 Tornado Devastation* project in Mayfield, Kentucky. Completing this project will assist Mayfield to rebuild and enhance the rural main streets and surrounding businesses and homes which were lost due to the devastation of multiple natural disasters.

I am told that the work will include reconstructed streets to encourage safer speeds, new street trees to replace the tree canopy lost in the storm of December 2021, and greater accessibility to businesses and homes that have either been rebuilt or are planned to be rebuilt. The project is also intended to provide access to workforce development programs for their formerly displaced residents, who statistically have a lower median household income and higher percentage of people without a high school education than those in surrounding communities. The completion of this project will build upon the already significant investments by city, state and local partners.

We know that our nation is faced with many financial challenges as our debt continues to escalate, and it is essential that we in Congress, along with the Federal Agencies, work closely to ensure that every tax dollar is spent effectively. With that in mind, rebuilding and enhancing the transportation infrastructure in downtown Mayfield will serve as a catalyst to economic redevelopment and access to a variety of destinations, services, and potential employers as the city rebuilds from the devastation.

Thank you for your attention to the application of the city of Mayfield, which I believe merits your full and fair consideration. Upon the completion of this process, or if you have any questions, please contact Rebecca Seidel on my staff at [Rebecca\\_Seidel@paul.senate.gov](mailto:Rebecca_Seidel@paul.senate.gov)

Sincerely,



Dr. Rand Paul  
United States Senator for Kentucky

# Commonwealth of Kentucky

## HOUSE OF REPRESENTATIVES

**RICHARD HEATH**  
STATE REPRESENTATIVE  
HOUSE DISTRICT 2  
OFFICE (502) 564-8100 EXT. 59061



**CAPITOL ANNEX**  
702 CAPITOL AVENUE, ROOM 383  
FRANKFORT, KENTUCKY 40601

Richard.Heath@LRC.KY.GOV  
TOLL-FREE MESSAGE LINE  
1-800-372-7181

February 23, 2024

The Honorable Pete Buttigieg  
Secretary of Transportation  
United States Department of Transportation  
1200 New Jersey Avenue, S.E.  
Washington, D.C. 20590

Dear Mr. Secretary:

Please accept this letter of support for the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant application submitted by the City of Mayfield for the Rebuild Downtown Mayfield-Recovering from 2021 Tornado Devastation project in Mayfield, Kentucky. Once complete, this project will provide the downtown area of Mayfield with an equitable transportation system, rebuilding and enhancing the street system of this rural town in western Kentucky that was lost amidst the devastation of the 2021 tornado event.

The proposed infrastructure improvements will incorporate Universal Design and provide walkways and shared use paths that will connect residents and visitors to a mix of land uses, create walkable development patterns, allow easy access green space, and promote the creation of a downtown neighborhood center that will bring people back to downtown Mayfield.

The reconstructed streets and sidewalks will feature enhanced safety measures, include new street trees, and provide a safe path for all users when accessing businesses and homes that have either been rebuilt or are planned to be rebuilt. These improvements offer affordable and safe transportation options for this Historically Disadvantaged Community (HDC) and Area of Persistent Poverty (APP).

The City of Mayfield, Graves County Fiscal Court, Kentucky state government, non-profit entities, and citizens of the commonwealth have partnered and made significant investments to aid and restore Mayfield after the December 2021 storm through the Team Western Kentucky Tornado Relief Fund. The completion of the Rebuild Downtown Mayfield project will compliment these investments by not only rebuilding the downtown transportation infrastructure, but also adding enhancements to revive downtown Mayfield. This project will serve as a catalyst to economic redevelopment while providing equitable access and mobility to this disadvantaged community.

I am pleased to offer my support for the Rebuild Downtown Mayfield-Recovering from 2021 Tornado Devastation project and recommend that USDOT select this vital project for RAISE funding. Thank you for your consideration.

Sincerely,

A handwritten signature in blue ink that reads "Richard Heath".

Richard Heath  
State Representative  
District 2



September 19, 2023

Secretary of Transportation  
United States Department of Transportation  
1200 New Jersey Avenue, SE  
Washington, D.C. 20590

Dear Secretary Buttigieg,

Please accept this letter of support for the 2023 Neighborhood Access and Equity (NAE) Program grant application submitted by the City of Mayfield for the *Rebuilding and Reviving Downtown Mayfield* project in Mayfield, Kentucky. Once complete, this project will provide the downtown area of Mayfield with an equitable transportation system, rebuilding and enhancing that which the city previously lost amidst the devastation of multiple natural disasters. The reconstructed streets will feature traffic calming infrastructure to encourage safer speeds, new street trees to replace the tree canopy lost in the storm of December 2021, and accessible sidewalks and separated bike facilities that will provide multimodal access to businesses and homes that have either been rebuilt or are planned to be rebuilt.

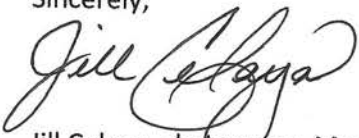
Mayfield Rebuilds is a citizen-based group tasked with developing a long-term recovery strategy based on a public involvement process. The group met for months following the tornado and included over one hundred members creating a prosperous vision for our city's future.

Recognizing the need to expand our downtown area to offer more opportunities for commercial and residential growth, we quickly realized that the traffic on 7<sup>th</sup> and 8<sup>th</sup> Streets would need to be calmed to encourage a more pedestrian friendly district.

As Mayfield Rebuilds surveyed the citizens about how they would like their hometown to rebuild after the devastating tornado of December 2021, an overwhelming majority asked for more gathering spaces to come together as a community. The completion of the Rebuilding and Reviving Mayfield project will provide the residents with a safe area to shop and live in by increasing access to destinations via multimodal transportation such as dedicated bike lanes. By increasing connectivity, there will be many new economic opportunities in the commerce district of downtown Mayfield. After losing up to 75% of our urban canopy, a major need is to replace as many trees as possible. A thoughtfully designed streetscape including landscaping will help to prevent the formation of heat islands.

I write to you with my most sincere support of the City of Mayfield's application to the Department of Transportation's NAE grant program for a much-needed improvement project that will strongly benefit the devastated but rebuilding city of Mayfield. With funding from the Department of Transportation, the City of Mayfield will complete the *Rebuilding and Reviving Downtown Mayfield* Project, a critical infrastructure project that will enhance safety, remove barriers, increase mobility and affordable transportation choices, and improve the quality of lives in our community. I ask that you give this City of Mayfield application full and fair consideration.

Sincerely,



Jill Celaya, chairperson Mayfield Rebuilds  
jtcelaya4483@gmail.com





September 21, 2023

The Honorable Pete Buttigieg  
Secretary of Transportation  
United States Department of Transportation  
1200 New Jersey Avenue, SE  
Washington, D.C. 20590

Dear Secretary Buttigieg,

Please accept this letter of support for the 2023 Neighborhood Access and Equity (NAE) Program grant application submitted by the City of Mayfield for the *Rebuild Downtown Mayfield-Recovering from 2021 Tornado Devastation* project in Mayfield, Kentucky. Once complete, this project will provide the downtown area of Mayfield with an equitable transportation system, rebuilding and enhancing the rural main streets and surrounding businesses and homes that which the city previously lost amidst the devastation of multiple natural disasters.

The reconstructed streets will feature traffic calming infrastructure to encourage safer speeds, new street trees to replace the tree canopy lost in the storm of December 2021, and accessible sidewalks and separated bike facilities that will provide multimodal access to businesses and homes that have either been rebuilt or are planned to be rebuilt. The residents displaced by the catastrophic event statistically have a lower median household income and a higher percentage of people without a high school education than those in surrounding communities. This project will provide affordable and safe transportation options to this historically disadvantaged community (HDC) and area of persistent poverty (APP) to reach jobs, retail, and workforce development programs.

The City of Mayfield, Graves County Fiscal Court, Kentucky state government, non-profit entities, and citizens of the Commonwealth have partnered together and made significant investments to aid and restore Mayfield after the December 2021 storm through the Team Western Kentucky Tornado Relief Fund. Of this \$52.3 million dollar relief fund, over \$18.6 million dollars have been pledged to build and repair 300 homes that were affected, and an



additional \$9.6 million dollars were provided to homeowners and renters. The completion of the *Rebuild Downtown Mayfield* project will build upon these investments by rebuilding and enhancing the transportation infrastructure in downtown Mayfield, serving as a catalyst to economic redevelopment and a gateway to access and mobility to a variety of destinations, services, and potential employers as the city rebuilds.

I am pleased to offer my support for the *Rebuild Downtown Mayfield* project to increase affordable, accessible, and multimodal access to daily destinations for all users.

Sincerely,

Marty T Ivy,  
General Superintendent



**GRAVES COUNTY FISCAL COURT  
1102 PARIS ROAD, SUITE 2  
MAYFIELD, KY 42066  
270-247-3626**

September 18, 2023

The Honorable Pete Buttigieg  
Secretary of Transportation  
United States Department of Transportation  
1200 New Jersey Avenue, SE  
Washington, D.C. 20590

Dear Secretary Buttigieg,

Please accept this letter of support for the 2023 Neighborhood Access and Equity (NAE) Program grant application submitted by the City of Mayfield for the *Rebuild Downtown Mayfield-Recovery from 2021 Tornado Devastation* project in Mayfield, Kentucky. Once complete, this project will provide the downtown area of Mayfield with a memorial for the victims, equitable transportation system, rebuilding and enhancing the rural main streets and surrounding businesses and homes that which the city previously lost amidst the devastation of multiple natural disasters.

The reconstructed streets will feature traffic calming infrastructure to encourage safer speeds, new street trees to replace the tree canopy lost in the storm of December 2021, and providing pedestrian and bicycle facilities along South Street to connecting 7th and 6th Street that will provide multimodal access to businesses and homes that have either been rebuilt or are planned to be rebuilt. This will provide affordable and safe options for formerly displaced residents, who statistically have a lower median household income and higher percentage of people without a high school education than those in surrounding communities, to workforce development programs.

The City of Mayfield, Graves County Fiscal Court, Kentucky state government, and non-profit partners have made significant investments to aid and restore Mayfield after the December 2021 storm through the Team Western Kentucky Tornado Relief Fund. Of this \$52.3 million dollar relief fund, over \$18.6 million dollars have been pledged to build and repair 300 homes that were affected, and an additional \$9.6 million dollars were provided to homeowners and renters. The completion of *Rebuild Downtown Mayfield-Recovery from 2021 Tornado Devastation* project will build upon these investments by rebuilding and enhancing the transportation infrastructure in downtown Mayfield, serving as a catalyst to economic redevelopment

and a gateway to access and mobility to a variety of destinations, services, and potential employers as the city rebuilds.

I am pleased to offer my support for the *Rebuild Downtown-Recovery from 2021 Tornado Devastation* project to increase affordable, accessible, and multimodal access to daily destinations for all users.

Sincerely,

A handwritten signature in black ink, consisting of a large, stylized loop followed by a long, horizontal tail stroke.

Jesse Perry  
Graves County Judge/Executive



*September 19, 2023*

The Honorable Pete Buttigieg  
Secretary of Transportation  
United States Department of Transportation  
1200 New Jersey Avenue, SE  
Washington, D.C. 20590

Dear Secretary Buttigieg,

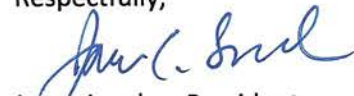
Please accept this letter of support for the 2023 Neighborhood Access and Equity (NAE) Program grant application submitted by the City of Mayfield for the *Rebuilding and Reviving Downtown Mayfield* project in Mayfield, Kentucky. Once complete, this project will provide the downtown area of Mayfield with an equitable transportation system, rebuilding and enhancing the rural main streets and surrounding businesses and homes that which the city previously lost amidst the devastation of multiple natural disasters.

The reconstructed streets will feature traffic calming infrastructure to encourage safer speeds, new street trees to replace the tree canopy lost in the storm of December 2021, and accessible sidewalks and separated bike facilities that will provide multimodal access to businesses and homes that have either been rebuilt or are planned to be rebuilt. This will provide affordable and safe options for formerly displaced residents, who statistically have a lower median household income and higher percentage of people without a high school education than those in surrounding communities, to workforce development programs.

The City of Mayfield, Graves County Fiscal Court, Kentucky state government, private businesses and non-profit partners have made significant investments to help in the rebuilding. Partnerships have been formed on workforce development efforts with the local vocational school to enhance career pathways, purchase new equipment, and create new certifications for high school graduates. The Workforce Development Board of Western Kentucky has been hosting job fairs and creating new programs to assist in the aftermath of the storm which left hundreds without jobs. Access to the State of Kentucky's incentive tools have attracted new and existing investment into the community exceeding \$110 million and created more than 700 job opportunities. With the opportunity to create the envisioned Mayfield through this opportunity, the commitments of these companies and investments would further be solidified as we provide their team members, employees, and families with a connected, walkable and vibrant area for them to create memories and build their future.

I am pleased to offer my support for the *Rebuilding and Reviving Downtown Mayfield* project to increase affordable, accessible, and multimodal access to daily destinations for all users.

Respectfully,



Jason Lemle – President  
Graves County Economic Development, Inc.

---

*September 19, 2023*

The Honorable Pete Buttigieg  
Secretary of Transportation  
United States Department of Transportation  
1200 New Jersey Avenue, SE  
Washington, D.C. 20590

Dear Secretary Buttigieg,

Please accept this letter of support for the 2023 Neighborhood Access and Equity (NAE) Program grant application submitted by the City of Mayfield for the *Rebuilding and Reviving Downtown Mayfield* project in Mayfield, Kentucky. Once complete, this project will provide the downtown area of Mayfield with an equitable transportation system, rebuilding and enhancing the rural main streets and surrounding businesses and homes that which the city previously lost amidst the devastation of multiple natural disasters.

The reconstructed streets will feature traffic calming infrastructure to encourage safer speeds, new street trees to replace the tree canopy lost in the storm of December 2021, and accessible sidewalks and separated bike facilities that will provide multimodal access to businesses and homes that have either been rebuilt or are planned to be rebuilt. This will provide affordable and safe options for formerly displaced residents, who statistically have a lower median household income and higher percentage of people without a high school education than those in surrounding communities, to workforce development programs.

The City of Mayfield, Graves County Fiscal Court, Kentucky state government, private businesses and non-profit partners have made significant investments to help in the rebuilding of our community. Existing commercial businesses have already begun to pave the way for the future by reconstructing their facilities and providing more jobs to the residents of Mayfield and Graves County. Outside investment from commercial developers has sparked the opportunity to be a part of the revival of this community and share the story of how Mayfield and Graves Rebuilt and recovered from such an event. The trajectory that would be set in motion from this opportunity coming to fruition would synergize with the existing efforts and be a catalyst for the future Mayfield and Graves has envisioned for themselves.

I am pleased to offer my support for the *Rebuilding and Reviving Downtown Mayfield* project to increase affordable, accessible, and multimodal access to daily destinations for all users.

Respectfully,



Jason Lemle  
Executive Director  
Mayfield Kentucky Industrial Development Authority





The Hope Initiative  
PO Box 977  
Mayfield, Kentucky 42066

September 25, 2023

The Honorable Pete Buttigieg  
Secretary of Transportation  
United States Department of Transportation  
1200 New Jersey Avenue, SE  
Washington, D.C. 20590

Dear Secretary Buttigieg,

Please accept this letter of support for the 2023 Neighborhood Access and Equity (NAE) Program grant application submitted by the City of Mayfield for the *Rebuilding and Reviving Downtown Mayfield* project in Mayfield, Kentucky. Once complete, this project will provide the downtown area of Mayfield with an equitable transportation system, rebuilding and enhancing that which the city previously lost amidst the devastation of multiple natural disasters. The reconstructed streets will feature traffic calming infrastructure to encourage safer speeds, new street trees to replace the tree canopy lost in the storm of December 2021, and accessible sidewalks and separated bike facilities that will provide multimodal access to businesses and homes that have either been rebuilt or are planned to be rebuilt.

The Hope Initiative is a Non-Profit Organization founded as a pathway to home ownership for former renters, who were displaced by the December 2021 Tornado. Much of the rental properties in the City of Mayfield were destroyed, because of the tornado, leaving families homeless unable to find another place to live.

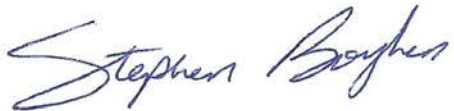
The Hope Initiative warehouse/office is within the City of Mayfield and we are building homes and neighborhoods within the City of Mayfield. Currently we have 15 homes completed, 18 under construction and 21 committed. These homes are being awarded to qualified displaced persons who will be able to purchase them over time with a no interest loan. Those loan payments will then be used to build additional homes and provide additional disaster relief aid in the future.

The building of these homes will provide a better future for the home owners and the City of Mayfield.

These residents will be benefited by the Rebuilding and Reviving Downtown Mayfield Project. The completion of this project will provide safe travel options for the residents, improve quality of life and benefit economic opportunities for the new homeowners.

I write to you with my most sincere support of the City of Mayfield's application to the Department of Transportation's NAE grant program for a much-needed improvement project that will strongly benefit the devastated but rebuilding city of Mayfield. With funding from the Department of Transportation, the City of Mayfield will complete the *Rebuilding and Reviving Downtown Mayfield* Project, a critical infrastructure project that will enhance safety, remove barriers, increase mobility and affordable transportation choices, and improve the quality of lives in our community. I ask that you give this City of Mayfield application full and fair consideration.

Sincerely,

A handwritten signature in blue ink that reads "Stephen Boyken". The signature is written in a cursive, flowing style.

Pastor Stephen Boyken, His House Ministries  
President of The Hope Initiative



September 20, 2023

The Honorable Pete Buttigieg  
Secretary of Transportation  
United States Department of Transportation  
1200 New Jersey Avenue, SE  
Washington, DC 20590

Dear Secretary Buttigieg:

Please accept this letter of support for the 2023 Neighborhood Access and Equity (NAE) Program grant application submitted by the City of Mayfield for the *Rebuilding Downtown Mayfield* project in Mayfield, Kentucky. Once complete, this project will provide the downtown area of Mayfield with an equitable transportation system, rebuilding and enhancing that which the city previously lost amidst the devastation of multiple natural disasters. The reconstructed streets will feature traffic calming infrastructure to encourage safer speeds, new street trees to replace the tree canopy lost in the tornado of December 2021, and accessible sidewalks and separated bike facilities that will provide multimodal access to businesses and home that have either been rebuilt or are planned to be rebuilt.

The Mayfield/Graves County Art Guild is a long-standing organization in Mayfield that works with schools, groups, and individuals in providing opportunities for developing new art skills and finding strength in current abilities. The home base of this organization, The Icehouse Gallery, was destroyed in the tornado in December of 2021 that destroyed most of the historic buildings in downtown Mayfield. At this time, the Guild is diligently looking for a suitable facility that will allow the provision of accessible programming in the arts for all persons in Mayfield and Graves County. We look forward to working alongside the city in being able to utilize structures and methods of transportation that will make it possible for all citizens to access needed services and programs that will enhance life.


The Mayfield/Graves County Art Guild is hoping to acquire a facility that will be in the midst of the City, so that all persons would be able to make use of City services as well as enjoying the class offerings, art shows in a new gallery, and attending special programs and celebrations throughout the year. It is vital to make such services available through accessible infrastructure and transportation. Participants and members of the Art Guild live throughout the city and the County; in scheduling shows and classes, we feel it is vital to design and provide a renewed City that enables its citizens and visitors to travel throughout the city. Mayfield is at the point of great reformation and renewal. We will find it energizing to think that we might be helpful in the design and realization of our city as it is rebuilt for an exciting, effective future.

As a nonprofit organization working within the city and the county, we understand that it is crucial to find ways to help citizens get to destinations that allow them to enjoy the arts and culture of our city. Today there are limited spaces to provide room for art shows and classes. In using facilities in the County, we are always faced with the challenge of helping members and students travel to the facility. Currently, there are no bus systems nor other types of transportation other than those serving older adults in the city and the county. The Art Guild has had to resort to sharing facilities in Paducah and other towns close by. While this has brought about strong partnerships among arts organizations and cities, it is a continuing problem in terms of access for many. The Art Guild is determined to find its way back to another location that will help us partner with the City of Mayfield. As such, making use of the new designs for safe roadways, crosswalks and access points will be an important part of any future programming and design for this organization. At this point of creativity and renewal, it is our hope that Mayfield can go as far as possible toward a downtown that invites its citizens and visitors into the heart of this community.

The Mayfield/Graves County Art Guild will look forward to finding a new home base, but more importantly, we understand that we are part of a city that has been wounded and is finding new possibilities every week that will lead to its healing and return to a vital, lively downtown. Transportation that is safe and reliable is one of the most effective connections any City has. Being able to realize transportation services is a way to help citizens understand and practice their lives and activities through the use of safe roadways, clear and effective signage, and all kinds of accessibility efforts. Safe crossings, visual and verbal cues at crossroads could help bring everyone together for services, shopping, art shows and classes, as well as all services through the city. The Art Guild would be able to offer a wider, more diverse selection of classes and gallery shows if we knew that the barrier of access has been removed.

I write to you with the most sincere support for the City of Mayfield's application to the Department of Transportation's NAE grant program for a much-needed improvement project that will strongly benefit the devastated-but-rebuilding city of Mayfield. With funding from the Department of Transportation, the City of Mayfield will complete the *Rebuilding and Reviving Downtown Mayfield Project*, a critical infrastructure project that will enhance safety, remove barriers, increase mobility and affordable transportation choices, and improve the quality of lives in our community. I ask that you give this City of Mayfield application full and fair consideration.

Sincerely,



Beth Dobyns, Board Chair  
Mayfield/Graves County Art Guild





September 22, 2023

The Honorable Pete Buttigieg  
Secretary of Transportation  
United States Department of Transportation  
1200 New Jersey Avenue, SE  
Washington, D.C. 20590

Dear Secretary Buttigieg,

Please accept this letter of support for the 2023 Neighborhood Access and Equity (NAE) Program grant application submitted by the City of Mayfield for the *Rebuild Downtown Mayfield-Recovering from 2021 Tornado Devastation* project in Mayfield, Kentucky. Once complete, this project will provide the downtown area of Mayfield with an equitable transportation system, rebuilding and enhancing the rural main streets and surrounding businesses and homes that which the city previously lost amidst the devastation of multiple natural disasters.

The reconstructed streets will feature traffic calming infrastructure to encourage safer speeds, new street trees to replace the tree canopy lost in the storm of December 2021, and accessible sidewalks and separated bike facilities that will provide multimodal access to businesses and homes that have either been rebuilt or are planned to be rebuilt. The residents displaced by the catastrophic event statistically have a lower median household income and a higher percentage of people without a high school education than those in surrounding communities. This project will provide affordable and safe transportation options to this historically disadvantaged community (HDC) and area of persistent poverty (APP) to reach jobs, retail, and workforce development programs.

The mission of the Mayfield/Graves County Chamber of Commerce to to champion the business community through promotion, advocacy and education. As a result of the tornado, our current road system is not conducive to allowing customers and clients easy access to our local businesses. Some of our roads are blocked, some roads are missing signage, and many of our road systems are confusing one-way streets difficult to navigate.

Another effect is the economic impact to our current downtown area - many of our small, local businesses have lost not only local support from difficulty to find and navigate, but also business from tourists who would travel to shop in Mayfield. We do have some locals who participate in our community-wide cleanup days, but they don't really make enough of an impact, thus the need for this investment of grant dollars.

I do believe that the Rebuilding and Reviving Downtown Mayfield project will greatly change the current post-tornado environment by providing safe, walkable roads for traffic. As the entity that holds Ribbon Cutting ceremonies for new businesses and re-openings, I believe the investment will improve the look and reputation of the downtown area, hopefully, spearheading growth in our business district.

I am more than pleased to offer my support for the *Rebuild Downtown Mayfield* project to increase affordable, accessible, and multimodal access to daily destinations for all users. Our small town has taken a huge hit from the tornado, but our community members and business owners have shown their pride and determination to building our town back....and better. I ask that you give this City of Mayfield application your full and fair consideration.

Sincerely,

A handwritten signature in black ink, appearing to read "Allison Morris", with a long horizontal flourish extending to the right.

Allison Morris, President/CEO  
Mayfield/Graves County Chamber of Commerce



# GRAVES CO EMERGENCY MANAGEMENT

## Tracy Warner, Director

1102 Paris Road, Suite 5, Mayfield, KY 42066

Office: 270-727-5114

[twarner@mewsbb.com](mailto:twarner@mewsbb.com)

September 21, 2023

The Honorable Pete Buttigieg  
Secretary of Transportation  
United States Department of Transportation  
1200 New Jersey Avenue, SE  
Washington, D.C. 20590

Dear Secretary Buttigieg,

Please accept this letter of support for the 2023 Neighborhood Access and Equity (NAE) Program grant application submitted by the City of Mayfield for the *Rebuild Downtown Mayfield-Recovering from 2021 Tornado Devastation* project in Mayfield, Kentucky. Once complete, this project will provide the downtown area of Mayfield with an equitable transportation system, rebuilding and enhancing the rural main streets and surrounding businesses and homes that which the city previously lost amidst the devastation of multiple natural disasters.

The reconstructed streets will feature traffic calming infrastructure to encourage safer speeds, new street trees to replace the tree canopy lost in the storm of December 2021, and accessible sidewalks and separated bike facilities that will provide multimodal access to businesses and homes that have either been rebuilt or are planned to be rebuilt. The residents displaced by the catastrophic event statistically have a lower median household income and a higher percentage of people without a high school education than those in surrounding communities. This project will provide affordable and safe transportation options to this historically disadvantaged community (HDC) and area of persistent poverty (APP) to reach jobs, retail, and workforce development programs.

The City of Mayfield, Graves County Fiscal Court, Kentucky state government, non-profit entities, and citizens of the Commonwealth have partnered together and made significant investments to aid and restore Mayfield after the December 2021 storm through the Team Western Kentucky Tornado Relief Fund. Of this \$52.3 million dollar relief fund, over \$18.6 million dollars have been pledged to build and repair 300 homes that were affected, and an additional \$9.6 million dollars were provided to homeowners and renters. The completion of the *Rebuild Downtown Mayfield* project will build upon these investments by rebuilding and enhancing the transportation infrastructure in downtown Mayfield, serving as a catalyst to economic redevelopment and a gateway to access and mobility to a variety of destinations, services, and potential employers as the city rebuilds.

I am pleased to offer my support for the *Rebuild Downtown Mayfield* project to increase affordable, accessible, and multimodal access to daily destinations for all users.

Sincerely,





Tuesday, September 19, 2023

The Honorable Pete Buttigieg  
Secretary of Transportation  
United States Department of Transportation  
1200 New Jersey Avenue, SE  
Washington, D.C. 20590

Dear Secretary Buttigieg,

Please accept this letter of support for the 2023 Neighborhood Access and Equity (NAE) Program grant application submitted by the City of Mayfield for the *Rebuilding and Reviving Downtown Mayfield* project in Mayfield, Kentucky. Once complete, this project will provide the downtown area of Mayfield with an equitable transportation system, rebuilding and enhancing that which the city previously lost amidst the devastation of multiple natural disasters. The reconstructed streets will feature traffic calming infrastructure to encourage safer speeds, new street trees to replace the tree canopy lost in the storm of December 2021, and accessible sidewalks and separated bike facilities that will provide multimodal access to businesses and homes that have either been rebuilt or are planned to be rebuilt.

The purpose of the Mayfield-Graves County Tourism Commission is to bring people to Mayfield and Graves County from outside the area to spend their money in our local economy. As a result of the tornado, our current road system is not conducive to this effort. Some of our roads are blocked, some roads are missing signage, many of our road systems have become confusing one-way labyrinths.

The most tragic part of this road system is not how it affects visitors, but how it affects the surrounding neighborhoods. While the roads are in disarray, the land on either side of these roads is mostly barren from the December 2021 tornado. There are no safe, shady places nearby for children to play or adults to walk or families to bike. There also are no places for the community to congregate to act as a community.

There also is an economic impact to our current downtown area; many local small businesses share that they have lost business from regional tourists who used to drive 30 miles to shop in their stores, but now no longer travel to Mayfield-Graves County. Our community is not attractive and therefore, not favorable to pleasure trips. Our community-wide cleanup days are not making enough of a difference to facilitate the changing of this view, thus the need for this investment of grant dollars.

It is our belief that the *Rebuilding and Reviving Downtown Mayfield* Project investment will significantly change the current post-tornado environment by providing safe, walkable roads for both vehicular



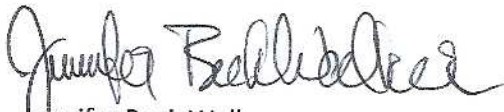
September 19, 2023

Page Two

traffic and pedestrian traffic. Further, we believe this investment will improve the look and reputation of the downtown area, leading not only to an increase in tourism and a boost to our local business economy, but also to an improvement in the morale of our entire community.

I write to you with my most sincere support of the City of Mayfield's application to the Department of Transportation's NAE grant program for a much-needed improvement project that will strongly benefit the devastated but rebuilding city of Mayfield. With funding from the Department of Transportation, the City of Mayfield will complete the *Rebuilding and Reviving Downtown Mayfield* Project, a critical infrastructure project that will enhance safety, remove barriers, increase mobility and affordable transportation choices, and improve the quality of lives in our community. I ask that you give this City of Mayfield application full and fair consideration.

Sincerely,



Jennifer Beck Walker  
Executive Director

September 21, 2023

The Honorable Pete Buttigieg  
Secretary of Transportation  
United States Department of Transportation  
1200 New Jersey Avenue, SE  
Washington, D.C. 20590

Dear Secretary Buttigieg,

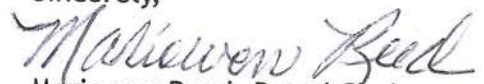
Please accept this letter of support for the 2023 Neighborhood Access and Equity (NAE) Program grant application submitted by the City of Mayfield for the *Rebuild Downtown Mayfield-Recovering from 2021 Tornado Devastation* project in Mayfield, Kentucky. Once complete, this project will provide the downtown area of Mayfield with an equitable transportation system, rebuilding and enhancing the rural main streets and surrounding businesses and homes that which the city previously lost amidst the devastation of multiple natural disasters.

The reconstructed streets will feature traffic calming infrastructure to encourage safer speeds, new street trees to replace the tree canopy lost in the storm of December 2021, and accessible sidewalks and separated bike facilities that will provide multimodal access to businesses and homes that have either been rebuilt or are planned to be rebuilt. The residents displaced by the catastrophic event statistically have a lower median household income and a higher percentage of people without a high school education than those in surrounding communities. This project will provide affordable and safe transportation options to this historically disadvantaged community (HDC) and area of persistent poverty (APP) to reach jobs, retail, and workforce development programs.

The City of Mayfield, Graves County Fiscal Court, Kentucky state government, non-profit entities, and citizens of the Commonwealth have partnered together and made significant investments to aid and restore Mayfield after the December 2021 storm through the Team Western Kentucky Tornado Relief Fund. Of this \$52.3 million dollar relief fund, over \$18.6 million dollars have been pledged to build and repair 300 homes that were affected, and an additional \$9.6 million dollars were provided to homeowners and renters. The completion of the *Rebuild Downtown Mayfield* project will build upon these investments by rebuilding and enhancing the transportation infrastructure in downtown Mayfield, serving as a catalyst to economic redevelopment and a gateway to access and mobility to a variety of destinations, services, and potential employers as the city rebuilds.

I am pleased to offer my support for the *Rebuild Downtown Mayfield* project to increase affordable, accessible, and multimodal access to daily destinations for all users.

Sincerely,



Mariowen Reed, Board Chair  
Fuller Community Facilities Corp.





September 22, 2023

The Honorable Pete Buttigieg  
Secretary of Transportation  
United States Department of Transportation  
1200 New Jersey Avenue, SE  
Washington, D.C. 20590

Dear Secretary Buttigieg,

As a resident and business owner in the City of Mayfield, I am writing you in support for the 2023 Neighborhood Access and Equity (NAE) Program grant application submitted by the City of Mayfield for the *Rebuild Downtown Mayfield-Recovering from 2021 Tornado Devastation* project in Mayfield, Kentucky. Once completed, this project will provide the downtown area of Mayfield with an equitable transportation system, rebuilding and enhancing the rural main streets and surrounding businesses and homes that have been greatly impacted by multiple natural disasters.

Our small business, Riley Architect Services PLLC lost our office space in the catastrophic tornado that destroyed so much of Mayfield, Kentucky on the night of December 10, 2021. We have now relocated into an existing building in the downtown area and are actively assisting with the rebuilding efforts of our fair city. As we work hand and hand with our city and county leaders, we realize the extreme need for safe streets, accessible sidewalks, and bike paths. The provision of safe streets and an investment in the infrastructure of our city will aide in the recruitment of investors willing to assist in the redevelopment of our devastated city and provide an overall better quality of life for all citizens of our city.

The City of Mayfield, Graves County Fiscal Court, Kentucky state government, non-profit entities, and citizens of the Commonwealth have partnered together and made significant investments to aid and restore Mayfield after the December 2021 storm through the Team Western Kentucky Tornado Relief Fund. Of this \$52.3 million dollar relief fund, over \$18.6 million dollars have been pledged to build and repair 300 homes that were affected, and an additional \$9.6 million dollars were provided to homeowners and renters. The completion of the *Rebuild Downtown Mayfield* project will build upon these investments by rebuilding and enhancing the transportation infrastructure in downtown Mayfield, serving as a catalyst to economic redevelopment and a gateway to access and mobility to a variety of destinations, services, and potential employers as the city rebuilds.

I am pleased to offer my support for the *Rebuild Downtown Mayfield* project to increase affordable, accessible, and multimodal access for all community members. The task before our city is great but with partnerships like this, we will eventually be able to meet all the needs of our community and re-create a city we are all proud to call home.

Sincerely,

Elizabeth Miller Riley  
Owner/Project Manager/Designer



September 25, 2023

The Honorable Pete Buttigieg  
Secretary of Transportation  
United States Department of Transportation  
1200 New Jersey Avenue, SE  
Washington, D.C. 20590

Dear Secretary Buttigieg,

Please accept this letter of support for the 2023 Neighborhood Access and Equity (NAE) Program grant application submitted by the City of Mayfield for the *Rebuild Downtown Mayfield-Recovering from 2021 Tornado Devastation* project in Mayfield, Kentucky. Once complete, this project will provide the downtown area of Mayfield with an equitable transportation system, rebuilding and enhancing the rural main streets and surrounding businesses and homes that which the city previously lost amidst the devastation of multiple natural disasters.

The reconstructed streets will feature traffic calming infrastructure to encourage safer speeds, new street trees to replace the tree canopy lost in the storm of December 2021, and accessible sidewalks and separated bike facilities that will provide multimodal access to businesses and homes that have either been rebuilt or are planned to be rebuilt. The residents displaced by the catastrophic event statistically have a lower median household income and a higher percentage of people without a high school education than those in surrounding communities. This project will provide affordable and safe transportation options to this historically disadvantaged community (HDC) and area of persistent poverty (APP) to reach jobs, retail, and workforce development programs.

The primary purpose of our church is to be a source of spiritual nourishment and community support for residents in our area. We aim to provide a place where individuals can deepen their faith in Christ, find solace in times of need, and connect with like-minded believers. Through outreach programs, charitable initiatives, and social gatherings, we address both the spiritual and practical needs of our community.

First Baptist Church Mayfield is strategically located in close proximity to the poverty-stricken areas of Mayfield. By being situated near these areas, we can readily reach out to individuals and families facing economic hardships, offering them essential support, assistance, and a welcoming spiritual refuge. Our church's geographical location underscores our dedication to addressing the unique challenges faced by residents in these poverty-stricken neighborhoods, allowing us to extend a helping hand and be a beacon of hope.

The current transportation system in our community is virtually nonexistent, and its absence has a profound impact on our ministry. Without adequate public transportation options, many residents face significant challenges in accessing essential services, securing employment, and participating in social and recreational activities. This lack of mobility disproportionately affects those with limited means,

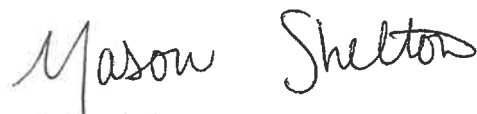
including the elderly, disabled individuals, and low-income families, who often struggle to commute to work, attend medical appointments, or simply connect with friends and family. Our community urgently needs improved transportation infrastructure to enhance the quality of life, economic prospects, and overall well-being of its residents.

The establishment of safe sidewalks and a dedicated bike lane in our city will significantly enhance the accessibility of our church and enable people to better connect with our congregation. With well-maintained sidewalks, residents in our community will have a secure path to walk/ride to our church and hear the life changing message of the gospel. These improvements not only foster a stronger sense of community but also align with our church's commitment to engaging our community.

The City of Mayfield, Graves County Fiscal Court, Kentucky state government, non-profit entities, and citizens of the Commonwealth have partnered together and made significant investments to aid and restore Mayfield after the December 2021 storm through the Team Western Kentucky Tornado Relief Fund. Of this \$52.3 million dollar relief fund, over \$18.6 million dollars have been pledged to build and repair 300 homes that were affected, and an additional \$9.6 million dollars were provided to homeowners and renters. The completion of the *Rebuild Downtown Mayfield* project will build upon these investments by rebuilding and enhancing the transportation infrastructure in downtown Mayfield, serving as a catalyst to economic redevelopment and a gateway to access and mobility to a variety of destinations, services, and potential employers as the city rebuilds.

I am pleased to offer my support for the *Rebuild Downtown Mayfield* project to increase affordable, accessible, and multimodal access to daily destinations for all users.

Sincerely,

A handwritten signature in black ink that reads "Mason Shelton". The signature is written in a cursive, flowing style.

Mason Shelton  
Associate Pastor  
First Baptist Church Mayfield



# First Presbyterian Mayfield

September 19, 2023

The Honorable Pete Buttigieg  
Secretary of Transportation  
United States Department of Transportation  
1200 New Jersey Avenue, SE  
Washington, D.C. 20590

Dear Secretary Buttigieg,

Please accept this letter of support for the 2023 Neighborhood Access and Equity (NAE) Program grant application submitted by the City of Mayfield for the *Rebuilding and Reviving Downtown Mayfield* project in Mayfield, Kentucky. Once complete, this project will provide the downtown area of Mayfield with an equitable transportation system, rebuilding and enhancing that which the city previously lost amidst the devastation of multiple natural disasters. The reconstructed streets will feature traffic calming infrastructure to encourage safer speeds, new street trees to replace the tree canopy lost in the storm of December 2021, and accessible sidewalks and separated bike facilities that will provide multimodal access to businesses and homes that have either been rebuilt or are planned to be rebuilt.

The First Presbyterian Church provides community outreach which includes 12 Step Programs, Weight Watchers, Boy and Cub Scouts, as well as worship, youth and adult ministry. We also rent out our fellowship hall for events such as FOP dinners and meetings, District 12 Step Programs, Farm to Table events, Chamber of Commerce meals, and local Rotary Meetings. We work with the homeless community to help aid them and direct them to our local and government resources.

Our organization is located in the west side downtown Mayfield, on the corner of 9<sup>th</sup> and West Broadway which is a central location to help a variety of people in need.

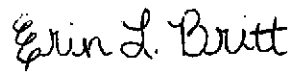
We observe many pedestrians walking, as well as cyclist traveling on Broadway, and on 9<sup>th</sup> Street. They are in need of a safe, wheelchair accessible sidewalk with clearly marked and directed crosswalks. Currently, it is not safe for our congregants, or our community members to walk or ride their bicycles through the downtown area. It is also not safe for motorist who share the roadway with them.

The completion of the Rebuilding and Reviving Mayfield project will provide safe travel options for our community! If there were better sidewalks and safer crosswalks, our area would be more accessible to more community members. It would invite more people into our area and allow them to slow down and walk while looking at our new buildings and downtown area. It would also promote a healthier

lifestyle, as people would have the option to walk safely to more places, our church included, instead of driving everywhere. Many of our 12 Step attendees can't, or don't drive. If our church was easier to walk to, there would be more community members who could utilize these crucial programs to better their lives, as well as the lives of their families and loved ones.

I write to you with my most sincere support of the City of Mayfield's application to the Department of Transportation's NAE grant program for a much-needed improvement project that will strongly benefit the devastated but rebuilding city of Mayfield. With funding from the Department of Transportation, the City of Mayfield will complete the *Rebuilding and Reviving Downtown Mayfield* Project, a critical infrastructure project that will enhance safety, remove barriers, increase mobility and affordable transportation choices, and improve the quality of lives in our community. I ask that you give this City of Mayfield application full and fair consideration.

Sincerely,

A handwritten signature in black ink that reads "Erin L. Britt". The signature is written in a cursive, flowing style.

Erin L. Britt  
First Presbyterian Church  
Chief Administrative Officer



*Disciples of Christ*

Rev. Dr. Rick Loader    P.O. Box 799    Mayfield, KY 42066

September 22, 2023

The Honorable Pete Buttigieg  
Secretary of Transportation  
United States Department of Transportation  
1200 New Jersey Avenue, SE  
Washington, D.C. 20590

Dear Secretary Buttigieg,

Please accept this letter of support for the 2023 Neighborhood Access and Equity (NAE) Program grant application submitted by the City of Mayfield for the ***Rebuild Downtown Mayfield-Recovering from 2021 Tornado Devastation*** project in Mayfield, Kentucky. Once complete, this project will provide the downtown area of Mayfield with an equitable transportation system, rebuilding and enhancing the rural main streets and surrounding businesses and homes that the city previously lost amidst the devastation of multiple natural disasters.

First Christian Church (Disciples of Christ) purpose is: worship, community outreach, and fine arts. The church building was located in the original footprint of the downtown historic district. Our historical building was totally destroyed by the tornado of December 2021 and we are in the process of rebuilding on the original site. We believe, as one of the four historical downtown churches, we must restore the access to a walkable and safe downtown.

The following three community outreach projects are located within a 2 block radius of our new building. 1. The low income senior housing facility destroyed by the tornado is nearing completion on the same site. 2. The Needline Food Pantry building is still intact and busier than ever. 3. Low income single family housing is among the first areas to be rebuilt for tornado survivors. We anticipate these residents and clients

served by our church need the downtown improvement proposal by the grant application.

The current state of the sidewalks, streets, storm water drainage, and basic utilities were compromised by the tornado or heavy damaged during demolition and removal of tornado debris. With this grant, these issues will not be a barrier for the residents of Mayfield to resume attending our church and provide safe access to programs that we will offer during the week.

We, as the Official Board and members of the congregation of First Christian Church Disciples of Christ, offer our unwavering support to the City of Mayfield for the ***Rebuild Downtown Mayfield-Recovering from 2021 Tornado Devastation*** project in Mayfield, Kentucky. It is our prayerful hope that the revitalization of our beloved city will increase affordable, accessible, and multimodal access to daily destinations for all users. We ask that you give the City of Mayfield's application full and fair consideration.

Sincerely,

*Beth Scarbrough*

Beth Scarbrough  
Co-Chair, Official Board of First Christian Church  
Disciples of Christ Mayfield, KY





311 North 8th Street  
Mayfield, KY 42066  
270-705-1265

09/20/2023

The Honorable Pete Buttigieg  
Secretary of Transportation  
United States Department of Transportation  
1200 New Jersey Avenue, SE  
Washington, D.C. 20590

Dear Secretary Buttigieg,

Please accept this letter of support for the 2023 Neighborhood Access and Equity (NAE) Program grant application submitted by the City of Mayfield for the *Rebuilding and Reviving Downtown Mayfield* project in Mayfield, Kentucky. Once complete, this project will provide the downtown area of Mayfield with an equitable transportation system, rebuilding and enhancing the rural main streets and surrounding businesses and homes that which the city previously lost amidst the devastation of multiple natural disasters.

The reconstructed streets will feature traffic calming infrastructure to encourage safer speeds, new street trees to replace the tree canopy lost in the storm of December 2021, and accessible sidewalks and separated bike facilities that will provide multimodal access to businesses and homes that have either been rebuilt or are planned to be rebuilt. This will provide affordable and safe options for formerly displaced residents, who statistically have a lower median household income and higher percentage of people without a high school education than those in surrounding communities, to workforce development programs.

The City of Mayfield, Graves County Fiscal Court, Kentucky state government, and non-profit partners have made significant investments to aid and restore Mayfield after the December 2021 storm through the Team Western Kentucky Tornado Relief Fund. Of this \$52.3 million dollar relief fund, over \$18.6 million dollars have been pledged to build and repair 300 homes that were affected, and an additional \$9.6 million dollars were provided to homeowners and renters. The completion of the *Rebuilding and Reviving Downtown Mayfield* project will build upon these investments by rebuilding and enhancing the transportation infrastructure in downtown Mayfield, serving as a catalyst to economic redevelopment and a gateway to access and mobility to a variety of destinations, services, and potential employers as the city rebuilds.

I am pleased to offer my support for the *Rebuilding and Reviving Downtown Mayfield* project to increase affordable, accessible, and multimodal access to daily destinations for all users.

Sincerely,



# Independence Bank



September 19, 2023

The Honorable Pete Buttigieg  
Secretary of Transportation  
United States Department of Transportation  
1200 New Jersey Avenue, SE  
Washington, D.C. 20590

Dear Secretary Buttigieg,

Please accept this letter of support for the 2023 Neighborhood Access and Equity (NAE) Program grant application submitted by the City of Mayfield for the *Rebuilding and Reviving Downtown Mayfield* project in Mayfield, Kentucky. Once complete, this project will provide the downtown area of Mayfield with an equitable transportation system, rebuilding and enhancing the rural main streets and surrounding businesses and homes that which the city previously lost amidst the devastation of multiple natural disasters.

The reconstructed streets will feature traffic calming infrastructure to encourage safer speeds, new street trees to replace the tree canopy lost in the storm of December 2021, and accessible sidewalks and separated bike facilities that will provide multimodal access to businesses and homes that have either been rebuilt or are planned to be rebuilt. This will provide affordable and safe options for formerly displaced residents, who statistically have a lower median household income and higher percentage of people without a high school education than those in surrounding communities, to workforce development programs.

The City of Mayfield, Graves County Fiscal Court, Kentucky state government, and non-profit partners have made significant investments to aid and restore Mayfield after the December 2021 storm through the Team Western Kentucky Tornado Relief Fund. Of this \$52.3 million dollar relief fund, over \$18.6 million dollars have been pledged to build and repair 300 homes that were affected, and an additional \$9.6 million dollars were provided to homeowners and renters. The completion of the *Rebuilding and Reviving Downtown Mayfield* project will build upon these investments by rebuilding and enhancing the transportation infrastructure in downtown Mayfield, serving as a catalyst to economic redevelopment and a gateway to access and mobility to a variety of destinations, services, and potential employers as the city rebuilds.

100 East College Street Mayfield, KY 42066, 270-705-1776





I am pleased to offer my support for the *Rebuilding and Reviving Downtown Mayfield* project to increase affordable, accessible, and multimodal access to daily destinations for all users.

Sincerely,

Darvin Towery  
President Graves County  
Independence Bank of KY

100 East College Street Mayfield, KY 42066, 270-705-1776

The more you know,  
the safer your money.





September 19, 2023

The Honorable Pete Buttigieg  
Secretary of Transportation  
United States Department of Transportation  
1200 New Jersey Avenue, SE  
Washington, D.C. 20590

Dear Secretary Buttigieg,

Please accept this letter of support for the 2023 Neighborhood Access and Equity (NAE) Program grant application submitted by the City of Mayfield for the *Rebuilding and Reviving Downtown Mayfield* project in Mayfield, Kentucky. Once complete, this project will provide the downtown area of Mayfield with an equitable transportation system, rebuilding and enhancing the rural main streets and surrounding businesses and homes that which the city previously lost amidst the devastation of multiple natural disasters.

The reconstructed streets will feature traffic calming infrastructure to encourage safer speeds, new street trees to replace the tree canopy lost in the storm of December 2021, and accessible sidewalks and separated bike facilities that will provide multimodal access to businesses and homes that have either been rebuilt or are planned to be rebuilt. This will provide affordable and safe options for formerly displaced residents, who statistically have a lower median household income and higher percentage of people without a high school education than those in surrounding communities, to workforce development programs.

The City of Mayfield, Graves County Fiscal Court, Kentucky state government, and non-profit partners have made significant investments to aid and restore Mayfield after the December 2021 storm through the Team Western Kentucky Tornado Relief Fund. Of this \$52.3 million dollar relief fund, over \$18.6 million dollars have been pledged to build and repair 300 homes that were affected, and an additional \$9.6 million dollars were provided to homeowners and renters. The completion of the *Rebuilding and Reviving Downtown Mayfield* project will build upon these investments by rebuilding and enhancing the transportation infrastructure in downtown Mayfield, serving as a catalyst to economic redevelopment and a gateway to access and mobility to a variety of destinations, services, and potential employers as the city rebuilds.

I am pleased to offer my support for the *Rebuilding and Reviving Downtown Mayfield* project to increase affordable, accessible, and multimodal access to daily destinations for all users.

Sincerely,

A handwritten signature in blue ink that reads "Sally Hopkins".

Sally Hopkins  
President/CEO







September 19, 2023

The Honorable Pete Buttigieg  
Secretary of Transportation  
United States Department of Transportation  
1200 New Jersey Avenue, SE  
Washington, D.C. 20590

Dear Secretary Buttigieg,

Please accept this letter of support for the 2023 Neighborhood Access and Equity (NAE) Program grant application submitted by the City of Mayfield for the *Rebuilding and Reviving Downtown Mayfield* project in Mayfield, Kentucky. Once complete, this project will provide the downtown area of Mayfield with an equitable transportation system, rebuilding and enhancing the rural main streets and surrounding businesses and homes that which the city previously lost amidst the devastation of multiple natural disasters.

The reconstructed streets will feature traffic calming infrastructure to encourage safer speeds, new street trees to replace the tree canopy lost in the storm of December 2021, and accessible sidewalks and separated bike facilities that will provide multimodal access to businesses and homes that have either been rebuilt or are planned to be rebuilt. This will provide affordable and safe options for formerly displaced residents, who statistically have a lower median household income and higher percentage of people without a high school education than those in surrounding communities, to workforce development programs.

The City of Mayfield, Graves County Fiscal Court, Kentucky state government, and non-profit partners have made significant investments to aid and restore Mayfield after the December 2021 storm through the Team Western Kentucky Tornado Relief Fund. Of this \$52.3 million dollar relief fund, over \$18.6 million dollars have been pledged to build and repair 300 homes that were affected, and an additional \$9.6 million dollars were provided to homeowners and renters. The completion of the *Rebuilding and Reviving Downtown Mayfield* project will build upon these investments by rebuilding and enhancing the transportation infrastructure in downtown Mayfield, serving as a catalyst to economic redevelopment and a gateway to access and mobility to a variety of destinations, services, and potential employers as the city rebuilds.

I am pleased to offer my support for the *Rebuilding and Reviving Downtown Mayfield* project to increase affordable, accessible, and multimodal access to daily destinations for all users.

Sincerely,

*Will Hayden*  
MARKET EXECUTIVE

P.O. Box 367 • 223 South Sixth Street • Mayfield, KY 42066  
Phone: 270.247.1403 • Fax: 270.247.5054 • [www.firstkentucky.com](http://www.firstkentucky.com)

Member FDIC

CARRIE TURNAGE TAX  
426 N 7<sup>th</sup> STREET  
PO BOX 462  
MAYFIELD, KY 42066  
270 247-1750

---

September 19, 2023

The Honorable Pete Buttigieg  
Secretary of Transportation  
United States Department of Transportation  
1200 New Jersey Avenue, SE  
Washington, D.C. 20590

Dear Secretary Buttigieg,


Please accept this letter of support for the 2023 Neighborhood Access and Equity (NAE) Program grant application submitted by the City of Mayfield for the *Rebuilding and Reviving Downtown Mayfield* project in Mayfield, Kentucky. Once complete, this project will provide the downtown area of Mayfield with an equitable transportation system, rebuilding and enhancing the rural main streets and surrounding businesses and homes that which the city previously lost amidst the devastation of multiple natural disasters.

The reconstructed streets will feature traffic calming infrastructure to encourage safer speeds, new street trees to replace the tree canopy lost in the storm of December 2021, and accessible sidewalks and separated bike facilities that will provide multimodal access to businesses and homes that have either been rebuilt or are planned to be rebuilt. This will provide affordable and safe options for formerly displaced residents, who statistically have a lower median household income and higher percentage of people without a high school education than those in surrounding communities, to workforce development programs.

The City of Mayfield, Graves County Fiscal Court, Kentucky state government, and non-profit partners have made significant investments to aid and restore Mayfield after the December 2021 storm through the Team Western Kentucky Tornado Relief Fund. Of this \$52.3 million dollar relief fund, over \$18.6 million dollars have been pledged to build and repair 300 homes that were affected, and an additional \$9.6 million dollars were provided to homeowners and renters. The completion of the *Rebuilding and Reviving Downtown Mayfield* project will build upon these investments by rebuilding and enhancing the transportation infrastructure in downtown Mayfield, serving as a catalyst to economic redevelopment and a gateway to access and mobility to a variety of destinations, services, and potential employers as the city rebuilds.

I am pleased to offer my support for the *Rebuilding and Reviving Downtown Mayfield* project to increase affordable, accessible, and multimodal access to daily destinations for all users.

Sincerely,

A handwritten signature in cursive script that reads "Cturnage".

Carrie Turnage

September 22, 2023

The Honorable Pete Buttigieg  
Secretary of Transportation  
United States Department of Transportation  
1200 New Jersey Avenue, SE  
Washington, D.C. 20590



Dear Secretary Buttigieg,

Please accept this letter of support for the 2023 Neighborhood Access and Equity (NAE) Program grant application submitted by the City of Mayfield for the *Rebuild Downtown Mayfield-Recovering from 2021 Tornado Devastation* project in Mayfield, Kentucky. Once complete, this project will provide the downtown area of Mayfield with an equitable transportation system, rebuilding and enhancing the rural main streets and surrounding businesses and homes that which the city previously lost amidst the devastation of multiple natural disasters.

The reconstructed streets will feature traffic calming infrastructure to encourage safer speeds, new street trees to replace the tree canopy lost in the storm of December 2021, and accessible sidewalks and separated bike facilities that will provide multimodal access to businesses and homes that have either been rebuilt or are planned to be rebuilt. The residents displaced by the catastrophic event statistically have a lower median household income and a higher percentage of people without a high school education than those in surrounding communities. This project will provide affordable and safe transportation options to this historically disadvantaged community (HDC) and area of persistent poverty (APP) to reach jobs, retail, and workforce development programs.

The City of Mayfield, Graves County Fiscal Court, Kentucky state government, non-profit entities, and citizens of the Commonwealth have partnered together and made significant investments to aid and restore Mayfield after the December 2021 storm through the Team Western Kentucky Tornado Relief Fund. Of this \$52.3 million dollar relief fund, over \$18.6 million dollars have been pledged to build and repair 300 homes that were affected, and an additional \$9.6 million dollars were provided to homeowners and renters. The completion of the *Rebuild Downtown Mayfield* project will build upon these investments by rebuilding and enhancing the transportation infrastructure in downtown Mayfield, serving as a catalyst to economic redevelopment and a gateway to access and mobility to a variety of destinations, services, and potential employers as the city rebuilds.

I am pleased to offer my support for the *Rebuild Downtown Mayfield* project to increase affordable, accessible, and multimodal access to daily destinations for all users.

Sincerely,

A handwritten signature in black ink that reads 'Keith Crouch'.

Keith Crouch