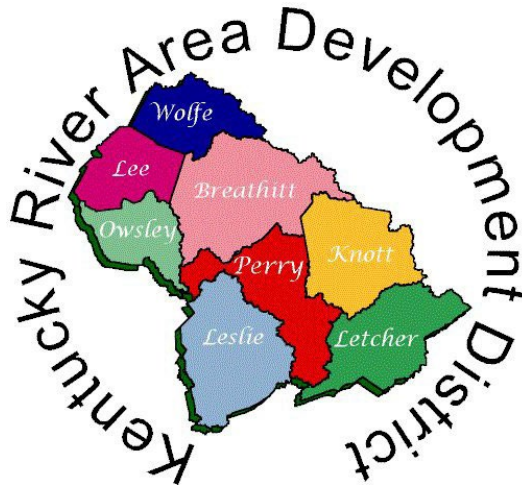


Kentucky River Area Development District

Public Involvement Plan



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THIS DOCUMENT WAS PREPARED IN COOPERATION WITH THE KENTUCKY TRANSPORTATION CABINET

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CHAPTER 1: INTRODUCTION

1.1 History

Kentucky has maintained a statewide transportation planning process since the 1970s through the 15 Area Development Districts (ADDs). In 1995 Kentucky expanded and formalized a public involvement process for the statewide transportation planning process in response to the directives of the Intermodal Transportation Efficiency Act of 1991 (ISTEA). ISTEA and its successor, The Transportation Equity Act for the 21st Century (TEA-21) enacted in 1998, set the policy directions for more comprehensive public participation in federal and state transportation decision-making. The Safe, Accountable, Flexible and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) passed in 2005. SAFETEA-LU addressed challenges such as improving safety and reducing traffic congestion, improving efficiency in freight movement, increasing intermodal connectivity, and protecting the environment. Moving Ahead for Progress in the 21st Century Act (MAP-21) passed in 2012. MAP-21 built on and refined many of the highway, transit, bike, and pedestrian programs and policies established in the previous bills. The Fixing America's Surface Transportation Act (FAST Act) passed in 2015. The FAST Act maintained a focus on safety, continued the established structure of the various highway-related programs, and focused on efforts to streamline project delivery. It also provided, for the first time, a dedicated source of federal dollars for freight projects. On November 15, 2021, the Infrastructure Investment and Jobs Act (IIJA) (Public Law 117-58, also known as the "Bipartisan Infrastructure Law") was signed into law. The IIJA builds on previous legislation related to transportation planning, created more than a dozen new highway programs, and provides more opportunities for local governments and non-traditional entities to access funding.

There are critical components of each piece of legislation that require input at the early stages of the planning process from local government, communities, interest groups, regional governments and citizens. Federal legislation is a major part of the framework that guides the rural transportation planning process. Among the most essential provisions are the following:

- Federal reliance on the statewide transportation process, established under ISTEA, as the primary mechanism for cooperative transportation decision making
- Coordination of statewide planning with metropolitan planning
- Opportunity for public involvement provided throughout the planning process
- Emphasis on fiscal constraint and public involvement in the development of a three-year Statewide Transportation Improvement Program (STIP)
- Emphasis on involving and considering the concerns of Tribal governments in planning
- State development of statewide transportation plans and programs

The Kentucky Transportation Cabinet's (KYTC) statewide transportation planning process is accomplished through a cooperative program with the KYTC Central Planning Office, the 12 Highway District Offices (HDOs), 15 ADDs, and 10 Metropolitan Planning Organizations (MPOs). The ADDs and MPOs are responsible mainly for the analysis of data and transportation systems, identification and evaluation of needs in their planning area, the coordination of public

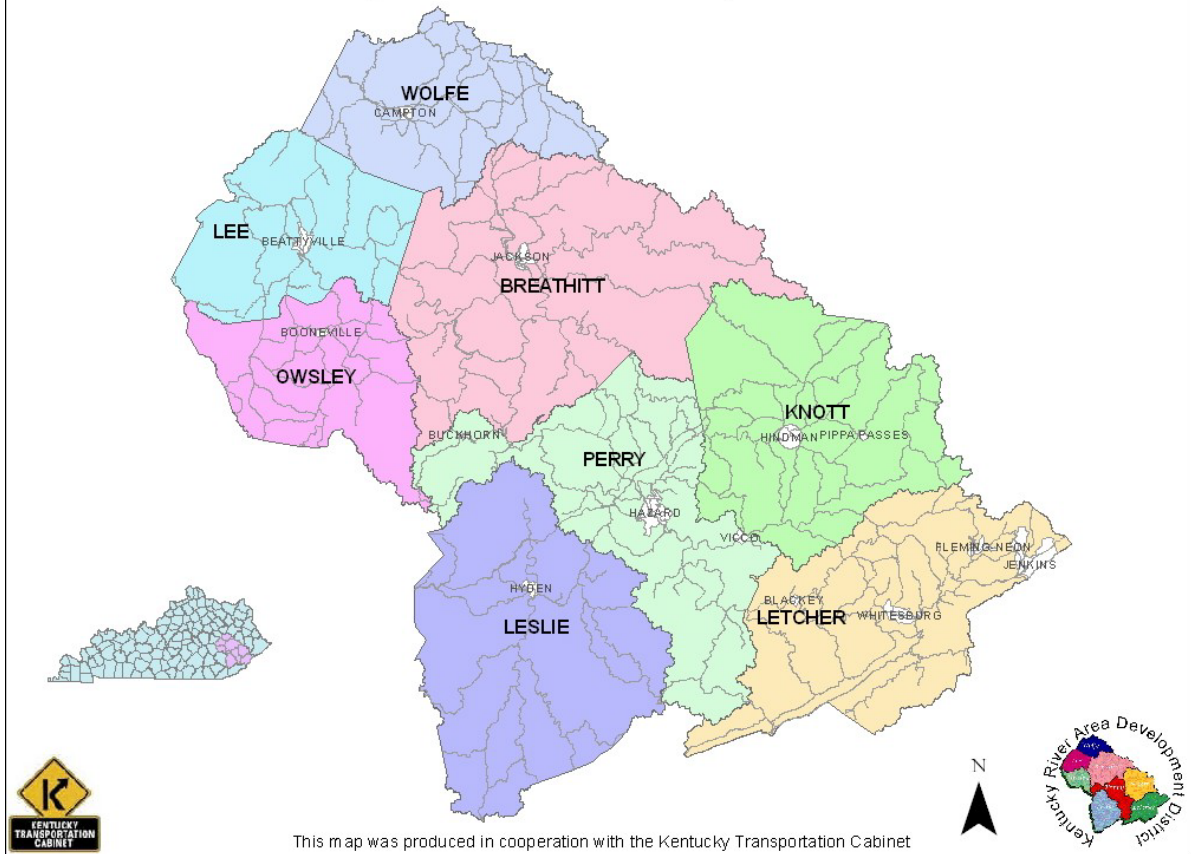
input for the STIP, and the subsequent evaluation and prioritizing of identified needs during the SHIFT process for possible inclusion in the KYTC Highway Plan.

KYTC Policies and Procedures for the Regional Transportation Program outlines the policies and guidelines for the program within and in relation to the designated ADD of the Commonwealth of Kentucky. State Legislation was enacted in 1972 creating the ADDs by law in Chapter 147A of the Kentucky Revised Statutes (KRS). The KYTC has historically administered major comprehensive transportation programs at the urban, metropolitan, and statewide levels. The creation of the ADD pursuant to federal legislation established an effective link for the development of a comprehensive transportation program utilizing local, regional, and statewide agencies.

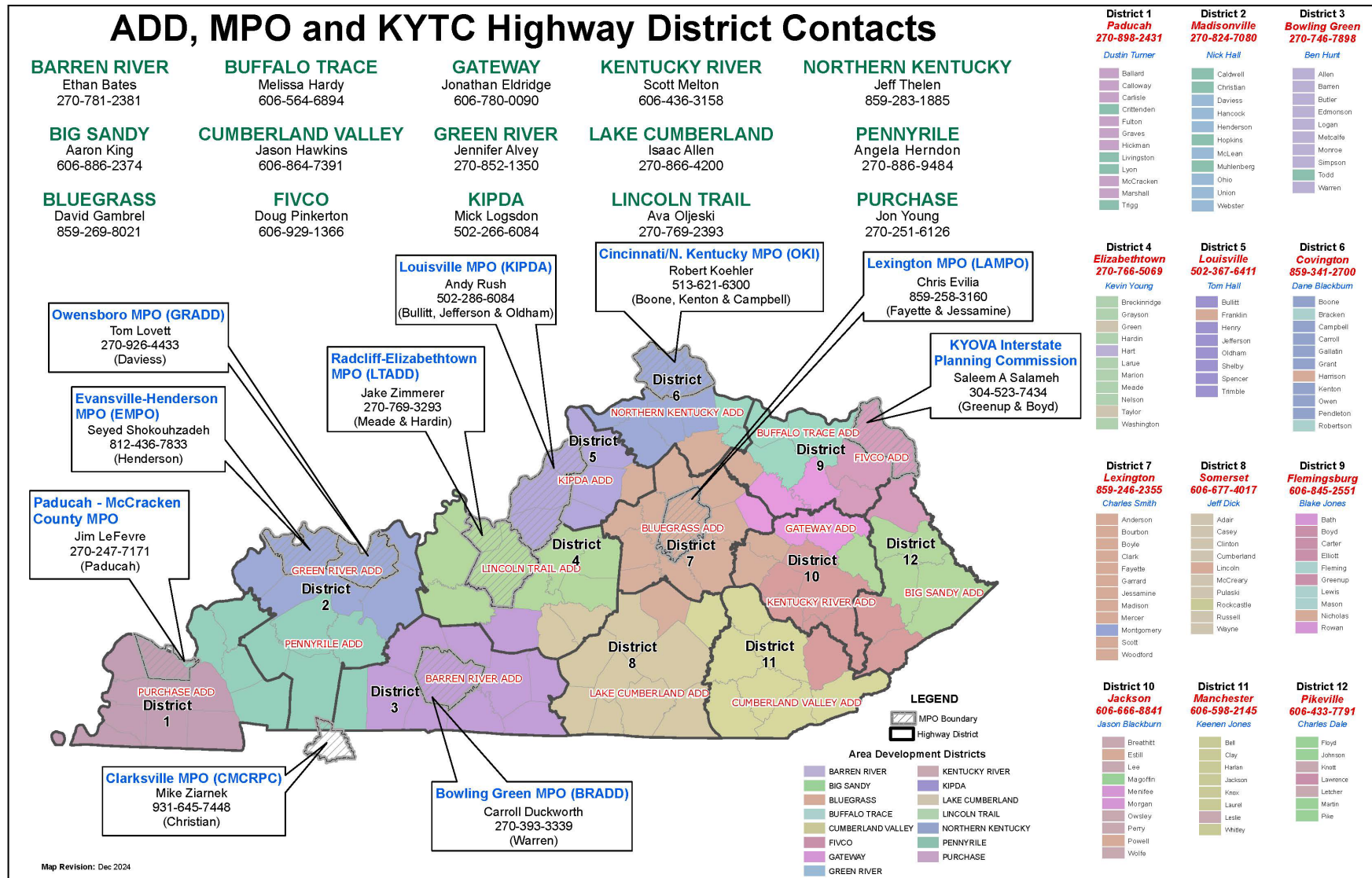
The ADD primarily conducts activities in support of transportation planning for the rural areas of the Commonwealth and our MPO partners are responsible for activities in the nine urbanized areas. The ADDs are concerned with all modes of transportation including: air, water, rail, highway, transit, pedestrian and bicycle. The jurisdiction of the regional program is not necessarily limited within the boundaries of the ADD making it necessary to include coordination between the MPO and our partners in the HDO.

The Kentucky River Area Development District (KRADD) is composed of eight counties in eastern Kentucky: Breathitt, Knott, Lee, Leslie, Letcher, Owsley, Perry and Wolfe.

Kentucky River Area Development District



1.2 Map of ADD, MPO, HDO Boundaries



1.3 Purpose of Public Involvement Plan

The purpose of the ADD Public Involvement Plan is to describe actions the ADD Regional Transportation Committee (RTC) shall take to provide opportunities for the public to be involved in the statewide transportation planning process. It serves as a guide for the ADD to follow in planning public involvement opportunities. True public involvement is central to good decision making. Without meaningful public involvement, there is a risk of making less than optimal decisions. With it, there can be a lasting contribution to the regional well being of our neighborhoods, towns, cities, and counties. The best policy decisions by government are made in context of public participation.

The goal of the public involvement plan will be to broaden the public input process in an effort to reach more sectors of the public. Public awareness is a very important element in gaining public input. Emphasizing the importance of communicating and coordinating with other agencies and interests is also vital to the public involvement process. Ultimately, public involvement enhances the ability to implement transportation solutions that improve safety and efficiency, protect natural and human environments, and contribute to community vitality. In order to gain cooperation in implementing transportation improvements, government, industry, commerce and citizens need to understand what the problems are, what improvements are necessary, what the effects will be and when each element of the program will be ready for public use and/or input. Opening transportation planning to the public through advisory committees and publishing and distributing the transportation improvement program are ways to inform the public of such issues. To be effective, it is essential that government agencies understand a given community's values and it is equally important for the community to understand the tradeoffs and constraints associated with project planning. This mutual understanding can only be achieved through early, frequent, and continued communication. When the public is engaged in the process, their insight helps assure projects suit community needs. The true test of a successful public participation plan is the level of public awareness and feedback. Too often, public participation does not occur until after the community-at-large becomes aware of an unpopular decision.

The entire planning process and the identification of transportation needs throughout the region, utilizes input from the KYTC Central Office, KYTC HDO, input from the city mayors, county judges, RTC, state legislators, and other interested parties that could include:

- citizens
- affected public agencies
- representatives of public transportation
- private providers of transportation
- representatives and users of pedestrian walkways and bicycle transportation facilities
- representatives from elderly populations, minority populations, low-income populations and those with disabilities
- representatives of freight transportation services
- and any other interested parties

CHAPTER 2: REGIONAL TRANSPORTATION COMMITTEE

2.1 Introduction

The Regional Transportation Program funded by the Kentucky Transportation Cabinet brings local involvement to the table in the decision-making process. The KRADD Regional Transportation Committee (RTC) is responsible for identifying, evaluating, and prioritizing transportation needs in Breathitt, Knott, Lee, Leslie, Letcher, Owsley, Perry and Wolfe Counties. The Committee was established as an advisory body to the KRADD Board of Directors. The RTC consists of representatives who are interested in improving transportation from each of the counties in the KRADD Region. The committee should consist of representatives from: local municipalities, counties, private citizens, civic organizations, chamber of commerce, economic development commissions, trucking industry, agriculture industry, emergency and police officials, bicycle groups, school transportation officials, public transit authority, and family resources.

The RTC is responsible for:

Reviewing and providing input into finalizing planning documents, and
Prioritizing transportation improvement projects from the regional perspective.

In partnership with the residents of the communities in the region, the mission of the RTC is to ultimately improve the quality of life for the citizens of the Kentucky River Area by improving and expanding this region's existing transportation system, developing a transportation system that would be conducive to business and industry, and achieving the safest and most efficient means of transporting goods and people. RTC meetings will be open to the public and the meeting agenda will include a public comment period. This action will be made available to allow the public ample opportunities to provide information, concerns, and issues for consideration by the regional committee. Any comments received will be documented by the KRADD Transportation Planner and provided to the KYTC Division of Planning.

2.2 Regional Transportation Committee Bylaws

FY 2025 BYLAWS FOR THE TRANSPORTATION PLANNING COMMITTEE A COMMITTEE OF THE KENTUCKY RIVER AREA DEVELOPMENT DISTRICT

ARTICLE I

NAME

Section 1. The name of this organization shall be known as the Kentucky River Area Development District Regional Transportation Planning Committee.

ARTICLE II

PURPOSE

Section 1. The Regional Transportation Planning Committee has been created by the Kentucky River Area Development District (KRADD) Board of Directors to:

- a. Provide assistance to the Board in the formulation of regional transportation policy.
- b. Advise the staff in the execution of technical transportation planning programs.
- c. Provide a forum for elected officials to work together in solving regional transportation problems.
- d. Act as an advocacy body on transportation related matters as needed.
- e. Act as a data and information base for the public-at-large and to provide legislators with the information necessary to make equitable legislative decisions.
- f. Provide a forum for local public involvement into the regional planning process.
- g. Provide local transportation officials and citizens the opportunity to prioritize transportation projects.
- h. Provide input for the Kentucky Six-Year Highway Plan and the Long Range Statewide Transportation Plan.

ARTICLE III

MEMBERSHIP AND ORGANIZATION

Section 1. Members shall be solicited per the By-laws and the Kentucky Transportation Cabinet guidelines for broad based membership. The permanent membership of the committee should include, at a minimum:

- Elected official or representative for each county and city of 5,000 or more in population
- Law Enforcement representatives
- Highway/Public Works representatives from cities and or counties
- Emergency Medical Service Representatives/Fire Department Representatives
- School Transportation Officials
- Human Service Delivery representatives
- Representatives of major trucking, logistic, intermodal, rail, airport, riverport or public transportation entities.
- Underserved populations, minority populations

- Planning and Zoning Commissions/organizations
- Bikeway/greenway/pedestrian coordinators
- Economic development organizations
- Emergency service representatives
- Industrial authorities/commissions
- Public citizens at large

- Section 2. The ADD Transportation Planning Staff and Highway Planning Staff will serve in an advisory position to the committee. Members representing State and Federal transportation agencies shall also serve in an advisory capacity. This could include but not be limited to the Chief District Engineer, the Project Development Branch Manager and staff, the Public Information Officer and other Branch Managers as deemed necessary.
- Section 3. Members may be added to the Transportation Committee representing special interests or disciplines at the discretion of the Committee. Their term and voting status will be determined prior to their installation as a member.
- Section 4. Ex officio members representing State or Federal transportation agencies will be appointed by the KRADD Transportation Committee.
- Section 5. Each permanent member shall be entitled to one vote on all actions of the Committee. Ex officio members shall not be entitled to a vote.
- Section 6. A quorum shall consist of the permanent members present during each meeting of the committee, including at least one Committee Officer.
- Section 7. Individuals and groups who are not members of the committee shall be eligible to attend the meetings of the organization and take an active part by expressing their opinions and ideas and serving as advisors. They will retain a non-voting status.
- Section 8. The designated representative for each County Judge Executive and Mayor on the KRADD Board of Directors will be the designated representative for the Committee. If the official would like to designate a different individual, they may do so with a letter addressed to the Chairman of the Committee.
- Section 9. The term for each member shall be one year or until his successor is elected. Members may succeed themselves. Three consecutive absences on the part of any member to regularly scheduled Committee meetings shall be interpreted as a possible lack of interest. The Chairman of the Committee shall, at that time, inquire as to whether the respective member intends to remain active on the committee. The member may be removed and a new member appointed by the Chairman.

ARTICLE IV MEETINGS

Section 1. The KRADD Regional Transportation Committee shall hold regularly scheduled meetings once per quarter. The meetings shall be held on the second Wednesday of the second month of the quarter at 11:00 a.m. If no business is pending, such meetings may be postponed by the committee chairman until the next regular meeting.

Such meetings shall be held in the office of the KRADD or in a location previously approved by a majority of committee members.

Other committee meetings shall be called at the discretion of the committee chairman or by petition of three or more committee members as business requires.

At any time, both regular and special meetings may be held virtually via video or other KRADD-approved virtual meeting service where all members can be seen and heard. The necessity of holding a virtual meeting will be decided on by the RTC chairman and care should be taken to ensure all members and public participants have access to these meetings.

Section 2. Meeting notices shall be sent to all committee members and other interested parties and agencies. These notices shall be mailed no later than ten (10) days prior to the meeting and shall include the date, time, and place of the meeting, an agenda to be considered and minutes of the previous meeting.

Section 3. News releases announcing the meetings to the public will be made in accordance with the FHWA/FTA Public Involvement Process. The news releases and the news media will be notified seven (7) days in advance of the meeting date.

Section 4. Official minutes will be kept of each and all meetings of the Transportation Committee. An original set will be kept in a permanent file in the office of the KRADD.

Copies will be made available to all Transportation Committee members, coordinating agencies, interest groups and individuals. Wider distribution of the minutes may be made as deemed necessary by the Chairman of the Transportation Committee.

ARTICLE V OFFICERS AND ELECTIONS

Section 1. The officers of the Transportation Committee shall consist of a Chairman, Vice Chairman, and a Secretary. All officers shall be elected from the committee's permanent membership.

Section 2. An officer's term of office will extend from January 1 through December 31 of their second calendar year of service. Officers may succeed themselves. All terms of office shall be for two (2) years.

The Chairman, Vice Chairman, and Secretary shall be appointed and approved by the Chairman of the KRADD board of directors.

- Section 3. Vacancies for unexpired terms of committee officers shall be filled by election as described in Article V, Section 2.
- Section 4. It shall be the duty of the Chairman to preside at all meetings to enforce all laws and regulations relating to the administration of the committee. The Chairman shall call regular and special meetings of the committee in accordance with the Bylaws.
- Section 5. In the absence of the Chairman, the Vice Chairman shall have all powers and responsibilities of the Chairman. In absence of the Chairman and Vice Chairman, the Secretary shall have all powers and responsibilities of the Chairman. If the Chairmanship is vacant for any reason, the Vice Chairman shall act as Chairman until the KRADD Board of Directors has selected a member to fill the office of the Chairman.

ARTICLE VI COMMITTEE MANAGEMENT

- Section 1. The fiscal year for the Transportation Committee shall be from July 1 to June 30.
- Section 2. The rules of parliamentary procedure as laid down in "Robert's Rules of Order" shall govern all meetings of the committee.
- Section 3. The Chairman shall appoint all temporary subcommittees and their chairmen for the Transportation Committee, as needed.
- Section 4. All temporary subcommittees shall be subject to the call of the respective chairmen.
- Section 5. A record of all temporary subcommittees' meetings shall be made and their proceedings reported to the Committee.
- Section 6. A majority of any subcommittee shall constitute a quorum.

ARTICLE VII AMENDMENTS

- Section 1. Amendments to the Bylaws of the Transportation Committee may be made at any meeting of the committee at which a quorum is present. No proposition to amend shall be acted on unless written notice has been given to the Chairman at least thirty (30) days prior to the meeting. A copy of such a proposition shall be embodied in the call for the next scheduled meeting.

2.3 Regional Transportation Committee Goals & Objectives

KRADD REGIONAL TRANSPORTATION PLANNING COMMITTEE FY 2025 REGIONAL GOALS & OBJECTIVES

KRADD MISSION STATEMENT:

To serve as an effective leader, networking with all appropriate groups and agencies, to improve the quality of life for the district, while striving to provide professional assistance, leadership and planning, for the development of services, utilizing to the fullest potential all available resources.

KRADD Regional Transportation Planning Mission Statement:

To ultimately improve the quality of life for the citizens of the Kentucky River Area by improving and expanding this region's existing transportation system, developing a transportation system that would be conducive to business and industry, and achieving the safest and most efficient means of transporting goods and people.

GOAL: ACCESSIBILITY AND CONNECTIVITY

Continue to increase and improve the accessibility and connectivity of the transportation system that serves the local and regional movement of people, freight, and services.

Objectives

- Improve the Appalachian Development Secondary Road System by widening, maintaining and enhancing intersection traffic movement on rural two lane major and minor collectors.
- Support and encourage the development of new and improved bicycling and pedestrian facilities in Eastern Kentucky.
- Improve the regions ability to draw large industries thru the establishment of a major regional airport hub in Eastern Kentucky.
- Support and continue the regional efforts of the state and local bridge replacement programs through funding by state and federal agencies, thus providing local governments the resources to ensure that state and local bridge replacement needs are adequately addressed.
- Continue and expand the utilization of the Recreational Trail Program by capitalizing on the terrain specific to this region and maximizes available and cost-efficient natural resources.

GOAL: CONGESTION MANAGEMENT AND MOBILITY

Continue to support and improve mobility and manage congestion.

Objectives

- Continue and support traffic flow and mobility plan by the State Transportation Cabinet and assist in the development of improvements that would enhance and manage the flow of traffic in rural and urban areas.
- Design more limited access sections of road and more frontage roads that would thereby decrease the congestion and turning movement where appropriate.

- Encourage more grade separated interchanges and intersections at rural road crossings, thus potentially decreasing the number of severe crashes that occur in At-Grade intersections.

GOAL: SYSTEM RELIABILITY

Continue to promote and improve transportation safety to reduce fatalities and injuries in the Kentucky River Region.

Objectives

- Continue to develop and support the need for adequate rural intersection lighting and/or rumble strips in the actual lane prior to intersections in order to reduce the number of night time crashes, especially in areas where minor roads intersect with rural principal arterial routes.
- Support and collaborate with the Kentucky Transportation Cabinet's Highway Safety Program to reduce the number of fatal crashes on rural 2-Lane roads in Eastern Kentucky. Engineering, Education, Enforcement, and Emergency Response are all vital components of a successful highway safety program.
- Continuing efforts to remove Rock-fall hazards on principal arterial and major collector routes and establish a timeline for the completion of identified Rock-fall hazard projects in the KRADD region.
- Continue to create awareness by providing educational materials to schools in the area.

GOAL: ENVIRONMENTAL STEWARDSHIP

Continue to promote and maintain a transportation system that will strive to make our communities and the region healthier and minimize its negative impact on the environment.

Objectives

- Continue to ensure the timely access to all projects and programs that enhance the quality of life for all citizens of Eastern Kentucky, including all significant minority populations.
- Continue to assess the impact of new projects on the environment and all populations within a proposed project area.

GOAL: MULTI-MODAL

Continue to support and improve multi-modal transportation in the region.

Objective

- Encourage and support quick access to the Eastern Kentucky Transportation System for the unobstructed movement of freight, via all modes of transportation that may be applicable to the region: Specific attention should be given to the trucking, railway and air transportation industries.
- Support efforts to promote pedestrian and bicyclist movements along all highways and the development of recreational trails in the region.

GOAL: ECONOMIC DEVELOPMENT

Continue to support and provide a safe efficient Regional Highway Transportation System that can increase economic development.

Objectives

- Continue to create, encourage and support tourism by utilizing the recently designated US 23 National Scenic Byway, Country Music Highway and PRIDE Programs, and similar programs.
- Continuing to support and advocate a safe and efficient Highway Transportation System as the means by which to draw tourists and industry to this region.

GOAL: REGIONALISM

Support local and regional transportation needs.

Objectives

- Promote the efficient movement of people and goods by linking the various modes of transportation.
- Promote connections between transportation modes that support the effective shipment of freight.
- Ensure compatibility with the transportation facilities of adjacent cities, counties and states.
- Support statewide transportation initiatives that affect transportation in the Kentucky River region.

GOAL: PUBLIC INVOLVEMENT

Support community involvement in the transportation planning process.

Objectives

- Inform the public about transportation issues in a clear and concise manner.
- Involve the public in a number of ways – early and often – to encourage their participation in the planning process.
- Use public forums, such as fiscal court meetings, city council meetings, community meetings, media announcements, etc. to inform local elected officials, community leaders and the general public of the importance of the transportation planning process.
- Use the planning process in a manner that is inclusive, fair and open to all individuals.
- Ensure that plans respond to the diversity of community needs.
- Solicit the participation of local officials, community groups, and individual citizens in the transportation planning process.

2.4 Regional Transportation Committee Membership

Member Name	Organization	Committee Representation
Judge Executive Jeff Noble	Breathitt County Fiscal Court	County Government
Judge Executive Jeff Dobson	Knott County Fiscal Court	County Government
Judge Executive Steve Mays	Lee County Fiscal Court	County Government
Judge Executive William Lewis	Leslie County Fiscal Court	County Government
Judge Executive Terry Adams	Letcher County Fiscal Court	County Government

Judge Executive Zeke Little Jr.	Owsley County Fiscal Court	County Government
Judge Executive Scott Alexander	Perry County Fiscal Court	County Government
Judge Executive Raymond Banks	Wolfe County Fiscal Court	County Government
Mayor Scott Jackson	City of Beattyville	City Government
Mayor Nelson Bobrowski	City of Booneville	City Government
Mayor Simmie Ray Bowling	City of Buckhorn	City Government
Mayor Kathi May	City of Campton	City Government
Mayor Ricky Burke	City of Fleming-Neon	City Government
Mayor Happy Mobelini	City of Hazard	City Government
Mayor Trish Hall	City of Hindman	City Government
Mayor Carolyn Joseph	City of Hyden	City Government
Mayor Laura Thomas	City of Jackson	City Government
Mayor Todd DePriest	City of Jenkins	City Government
Mayor Scott Cornett	City of Pippa Passes	City Government
Mayor Tiffany Craft	City of Whitesburg	City Government
Chief Robert Keith	Hazard Fire Department	Fire Department
Tony Eversole	Hazard City Manager	City Government
L.J. Turner	Hyden-Leslie Water Dist.	Public Works
Chief Brian Haddox	Jackson Police Department	Law Enforcement
Gregory Whitson	Perry County	Minority Population
Bennie McCall	Letcher County	Citizen Member
Orie Smith	LKLP Public Transit	Low-Income/Public Transportation
Estill McIntosh	Breathitt County Water Dist.	Public Works
Hiram Cornett	Leslie County	Citizen Member
Bill McIntosh	Perry County Fiscal Court	County Government
Fred Hall	Letcher County	Citizen Member
Craig Lindon	Wolfe County	Citizen Member
Kelli Ratliff	Pine Ridge Ind. Authority	
Jeffery Justice	Pine Mountain Partnership	
Blake Slone	Lee County Fiscal Court	Emergency Manager
Stacie Noble	KRADD	Asc. Dir. Of Aging Services
Chad Mason	Owsley County Board of Ed.	Director of Transportation
Don Gibson	Knott County Water/Sewer Dist.	Public Works
Darren Back	KYTC Highway District 10	Technical Advisor
Corbett Caudill	KYTC Highway District 10	Technical Advisor
Aric Skaggs	KYTC Highway District 10	Technical Advisor
Sherri Chappell	KYTC Highway District 11	Technical Advisor
Keenan Jones	KYTC Highway District 11	Technical Advisor
Chris Jones	KYTC Highway District 11	Technical Advisor
Chris James	KYTC Highway District 12	Technical Advisor
Mary Westfall-Holbrook	KYTC Highway District 12	Technical Advisor
Charlie Dale	KYTC Highway District 12	Technical Advisor

2.5 Committee Activities

FY 2025 REGIONAL TRANSPORTATION COMMITTEE ACTIVITIES

The Kentucky River ADD Regional Transportation Planning Committee meets, at a minimum, three times per year. Additional meetings may be scheduled as the need arises. RTC Meetings that were held in-person were also offered virtually.

August 13, 2025 Meeting (Virtually and In-Person)

- Guest Speaker: TBD (Advancements in Asphalt/SS4A Plan Review)
- Regional Prioritization: SHIFT Kentucky Ahead
- Review Sponsored Projects
- FINAL Prioritization Plan
- FY 26 Meeting Schedule
- Highway District Office Project Updates
- Rural & Secondary Roads Update

October 8, 2025 Meeting (Virtually and In-Person)

- Guest Speaker: TBD (Title VI Changes/SS4A Review)
- FY 2026 Committee Regional Goals and Objectives
- FY 2026 Committee By-Laws
- Highway District Office Project Updates
- Rural & Secondary Roads Update

February 11, 2026 Meeting (Virtually and In-Person)

- Guest Speaker: TBD (Adopting Roads into County/City Road System)
- Open Grant
- Land & Water Conservation Fund Grant
- Highway District Office Project Updates
- Rural & Secondary Roads Update

May 13, 2026 Meeting (In-person and Virtually)

- Speaker: TBD (TAP)
- Local Meetings
- Highway District Office Project Updates
- Rural & Secondary Roads Update

The purpose of transportation committee meetings is the education of committee members on the statewide transportation planning process. While not all planned committee activities will have a direct focus on this process, every attempt will be made to ensure that planned activities provide some insight to committee members on the transportation needs of this region. Aside from committee meetings, the transportation planner may also use the KRADD web page, e-mail transmittals, mail outs, newsletter articles and/or discussions with committee members (as a

group or individuals) in helping them understand the statewide planning process and transportation issues for this region.

The KRADD transportation planner may also contact committee members outside regular committee meetings to seek input related to transportation projects or activities that occur in the region. This point of contact will most likely be achieved by group e-mail or regular mail with occasional telephone calls if needed.

If time and scheduling allow, the KRADD transportation planner will try to schedule guest speakers for the committee to increase awareness and education on the statewide planning process. Possible topics for the planner to consider are highway safety, freight planning, intermodal activities, information related to Title VI and public outreach programs, presentations from local transit authorities, presentations on local bikeways and/or greenways; committee members may identify other topics of interest that can be pursued by the KRADD. There are many activities that could be put into action by the transportation planner. The previously mentioned items will be the starting point for attempting to provide more education to the RTC.

CHAPTER 3: PUBLIC INVOLVEMENT

3.1 Introduction

The Kentucky River ADD will provide public involvement opportunities to allow all persons to be involved in transportation planning and provide an avenue for the public voice to be heard by the key decision makers. This action will provide opportunity for all persons and interest groups to participate in the identification, evaluation, and recommendation of prioritized transportation needs. This process will involve transportation committee meetings, as well as public meetings with specific interest groups to discuss transportation issues, as deemed appropriate by the ADD and/or the KYTC. The Kentucky River ADD will make every effort to include the transportation disadvantaged and under-served populations (i.e. elderly, minority, low-income and disabled populations as well as all other effected populations in the region) on committees or in public meetings held for the purpose of soliciting input for transportation plans, issues and/or projects.

The entire process is developed with a spirit of cooperation by working with the KYTC, the Federal Highway Administration (FHWA), local city and county governmental agencies, the KRADD RTC and other interested parties located throughout the region.

As a major component of the public involvement process and to comply with the KYTC and SAFETEA-LU requirements for public involvement the Kentucky River ADD will maintain a RTC for the purpose of consultation, soliciting input, developing regional goals and direction, identification and review of regional transportation needs, providing transportation information/updates and addressing any other transportation issues in the region. The committee should include a broad-based membership, develop and maintain by-laws consistent with KYTC direction, convene as necessary to complete the tasks assigned to the committee.

The KRADD PIP will use a broad-brush approach when there is no overwhelming population center for the traditionally underserved, and the size of these populations is relatively small. Third party group members will be identified across the eight-county area to aid in the outreach efforts of the traditionally underserved. The widespread use of newspapers, radio, and television can be used to potentially reach the underserved. Traveling exhibits may also be utilized during local events and strategically placed locations throughout the region to reach the underserved populations.

RTC meetings will be open to the public and the meeting agenda will include a public comment period. This action will be made available to allow the public ample opportunities to provide information, concerns, and issues for consideration by the regional committee. Any comments received will be documented by the KRADD Transportation Planner and provided to the KYTC Division of Planning.

The KRADD will also hold local or regional public information/input meetings as requested by the KYTC or by the RTC to provide additional opportunities for public comments related to transportation issues and the transportation planning process.

KRADD Public Involvement activities include:

- Regularly scheduled RTC meetings
- Local or regional public/information meetings as requested by the KYTC or RTC
- Transportation Committee Reports during the monthly KRADD Board of Director's meetings
- Conducting local transportation meetings with local officials and interested community leaders
- Using e-mail lists to provide transportation information materials to interested persons and agencies
- Using advisory committees/groups as an extension of the regional transportation committee to include a more diverse group of individuals and representation of the region. This extension group allows for the public involvement/input process to expand beyond the regular committee members

Activities may also include:

- Utilizing the KRADD Web Site to post transportation projects / information / comments and providing a link for public feed back
- Social Networking – utilizing web-based networks such as Facebook and Twitter to post information about meetings and other transportation related issues
- Address civic groups, chamber meetings, government meetings concerning the statewide transportation process
- Attending fiscal court and city council meetings requesting input for the UNL. This would include obtaining information relative to identifying new projects, evaluating existing UNL and prioritization information. This process allows the KRADD to be part of the meeting agenda, and allows local citizens the opportunity to also provide comments.
- Utilizing local newspapers to help reach more sectors of the public and provide education on the transportation planning process.
- Conduct public meetings at county courthouse, city hall, or local community centers
- Utilize existing services/programs at the KRADD to distribute information (i.e. Child Care, Housing, Aging) this could provide more opportunities to reach low-income, minority, and elderly populations
- Conduct a regional transportation planning workshop for government and local officials, planning commissions, economic and tourism officials, etc. to educate them on the statewide planning process
- Utilize local county and city access cable channels
- Use surveys in newsletters, mail-outs, e-mails, etc. to gain public input

3.2 List of Resources

In order to expand participation opportunities, the Kentucky River ADD has initiated a list of resources for general and targeted outreach methods for the region. All of the items listed may not be used at the same time or may not be used at all, but could be used in the future by the ADD to include those persons who have been traditionally underserved by the existing transportation system and for the general participation procedures. The ADD maintains a

detailed listing of contact information and may be obtained by contacting the ADD transportation planner.

1. Third Party Groups

The Kentucky River ADD will seek to increase public outreach to the underserved populations by contacting third party groups and asking for their assistance in creating public awareness concerning transportation related issues. The agencies, groups or people that wish to aid can be utilized to distribute materials pertaining to the statewide planning process. The members may be able to utilize their brochures, newsletters, word of mouth, etc concerning public meetings, announcements of public review and comment periods for statewide planning documents by sharing and distributing the information with the populations they service. These groups may include, but not be limited to the following:

Senior Citizen Centers
Public Libraries
Public Health Departments
Public Transit Authorities
NAACP
Housing Authorities
U.S Post Offices
County/City Clerk's Office
United Way
Churches
Migrant Education Programs
Adult Education Programs
Chambers of Commerce
Community Based Services
Human Relations Commissions
State Government Agencies
Disabled American Veterans
University of Kentucky Extension Service
Historical Societies
Local Tourism Groups

2. Public Meetings

The Kentucky River ADD will hold local or regional public information/input meetings as requested by the KYTC or by the RTC to provide additional opportunities for public comments related to transportation issues and the transportation planning process.

3. KRADD Website

The Kentucky River ADD Website is located at www.kradd.org and has a link dedicated to the transportation planning process. The website provides an explanation of the planning process and its purpose, several documents and maps for review and information on upcoming meetings. This information is vital for the public participation process as it allows citizens the opportunity to understand the statewide planning process and take advantage of upcoming meetings. Further commitments to providing

information will continue in an effort to make documents and forms electronically accessible formats for easy viewing.

4. Newspapers

Information can be sent to the local newspapers in the region. While none are identified as targeting specific traditionally underserved audiences, all have the potential to have traditionally underserved subscribers. Information can be distributed to the newspapers relating to media releases with announcements of meeting dates and locations, announcements of documents available for public review and comment, and information about the statewide planning process.

5. Radio

Information can be sent to radio stations that serve the region. None are identified as targeting specific traditionally underserved audiences, but all have the potential to have traditionally served underserved listeners. Public meeting invitations can be sent to the stations along with media releases with announcements of meeting dates and locations and information about the statewide planning process or statewide documents available for public review and comment.

6. Television

Information can be sent to television stations that serve the region. This could include regular network broadcast stations as well as local cable access channels that may be available throughout the region. These channels can also be utilized in creating public awareness.

7. Traveling Exhibits

Traveling exhibits may be used to display information about public meetings, review of statewide documents and the statewide planning process. The following locations may be utilized to display information:

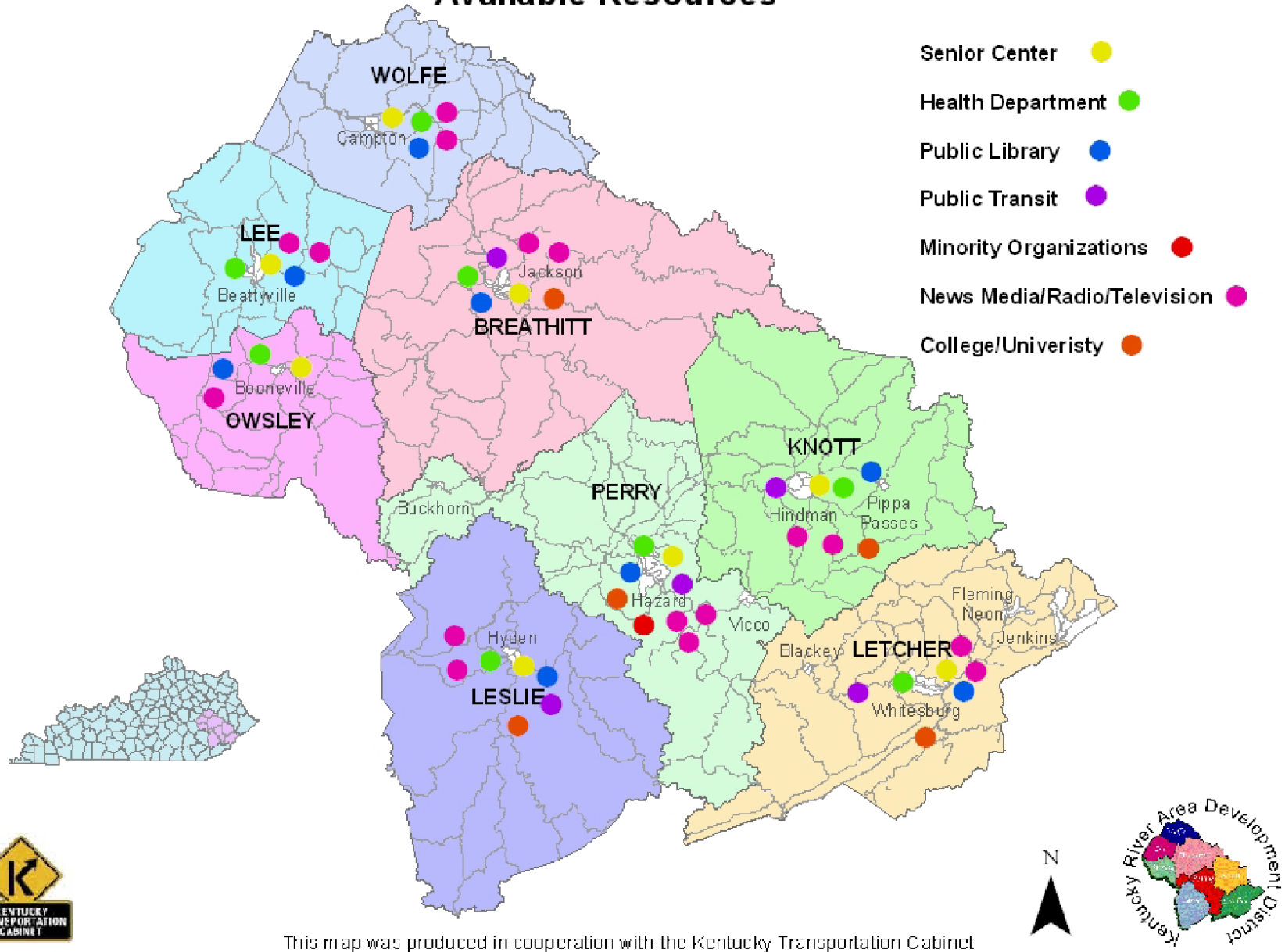
Public Libraries
U.S. Post Offices
County Court Houses
City Halls
Local Community Centers, Meeting Halls, Churches
Chambers of Commerce
KYTC Highway District Office
Area Development District
Schools
Public Housing Authorities
Senior Citizens Centers/Housing
Malls, Restaurants, Shopping Centers
Special Event Locations
Other Identified Locations through Planning Process

3.3 Map of Resources

As part of the KYTC Annual Work Program agreement, the KRADD maintains a detailed database of contact information for these resources. This information can be obtained by contacting the KRADD transportation planner.

The following map illustrates areas where these resources are available within the region.

Kentucky River Area Development District Available Resources



3.4 Groups Addressed

In agreement with the FY 24 KYTC Regional Transportation Work Program – Work Element 2A, the KRADD will plan to attend various civic and governmental meetings and request speaking opportunities to review the statewide transportation planning process and various transportation documents, i.e. Statewide Transportation Plan, Statewide Transportation Involvement Plan, Highway Plan, etc. and provide opportunities for review and input. Efforts to reach, educate, and involve the public in the transportation planning process include but are not limited to providing information on the aforementioned transportation plans through use of KRADD website and newsletters. If the need arises or specific requests are made to address other groups, the KRADD will attempt to schedule those engagements.

- A flyer was developed for the Community and Economic Development Department that included information about the Regional Transportation Planning Program. Over 3000 flyers were printed and provided to the KRADD Aging Department for events scheduled in August thru April.
- Transportation Planning was presented at the following meetings/events:
 - Back to School Events in August
 - Community Events in February and March
 - KRADD Monthly Board of Directors Meetings held virtually and broadcasted live on the KRADD Facebook page – July through June
 - Hyden Monthly City Council Meeting held in-person – July through June
 - Leslie County Monthly Fiscal Court Meeting held in-person – July through June
 - Appalachian Regional Commission Network Appalachia Advisory Group Meeting in Starkville, MS May 14th & 15th

CHAPTER 4: SOCIOECONOMIC PROFILES

4.1 Introduction

The Kentucky River ADD Transportation Planner will develop a plan to encourage participation by minority and low-income populations in the public involvement process and include subject populations in the transportation planning process, including but not limited to committee membership, county committees, meeting with various civic groups, neighborhood meetings, or other methods of contacting, informing, and obtaining input from subject populations.

Title VI was enacted as part of the Civil Rights Act of 1964. It prohibits discrimination on the basis of race, color, and national origin in programs and activities receiving federal financial assistance. Public Outreach activities will include efforts to involve the traditionally underserved groups (i.e. minorities, elderly, low-income persons) in the transportation planning process. These potentially underrepresented populations may also be youth of the community, persons with disabilities, senior citizens, and others who may be too busy to attend public meetings. These efforts may include, but not limited to the following:

- Identifying areas in the region with concentrations of minority, elderly, and low-income populations
- Including organizations that deal directly with minority groups on the Stakeholder lists
- Posting notification of meetings, public hearings, and open houses in county health departments, senior centers, local community centers, post offices and churches
- Publishing notification of meetings, public hearings, and open houses in Spanish
- RTC Advisory members to include representatives from low-income housing authorities, directors from senior citizen centers, public transportation representatives, etc.
- Including speakers/guests at committee meetings to discuss public transportation issues, pedestrian issues for minority and low-income populations in their communities

4.2 Demographic Information

The concentrations of underserved populations in KRADD are considerably lower than statewide trends at a regional level. For the purpose of this plan, Census data is reviewed for the following categories: total population by race, elderly populations (age 65 and over), low-income or poverty status, disabled populations (18 years and over) and populations who speak English less than very well.

According to Census 2022, KRADD comprised 2.59% of the state population. In comparing percentages of the overall minority population in the region to the state, the region's percentages (3.92%) is lower than the state (15.92%). The region has a higher percentage of elderly (18.04%) population than the state (16.36%). The percentage of low-income for the region (28.66%) is much higher than the state (16.61%). The region has a higher rate of people with a disability age 18 and over compared to the state. KRADD's disability percentage is 34.97% and Kentucky's is 21.19%. Kentucky's percentage of the population over the age of 5 who speak English less than very well is 2.34%. KRADD's percentage is considerably lower at 0.41%.

4.3 Census Maps

The maps on the following pages are used to demonstrate the region breakdown by county for total population by race, the elderly population (age 65 and over), the poverty status, population by disability and English Proficiency.

Kentucky River Area Development District

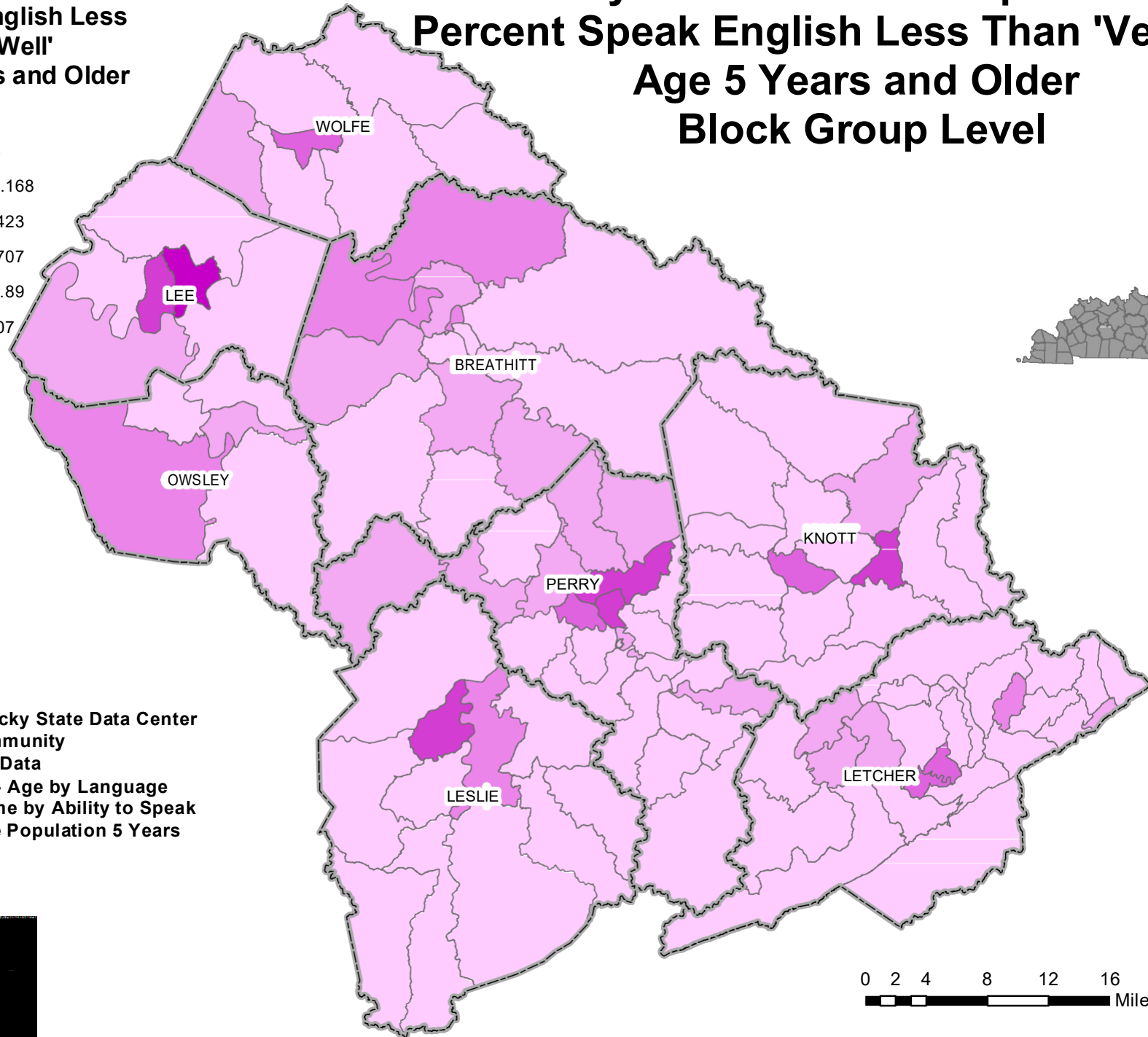
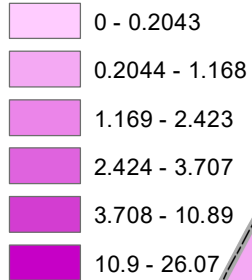
Percent Speak English Less Than 'Very Well'

Age 5 Years and Older

Block Group Level

% Speak English Less Than 'Very Well'
Age 5 Years and Older

Population %



Source: Kentucky State Data Center
American Community
Survey 5 Year Data
Table B16004 - Age by Language
Spoken at Home by Ability to Speak
English for the Population 5 Years
and Over

0 2 4 8 12 16
Miles

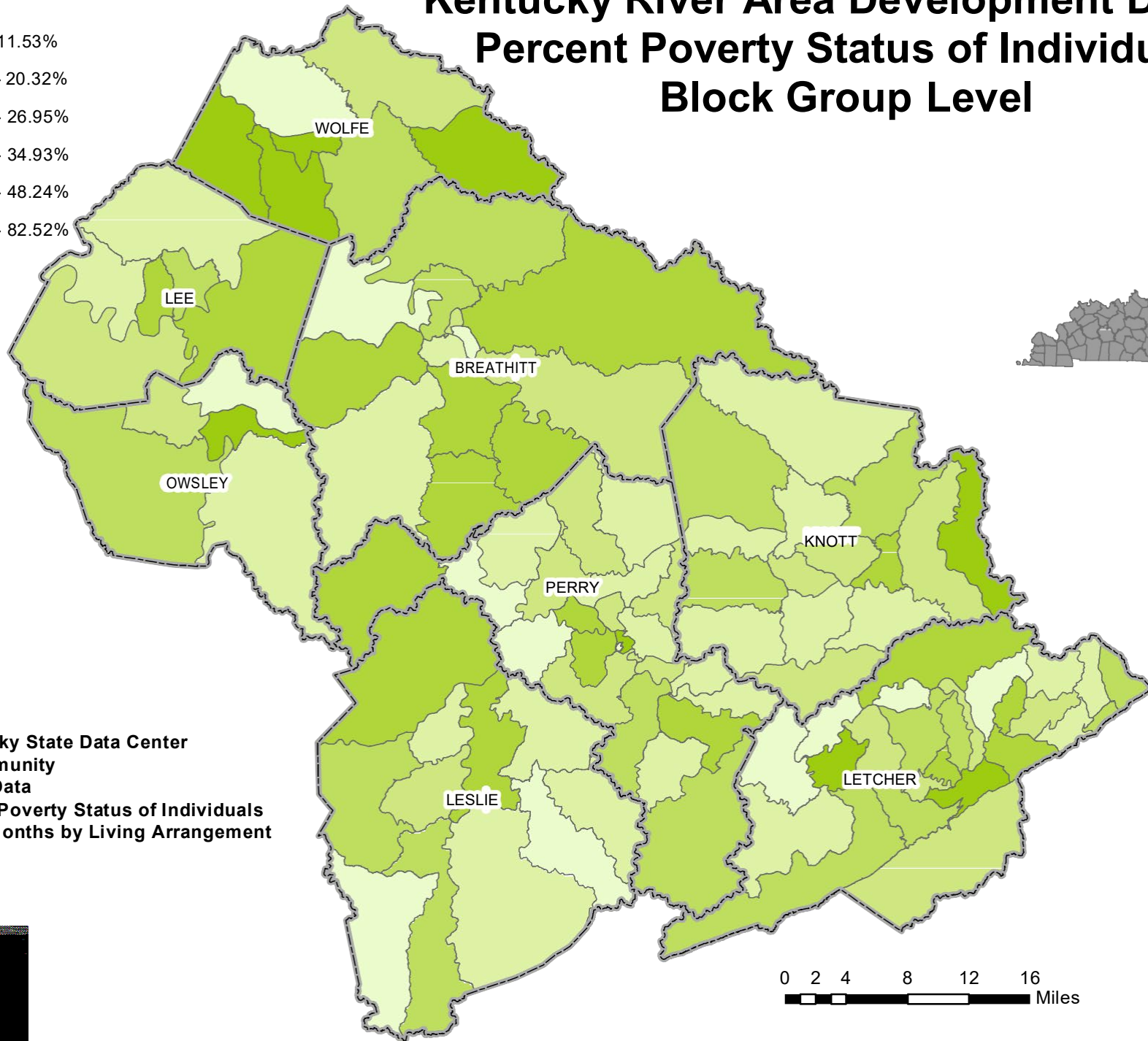
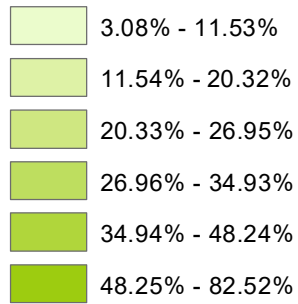
This map was produced in cooperation with the Kentucky Transportation Cabinet

Kentucky River Area Development District

Percent Poverty Status of Individuals

Block Group Level

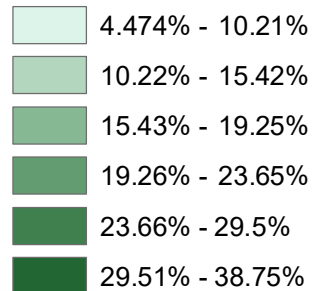
% Poverty



Source: Kentucky State Data Center
American Community
Survey 5 Year Data
Table B17021 - Poverty Status of Individuals
in the Past 12 Months by Living Arrangement

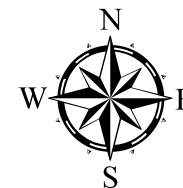
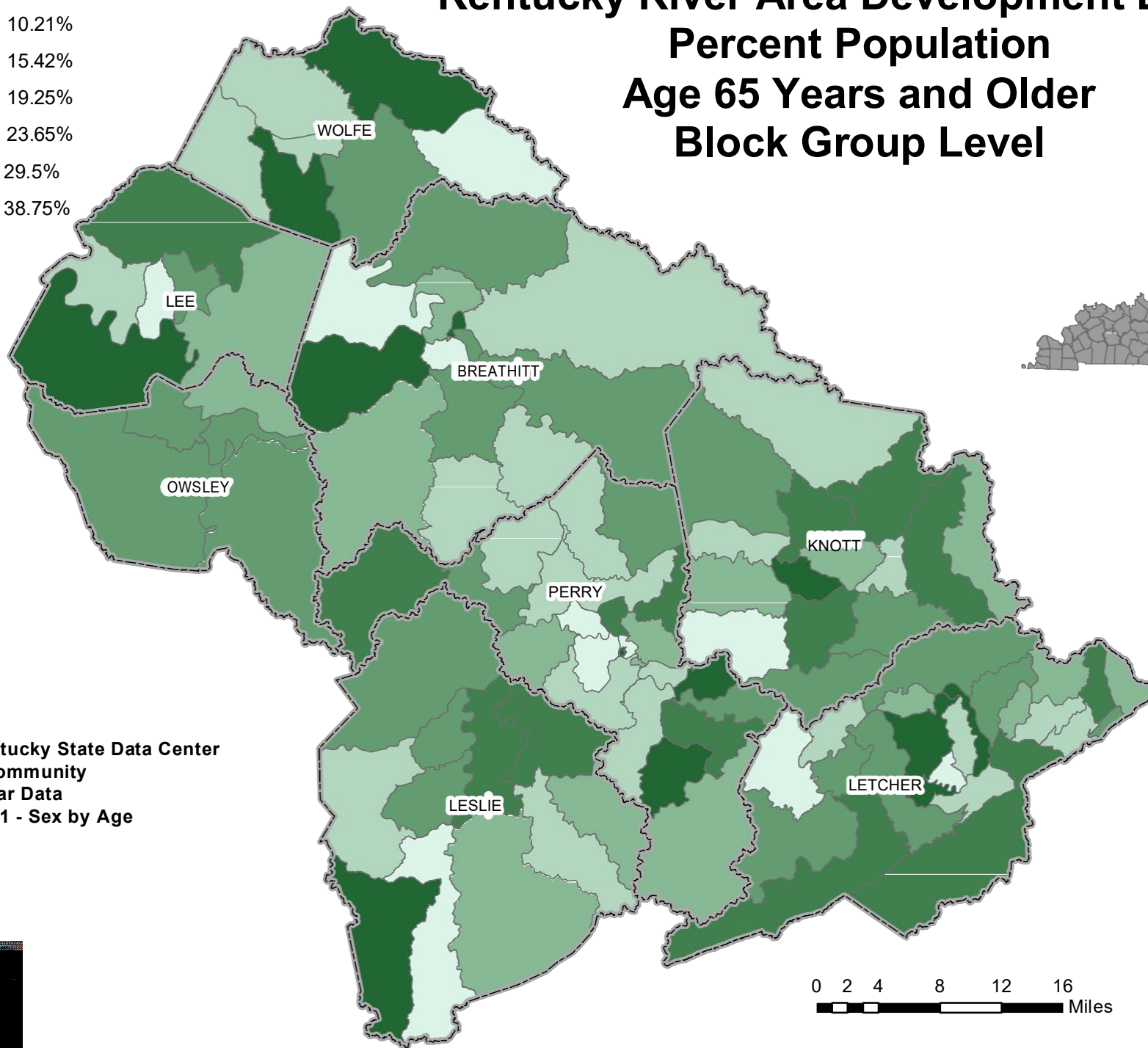
This map was produced in cooperation with the Kentucky Transportation Cabinet

Population % 65 Years and Older



Kentucky River Area Development District

Percent Population Age 65 Years and Older Block Group Level



Source: Kentucky State Data Center
American Community
Survey 5 Year Data
Table B01001 - Sex by Age

0 2 4 8 12 16
Miles

This map was produced in cooperation with the Kentucky Transportation Cabinet

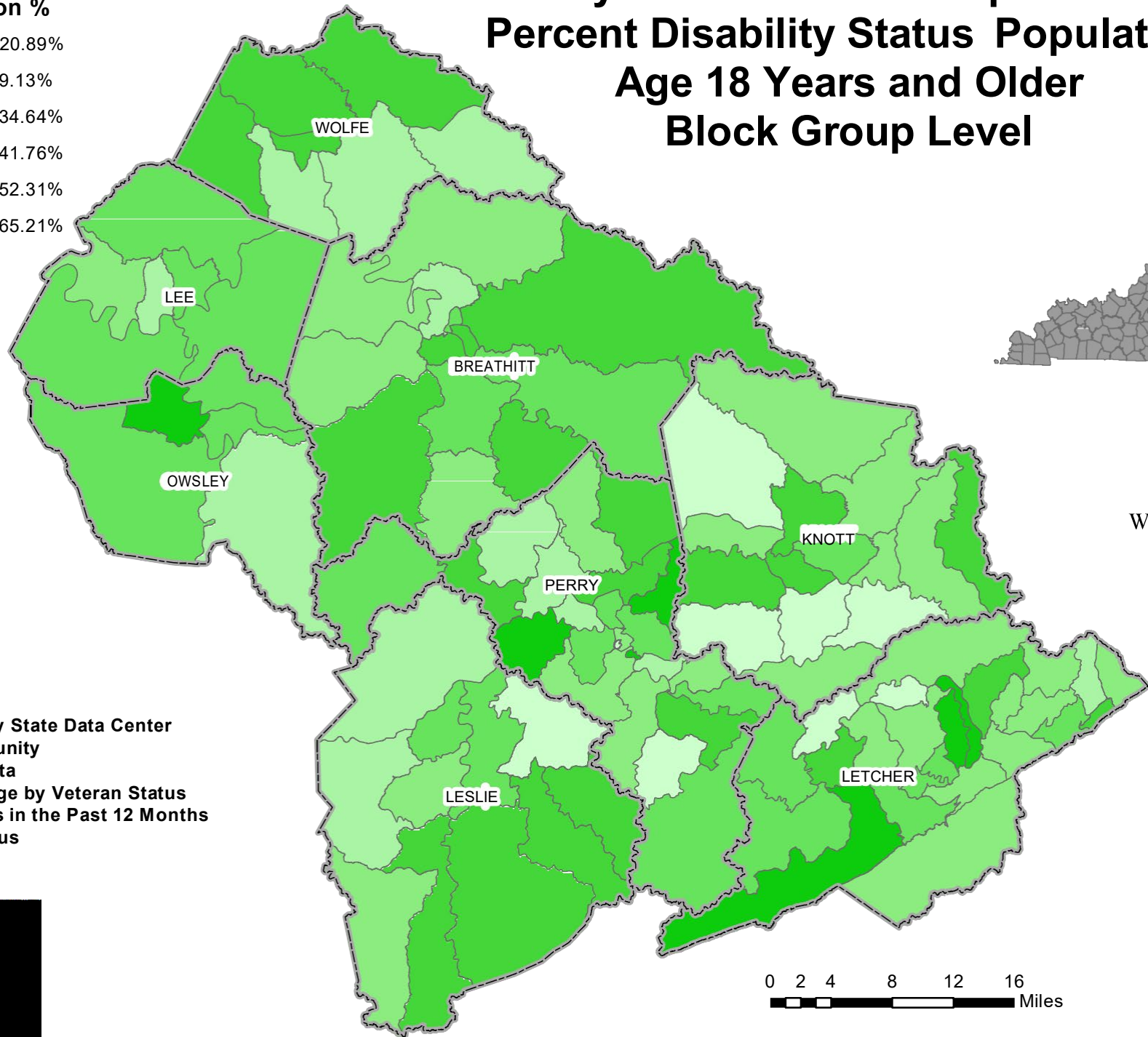
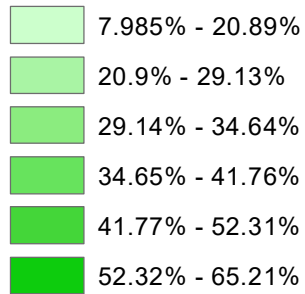
Kentucky River Area Development District

Percent Disability Status Population

Age 18 Years and Older

Block Group Level

Dis. Population %



Source: Kentucky State Data Center
American Community
Survey 5 Year Data
Table C21007 - Age by Veteran Status
by Poverty Status in the Past 12 Months
by Disability Status

0 2 4 8 12 16 Miles

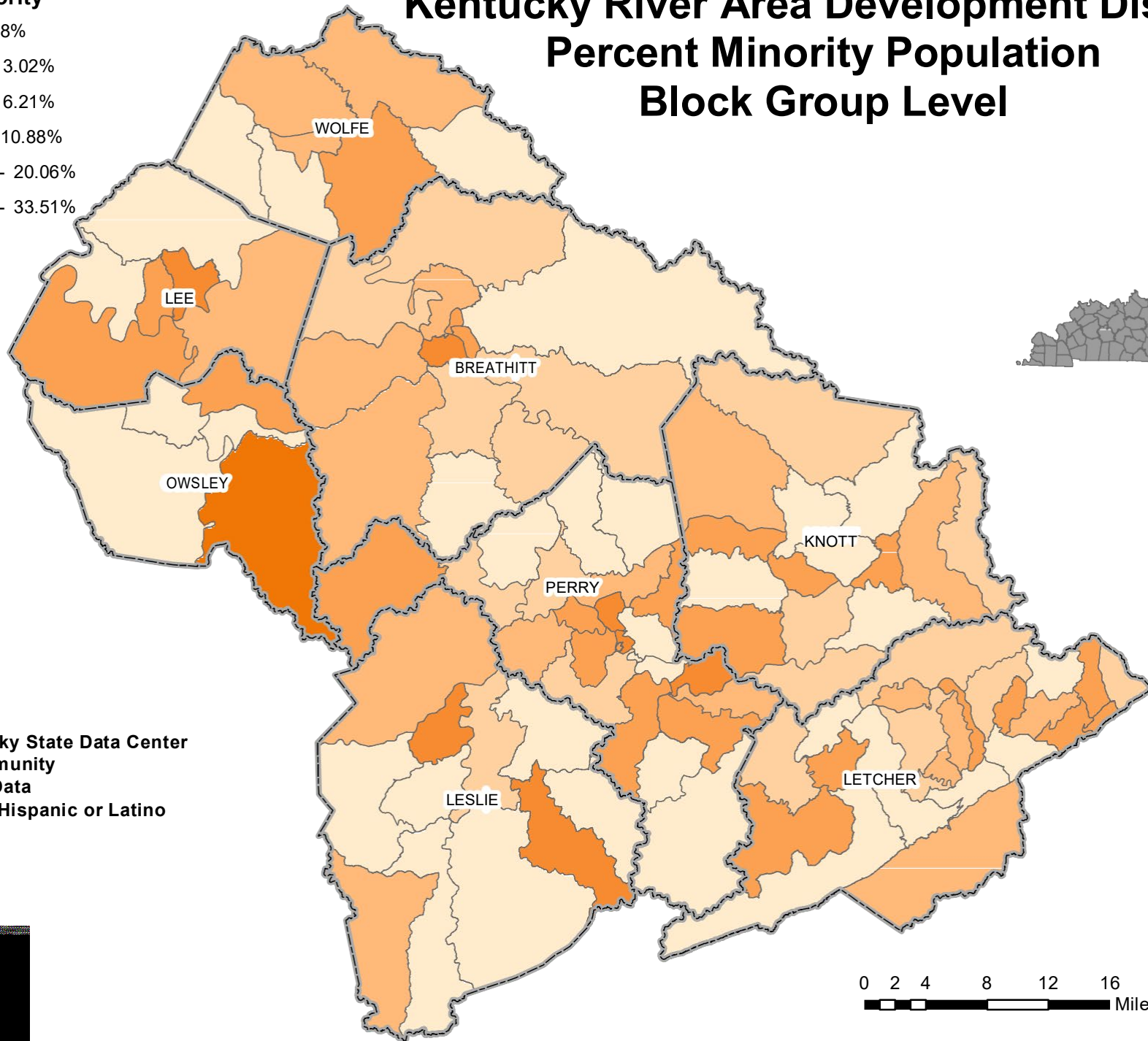
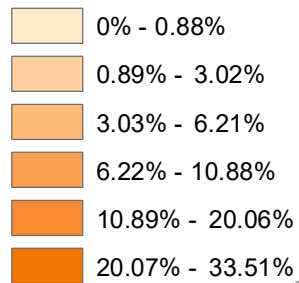
This map was produced in cooperation with the Kentucky Transportation Cabinet

Kentucky River Area Development District

Percent Minority Population

Block Group Level

Total % Minority



Source: Kentucky State Data Center
American Community
Survey 5 Year Data
Table B03002 - Hispanic or Latino
Origin by Race

This map was produced in cooperation with the Kentucky Transportation Cabinet

4.4 Summary Quick Facts

The Kentucky River Area Development District (KRADD) is composed of eight counties: Breathitt, Knott, Lee, Leslie, Letcher, Owsley, Perry and Wolfe. In 2023, KRADD comprised 2.31% of the state's population with 104,618 total population.

ADD Quick Facts

Statewide, KRADD contains the average of:

- 0.83% of the KRADD population is Black
- 0.42% of the KRADD population is Asian
- 0.71% of the KRADD population is Hispanic
- 28.20% of the KRADD population lives below-poverty level
- 19.11% of the KRADD population is age 65 years old and over
- 30.89% of the KRADD population have disabilities tallied age 18 and over
- 1.19% of the KRADD population speaks a language other than English at home

KRADD Counties Quick Facts

- Perry County has the largest total population in the KRADD region; Owsley County has the smallest.
- Perry County has the largest overall Black population in the region with 276.
- Letcher County has the highest population of the region's Hispanic population, with 159.
- The percentage of individuals in the Kentucky River ADD who are over the age of 65 is 19.11. The elderly population is the highest in Perry and Letcher Counties.
- Wolfe County has the highest concentration of low-income residents, which represents 38.10 % of the county population. Lee County has the second highest with 28.90% of the population with low-income.
- The region has the range of 27.00% to 36.00% with a disability percentage-wise.
- Owsley County has the highest concentration of persons with a disability age 18 and over which represents 36.00% of the county population.

CHAPTER 5: MULTIMODAL CONTACTS

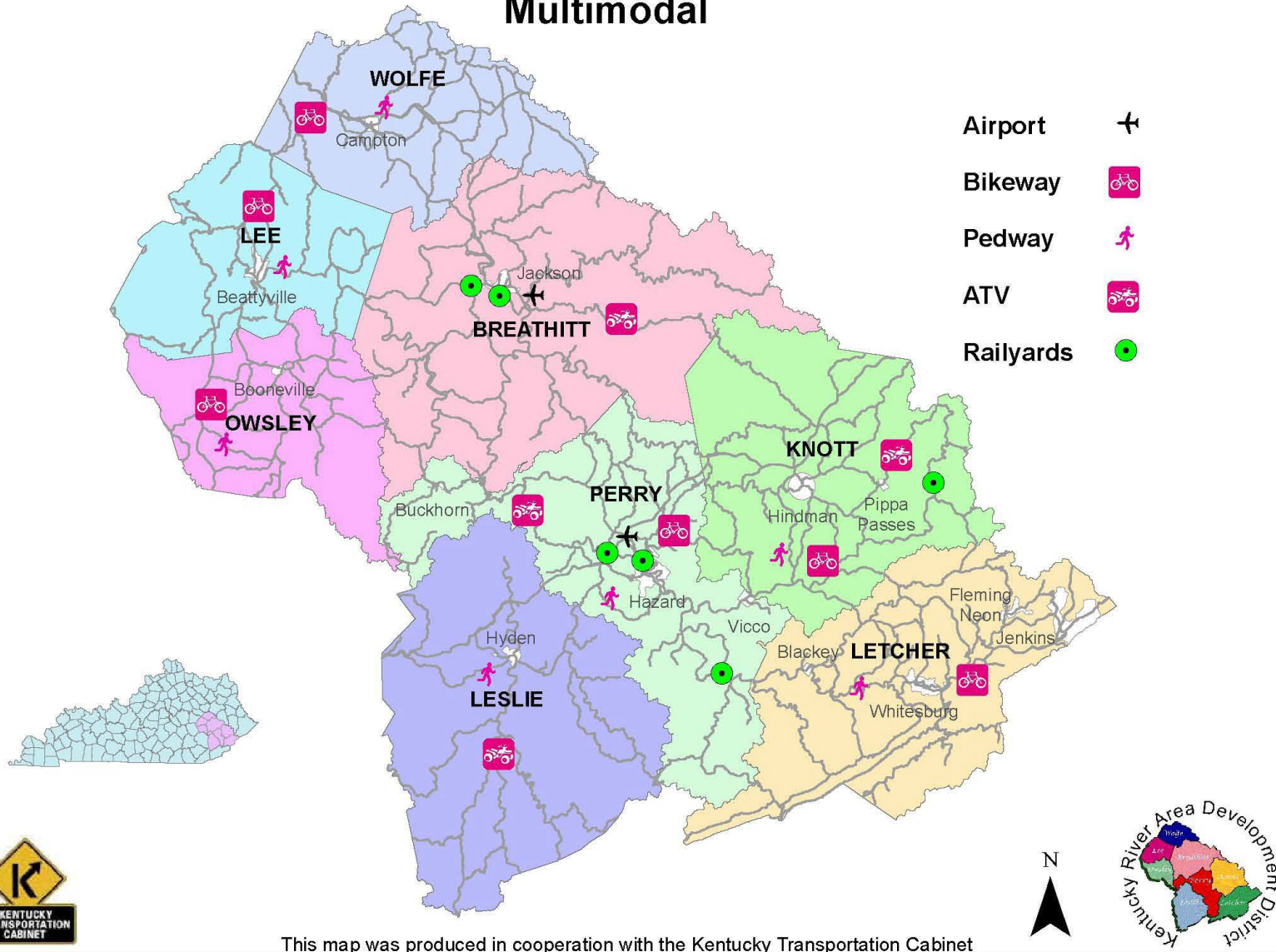
5.1 Introduction

During the course of business, it may become necessary to contact area stakeholders and/or industry experts in order to garner local input on transportation issues or opportunities affecting the area. The ADD maintains a contact list and email list-serve for those who have interest in the region. This list includes contact information for representatives of aviation, railroads, and trails for hiking, biking, horse and ATV.

5.2 Map of Multimodal Facilities

The following map illustrates facilities and trails that have been identified within the region.

Kentucky River Area Development District Multimodal



This map was produced in cooperation with the Kentucky Transportation Cabinet

CHAPTER 6: INVENTORY OF LOCAL PLANNING UNITS

6.1 Introduction

Land use planning is conducted by local planning units (planning commissions) for various cities and counties across Kentucky. As part of their planning process, some planning units develop comprehensive plans, zoning ordinances, and/or subdivision regulations. These documents are intended to guide community decisions about future land use, development, community facilities, transportation, and other infrastructure. Information about planning commissions, staff, and their primary documents are constantly changing over time. It is important for many reasons for state government agencies such as the Transportation, Economic Development, Energy & Environmental Protection, and Education Cabinets, as well as the public, to have easy access to this information.

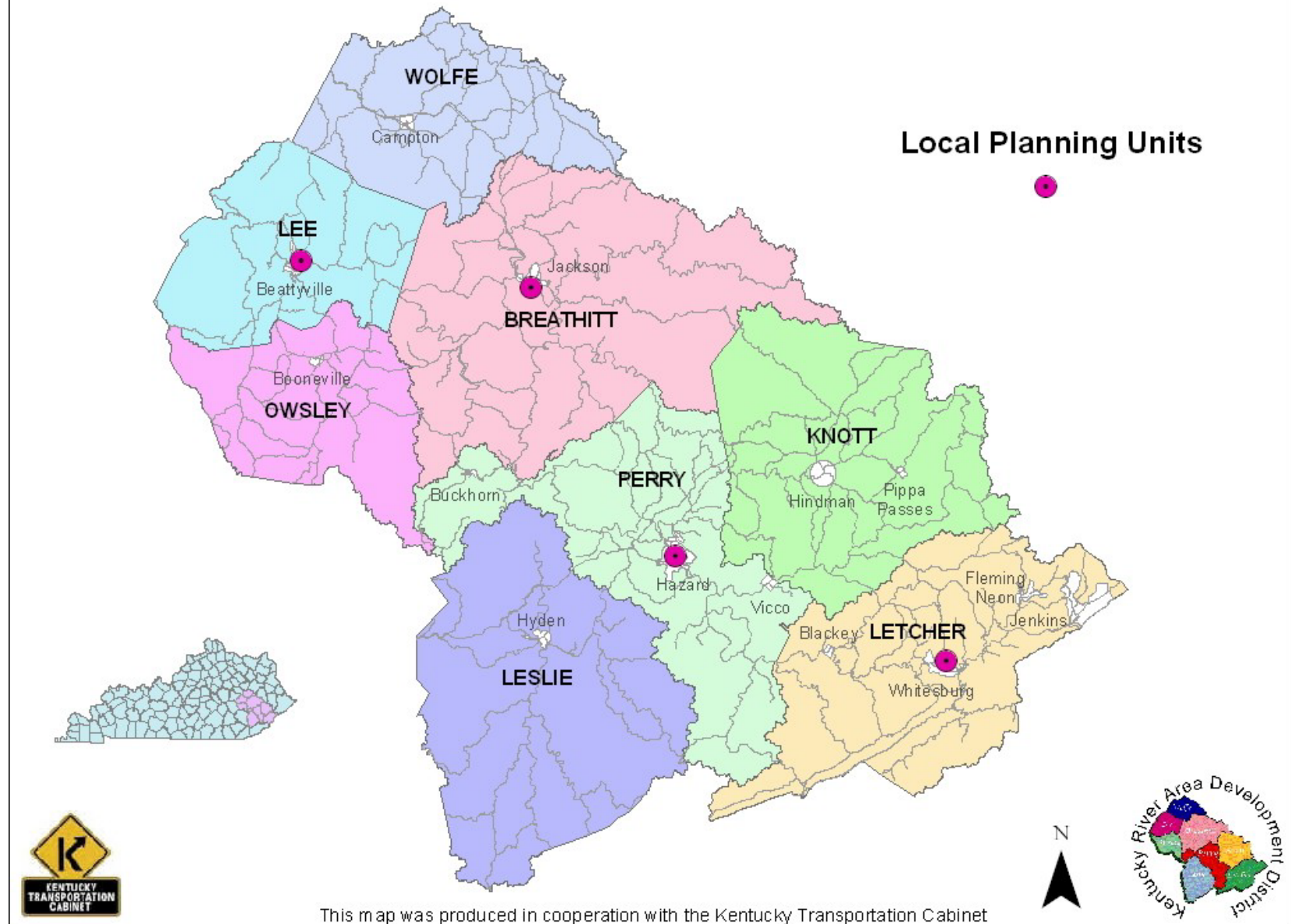
Comprehensive planning is a decision-making tool for officials and citizens in guiding future growth and development of communities. In Kentucky, state laws mandate that any city or county that has zoning regulations, first adopt a comprehensive plan. The plan then must be updated at a minimum once every five years. The comprehensive plan contains a land use element as well as a transportation element. The land use element is important to establish policy guidance that will be used in making decisions about the compatibility and appropriateness of individual developments within the context of the larger community. The transportation element evaluates the current transportation network and its relevance to the land use and future growth patterns. The purpose of this task is to ensure orderly development of the community transportation network considering not only facilities for automobiles but other modes of transportation as well, such as pedestrian and bicycle improvements, freight movement facilities, water transportation, and other mobility issues applicable to the community. Other common problems experienced in developing areas that will be addressed in this element are access management and neighborhood traffic calming.

The connection between transportation and land use is a fundamental concept in transportation. Transportation and land use are inexorably connected. Everything that happens to land use has transportation implications and every transportation action affects land use. Transportation actions can help shape land use by providing infrastructure to improve accessibility and mobility. Accessibility can be measured by the number of travel opportunities or destinations within a particular travel radius, measured in terms of either travel time or distance. Mobility is directly influenced by the layout of the transportation network and the level of service it offers. Land development generates travel, and travel generates the need for new facilities, which in turn increases accessibility and attracts further development.

6.2 Map of Local Planning Units

The ADD maintains an inventory of land use plans, planning commissions and/or zoning ordinances. If detailed information is needed, please contact the ADD. The following map illustrates areas that have local planning units within the region.

Kentucky River Area Development District



CHAPTER 7: TRANSPORTATION TERMS AND ACRONYMS

7.1 Glossary of Terms and Acronyms,

A

Adequacy Rating

Adequacy Rating is a numerical score from 0 to 100 evaluating the current condition of a roadway segment based on congestion, safety, and pavement condition.

American Association of State Highway and Transportation Officials (AASHTO)

AASHTO is a nonprofit, nonpartisan association representing highway and transportation departments in the 50 states, the District of Columbia and Puerto Rico. It represents all five transportation modes: air, highways, public transportation, rail and water. Its primary goal is to foster the development, operation and maintenance of an integrated national transportation system.

American Public Transit Association (APTA)

The American Public Transportation Association (APTA) is an international organization that has been representing the transit industry for over 100 years, since 1882. Over ninety % of passengers using transit in the U.S. and Canada are carried by APTA members. APTA includes bus, rapid transit and commuter rail systems, and the organizations responsible for planning, designing, constructing, financing and operating transit systems. In addition, government agencies, metropolitan planning organizations, state departments of transportation, academic institutions, and trade publications are also part of APTA.

Americans with Disabilities Act of 1990 (ADA)

A federal law prohibiting discrimination against people with disabilities. Requires public entities and public accommodations to provide accessible accommodations for people with disabilities.

Area Development District (ADD)

Fifteen regional planning agencies mandated by state legislation. The fifteen ADDs in Kentucky are the regional planning agencies through which various federal and state programs are administered. The state's rural transportation planning program is administered and facilitated through the fifteen Area Development Districts.

Arterial

A class of roads serving major traffic movements (high-speed, high volume) for travel between major points.

Association of Metropolitan Planning Organizations (AMPO)

AMPO is a nonprofit, membership organization established in 1994 to serve the needs and interests of Metropolitan Planning Organizations (MPOs) nationwide. AMPO offers its members MPOs technical assistance and training, conferences and workshops, frequent print and electronic communications, research, a forum for transportation policy development and coalition building, and a variety of other services

B

Bicycle Facilities/Amenities

A general term denoting provisions made to accommodate or encourage bicycling, including parking facilities, shared roadways, bikeways, etc.

Bicycle Lane (Bike Lane)

A portion of a roadway which has been designated by striping, signing and pavement markings for the exclusive use of bicyclists.

Bicycle Route (Bike Route)

A segment of a system of bikeways designated by the jurisdiction having the authority with appropriate directional and informational markers, with or without a specific bicycle route number. See also signed, shared roadway.

Bikeway

A facility designed to accommodate bicycle travel for recreational or commuting purposes. Bikeways are not necessarily separated facilities; they may be designed and operated to be shared with other travel modes.

C

Census Defined Urbanized Area (UZA)

UZA is defined by the Bureau of the Census as being comprised of "... one or more central places/cities, plus the adjacent densely settled surrounding territory (urban fringe) that together has a minimum of 50,000 persons." The urban fringe consists of a contiguous territory having a population density of at least 1,000 per square mile. The UZA provides population totals for transportation-related funding formulas that require an urban/rural population number.

Coal Haul

Coal Haul is those routes over which coal was reported transported by truck during the previous calendar year.

Collector

A roadway linking traffic on local roads to the arterial road network.

Continuous Highways Analysis Framework (CHAF)

CHAF is an application enabling users to collect, track, and analyze identified transportation needs. CHAF also provides a means to sponsor, score and rank projects as part of the Strategic Highway Investment Formula for Tomorrow (SHIFT).

Critical Crash Rate Factor (CRF)

Critical Crash Rate Factor-the quotient showing the ratio of the crash rate for a roadway spot or segment divided by the critical crash rate for that roadway spot or segment based on roadway type, number of lanes, and median type. The critical rate for a roadway type is determined annually by the Kentucky Transportation Center.

E

Extended Weight

Extended Weight is a designated highway network over which certain vehicular weight limits are relaxed for coal haul vehicles.

E

Federal Highway Administration (FHWA)

The division of the United States Department of Transportation responsible for funding highway policy and funding.

Federal Transit Administration (FTA)

A Division of the United States Department of Transportation (USDOT) responsible for funding transit planning and programs.

Fixing America's Surface Transportation Act (FAST Act)

Passed in 2015. The FAST Act maintains a focus on safety, keeps intact the established structure of the various highway-related programs and continues efforts to streamline project delivery.

Functional Classification

A system of classifying rural and urban roadways by use and level of traffic volume: interstates, arterials, collectors, and local roads are the chief classes.

G

Geographic Information System (GIS)

A GIS is a computerized mapping technology that allows the creation and overlay of various geographic features, commonly linked to socioeconomic and other data.

H

Highway District Office (HDO)

Kentucky has twelve district highway offices located throughout the state.

Highway Information System (HIS)

Highway Information System: a comprehensive database of highway inventory information maintained by, and in many cases collected by, the KYTC Division of Planning.

I

Infrastructure Investment and Jobs Act (IIJA)

Also known as the [Bipartisan Infrastructure Law](#), invested \$1.2 trillion in infrastructure across various sectors, including transportation, water, broadband, and energy. It aims to modernize and improve existing infrastructure while also investing in new programs and initiatives

Intermodal

The ability to connect and the connections between modes of transportation.

Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA)

Legislative initiative by the U.S. Congress that restructured funding for transportation programs. ISTEA authorized increased levels of highway and transportation funding from FY92-97 and increased the role of regional planning commissions/MPO in funding decisions. The Act also required comprehensive regional and statewide long-term transportation plans and places and increased emphasis on public participation and transportation alternatives. Many of the programs that began with ISTEA have been continued through the Transportation Equity Act for the 21st Century (TEA-21), which was signed into law June of 1998.

International Roughness Index (IRI)

International Roughness Index is a measure of pavement roughness.

K**Kentucky Transportation Cabinet (KYTC)**

KYTC is the state agency responsible for transportation funding, planning and programs at the statewide level.

L**Level of Service (LOS)**

This term refers to a standard measurement used by transportation officials which reflects the relative ease of traffic flow in a scale of A to F, with free-flow being rated LOS-A and highly congested conditions rated as LOS-F.

Local Roads

Local roads carry the lowest traffic volumes and typically connect with other local roads and collectors (i.e., internal subdivision roads). This class of roadway is generally excluded from Federal funding.

Long-Range Statewide Transportation Plan

A federally required long-range transportation plan for a minimum period of twenty years. The federal legislation requires that a plan be developed for at least a twenty-year period and must be financially balanced. This document, which was first produced in Kentucky in 1995 and updated in 1999, included both policy and projects. The 2006 Plan is a policy only plan

M**Metropolitan Planning Organization (MPO)**

The organizational entity designated by law with responsibility for developing transportation plans and programs for urbanized areas of 50,000 or more in population. MPOs are established by agreement of the Governor (or Governors) and units of local government which together represent 75% of the affected population of an urbanized area. KIPDA is the MPO for the Louisville area, which includes Clark and Floyd Counties in Indiana and Jefferson, Bullitt, and Oldham Counties in Kentucky.

Metropolitan Statistical Area (MSA)

An area defined by the Office of Management and Budget as a Federal statistical standard. An area qualifies for recognition as an MSA if it includes a city of at least 50,000 population or an urbanized area of at least 50,000 with a total metropolitan area population of at least 100,000.

Mile Point (MP)

Mile Point; used, along with county and route number, to identify location of a highway segment.

N**National Highway (NHS)**

A network of interstate and state highways which serve longer distance mobility needs, are important to the nation's economy, defense, and mobility, and are eligible for matching federal funds for capital improvement.

National Truck Network (NN)

National Truck Network are those routes on the state-maintained road system which have been specifically designated by KYTC and approved by FHWA for use by motor vehicles (trucks) with increased dimensions

(e.g., 102 inches wide, 13-6” high, semi-trailers up to 53 feet long, trailers 28 feet long-not to exceed two (2) trailers per truck).

P

Pedestrian

A person who travels on foot or who uses assistive devices, such as a wheelchair, for mobility.

Poverty Level

The minimum level of money income adequate for families of different sizes, in keeping with American consumption patterns. These levels are determined annually by the U.S. government on the basis of an index originated by the U.S. Social Security Administration and released biennially by the U.S. Census Bureau for states and counties.

R

Pavement Rideability Index (RI)

A general measure of pavement conditions. The RI is based on a scale of 0 to 5, with 0 being poor and 5 being very good.

Right-of-Way (ROW)

A ROW is a priority path for the construction and operation of highways, light and heavy rail, railroads, et cetera. The ROW phase of a project is the time period in which land in the right-of-way will be purchased.

S

Safe, Accountable, Flexible and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU)

The federal transportation reauthorization legislation, enacted August 10, 2005, as Public Law 109-59. SAFETEA-LU authorizes the Federal surface transportation programs for highways, highway safety, and transit for the 5-year period 2005-2009 and continued many of the provisions of TEA-21, but also further emphasized and elevated the importance of safety and security, further coordination of statewide planning with the metropolitan areas, consultation with local elected officials, and continued public involvement.

Scenic Byways

These routes are nominated by local support groups and designated by the Transportation Cabinet because they are deemed to have roadside or view sheds of aesthetic, historical, cultural, natural, archaeological, and/or recreational value worthy of preservation, restoration, protection, and or enhancement.

Shared Use Path

A pathway physically separated from motor vehicle traffic and used by bicyclists and pedestrians. Generally, shared use paths serve corridors not served by streets and highways to minimize conflict with cross-street traffic.

Small Urban Area (SUA)

Small Urban Area; population centers of between 5,000 and 50,000 persons.

State Implementation Plan (SIP)

A plan mandated by the CAA and developed by each state that contains procedures to monitor, control, maintain, and enforce compliance with National Ambient Air Quality Standards (NAAQS).

Six Year Highway Plan (SYP)

A short-range highway plan of projects to be implemented by phase and funding levels for a six-year period in Kentucky. This plan is mandated by Kentucky Legislation and is updated and approved by the Kentucky Legislature every two years.

Statewide Transportation Improvements Program (STIP)

A short-term transportation planning document covering at least a three-year period and updated at least every two years. STIPs are created in conjunction with MPOs and the MPO's TIP is incorporated into the state's STIP. The STIP includes a priority list of projects to be carried out in each of the three years. Projects included in the STIP must be consistent with the long-term transportation plan, must conform to regional air quality implementation plans, and must be financially constrained (achievable within existing or reasonably anticipated funding sources).

Strategic Highway Corridor Network (STRAHNET)

A federal highway designation of selected highways to be used for certain national emergencies.

Strategic Highway Investment Formula for Tomorrow (SHIFT)

SHIFT is a data-driven, objective and collaborative approach to determine the state's transportation funding priorities. It is a prioritization model utilized to bring balance and dependability to Kentucky's Highway Plan. The key elements of SHIFT: it is built on real data, it is objective, it is open and transparent, it is collaborative – engaging the input of local and district leaders in transportation, it is dependable.

System Classification/Functional Classification

The categorization of transportation facilities by their actual or expected use characteristics. The distinction is usually made on the basis of access vs. mobility, where lower order roadways are used primarily for access to individual land uses, while higher order roadways are used primarily for travel between towns or cities.

Surface Transportation Program (STP)

A categorical funding program included under ISTEA and continued under TEA-21 and SAFETEA-LU for transportation roadway projects. Funds may be used for a wide variety of purposes, including: roadway construction, reconstruction, resurfacing, restoration and rehabilitation; roadway operational improvements; capital costs for transit projects; highway and safety.

T**Traffic Volume**

Number of vehicles passing a given point over a period of time.

Transportation Enhancement Funds (TE)

A federal funding category for projects that add community or environmental value to any active or completed transportation project. For instance, sidewalk, landscaping and bikeway projects are some of the ways in which a roadway could be enhanced.

Transportation Equity Act of the 21st Century (TEA-21)

A law enacted in 1998, TEA-21 authorized federal funding for transportation investment for the time period spanning fiscal year 1998 to fiscal year 2003. Approximately \$218 billion in funding was authorized, the largest amount in history, and is used for highway, transit, and other surface transportation programs.

Transportation Improvement Program (TIP)

Transportation Improvement Program is a document prepared by the MPO. It contains a prioritized list of projects within the metropolitan area for the next four years. This document identifies the projects for inclusion into the STIP. This document must be financially constrained and must be a direct subset of the area's Long-Range Transportation Plan.

U

Unscheduled Project List (UPL)

UPL-Unscheduled Project List (formerly Unscheduled Needs List, or UNL); a list, maintained by the KYTC Division of Planning of potential transportation projects, with project data derived from the KYTC Project Identification Form.

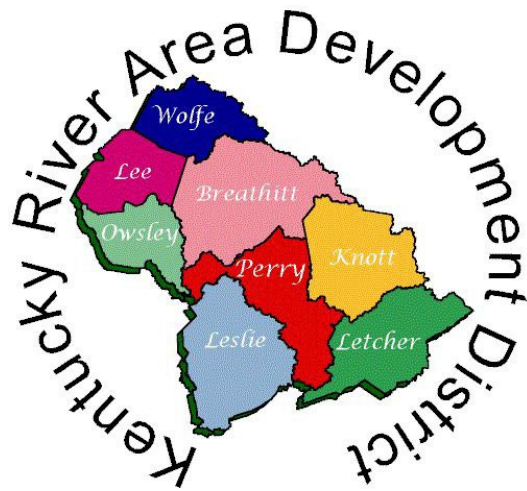
Urban Area (UA)

The Census Bureau defines "urban" for the 1990 census as comprising all territory, population, and housing units in urbanized areas and in places of 2,500 or more persons outside urbanized areas. More specifically, "urban" consists of territory, persons, and housing units in: 1.) Places of 2,500 or more persons incorporated as cities, villages, boroughs (except in Alaska and New York), and towns (except in the six New England States, New York, and Wisconsin), but excluding the rural portions of "extended cities;" 2.) Census designated places of 2,500 or more persons; and 3.) Other territory, incorporated or unincorporated, included in urbanized areas. Territory, population, and housing units not classified as urban constitute "rural." This boundary is the line of demarcation for rural/ urban functional classification on roadways.

V

Volume to Service Flow Ratio (V/SF)

Volume to Service Flow ratio; a quotient showing the ratio of a facility's actual vehicular traffic volume to its theoretical maximum potential vehicular traffic volume; a ratio higher than about 0.6 indicates traffic volumes are approaching congested conditions. This is also referred to V/C or Volume to Capacity ratio.



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