

**Green River Area
Development District
Public Involvement Plan**

FY 2023



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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 of Program

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. Most recently the 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. It also provides, for the first time, a dedicated source of federal dollars for freight projects. These Congressional acts authorize all on-going federal-aid transportation programs. 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. Among the most essential provisions are the following:

- Federal reliance on the statewide transportation planning 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 9 Metropolitan Planning Organizations (MPO). 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 in the KYTC Unscheduled Needs List (UNL) for possible inclusion in the KYTC Six-Year Highway Plan.

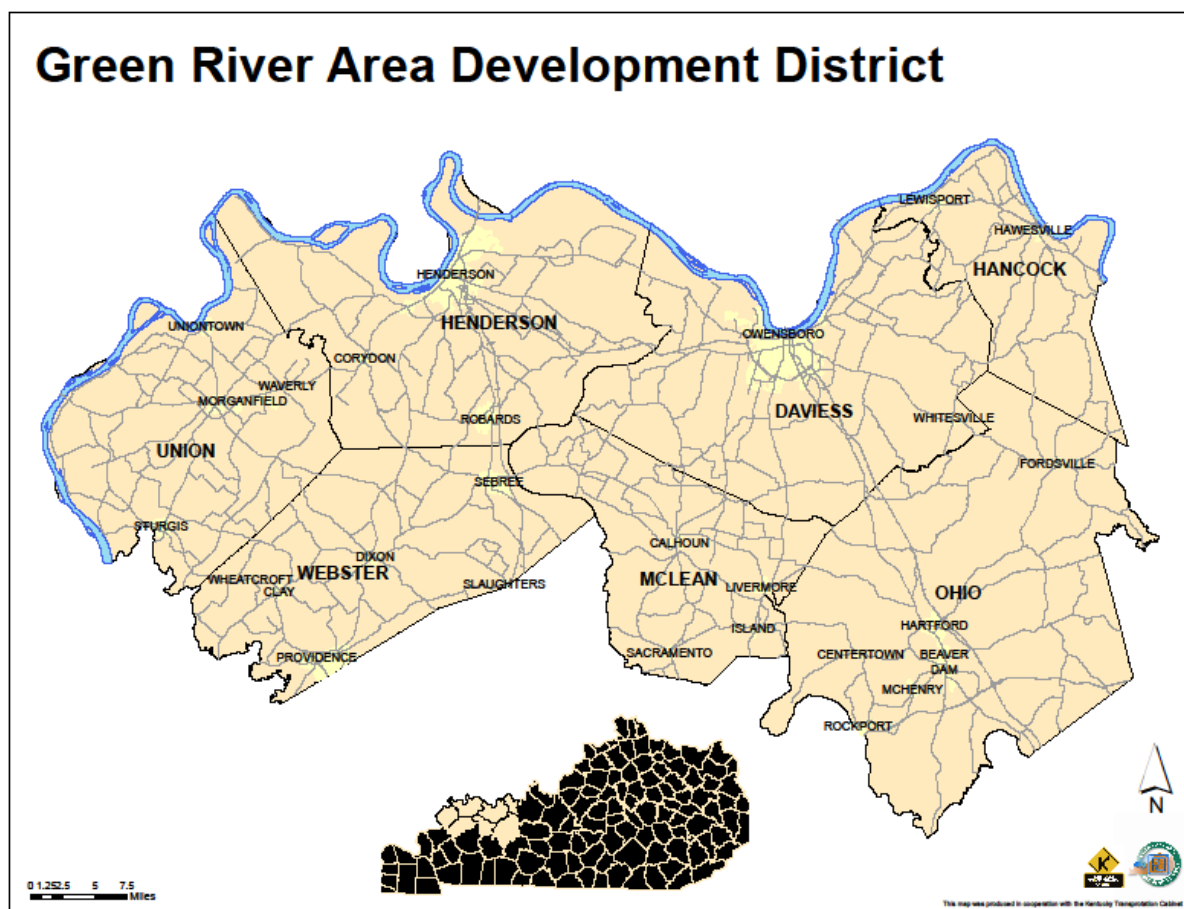
KYTC Policies and Procedures for the Regional Transportation Program outlines the policies and guidelines for the program within and in relation to the designated ADD of the Commonwealth of Kentucky. State Legislation was enacted in 1972 creating the ADDs by law in Chapter 147A

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.

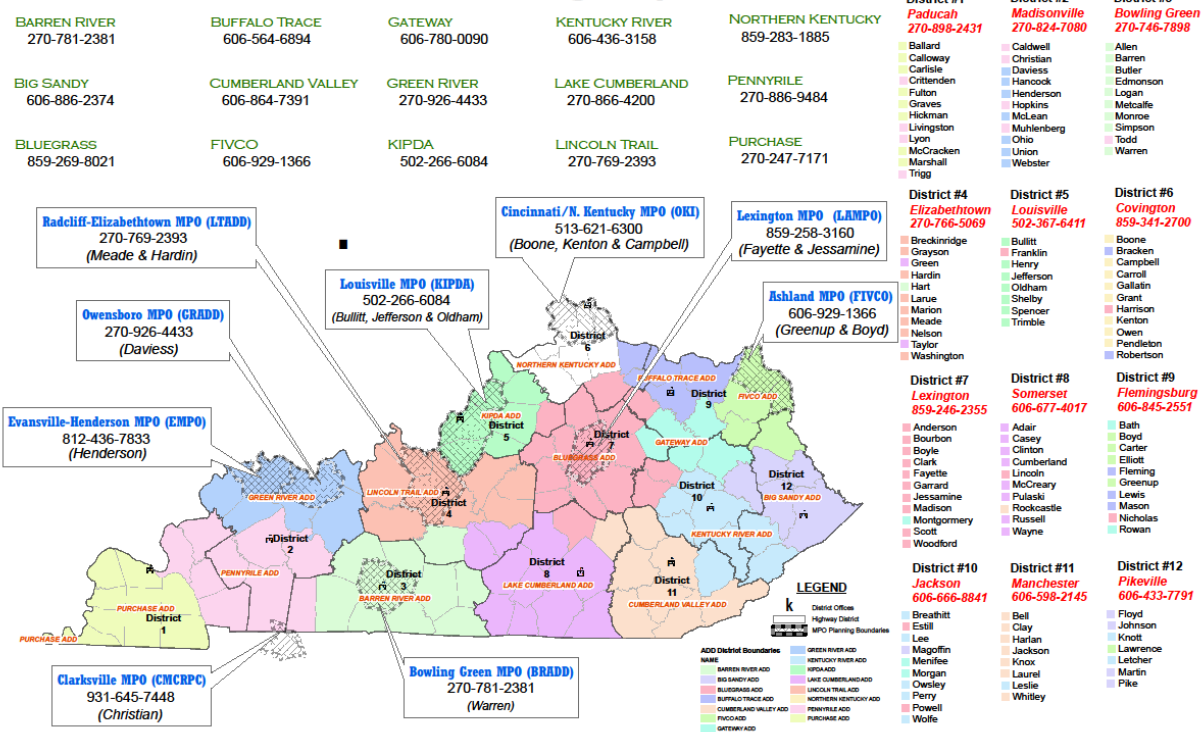
The ADD primarily conducts activities in support of transportation planning for the rural areas of the Commonwealth, and our MPO partners are responsible for activities in the nine urbanized areas. The ADDs are concerned with all modes of transportation including air, water, rail, highway, transit, pedestrian, 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 Green River Area Development District (GRADD) is composed of the seven county region of Daviess, Hancock, Henderson, McLean, Ohio, Union and Webster in western Kentucky.

1.2 Map of ADD, MPO, and HDO Boundaries



ADDs, MPOs and KYTC Highway Districts



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 judge/executives, RTC, state legislators, and other interested parties that could include:

- Citizens
- Affected public agencies
- Representatives of public transportation
- Private providers of public 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
- Other interested parties

CHAPTER 2: REGIONAL TRANSPORTATION COMMITTEE

2.1 Introduction

The Regional Transportation Program (RTP) funded by the Kentucky Transportation Cabinet brings local involvement to the table in the decision making process. The Green River Area Development District (GRADD) Regional Transportation Committee (RTC) is responsible for identifying, evaluating, and prioritizing transportation needs in Hancock, McLean, Ohio, Union, and Webster Counties. The Committee was established as an advisory body to the GRADD Board of Directors. The RTC consists of representatives who are interested in improving transportation from each of the counties in the GRADD 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 RTP is responsible for:

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

In partnership with the residents of the communities in the region, the mission of the RTP is to promote the efficient and effective movement of people and goods into and through GRADD by linking population centers with accessible transportation facilities, thereby enhancing the quality of life and economic development in the Green River Area Development District. RTC meetings are open to the public and meeting agendas include a public comment period. This action is 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 GRADD Regional Transportation Planner and provided to the KYTC Division of Planning.

2.2 Regional Transportation Committee Bylaws

ARTICLE I

NAME

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

ARTICLE II

PURPOSE

Section 1. The Regional Transportation Committee has been created by the Green River Area Development District (GRADD) 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 the opportunity to prioritize transportation projects.
- h. Provide input for the Kentucky Transportation Plan(s).

ARTICLE III

MEMBERSHIP AND ORGANIZATION

Section 1. The Transportation Committee shall be composed of twenty-seven (27) members. The membership shall consist of the following:

- a. The County Judge of each county or designee.
- b. The Mayor of each First, Second- and Third-Class City or designee.
- c. The KYTC, District 2 representative.
- d. A representative of a planning commission.
- e. A representative of a rural paratransit provider.
- f. A representative of human service delivery.
- g. A representative of a chamber of commerce.
- h. A representative of an airport.
- i. A representative of a riverport authority.
- j. A representative of public safety agencies.
- k. A representative of tourism and parks.
- l. A representative of the minority population.
- m. A representative of the senior centers.
- n. A representative of industrial authorities.
- o. A representative of the freight movers.
- p. A representative of the Kentucky State Police.
- q. A representative of school transportation officials.
- r. A representative of bikeway/greenways organizations.
- s. An interested citizen.
- t. A representative of economic development organizations.

Section 2. 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 3. Ex officio members representing State or Federal transportation agencies will be appointed by the GRADD Transportation Committee.

Section 4. Each member shall be entitled to one vote on all actions of the Committee. Ex-officio members shall not be entitled to a vote.

Section 5. A quorum shall consist of a majority of the persons present during the meeting be a member of the committee, including at least one Committee Officer.

Section 6. Individuals and groups 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 7. A member will be replaced, and the appropriate elected official shall appoint a new member, if that member misses three meetings in a row.

ARTICLE IV

MEETINGS

Section 1. The GRADD Regional Transportation Committee shall hold regularly scheduled meetings on the last Monday of scheduled months at 1:00 p.m. Scheduled months shall be determined in accordance with the Committee Activities heard at the first Regional Transportation Committee meeting of the Fiscal Year. If no business is pending, such meetings may be postponed by the committee chairman until the next regular meeting. In any event, the Regional Transportation Committee shall convene a minimum of three times throughout each fiscal year. Special Called Meetings may be held as necessary pursuant to Article 4 Section 5 of this document.

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

In the event that it is unsafe to meet in person, both regular and special meetings may be held virtually via video- or tele-conferencing or other ADD-approved virtual meeting service. The necessity of holding a virtual meeting will be decided on by the RTC Chair and care should be taken to ensure all members and public participants have access to these meetings.

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.

Section 2. Meeting notices shall be sent to all committee members and other interested parties and agencies. These notices shall be e-mailed, mailed or delivered no later than fourteen (14) 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 GRADD. 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.

Section 5. 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.

ARTICLE V

OFFICERS AND ELECTIONS

Section 1. The officers of the Transportation Committee shall consist of a chairman, a vice chairman and a secretary. All officers shall be elected from the committee's membership.

A nominating committee of this body shall submit the name(s) of one or more candidate(s) for the position of committee chairman to the chairman of the GRADD Board of Directors by December 1, 2007, and by December 1 of each year thereafter. The GRADD Chairman, in consultation and concurrence with the GRADD Executive Committee, shall appoint the committee chairman. The annual term of the committee chairman shall expire on December 31 of each year.

The positions of vice chairman and secretary shall be elected through a nominating committee appointed by the Transportation Committee Chairman, and its recommendation shall be approved by the majority vote of the committee members.

Section 2. An officer's term of office will expire each year on December 31. Officers may succeed themselves.

Section 3. Vacancies for unexpired terms of committee officers shall be filled as described in Article V, Section 1.

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 Constitution.

Section 5. In the absence of the chairman, the vice chairman 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 an election is held to fill the office of the chairman.

Section 6. In the absence of both the chairman and vice chairman, the secretary shall have all the powers and responsibilities of the chairman. If both the chairmanship and the vice chairmanship is vacant for any reason, the secretary shall act as chairman until an election is held to fill the office of chairman. In addition, the secretary shall record all resolutions and proceedings of the meetings of the committee. The secretary shall conduct correspondence related to the committee, shall cause to have issued all notices of meetings and shall perform all duties pertaining to the office of secretary. The secretary shall keep a register of the members of the committee.

ARTICLE VI

COMMITTEE MANAGEMENT

Section 1. The rules of parliamentary procedure as laid down in “Robert’s Rules of Order” shall govern all meetings of the committee.

Section 2. The chairman shall appoint all temporary subcommittees and their chairmen for the Transportation Committee, as needed.

Section 3. All temporary subcommittees shall be subject to the call of the respective chairmen.

Section 4. A record of all temporary subcommittees’ meetings shall be made and their proceedings reported to the Committee.

Section 5. 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 Secretary prior to the meeting. A copy of such a proposition shall be embodied in the call for the next scheduled meeting.

Ratified by Voice Vote: November 12, 1974, GRADD Board Meeting

Amended	<u>October 6, 1977</u> , by Voice Vote
Amended	<u>September 9, 1989</u> , by Voice Vote
Amended	<u>December 13, 1989</u> , by Voice Vote
Amended	<u>September 20, 1995</u> , by Voice Vote
Amended	<u>January 21, 1997</u> , by Voice Vote
Amended	<u>November 20, 2001</u> , by Voice Vote
Amended	<u>November 16, 2004</u> , by Voice Vote
Amended	<u>November 15, 2005</u> , by Voice Vote
Amended	<u>September 19, 2006</u> , by Voice Vote
Amended	<u>March 18, 2008</u> , by Voice Vote
Amended	<u>September 21, 2010</u> , by Voice Vote
Amended	<u>January 25, 2012</u> , by Voice Vote
Amended	<u>July 29, 2020</u> by Voice Vote
Amended	<u>August 31, 2022</u> by Voice Vote
Amended	<u>March 27, 2023</u> by Voice Vote

2.3 Regional Transportation Committee Goals and Objectives

The KYTC is charged with the task of providing a safe and environmentally sound transportation system as reflected in the KYTC's Vision and Mission Statement and Goals.

- KYTC Vision Statement

Working together to lead the Southeast in providing a transportation infrastructure and transportation service for the 21st Century that deliver new economic opportunities to all Kentuckians.

- KYTC Mission Statement

To provide a safe, secure, and reliable highway system that ensures the efficient mobility of people and goods, thereby enhancing both the quality of life and economic vitality of the Commonwealth.

- KYTC Goals

*Safety and Security
System Preservation
Economic Opportunity and Mobility*

The Regional Transportation Planning Program follows suit with the KYTC's Vision and Mission Statements and Goals. Therefore, the ADDs, when crafting their Goals and Objectives, shall continue with this thought and direction. A regional transportation vision was adopted by the ADD's RTC to reflect the KYTC. In turn, the Regional Goals and Objectives are to be broad, over-arching goals which will help guide the identification of improvements and the selection of projects. These Regional Goals and Objectives shall be reviewed and updated annually and approved by the RTC.

**GREEN RIVER AREA DEVELOPMENT DISTRICT
REGIONAL TRANSPORTATION
GOALS AND OBJECTIVES
FY 2023**

Mission

To provide data, support, and services to promote the safe, efficient and effective movement of people and goods into and through the Green River Area Development District (GRADD). To strive to link the population centers with accessible transportation facilities, thereby enhancing the quality of life and economic development in the region.

Goal: Economic Vitality

Ensure the region's economic vitality by providing a safe, reliable and efficient transportation system enhancing competitiveness, productivity and efficiency.

Objectives

- ◆ Improve the operating efficiency of the existing infrastructure.
- ◆ Improve the transportation of people, goods and services by promoting the maintenance, improvement and development of intermodal connections between transportation facilities including mass transit, highways, airports, riverports, and rail lines.
- ◆ Promote and support strategies to retain funding for Owensboro-Daviess County Regional Airport Control Tower.
- ◆ Promote and develop projects that will improve economic development and tourism in the region.
- ◆ Promote and support interstate corridors through the GRADD and provide improved connectivity throughout the region to further economic development and sustainability.
- ◆ Promote the potential of the region's waterways as an additional means of transporting goods.
- ◆ Promote and support the development and operation of the region's riverport and riverport authorities.

Goal: Regionalism

Ensure the region's economic growth by supporting local and regional transportation needs and initiatives.

Objectives

- ◆ Promote connections between transportation modes that support the efficient movement of people, goods and services.
- ◆ Ensure compatibility with the transportation facilities of adjacent cities, counties and states.

- ◆ Support statewide transportation initiatives that enhance transportation in the Green River region.
- ◆ Promote and develop projects that will improve connectivity throughout the region to further economic development and sustainability.

Goal: Public Involvement

Support community and public involvement in the transportation planning process.

Objectives

- ◆ Provide and promote clear and concise public involvement in the planning process that is inclusive, fair and open to all individuals.
- ◆ Ensure that plans respond to the diversity of community needs.
- ◆ Utilize public forums to inform local elected officials, community leaders and the general public of the importance of the transportation planning process.
- ◆ Solicit the participation of local officials, community groups and citizens in the transportation planning process.

Goal: Accessibility

Promote intermodal access of the district's multi-modal transportation system through an integrated system for the reliable movement of people and freight.

Objectives

- ◆ Foster and promote the existing intermodal operations in the district to assist in increased economic growth.
- ◆ Promote improved connections between existing intermodal operations for efficient movement of people and goods.
- ◆ Encourage the coordination of land use and transportation planning to preserve the quality of life in surrounding areas.
- ◆ Foster and promote improvements to the multi-modal transportation systems.
- ◆ Promote the establishment of a Truck Network in all GRADD counties.
- ◆ Promote establishment of direct access to all industrial parks within the region.
- ◆ Promote improved access to regional transportation services between the seven counties with attention to the elderly and persons with disabilities.

Goal: Safety

Promote transportation safety and security to reduce fatalities, injuries and economic loss in the region.

Objectives

- ◆ Support and promote transportation system projects and improvements that reduce fatalities, injuries and economic loss.
- ◆ Support the efforts of local, state and federal transportation safety programs.
- ◆ Give priority consideration to transportation system improvements aimed at reducing crashes and minimizing losses.

Goal: Environmental Protection (Human and Natural)

Promote a transportation system that will strive to make our communities and region healthier and more attractive, and to minimize any negative impact on the natural, social and cultural environment.

Objectives

- ◆ Avoid disproportionate adverse impacts on low-income and minority communities.
- ◆ Ensure the protection of wetlands and other environmental resources in the transportation planning process.
- ◆ Promote improvements that enhance access to and appreciate the natural environment, such as recreational trails and scenic byways.
- ◆ Promote and foster the development of bikeways within the region.
- ◆ Promote the use of alternative means of transportation such as pedestrian and bicycling within the communities.
- ◆ Promote and foster public transportation agencies and services within the communities and region.

2.4 Regional Transportation Committee Membership

Member Name	Organization	Committee Representation
Judge/Executive Adam O’Nan	Union Co Fiscal Court	Union Co Fiscal Court
Judge/Executive Stephen Henry	Webster Co Fiscal Court	Webster Co Fiscal Court
Judge/Executive Curtis Dame	McLean Co Fiscal Court	McLean Co Fiscal Court
Judge/Executive Charlie Castlen	Daviess Co Fiscal Court	Daviess Co Fiscal Court
Judge/Executive Johnny Roberts	Hancock Co Fiscal Court	Hancock Co Fiscal Court
Judge/Executive David Johnston	Ohio Co Fiscal Court	Ohio Co Fiscal Court
Judge/Executive Brad Schneider	Henderson Co Fiscal Court	Henderson Co Fiscal Court
Mayor Tom Watson	City of Owensboro	City of Owensboro
Mayor Brad Staton	City of Henderson	City of Henderson
Deneatra Henderson	KYTC District Office 2	KYTC District Office 2
Brian Howard	Owensboro Metro Planning	Planning Commission
Mike Baker	Hancock Co Industrial Fdn	Industrial Foundation
Whitney Risley	Henderson EDC	Economic Development
Suzanne Craig	Green River District Health Department	Human Services
Dan Lanham	GRITS	Rural para-transit provider
Mark Calitri	Owensboro-Daviess Co Tourist Commission	Tourism and parks
Brian Wright	Owensboro Riverport Authority	Riverport authority
Joanne Kendall	Citizen	Minority population
Candance Brake	Greater Owensboro Chamber	Chamber of Commerce
Captain Brenton Ford	Kentucky State Police-Post 16	Kentucky State Police
Chris Stafford	School Transportation	School transportation
Tristan Durbin	Owensboro-Daviess Co Regional Airport	Airport
Jimmy VanCleve	Area 3 Training Center	Public Safety Agency
Donnie Mayton	Bicycle Owensboro	Bikeways/greenbelts
Shelby Basham	BFD Enterprises	Trucking
Larry Tellman	Citizen	Citizen
Charlotte Whittaker	AARP	Senior citizens

2.5 Committee Plan of Activities/Programs

Plan for Transportation Committee Activities/Programs for FY 2023 Green River Area Development District Regional Transportation Committee

The Green River Area Development District (GRADD) Board of Directors established and maintains the Regional Transportation Committee (RTC) as a major component of the Public Participation Process. It was created to provide assistance to the Board in the formulation of regional transportation policy, provide a forum for elected officials to work together in solving regional transportation problems, act as an advocacy body on transportation related matters as needed, 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, provide a forum for local public involvement into the regional planning process, provide local transportation officials the opportunity to prioritize transportation projects, and to provide input for the Kentucky Transportation Plan. The committee includes a broad-based representation of various stakeholders and interested parties.

The GRADD Regional Transportation Committee has established the last Wednesday of every third month at 9:00 a.m. CST as the regular meeting time. The meetings are generally held at the GRADD office at 300 GRADD Way in Owensboro, Kentucky. Occasional meetings are held in one of the seven counties represented within the GRADD or virtually via Zoom. In the event that a special meeting is required, it will be on an alternate month.

August 31, 2022 – *DOT State Streets for All Grant – KY Transportation Center*

- FY 2023 Regional Goals & Objectives
- FY 2023 By-Laws
- FY 2023 Plan for Committee Activities/Programs
- Highway District Office Project Update

November 30, 2022 – *Public Involvement & Multi-Modal Updates*

- FY 2023 Public Involvement List of Resources
- KY Highway Freight Network Update
- NHS Intermodal Connectors Update
- 2023 Election of Officers
- 2023 Meeting Schedule
- Highway District Office Project Update

February 26, 2023 – *SHIFT*

- SHIFT 2024
- Major Freight Users Update
- Highway District Office Project Update

May 31, 2023 – *SHIFT & Socioeconomic Profiles*

- SHIFT 2024
- FY 2023 Socioeconomic Profiles
- FY 2023 Public Involvement Plan
- FY 2023 Regional Transportation Asset Inventory
- Highway District Office Project Update

CHAPTER 3: PUBLIC INVOLVEMENT

3.1 Introduction

The GRADD 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 GRADD and/or the KYTC. The GRADD 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 GRADD 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 GRADD 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 GRADD PIP will use a broad-brush approach because 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 seven-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 GRADD Transportation Planner and provided to the KYTC Division of Planning.

The GRADD 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.

GRADD 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 GRADD Board of Director's meetings.
- Utilizing the GRADD e-newsletter to reach, educate and inform the public on various transportation programs/issues.
- Social Networking – utilizing web-based networks such as Facebook and Twitter to post information about meetings and other transportation related issues.
- 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.
- 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 GRADD 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.
- Utilizing the GRADD Web Site to post transportation projects / information / comments and providing a link for public feedback.
- Conduct public meetings at county courthouse, city hall, or local community centers.
- Utilize existing services/programs at the GRADD to distribute information (i.e. Housing, Social Services, Employment and Training) this could provide more opportunities to reach low-income, minority, and elderly populations.

Activities may also include:

- 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 GRADD 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 GRADD to include those persons who have been traditionally underserved by the existing transportation system and for the general participation procedures. The GRADD maintains a detailed listing of contact information and may be obtained by contacting the GRADD transportation planner.

1. Third Party Groups

The GRADD 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 provide assistance 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 Citizens 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

2. Public Meetings

The GRADD 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. GRADD Website

The GRADD Website is located at www.gradd.com 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.

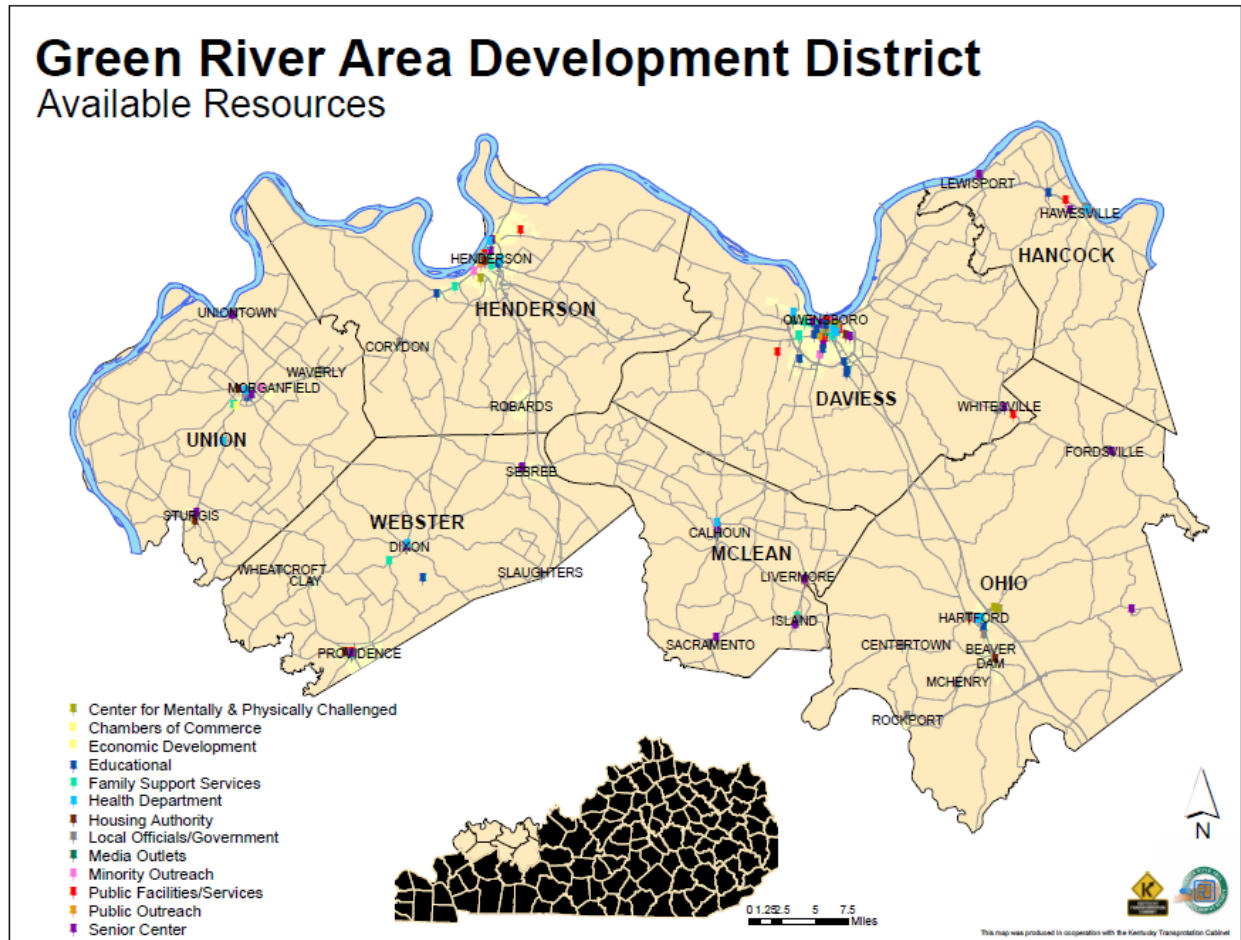
7. Traveling Exhibits

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
Local Government Facilities
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 GRADD maintains a detailed database of contact information for these resources. This information can be obtained by contacting the GRADD transportation planner. The following map illustrates areas where these resources are available within the region.



3.4 Tentative Groups to Address

Efforts to reach, educate, and involve the public in the transportation planning process include, but are not limited to, providing information on the various transportation plans through use of the GRADD website and reception area, as well as providing letters and assistance to each of the county judges and Regional Transportation Committee (RTC) members. The GRADD newsletter and e-letters are also venues for information and education.

In addition, GRADD transportation staff anticipates attending:

- Fiscal Court meetings
- Chamber of Commerce meetings:
 - Hancock County Chamber of Commerce
 - Union County Chamber of Commerce
 - McLean County Chamber of Commerce
 - Ohio County Chamber of Commerce
- GRADD Board of Directors (monthly)
- GRADD Regional Transportation Committee meetings (quarterly)
- Owensboro-Daviess County MPO Technical Advisory Committee (TAC) meetings (monthly)
- Owensboro-Daviess County MPO Policy Committee meetings (as needed)
- Evansville MPO Technical Advisory Committee meetings (monthly)

CHAPTER 4: SOCIOECONOMIC PROFILES

4.1 Introduction

The GRADD 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.

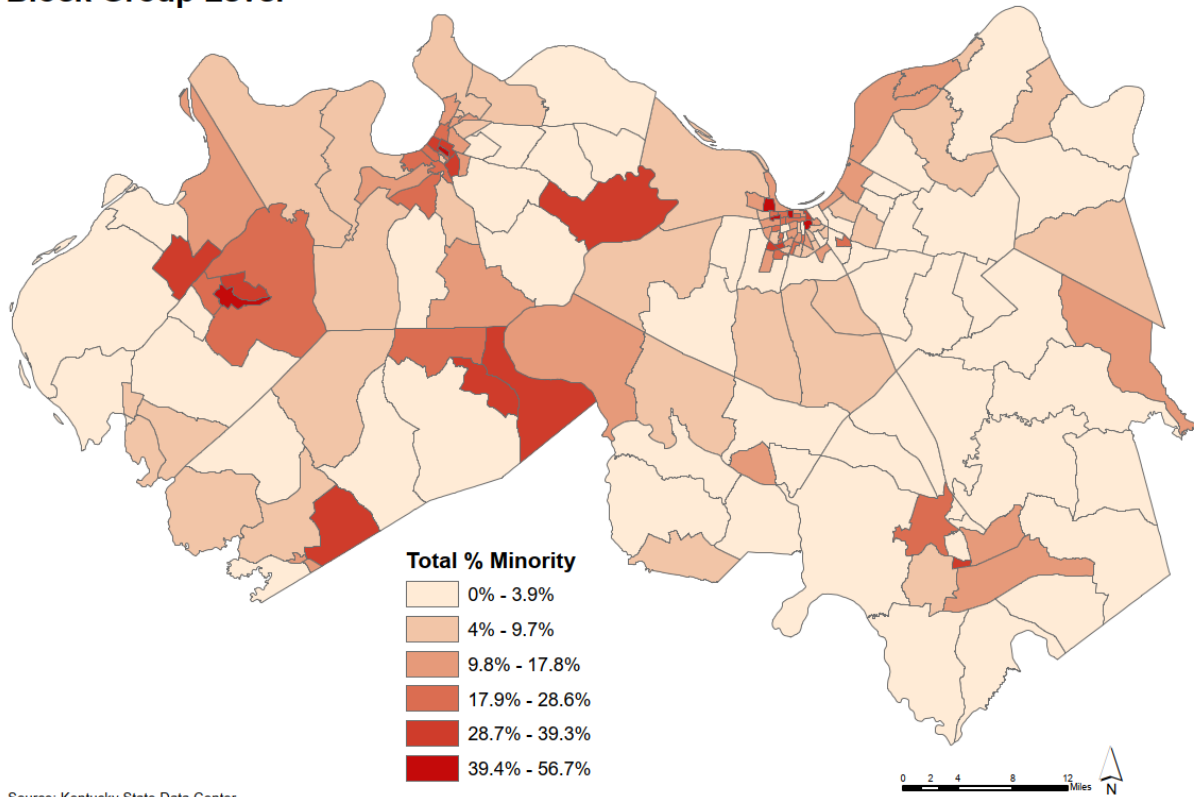
4.2 Demographic Information

Provide maps for the following underserved populations in your region:

- Minority
- Elderly
- Poverty
- Disabled
- Hispanic
- Limited English Proficiency

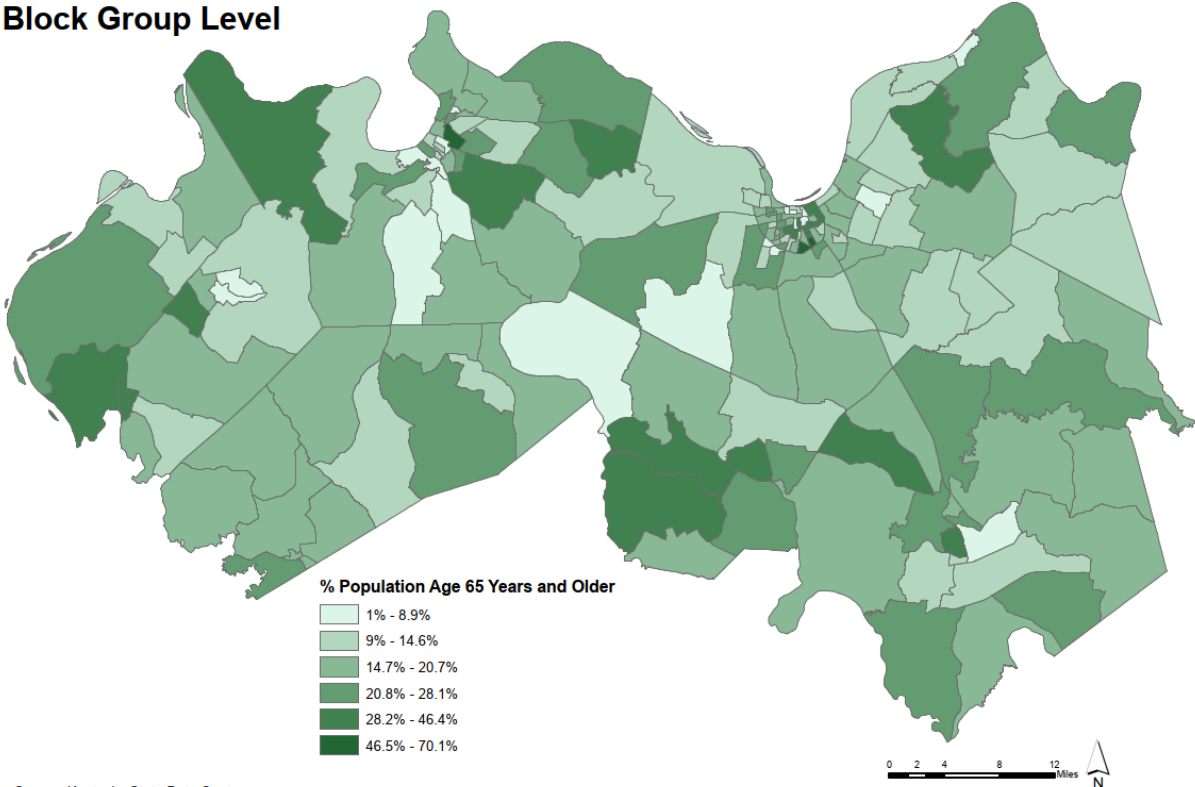
4.3 Census Maps

Green River Area Development District Percent Minority Population Block Group Level



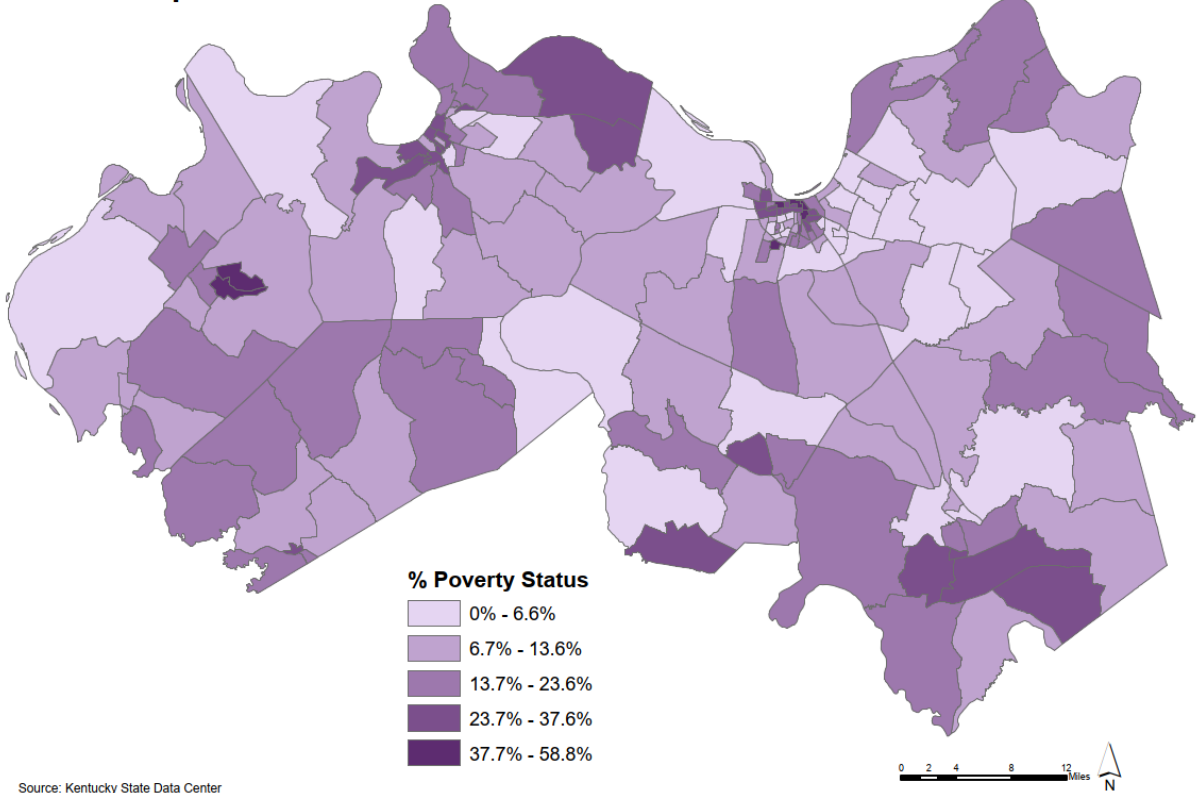
Source: Kentucky State Data Center
Census 2021 American Community Survey 5 Year Data

**Green River Area Development District
Percent Population
Age 65 Years and Older
Block Group Level**



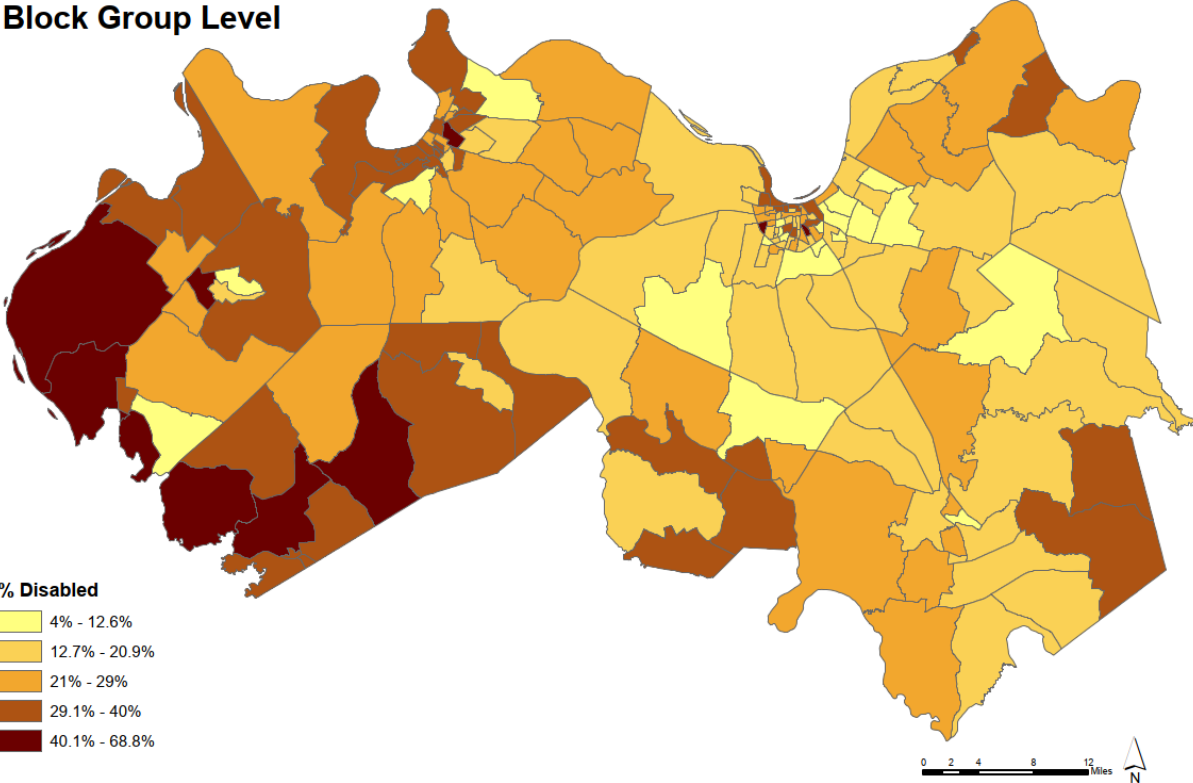
Source: Kentucky State Data Center
Census 2021 American Community Survey 5 Year Data

**Green River Area Development District
Percent Poverty Status of Individuals
Block Group Level**



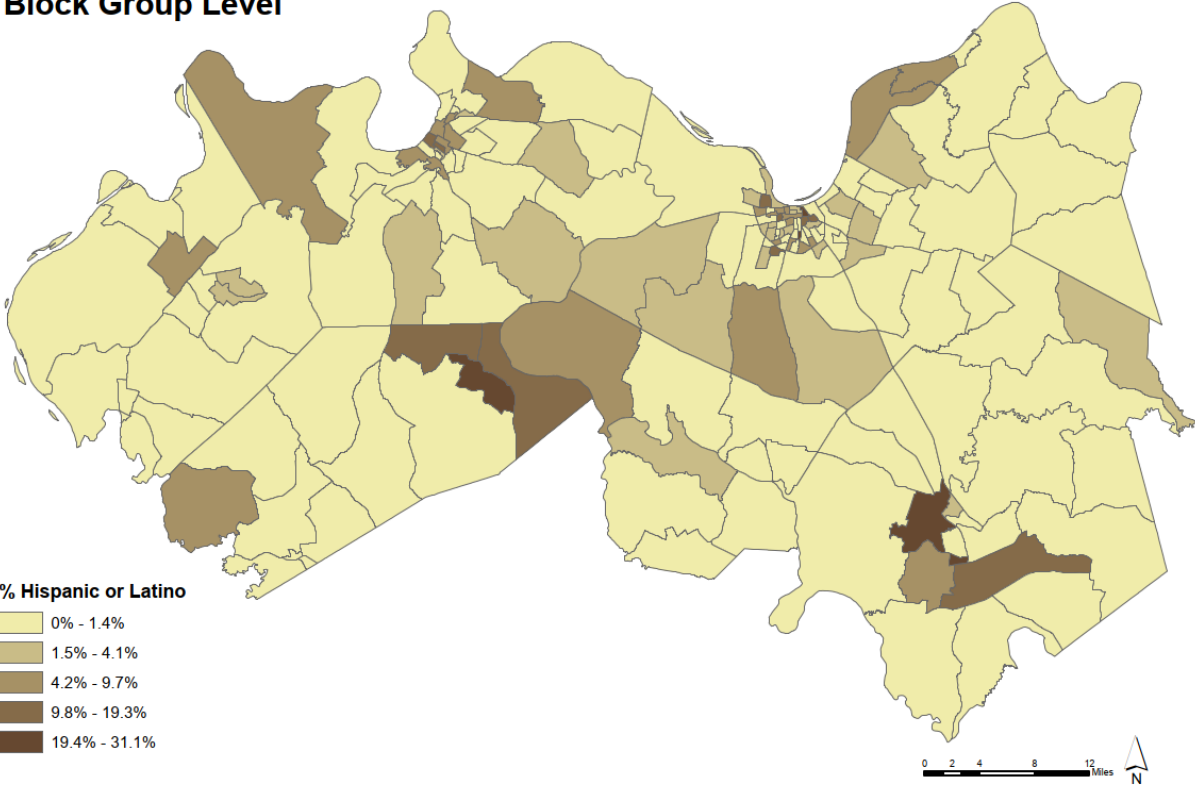
Source: Kentucky State Data Center
Census 2021 American Community Survey 5 Year Data

**Green River Area Development District
Percent Disability Status
Population Age 18 Years and Older
Block Group Level**



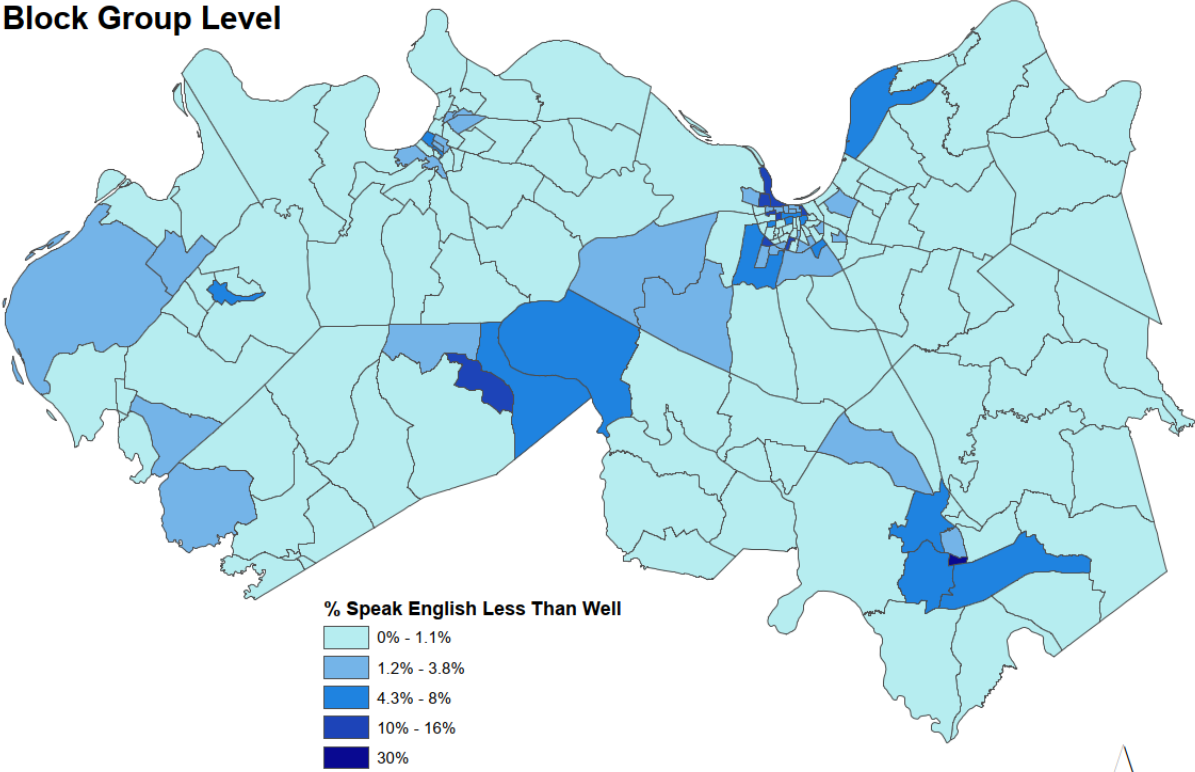
Source: Kentucky State Data Center
Census 2021 American Community Survey 5 Year Data

**Green River Area Development District
Percent Hispanic or Latino
Block Group Level**



Source: Kentucky State Data Center
Census 2021 American Community Survey 5 Year Data

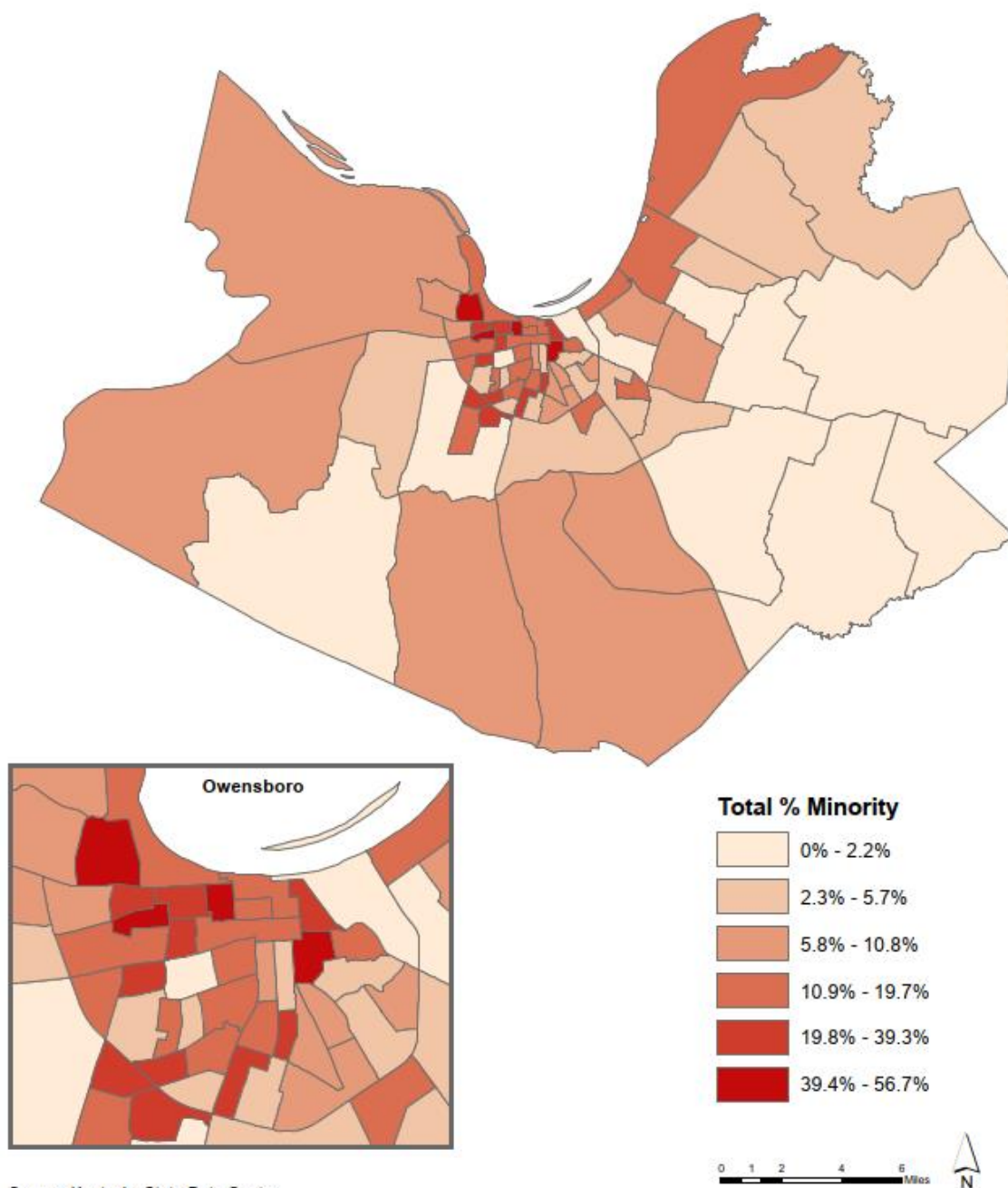
**Green River Area Development District
Percent Speak English "Less than Well"
Population Age 5 Years and Older
Block Group Level**



Source: Kentucky State Data Center
Census 2021 American Community Survey 5 Year Data

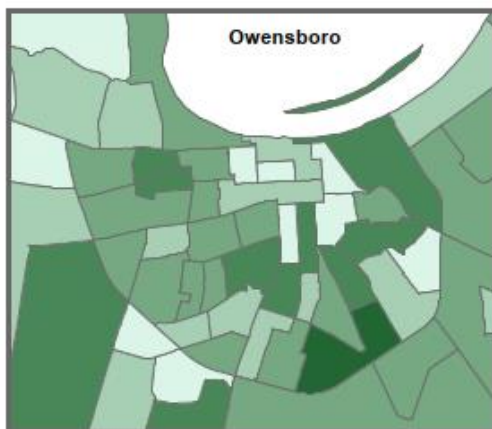
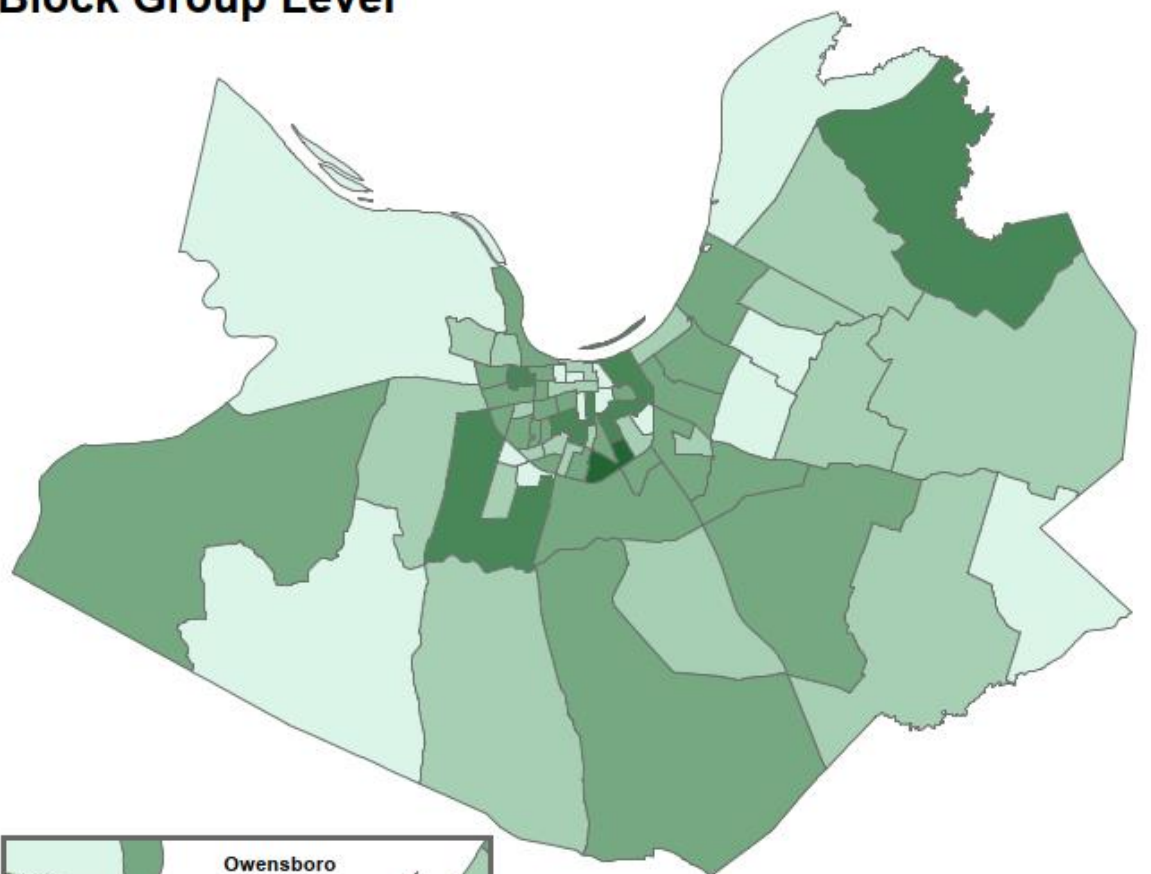


Daviess County Percent Minority Population Block Group Level

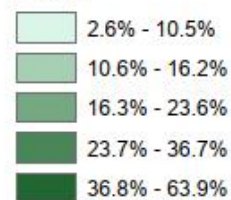


Source: Kentucky State Data Center
Census 2021 American Community Survey 5 Year Data

Daviess County Percent Population Age 65 Years and Older Block Group Level

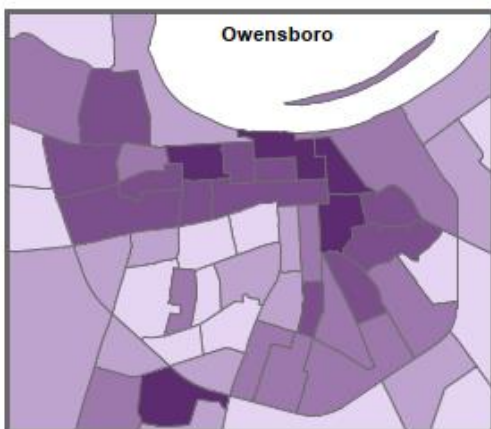
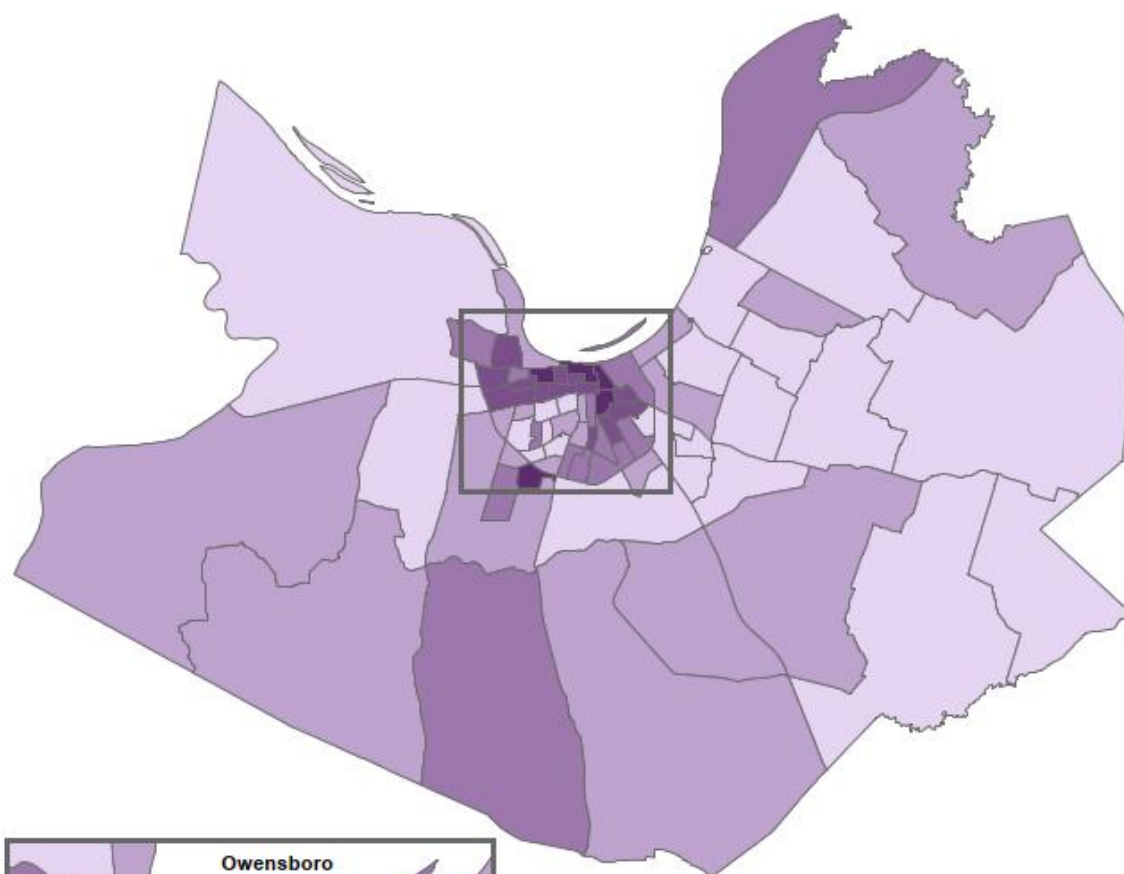


% Population Age 65 Years and Older

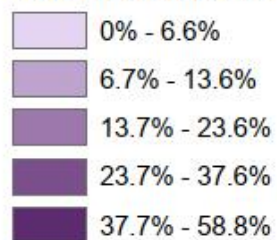


Source: Kentucky State Data Center
Census 2021 American Community Survey 5 Year Data

Daviess County **Percent Poverty Status of Individuals** **Block Group Level**

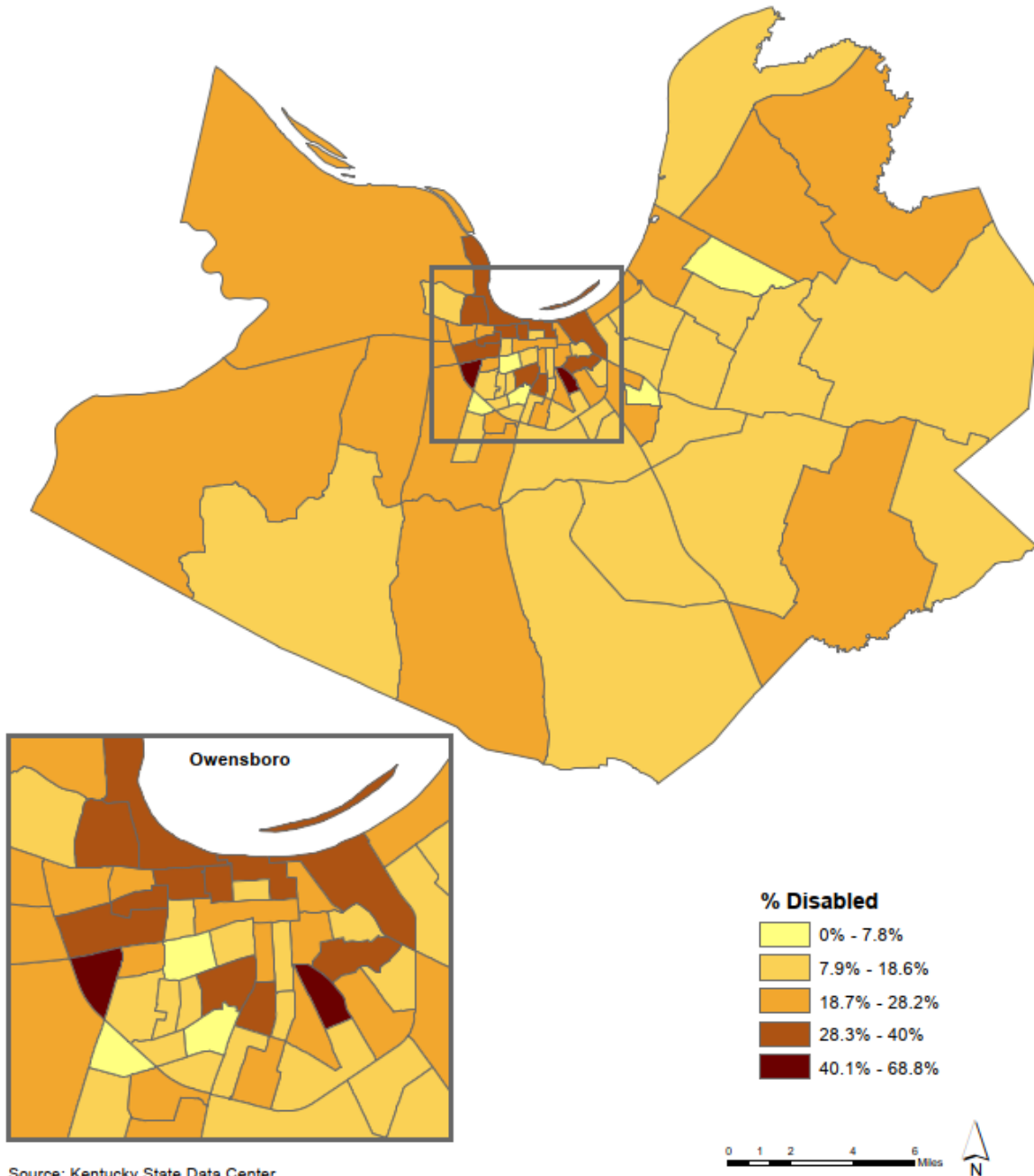


% Poverty Status



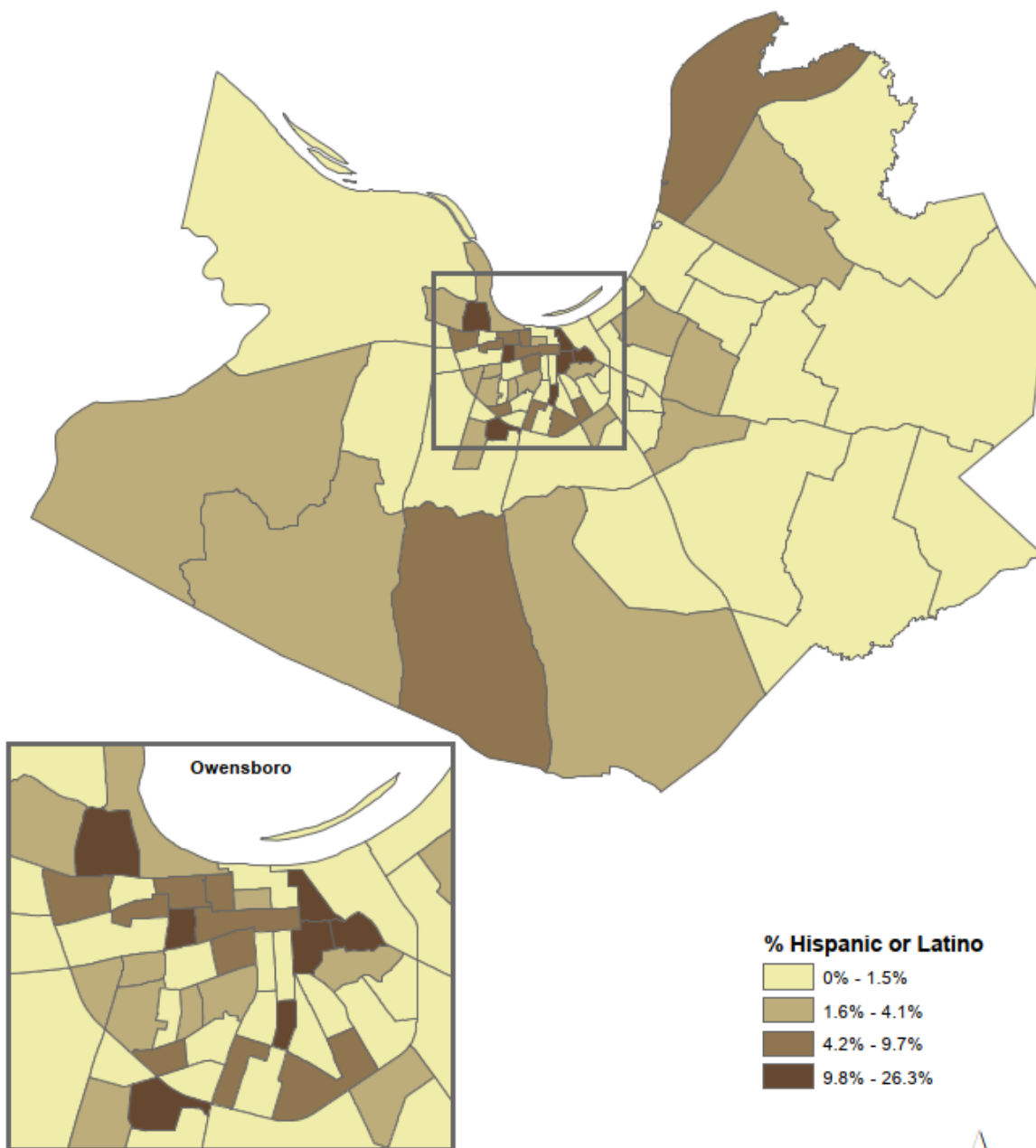
Source: Kentucky State Data Center
 Census 2021 American Community Survey 5 Year Data

**Daviess County
Percent Disability Status
Population Age 18 Years and Older
Block Group Level**



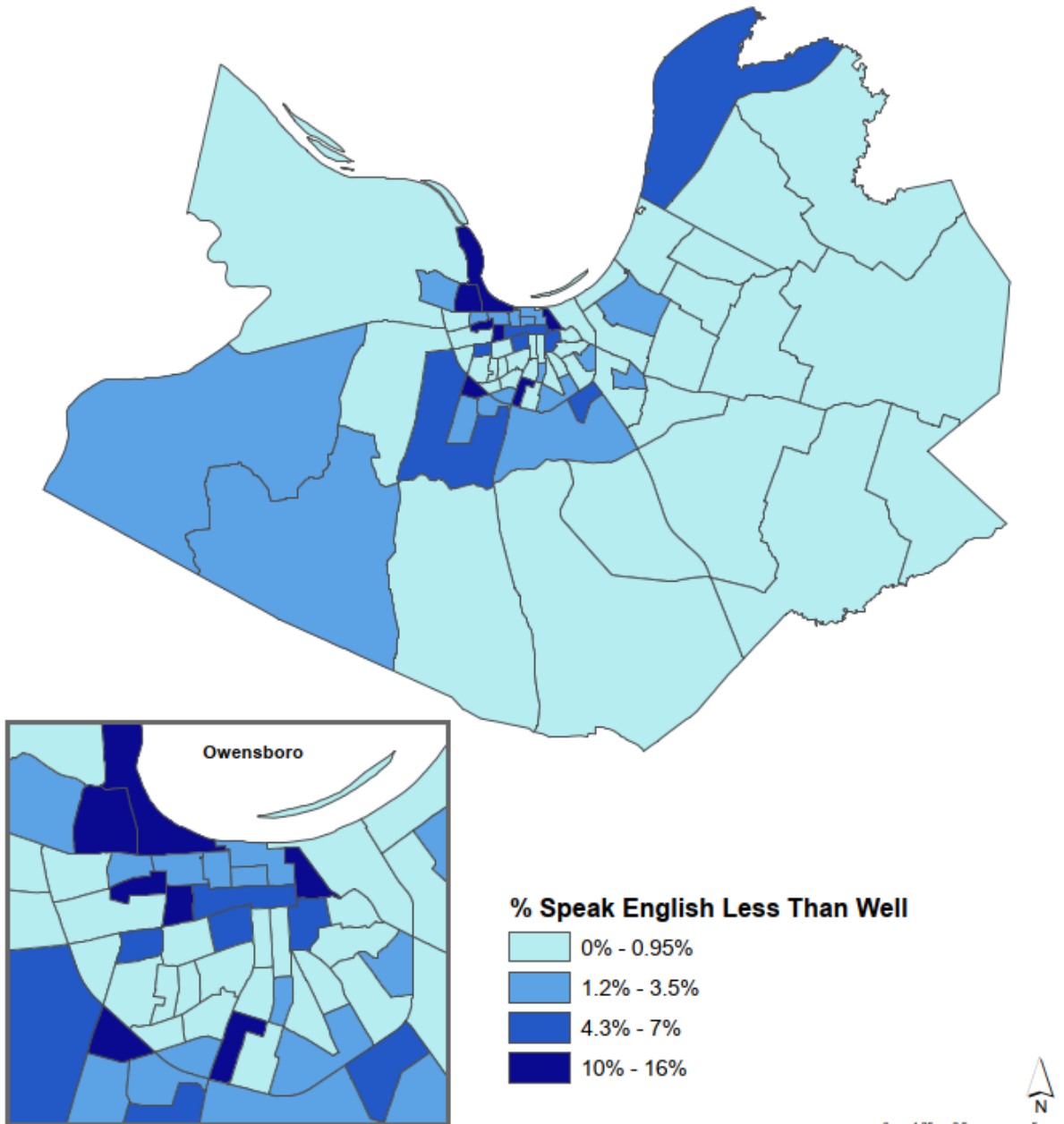
Source: Kentucky State Data Center
Census 2021 American Community Survey 5 Year Data

Daviess County **Percent Hispanic or Latino** **Block Group Level**



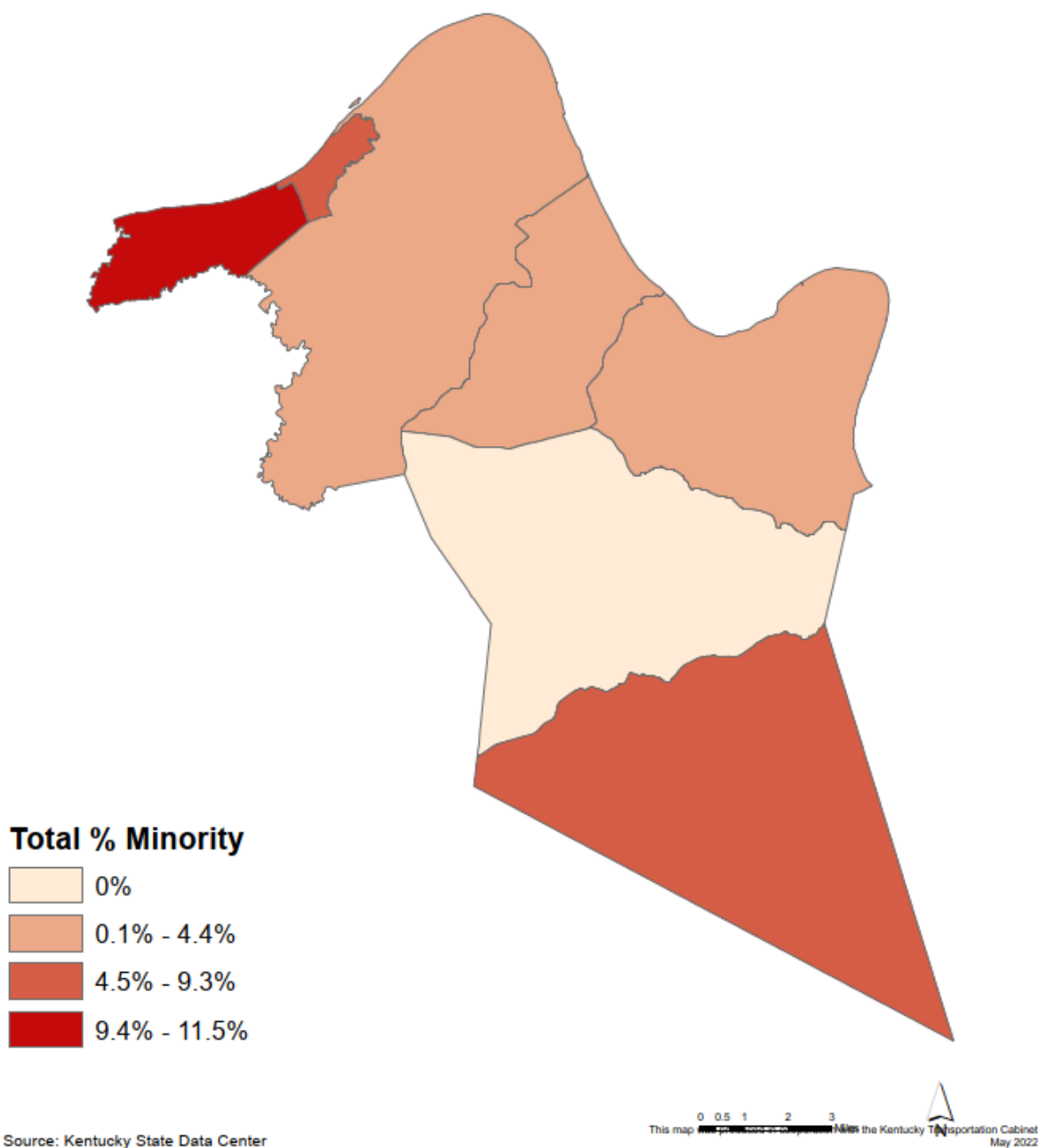
Source: Kentucky State Data Center
 Census 2021 American Community Survey 5 Year Data

Daviess County **Percent Speak English "Less than Well"** **Population Age 5 Years and Older** **Block Group Level**

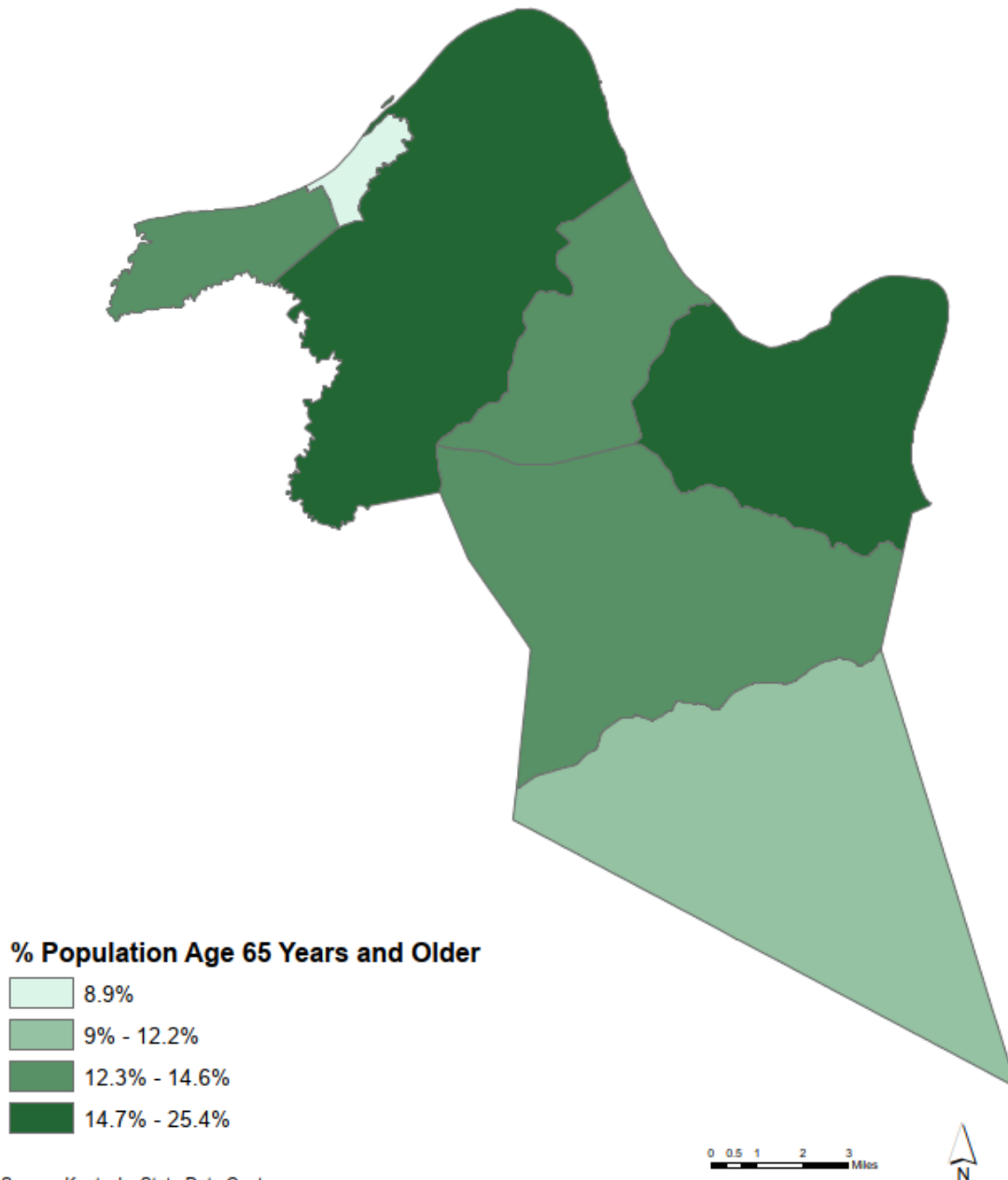


Source: Kentucky State Data Center
 Census 2021 American Community Survey 5 Year Data

Hancock County Percent Minority Population Block Group Level

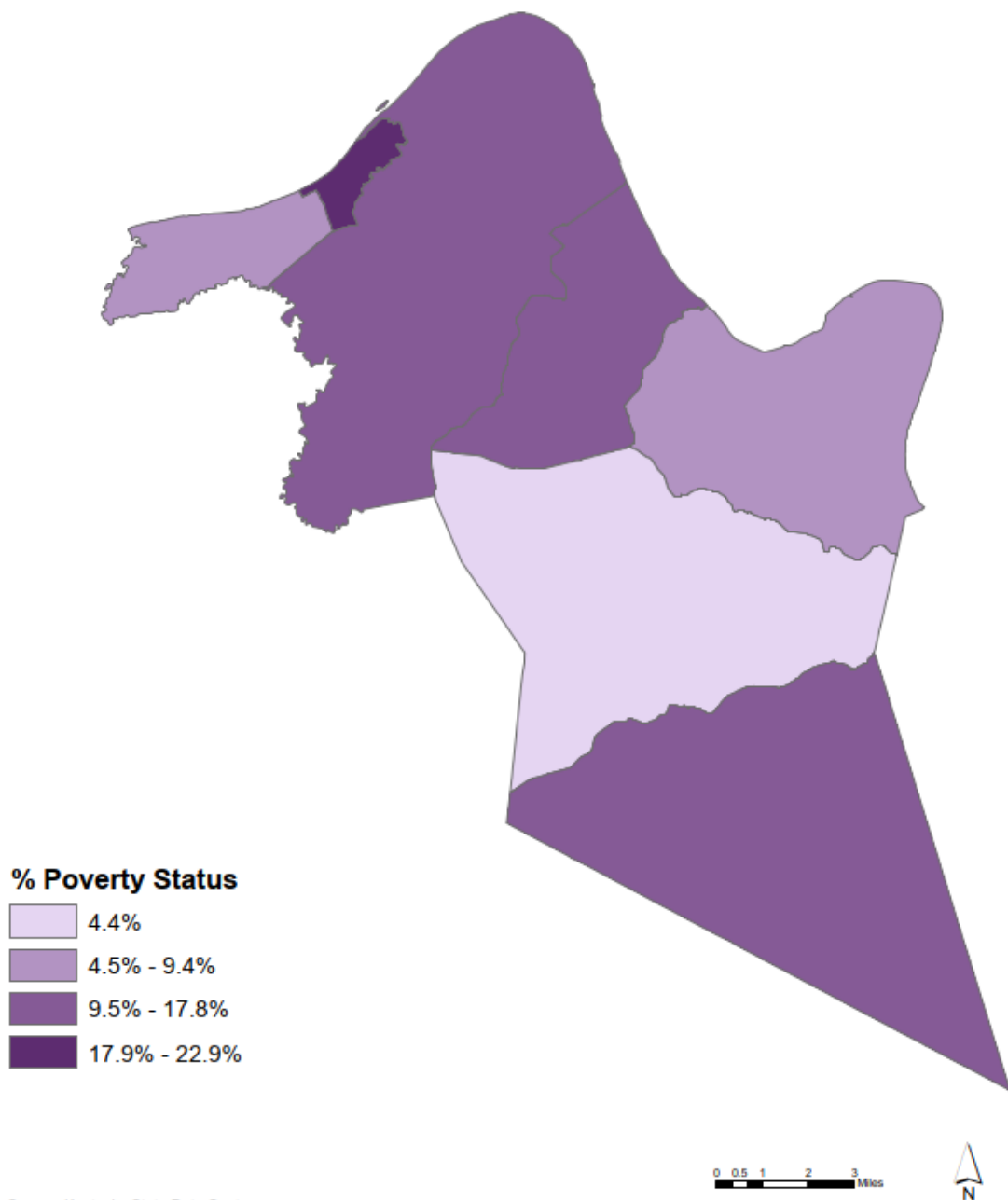


Hancock County Percent Population Age 65 Years and Older Block Group Level

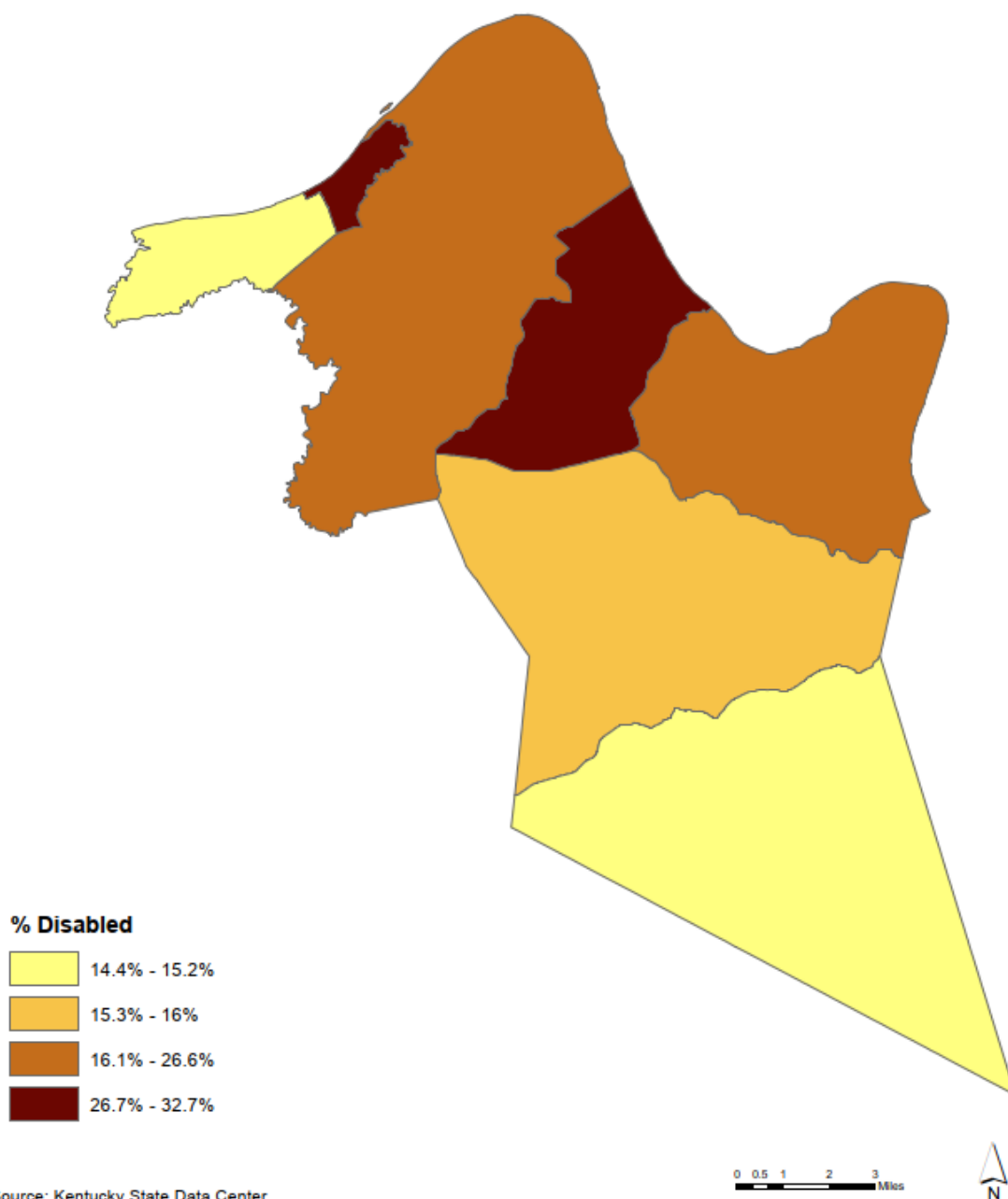


Source: Kentucky State Data Center
Census 2021 American Community Survey 5 Year Data

Hancock County Percent Poverty Status of Individuals Block Group Level

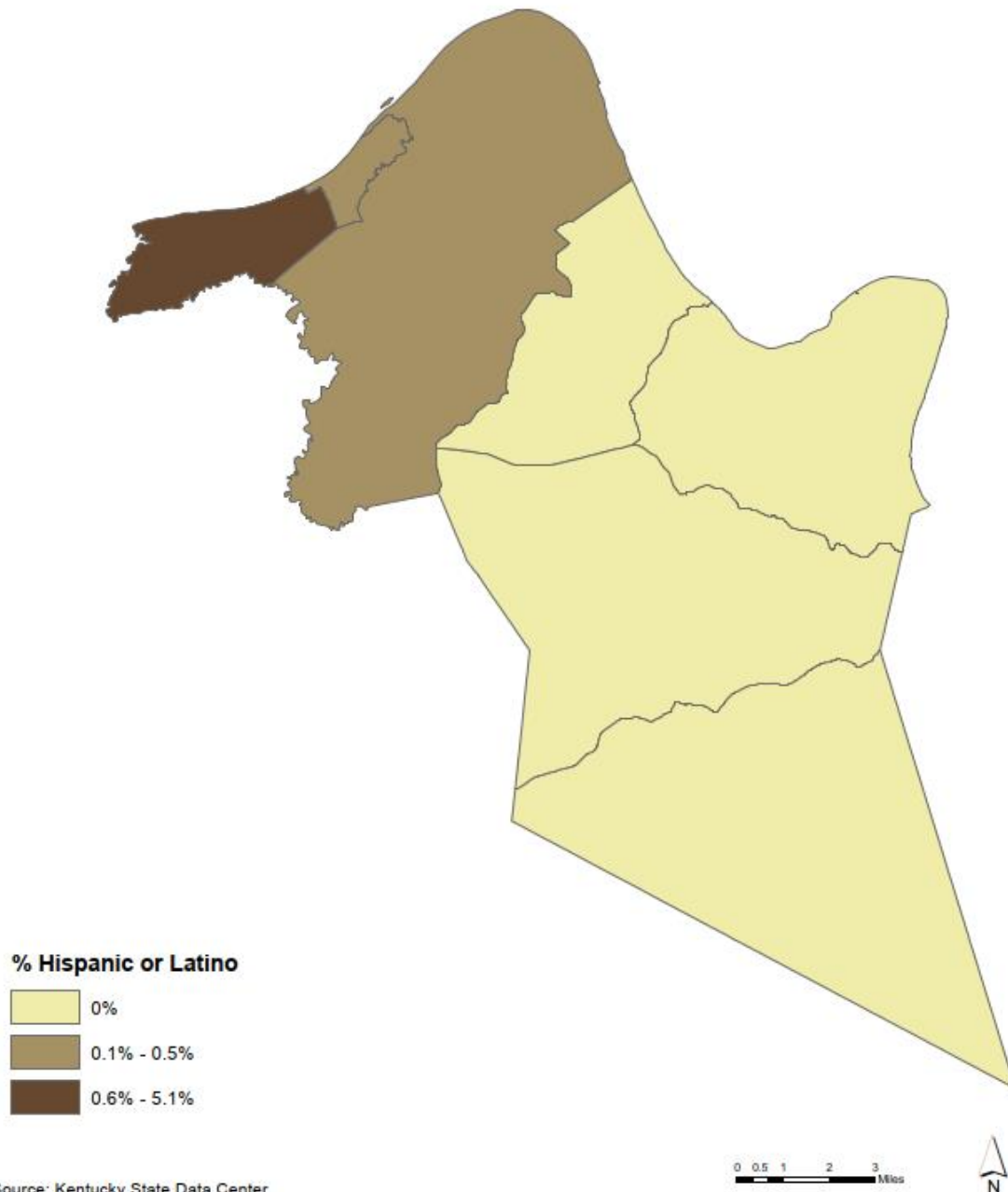


**Hancock County
Percent Disability Status
Population Age 18 Years and Older
Block Group Level**



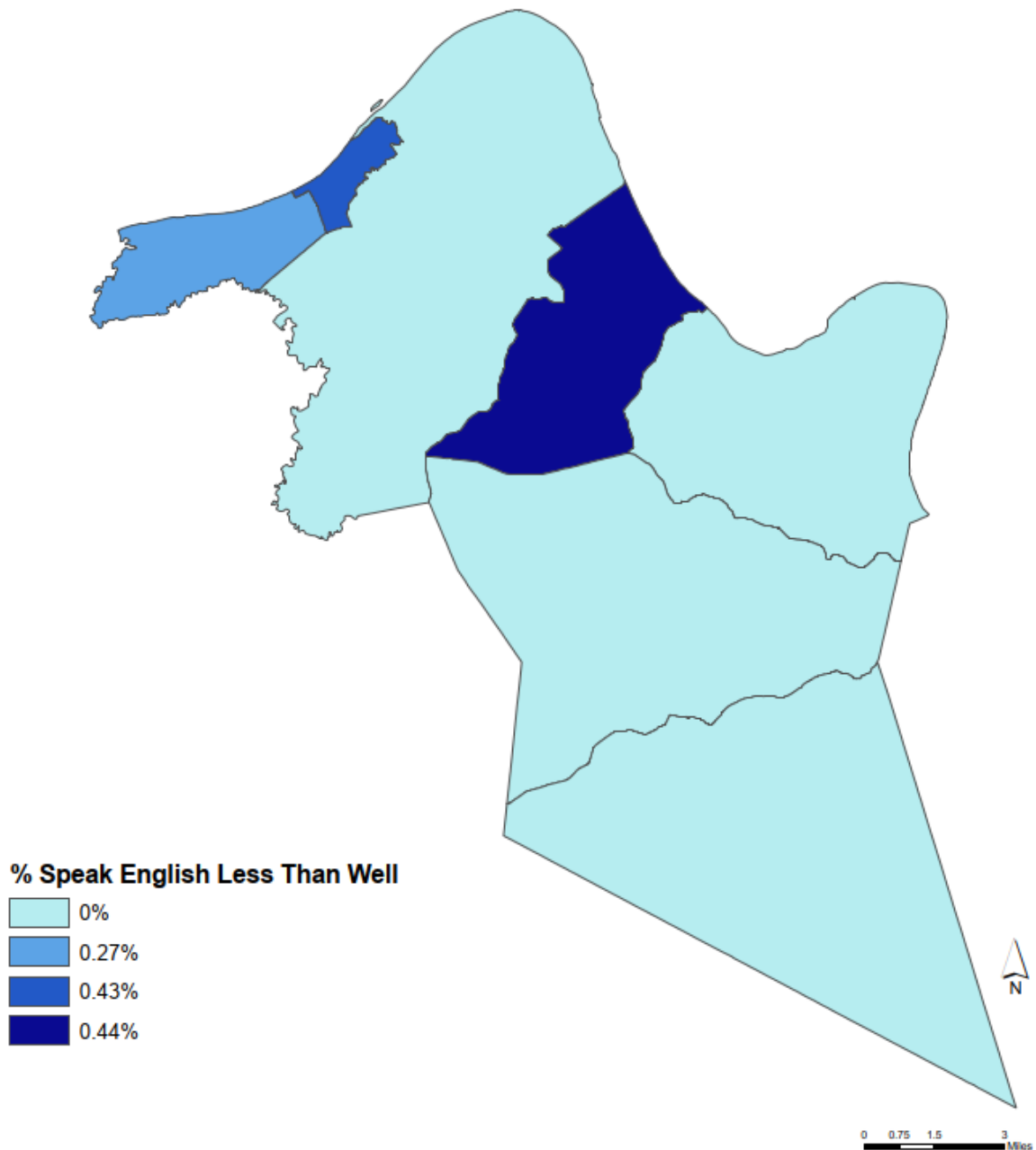
Source: Kentucky State Data Center
Census 2021 American Community Survey 5 Year Data

Hancock County Percent Hispanic or Latino Block Group Level



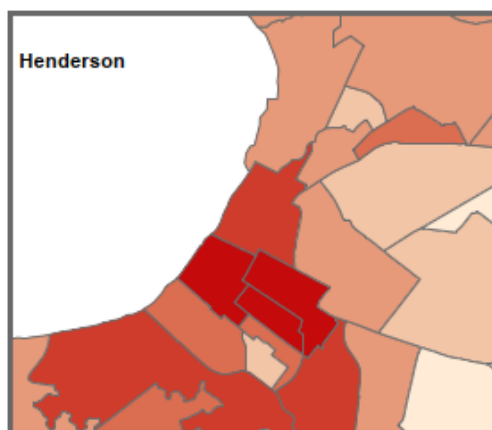
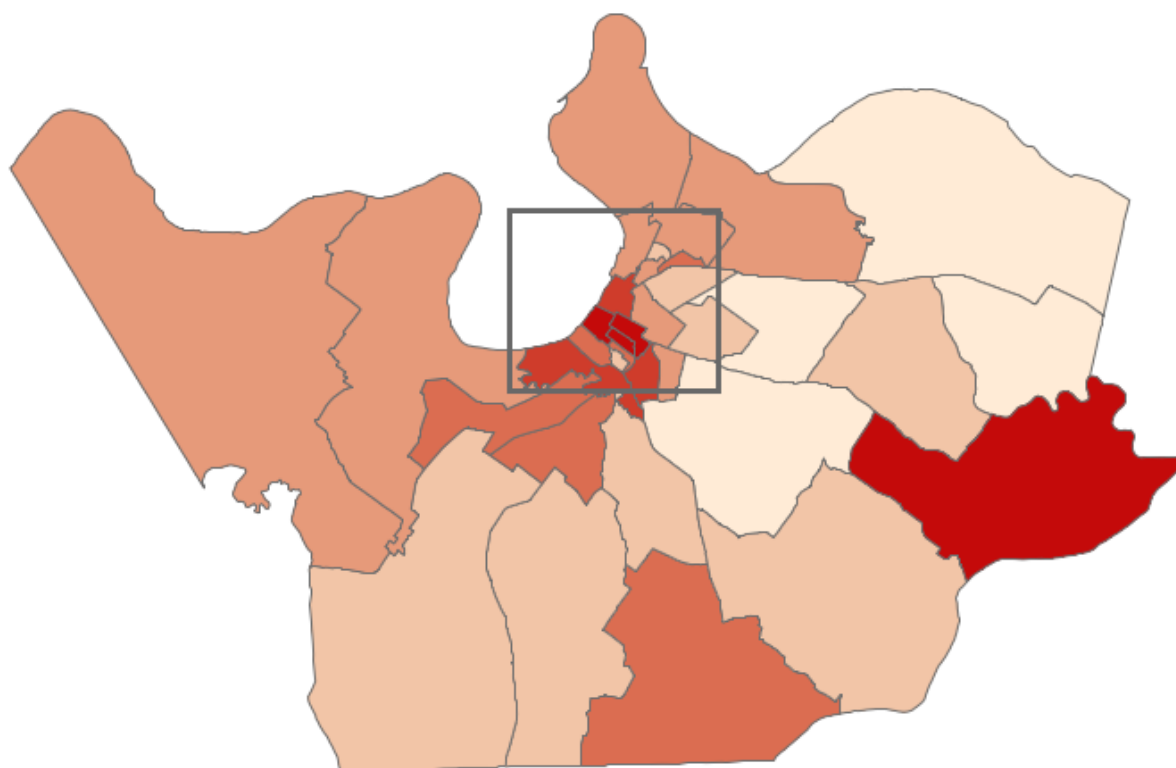
Source: Kentucky State Data Center
Census 2021 American Community Survey 5 Year Data

**Hancock County
Percent Speak English "Less than Well"
Population Age 5 Years and Older
Block Group Level**

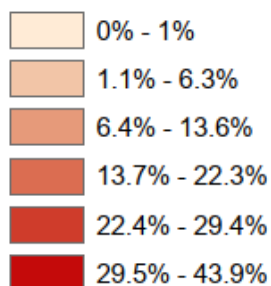


Source: Kentucky State Data Center
Census 2021 American Community Survey 5 Year Data

Henderson County Percent Minority Population Block Group Level



Total % Minority

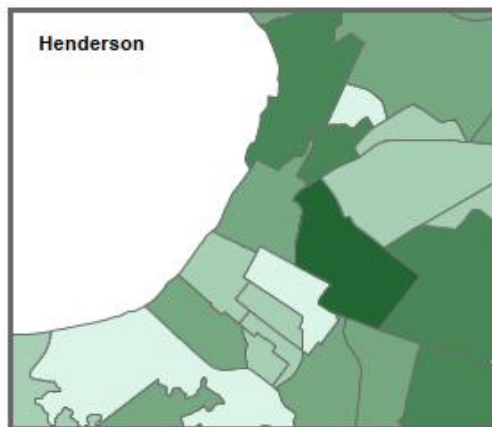
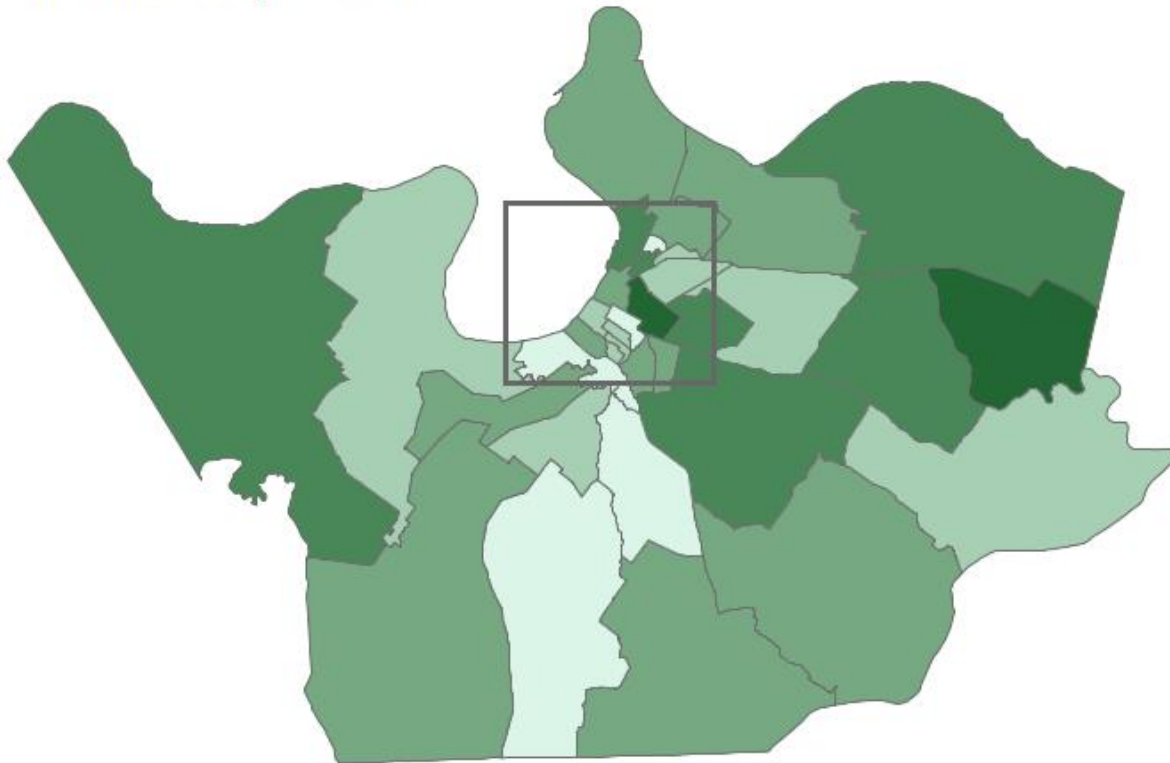


0 1 2 4 6 Miles

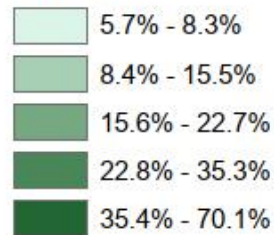


Source: Kentucky State Data Center
 Census 2021 American Community Survey 5 Year Data

Henderson County Percent Population Age 65 Years and Older Block Group Level



% Population Age 65 Years and Older

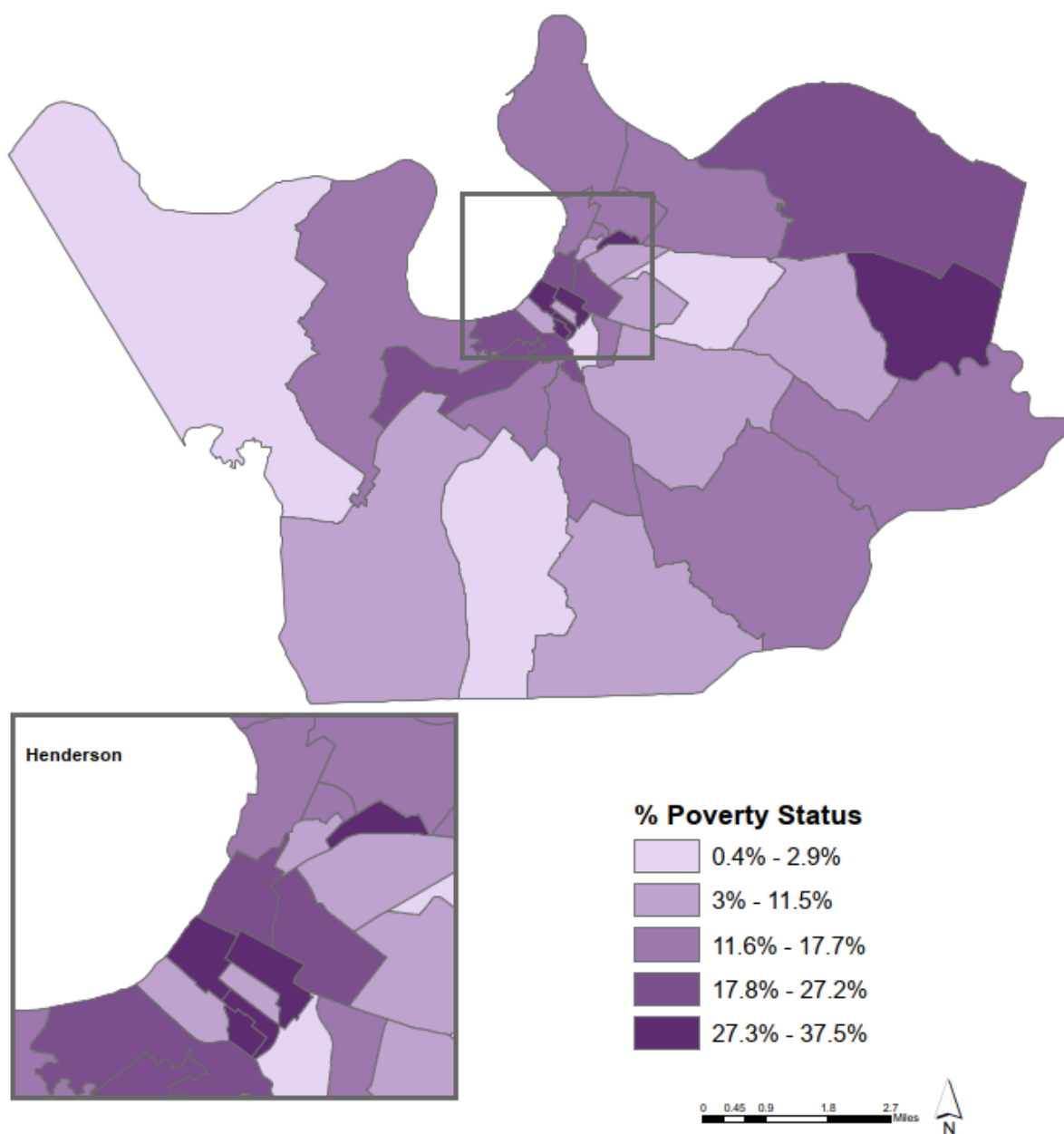


0 1 2 4 6 Miles



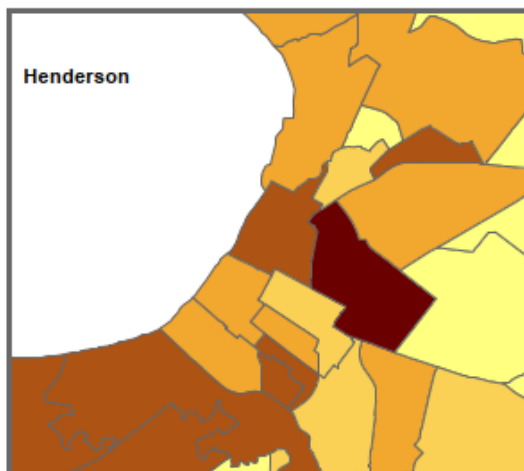
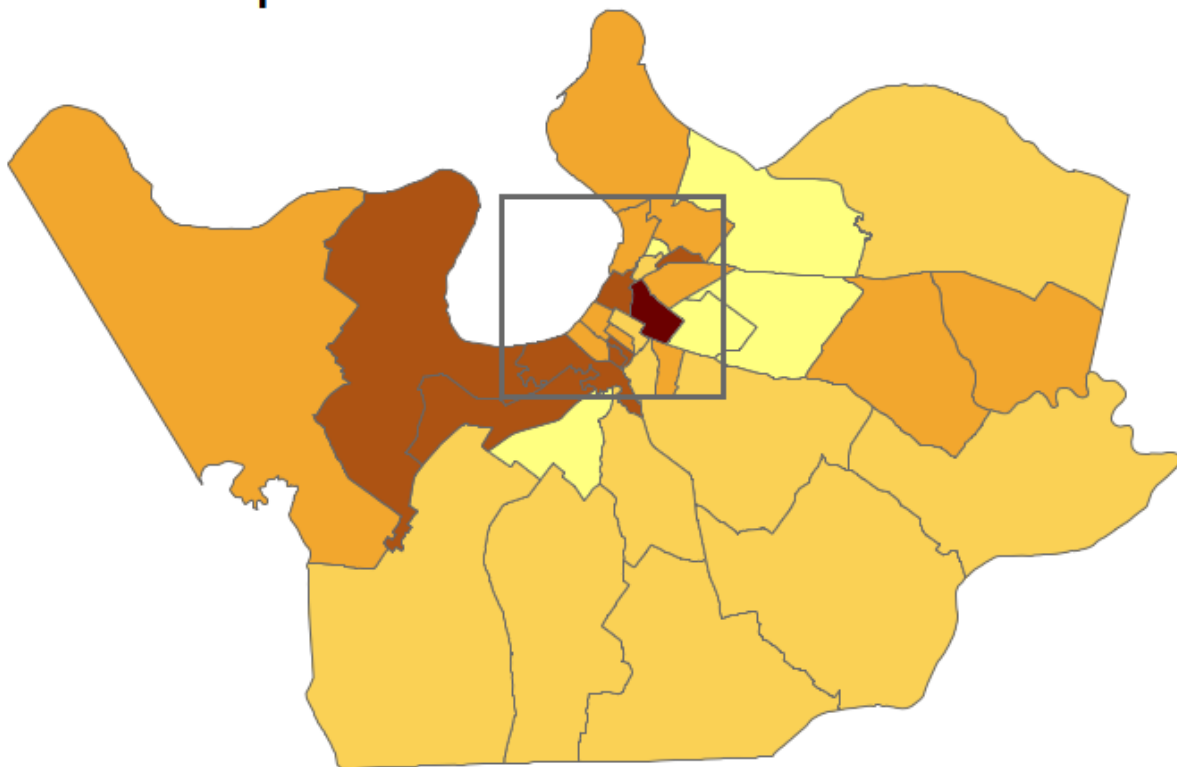
Source: Kentucky State Data Center
Census 2021 American Community Survey 5 Year Data

Henderson County Percent Poverty Status of Individuals Block Group Level



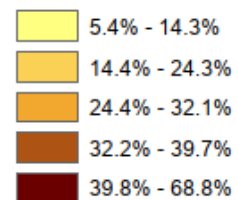
Source: Kentucky State Data Center
Census 2021 American Community Survey 5 Year Data

Henderson County Percent Disability Status Population Age 18 Years and Older Block Group Level



Source: Kentucky State Data Center
Census 2021 American Community Survey 5 Year Data

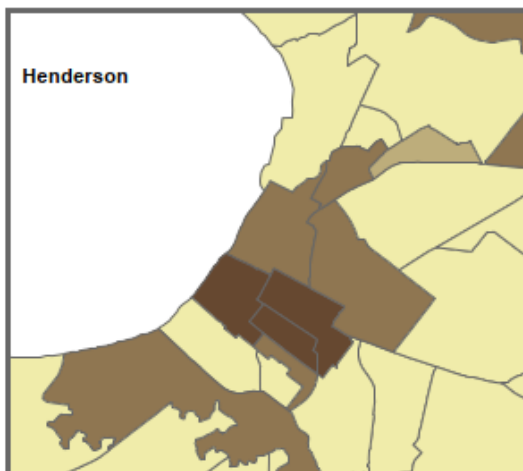
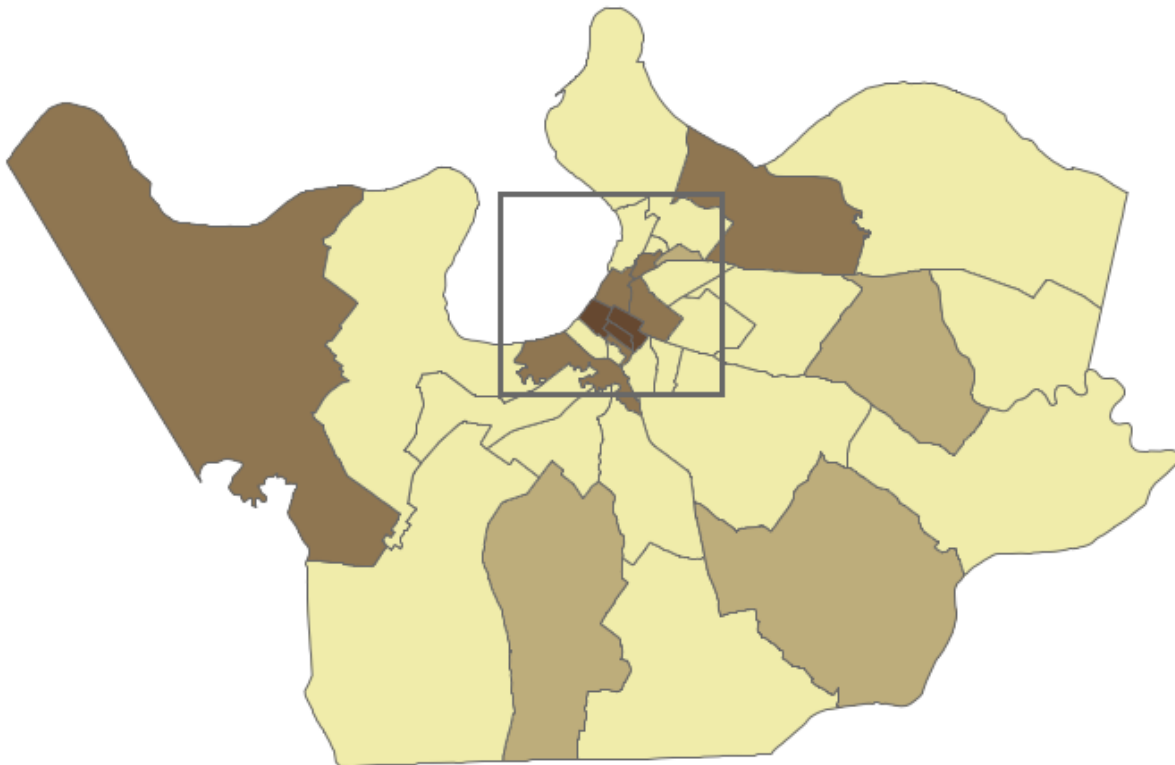
% Disabled



0 0.45 0.9 1.8 2.7 Miles

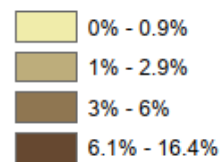


Henderson County Percent Hispanic or Latino Block Group Level



Source: Kentucky State Data Center
Census 2021 American Community Survey 5 Year Data

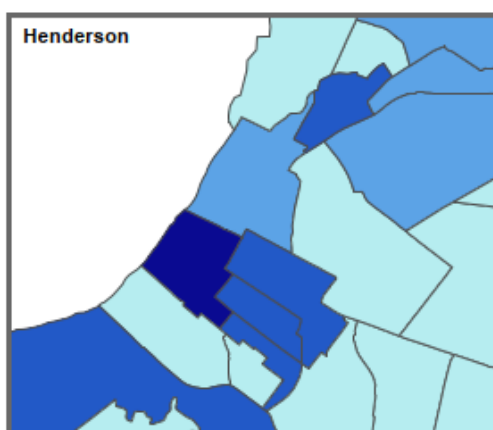
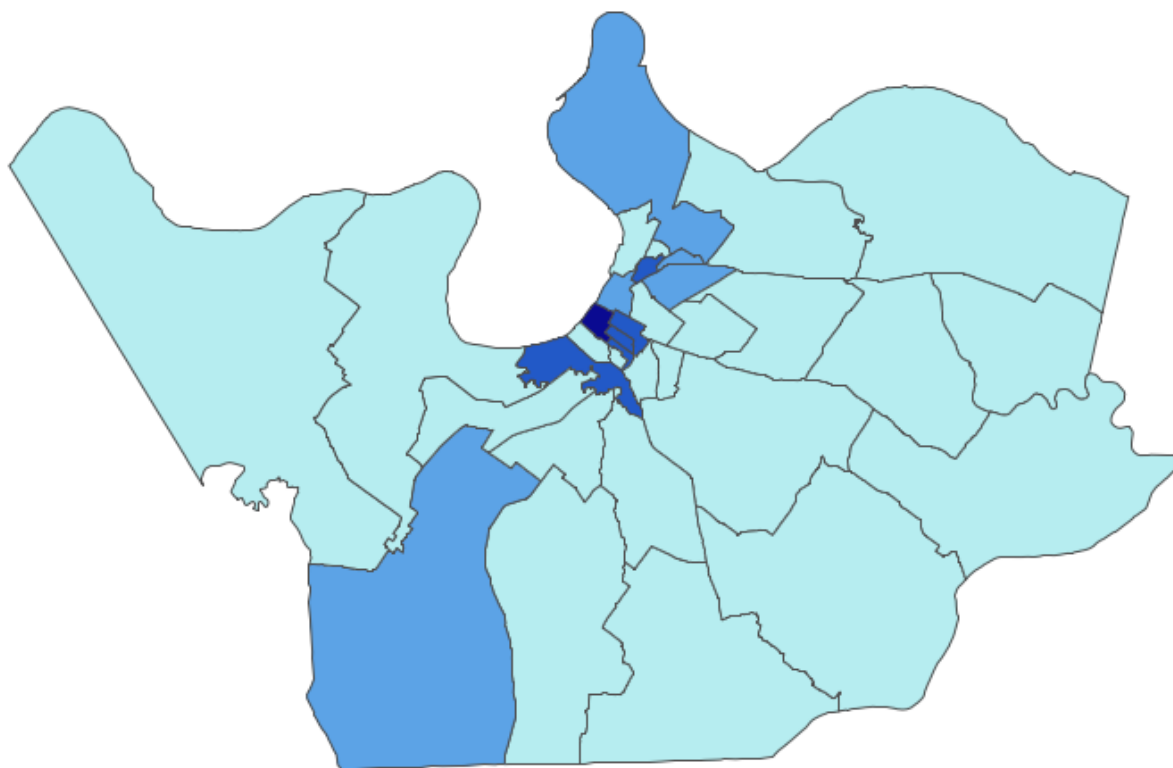
% Hispanic or Latino



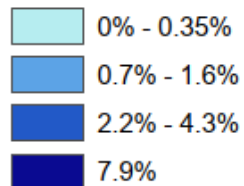
0 0.45 0.9 1.8 2.7 Miles



**Henderson County
Percent Speak English "Less than Well"
Population Age 5 Years and Older
Block Group Level**



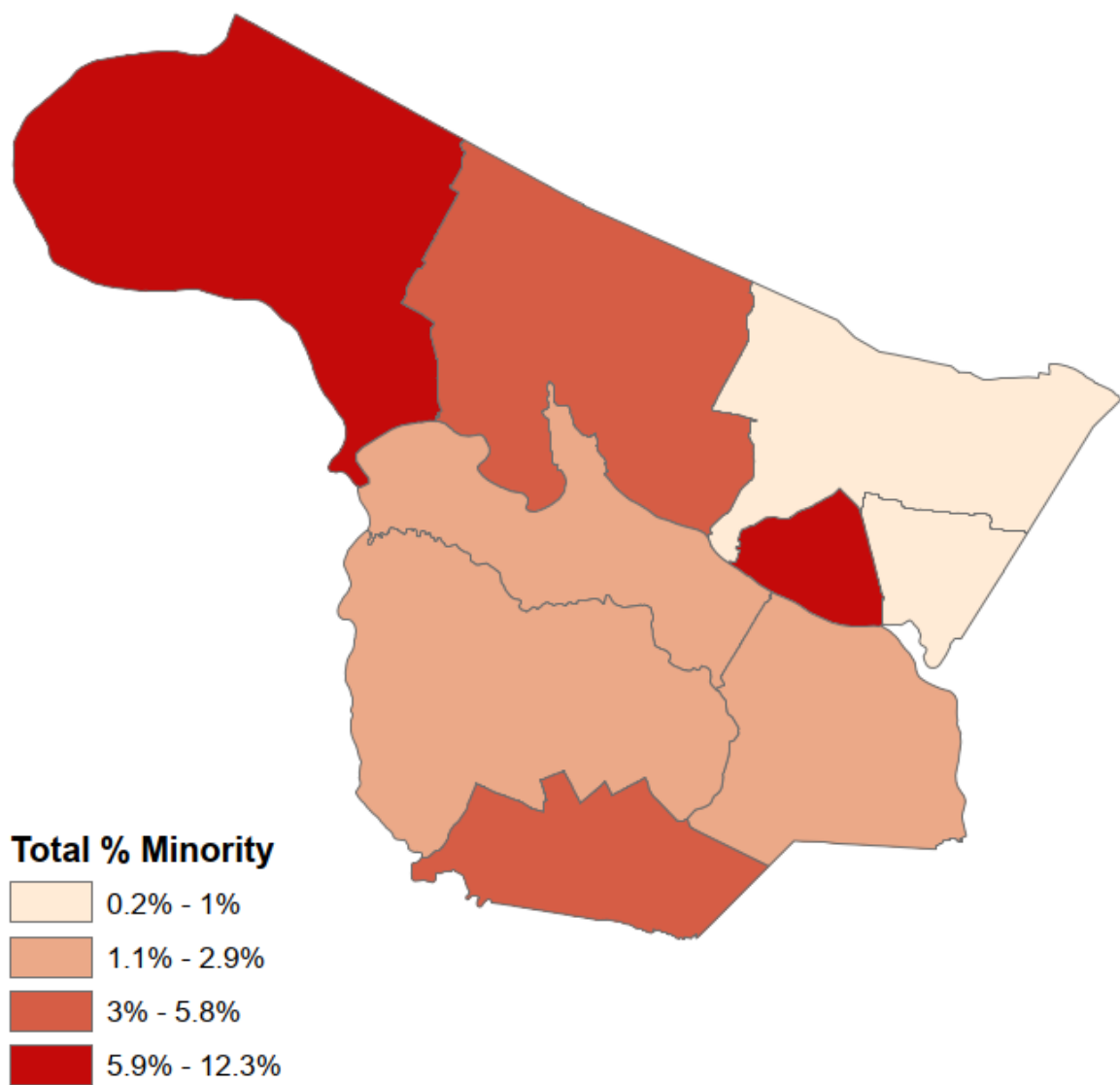
% Speak English Less Than Well



Source: Kentucky State Data Center
Census 2021 American Community Survey 5 Year Data



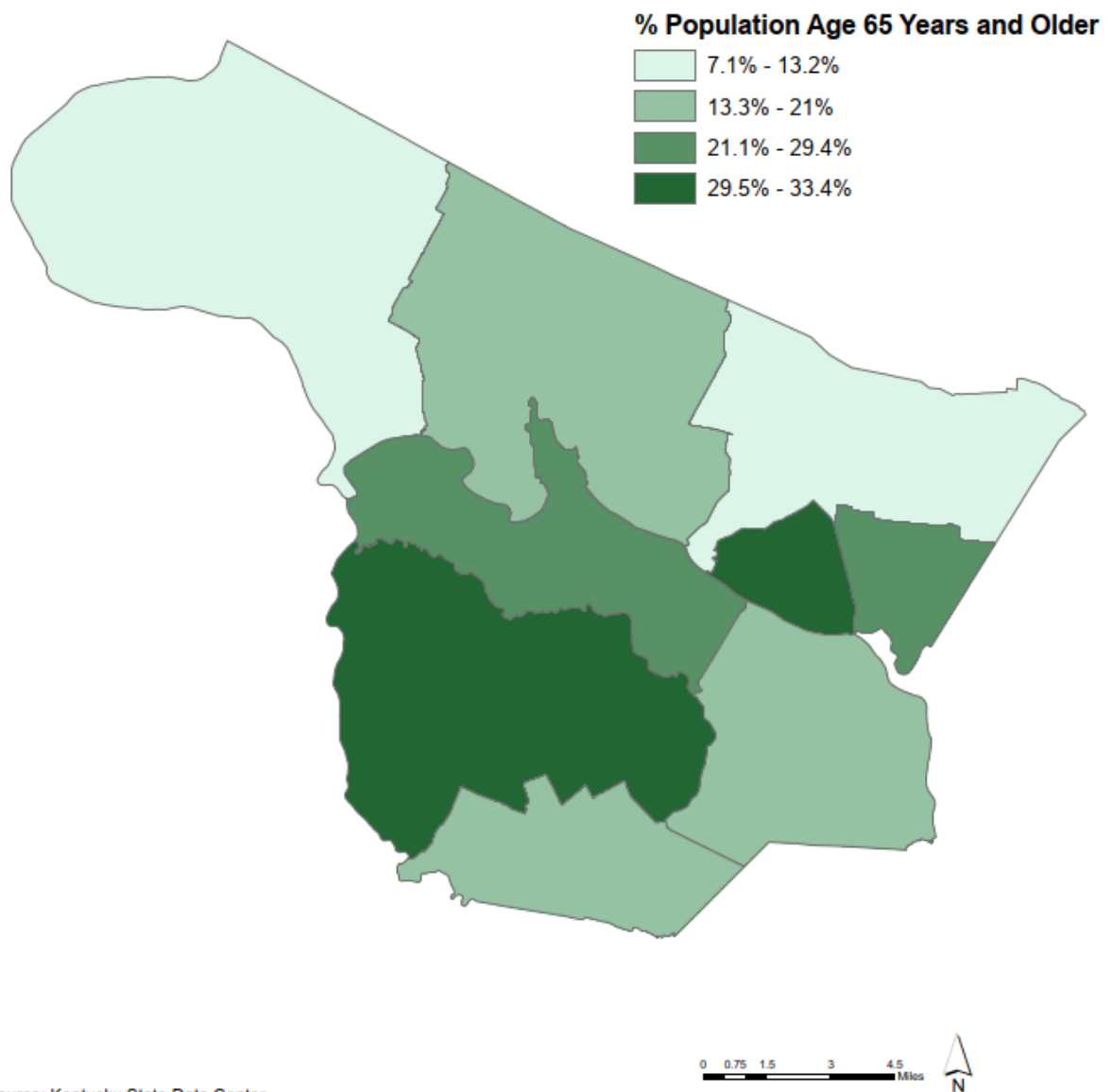
McLean County
Percent Minority Population
Block Group Level



Source: Kentucky State Data Center
Census 2021 American Community Survey 5 Year Data

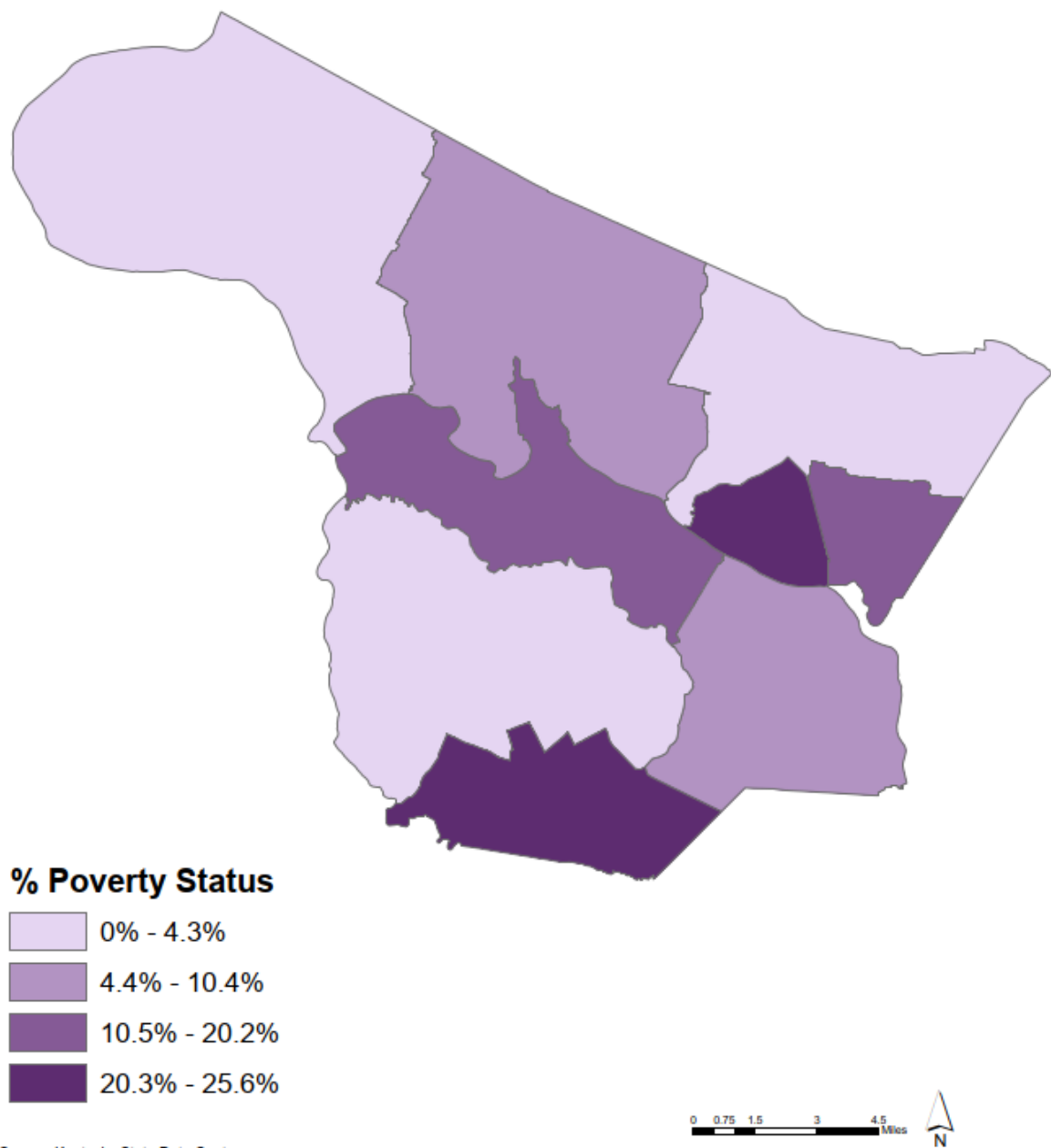


McLean County Percent Population Age 65 Years and Older Block Group Level



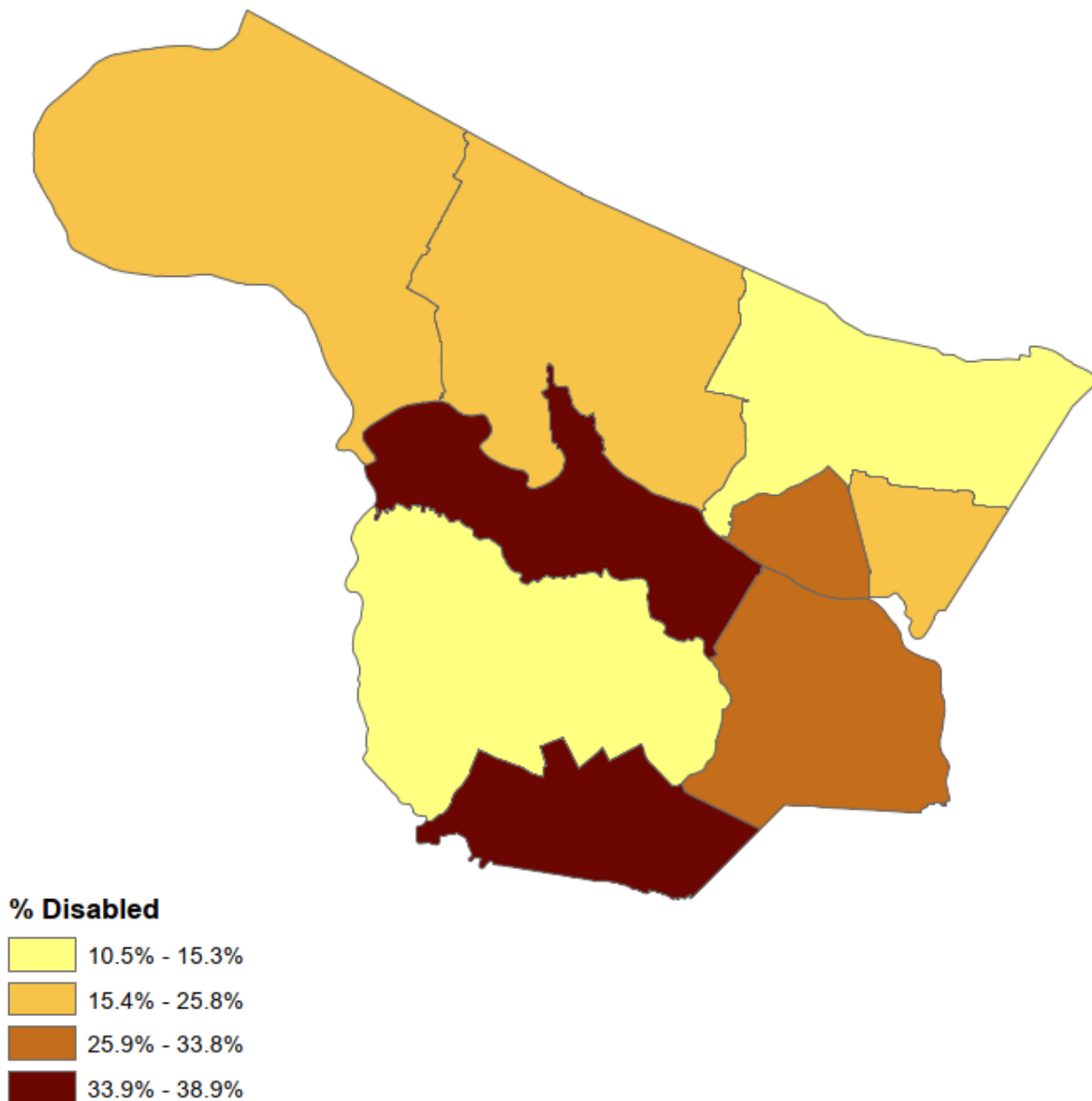
Source: Kentucky State Data Center
Census 2021 American Community Survey 5 Year Data

McLean County
Percent Poverty Status of Individuals
Block Group Level



Source: Kentucky State Data Center
Census 2021 American Community Survey 5 Year Data

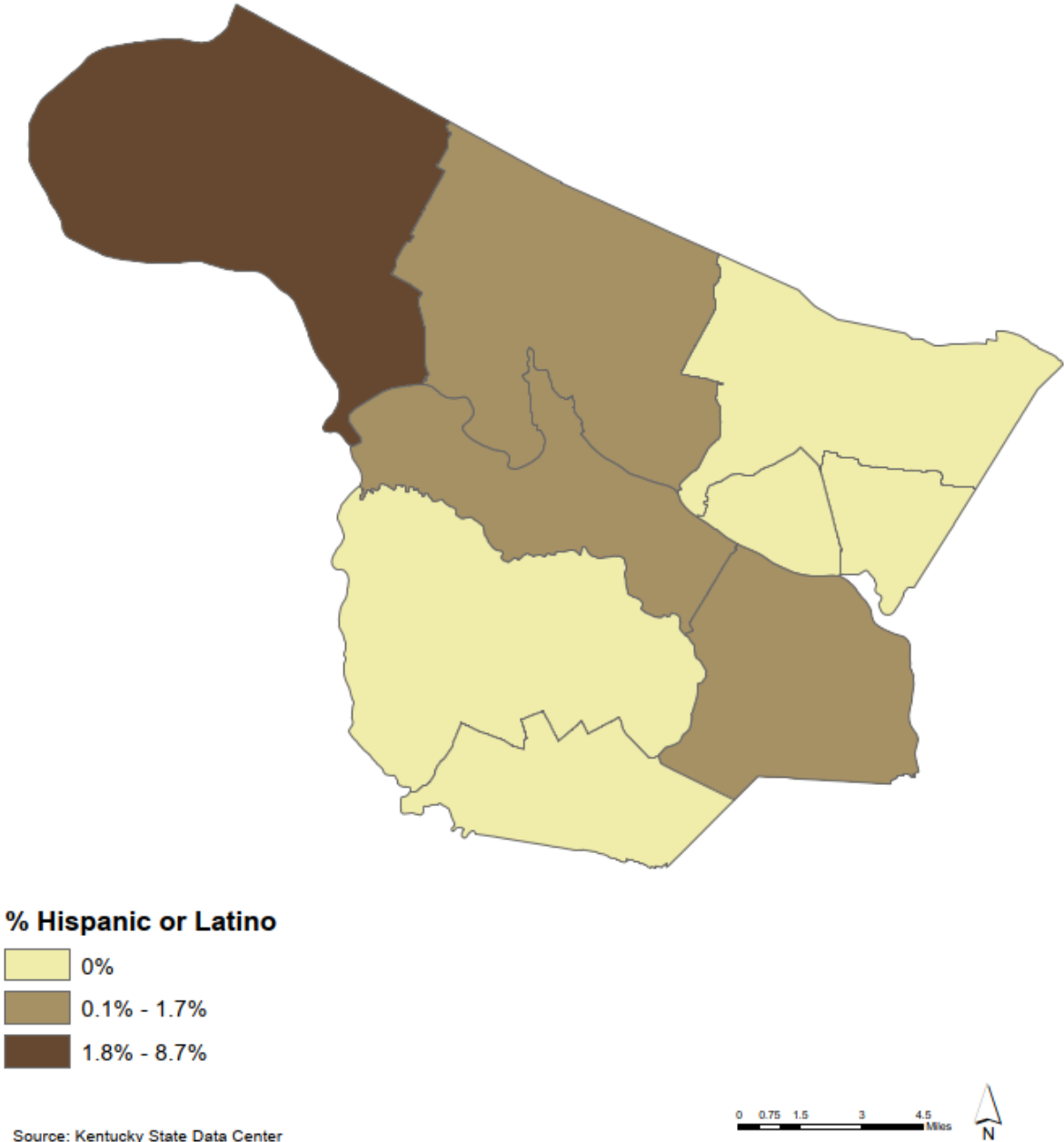
McLean County
Percent Disability Status
Population Age 18 Years and Older
Block Group Level



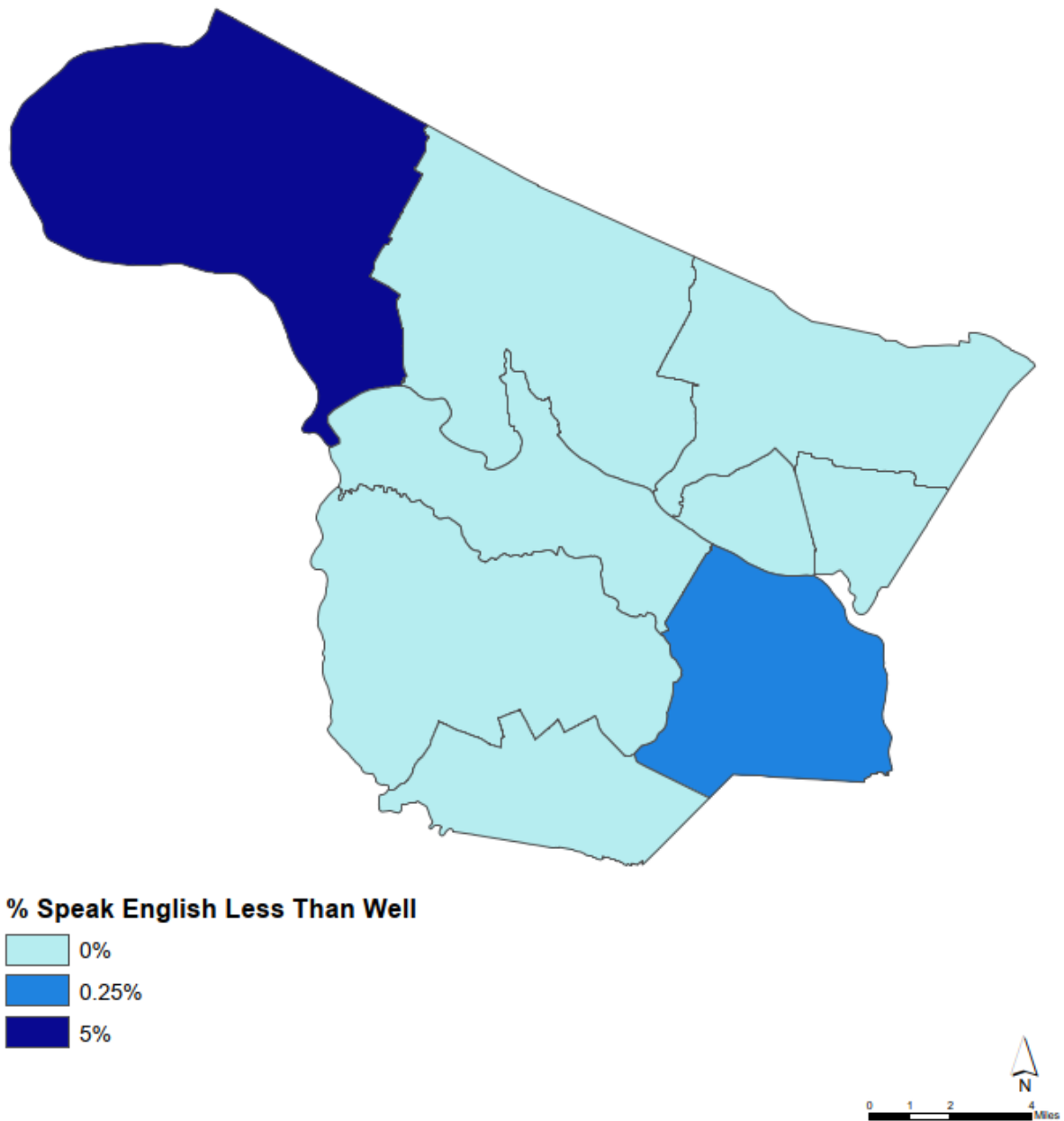
Source: Kentucky State Data Center
Census 2021 American Community Survey 5 Year Data



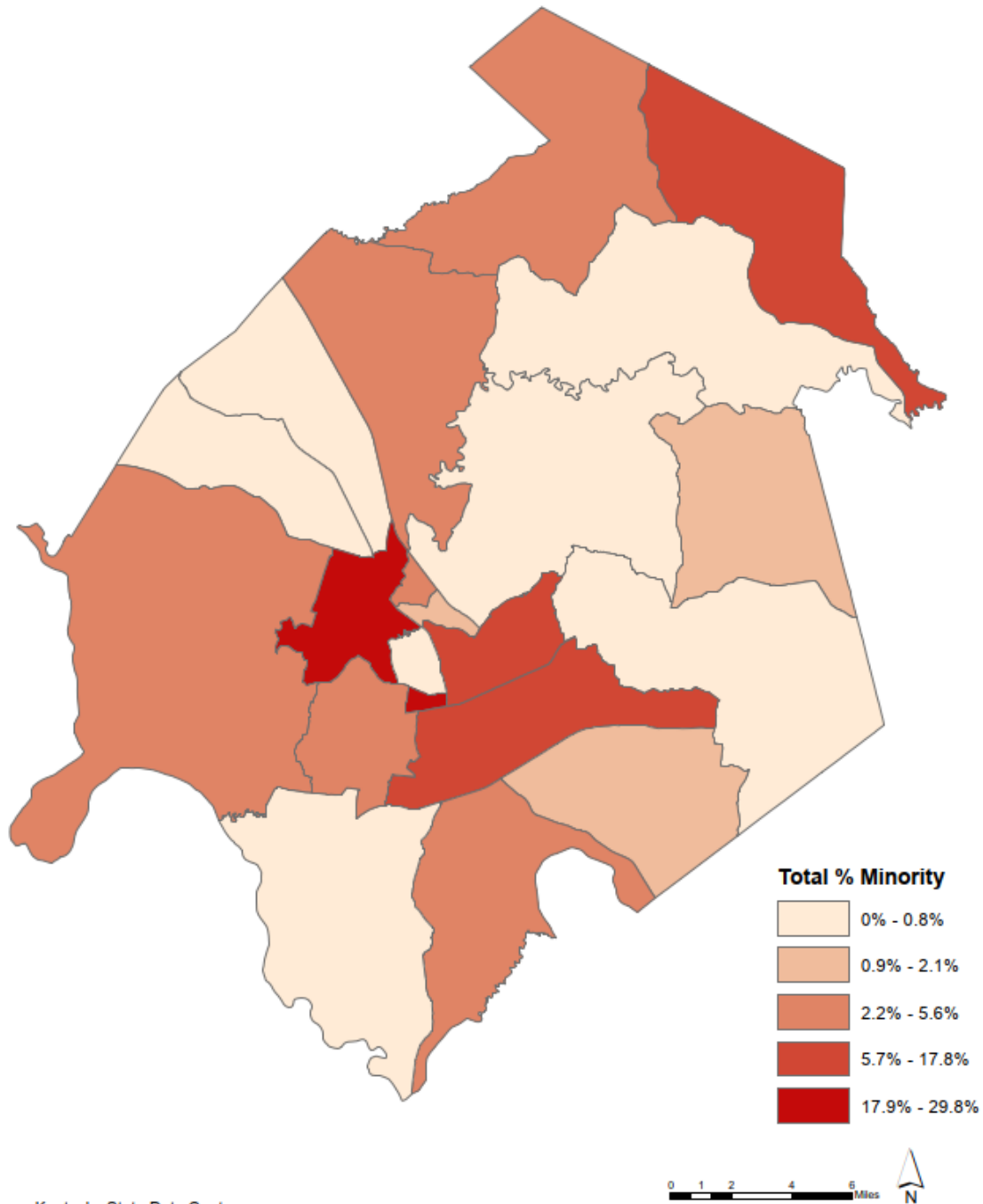
**McLean County
Percent Hispanic or Latino
Block Group Level**



McLean County
Percent Speak English "Less than Well"
Population Age 5 Years and Older
Block Group Level

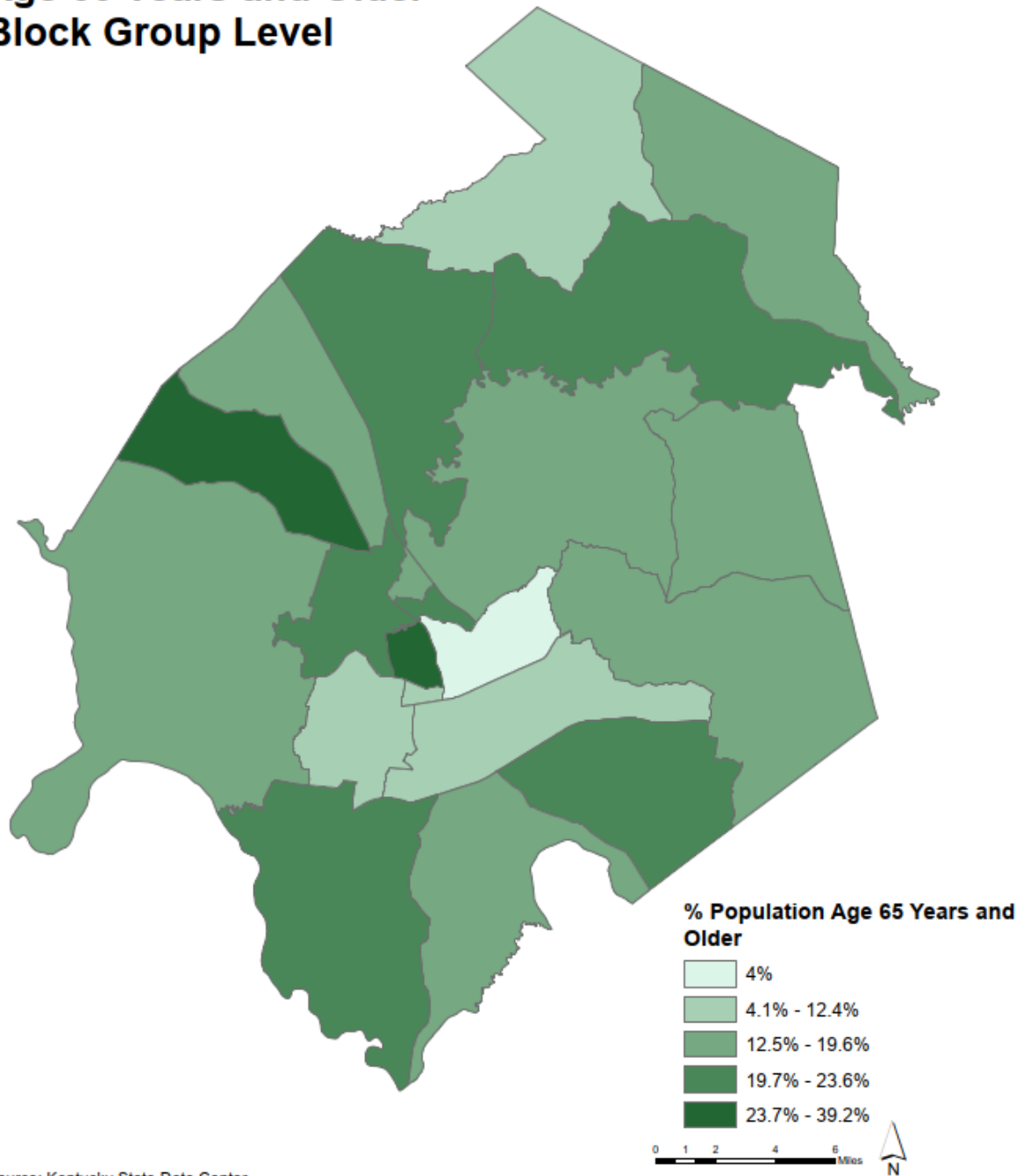


Ohio County Percent Minority Population Block Group Level



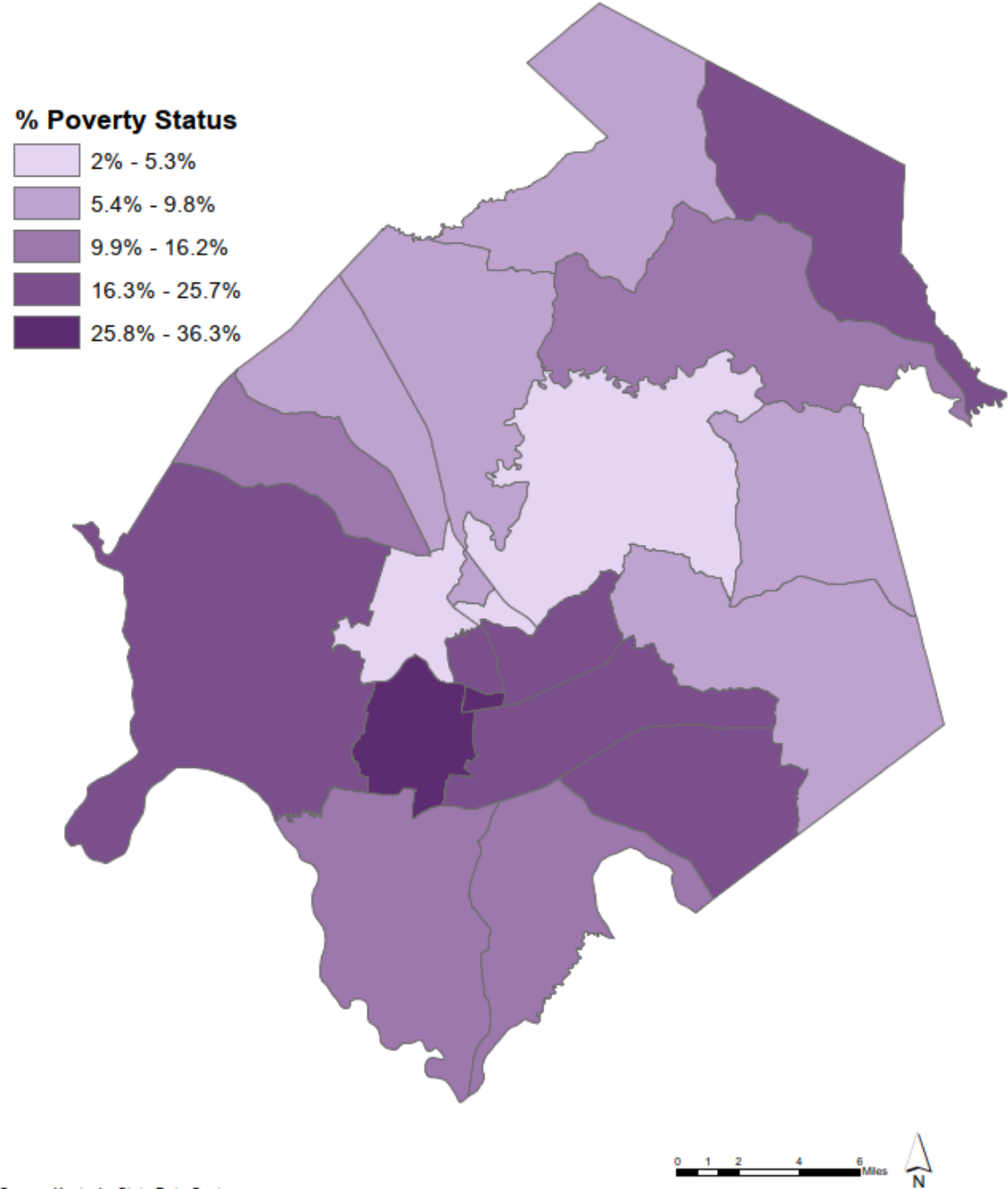
Source: Kentucky State Data Center
Census 2021 American Community Survey 5 Year Data

Ohio County Percent Population Age 65 Years and Older Block Group Level



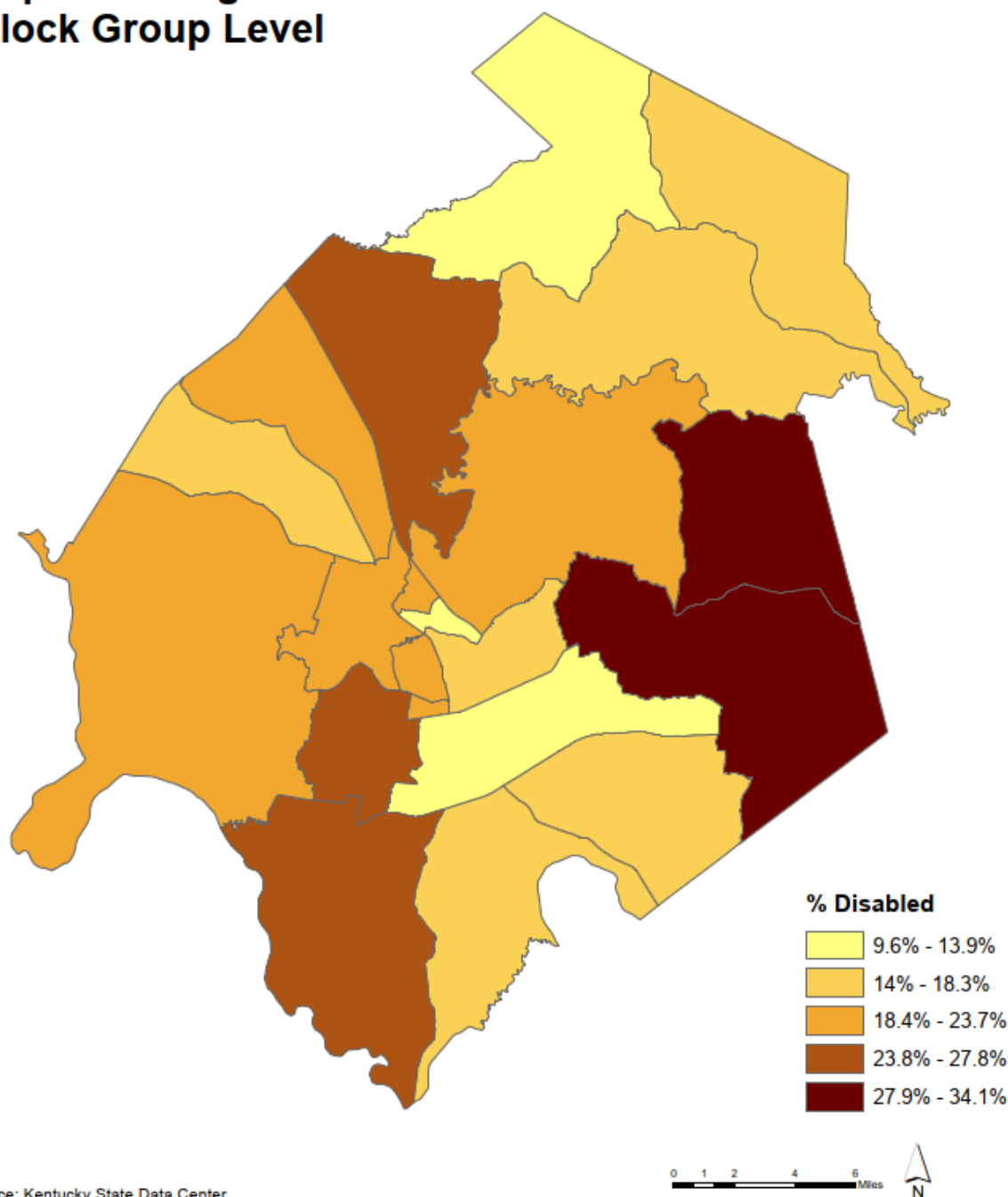
Source: Kentucky State Data Center
Census 2021 American Community Survey 5 Year Data

Ohio County
Percent Poverty Status of Individuals
Block Group Level



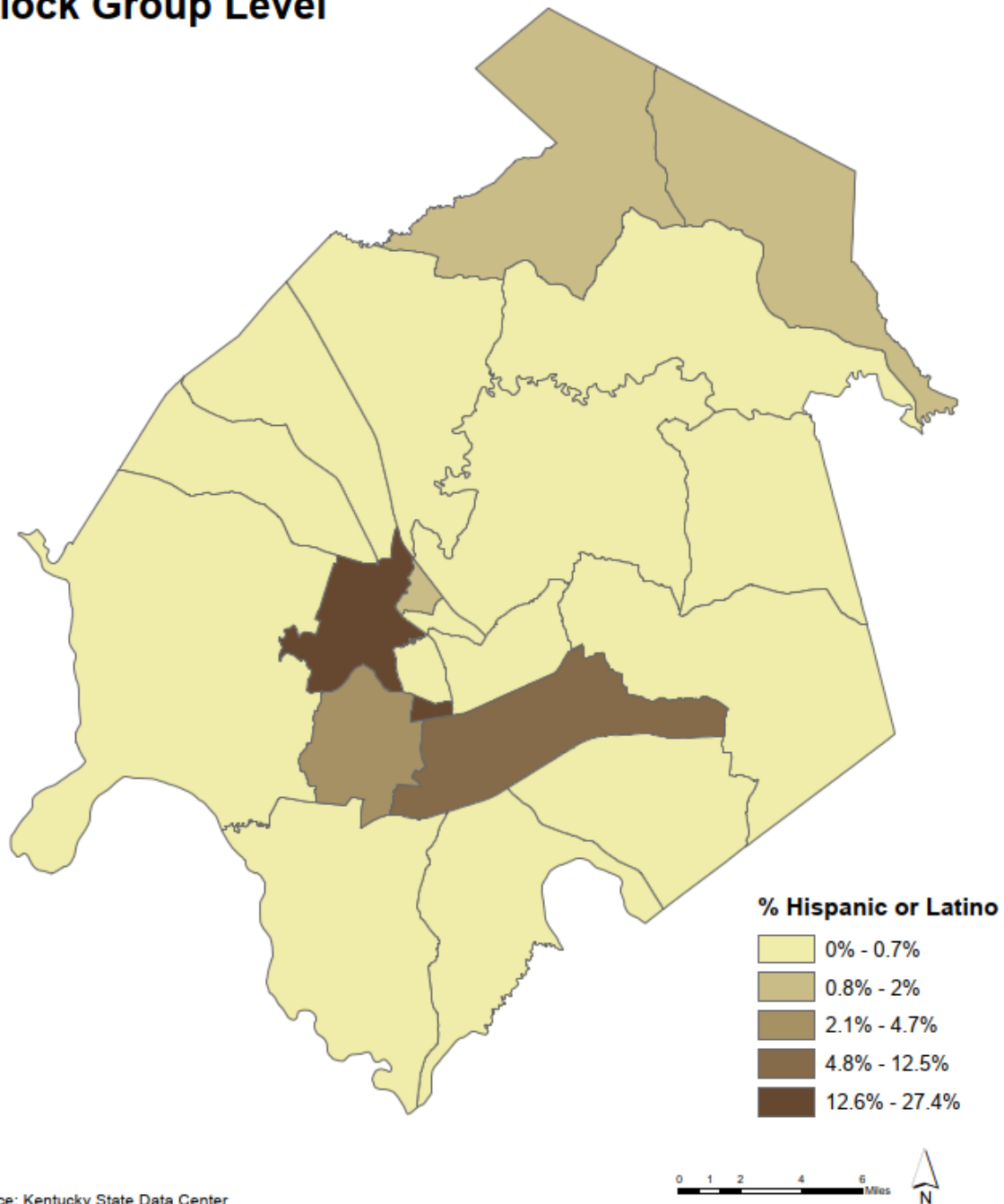
Source: Kentucky State Data Center
Census 2021 American Community Survey 5 Year Data

**Ohio County
Percent Disability Status
Population Age 18 Years and Older
Block Group Level**



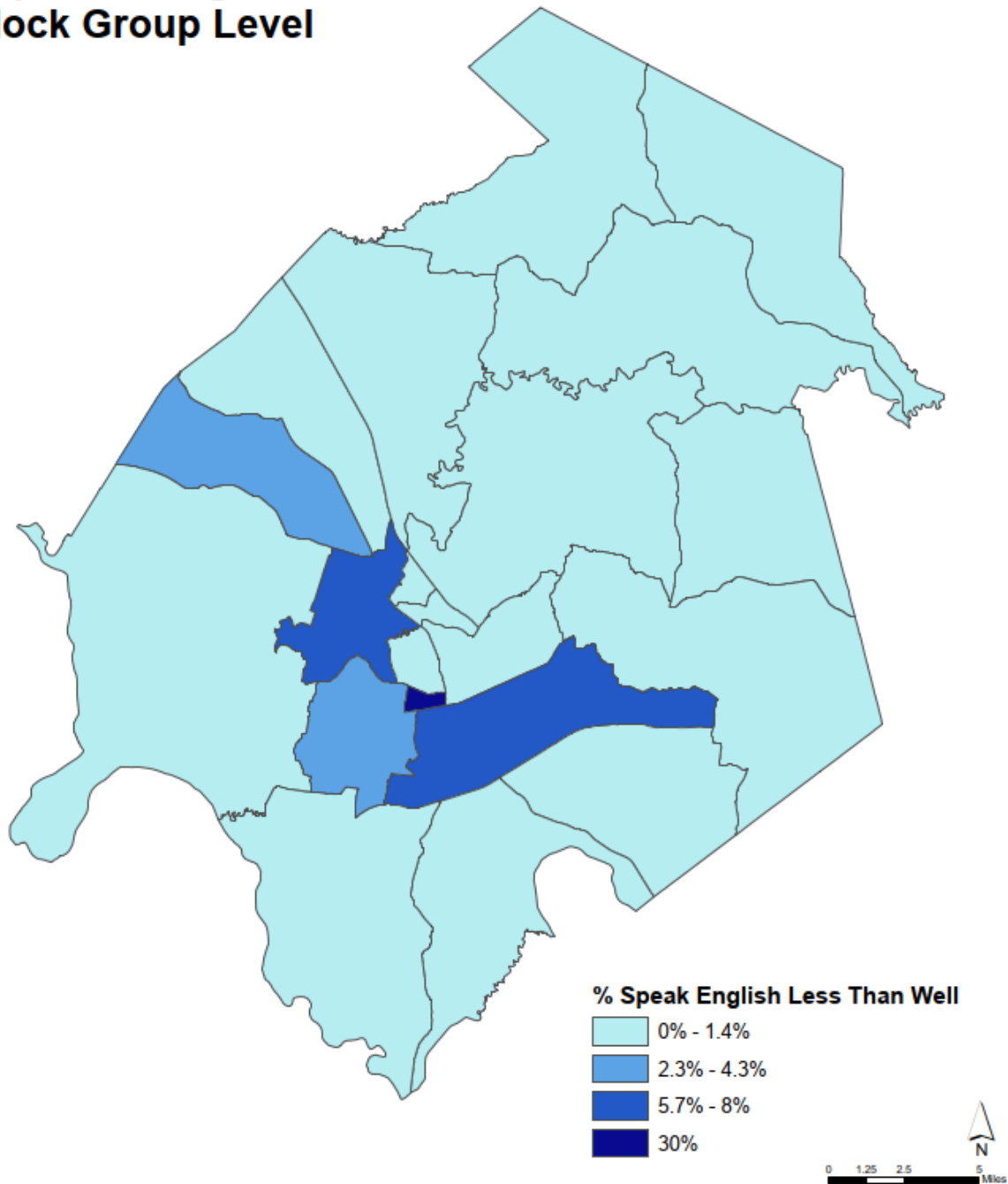
Source: Kentucky State Data Center
Census 2021 American Community Survey 5 Year Data

Ohio County Percent Hispanic or Latino Block Group Level



Source: Kentucky State Data Center
Census 2021 American Community Survey 5 Year Data

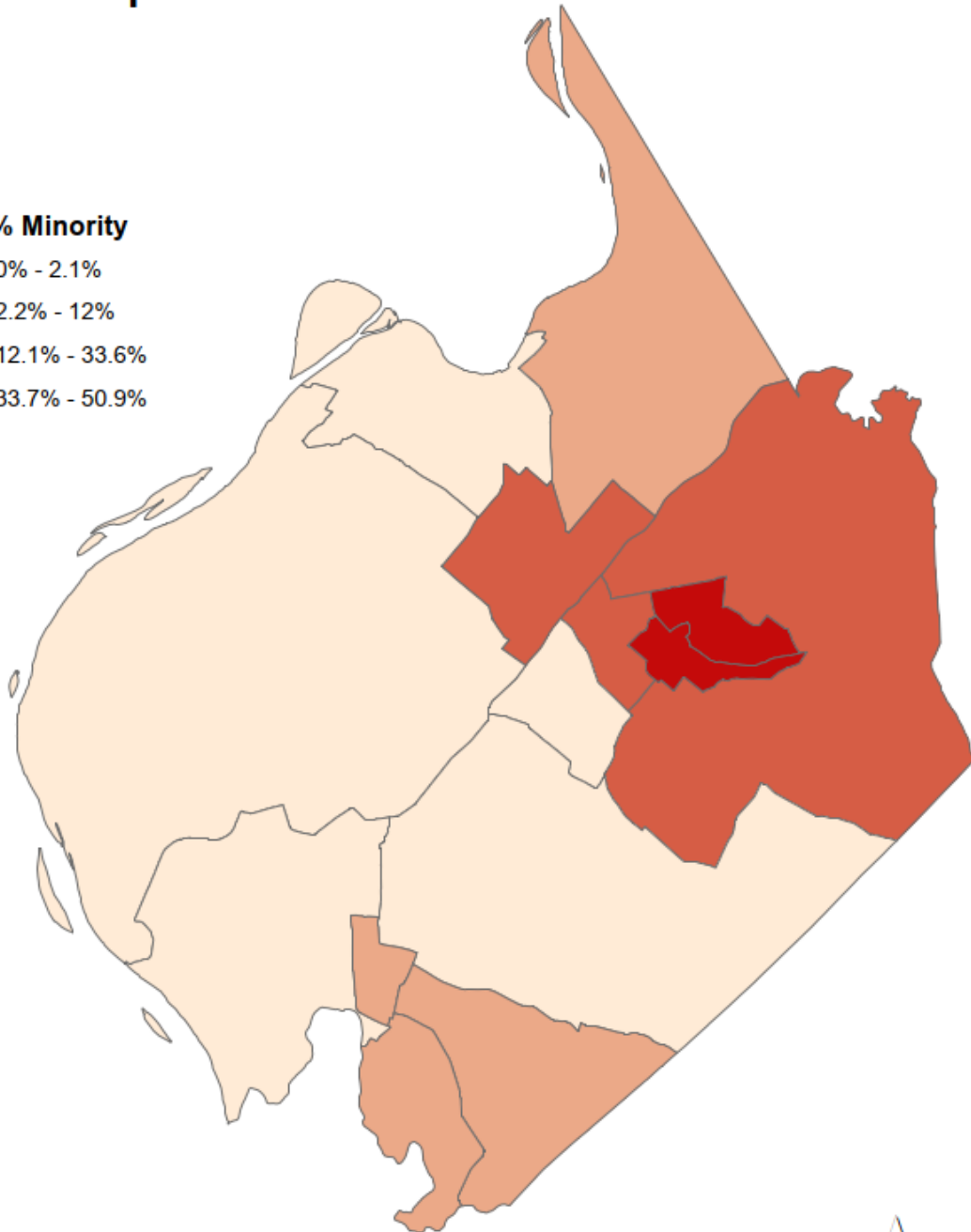
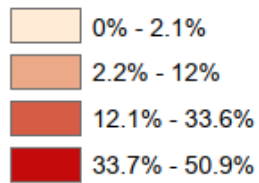
Ohio County
Percent Speak English "Less than Well"
Population Age 5 Years and Older
Block Group Level



Source: Kentucky State Data Center
Census 2021 American Community Survey 5 Year Data

Union County Percent Minority Population Block Group Level

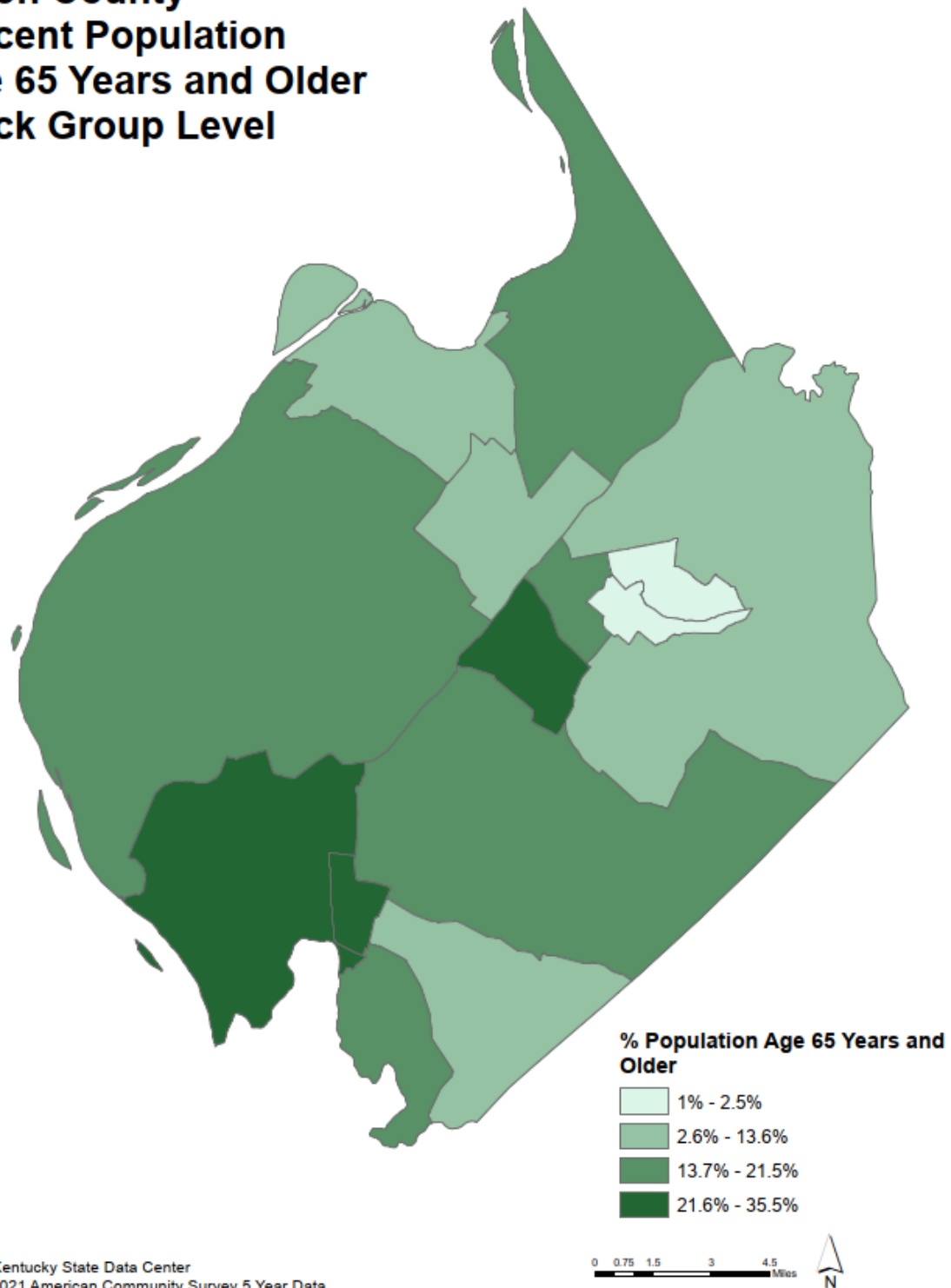
Total % Minority



Source: Kentucky State Data Center
Census 2021 American Community Survey 5 Year Data



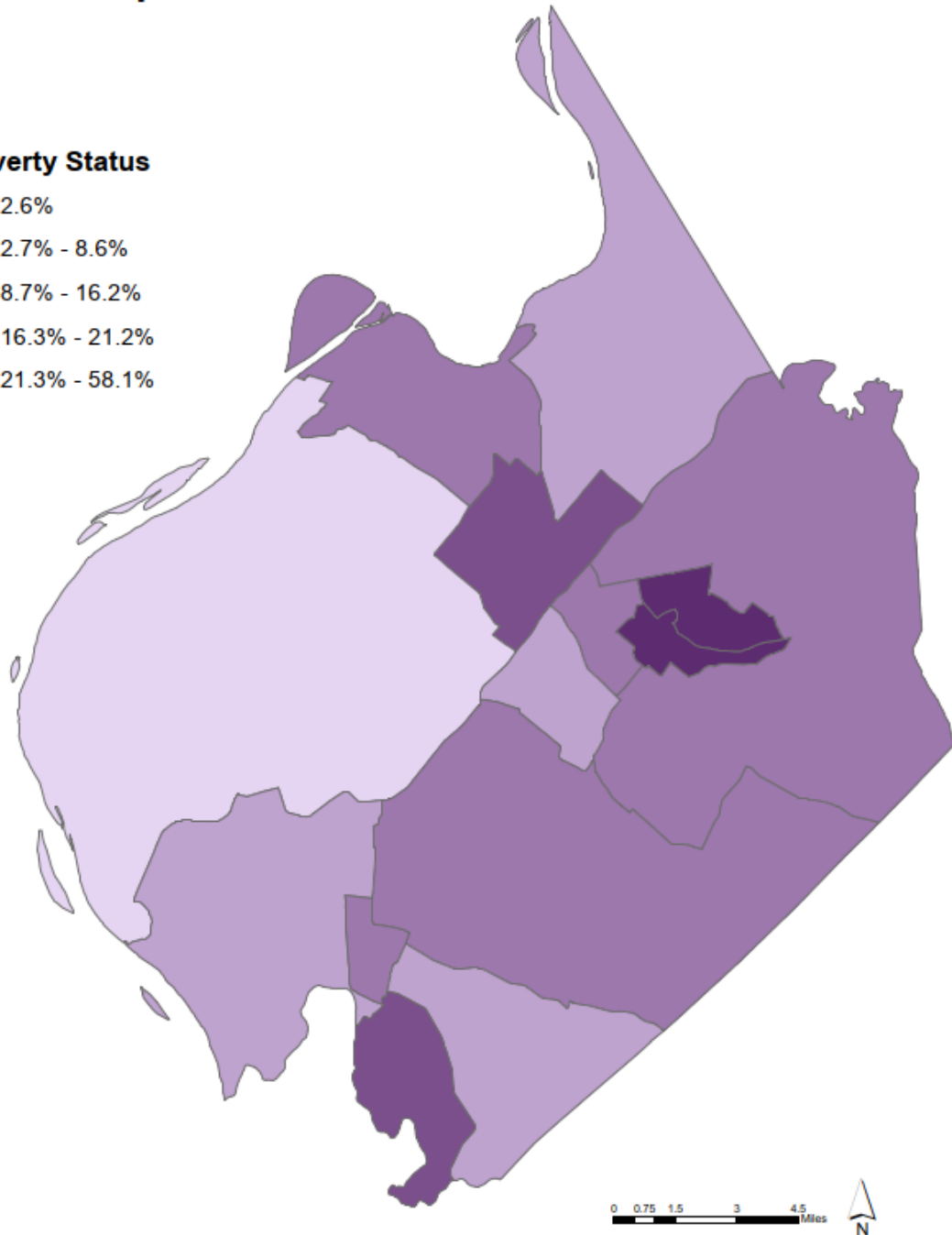
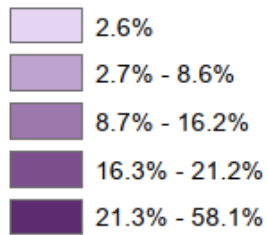
Union County Percent Population Age 65 Years and Older Block Group Level



Source: Kentucky State Data Center
Census 2021 American Community Survey 5 Year Data

Union County Percent Poverty Status of Individuals Block Group Level

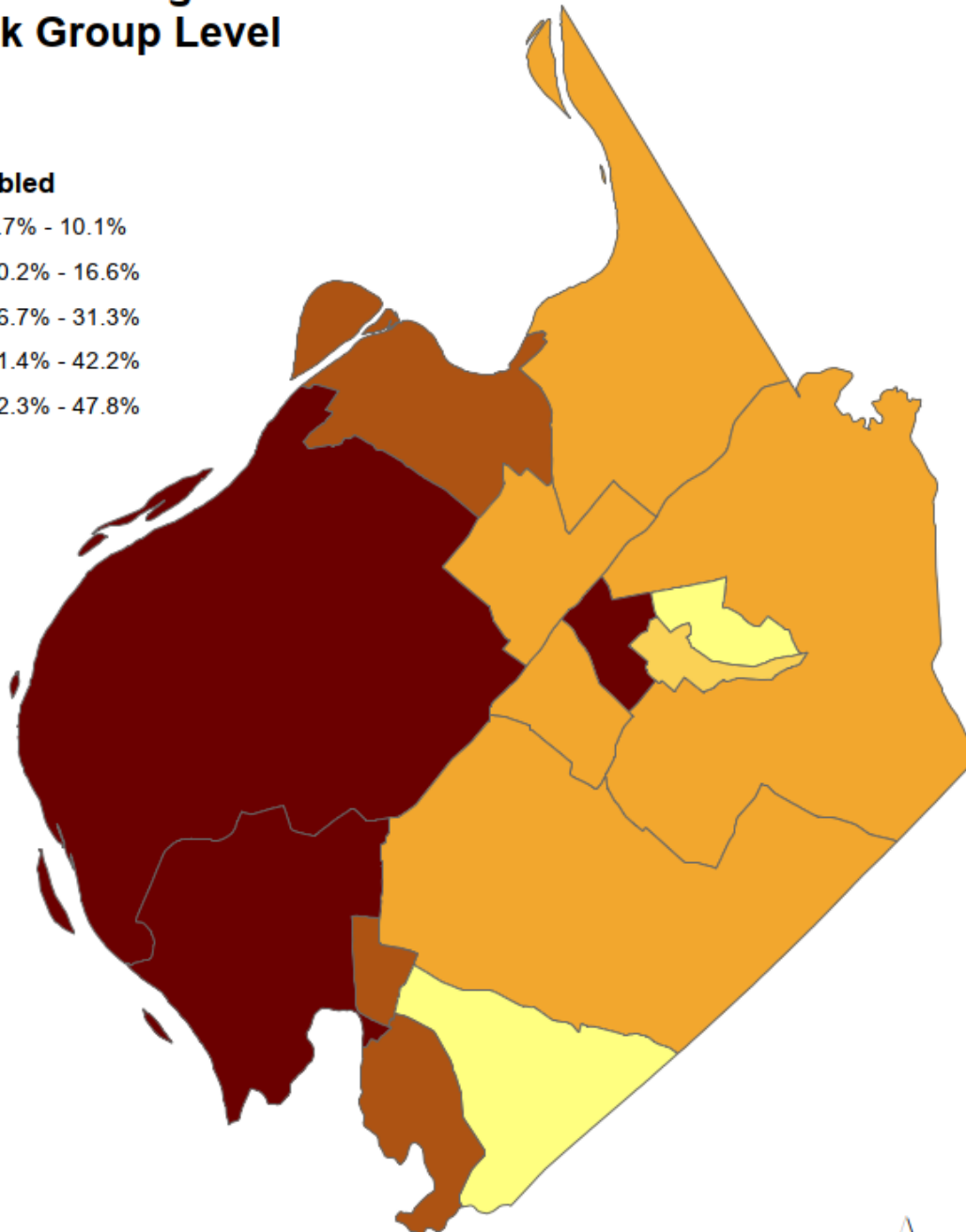
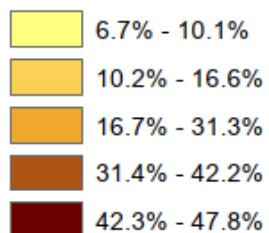
% Poverty Status



Source: Kentucky State Data Center
Census 2021 American Community Survey 5 Year Data

Union County Percent Disability Status Population Age 18 Years and Older Block Group Level

% Disabled

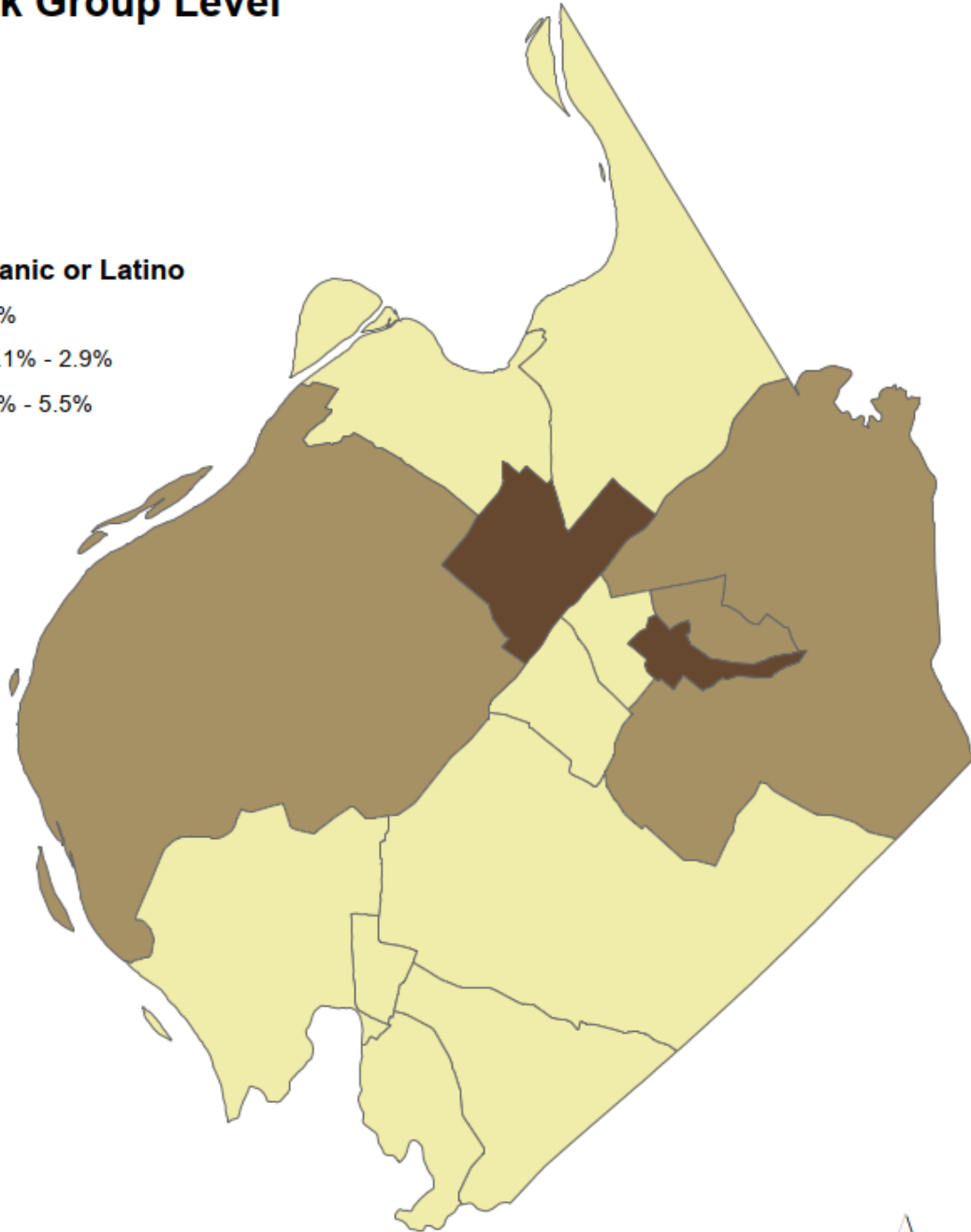
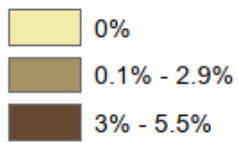


Source: Kentucky State Data Center
Census 2021 American Community Survey 5 Year Data



Union County Percent Hispanic or Latino Block Group Level

% Hispanic or Latino



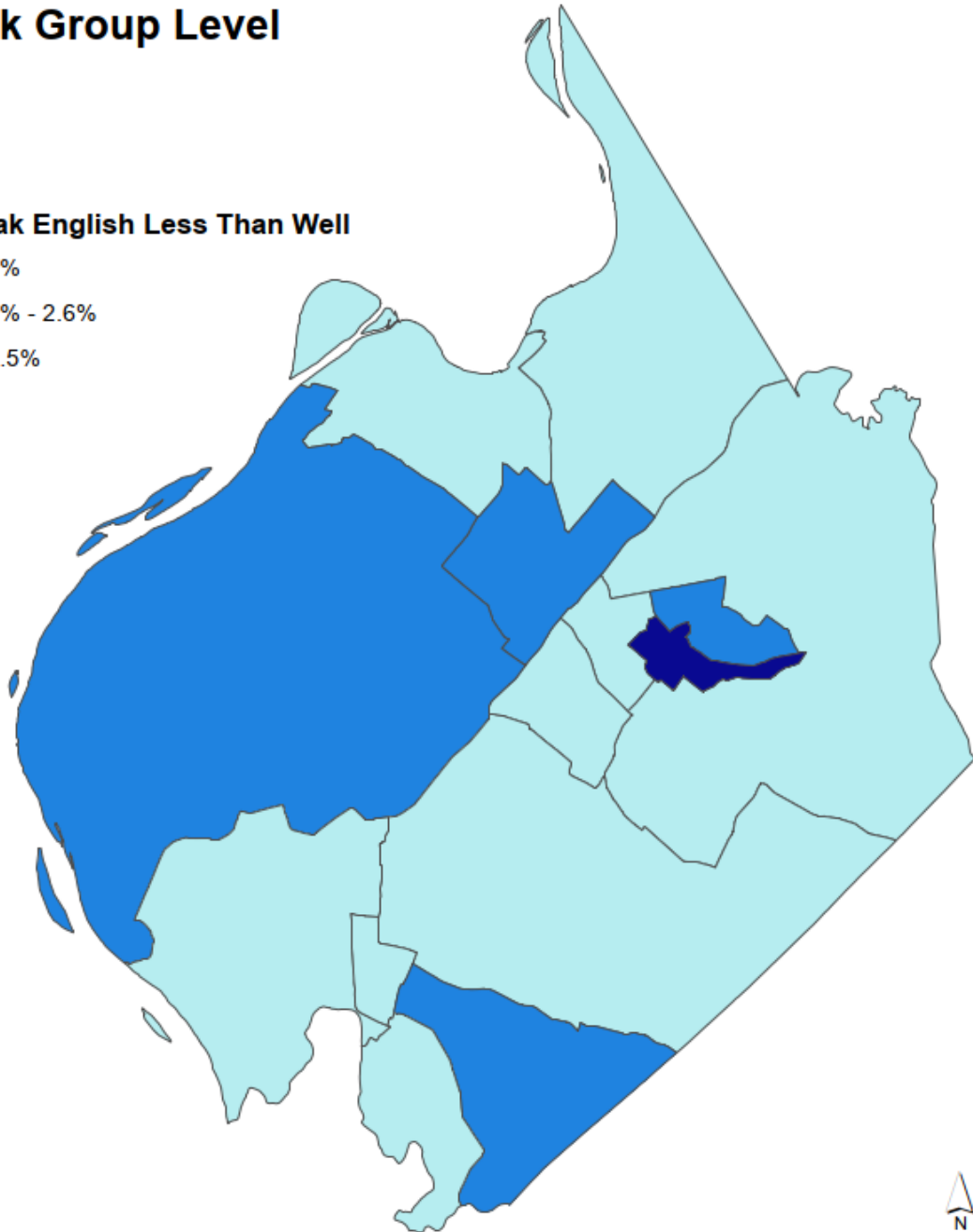
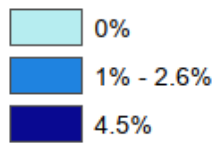
Source: Kentucky State Data Center
Census 2021 American Community Survey 5 Year Data

0 0.75 1.5 3 4.5 Miles



Union County Percent Speak English "Less than Well" Population Age 5 Years and Older Block Group Level

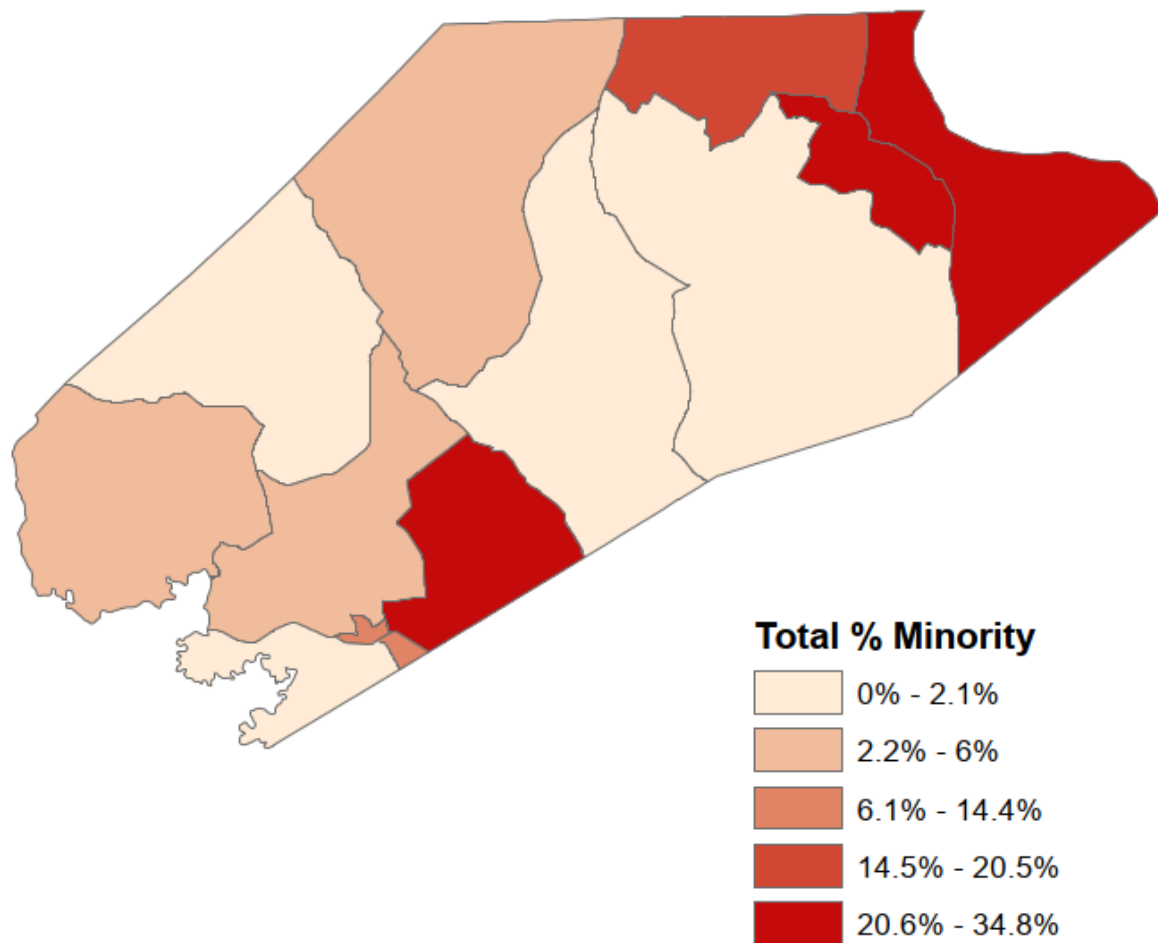
% Speak English Less Than Well



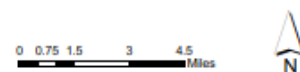
Source: Kentucky State Data Center
Census 2021 American Community Survey 5 Year Data



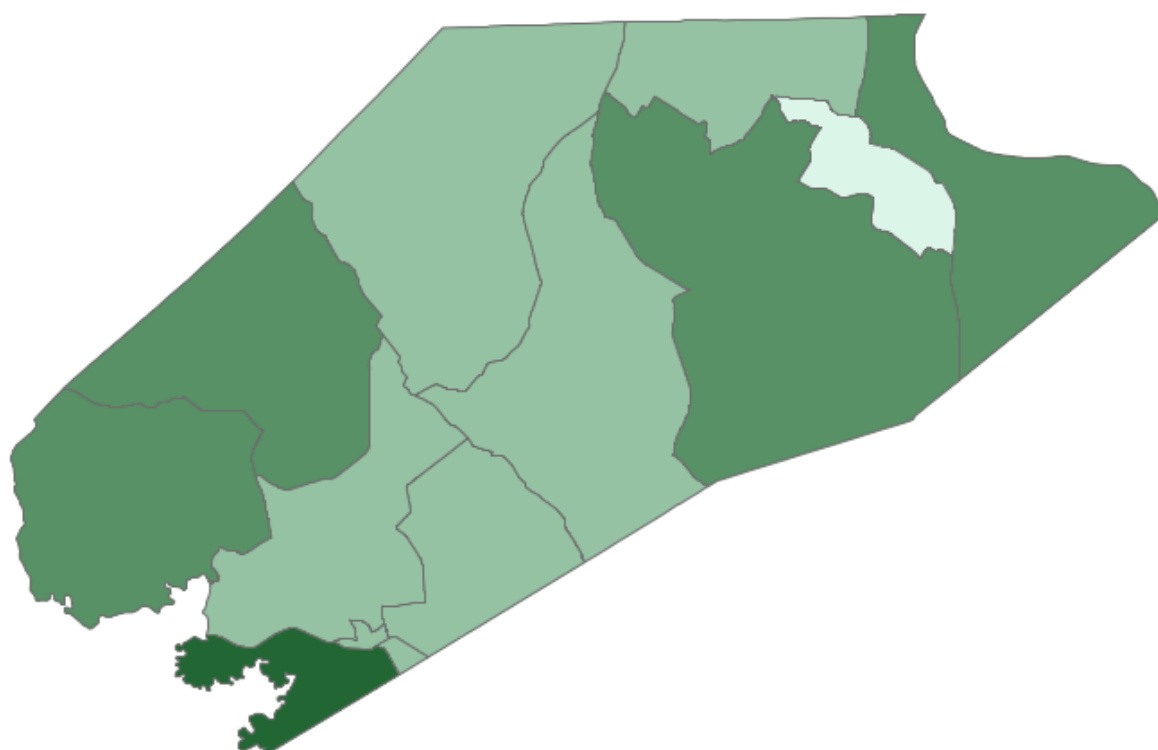
Webster County Percent Minority Population Block Group Level



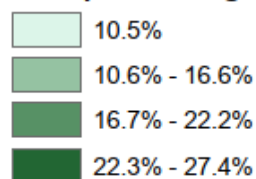
Source: Kentucky State Data Center
Census 2021 American Community Survey 5 Year Data



Webster County Percent Population Age 65 Years and Older Block Group Level



% Population Age 65 Years and Older

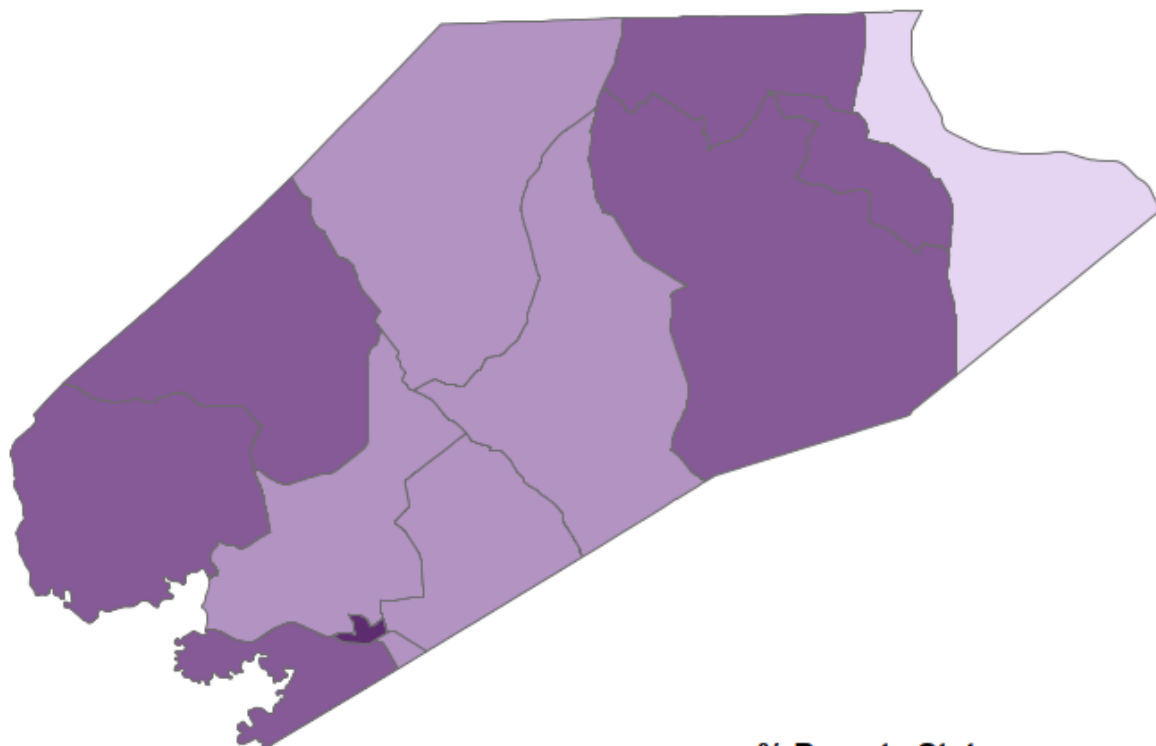


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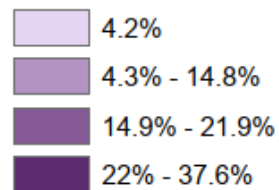


Source: Kentucky State Data Center
Census 2021 American Community Survey 5 Year Data

Webster County Percent Poverty Status of Individuals Block Group Level



% Poverty Status

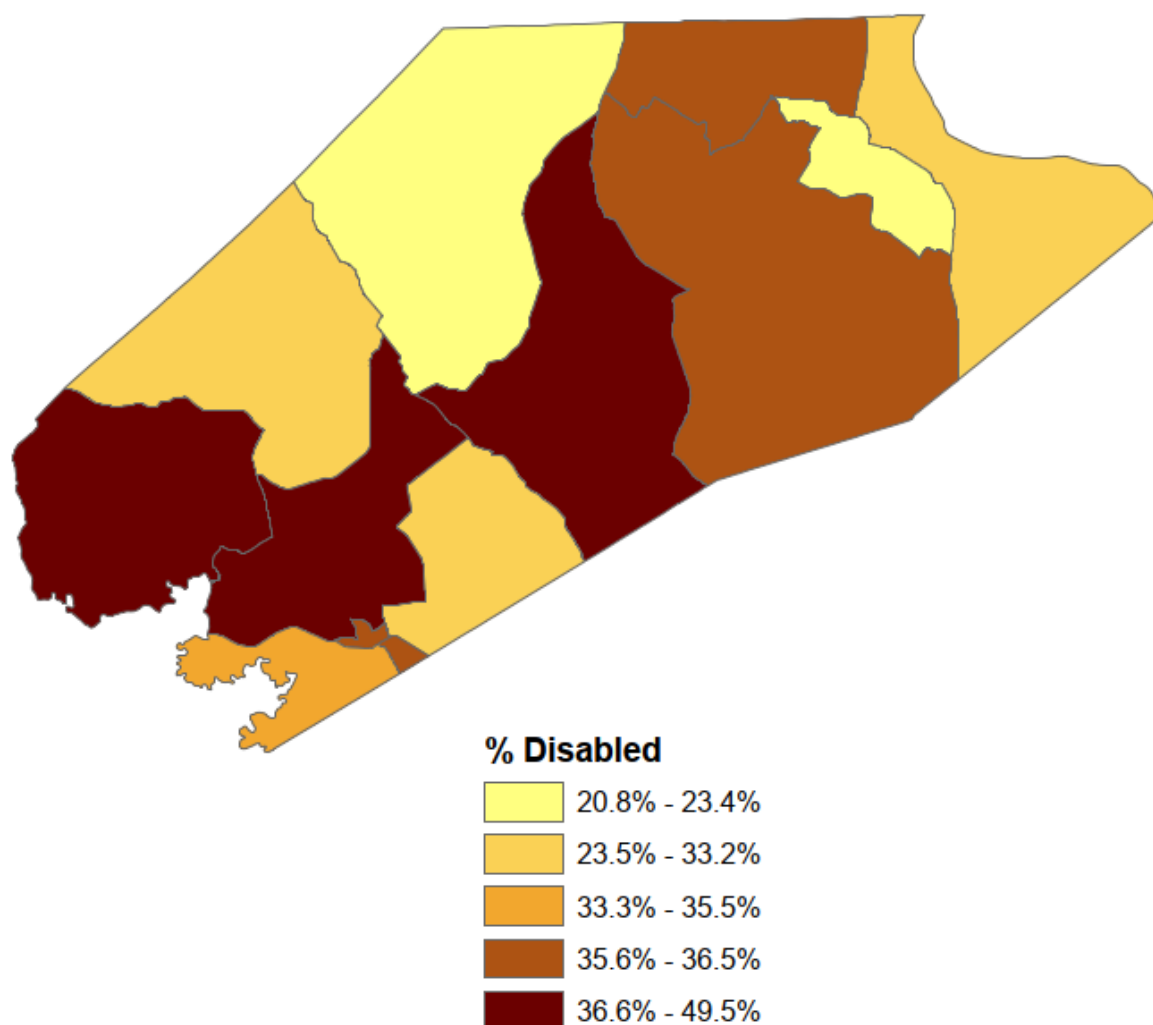


0 0.75 1.5 3 4.5 Miles



Source: Kentucky State Data Center
Census 2021 American Community Survey 5 Year Data

Webster County
Percent Disability Status
Population Age 18 Years and Older
Block Group Level

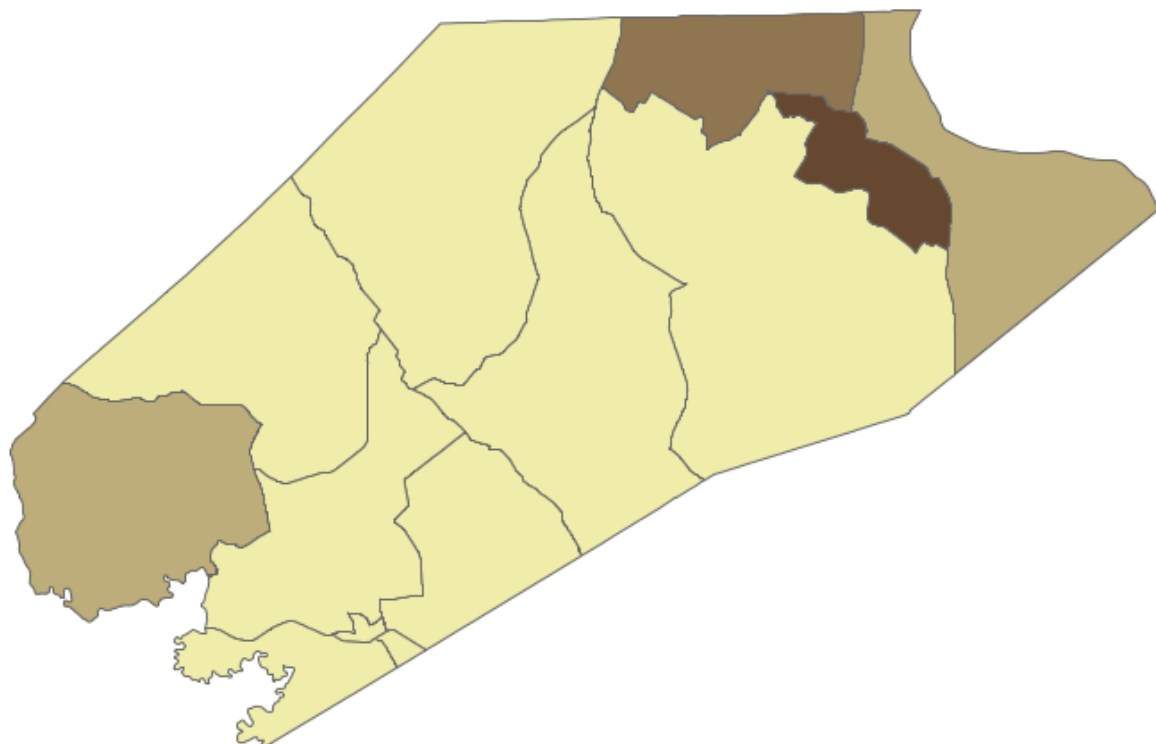


Source: Kentucky State Data Center
Census 2021 American Community Survey 5 Year Data

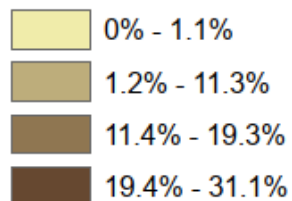
0 0.75 1.5 3 4.5 Miles



Webster County Percent Hispanic or Latino Block Group Level



% Hispanic or Latino

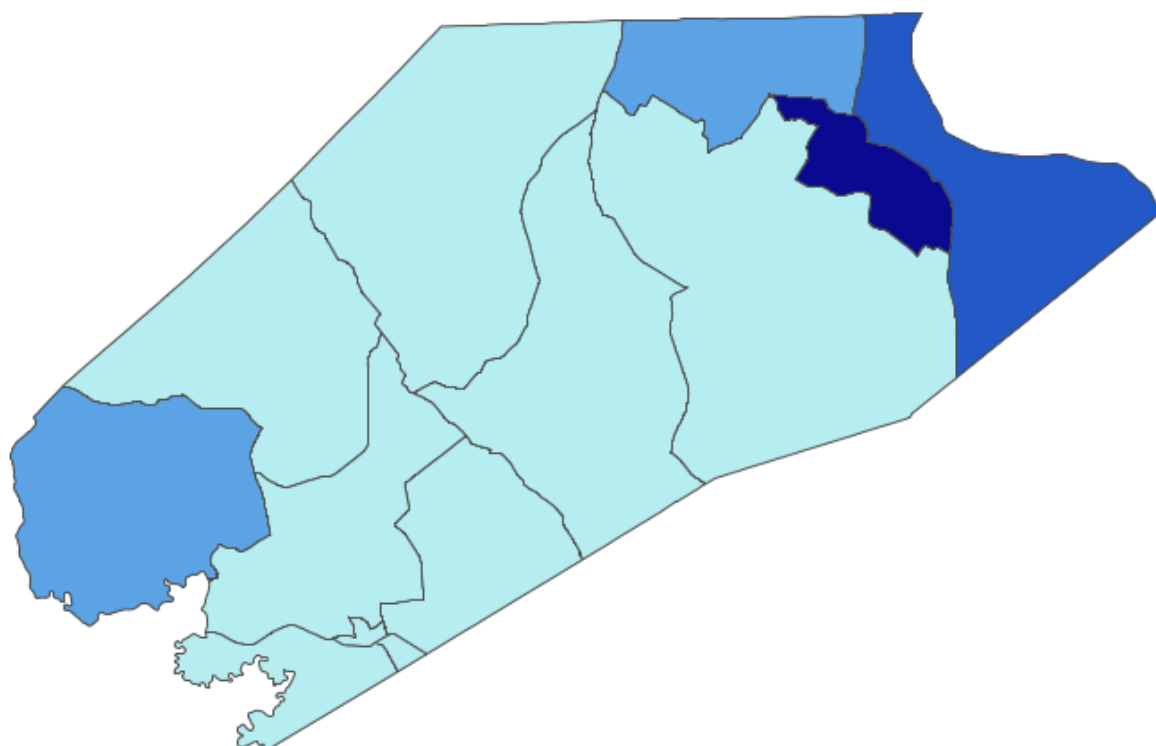


Source: Kentucky State Data Center
Census 2021 American Community Survey 5 Year Data

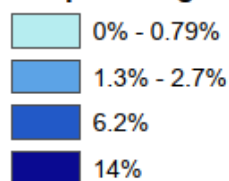
0 0.75 1.5 3 4.5 Miles



Webster County
Percent Speak English "Less than Well"
Population Age 5 Years and Older
Block Group Level



% Speak English Less Than Well



Source: Kentucky State Data Center
Census 2021 American Community Survey 5 Year Data



4.4 Summary Quick Facts

The concentrations of underserved populations in GRADD is consistent with, or lower than, statewide trends at a regional level. While the percentages of certain underserved populations are above the state average in some counties in the region, the overall total populations in these concentrations is still relatively small.

The Green River Area Development District (GRADD) is composed of seven counties: Daviess, Hancock, Henderson, McLean, Ohio, Union, and Webster. According to the 2020 Decennial Census, GRADD comprised 4.8% of the state's population.

GRADD Quick Facts

Statewide, GRADD contains:

- 2.85 percent of the Black population.
- 3.79 percent of the Asian American population.
- 2.99 percent of the Pacific Islander population.
- 4.34 percent of the American Indian/Alaskan Native population.
- 13.12 percent of the Hispanic population.
- 4.33 percent of the low-income population.
- 5 percent of the age 65 years and over population.
- 5.5 percent of the disabled population age 18 to 64 years.
- 5.26 percent of the population that speaks English less than well.
- Overall, GRADD contains a larger percentage (17.7 percent) of persons aged 65 and older than statewide in Kentucky (16.4 percent).

GRADD Counties Quick Facts

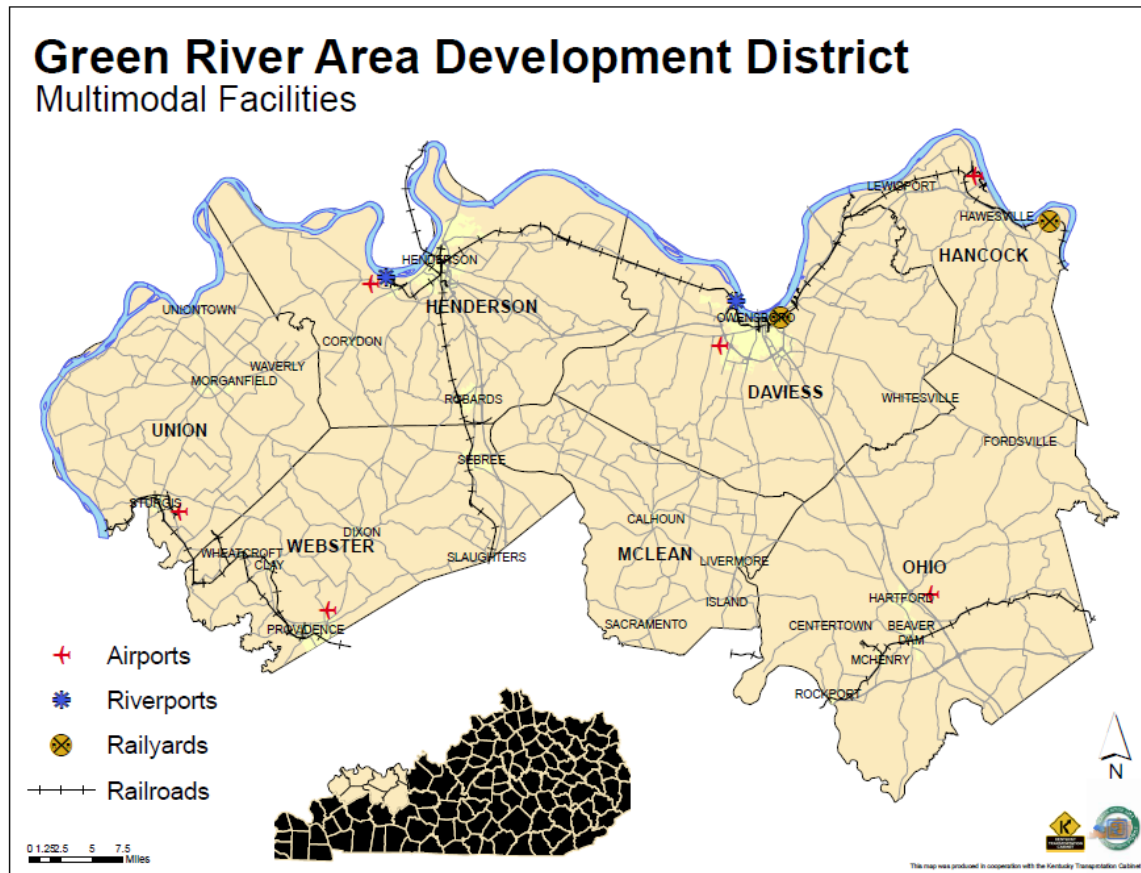
- Daviess County has the largest overall population in the region with 103,312.
- Hancock County has the lowest overall population in the region with 9,095.
- Henderson County has the highest concentration of Blacks in the region, at 8.15 percent and has the region's second largest overall population of 44,793.
- Webster County has the highest concentration of Hispanic or Latino residents at 6.49 percent.
- Webster County has the largest percent of disabled persons between the ages 18-64 with 29.4 percent while Daviess County has the lowest with 16.9 percent.
- Daviess County has the most residents who speak English "less than very well" with 1,188 while Hancock County has the least with 4 people.
- Webster County has the highest percentage of people below the poverty line in the region with 16.7 percent.
- Daviess County has the most persons aged 65 years and over in the region with 18,359; this represents 17.8 percent of the county population while McLean County has the highest percentage in the region with 19.4 percent.

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 GRADD maintains a contact list and email list-serve for those who have interest in the region.

5.2 Map of Multimodal Facilities



CHAPTER 6: INVENTORY OF LOCAL PLANNING UNITS

6.1 Introduction

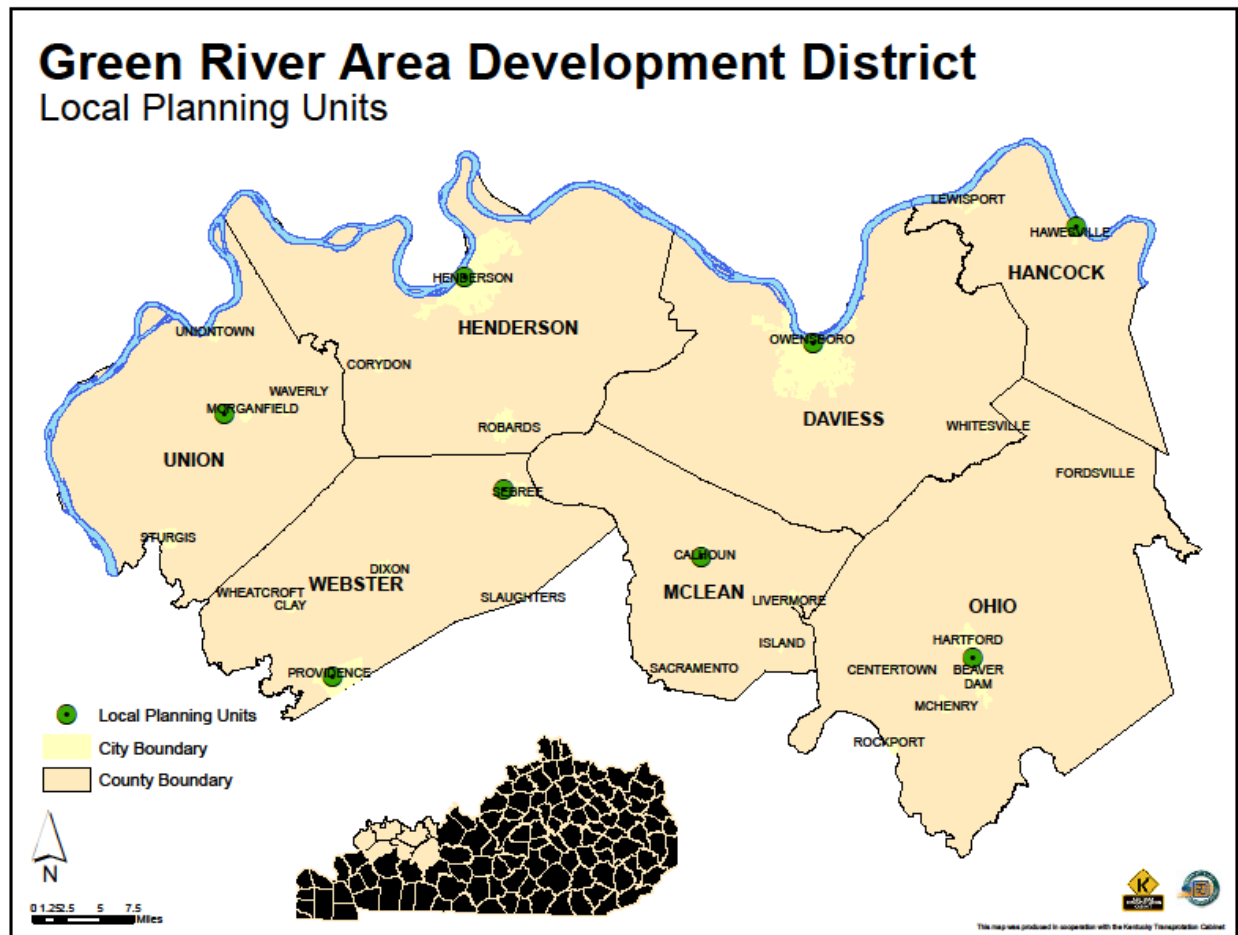
Land use planning is conducted by local planning units (planning commissions) for various cities and counties across Kentucky. As part of their planning process, some planning units develop comprehensive plans, zoning ordinances, and/or subdivision regulations. These documents are intended to guide community 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.



CHAPTER 7: TRANSPORTATION 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 90% percent 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.

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).

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.

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

Environmental Justice (EJ)

Environmental Justice; a term used to encapsulate the requirements of federal Executive Order 12898 which state, in part, that “each Federal agency shall make achieving environmental justice part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority populations and low income populations” and hence to ensure equal environmental protection to all groups potentially impacted by a transportation development project.

Extended Weight

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

F

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)

Enacted in December 2015 as Public Law 114-94. The FAST Act maintains a focus on safety, keeps intact the established structure of the various highway-related programs managed by FHWA, continues efforts to streamline project delivery and, for the first time, provides a dedicated source of federal dollars for freight projects.

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**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.

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.

Metropolitan Transportation Plan (MTP)

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.

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, etc. 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 Clean Air Act (CAA) and developed by each state that contains procedures to monitor, control, maintain, and enforce compliance with National Ambient Air Quality Standards (NAAQS).

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.

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.

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 Metropolitan 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.