



Green River Area Development District

Regional Transportation Planning Program

FY 2025

Public Involvement Plan

Annual Work Program Element 2A



THIS DOCUMENT WAS PREPARED IN COOPERATION WITH THE KENTUCKY TRANSPORTATION CABINET

Table of Contents

Chapter 1: Introduction

1.1 History of the Public Involvement Plan 1
1.2 Maps of ADD, HDO, and MPO Boundaries 2
1.3 Purpose of the Public Involvement Plan..... 3

Chapter 2: Regional Transportation Committee

2.1 Introduction 4
2.2 Bylaws..... 4
2.3 Goals & Objectives 4
2.4 Committee Membership 6
2.5 Committee Plan of Activities/Programs 7

Chapter 3: Public Involvement

3.1 Introduction..... 8
3.2 List of Resources 9
3.3 Tentative Groups to Address 10

Chapter 4: Socioeconomic Profiles

4.1 Introduction 11
4.2 Methodology..... 11
4.3 Demographic Information..... 11
4.4 Summary Quick Facts..... 13

Chapter 5: Multimodal

5.1 Introduction 14
5.2 Airports..... 14
5.3 Railroads..... 14
5.4 Riverports 14
5.5 Map of Multimodal Facilities..... 15

Chapter 6: Local Planning Units

6.1 Introduction 16
6.2 Map of Local Planning Units 17

Appendices

A. Transportation Terms and Acronyms..... 18
B. Regional Transportation Committee Bylaws 24
C. Socioeconomic Profile Maps 28

CHAPTER 1: INTRODUCTION

1.1 History of the Public Involvement Plan

Kentucky has maintained a statewide transportation planning process since the 1970's 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. The Moving Ahead for Progress in the 21st Century Act (MAP-21) passed in 2012. MAP-21 built on and refined many of the other 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. 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 (HDO), 15 ADDs, and 10 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 during the SHIFT process for possible inclusion into the KYTC Highway Plan.

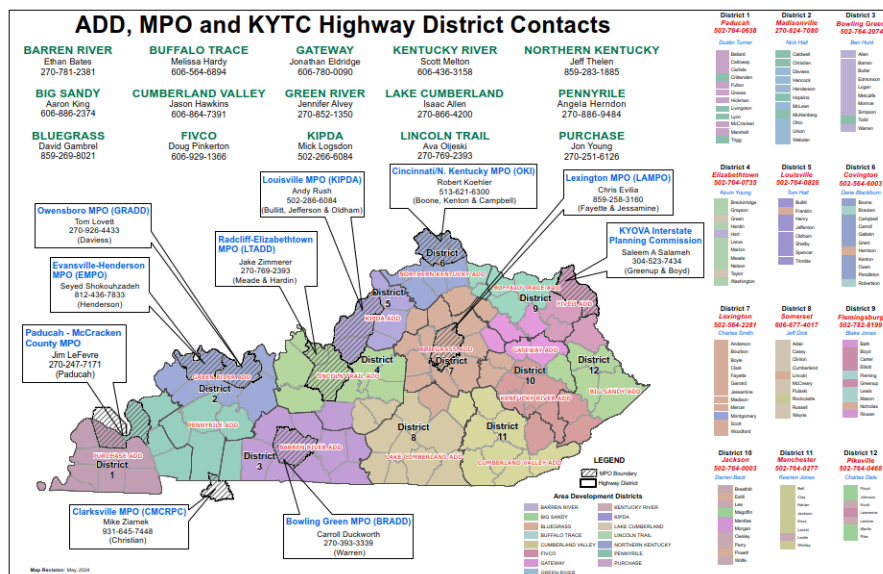
KYTC Policies and Procedures for the Regional Transportation Program outlines the policies and guidelines for the program within and in relation to the designated ADD of the Commonwealth of Kentucky. State Legislation was enacted in 1972 creating the ADDs by law in Chapter 147A of the Kentucky Revised Statutes (KRS). 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 our MPO and HDO partners.

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 Maps of ADD, MPO, and HDO Boundaries



1.3 Purpose of the Public Involvement Plan

The purpose of the Public Involvement Plan is to describe the actions the GRADD 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 government policy decisions are made with the inclusion of public participation.

The goal of the public involvement plan will be to broaden the public input process and 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. To foster cooperation in implementing transportation improvements, all stakeholders, including government, industry, commerce, and citizens, need to understand:

- What the problems/issues are
- What improvements are necessary
- What the effects will be
- 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 is funded by KYTC and brings local involvement to the table in the decision-making process. The GRADD RTC is responsible for identifying, evaluating, and prioritizing transportation needs in Hancock, McLean, Ohio, Union, and Webster Counties. The committee serves as an advisory body to the GRADD Board of Directors and consists of representatives who are interested in improving transportation from each of the counties in the GRADD Region. The committee consists 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:

- Establishing direction for the regional transportation program
- Reviewing and providing input into finalizing planning documents
- Prioritizing transportation improvement projects from a regional perspective

In partnership with the residents of the communities in the region, the mission of the RTC 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 GRADD region. RTC meetings are open to the public and meeting agendas include a public comment period. This affords 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 Bylaws

The RTC's original bylaws were passed on November 12, 1974. The most recent revision of the bylaws took place on March 27, 2023. The RTC bylaws can be found in Appendix B of this document.

2.3 Goals and Objectives

Mission

To provide data, support, and services to promote the safe, efficient, and effective movement of people and goods into and through 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 1: 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 develop projects that will improve economic development and tourism

- 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 riverports

Goal 2: 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 region
- Promote and develop projects that will improve connectivity throughout the region to further economic development and sustainability

Goal 3: 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 public of the importance of the transportation planning process
- Solicit the input of local officials, community groups, and citizens in the planning process

Goal 4: 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:

- 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 the 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 5: 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 6: 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 walking and bicycling
- Promote and foster public transportation agencies and services within the region

2.4 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
Brian Howard	Owensboro Metro Planning	Planning Commission
Mike Baker	Hancock Co Industrial Foundation	Industrial Foundation
Missy Vanderpool	Henderson EDC	Economic Development
Suzanne Craig	Green River District Health Dept	Human Services
Dan Lanham	AACS/GRITS	Rural Paratransit Provider
Mark Calitri	Owensboro-Daviess Co Tourist Comm.	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	Ohio County 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 Citizen
Amber Gebhard	GRADD	Senior Centers

2.5 Committee Plan of Activities/Programs

The GRADD RTC meets quarterly, with meetings regularly scheduled for the last Monday of the second month of each quarter at 1:00 p.m. central time. Meetings are held at the GRADD office at 300 GRADD Way in Owensboro, Kentucky. Occasionally meetings are held in one of the seven counties represented within GRADD or via Zoom. If a special meeting is required, it will be in an alternate month. Meeting agendas, minutes, and more information can be found at <https://gradd.com/committees-councils/regional-transportation-committee/> All committee meetings include a call to order, review and approval of previous minutes, period for open discussion/public comment, and adjournment. In addition, the following agenda items were scheduled for discussion at the FY 2025 RTC meetings:

August 26, 2024:

- Nominating Committee
- Plan for Committee Activities/Presentations
- Regional Transportation Asset Inventory
- Public Involvement Plan
- Major Traffic Generators
- Regional Goals and Objectives
- Committee Bylaws
- Safe Streets 4 All Grant
- KY Highway Freight Network
- National Highway System
- Bike/Ped Plans

November 25, 2024:

- 2025 Election of Officers
- RTC Membership
- Truck Parking Inventory
- KY Highway Freight Network
- NHS Intermodal Connectors
- List of Contacts/Resources
- SHIFT Projects Discussion
- Safe Streets 4 All Grant

March 24, 2025:

- SHIFT Sponsorships
- Rail Freight and Major Freight Users Inventory
- Park-n-Ride Inventory
- Safe Streets 4 All Grant

June 16, 2025:

- Presentation on using GIS to make transportation decisions
- Bike/Ped Data
- SHIFT Projects Discussion
- Safe Streets 4 All Grant

CHAPTER 3: PUBLIC INVOLVEMENT

3.1 Introduction

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 opportunities 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 GRADD and/or KYTC. 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 projects. The public involvement process is developed with a spirit of cooperation between KYTC, the Federal Highway Administration (FHWA), GRADD, local city and county governmental agencies, and other interested parties throughout the region.

As a major component of the public involvement process, and to comply with KYTC and Infrastructure Investment and Jobs Act requirements, GRADD shall maintain the Regional Transportation Committee 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 will include a broad membership, develop and maintain by-laws consistent with KYTC direction, and convene as necessary to complete the tasks assigned to the committee.

The GRADD 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 seven-county area to aid in the outreach efforts of the traditionally underserved. The widespread use of newspapers, radio, and social media can be used to potentially reach the underserved. GRADD will coordinate with the Workforce Investment and Social Services departments at our ADD to identify additional outreach opportunities involving their clients who may fall under the scope of this plan. An informational exhibit table promoting awareness of transportation issues may be set up at local events throughout the region to reach the targeted 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, raise concerns, and discuss issues for consideration by the RTC. Any comments received will be documented by the GRADD Transportation Planner and provided to the KYTC Division of Planning.

GRADD Public Involvement activities may include:

- Regularly scheduled RTC meetings
- Conducting local or regional public information meetings as requested by the KYTC or RTC
- Providing RTC Committee Reports during the monthly GRADD Board of Director's meetings
- Utilizing the GRADD e-newsletter and social media platforms to educate the public on various transportation issues, programs, and meetings
- Conducting local transportation meetings with local officials and interested community leaders
- Using e-mail lists to distribute transportation information to interested persons and agencies

- Using advisory committees/groups as an extension of the RTC to include a more diverse group of individuals in the region to allow the public involvement process to expand beyond the regular committee members
- Addressing civic groups, chamber meetings, and government meetings concerning the statewide transportation process
- Attending fiscal court and city council meetings requesting input for the CHAF. This would include obtaining information relative to identifying new projects, evaluating existing CHAF 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.
- Posting information on transportation issues on the GRADD website and providing a link for public feedback
- Hosting public meetings at county courthouse, city hall, or local community centers
- Utilizing existing services and programs at GRADD to distribute information (i.e. Housing, Social Services, Employment and Training) and potentially create more opportunities to reach low-income, minority, and elderly populations
- Conducting 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
- Seeking public input through online surveys distributed via email or social media

3.2 List of Resources

To expand participation opportunities, GRADD maintains a list of resources for general and targeted outreach methods for the region. The resources can be used by GRADD to locate and educate individuals who have been traditionally underserved by the existing transportation system and/or the general participation procedures. GRADD maintains a detailed listing of contact information that may be obtained by contacting the GRADD Transportation Planner.

Third-Party Groups: 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. These groups can provide assistance by distributing materials pertaining to the statewide planning process. The members may be able to utilize their brochures, social media, 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 | ▪ Churches |
| ▪ Public Libraries | ▪ Migrant Education Programs |
| ▪ Public Health Departments | ▪ Adult Education Programs |
| ▪ Public Transit Authorities | ▪ Chambers of Commerce |
| ▪ NAACP | ▪ Community Based Services |
| ▪ Housing Authorities | ▪ Human Relations Commissions |
| ▪ County/City Clerk's Office | ▪ State Government Agencies |
| ▪ United Way | ▪ Disabled American Veterans |

Public Meetings: GRADD will hold local or regional public meetings as requested by KYTC or the RTC to provide opportunities for public comment related to transportation issues and the transportation planning process. Meetings are open and allow the public to ask questions, become informed, provide input on topics or areas of concern, and suggest or comment on preferred solutions to address the issue at hand.

GRADD will seek to ensure meetings are held at convenient locations and times. Meetings will be announced by publishing a notice at least one week in advance of the scheduled dates. Public notices will be distributed to all media outlets in the GRADD area. The meeting notice will also be placed on the GRADD website (www.gradd.com).

GRADD Website: The GRADD website (www.gradd.com) has a link dedicated to the regional transportation planning process. The website provides an explanation of the planning process, its purpose, and several documents and maps for review. RTC meeting agendas and minutes are posted to the website. This information is vital for the public participation process as it allows citizens the opportunity to understand and participate in the statewide planning process.

Newspaper and Radio Outlets: Information can be distributed through newspapers and radio stations that serve the region. Although none of these outlets are identified as targeting specific traditionally underserved audiences, all do have underserved individuals as either readers or listeners. Media releases will be sent to these outlets to inform the public of meeting dates, locations, and information about the statewide planning public review process.

Social Media: Meeting announcements, information, surveys, and meetings notices can be distributed via the GRADD social media sites such as Facebook and Instagram. The easy accessibility of social media makes it a good outlet to reach underserved populations in the region.

Informational Exhibit at Events: Traveling informational exhibits may be used to educate the public about transportation meetings, statewide documents, and the statewide planning process. The following locations may be utilized to display information:

- Public Libraries
- Local Government Facilities
- Local Community Centers
- Churches
- Chambers of Commerce
- KYTC Highway District Office
- Area Development District events
- Schools
- Public Housing Authorities
- Senior Citizens Centers/Housing
- Malls, Restaurants, Shopping Centers
- Special Event Locations

3.3 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 assist each of the county judges and RTC members. The GRADD newsletter and social media pages are also venues for information and education.

In addition, GRADD transportation staff anticipates attending:

- Fiscal Court meetings
- Chamber of Commerce meetings
- GRADD Board of Directors
- GRADD Regional Transportation Committee meetings
- Owensboro-Daviess County MPO Policy and Technical Advisory Committee meetings
- Owensboro-Daviess County MPO Policy Committee meetings
- Evansville MPO Technical Advisory Committee meetings

CHAPTER 4: SOCIOECONOMIC PROFILES

4.1 Introduction

GRADD 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. These efforts may include, but are not limited to, the following:

- Identifying areas in the region with concentrations of minority, elderly, and low-income populations
- Including organizations on the list of third-party groups
- 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 and public hearings in Spanish
- RTC Advisory members may 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 and pedestrian issues for minority and low-income populations in their communities

4.2 Methodology

Socioeconomic data is collected annually by the United States Census Bureau with the American Community Survey. GRADD will compile this data on an annual basis to develop a comprehensive GIS file containing pertinent socioeconomic information. This collection should include but not be limited to: population, population by race, income, age, disability, English proficiency, underserved populations, and other data as needed for consideration of potential transportation impacts on the region. The 2025 Socioeconomic Profiles for the seven counties GRADD were developed using the following tables from the American Community Survey 2023 5-Year Estimates available at data.census.gov.

- B03002 (Hispanic or Latino Origin by Race)
- B17021 (Poverty Status of Individuals in the Past 12 Months)
- B01001 (Sex by Age)
- C21007 (Disability Age 18 Years and Older)
- B16004 (Age by Language Spoken at Home by Ability to Speak English)

The data on the following pages is listed at the county level for the GRADD region. The data on the maps is displayed at the Census Tract Block Group level.

4.3 Demographic Information

Census data estimates the total population of GRADD to be 215,803, which represents 4.8% of the population of Kentucky. Daviess County has the highest population in the GRADD region with 103,195 residents (47.8% of the GRADD region and 2.3% of the statewide population). The second most populous county is Henderson County with a population of 44,493. The third most populous is Ohio County with an estimated population of 23,704. Union, Webster, McLean, and Hancock counties have populations below 14,000.

Maps of the demographic data can be found in Appendix C. The maps use graduated color symbology to represent a quantitative difference between features. Lighter shades match a less extreme value and darker shades represent a more extreme value.

The following table shows each county listed alphabetically, and the percentages for each population that exceed the state average are shown in red.

Location	Total Population	Minority	Hispanic	Poverty	Age 65+	Disabled	Limited English
United States	334,914,896	39.5%	19.4%	12.5%	17.7%	16.0%	4.3%
Kentucky	4,510,725	17.7%	4.7%	16.1%	17.0%	21.3%	2.7%
GRADD	215,803	12.9%	3.7%	15.5%	18.0%	24.6%	2.2%
Daviess	103,195	14.5%	4.0%	15.2%	17.4%	21.1%	3.2%
Hancock	9,032	5.8%	0.7%	15.9%	18.0%	25.7%	0.2%
Henderson	44,493	15.6%	3.2%	15.4%	18.8%	27.8%	1.2%
McLean	9,127	5.3%	2.0%	9.3%	19.8%	23.1%	0.7%
Ohio	23,704	7.5%	4.2%	13.1%	18.1%	22.8%	1.8%
Union	13,379	11.9%	1.6%	17.4%	19.6%	35.5%	0.2%
Webster	12,873	12.8%	6.5%	13.9%	17.8%	33.3%	3.4%

Minorities: Minority populations were calculated using table B03002 for each county by adding those claiming to be non-Hispanic or Latino as well as those claiming to be Hispanic or Latino within a population to get a total for each population. The total number of minority populations was calculated by subtracting the number of people claiming to be white alone from the total population. Henderson County has the highest percentage of racial minorities (15.6%) while Daviess is second (14.5%). Even though these are the highest percentages in the GRADD region, they still fall below the state percentage of minorities. The lowest percentages of racial minorities are McLean (5.3%), Hancock (5.8%), and Ohio (7.5%).

Hispanic or Latino: Hispanic or Latino populations were calculated using table B03002. Webster County has the highest percentage of individuals claiming to be Hispanic or Latino (6.5%) and is the only county that exceeds the state average (4.7%). Ohio County is second (4.2%), and Daviess County is third (4.0%). The counties with the lowest percentages of Hispanic or Latino populations are Hancock (0.7%) and Union (1.6%).

Poverty Status: Table B17021 was used to determine and compare populations that claim to be below the poverty line (based on income in the last 12 months). The number of those claiming to be below the poverty line was divided with the total population with determined poverty status to calculate each percentage. The state percentage of adults below the poverty line is 16.1%. All counties in GRADD have percentages below the state average except Union County, in which 17.4% of the residents have incomes below the poverty line.

Age 65 and Over: Table B01001 was used to identify and compare those that are 65 years of age and older. At 18%, the entire GRADD region is above the state’s average of the population of those aged 65 or over. All GRADD counties have a higher percentage of residents aged 65 or over than the state average. The county with the highest percentage is McLean with 19.8%, followed closely by Union with 19.6%.

Disabled Adults: Table C21007 (Disability Age 18 Years and Older) was utilized to identify disabled adult persons within the GRADD region. The GRADD region is above the state’s percentage (21.3%) of the adult population with a disability at 24.6%. All counties except one within the GRADD region are above the state’s percentage. The only county below the state’s percentage is Daviess County (21.1%).

Limited English Proficiency: Rates of Limited English Proficiency (LEP) were extracted from Table B16004 (Age by Language Spoken at Home by Ability to Speak English for the Population 5 Years and Over). Percentages represent individuals who speak English “Less than Very Well.” Two GRADD counties were above the state average of 2.7%: Daviess County (3.2%) and Webster County (3.4%). All other counties are below the state average.

4.4 Summary Quick Facts

The concentrations of underserved populations in GRADD are consistent with, or lower than, statewide trends at a regional level. Although the percentages of certain underserved populations are above the state average in some counties in the region, the overall populations are still relatively small. According to the American Community Survey 2023 5-Year Estimates, GRADD comprises 4.8% of the state’s population.

Statewide, GRADD contains:

- 2.7% of the Black population
- 3.6% of the Asian American population
- 4.4% of the Native Hawaiian or Pacific Islander population
- 4.7% of the American Indian or Alaskan Native population
- 3.7% of the Hispanic population
- 4.3% of the low-income population
- 5.1% of the age 65 years and over population
- 7.4% of the disabled population over the age of 18
- 4.2% of the population that speaks English less than well

CHAPTER 5: MULTIMODAL

5.1 Introduction

When implementing this public participation plan, it may become necessary to contact area stakeholders and/or industry experts to garner local input on transportation issues or opportunities affecting the area. This section provides an overview of, and contact information for, multimodal facilities in the GRADD region, including airports, riverports, and railroads.

5.2 Airports

At present, there are six airports in the Green River region. Only one of these, the Owensboro-Daviess County Airport, is a commercial service airport. All other airports are general aviation.

Airport	Contact	Address	City	State	Zip
Owensboro-Daviess County Airport	Tristan Durbin	2200 Airport Rd	Owensboro	KY	42301
Henderson City-County Airport	Allen Bennett	2154 KY 136	Henderson	KY	42420
Hancock County Airport-Ron Lewis Field	Tim Powers	500 Airport Rd	Lewisport	KY	42351
Ohio County Airport	Jason Chinn	2260 Country Club Rd	Hartford	KY	42320
Providence-Webster County Airport	Lowell Sharkey	611 Airport Rd	Providence	KY	42450
Sturgis Municipal Airport	Kyle Baird	11675 US 60	Sturgis	KY	42459

5.3 Railroads

Railroads have played an important part in the history of the GRADD region for the movement of passengers and freight. Presently, passenger rail does not exist in the GRADD area. Freight rail lines in Daviess, Hancock, Henderson, and Ohio counties are operated by CSX and P&L.

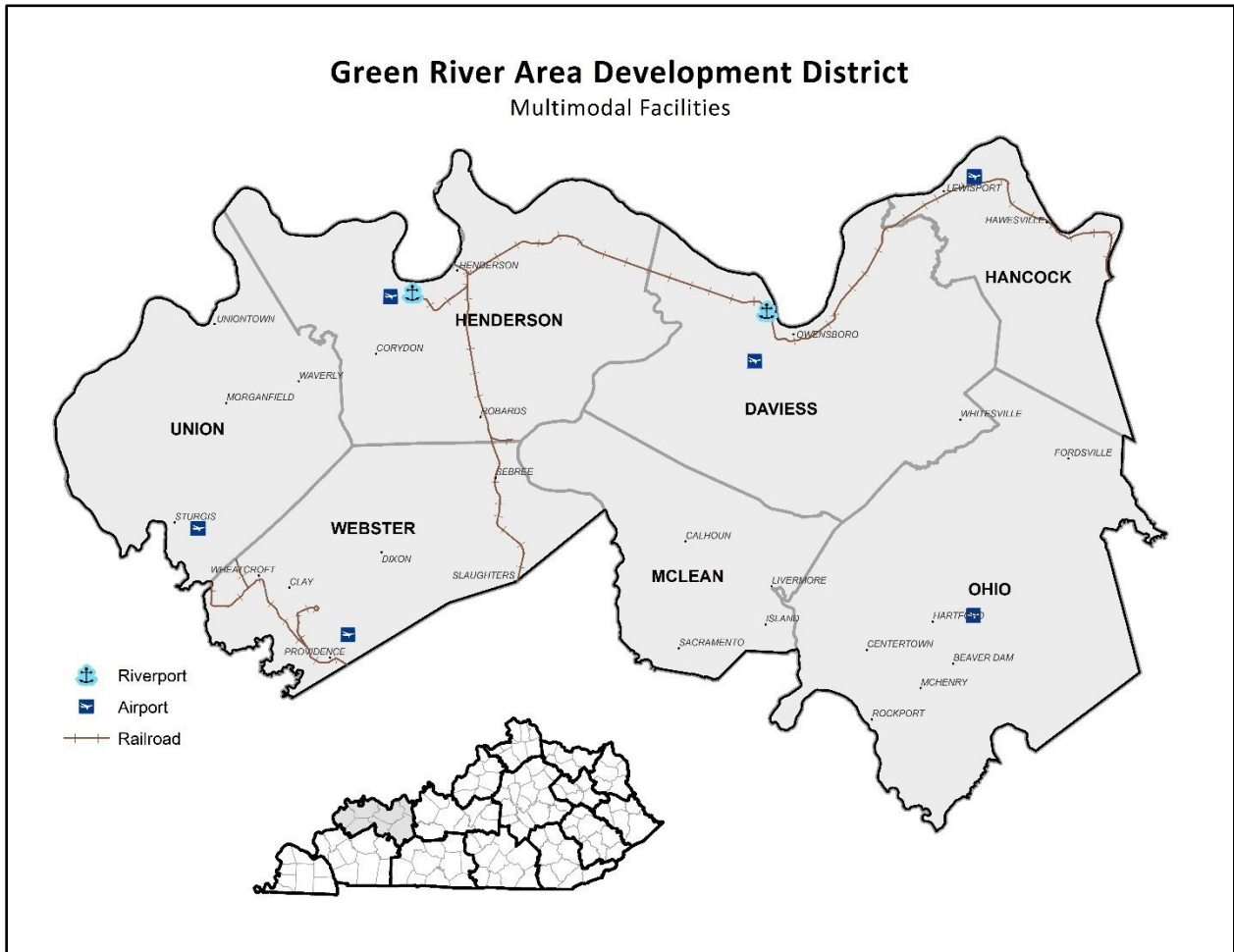
Rail Company	Phone
CSX	877-744-7279
PAL	800-444-2580

5.4 Riverports

There are two riverports in the GRADD region, both of which operate along the Ohio River.

Riverport	Contact	Address	City	State	Zip
Henderson Riverport	Ben Weithman	6206 Riverport Rd	Henderson	KY	42420
Owensboro Riverport	Brian Wright	2154 KY 136	Owensboro	KY	42301

5.5 Map of Multimodal Facilities



CHAPTER 6: LOCAL PLANNING UNITS

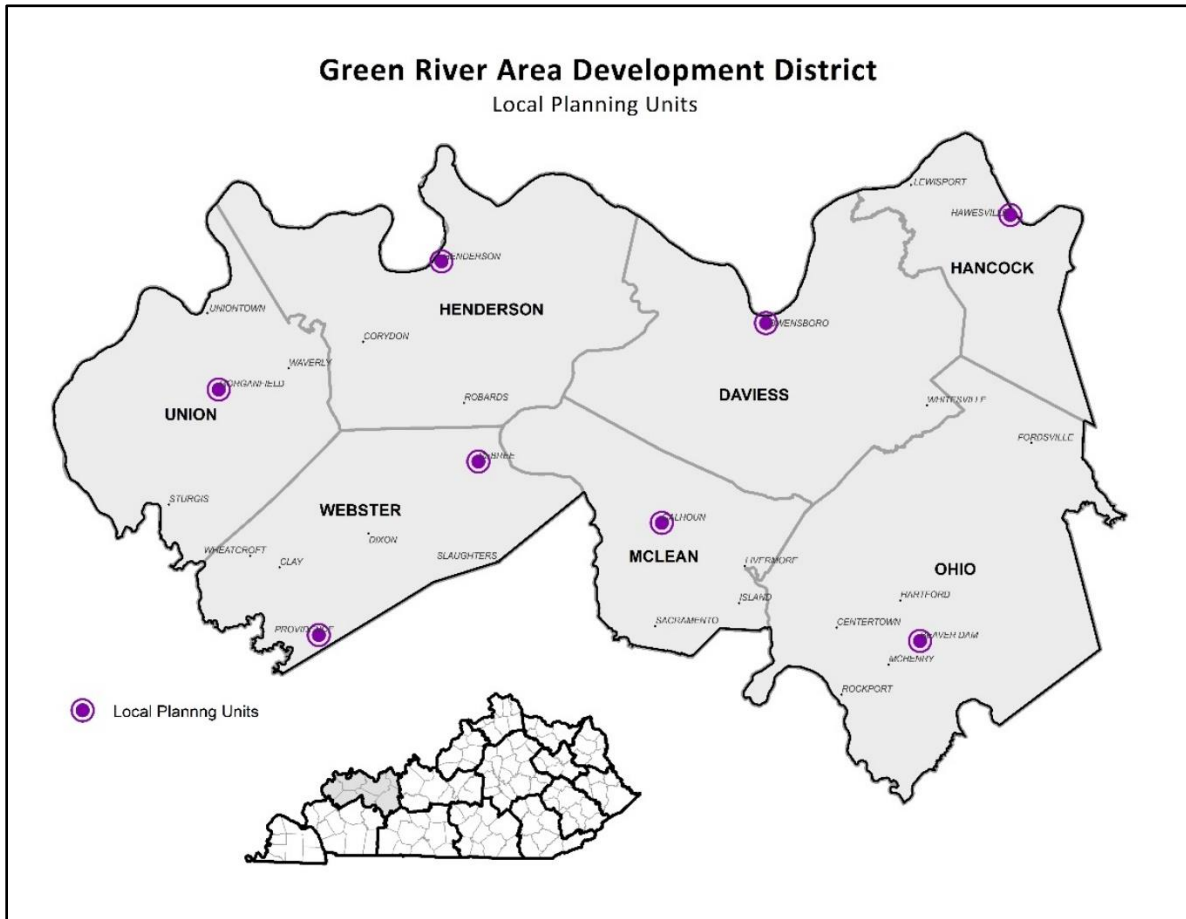
6.1 Introduction

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 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 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. 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



APPENDIX A: 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 administrated. 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

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 is 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 12 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 FY 1992-1997 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.

International Roughness Index (IRI): The IRI is a measure of pavement roughness.

Infrastructure Investment and Jobs Act (IIJA): The IIJA, also known as the “Bipartisan Infrastructure Law,” authorized funding over fiscal years 2022 through 2026 in new Federal investment in surface transportation and other infrastructure projects. The IIJA/BIL 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.

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 on 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 the 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): Also known as the Enacted Highway Plan, the SYP is 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

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 as V/C or Volume to Capacity ratio.

APPENDIX B: GRADD 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 (RTC).

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 in the regional planning process.
- g. Provide local transportation officials with the opportunity to prioritize transportation projects.
- h. Provide input for the Kentucky Transportation Plan(s).

ARTICLE III MEMBERSHIP AND ORGANIZATION

Section 1: The RTC shall be composed of 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
- o. A representative of industrial authorities
- p. A representative of the freight movers
- q. A representative of the Kentucky State Police
- r. A representative of school transportation officials
- s. A representative of bikeway/greenways organizations
- t. An interested citizen
- u. 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 chair 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 chair 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 RTC. 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 chair of the Transportation Committee.

Section 5: Other committee meetings shall be called at the discretion of the committee chair 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 chair, a vice chair 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 chair to the chair 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 chair. The annual term of the committee chair shall expire on December 31 of each year.

The positions of vice chair 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 shall expire each year on December 31. Officers may succeed themselves.

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

Section 4: It shall be the duty of the chair to preside at all meetings to enforce all laws and regulations relating to the administration of the committee. The chair shall call regular and special meetings of the committee in accordance with the Constitution.

Section 5: In the absence of the chair, the vice chair shall have all powers and responsibilities of the chair. If the chairship is vacant for any reason, the vice chair shall act as chair until an election is held to fill the office of the chair.

Section 6: In the absence of both the chair and vice chair, the secretary shall have all the powers and responsibilities of the chair. If both the chairship and the vice chairship is vacant for any reason, the secretary shall act as chair until an election is held to fill the office of chair. 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 chair 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 October 6, 1977, by Voice Vote

Amended September 9, 1989, by Voice Vote

Amended December 13, 1989, by Voice Vote

Amended September 20, 1995, by Voice Vote

Amended January 21, 1997, by Voice Vote

Amended November 20, 2001, by Voice Vote

Amended November 16, 2004, by Voice Vote

Amended November 15, 2005, by Voice Vote

Amended September 19, 2006, by Voice Vote

Amended March 18, 2008, by Voice Vote

Amended September 21, 2010, by Voice Vote

Amended January 25, 2012, by Voice Vote

Amended July 29, 2020 by Voice Vote

Amended August 31, 2022 by Voice Vote

Amended March 27, 2023 by Voice Vote

APPENDIX C: SOCIOECONOMIC PROFILE MAPS

