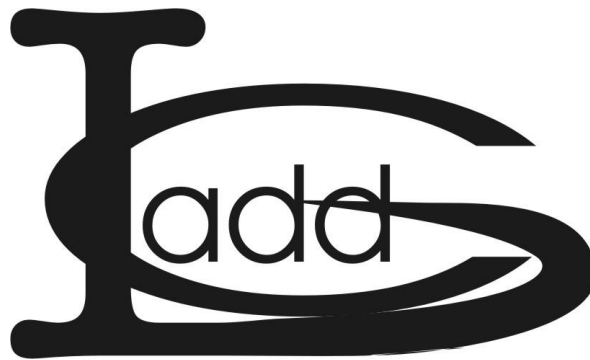


Lake Cumberland Area Development District

Public Involvement Plan FY 2026



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CHAPTER 1: INTRODUCTION

1.1 History

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 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 Public Involvement Plan

The Kentucky Transportation Cabinet's (KYTC) statewide transportation planning process is accomplished through a cooperative program with the KYTC Central Planning Office, the 12 Highway District Offices (HDOs), 15 ADDs, and 10 Metropolitan Planning Organizations (MPO).

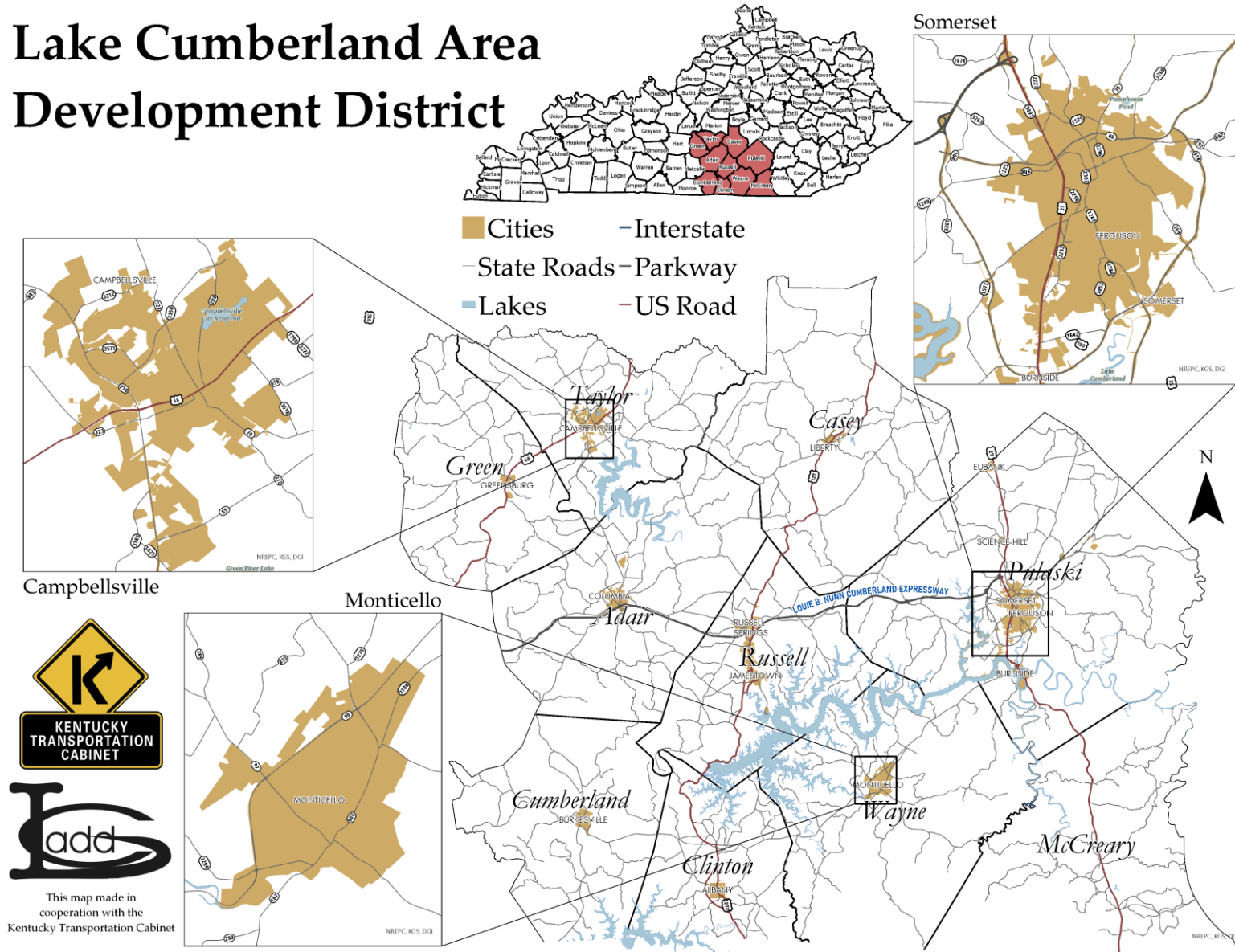
The ADDs and MPOs are responsible mainly for the analysis of data and transportation systems, identification, and evaluation of needs in their planning area, the coordination of public input for the STIP, and the subsequent evaluation and prioritizing of identified needs during the SHIFT process for possible inclusion 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 HDO partners.

The Lake Cumberland Area Development District (LCADD) is composed of the ten counties surrounding Lake Cumberland in south central Kentucky.

1.2 Map of LCADD

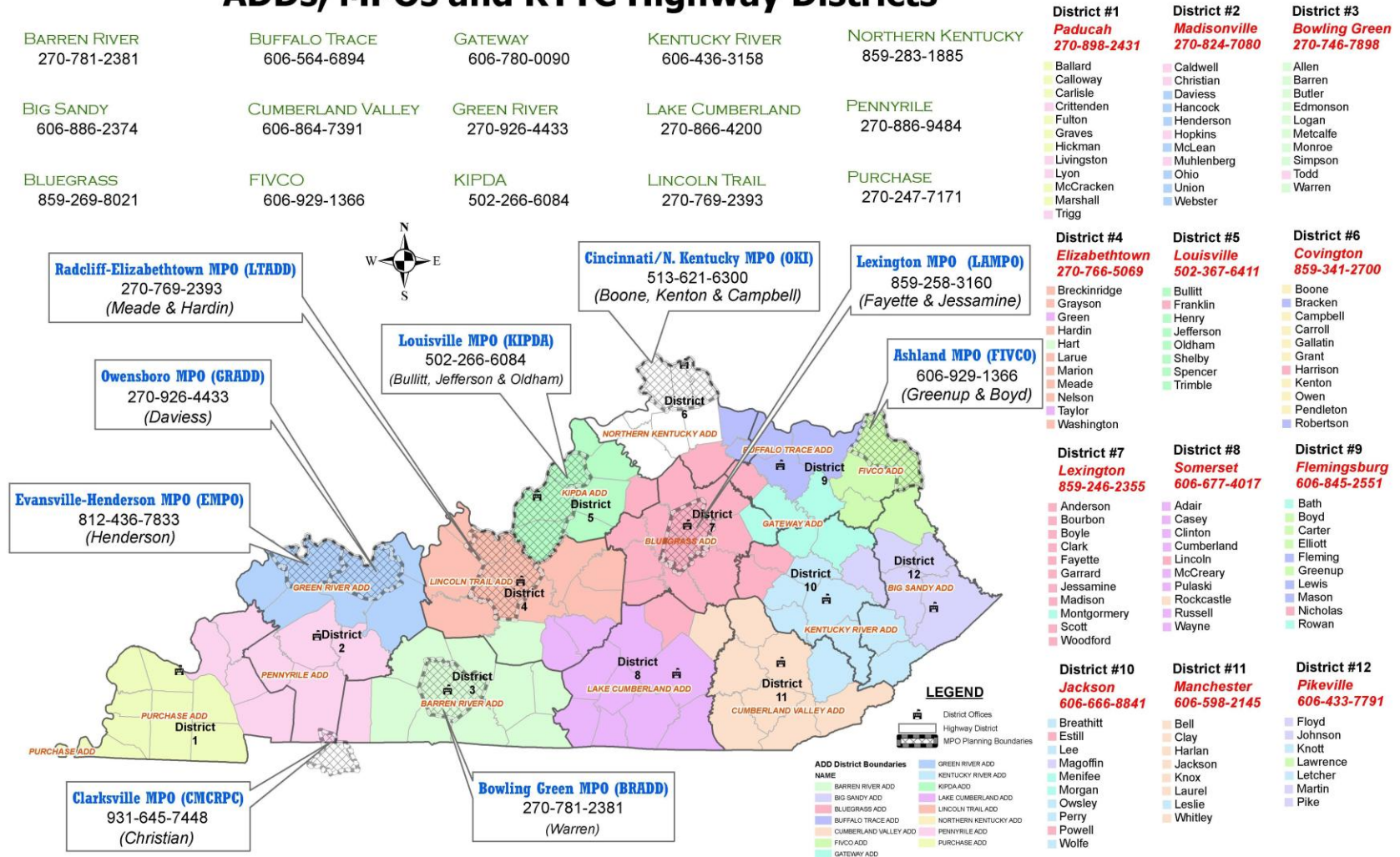
Lake Cumberland Area Development District



This map made in cooperation with the Kentucky Transportation Cabinet

1.3 Map of ADD, MPO, HDO Boundaries

ADDs, MPOs and KYTC Highway Districts



1.5 Purpose of Public Involvement Plan

The purpose of the Lake Cumberland Trace Area Development District (LCADD) Public Involvement Plan is to describe actions the LCADD Regional Transportation Committee shall take to provide opportunities for the public to be involved in the statewide transportation planning process. It serves as a guide for LCADD 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 to reach more sectors of the public. Public awareness will be 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 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.

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

- Citizens
- Affected public agencies.
- Representatives of public transportation
- Private providers of transportation
- Representatives and users of pedestrian walkways and bicycle transportation facilities
- Representatives from elderly populations, minority populations, low-income populations, and those with disabilities
- Representatives of freight transportation services • And any other interested parties

CHAPTER 2: REGIONAL TRANSPORTATION COMMITTEE

2.1 Introduction

The Regional Transportation Program funded by the Kentucky Transportation Cabinet brings local involvement to the table in the decision-making process. The Lake Cumberland ADD Regional Transportation Committee is responsible for identifying, evaluating, and prioritizing transportation needs in Adair, Casey, Clinton, Cumberland, Green, McCreary, Pulaski, Russell, Taylor, and Wayne Counties. The Committee was established as an advisory body to the Lake Cumberland ADD Board of Directors. The RTP consists of representatives who are interested in improving transportation from each of the counties in the LCADD Region. The committee should consist of representatives from: local municipalities, counties, private citizens, civic organizations, changer of commerce, economic development commissions, trucking industry, agriculture industry, emergency and police officials, bicycle groups, school transportation officials, public transit authority and family resources.

Regional Transportation Committee meetings are open to the public. The LCADD will also hold local or regional public information/input meetings as requested by the KYTC or by the Regional Transportation Committee to provide additional opportunities for public comments related to transportation issues and the transportation planning process. Any comments received will be documented by the LCADD Transportation Planner and provided to the KYTC Division of Planning.

The RTP is responsible for:

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

2.2 Regional Transportation Committee Bylaws

BYLAWS FOR THE
TRANSPORTATION COMMITTEE
A COMMITTEE OF THE
LAKE CUMBERLAND AREA DEVELOPMENT DISTRICT

ARTICLE I

NAME

- Section 1. The name of this organization shall be known as the Lake Cumberland Area Development District Regional Transportation Committee.

ARTICLE II

PURPOSE

- Section 1. The Regional Transportation Committee has been created by the Lake Cumberland Area Development District (LCADD) 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.

ARTICLE III

MEMBERSHIP AND ORGANIZATION

- Section 1. The permanent voting membership shall consist of the following:
- a. County Judge Executive (or designated representative) from each county
 - b. Mayor (or designated representative) from each city

Section 2. The Transportation Committee shall be composed of a diverse group of members. Voting membership may consist of the following:

- a. A representative of highway/public works
- b. A representative of emergency medical services/fire department
- c. A representative of education transportation service
- d. A representative of tourism/parks
- e. A representative of the underserved population/minority population
- f. A representative of the public transit
- g. A representative of industrial authorities/commissions
- h. A representative of the freight movers
- i. A representative of law enforcement (minimum of one city, one county, and one state enforcement official, where possible)
- j. A representative of public safety agencies
- k. A representative of planning and zoning commissions/organizations
- l. A representative of economic and industrial development organizations
- m. A public citizen at large representative
- n. A representative of bikeway/greenway/pedestrian coordinators
- o. HDO Planners shall participate as non-voting members in advisory roles only

Section 3. Members may be added to the Transportation Committee representing special interests or disciplines at the discretion of the Committee. Their term and voting status will be determined prior to their installation as a member.

Section 4. Ex officio members representing State or Federal transportation agencies will be appointed by the LCADD Transportation Committee.

Section 5. Each permanent member shall be entitled to one vote on all actions of the Committee. Ex officio members shall not be entitled to a vote.

Section 6. A quorum shall consist of the permanent members present during each meeting of the committee.

Section 7. 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 8. A member may be replaced and the appropriate elected official shall appoint a new member, if a member missed three meetings in a row or five meetings missed in a given year.

Section 9. In the event that a committee member cannot attend a meeting of the Committee, he/she may appoint, for that meeting only, a proxy to attend the meeting and cast the vote of the member.

ARTICLE IV

MEETINGS

- Section 1. The Committee shall conduct regular meetings as determined by the Committee or upon call by the Chairman. The regular meeting of the Committee shall be held quarterly at noon central time on the first Thursday of the months of March, June, and December in the principal office of the Committee. Whenever possible, notice of the date, time, and place of meetings shall be transmitted to each member not less than two (2) weeks prior to the date of meeting. Meeting dates and/or times may be changed and/or added as needed with proper notice.
- Section 2. 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 two (2) weeks in advance of the meeting date.
- Section 3. 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 LCADD. 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 4. 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 where all members can be seen and heard. The necessity of holding a virtual meeting will be decided on by the LCADD Executive Director and care should be taken to ensure all members and public participants have access to these meetings.

ARTICLE V

OFFICERS AND ELECTIONS

- Section 1. The officers of the Transportation Committee shall consist of a Chairman and Vice Chairman.
- Section 2. An officer's term of office will extend from January 1 through December 31 of their second calendar year of service. Officers may succeed themselves. All terms of office shall be for two (2) years.
- Section 3. 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 4. The LCADD Board of Directors shall appoint the Chairman of the Committee annually. The appointment shall take place every two years at the first meeting of the LCADD Board of Directors of the calendar year.
- Section 5. The Council shall elect the Vice-Chairman of the Committee biennially. The election of Vice-Chair shall take place every two years at the first scheduled meeting of the Committee of the calendar year.
- Section 6. The Council may elect voting membership to an array of individuals that represent the many different groups interested in improving transportation.

Nominations for potential voting membership shall be submitted to the Chairman at least thirty (30) days prior to the first scheduled meeting of the Committee of the calendar year. The term for voting membership shall be for two (2) years.

ARTICLE VI

COMMITTEE MANAGEMENT

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

ARTICLE VII

AMENDMENTS

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

The Regional Transportation Planning Program follows suit with the KYTC's Vision and Mission Statements and Goals, therefore the ADD's 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 overarching 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.

The mission of the LCADD RTC focuses on goals that will provide for a safer, more efficient, and environmentally sound transportation system for the movement of people, goods and services,

thereby enhancing the quality of life and economic development in the Lake Cumberland Region. These qualities will enable persons in the area to benefit from every mode of transportation, while cooperating with one another so that every need is defined and met. It will be our vision to work together as a regional community to continually support improvements in the Kentucky transportation infrastructure

Lake Cumberland Area Development District Regional Transportation Committee

Goals and Objectives

The Lake Cumberland Area Development District has outlined the following goals and objectives to provide a safe, efficient, and environmentally sound transportation system for the movement of people and goods, thereby enhancing the quality of life and economic development throughout the Lake Cumberland Area.

Goal: Improve Regional Highway Network Connectivity.

- Continue support for the development and/or expansion of significant regional corridors that may include, but are not limited to, Interstate 66, Heartland Parkway, US 127, US 27, US 68, KY 90, KY 80, KY 61, and KY 55.
- Promote the efficient movement of people and goods by linking the various modes of transportation.
- Ensure compatibility with the transportation facilities of adjacent cities, counties and states.
- Support statewide transportation projects that will have a direct impact on the Lake Cumberland region.

Goal: Support and improve traffic mobility and the reduction of congestion

- Improve traffic circulation in urban areas by the development of bypasses and connector routes to reduce traffic congestion.
- Widen and improve urban and rural roads to facilitate traffic movement and safety.
- Support lane and intersection expansions to improve traffic flow and safety in congested areas.

Goal: Encourage the development of projects that will improve Economic and Tourism development.

- Support initiatives to expand the National Truck Network System and the development of the I-66 corridor
- Develop and/or improve primary access routes to economic centers, industrial parks, educational facilities, tourist attractions, and other sites of interest in the region.
- Promote and develop the connectivity between existing and future facilities by better integrating and improving the highway, bridges, rail, and air transportation system; thereby improving area commerce.

Goal: Improve safety for the regional highway system to reduce crashes, fatalities, and injuries.

- Give higher priority consideration to transportation system improvements that prevent crashes and eliminate or minimize hazards to users.
- Support the efforts of local, state and federal transportation safety programs.
- Encourage best safety practices in all new highway construction.
- Promote increased usage of safety belts and child seat restraint systems.
- Promote increased driver education programs for all ages.

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

- Promote connections between transportation modes that support the effective shipment of freight.
- Ensure sufficient intermodal interfacing between air, rail and highway facilities.

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

- Avoid, minimize, or mitigate disproportionate adverse impacts on the human environment.
- Avoid, minimize, or mitigate the impacts on wetlands and other environmental resources in the natural environment.
- Support the development of Bike/Pedways and Recreational Trails to promote healthier lifestyles and reduce air pollutants.

Goal: Support community involvement in the transportation planning process.

- Support the development of Bike/Pedways and Recreational Trails to promote healthier lifestyles and reduce air pollutants.
- Inform the public about transportation issues in a clear and concise manner.
- Involve the public in a number of ways – early and often – to encourage their participation in the planning process.
- Use public forums, such as fiscal court meetings, city council meetings, community meetings, media announcements, etc. to inform local elected officials, community leaders and the general public of the importance of the transportation planning process.
- Use the planning process in a manner that is inclusive, fair and open to all individuals.
- Solicit the participation of local officials, community groups, and individual citizens in the transportation planning process.
- Involve users and stakeholders in the decision-making process

2.4 Regional Transportation Committee Membership

Member Name	Organization	Membership Representation
James Bray	City of Albany	City Government
Pam Hoots	City of Columbia	City Government
Sam Haddad	City of Liberty	City Government
Laurel Irby	City of Burkesville	City Government
John Shuffett	City of Greensburg	City Government
Robert Lawson	City of Burnside	City Government
Edward Hicks	City of Eubank	City Government
Allen R. Dobbs	City of Ferguson	City Government
Mike Hall	City of Science Hill	City Government
Alan Keck	City of Somerset	City Government
Regina Hinton	City of Jamestown	City Government
Eddie Thomas	City of Russell Springs	City Government
Dennis Benningfield	City of Campbellsville	City Government
Kenneth Catron	City of Monticello	City Government
Larry Russell Bryant	Adair County	County Government
Randy Dial	Casey County	County Government
Ricky Craig	Clinton County	County Government
Luke King	Cumberland County	County Government
John Frank	Green County	County Government
Jimmie Greene	McCreary County	County Government
Marshall Todd	Pulaski County	County Government
Randy Marcum	Russell County	County Government
Barry Smith	Taylor County	County Government
Scott Gehrig	Wayne County	County Government
Michelle Perry	McCreary County Tourism	Tourism/Parks
Kim Vaught	Somerset Planning & Zoning Coordinator	Planning/Zoning Commissions/Organizations
Chad Wheet	City of Columbia	Emergency Medical Services/Fire Department
Judy Price	City of Somerset	City Law Enforcement
Eric Wolford	Russell County Schools	Education Transportation Service
Wanda Washington		Underserved Population/Minority Population
Anne Weber	Rural Transit Enterprises Coordinated	Public Transit
Ron McMahan	Team Taylor County	Industrial Authorities/Commissions
Chad Weddle	County Law Enforcement	City of Liberty
Lyndsey Brown	LCADD	Economic and Industrial Development Organizations
Donna Gaddis		Public Citizen at Large
Amy Shirly	Public Service Agencies	Russell County
Scott Hess	The Spoke Easy	Bikeway/Greenway/Pedestrian Coordinators

2.5 Committee Plan of Activities/Programs

August

- HDO updates from Districts 4 and 8
- Review SHIFT sponsored project scores
- Assign SHIFT projects their boost from HDO and ADD
- Discuss Bike and Pedestrian
- Discuss Major Traffic Generators
- Discuss National Highway System Connectors
- Discuss Kentucky Highway Freight Network
- Discuss Truck Parking Inventory Plan
- Let anyone who needs to take Rural Consultation Survey do so
- Review and Update Bylaws
- Review and Update Regional Goals and Objectives

December

- HDO updates from Districts 4 and 8
- Updates from LCADD
- Review of and update of List of Contacts/Resources
- Discuss update of Freight Loading/Unloading Locations
- Discuss update of Major Freight Users Inventory
- Discuss Park-And-Ride Inventory
- Guest speaker to discuss Freight Plans

March

- HDO updates from Districts 4 and 8
- Updates from LCADD
- Discuss update of Bicycle/Pedestrian Data Collection
- Discuss SHIFT process and review boosted scores for legislature
- Voting memberships review and elections
- Guest speaker to discuss Bike and Pedestrian Infrastructure

June

- HDO updates from Districts 4 and 8
- Updates from LCADD
- Discuss update of Major Freight Users Inventory
- Discuss SHIFT and final plan from KYTC
- Approval of Public Involvement Plan
- Approval of Regional Transportation Asset Inventory
- Guest speaker to discuss Rural and Municipal Aid Local Road Funding

Alternative guest speakers at meeting (if needed)

Snow and Ice Removal
KYTC SHIFT 2025 Process
Safe Patrol
KYCORS
TAP Grant Local Programs
Rural and Municipal Roads

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

The LCADD transportation planner may also contact committee members outside regular committee meetings to seek input related to transportation projects or activities that occur in the region. This point of contact will most likely be achieved by group e-mail or regular mail with occasional telephone calls if needed. If time and scheduling allow, the LCADD transportation planner will make an effort to schedule guest speakers for the committee to increase awareness and education on the statewide planning process. Possible topics for the planner to consider are highway safety, freight planning, intermodal activities, information related to Title VI and public outreach programs, presentations from local transit authorities, presentations on local bikeways and/or greenways; committee members may identify other topics of interest that can be pursued by the LCADD. There are many activities that could be put into action by the transportation planner. The previously mentioned items will be the starting point for attempting to provide more education to the RTC.

CHAPTER 3: PUBLIC INVOLVEMENT

3.1 Introduction

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

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

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

The Lake Cumberland ADD PIP will evaluate socioeconomic profiles regarding traditionally underserved populations and socioeconomic maps may be used to identify the areas with the highest percentage of underserved populations so extra efforts can be made to reach those areas when soliciting public input or planning public meetings. 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 LCADD Transportation Planner and provided to the KYTC Division of Planning.

LCADD 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 LCADD Board of Director's meetings
- Utilizing the LCADD quarterly newsletter to reach, educate and inform the public on various transportation programs/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

Activities may also include:

- Utilizing the LCADD Web Site to post transportation projects / information / comments and providing a link for public feed back
- 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 LCADD to be part of the meeting agenda, and allows local citizens the opportunity to also provide comments.
- Utilizing local newspapers to help reach more sectors of the public and provide education on the transportation planning process.
- Conduct public meetings at county courthouse, city hall, or local community centers
- Utilize existing services/programs at the LCADD to distribute information (i.e., Child Care, Housing, Aging) this could provide more opportunities to reach low-income, minority, and elderly populations
- Conduct a regional transportation planning workshop for government and local officials, planning commissions, economic and tourism officials, etc. to educate them on the statewide planning process
- Utilize local county and city access cable channels
- Use surveys in newsletters, mail-outs, e-mails, etc. to gain public input

3.2 List of Resources

In order to expand participation opportunities, the LCADD 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 LCADD to include those persons who have been traditionally underserved by the existing transportation system and for the general participation procedures. The ADD maintains a detailed listing of contact information and may be obtained by contacting the ADD transportation planner.

1. Third Party Groups

The LCADD 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 Citizen Centers
- Public Libraries
- Public Health Departments
- Public Transit Authorities
- NAACP
- Housing Authorities
- U.S Post Offices
- County/City Clerk's Office
- United Way
- Churches
- Migrant Education Programs
- Adult Education Programs
- Chambers of Commerce
- Community Based Services
- Human Relations Commissions
- State Government Agencies
- Disabled American Veterans

2. Public Meetings

The LCADD 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. LCADD Website

The LCADD Website is located at www.lcadd.org and has a link dedicated to the transportation planning process. The website provides an explanation of the planning process and its purpose, several documents and maps for review and information on upcoming meetings. This information is vital for the public participation process as it allows citizens the opportunity to understand the statewide planning process and take advantage of upcoming meetings. Further commitments to providing information will continue in an effort to make documents and forms electronically accessible formats for easy viewing.

4. Newspapers

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

5. Radio

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

6. Television

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

7. Traveling Exhibits

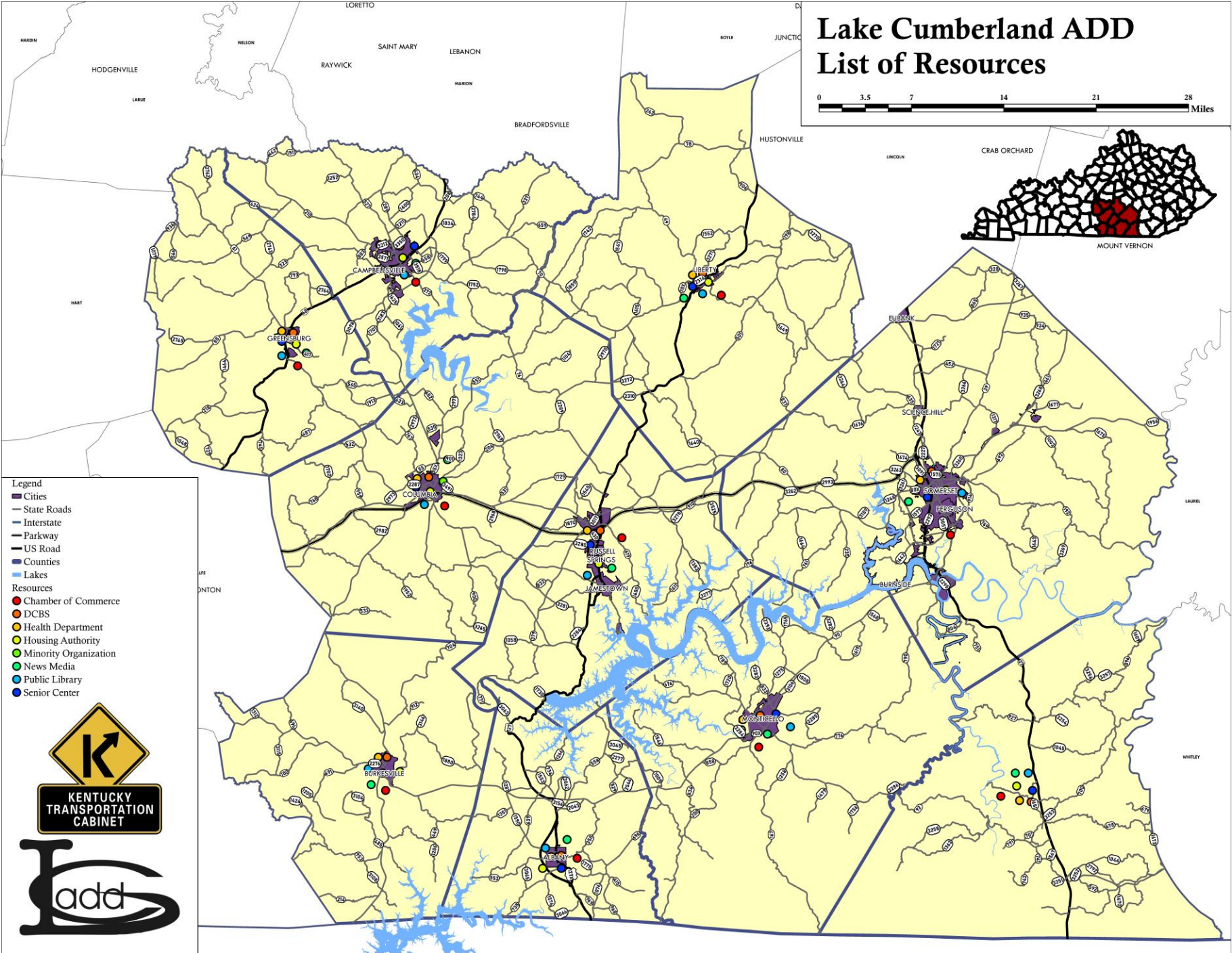
Traveling exhibits may be used to display information about public meetings, review of statewide documents and the statewide planning process. The following locations may be utilized to display information:

Public Libraries
U.S. Post Offices
County Court Houses
City Halls
Local Community Centers, Meeting Halls, Churches
Chambers of Commerce

KYTC Highway District Office
Area Development District
Schools
Public Housing Authorities
Senior Citizens Centers/Housing
Malls, Restaurants, Shopping Centers
Special Event Locations
Other Identified Locations through Planning Process

3.3 Map of Resources

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



3.4 Groups to Address

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

In addition, LCADD staff scheduled to participate in the following events:

- Presented to the local officials of the Cumberland County Fiscal Court about the Lake Cumberland ADD Regional Transportation Planning Program and local transportation resources and activities on May 11th, 2026.
- Presented to the local officials of the Pulaski County Fiscal Court about the Lake Cumberland ADD Regional Transportation Planning Program and local transportation resources and activities on May 12th, 2026.

CHAPTER 4: SOCIOECONOMIC PROFILES

4.1 Introduction

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

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

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

4.2 Demographic Information

The concentrations of underserved populations in LCADD are 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 are still relatively small. For the purpose of this plan, Census data is reviewed for the following categories: total population by race, elderly populations (age 65 years and older), low-income or poverty status and disabled populations (5 years old and older).

According to the American Community Survey of 2024 data, LCADD comprised of 4.6% of the state population and 0.06% of the nation's population. In comparing percentages of the overall minority population in the region to the state and the nation, the region's percentage (8.74%) is lower than the state (18.5%) and the U.S. (42.6%). The region has a slightly higher percentage of elderly (19.79%) population than the state (17.3%) and the nation (17.2%). The percentage of low-income for the region (21.86%) which is significantly higher the state (16.1%) and is close to being double that of the nation (12.5%). In regards to disabled population, those numbers reveal that the region (28.02%) which is higher than the state (21%) is well above the nation (15.8%).

LCADD Counties	Total Population	% Of Population Change From FY25	Over 65	Disability Status	Limited English	White	African American	American Indian/ Alaskan Native	Asian/ Native Hawaiian/ Pacific Islander	Hispanic	Poverty
Adair	19089	-0.78%	19.67%	27.61%	1.44%	90.39%	2.07%	0.02%	0.52%	3.52%	18.39%
Casey	15914	-0.21%	20.82%	21.69%	2.03%	93.24%	0.38%	0.03%	0.07%	3.43%	21.73%
Clinton	9202	0.21%	20.58%	26.48%	1.19%	93.06%	0.09%	0.54%	0.36%	3.42%	17.47%
Cumberland	5948	-1.64%	22.71%	28.07%	1.22%	92.47%	1.51%	0.66%	0.27%	2.02%	24.80%
Green	11369	-1.58%	22.47%	28.42%	1.46%	93.27%	1.28%	0.07%	0.00%	2.28%	20.42%
McCreary	16867	0.26%	16.23%	31.37%	0.73%	88.78%	6.09%	0.10%	0.13%	2.22%	38.86%
Pulaski	65897	-1.41%	19.46%	28.46%	1.30%	92.27%	0.83%	0.08%	0.81%	3.10%	19.71%
Russell	18221	-1.28%	20.57%	28.90%	1.84%	91.54%	1.11%	0.02%	0.35%	4.62%	23.11%
Taylor	26397	-1.54%	18.16%	26.46%	0.59%	87.73%	4.64%	0.02%	0.98%	3.07%	17.46%
Wayne	19602	-0.14%	21.93%	30.99%	2.06%	91.41%	1.22%	0.32%	0.03%	4.50%	24.76%
LCADD	208506	-0.96%	19.79%	28.02%	1.35%	91.26%	1.89%	0.12%	0.50%	3.29%	21.86%

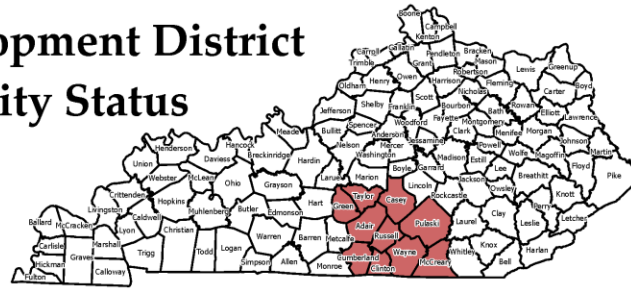
4.3 Census Maps

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

Lake Cumberland Area Development District Percent of People with Disability Status Data by Block Group

Source: United States Census
American Community Survey 2024
Table C21007

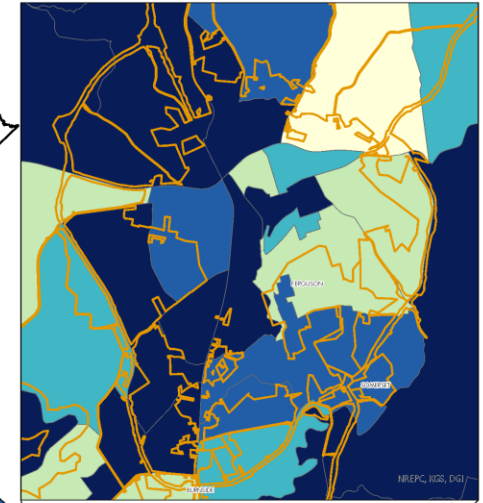
Data Organized by Hayden Hancock (LCADD)



Disability

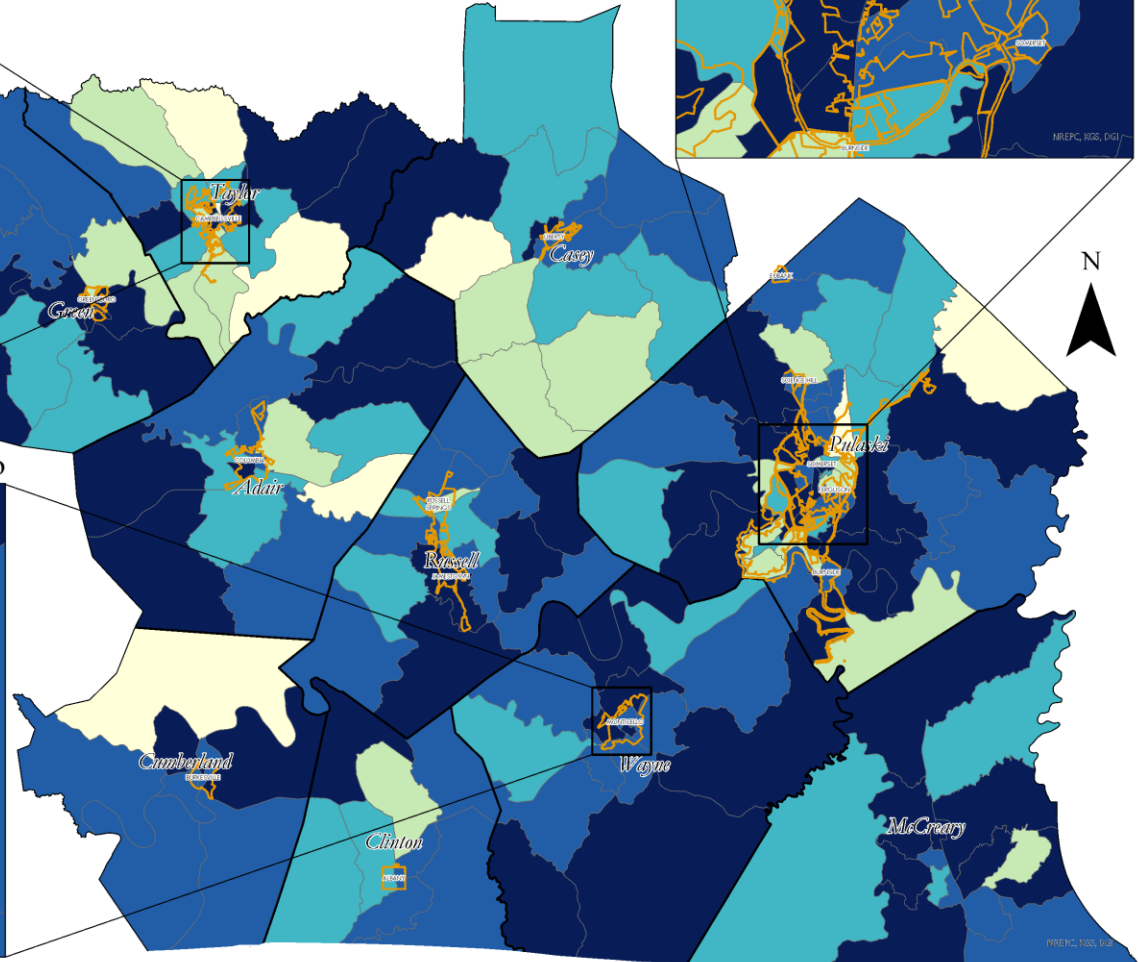
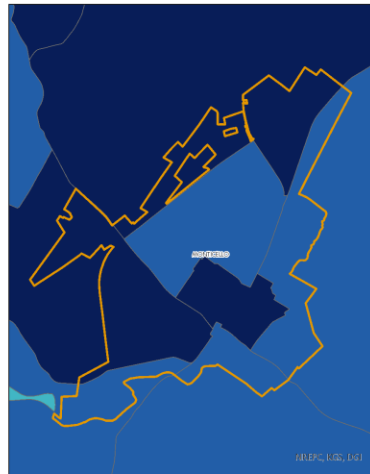
12% - 18%	24% - 32%
<12%	18% - 24%
	32% - 77%

Somerset



Campbellsville

Monticello



This map made in
cooperation with the
Kentucky Transportation Cabinet

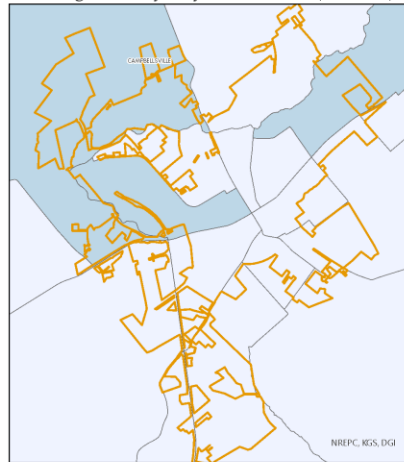
Lake Cumberland Area Development District

Percent of People Over 5 with Limited English Proficiency

Data by Block Group

Source: United States Census
American Community Survey 2024
Table B16004

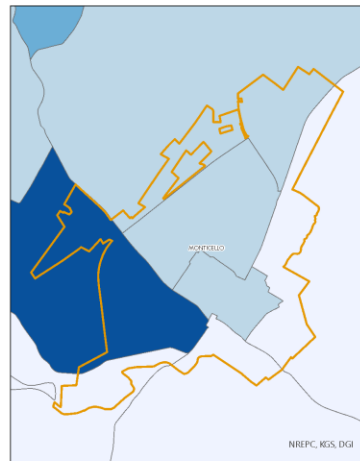
Data Organized by Hayden Hancock (LCADD)



Campbellsville



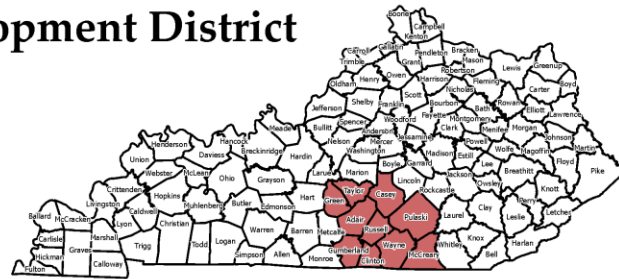
This map made in cooperation with the Kentucky Transportation Cabinet



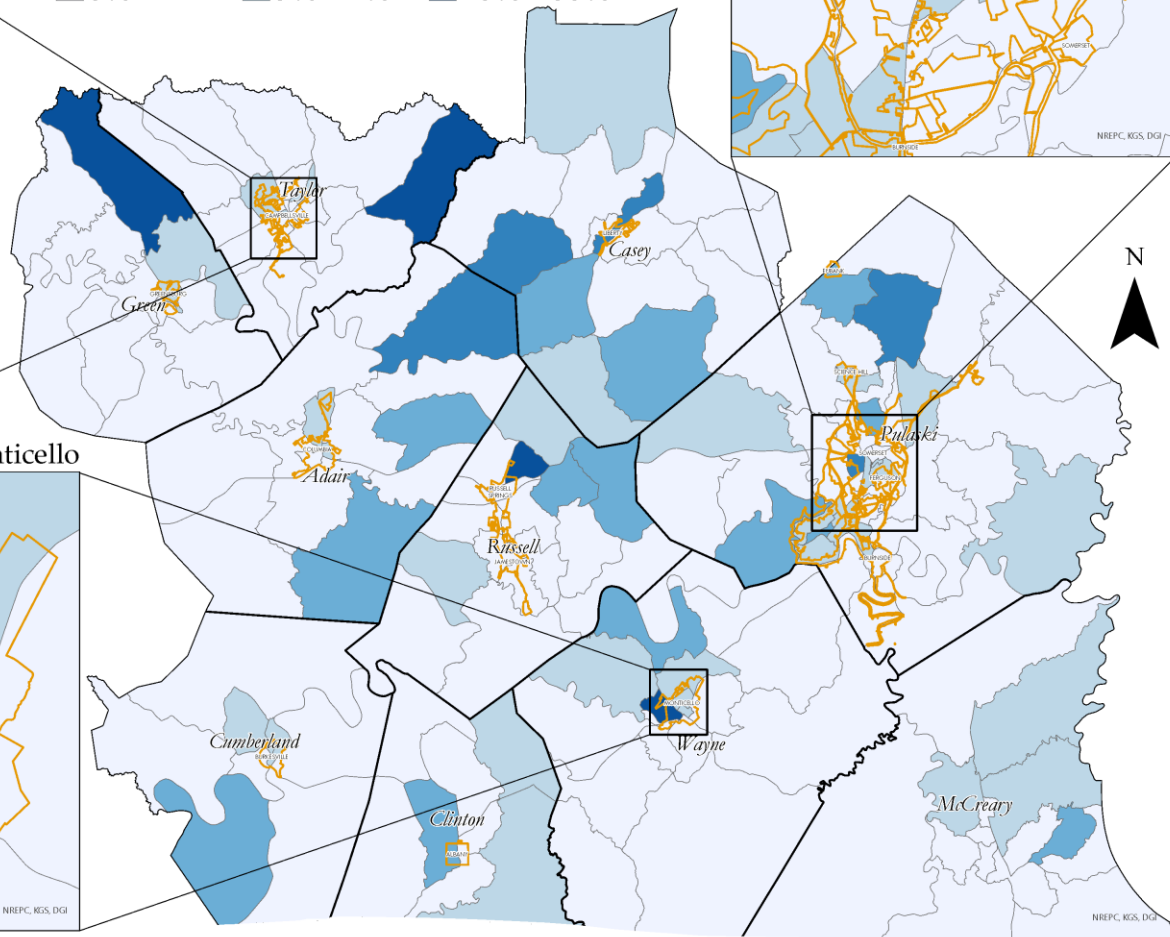
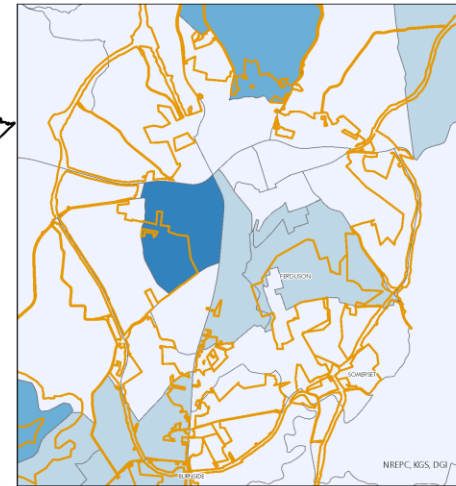
Monticello

English

0%	0% - 3%	7% - 10%
	3% - 7%	10% - 60%

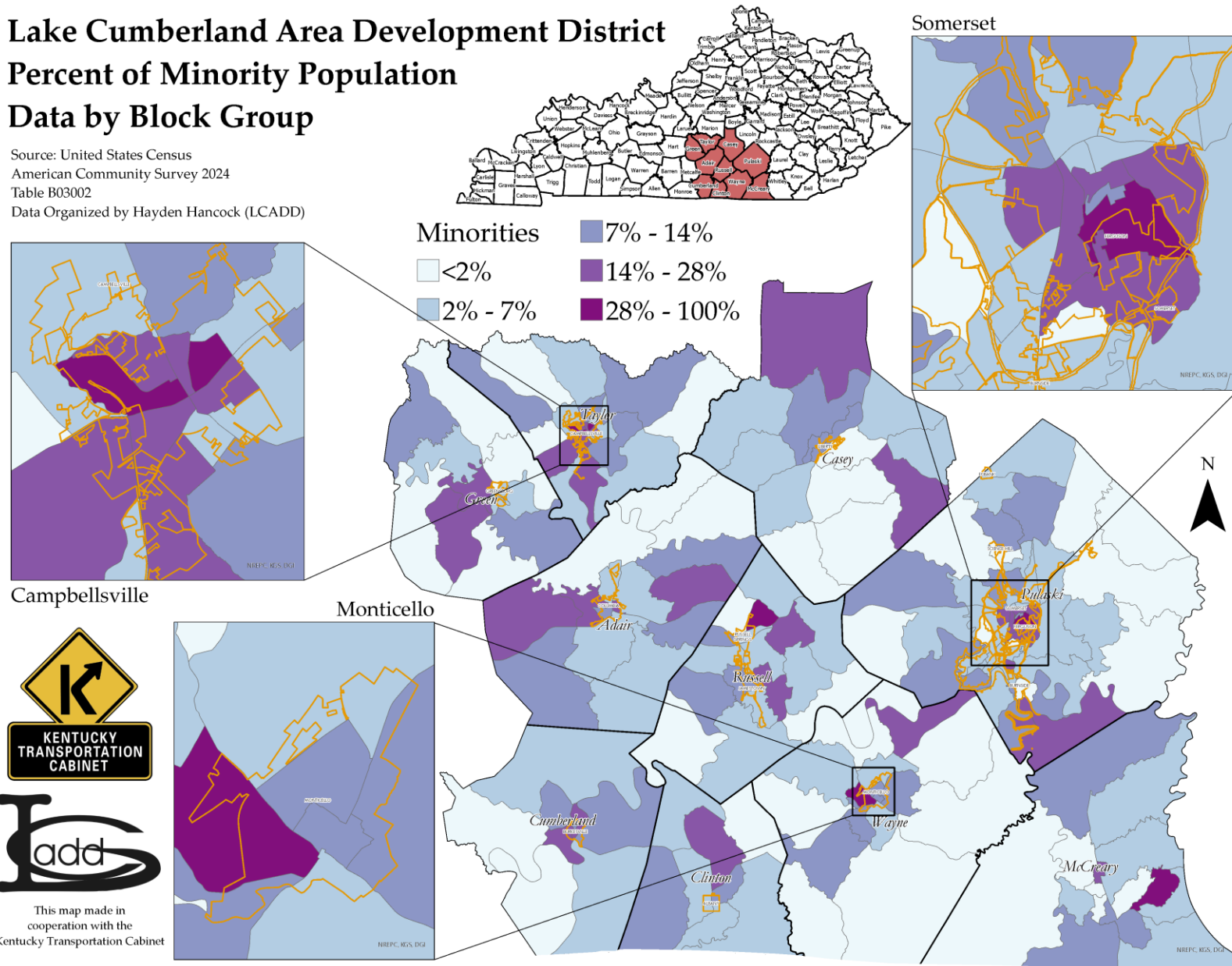


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Lake Cumberland Area Development District Percent of Minority Population Data by Block Group

Source: United States Census
American Community Survey 2024
Table B03002
Data Organized by Hayden Hancock (LCADD)

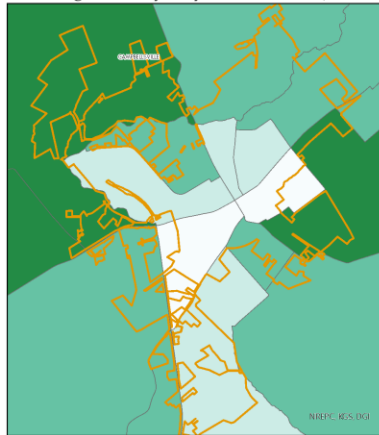


Lake Cumberland Area Development District Percent of People Over 65 Data by Block Group

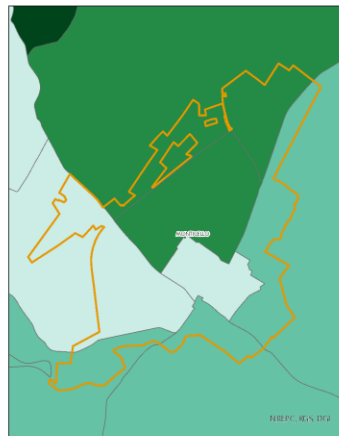
Source: United States Census
American Community Survey 2024
Table B01001
Data Organized by Hayden Hancock (LCADD)

Over 65

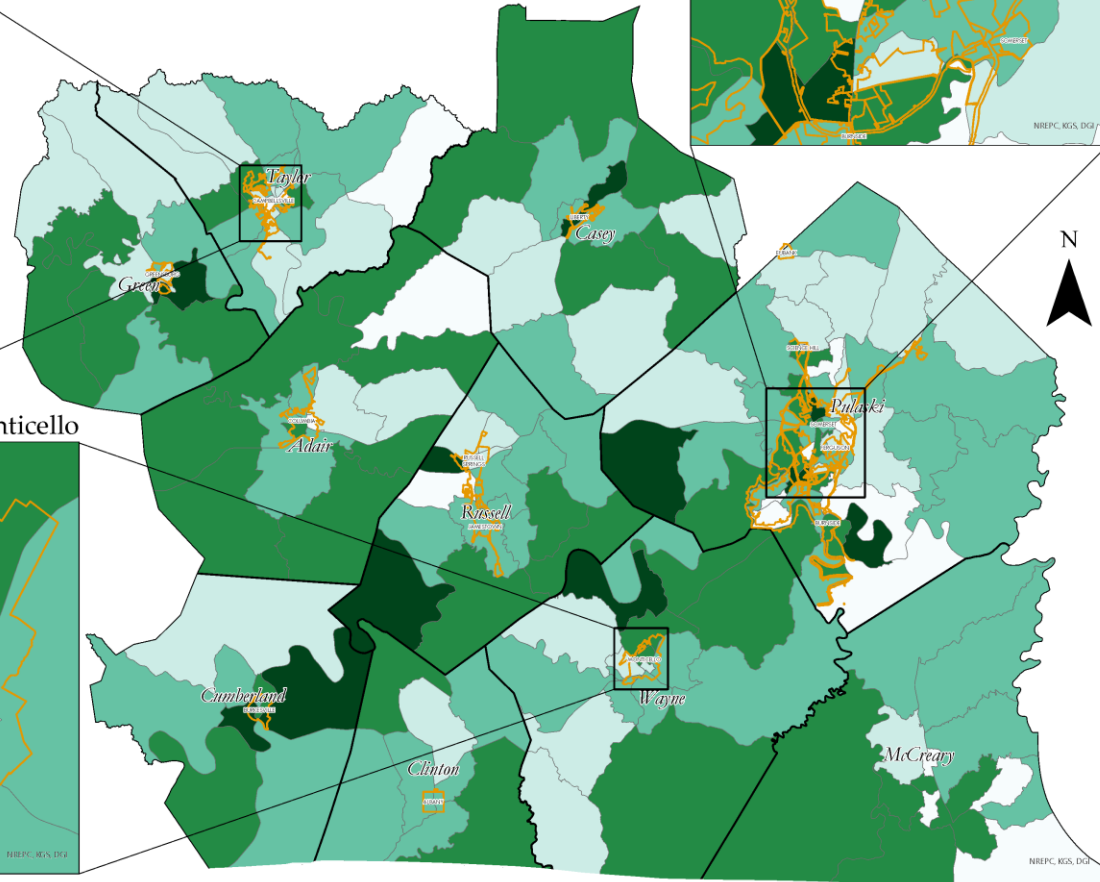
	9% - 16%		24% - 35%
	<9%		16% - 24%
			35% - 73%



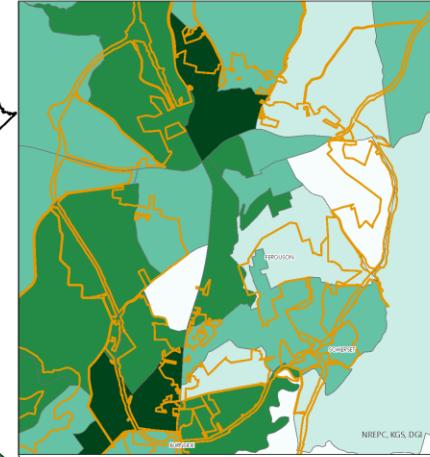
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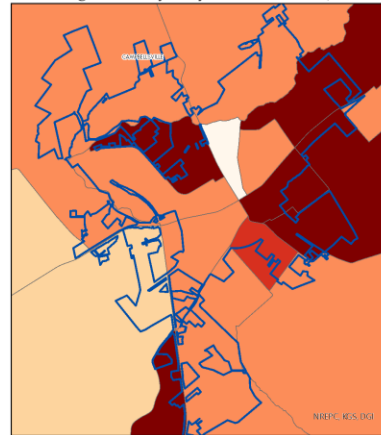
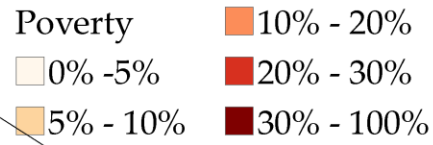


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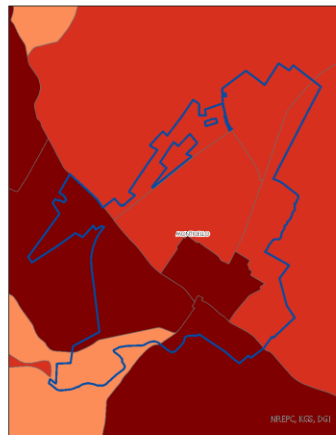
Lake Cumberland Area Development District Percent of People with Poverty Status Data by Block Group

Source: United States Census
American Community Survey 2024
Table B03002

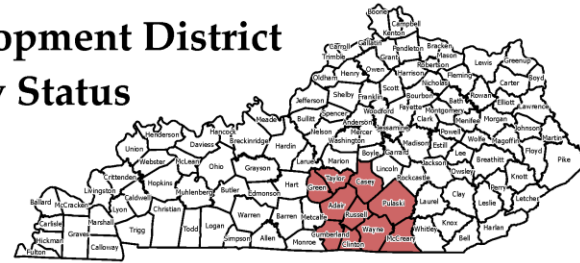
Data Organized by Hayden Hancock (LCADD)



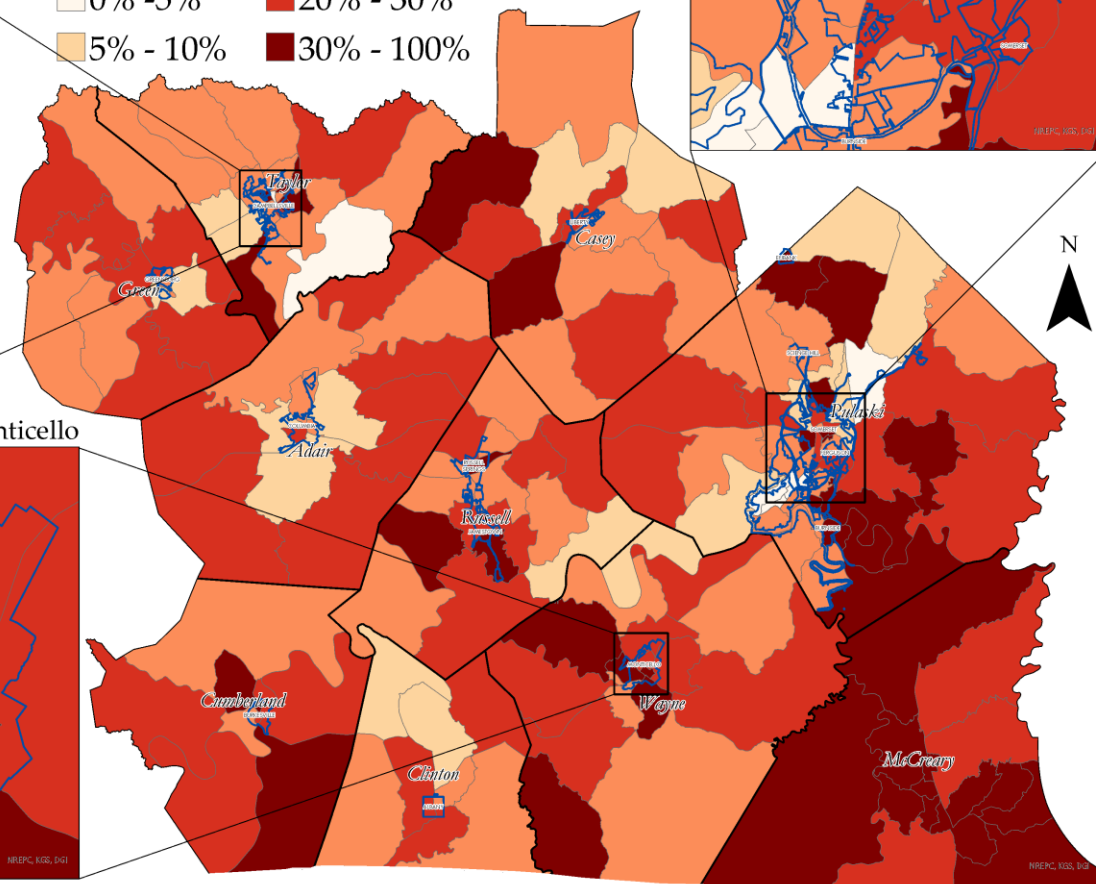
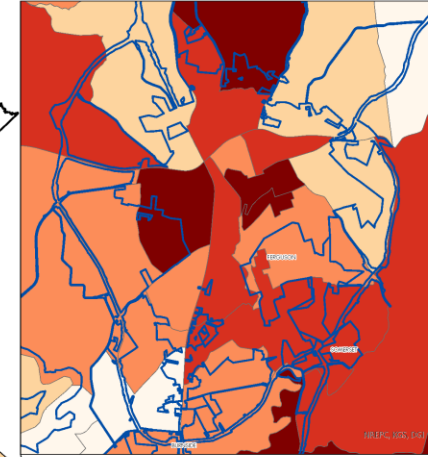
Campbellsville



Monticello



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Kentucky Transportation Cabinet

4.4 Summary Quick Facts

The concentrations of underserved populations in LCADD are 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 are still relatively small

The Lake Cumberland Area Development District (LCADD) is composed of ten counties: Adair, Casey, Clinton, Cumberland, Green, McCreary, Pulaski, Russell, Taylor, and Wayne. In 2020, LCADD comprised 4.7% of the state's population.

LCADD Counties Quick Facts

- LCADD as a whole has seen a 0.96% decrease in population in the past year, Cumberland County seeing the biggest loss of 1.64%. Only Clinton (0.21%) and McCreary (0.26%) saw a population increase
- Pulaski County has the largest overall population in the region at 65,897
- Cumberland County has the smallest overall population in the region at 5,948
- McCreary County has the largest percentage of African American population (6.09%) whereas Clinton has the smallest (0.09%)
- Taylor County has the largest percentage of Asian American population (0.98%) whereas Green has none (0.00%)
- Russell County has the highest percentage of the Hispanic population at 4.62% whereas Cumberland has the lowest at 2.02%
- The four largest counties in the region by population are Pulaski, Taylor, Wayne, and Adair, these four counties contain 63% of the LCADD population
- Wayne County has the largest percent of population of people who speak English less than very well (2.06%), the smallest percentage is Taylor County (0.59%)
- McCreary County has the largest proportion of its population in poverty (38.86%) whereas Taylor has the lowest (17.46%)
- Cumberland County has the largest proportion of its population age 65 years old and over in the region (22.71%) whereas McCreary has the lowest (16.23%)
- The region is 28.02% people who claim disability status, percentage wise all ten counties range from the low of Taylor County (26.46%) to the high of McCreary County (31.37%)

CHAPTER 5: MULTIMODAL CONTACTS

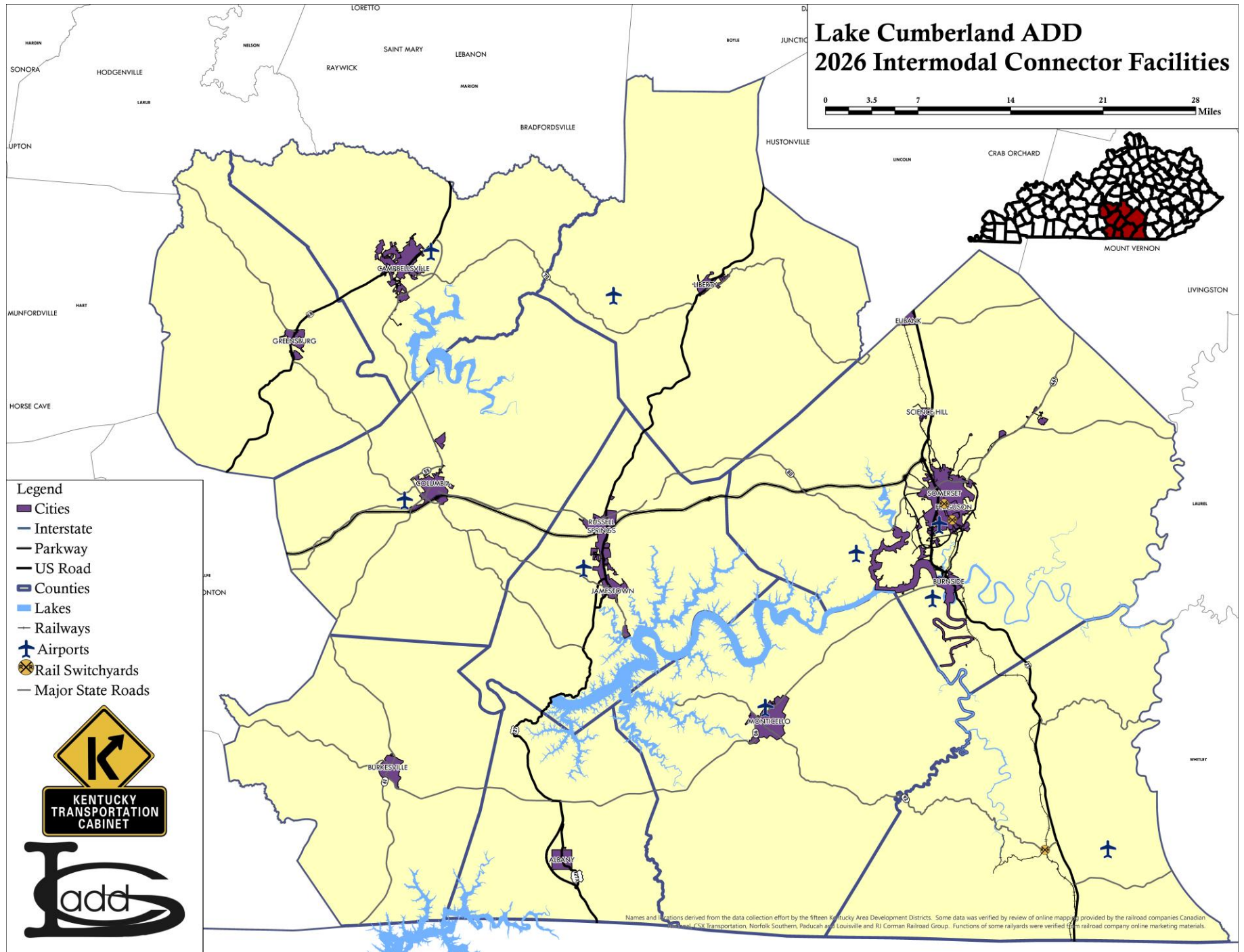
5.1 Introduction

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. This list includes contact information for representatives of aviation, railroads, public transportation, and pedestrian, bicycle and greenway coordinators.

The LCADD maintains a contact list and email list-serve for those who have interest in the region. To obtain this list please contact the LCADD Transportation Planner.

5.2 Map of Multimodal Facilities

The map on the following page illustrates facilities that have been identified within the region



CHAPTER 6: INVENTORY OF LOCAL PLANNING UNITS

6.1 Introduction

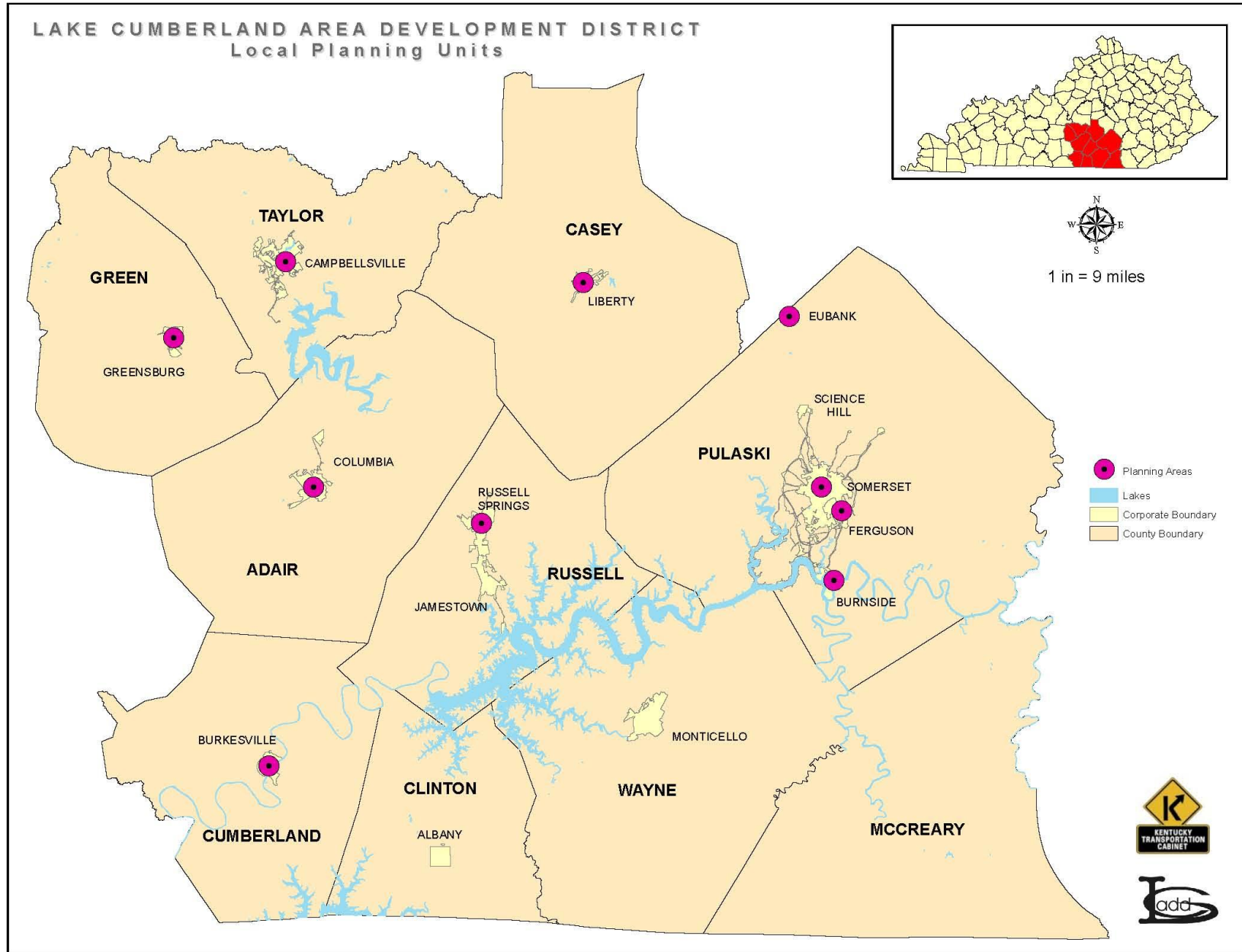
Land use planning is conducted by local planning units (planning commissions) for various cities and counties across Kentucky. As part of their planning process, some planning units develop comprehensive plans, zoning ordinances, and/or subdivision regulations. These documents are intended to guide community 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 LCADD maintains an inventory of land use plans, planning commissions and/or zoning ordinances. If detailed information is needed, please contact the LCADD. The map on the following page illustrates areas that have local planning units within the region.



CHAPTER 7: TRANSPORTATION TERMS AND ACRONYMS

7.1 Glossary of Terms and Acronyms

The following glossary has been created as a reference tool for some of the more commonly used 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 ninety 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.

Coal Haul

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

Collector

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

Continuous Highways Analysis Framework (CHAF)

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

Critical Crash Rate Factor (CRF)

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

E**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.

Long-Range Statewide Transportation Plan

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

M**Metropolitan Planning Organization (MPO)**

The organizational entity designated by law with responsibility for developing transportation plans and programs for urbanized areas of 50,000 or more in population. MPOs are established by agreement of the Governor (or Governors) and units of local government which together represent 75% of the affected population of an urbanized area.

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.

Project Identification Form (PIF)

An identification form developed by KYTC Division of Planning for all transportation projects that contains problem statement, project description, specific geometric and analytical data, cost estimates, and assumptions for the project. The form is prepared when the transportation need is first noted and the information is entered into the Unscheduled Project List database and is updated periodically. Maps and pictures for the project may also be attached.

R

Pavement Rideability Index (RI)

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

Right-of-Way (ROW)

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

S

Safe, Accountable, Flexible and Efficient Transportation Equity Act: A Legacy for Users

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

Scenic Byways

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

Shared Use Path

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

Small Urban Area (SUA)

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

State Implementation Plan (SIP)

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

Six Year Highway Plan (SYP)

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

Statewide Transportation Improvements Program (STIP)

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

Strategic Highway Corridor Network (STRAHNET)

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

Strategic Highway Investment Formula for Tomorrow (SHIFT)

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

is objective, it is open and transparent, it is collaborative – engaging the input of local and district leaders in transportation, it is dependable.

System Classification/Functional Classification

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

Surface Transportation Program (STP)

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

T

Traffic Volume

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

Transportation Enhancement Funds (TE)

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

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

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

Transportation Improvement Program (TIP)

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

U

Unscheduled Project List (UPL)

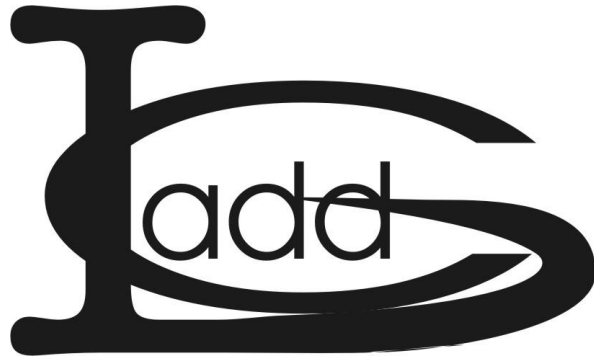
UPL-Unscheduled Project List (formerly Unscheduled Needs List, or UNL); a list, maintained by the KYTC Division of Planning of potential transportation projects, with project data derived from the KYTC Project Identification Form.

Urban Area (UA)

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

V**Volume to Service Flow Ratio (V/SF)**

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



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THIS DOCUMENT WAS PREPARED IN COOPERATION WITH THE KENTUCKY TRANSPORTATION CABINET