

Bluegrass Area
Development
District



Public Involvement Plan

June 30, 2025

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Chapter 1: Introduction

1.1 History

Kentucky has maintained a statewide transportation planning process since the 1970s through the 15 Area Development Districts (ADDs). In 1995 Kentucky expanded and formalized a public involvement process for the statewide transportation planning process in response to the directives of the Intermodal Transportation Efficiency Act of 1991 (ISTEA). ISTEA and its successor, The Transportation Equity Act for the 21st Century (TEA-21) enacted in 1998, set the policy directions for more comprehensive public participation in federal and state transportation decision-making. The Safe, Accountable, Flexible and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) passed in 2005. SAFETEA-LU addressed challenges such as improving safety and reducing traffic congestion, improving efficiency in freight movement, increasing intermodal connectivity, and protecting the environment. Moving Ahead for Progress in the 21st Century Act (MAP-21) passed in 2012. MAP-21 built on and refined many of the highway, transit, bike, and pedestrian programs and policies established in the previous bills. Most recently, the Fixing America's Surface Transportation Act (FAST Act) passed in 2015. The FAST Act maintains a focus on safety, keeps intact the established structure of the various highway-related programs, and continues efforts to streamline project delivery. It also provides, for the first time, a dedicated source of federal dollars for freight projects. These Congressional acts authorize all on-going federal-aid transportation programs. There are critical components of each piece of legislation that require input at the early stages of the planning process from local government, communities, interest groups, regional governments and citizens. Among the most essential provisions are the following:

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

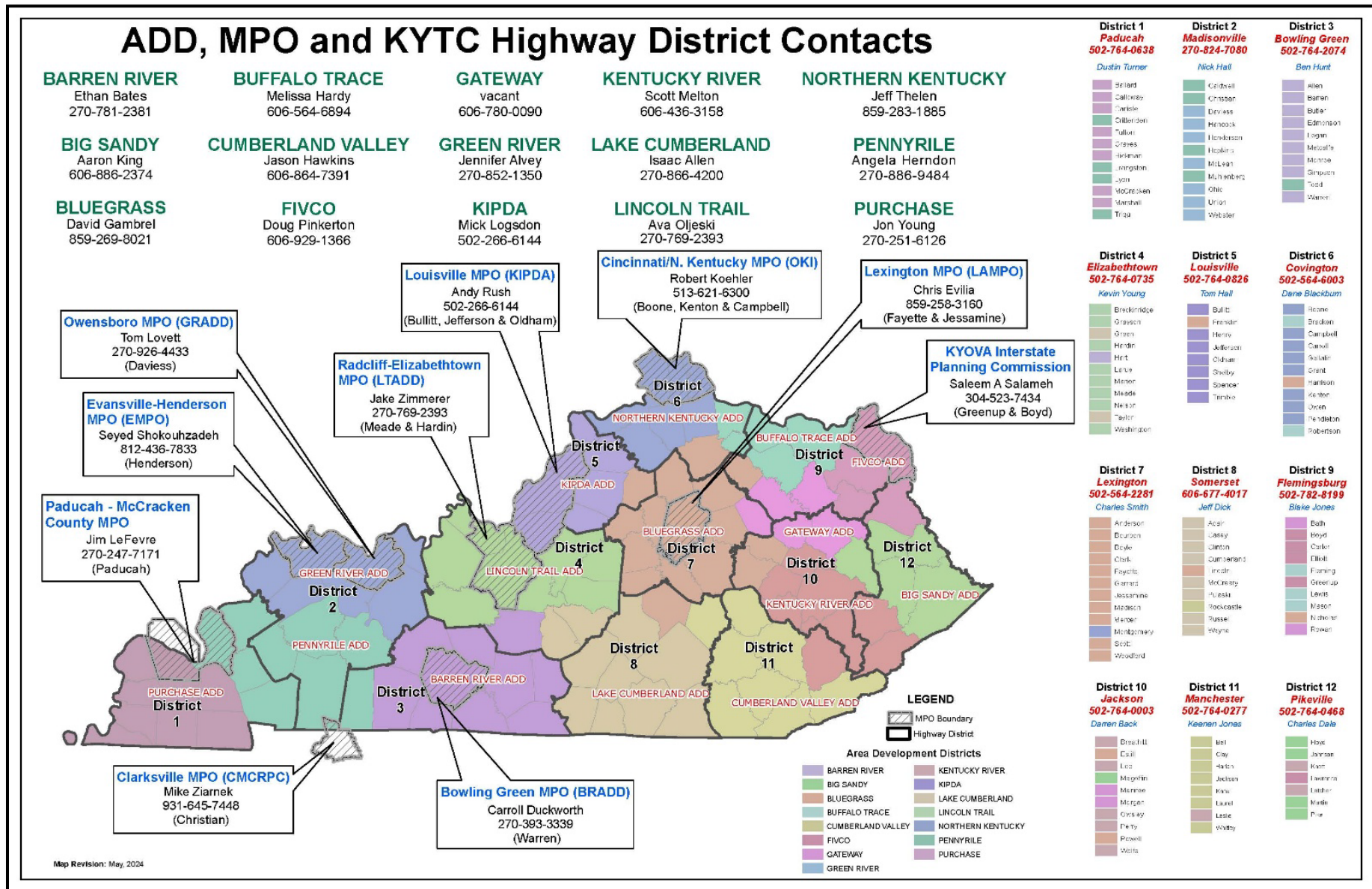
The Kentucky Transportation Cabinet's (KYTC) statewide transportation planning process is accomplished through a cooperative program with the KYTC Central Planning Office, the 12 Highway District Offices (HDOs), 15 ADDs, and 9 Metropolitan Planning Organizations (MPOs). The ADDs and MPOs are responsible mainly for the analysis of data and transportation systems, identification, and evaluation of needs in their planning area, the coordination of public input for the STIP, and the subsequent evaluation and prioritizing of identified needs in the KYTC Unscheduled Needs List (UNL) for possible inclusion in the KYTC Six-Year Highway Plan.

KYTC Policies and Procedures for the Regional Transportation Program outlines the policies and guidelines for the program within and in relation to the designated ADD of the Commonwealth of Kentucky. State

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

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

1 1.2 Map of ADD, MPO, HDO Boundaries



1.3 Purpose of Public Involvement Plan

The purpose of the ADD Public Involvement Plan is to describe actions the ADD Regional Transportation Committee (RTC) shall take to provide opportunities for the public to be involved in the statewide transportation planning process. It serves as a guide for the ADD to follow in planning public involvement opportunities. 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 wellbeing of our neighborhoods, towns, cities, and counties.

The goal of the public involvement plan will be to broaden the public input process to reach more sectors of the public. 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. 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. When the public is engaged in the process, their insight helps assure projects suit community needs. The true test of a successful public participation plan is the level of public awareness and feedback. Too often, public participation does not occur until after the community-at-large becomes aware of an unpopular decision.

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

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

Chapter 2: Bluegrass ADD Regional Transportation Committee

2.1 Introduction

Activities to engage low-income and minority populations will be discussed and developed through efforts of the Bluegrass ADD Regional Transportation Committee. The Bluegrass ADD will encourage participation by minority and low-income populations in the transportation planning process including but not limited to committee membership, meeting with various civic groups, neighborhood meetings, or other methods of contacting, informing, and obtaining input from subject populations.

The purpose of the Regional Transportation Committee is to promote the development of a safe, economical, accessible, and balanced transportation system. The committee will solicit input and consultation for public involvement pursuant to FAST Act requirements. The committee will be involved in the identification and review of regional transportation needs, prioritization of Unscheduled Needs List items and Six-Year Highway Plan projects as requested by the Kentucky Transportation Cabinet. The committee will also establish goals and objectives and review those on an annual basis.

Topics to be addressed by the committee include, but are not limited to, the following areas:

- Public Involvement Process
- Transportation Needs Evaluation and Prioritization
- Statewide Transportation Planning Process
- Highway Safety Issues
- Highways
- Public Transportation
- Airports
- Navigable Waterways
- Railroads
- Bikeways / Pedestrian Walkways
- Access Management
- Regional and Corridor Plans / Studies

Membership shall consist of “interested persons” of the Area who are willing to give of their time and talents to promote the objectives and purposes of the committee. The membership will include a diverse group of interests that impact or are impacted by the transportation system. The membership will include, at a minimum, representation from each district county and should include representation from the following categories:

- County Judge Executive / Magistrate
- Mayor / City Council / City Commissioners
- Law Enforcement Representatives
- Highway / Public Works Representatives from Cities and or Counties
- Emergency Medical Service Representatives / Fire Department Representatives
- Education Representatives
- Human Service Delivery Representatives
- Representatives of Major Trucking, Logistic, Intermodal, Rail, or Airport Entities
- Underserved Populations, Minority Populations
- Planning and Zoning Commissions/Organizations
- Bikeway / Greenway / Pedestrian Representatives
- Economic Development Organizations / Industrial Development Organizations
- Historic Preservation
- Metropolitan Planning Organization (MPO)
- Public Transportation
- District Highway Offices
- Farming / Agriculture / Extension Service
- Public Citizens at Large

The regional committee should not be limited but open and welcome to all individuals willing to participate in the planning process.

Bluegrass ADD Regional Transportation Committee 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 opportunities to provide information, concerns, and issues for consideration by the regional committee. Any comments received will be documented by the Bluegrass ADD Transportation Staff and provided to the KYTC Division of Planning.

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

2.2 Regional Transportation Committee Bylaws

Section 1: Name

This organization shall be known as the Bluegrass Area Development District, Regional Transportation Committee, hereinafter called the Committee.

Section 2: Area

The area of focus shall be the counties within the Bluegrass Area Development District (Anderson, Bourbon, Boyle, Clark, Estill, Fayette, Franklin, Garrard, Harrison, Jessamine, Lincoln, Madison, Mercer, Nicholas, Powell, Scott, and Woodford).

Section 3: Purpose

The purpose of the Committee is to promote the development of a safe, economical, accessible, and balanced transportation system. The committee will solicit input and consultation for public involvement pursuant to Fixing America's Surface Transportation (FAST) act, requirements.

The committee will be involved in the identification and review of the region's transportation needs, prioritization of the Unscheduled Needs List items and the Six-Year Highway Plan projects as requested by the Kentucky Transportation Cabinet. The committee will also establish goals and objectives and review those on an annual basis.

Topics to be addressed by the committee include, but not limited to, the following areas:

- Public Involvement Process
- Regional Transportation Asset Review
- Transportation Needs Evaluation
- Statewide Transportation Planning Process
- Highway Safety Issues
- Highways
- Public Transportation
- Airports
- Navigable Waterways
- Railroads
- Bikeways/Pedestrian Walkways
- Access Management
- Regional and Corridor Plans/Studies

The Committee will discuss, study and advise the Executive Board and/or the Board of Directors of the Area Development District on transportation issues.

The Committee may review Kentucky Intergovernmental Review Process proposals on projects relating to transportation and offer advice to the Board and/or the Executive Board.

Section 4: Membership

Membership is divided into permanent, flexible and advisory only members who are willing to give of their time and talents to promote the objectives and purposes of the Committee.

Permanent voting membership shall consist of the following:

- County Judge Executive/Magistrate, or a designated representative, from each county
- Mayor/City Council, or a designated representative, from each city

Flexible membership will include a diverse group of interests that impact or are impacted by the transportation system. The membership will include, at a minimum, representation from each district county. There may be up to one voting member for each county and/or city per category as listed below:

- Law Enforcement representatives
- Highway/Public Works representatives
- Emergency Medical Service/Fire Department representatives
- Education representatives
- Human Service Delivery representatives
- Representatives of major trucking, logistic, intermodal, rail, or airport
- Underserved populations, minority populations
- Planning and Zoning Commissions/organizations
- Bikeway/greenway/pedestrian coordinators
- Economic development organizations
- Engineering groups or organizations
- Health Department representatives
- Industrial authorities/commissions
- Historic Preservation representatives
- Metropolitan Planning Organization (MPO)
- Public Transportation representatives
- Farming / Agriculture / Extension Service representatives
- Unlisted County or City Department representatives
- Public Citizens at Large

Advisory only members include additional County or City representation from a membership category already filled by a voting member, representatives of the KYTC Highway District Offices and representatives of other Kentucky Area Development Districts.

Each person who meets the qualifications as a voting member shall be entitled to one vote on any matter brought before the membership. Voting members may abstain from voting in the event of a conflict of interest.

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 to cast the vote of the member. Evidence may be requested of the proxy that he/she is the designee of the member.

Section 5: Terms of Members

Members, either voting or advisory, may be added to or removed from the Regional Transportation Committee by discretion of the Committee through a two-thirds majority vote of voting members present.

The term of each member shall be one year or until a successor is selected. Members may succeed themselves.

Three consecutive absences on the part of any member to regularly scheduled Committee meetings shall be interpreted as a possible lack of interest. The Chair of the Committee shall, at that time, inquire as to whether the respective member intends to remain active on the Committee. If this member indicates no interest in being an active member or if there is no reply, the Committee shall consider this sufficient reason for vacating the position.

Section 6: Compensation

Members of the Committee shall serve without pay.

Section 7: Meetings

The Committee shall conduct regular meetings as determined by the Committee or upon call by the Chair. The Committee shall generally meet six (6) times per year, but no less than four (4) times per year. A quorum shall consist of those members present. Whenever possible, notice of the date, time, and place of meetings shall be transmitted to each member not less than fourteen (14) days before date of meeting.

The regular meeting time and location is the second Monday of every other month (January, March, May, July, September, and November) in the Bluegrass Area Development District Conference Room at 1:30 p.m. Special meetings periodically may be required as needed. In most instances, they would occur on a second Monday at 1:30 p.m. of a month the regular meeting is not held. In addition to committee notification of regular and special meetings, all committee meetings are listed on the meeting calendar at www.bgadd.org.

At any time, both regular and special meetings may be held virtually via video- or tele-conferencing or other ADD-approved virtual meeting service. However, 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.

Section 8: Officers

The Officers of the Committee shall be Chair of the Committee, Vice-Chair of the Committee and Secretary of the Committee. The Officers, other than the Chair, shall be elected by the Committee and shall hold office for one (1) year or until their successors have been elected and qualified. The Chair of the Committee shall be a member of the Bluegrass ADD Board of Directors and appointed by that Board for a one (1) year term.

Section 9: Conduct at Meeting

“Robert’s Rules of Order” (current edition) shall govern the deliberations of the Committee.

Section 10: Amendments to By-Laws

Amendments to these by-laws shall be made by adoption by the two-thirds majority of the Committee members present provided such amendments have been distributed to the entire membership of the Committee at least seven (7) days prior to the meeting, at which time said amendments are scheduled to be acted upon. Compliance with this notice requirement shall require the deposit of said notice by mail and/or e-mail giving the address of each Committee member as shown on the contact list of the Bluegrass ADD staff liaison.

Section 11: Date of Adoption

These by-laws shall be in effect immediately upon adoption by a majority of the Committee membership. Subsequent amendments to these by-laws shall become effective immediately upon their adoption by a majority of the entire membership of the Committee as prescribed in Section 10.

2.3 Regional Transportation Committee Goals and Objectives

Purpose

The Regional Transportation Planning Program follows suit with the Vision of the Cabinet and Mission Statements and Goals as well as the Mission Statement and Goals of the Division. Therefore, the ADDs shall continue with this thought and direction when creating their Goals and Objectives. The Regional Goals and Objectives are to be broad over-arching goals that will help guide the identification and prioritization of needs using local officials and public input.

Cabinet's Vision Statement

Striving to be national leaders in transportation who provide transportation infrastructure and services for the 21st century that deliver new economic opportunities for all Kentuckians.

Cabinet's Mission Statement

To provide a safe, efficient, environmentally sound, and fiscally responsible transportation system that delivers economic opportunity and enhances the quality of life in Kentucky.

Cabinet's Goals

1) Improve Mobility and Access

We commit to maintain and operate a safe and efficient transportation system for all Kentuckians.

2) Deliver Economic Opportunities

We recognize that economic opportunities improve the standard of living and quality of life for all Kentuckians.

3) Continually Improve Organizational Performance

We constantly strive to do better...to learn from our experience and the experience of others.

4) Strengthen Customer and Stakeholder Relationships

We appreciate what is important to our customers, and we value their involvement in what we do.

Division of Planning Mission Statement

Our mission is to collect, maintain, analyze, and report accurate data for making sound fiscally responsible recommendations regarding the maintenance, operation, and delivery of a reliable transportation system that effectively and efficiently moves people and freight.

1) Provide a reliable transportation system that effectively and efficiently moves people and freight.

2) Provide for reliable local, regional, and global access for people and freight.

3) Consider all modes of transportation in the creation of an integrated system for the dependable movement of people and freight.

4) Provide for the safe and secure movement of people and freight.

- 5) Provide for the improvement and maintenance of the existing transportation infrastructure.
- 6) Ensure the process that develops and maintains the transportation system adequately considers improvement of our transportation network.
- a) Dependable access to markets, jobs, and resources;
 - b) The human and natural resources of the state;
 - c) The efficient and flexible use of available resources to meet the changing transportation needs of the state; and
 - d) The use of transparent decision-making that effectively addresses the needs of public transportation.

2.4 Goals and Objectives of the Bluegrass Regional Transportation Committee

GOAL: Promote the safe, equitable, and efficient movement of people, goods, and services to benefit all the residents of the region.

OBJECTIVES:

1. Promote an efficient transportation system including highway, air, and rail facilities, which are capable of moving people and goods safely and efficiently.
2. Promote the best possible highway system--including routes representing various functional highway classifications--at the lowest possible cost.
3. Ensure the highway system properly relates to residential, commercial, industrial, recreational, and public uses of land.
4. Ensure that the transportation system connects major population centers and significant economic and tourism centers with a system of highway quality connectors.
5. Promote interstate reconstruction including pavement rehabilitation and preservation of the existing system.
6. Promote an improved system of principal arterials serving interstate and intrastate needs.
7. Monitor Safety Data to identify and predict concerns and problems.

GOAL: Promote highway safety to reduce fatalities, injuries, and economic loss on the region's highways.

OBJECTIVES:

1. Improve safety on existing and proposed highways and streets in the district.
2. Support and assist emphasis area task teams to analyze specific safety issues.

3. Promote increased and continued driver education programs.
4. Promote the increase in usage of occupant protection.
5. Support efforts to increase funding for implementing traffic safety initiatives.
6. Educate local decision makers on the importance of safety issues.

GOAL: Encourage efficient use of highways and streets.

OBJECTIVES:

1. Encourage access management activities
2. Promote increased auto occupancy
3. Promote improved directness in the transportation system.
4. Promote improvements in the overall capacity of the system.
5. Promote strategies to decrease traffic congestion.
6. Effectively promote the planning of routes between neighborhood and major activity centers.
7. Promote safety on streets and highways.

GOAL: Maximize compatibility of the transportation system with environmental considerations, as well as with the historic and cultural resources of the region.

OBJECTIVES:

1. Provide early and continual environmental evaluation and analysis to avoid or minimize environmental impacts of transportation projects.
2. Develop and share strategies to reduce transportation-related energy consumption.
3. Identify critical, natural, cultural, and human resource areas to be considered in transportation planning.
4. Promote transportation improvements that improve regional air quality, minimize noise impacts and conserve energy.

GOAL: Provide for an open public involvement process in the development and implementation of transportation improvements in the region.

OBJECTIVES:

1. Provide for citizen involvement in the transportation planning process.

2. Respect and ensure the area's natural and historic context and promote the minimization of adverse impacts to the environment and existing residential areas.
3. Encourage transportation improvements that preserve the natural panorama of skylines and sightlines and are compatible with historic resources.
4. Evaluate and identify transportation system needs of area schools and address existing and future transportation issues as appropriate.
5. Promote connecting streets among neighborhoods.
6. Support the unique transportation needs of the area's elderly, disabled and disadvantaged populations.

GOAL: Work with the Kentucky Transportation Cabinet, adjoining Area Development Districts, District Highway Offices, and counties to develop a transportation system to meet future growth and development needs.

OBJECTIVES:

1. Coordinate planning with adjoining Area Development Districts, District Highway Offices, and counties so that planned improvements are consistent with adjacent counties.
2. Encourage and promote funding of improvements detailed in the Statewide Transportation Plan.

GOAL: Identify major transportation improvement programs.

OBJECTIVES:

1. Coordinate planned developments with planned transportation facilities so as to facilitate proper traffic circulation.
2. Encourage the participation of school districts in the transportation and land use planning process.

GOAL: Encourage and enhance public transportation development and use.

OBJECTIVES:

1. Help secure funding for public transportation.
2. Promote a regional transit system that connects Lexington with the surrounding communities.
3. Incorporate rural and urban transportation needs in the development of future projects.
4. Promote increased bus ridership.

GOAL: Encourage and enhance alternatives to motorized modes of transportation.

OBJECTIVES:

1. Promote streets designed and operated to enable safe use and support mobility for all users, regardless of whether they are traveling as drivers, pedestrians, bicyclists, or public transit riders.
2. Promote the increased use and safety of bicycling.
3. Promote the increased use and safety of vulnerable road user movements.
4. Consider the incorporation of a bicycle component to any new highway project in the area.
5. Promote the KYTC Complete Streets, Road, and Highways Policy.

GOAL: Provide a balanced and coordinated multi-modal transportation system.

OBJECTIVES:

1. Promote appropriate levels of service for each mode.
2. Promote frequent and convenient transfer between the modes.
3. Encourage bi-modal trips where they would result in the decrease in energy consumption, travel congestion and the improvement of air quality.

2.5 Regional Transportation Committee Membership

In addition to each Mayor and Judge Executive in the Bluegrass ADD Region, the following is a list of membership for the Regional Transportation Committee.

FY 2025 Bluegrass Area Development District Regional Transportation Committee					
County	Name	Email	Title	Represents	Location
Anderson	Orbrey Gritton	Judgeorbreygritton@nich.twcbc.com	Judge/Executive	County	Anderson
Anderson	Troy Young	tyoung@lawrenceburgky.org	Mayor	City	Lawrenceburg
Bourbon	Gordon Wilson	gwilson@paris.ky.gov		County	Bourbon
Bourbon	Jamie Miller	jmillier@paris.ky.gov		City	Paris
Boyle	Duane Campbell	wduane55@gmail.com		County	Boyle
Boyle	James Atkins	jatkins@danvilleky.gov	Mayor (Chair)	City	Danville
Clark	Brian Sewell	bsewell@winchesterky.com		City	Clark
Clark	Les Yates	clarkcountyjudge@clarkcok.com	Judge/Executive	County	Winchester
Estill	Lucas Barnes	lucas.barnes@estillcountyma.com		County	Estill
Estill	James Gross	mayorgross@irvineonline.net	Mayor	City	Irvine
Fayette	Mary Diane Hanna	mdhanna@fayettecountyjudgeexecutive.com	Judge/Executive	County	Fayette
Fayette	Stuart Kearns	gkearns@lexingtonky.gov		City	Lexington
Franklin	Autumn Goderwis	autumn.goderwis@franklincounty.ky.gov		County	Franklin
Franklin	Layne Wilkerson	lwilkerson@frankfort.ky.gov	Mayor (Vice-Chair)	City	Frankfort
Garrard	Chris Elleman	chris.elleman@garrardcountyky.gov	Judge/Executive	County	Garrard
Garrard	Michael Gaffney	mgaffney@cityoflancastrerky.com	Mayor	City	Lancaster
Harrison	Jason Marshall	hcjudge@harrisoncountyfiscalcourt.com	Judge/Executive	County	Harrison
Harrison	James Smith Smith	james.smith@cynthianaky.com		City	Cynthiana
Jessamine	Nancy Stone	nsnancystone@gmail.com		County	Jessamine
Jessamine	Alex Carter	alex.carter@nicholasville.org	Mayor	City	Nicholasville
Lincoln	Woods Adams	wadams@lincolnkky.com	Judge/Executive	County	Lincoln
Lincoln	Dalton Miller	mayor@stanfordky.gov	Mayor	City	Stanford
Madison	Scott Shepherd	scott.shepherd@madisoncountky.gov		County	Madison
Madison	Daniel Deaton	ddeaton@richmond.ky.us		City	Richmond
Madison	Amanda Haney	ahaney@bereaky.gov		City	Berea
Mercer	Sarah Steele	ssteale@mercercy.com	Judge/Executive	County	Mercer
Mercer	Bob Williams	mayorbob@harrodsburgcity.org	Mayor	City	Harrodsburg
Nicholas	Allen Clay Stone			County	Nicholas
Nicholas	Marjorie Stone			City	Carlisle
Other	Tyler Burris	tburris@foothillscap.org		Ky River Foothills	(At large)
Other	Diana Radcliffe	dradcliffe@bfwengineers.com		BFW Engineers	(At large)
Other	Beth Jenkins	bajenkins10@gmail.com		Bike/Walk	(At large)
Powell	Eddie Barnes	powellcojudge@gmail.com	Judge/Executive	County	Powell
Powell	Willie Means	willie.means@stantonky.gov	Mayor	City	Stanton
Scott	Jared Hollon	jared.hollon@scottky.gov		County	Scott
Scott	Eddie Hightower	Eddie.hightower@georgetownky.gov		City	Georgetown
Woodford	James Kay	judgekay@woodfordcountyky.gov	Judge/Executive	County	Woodford
Woodford	Laura Dake	ldake@versaillesky.com	Mayor	City	Versailles

2.6 Committee Plan of Activities/Programs

Regional Transportation Committee July 8, 2024, meeting

- RTC Activities and Presentations Plan reviewed at RTC meeting (07/08/24)
 - This item was included in the meeting packet to allow RTC members to review

Regional Transportation Committee September 9, 2024, meeting

- RTC By-laws reviewed and adopted.
 - This item was included in the meeting packet to allow RTC members to review
 - RTC Regional Goals and Objectives reviewed and adopted.
 - This item was included in the meeting packet to allow RTC members to review

Regional Transportation Committee November 18, 2024, meeting

(Please note the regular meeting fell on Veteran's Day so RTC had voted to change the date.)

- Fifteen people attended in person and 20 virtually.

Regional Transportation Committee January 13, 2025, meeting

- Laura McKnight, MPA, Senior Research Manager-Broadband, Voinovich School of Leadership and Public Service, Ohio University gave a presentation the rapidly developing "Next Generation" of Advanced Aviation Mobility (AAM) aircraft which offers numerous opportunities for rural America through improvements to currently impeded critical uses such as emergency medical services, market access, and package deliveries.
- RTP David Gambrel reported as of the meeting date nine SHIFT meetings had been followed with more to follow.
- RTC updated and adopted the membership list for the RTC with two people being removed and one at large member being added.
- District Highway Reports were made.
- Updated RTC membership submitted (01/16/25)

Regional Transportation Committee March 10, 2025, meeting

- Thirteen people attended in person and 20 virtually.
- Casey Smith, P.E. Section Supervisor Department of Highways – District 7 Planning Section outlined the timeline and process of SHIFT as it relates to the role of the Regional Transportation Committee. The RTC is allowed 61 sponsorships, HDO 7, 62; and Lexington MPO 21. Sponsorships are due May 9th.
- RTP Gambrel reported that a training will be held on Wednesday, April 30 for those counties who have elected to collect their own data for the SS4A Safety Action Plan.
- RTC voted to adopt the following protocol for its 61 SHIFT sponsorships.
 - Judges, (2) 34
 - Mayors (1) 17 (excluding Lexington since it's represented by MPO)
 - At large (1) 2
 - RTC 8
 - TOTAL 61
- The RTC voted to have a called meeting on Monday, April 28, from noon until 2 PM in the Main Conference room of the Bluegrass Area Development District. The sole purpose of this special meeting is to select the 61 projects allotted to the RTC for SHIFT scoring. This meeting is necessary in order to meet the May 9 deadline for sponsorships to be submitted.

Regional Transportation Committee April 28, 2025, special meeting

- The Regional Transportation Committee had a called meeting for the purpose of selecting its allocation of 61 projects for SHIFT. There were 17 people in person and 19 virtually.
- The 61 projects sponsored by the RTC totaled \$1.6 billion (\$1,624,675,364). Eight of the projects do not yet have an estimated cost.

Regional Transportation Committee May 12, 2025, meeting

- Chairman Atkins opened the meeting with introductions of those in attendance in person (10) and virtually (15). Minutes from regular March 10, 2025, and April 28, 2025, special meeting were approved.
 - Major Daniel Deaton, Richmond Police Department, Support Services Division, PTO Coordinator, Motorcycle Unit Commander AND RTC MEMBER FOR THE CITY OF RICHMOND gave a presentation on motorcycle safety. He spoke about Situational Awareness for Motorcycle Riding.
 - SS4A Safety Action Plan Update: RTP Gambrel report that 32 people attended the data collection workshop on Wednesday, April 30. The data collection process will begin in a few weeks.
 - The RTC voted to move its regular meeting scheduled for September 8, 2025, to August 25, 2025. The change in the meeting date was to meet September 5, 2025, deadline for SHIFT boosts.
 - Representatives of six District Highway Offices (DHOs) presented updates of projects of interest in their respective areas. Present were Districts 5, 6, and 7. A virtual report was made on behalf of District 8 and Allen Stone reported no changes since the last meeting for District 9. No report was received from District 10.
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- Representatives of District Highway Offices (DHOs) presented updates of projects of interest in their respective areas. Present were Districts 5, 7, and 10 who presented and written updates on their districts. Virtual reports were made on behalf of Districts 6, 8 and 9.

Chapter 3: Public Involvement

3.1 Introduction

The Bluegrass ADD will provide public involvement opportunities to allow all citizens 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 an opportunity for all citizens 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 Bluegrass ADD and/or the KYTC. The Bluegrass 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, the Bluegrass 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 and FAST Act requirements for public involvement, the Bluegrass 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 and convene as necessary to complete the tasks assigned to the committee.

The Bluegrass ADD PIP will use a broad-brush approach because there is no overwhelming population center for the traditionally underserved, and the size of these populations is relatively small. Third party group members will be identified across the 17-county area to aid in the outreach efforts of the traditionally underserved. The widespread use of newspapers, radio, and television can be used to potentially reach the underserved. Traveling exhibits may also be utilized during local events and strategically placed locations throughout the region to reach the underserved populations.

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

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

Bluegrass ADD 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 Bluegrass ADD Board of Director's meetings
- Social Networking web-based networks such as Facebook and Twitter may be used to post information about meetings and other transportation related issues
- Conducting local transportation meetings with local officials and interested community leaders
- Using e-mail lists to provide transportation information materials to interested persons and agencies
- Using advisory committees/groups as an extension of the regional transportation committee to include a more diverse group of individuals and representation of the region. This extension group allows for the public involvement/input process to expand beyond the regular committee members

Activities may also include:

- Utilizing the Bluegrass ADD website 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 Bluegrass ADD 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 Bluegrass ADD 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

To expand participation opportunities, the Bluegrass ADD has initiated a list of resources for general and targeted outreach methods for the region. All 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 Bluegrass ADD to include those persons who have been traditionally underserved by the existing transportation system and for the general participation procedures. The ADD maintains a detailed listing of contact information and may be obtained by contacting the ADD transportation planning staff.

1. Third Party Groups

The Bluegrass ADD will seek to increase public outreach to the underserved populations by contacting third party groups and asking for their assistance in creating public awareness concerning transportation related issues. The agencies, groups or people that wish to 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 Organizations
- NAACP
- Hispanic Markets
- Asian Markets
- Housing Authorities
- 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
- Community Action Agencies
- Lexington Red Cross
- Salvation Army
- Japanese American Society of Kentucky
- Immigrant / Non-Native Born Oriented Churches
- Hispanic Association of Lexington
- Urban League
- Social Security Offices
- Bluegrass Council of the Blind
- Special Olympics
- Department of Blind and Hard of Hearing
- Mental Health Organizations

2. Public Meetings

The Bluegrass ADD will hold local or regional public information/input meetings as requested by the Kentucky Transportation Cabinet or by the Regional Transportation Committee to provide additional opportunities for public comments related to transportation issues and the transportation planning process.

3. Bluegrass ADD Website

The Bluegrass ADD Website is located at www.bgadd.org and has a link dedicated to the transportation planning process. The website provides an explanation of the planning process, 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 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. The Bluegrass ADD contains 25 daily, weekly, and “target audience” newspapers such as publications targeting Hispanics.

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.

There are currently 45 radio stations licensed in the region; however, several stations provide programming from outside sources and do not provide news and community information.

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.

There are four commercial broadcast television stations located in the district and seven additional commercial broadcast television stations located out of the district but serving various communities within the district. There are also various cable access channels and local message boards on various information channels operated by local cable providers that may be utilized in creating public awareness.

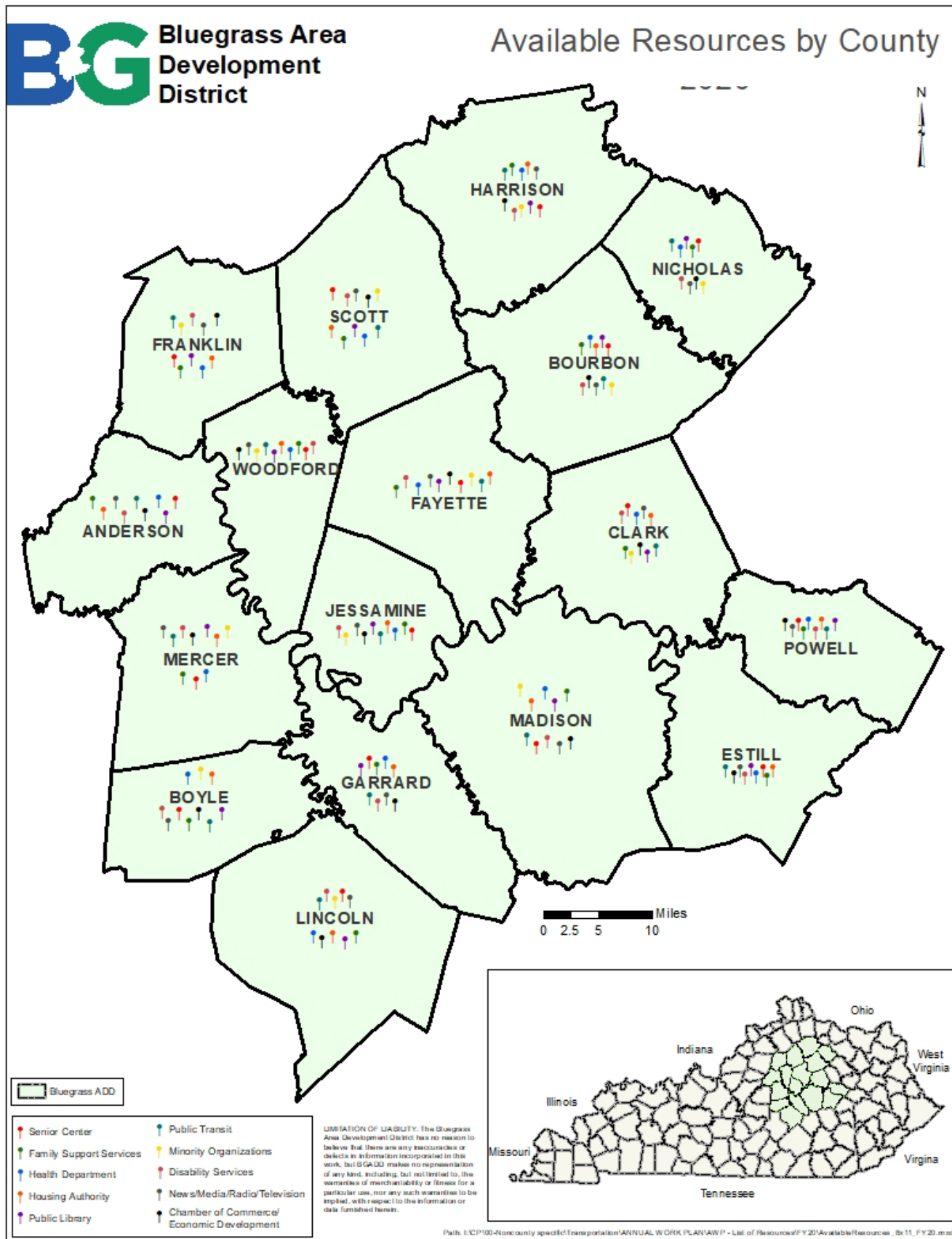
7. Traveling Exhibits

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 Offices
- Area Development Districts
- 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



3.4 Tentative Groups to Address

The following are some of the anticipated groups within the Bluegrass ADD identified for presentations regarding the regional transportation program and its place in the statewide transportation planning process as part of the public outreach and education effort during FY 2025:

- Lexington MPO Bike Ped Advisory Committee
- BGADD Tourism and historic Preservation Committee
- Bike/Ped organizations
- Motorcycle groups
- Senior citizen groups
- Law enforcement agencies
- Fraternal and civil organizations
- School transportation officials, staff and students
- Other Groups Upon Request

Chapter 4: Socioeconomic Profiles

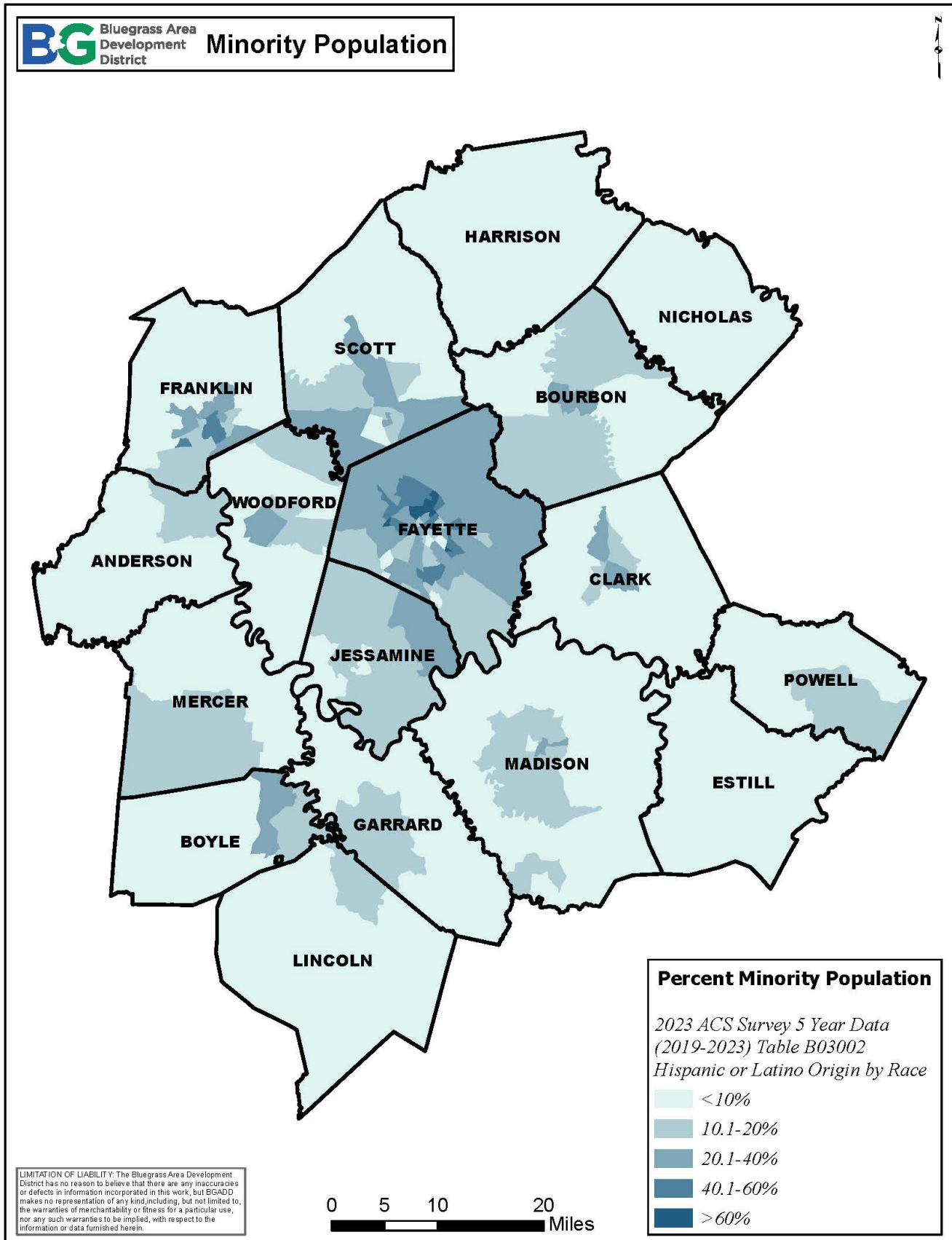
4.1 Introduction

The Bluegrass ADD Transportation Planning 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 Maps of Underserved Populations

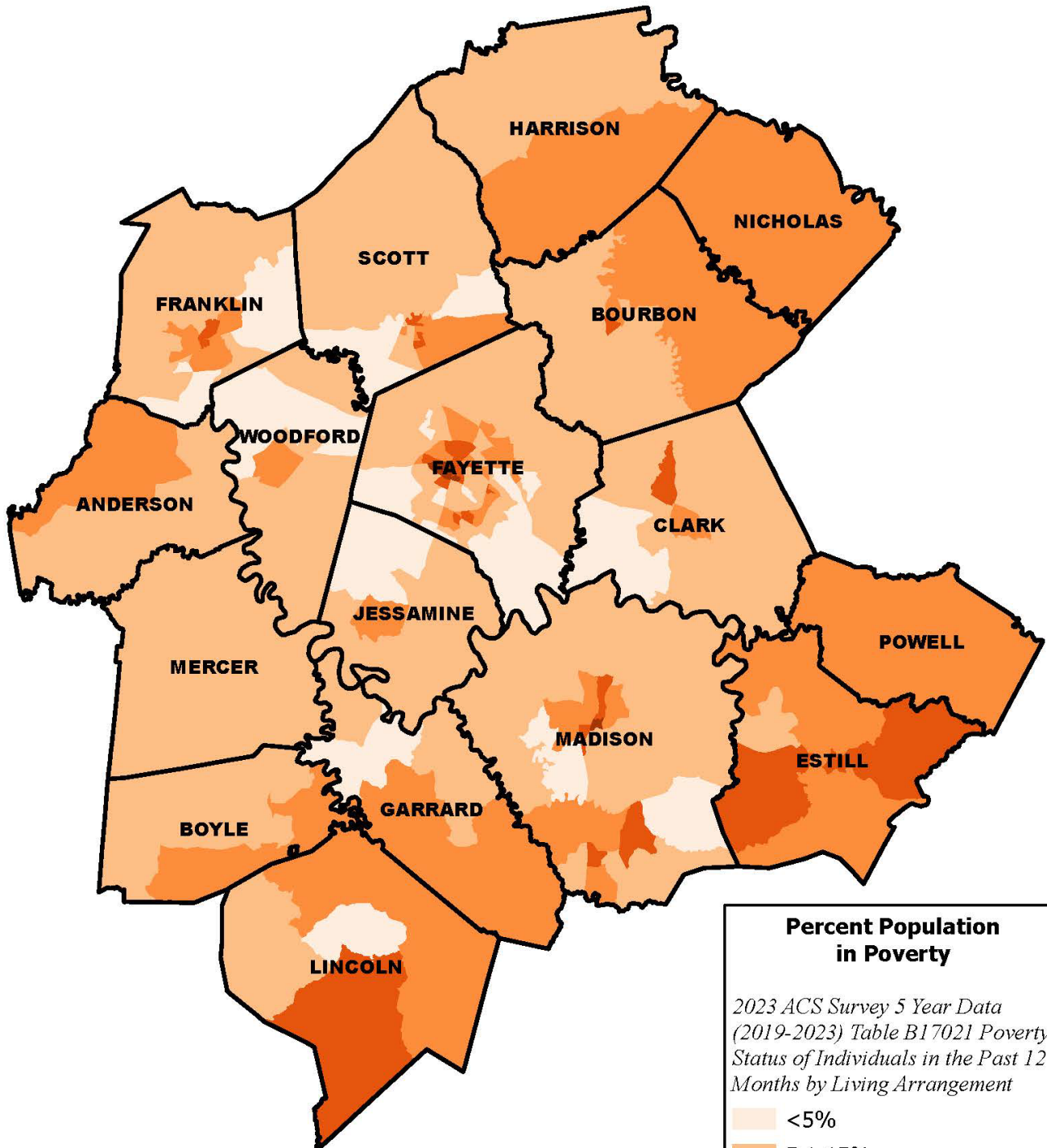




Bluegrass Area
Development
District

Population Under the Poverty Line

2023



Percent Population in Poverty

2023 ACS Survey 5 Year Data
(2019-2023) Table B17021 Poverty
Status of Individuals in the Past 12
Months by Living Arrangement

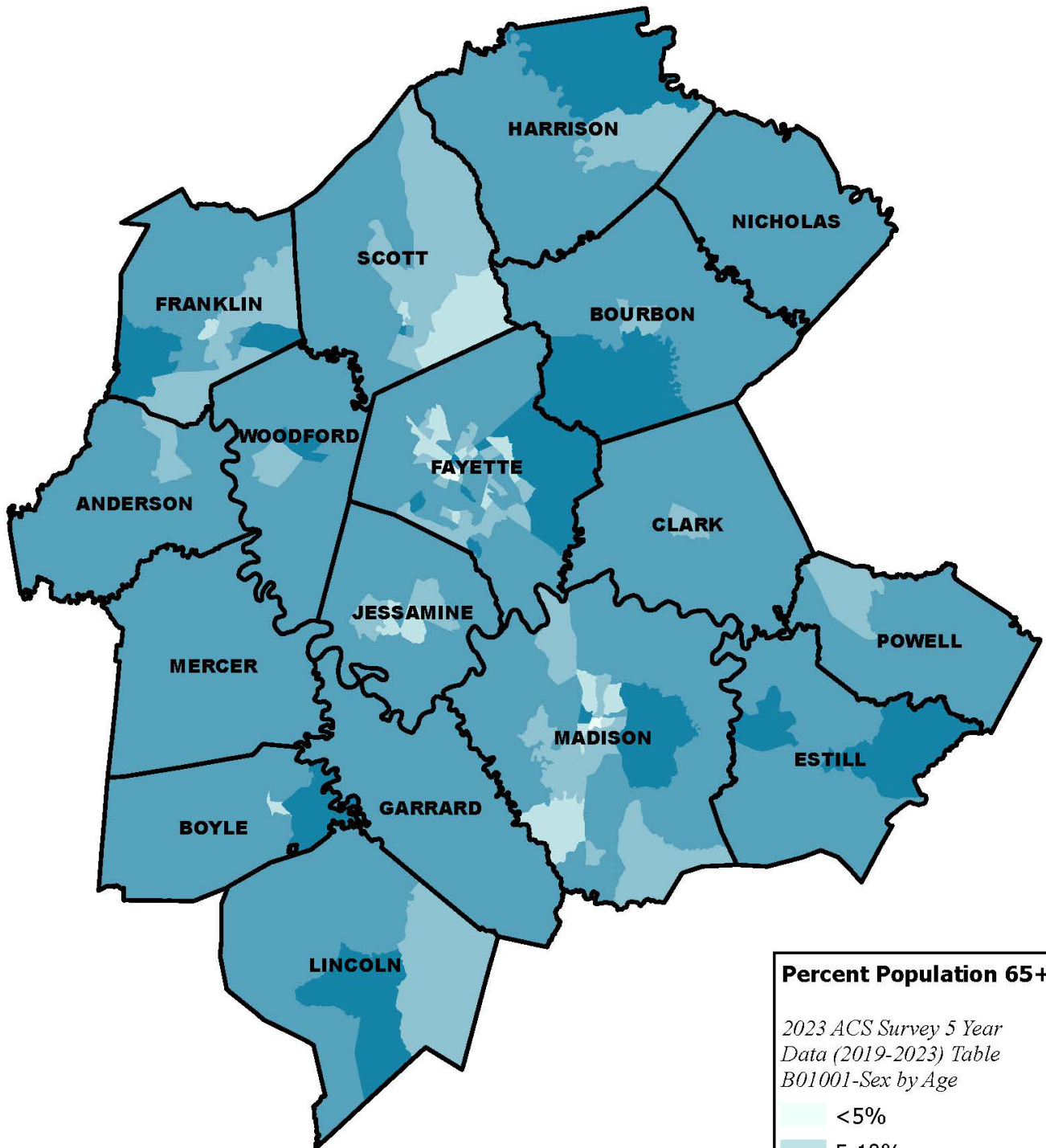
- <5%
- 5.1-15%
- 15.1-25%
- 25.1-50%
- >50%

LIMITATION OF LIABILITY: The Bluegrass Area Development District has no reason to believe that there are any inaccuracies or defects in information incorporated in this work, but BGADD makes no representation of any kind, including, but not limited to, the warranties of merchantability or fitness for a particular use, nor any such warranties to be implied, with respect to the information or data furnished herein.

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Miles

Population Over the Age of 65

North



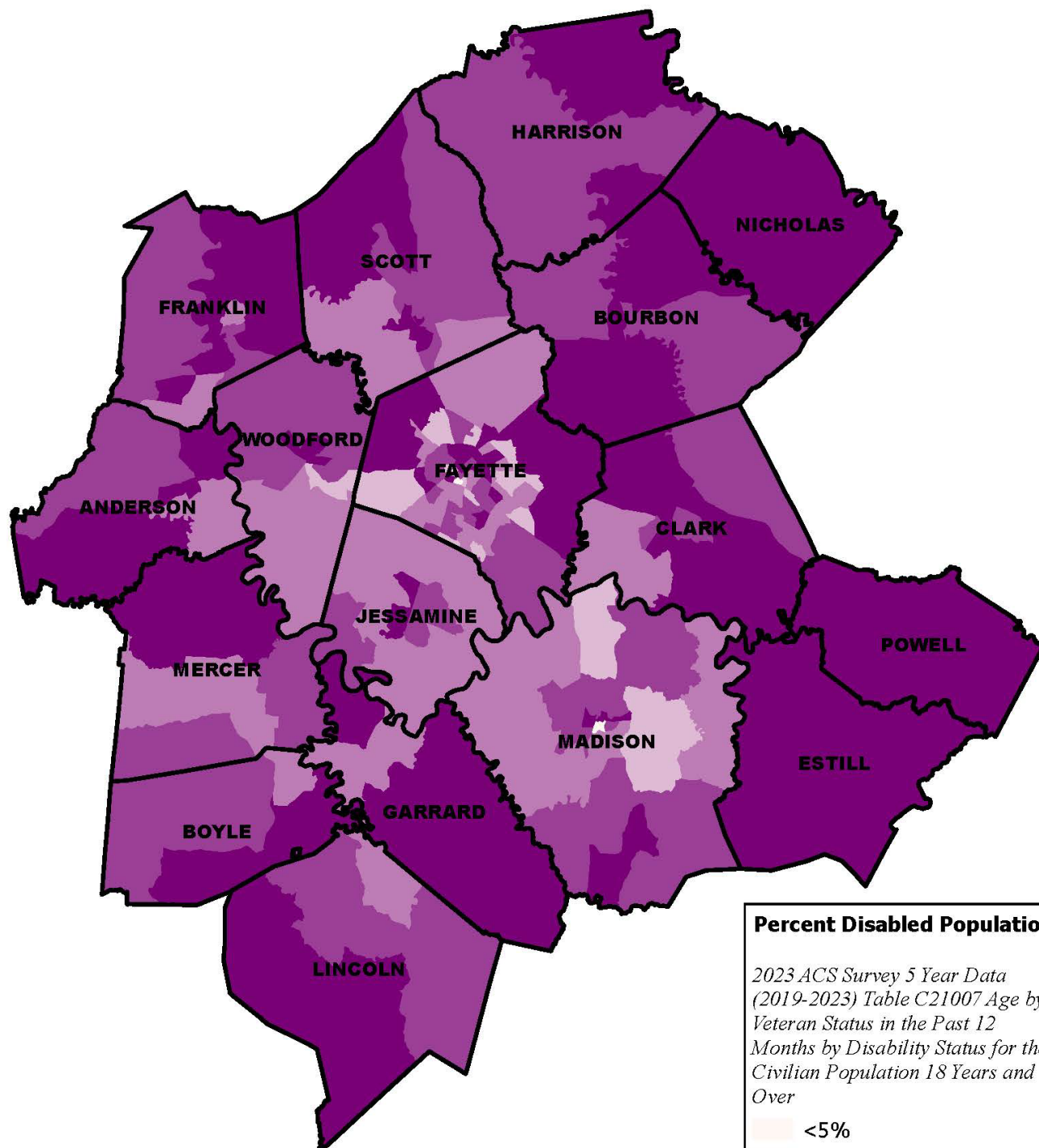
Percent Population 65+

2023 ACS Survey 5 Year
Data (2019-2023) Table
B01001-Sex by Age

- <5%
- 5-10%
- 10.1-15%
- 15.1-25%
- >25%

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Population Percentage with Limited English Proficiency

2023 ACS Survey 5 Year Data
(2019-2023) Table B16004 Age by
Language Spoken at Home by
Ability to Speak English for the
Population 5 Years and Over

- <5%
- 5.1-10%
- 10.1-15%
- 15.1-20%
- >20%

LIMITATION OF LIABILITY: The Bluegrass Area Development District has no reason to believe that there are any inaccuracies or defects in information incorporated in this work, but BGADD makes no representation of any kind, including, but not limited to, the warranties of merchantability or fitness for a particular use, nor any such warranties to be implied, with respect to the information or data furnished herein.

0 5 10 20
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4.3 Summary Quick Facts

Bluegrass Counties Quick Facts

The total population of BGADD is 836,158, which represents 18.49% of the state population estimated at 4,510,725. Fayette County has the highest population in the BGADD region with 321,122 people. Madison is the second most populous county with an estimated population of 94,064. Scott ranks third with a population estimate of 58,269.

Minorities: Overall Fayette County has the highest percentage of racial minorities (32.2%) while Franklin County is second (19.1%). These counties are higher than the state percentage of 17.7%, while the remaining fifteen counties represented in the BGADD fall below the state percentage of minorities.

The lowest concentrations of racial minorities occur in Estill (3.7%), and Nicholas (4.3%) counties. All other counties within the BGADD have at least 6% of their population claim racial minority status. BGADD was above the state average (20.1%).

Below Poverty: The state percentage of adults under the poverty line is 16.1%. There are six counties within the BGADD that have an equal or higher percentage of their respective population, when compared to State percentages, that claim to be below the poverty line: Estill (22.0%), Powell (21.7%), Lincoln (18.5%), Nicholas (18.5%), Garrard (17.1%), and Harrison (16.4%).

Population 65 Years of Age and Older: Ten counties in the BGADD have a higher percentage of persons at least 65 years of age than Kentucky (17.0%). They are Woodford (20.1%), Bourbon (19.5%), Estill (19.4%), Mercer (19.2%), Lincoln (18.9%), Harrison (18.7%), Boyle (18.7%), Franklin (18.4%), Garrard (18.4%), and Clark (18.2%).

Adult Population with a Disability: Nine BGADD counties are above the Kentucky average (21.3%). Those above State average are: Estill (31.9%), Powell (27.1%), Nicholas (24.3%), Clark (23.5%), Harrison (23.1%), Garrard (23.0%), Lincoln (22.9%), Bourbon (22.8%), and Anderson (22.4%)

Limited English Proficiency: BGADD (3.3%) and four counties exceeded the State average of 2.7%. They are Fayette (6.0%), Jessamine (3.2%), Woodford (3.0%), and Franklin (2.8%).

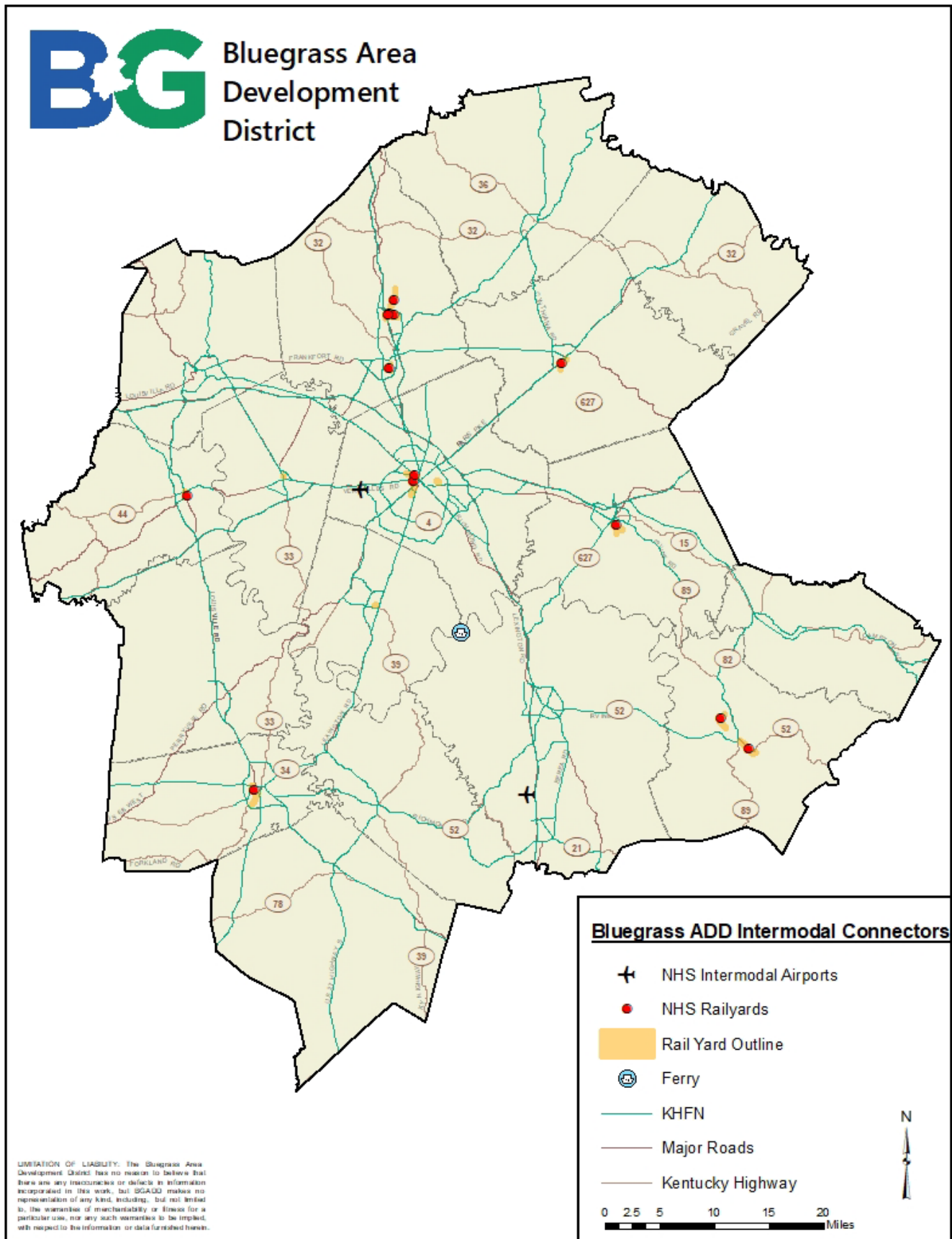
Six counties had under 1% of their over 5 years of age population with LEP and these are: Nicholas (0.1%), Anderson (0.1%), Powell (0.4%), Harrison (0.4%), Lincoln (0.9%), and Clark (0.9%).

Chapter 5: Intermodal 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 including railroads, airports, freight, ferry, bicycle, pedestrian and greenways. The ADD maintains a contact list and email list-serve for those who have interest in the region.

5.2 Map of Intermodal Facilities



Chapter 6: Local Planning Units

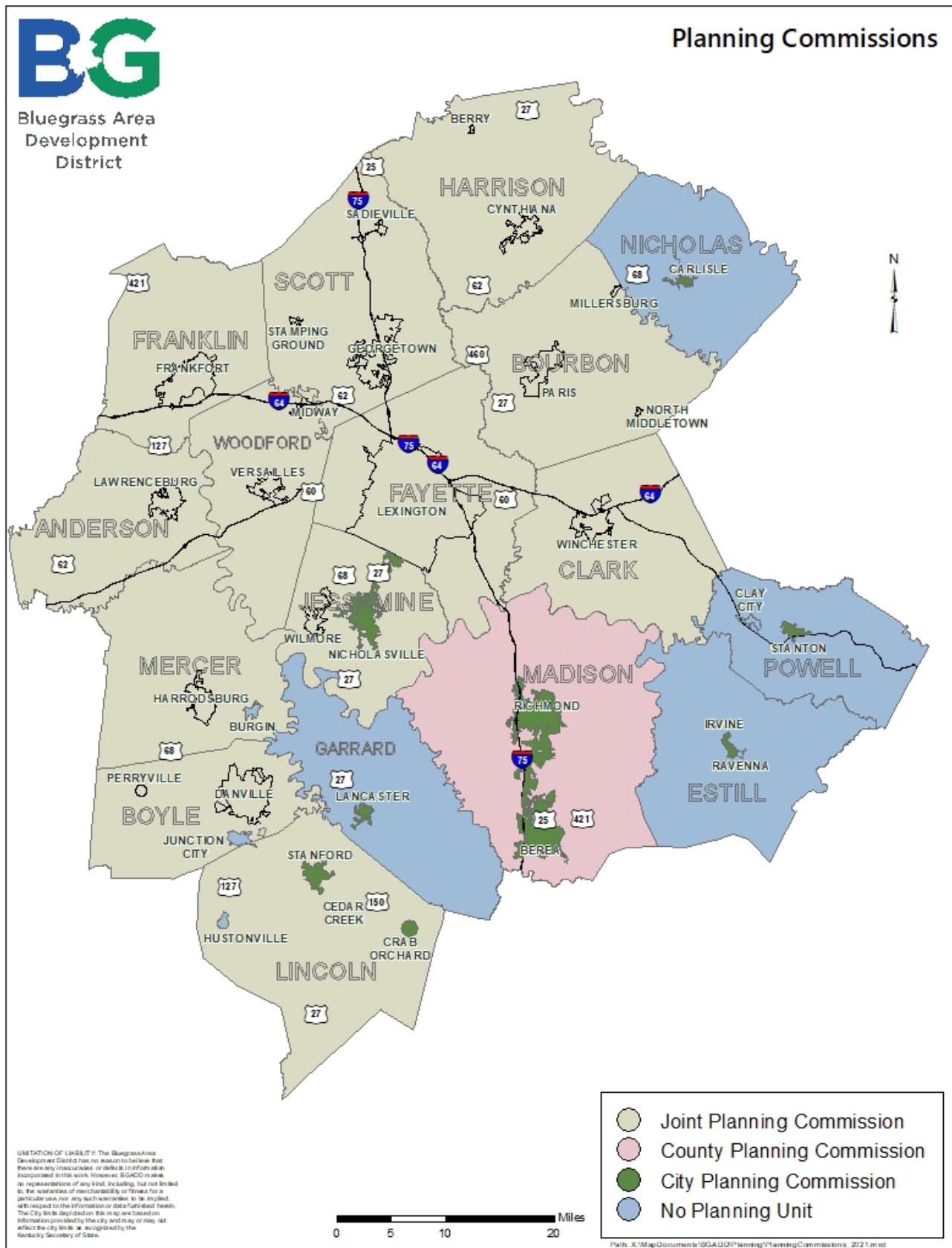
6.1 Introduction

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. Easy access to this information is essential for government agencies such as the Transportation, Economic Development, Energy and Environmental Protection, and Education Cabinets, as well as to the general public.

Comprehensive planning is a decision-making tool for officials and citizens in guiding future growth and development of communities. In Kentucky, KRS mandates 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 planning. 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 Planning Commissions Map



Chapter 7: Transportation Terms and Acronyms

A

Adequacy Rating

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

American Association of State Highway and Transportation Officials (AASHTO)

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

American Public Transit Association (APTA)

The American Public Transportation Association (APTA) is an international organization that has been representing the transit industry for over 100 years, since 1882. Over 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 to provide accessible accommodations for people with disabilities.

Area Development District (ADD)

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

Arterial

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

Association of Metropolitan Planning Organizations (AMPO)

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

B

Bicycle Facilities/Amenities

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

Bicycle Lane (Bike Lane)

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

Bicycle Route (Bike Route)

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

Bikeway

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

C

Census Defined Urbanized Area (UZA)

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

Continuous Highways Analysis Framework (CHAF)

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

Coal Haul

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

Collector

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

Critical Crash Rate Factor (CRF)

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

E

Environmental Justice (EJ)

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

Extended Weight

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

E

Federal Highway Administration (FHWA)

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

Federal Transit Administration (FTA)

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

Fixing America’s Surface Transportation Act (FAST Act)

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. The Lexington area MPO covers Fayette and Jessamine Counties.

Metropolitan Statistical Area (MSA)

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

Mile Point (MP)

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

N**National Highway (NHS)**

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

National Truck Network (NN)

National Truck Network are those routes on the state-maintained road system which have been specifically designated by KYTC and approved by FHWA for use by motor vehicles (trucks) with increased dimensions (e.g., 102 inches wide, 13-6" high, semi-trailers up to 53 feet long, trailers 28 feet long-not to exceed two (2) trailers per truck).

P**Pedestrian**

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

Poverty Level

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

R**Pavement Rideability Index (RI)**

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

Right-of-Way (ROW)

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

S

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

Scenic Byways

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

Shared Use Path

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

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 method 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.

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.

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.

I**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.