

PURCHASE AREA DEVELOPMENT DISTRICT



REGIONAL CONCEPT PLAN



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1. Introduction

The Regional Concept Plan is a process, not just a document. It should be monitored, reviewed, updated, and revised as needs, issues, and technologies change. The plan addresses long-range priorities, i.e., what needs to be addressed in the future and what are the relative importance of the various needs, issues, recommendations, etc. The plan is intended to go beyond just recommending highway projects or other projects. It should meld projects, if desired, and broad concepts such as goals, issues, policies, programs and policies for all modes and interests in the region.

The major activity conducted by the Purchase Area Development District's (PADD) Regional Transportation Program is to support the Kentucky Transportation Cabinet's (KYTC) Statewide Transportation Planning process that was initiated in state fiscal year 1995. The basis for this major activity is the federal authorization bills, Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991, Transportation Equity Act for the 21st Century (TEA-21) passed in 1998, Safe, Accountable, Flexible and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) passed in 2005 and subsequent federal reauthorization bills.

TEA-21 took into account and expanded on legislation from its predecessor ISTEA. SAFETEA-LU addresses challenges such as improving safety and reducing traffic congestion, improving efficiency in freight movement, increasing intermodal connectivity and protecting the environment. While all three bills delegate the responsibility of transportation planning, building, and operating to the state, there are critical components of each piece of legislation that require input at the early stages of the planning process from local governments, communities, interest groups, regional governments and citizens. Among the most continuing provisions are the following:

- Federal reliance on the statewide transportation process, established under ISTEA, as the primary mechanism for cooperative transportation decision making throughout the state.
- 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 PADD Regional Concept Plan was designed to meet those requirements by presenting the framework for specific transportation policies, objectives and actions identified by the PADD Regional Transportation Committee (RTC). It also sets direction for future planning and decision making by the RTC.

The purpose of this plan is to involve local leaders, public officials, and the general public in the transportation planning process. It is designed to develop a working

relationship between local leaders, transportation officials and planners, and concerned citizens, with the goal of creating an open environment, allowing for open and informed public input, so those transportation plans receive local acceptance and support.

This plan should help identify a future vision of regional transportation plans and issues. It should help generate a more general consensus of those plans and issues and facilitate decision making and action upon those plans and issues. The process should create a current and future transportation action plan that can be reviewed and monitored over time.

The Purchase Region continues to grow each year in both population and quality of life. For the region to continue to have quality growth, a well-planned and maintained transportation plan will be vital to the region's needs. The current transportation system will need to be evaluated and monitored by all involved and decisions made on what needs and issues will be most important for the area.

The planning process is initiated through the PADD RTC, which serves as a subcommittee of the PADD Board of Directors. The RTC consists of representatives from city and county governments, intermodal facilities, commerce and economic development officials, freight industry, school transportation, the general public and a representative from the KYTC District 1. An advisory committee made up of various representatives from other organizations including but not limited to: public transportation, health departments, state and local law enforcement, emergency management, senior citizen groups, environmental agencies, bikeway and greenway coordinators, minority and low-income populations, various civic groups and businesses, and the general public provide additional input in the transportation planning process to the regional committee. The committee will identify present and future needs of the region by use of the statewide transportation planning process, which includes the Unscheduled Projects List, the Long Range Plan, the KYTC Highway Plan, RTC project priorities and rankings, public input and numerous other information sources and data (i.e. adequacy ratings, traffic counts, crash data, demographic, economic and social data, etc). The committee will strive to create environments for open and informed public input through a series of public meetings. Coordination with other agencies may also be necessary.

To reiterate, *the goal of this plan is to involve local leaders, public officials, and the general public in the transportation planning process.* This group should work together to create a future vision of regional transportation plans and issues. This plan should help communities develop a better understanding of the transportation needs that will create unlimited opportunities for them to grow and improve their way of life. This plan should work to implement the transportation issues that most concern the region; safety, maintenance, planning, commercial access, environmental issues, and tourism, along with the environmental factors designated by TEA-21 and SAFETEA-LU into each project and transportation plan. By providing information, education, and feedback from communities the process should give the KYTC a clearer understanding of the most

supported transportation needs for the Purchase Region. A more effective use of transportation dollars should come with this clearer understanding.

The PADD Regional Transportation Concept Plan was adopted by the transportation committee on March 23, 2005. The plan will need to be reviewed and updated on an annual basis and appropriate revisions will be made by the committee.

2. Purchase Area Development District

Purchase Area Development District is one of fifteen Area Development District offices in the state of Kentucky. PADD is located at 1002 Medical Drive, Mayfield, Kentucky 42066. The PADD is a multi-county planning and development agency serving the eight western-most counties of the state including Ballard, Calloway, Carlisle, Fulton, Graves, Hickman, Marshall, and McCracken (Figure 2.1). The District's eight counties and nineteen cities extend 60 miles east to west and 50 miles north to south. The Purchase Area covers 2400 square miles of land has a population of almost 200,000 people and was named for its inclusion in the Jackson Purchase bought by the United States from the Chickasaw Indians in 1818. It is bordered to the north by Illinois, south by Tennessee, west by Missouri, and east by the Pennyryle Region of Kentucky. The region is unique from other parts of the state, in that three of its borders are navigable waterways; the Ohio River, Mississippi River, Tennessee River and Kentucky Lake.

The PADD was organized in 1969 under the Public Works and Economic Development Act of 1965 and was recognized as a comprehensive planning and development agency under the Governor's Executive Order 69.653 that same year.

All ADDs are supported by federal, state and local agencies and governed by a Board of Directors comprised of elected officials and citizen members. Serving as a link to form a true federal/state/local partnership, the PADD role is to provide regional coordination, technical assistance to local governments and support for community development programs and projects.

The PADD Board of Directors and its committees are comprised of mayors, judge/executives, and citizen members broadly representing the region, based on demographics and population. Attention is focused on several areas including transportation, tourism, health care, aging, job training, natural resources, human services, housing, and economic development.

The PADD staff consists of an executive director, planners, and specialists in administration, project development, federal programs and transportation. The PADD helps to revitalize the local and regional economy, work with public and private sectors to provide employment opportunities, and promotes economic development in the region. The PADD serves as a catalyst bringing together business and industry, private lending institutions, and government to form new partnerships for economic growth in the Purchase Area.

This concept plan focuses on the transportation planning effort. The Regional Transportation Program is a coordination of the public review and input process, which is incorporated into the Statewide Transportation Plan. This process was established to identify, evaluate, and prioritize transportation needs for possible implementation in the future.

Jackson Purchase Region

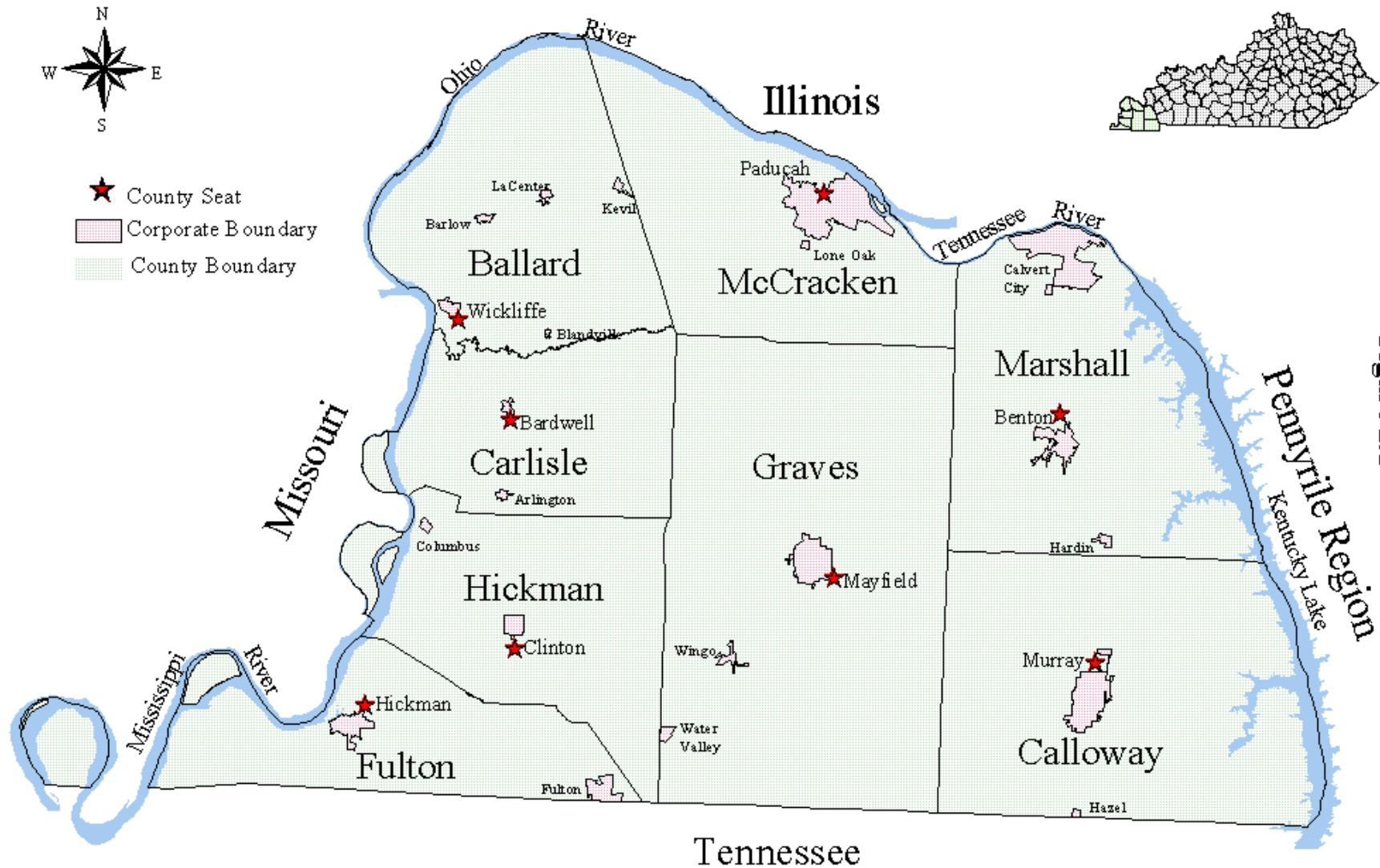


Figure 2.1

3. Regional Census Data Summary

The following tables illustrate the 2000 Census Data numbers comparing the Purchase Region to the state of Kentucky and the United States. The data figures indicate Race, Poverty Levels and Age 62+. The 9.5% minority population is significantly less than that of the United States (30.9%) but is comparable to the state percentages (9.4%) as shown in Table 3.1.

Table 3.1 Regional 2000 Census Data by Race

	United States	Kentucky	Purchase Region
Total Population	281,421,906	4,041,769	193,495
White	194,514,140	3,610,112	175,186
Black or Africa America	33,707,230	291,735	12,663
Hispanic or Latino	35,238,481	56,414	2,213
American Indian or Alaska Native	2,091,206	8,424	346
Asian	10,067,813	28,697	932
Native Hawaiian and Other Pacific Islander	342,743	947	0
Some other race	447,552	3,303	79
Two or more races	5,012,741	42,137	2076
Total Minority Population	86,907,856	431,657	18,309
% Minority Population	30.9	9.4	9.5

Source: US Census Bureau, Census 2000

Table 3.2 indicates data for poverty level. The region percentage of 15% is just slightly below the state percentage (15.8%), and is 2.6% higher than the percentage for the United States (12.4%).

Table 3.2 Regional 1999 Census Data by Poverty Level

	United States	Kentucky	Purchase Region
Total Population	273,882,232	3,927,047	186,722
Population Below Poverty Level	33,889,812	621,096	27,972
% Population Below Poverty Level	12.4	15.8	15.0

Source: US Census Bureau, Census 2000

Population numbers for Age 62+ are listed in Table 3.3. The region percentage of 19.2% is higher than both the state (14.9%) and the United States (14.7%).

Table 3.3 Regional 2000 Census Data for Age 62+

	United States	Kentucky	Purchase Region
Total Population	281,421,906	4,041,769	193,495
# Persons Age 62+	41,251,503	601,361	36,930
% Persons Age 62+	14.7	14.9	19.2

Source: US Census Bureau, Census 2000

4. County Profile Summary

Ballard County

Ballard County is located in the northwestern part of the region. It is bordered on the north by the Ohio River, the west by the Mississippi River, the south by Carlisle County and the east by McCracken County. The county population is 8,300 and is 251 square miles in size. Wickliffe is the county seat and had a 2000 population of 775.

Calloway County

Calloway County is situated in the southeast portion of the region, and has an area of 386 square miles. It is bordered on the south by Tennessee, the north by Marshall County, the west by Graves County and on the east by the Kentucky Lake. The county population is 34,000. Murray is the county seat and had a 2000 population of 15,000. Murray is home to Murray State University.

Carlisle County

Carlisle County is located in the western portion of the region. It is bordered on the west by the Mississippi River, the east by Graves County, the south by Hickman County and the north by Ballard County. The county covers a land area of 192 square miles and has a population of 5,400. Bardwell is the county seat and had a 2000 population of 802.

Fulton County

Fulton County is located in the extreme southwest corner of the Purchase Region. The county is bordered to the south by Tennessee, the northeast by Hickman County, the northwest by the Mississippi River. Fulton County covers a land area of 209 square miles and has a population of 7,800.

Hickman is the county seat and is situated on the Mississippi River. The 2000 population was 2,500.

Fulton, the larger of two incorporated cities in Fulton County, is located on the Kentucky-Tennessee state line, adjacent to South Fulton in Obion County, Tennessee. Fulton had a 2000 population of 2,800.

Graves County

Graves County is situated in the center of the Purchase Region, and is bordered on the south by Tennessee, the north by McCracken County, the west by Carlisle and Hickman Counties and the east by Marshall and Calloway Counties. Graves County, the largest county in the region, covers 555 square miles and has a population of 37,000. Mayfield is the county seat and has a population of 10,000.

Hickman County

Hickman County is located in the western portion of the region and covers a land area of 244 square miles. It is bordered to the west by the Mississippi River, the east by Graves County, the south by Fulton County and the north by Carlisle County. The population is 5,300. Located in the county in the city of Columbus is the Columbus-Belmont State Park. Clinton is the county seat and had a 2000 population of 1,400.

Marshall County

Marshall County is located in the northeast corner of the region. It is bordered on the north by the Tennessee River, the south by Calloway County, the west by McCracken and Graves Counties and the east by Kentucky Lake. It has a land area of 304 square miles and a population of 30,000. Kentucky Dam Village State Park and Ken Lake State Park are located in the county. Benton is the county seat and had a 2000 population of 4,200.

McCracken County

McCracken County is located in the north central portion of the region and covers a land area of 251 square miles. It is bordered to the north by the Ohio River, the northeast by the Tennessee River, the south by Graves County and the east by Marshall County. It is the largest populated county in the region with a population of 65,500.

Paducah is the county seat and is the major economic center and the largest urban area in the region. Paducah is located at the confluence of the Ohio and Tennessee Rivers and had a 2000 population of 26,000.

County & City Census Profile

Listed in Tables 4.1 and 4.2 are the census numbers for each of the eight counties. Table 4.3 includes census numbers for each of the twenty-one cities in the region. Census numbers are based on the Census 2000 figures for Race, Age, Poverty Level and Household numbers.

Table 4.1 County Profile by Race & Age

	Ballard	Calloway	Carlisle	Fulton	Graves	Hickman	Marshall	McCracken
Land Area – Square Miles	251	386	192	209	555	244	304	251
County Seat	Wickliffe	Murray	Bardwell	Hickman	Mayfield	Clinton	Benton	Paducah
Total Population	8,286	34,177	5,351	7,752	37,028	5,262	30,125	65,514
By Race:								
White	7,898	31,950	5,232	5,823	34,335	4,649	29,694	56,841
Black or African American	238	1,218	51	1,798	1,645	524	37	7,128
American Indian and Alaska Native	7	67	22	9	75	15	51	142
Asian	15	456	4	24	73	3	45	337
Native Hawaiian and other Pacific Islander	2	10	0	0	5	0	3	34
Some Other Race	7	157	12	25	483	9	66	260
Two or more Races	119	319	30	73	412	65	229	772
Hispanic or Latino	52	473	44	56	888	54	229	694
Total Minority Population	440	2,700	163	1,985	3,581	670	660	9,367
% Minority Population	5.3	7.9	3.0	25.6	9.7	12.7	2.2	14.3
Selected Age Groups								
Under 5	501	1,676	318	503	2,447	283	1,532	3,984
5-19	1,598	6,624	1,092	1,646	7,567	993	5,728	12,892
20-24	438	4,868	259	469	2,111	247	1,547	3,612
25-34	1,046	4,122	674	888	4,651	628	3,521	8,126
35-44	1,252	4,295	740	1,086	5,469	775	4,619	10,258
45-54	1,178	4,111	750	1,028	4,994	727	4,271	9,690
55-59	513	1,838	289	431	2,110	327	1,864	3,734
60-64	416	1,519	251	341	1,721	310	1,772	2,773
65 & Over	1,344	5,124	978	1,360	5,958	972	5,271	10,445
18 & Over	6,375	27,771	4,100	5,824	27,960	4,100	23,565	50,199
Median Age	39.6	34.5	39.5	38.5	38.1	40.9	40.9	39.2
Total Male	4,091	16,488	2,610	3,621	18,041	2,511	14,760	31,122
Total Female	4,195	17,689	2,741	4,131	18,987	2,751	15,365	34,392
Population Projections								
2010	8,868	37,313	5,530	7,419	41,071	4,987	32,970	67,329
2015	9,142	38,631	5,605	7,257	43,261	4,853	34,325	67,926
2020	9,413	39,790	5,687	7,089	45,573	4,712	35,607	68,329
2025	9,656	40,846	5,759	6,907	47,907	4,549	36,736	68,391
2030	9,857	41,932	5,807	6,706	50,203	4,360	37,677	68,004

Source: US Census Bureau, Census 2000

Table 4.2 County Profile by Household & Poverty Level

	Ballard	Calloway	Carlisle	Fulton	Graves	Hickman	Marshall	McCracken
Households and Persons Per Household								
In Households	8,126	31,181	5,292	7,494	36,263	5,111	29,553	64,180
In Group Quarters	160	2,996	59	258	765	151	572	1,334
Total Households	3,395	13,862	2,208	3,237	14,841	2,188	12,412	27,736
Family Households	2,415	8,594	1,575	2,115	10,562	1,542	8,993	18,457
Non-Family	980	5,268	633	1,122	4,279	646	3,419	9,279
Avg. Household Size	2.39	2.25	2.4	2.32	2.44	2.34	2.38	2.31
Avg. Family Size	2.85	2.79	2.88	2.92	2.92	2.82	2.83	2.86
Income:								
Total Personal Income (\$000)	209,766	805,952	124,658	170,639	769,724	153,057	699,087	1,827,761
Per Capita Income	25,273	23,610	23,309	22,144	20,785	29,170	23,197	27,924
Farm Income (\$000)	13,242	32,067	10,292	13,009	13,176	52,104	7,349	11,224
Earnings by Place of Work (\$000)	148,148	549,682	40,401	115,204	447,174	92,000	472,159	1,394,412
1999 - Median Household Income	32,130	30,134	30,087	24,382	30,874	31,615	35,573	33,865
Poverty Rates for Persons, Children and Seniors - 1999								
% of Persons	13.6	16.6	13.1	23.1	16.4	17.4	9.5	15.1
% of Related Children (0-17)	19.3	17.7	17.4	32.3	21.7	27.7	11.6	21.9
% of Seniors (65+)	15.4	10.0	11.0	16.0	14.0	13.8	10.9	12.3
Civilian Labor Force Estimates - 2001								
Civilian Labor Force	4,247	17,736	2,740	3,408	17,644	2,469	14,790	33,488
Employment	3,931	16,808	2,573	3,164	16,352	2,316	13,694	31,971
Unemployment / %Rate	316 / 7.4	928 / 5.2	167 / 6.1	244 / 7.2	1,292 / 7.3	153 / 6.2	1,096 / 7.4	1,517 / 4.5
Educational Attainment:								
High School Graduate or Higher (%)	76.3	77.9	73.4	69.5	73.4	64.4	76.9	80.3
Bachelors Degree or Higher (%)	10.6	24.0	10.6	11.5	12.6	8.8	13.7	18.1

Source: US Census Bureau, Census 2000

Table 4.3 City Profile 2000 Census Data by Race, Age, & Poverty Level

	Arlington	Bardwell	Barlow	Benton	Blandville	Calvert City	Clinton
Total Population	404	802	731	4,207	98	2,758	1,422
By Race:							
White	390	773	672	4,062	88	2,713	951
Black or African American	13	27	33	29	6	0	441
American Indian and Alaska Native	0	0	0	26	0	23	5
Asian	0	0	2	7	0	9	4
Native Hawaiian and other Pacific Islander	0	0	0	0	0	0	0
Some Other Race	1	0	0	16	0	0	2
Two or more Races	0	2	24	67	4	13	19
Total Minority Population	14	29	59	145	10	45	471
% Minority Population	3.5	3.6	8.1	3.6	10.2	1.6	33.1
Selected Age Groups:							
Under 5	43	46	61	225	18	144	84
5-19	64	176	121	717	12	473	257
20-24	20	46	27	299	13	133	81
25-34	39	96	144	491	18	267	141
35-44	42	73	88	588	18	432	200
45-54	51	100	76	480	0	377	179
55-59	32	32	31	169	10	217	54
60-64	24	46	29	191	9	176	63
65 & Over	89	187	154	1,047	0	539	363
Total Male	203	342	347	1,945	36	1,328	608
Total Female	201	460	384	2,262	62	1,430	814
Educational Attainment:							
High School Graduate or Higher	158	345	340	1,638	42	1,268	477
Bachelors Degree or Higher	16	51	35	548	0	282	78
Income:							
1999 Median Household Income	17,813	21,406	23,333	35,250	15,625	41,107	21,875
1999 Median Family Income	28,750	25,500	28,214	52,396	40,750	48,098	27,847
1999 Per Capita Income	13,561	14,976	15,564	18,660	12,440	22,473	15,236
Poverty Status:							
Persons in Poverty	118	194	135	418	23	182	401
Children (0-17)	41	73	46	104	11	38	161
Seniors 65+	30	31	15	15	0	44	52

Source: US Census Bureau, Census 2000

Table 4.3 City Profile 2000 Census Data by Race, Age, & Poverty Level (continued)

	Columbus	Fulton	Hardin	Hazel	Hickman	Kevil	LaCenter
Total Population	231	2,821	560	444	2,517	562	1,052
By Race:							
White	161	1,897	547	421	1,598	562	950
Black or African American	70	585	0	23	891	0	81
American Indian and Alaska Native	0	0	7	0	0	0	0
Asian	0	0	0	0	0	0	0
Native Hawaiian and other Pacific Islander	0	0	0	0	0	0	0
Some Other Race	0	0	0	0	0	0	3
Two or more Races	0	66	6	0	28	0	0
Total Minority Population	70	651	13	23	919	0	84
% Minority Population	30.3	23.1	2.3	5.2	36.5	0.0	8.0
Selected Age Groups:							
Under 5	17	199	42	23	142	33	63
5-19	47	554	108	107	588	107	207
20-24	13	192	35	12	199	7	64
25-34	26	262	74	48	348	91	101
35-44	56	375	75	99	356	83	144
45-54	19	378	56	43	286	95	111
55-59	12	100	34	14	169	23	52
60-64	17	125	36	25	81	26	50
65 & Over	24	636	100	73	348	97	260
Total Male	108	1,094	239	196	1,212	260	480
Total Female	123	1,727	321	248	1,305	302	572
Educational Attainment:							
High School Graduate or Higher	91	1,175	211	206	892	290	393
Bachelors Degree or Higher	2	239	23	43	104	43	60
Income:							
1999 Median Household Income	25,313	23,345	20,833	28,289	21,655	32,417	27,188
1999 Median Family Income	29,844	27,625	25,893	33,500	27,384	44,688	36,250
1999 Per Capita Income	11,766	16,200	11,690	13,689	11,573	16,974	14,317
Poverty Status:							
Persons in Poverty	21	682	137	52	628	85	159
Children (0-17)	7	259	57	19	219	27	68
Seniors 65+	2	102	17	8	65	14	21

Source: US Census Bureau, Census 2000

Table 4.3 City Profile 2000 Census Data by Race, Age, & Poverty Level (continued)

	Lone Oak	Mayfield	Murray	Paducah	Water Valley	Wickliffe	Wingo
Total Population	502	10,330	15,081	26,275	308	775	553
By Race:							
White	424	8,480	13,170	19,169	286	723	533
Black or African American	27	1,211	1,025	6,499	14	16	8
American Indian and Alaska Native	0	30	41	74	0	3	0
Asian	8	66	441	72	0	0	0
Native Hawaiian and other Pacific Islander	0	0	0	0	0	0	0
Some Other Race	39	291	49	115	2	0	3
Two or more Races	4	252	355	346	6	33	9
Total Minority Population	78	1850	1911	7106	22	52	20
% Minority Population	15.5	18.0	12.7	27.0	7.1	6.7	3.6
Selected Age Groups:							
Under 5	18	707	645	1,735	16	21	51
5-19	106	1,788	2,838	4,851	70	118	112
20-24	49	727	3,634	1,597	16	53	25
25-34	56	1,142	1,804	3,181	31	106	57
35-44	89	1,375	1,309	3,856	49	102	75
45-54	48	1,204	1,392	3,411	41	129	74
55-59	29	505	577	1,418	19	42	26
60-64	17	502	517	991	17	67	25
65 & Over	90	2,380	2,365	5,235	49	137	108
Total Male	261	4,737	7,040	11,968	144	426	236
Total Female	241	5,593	8,041	14,307	164	349	317
Educational Attainment:							
High School Graduate or Higher	221	3,604	3,735	10,502	135	336	193
Bachelors Degree or Higher	55	1,142	2,715	3,362	4	69	51
Income:							
1999 Median Household Income	31,250	20,400	25,647	26,137	26,071	28,750	28,083
1999 Median Family Income	35,938	27,463	41,331	34,092	33,750	35,417	30,500
1999 Per Capita Income	17,512	15,327	15,389	18,417	14,387	17,273	17,526
Poverty Status:							
Persons in Poverty	77	2,720	2,687	5,621	65	115	92
Children (0-17)	25	941	419	1,979	29	24	26
Seniors 65+	10	337	197	786	7	35	14

Source: US Census Bureau, Census 2000

5. Statewide Transportation Planning Process

The purpose for establishing and maintaining a statewide transportation planning process (long range element) is to identify, evaluate, and prioritize transportation needs for possible future implementation as consistent with ISTEA, TEA-21, SAFETEA_LU and subsequent regulations.

The various aspects of Kentucky's transportation planning process include:

1. The unscheduled highway projects process,
2. The one monitoring and six management systems mandated by ISTEA,
3. The long-range transportation planning processes conducted by the Metropolitan Planning Organizations (MPOs), and the Area Development Districts (ADDs)
4. The long-range element of the Statewide Transportation Plan (STP),
5. The short-range transportation improvement programs formulated by the MPOs, and ADDs
6. The short-range element of the STP or Statewide Transportation Improvement Program (STIP)

The relationships of these various aspects are as follows:

- The unscheduled highway projects process and the monitoring and management systems identify, evaluate, and prioritize transportation needs.
- The transportation needs with a relatively high priority coming from the unscheduled highway needs process and the monitoring and management systems are combined with the transportation needs formulated by the MPOs and ADDs to comprise the Statewide Transportation Plan. The STP is a 20-year planning document.
- The Statewide Transportation Plan has two major elements: (1) a long-range element or plan and (2) a short-range improvement program. The relatively high priority transportation needs which do not have a specific funding commitment are included in the long-range element or plan. This long-range plan is a fourteen-year planning document that also includes those long-range needs formulated by the MPOs and ADDs. The highest priority transportation needs are accompanied by a specific funding commitment are included in the Statewide Transportation Improvement

Program. This program is a six-year programming document that also includes those short-range improvements designated by the MPOs.

The responsibility for conducting the various aspects of the transportation planning process falls mainly on four groups: ADDs, MPOs, KYTC Central Office (CO), and KYTC District Offices (DOs). The various aspects and the primary responsible groups are as follows:

Unscheduled Highway Projects Process	CO, DOs, ADDs
Monitoring and Management Systems	CO, MPOs
Urbanized Area Long-Range Plans	MPOs
Statewide Transportation Plan (Long-Range Element)	CO, DOs, ADDs
Urbanized Area Short-Range Improvement Programs	MPOs
Statewide Transportation Plan (Short-Range Element) or Statewide Transportation Improvement Program	CO, DOs

STATEWIDE TRANSPORTATION PLAN

The State must develop a long-range (20-year) transportation plan that provides consideration for all modes of transportation for all areas of the State. In developing the plan, the State must provide citizens and affected public agencies with a reasonable opportunity to comment on the proposed plan.

As previously shown, the groups mainly responsible for conducting activities in support of the Statewide Transportation Plan (Long-Range Element) are the ADDs, KYTC District Offices, and the KYTC Central Office. The primary responsibility for preparing the Statewide Transportation Plan belongs to the KYTC Central Office.

RESPONSIBILITY OF NON – MPO AND MPO COUNTIES

The Kentucky Transportation Cabinet contracts with the fifteen Area Development Districts throughout the state to provide for local involvement of non – urbanized areas in the statewide planning process. The Purchase Area Development District planning process includes the counties of Ballard, Calloway, Carlisle, Fulton, Graves, Hickman, McCracken and Marshall. Additionally, the KYTC coordinates urban area planning with the seven Metropolitan Planning Organizations (MPOs).

MANAGEMENT SYSTEMS

In addition to carrying out the statewide and metropolitan planning requirements, the state must develop, establish, and implement six management systems as follows:

PAVEMENT MANAGEMENT SYSTEM

A work plan that identifies major activities and responsibilities for management of pavement by conducting detailed pavement condition evaluations and measurements of roughness, rut depth, skid resistance, and deflections for structural analysis of all Federal-aid highways. The overall system involves the functions of planning, budgeting, design, construction, materials and maintenance.

BRIDGE MAINTENANCE SYSTEM

A work plan to formalize objectives, identify major activities and responsibilities and schedule implementation for bridge management for all public bridges.

SAFETY MANAGEMENT SYSTEM

A work plan to reduce the number and severity of traffic crashes for all highways.

CONGESTION MANAGEMENT SYSTEM

A work plan to identify and reduce transportation congestion and to provide decision makers information for selecting and implementing cost effective strategies to manage new and existing facilities so that traffic congestion is alleviated and mobility of persons and goods is enhanced.

INTERMODAL MANAGEMENT SYSTEM

A work plan to promote intermodal transportation throughout the state.

PUBLIC TRANSPORTATION MANAGEMENT SYSTEM

A work plan to generate information for input into metropolitan and statewide transportation process to better serve regional and statewide decision-making.

TRAFFIC MONITORING SYSTEM FOR HIGHWAYS (TMS)

TMS is a process for collection, analysis, summary, and retention of highway related traffic data. The TMS is an outgrowth of the current traffic collection and monitoring activities within the KYTC Division of Planning. The TMS will increase the number and frequency of collection activities, especially on the National Highway System.

5a. Role of the PADD and Regional Transportation Planning Committee In the Statewide Transportation Planning Process

The PADD is responsible mainly for the analysis of data, identification and evaluation of needs in their region, and the subsequent evaluation and prioritization/ranking of projects in the Unscheduled Projects List (UPL) for possible inclusion in the Six-Year Highway Plan and the coordination of public input.

The KYTC provides an annual scope of work. All of the items in the scope generally are related to the Long-Range Element of the Statewide Transportation Plan and the Unscheduled Projects List.

The Purchase Area Development District's role in the statewide transportation planning process is to:

- Work with the Regional Transportation Planning Committee to evaluate and prioritize all transportation needs concerned with all modes of transportation in the region.
- Identification of new needs
- Prioritization/ranking of all unscheduled projects
- Establish a public involvement process that will involve diverse interest groups in the statewide transportation planning process – involving all modes of transportation.
- Provide coordination with other planning activities in the region.
- Complete the various tasks described in its annual scope of work.

The role of Regional Transportation Planning Committee is to provide input into this regional and statewide process. The committee is comprised of a diverse group of interest that impact or are impacted by the transportation system. As mentioned above, the committee will work with the Purchase Area Development District in evaluating and prioritizing needs concerned with all modes of transportation.

EVALUATION OF REGIONAL TRANSPORTION SYSTEM AND EVALUATION OF CURRENT UPL NEEDS UTILIZING DATA ANALYSIS TOOLS

The purpose of evaluating the regional transportation system and current UPL is to analyze the data and determine the “need” for a project, assess the relative impacts on a comprehensive set of planning factors identified in federal regulations and state guidelines, determine how the KYTC's goals and objectives and the regional goals and

objectives are being met and addressed. The PADD will evaluate projects for factors that can be applied and/or considered at the local and/or regional level. The KYTC may provide additional consideration factors based on current KYTC criteria for the selection of projects.

Utilizing an adequacy rating system provided by the KYTC, the PADD will review the major roadways (Figure 5a. 1) in the region with particular emphasis on National Highway System and National Truck Network routes, and identify needs which should be documented with a KYTC Project Identification Form (PIF). The PIF (Figure 5a.2) will be used to adequately describe the purpose and need for a project, citing data available to help document the need.

The PADD staff and the Regional Transportation Committee will also continue to review existing projects on the UPL and note any projects for which the review process indicates no need or insufficient condition of the roadway. If a fully documented need cannot be determined, the PADD staff, in conjunction with the transportation committee, the Highway District Office planning staff, will recommend to the KYTC the existing project should be moved to the “inactive” UPL.

IDENTIFICATION OF TRANSPORTATION NEEDS

Through cooperation with the PADD, the PADD Transportation Committee, local officials, transportation providers and users, and the general public efforts are made to identify long-range or conceptual transportation needs resulting from the PADD’s efforts to assess the mobility and accessibility for the region. This identification process is considered an on-going activity with the PADD Transportation Committee and the Highway District Office following the continuous evaluation of the local and regional transportation systems.

PRIORITIZATION/RANKING OF THE UNSCHEDULED PROJECTS LIST

The PADD is responsible for establishing the relative priorities for all identified and evaluated needs from the UPL for the purpose of providing input to the selection of projects for the Six-Year Highway Plan. This prioritization activity involves the following process, unless otherwise noted in subsequent guidelines provided by the KYTC:

- **LOCAL PRIORITIES** – First, the PADD solicits input from the responsible local elected officials, county or city transportation committees, or other public involvement committees to establish a relative “high,” “medium,” or “low” local priority for each transportation need identified for that local area in the UPL, as provided by the KYTC. The “goal” for each priority should be that each priority grouping (high, medium, and low) should make up approximately one-third of the cost of the total unscheduled projects in that county. However an exact division of one-third is not required for local priorities.

Purchase Region Major Highway Network

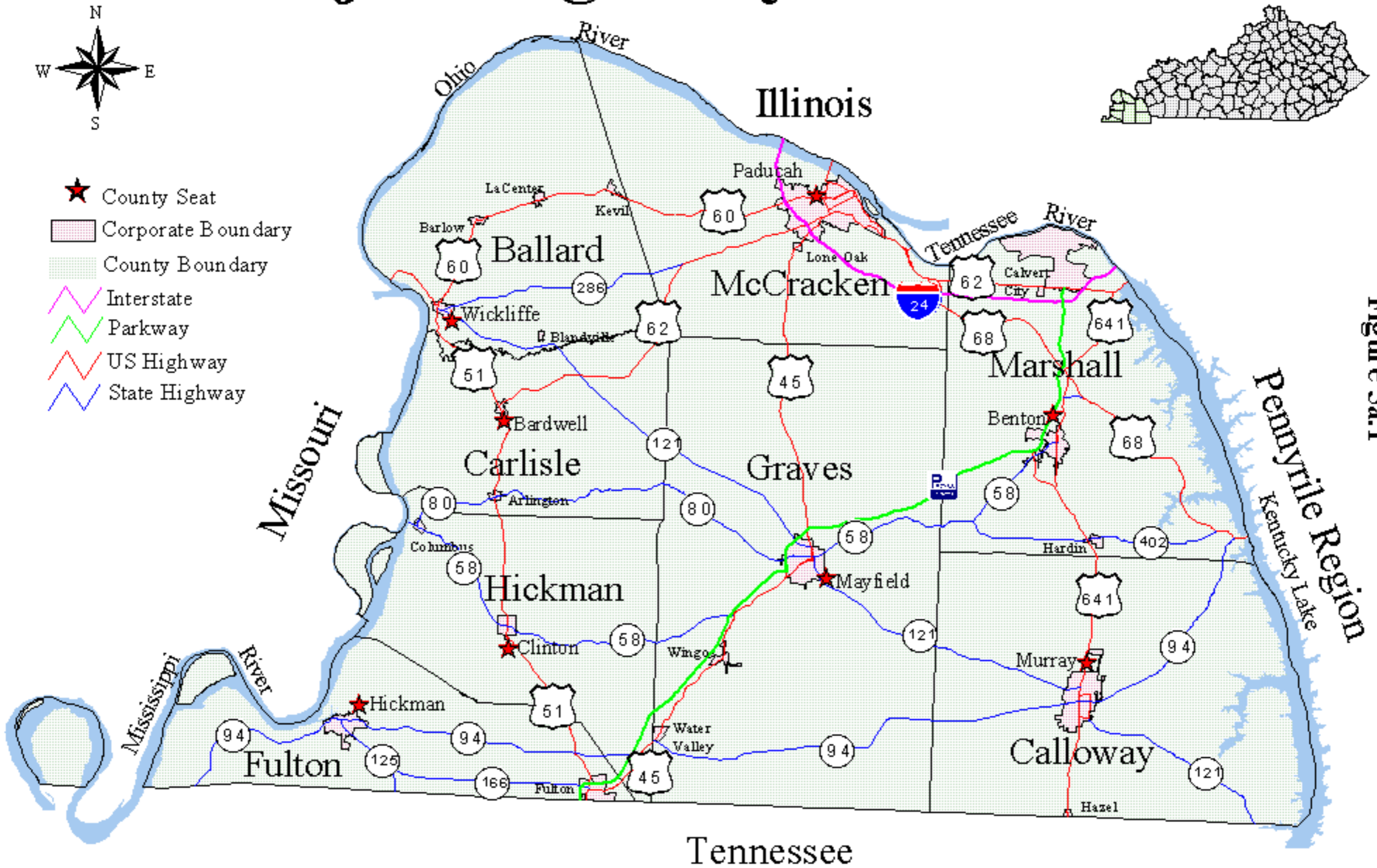


Figure 5a.1

Figure 5a.2

PIF Revised: Aug. 2004

KYTC Project Identification Form

Cycle Year: ___
 Priority: L: ___ R: ___ D: ___
 Tier: ___
 Tier Rank: R: ___ D: ___
 Overall Top Ten: R: ___ D: ___

Section I – General Information

Requested by:
 Title/Organization: _____
 Date: _____

Form Completed by:
 Title/Organization: _____
 Date: _____

Revision 1 by:
 Title/Organization: _____
 Date: _____

Revision 2 by:
 Title/Organization: _____
 Date: _____

UPL Control #: _____ **Co. #:** _____
 Parent Control #: _____
 RSE Unique Number: _____

District: _____ County: _____ Route: _____
 ADD: _____ MPO: _____ SUA: _____

Mode: _____ State System: _____
 Type: _____ Funct'l Class: _____

Project Length: _____ **Total Cost Estimate: \$** _____ ()
 (P: _____ D: _____ R: _____ U: _____ C: _____)

Possible Funding Sources (Check all that apply):
IM NH HES BR STP SP TE CMAQ
PLH Other: _____

Highway Networks (Check all that apply): Non NHS NHS
NN Scenic Byway Coal Haul Bike Forest
Defense Strahnet Ext. Wt. ADHS ()

Existing Project Studies (Year):

Section II – Problem Statement

Route Number: _____	(Use Report Year)	Original	Rev. 1	Rev. 2
Beginning MP: _____	AdequacyRating:	:()	:()	:()
Ending MP: _____	• CRF: (Year)	:()	:()	:()
Total Length: _____	• IRI: (Year)	:()	:()	:()
Primary Purpose: _____	• V/SF: (Year)	:()	:()	:()
	Current ADT: (Year):	:()	:()	:()
	Percent Trucks: (Year):	:()	:()	:()
	Projected ADT (HDO): Year:	%Growth:	ADT:	

Please provide a clear problem statement for this project:

Section III – Project Description

Project Description Narrative:

Regional Goals/Objectives Addressed:

Figure 5a.2 (cont.)

UPL #: _____ County: _____ Co. #: _____ Route: _____

Section IV – Project Area Information:

1. Miscellaneous Roadway Conditions	Access Control:	Existing: _____ Proposed: _____	Median Type:	Existing: _____ Proposed: _____	Width: _____ Width: _____
	Lane No./Width:	Existing: _____ / _____ Proposed: _____ / _____	Shoulders:	Existing: _____ Proposed: _____	Width: _____ Width: _____
	No. of Bridges:	Existing: _____ Proposed: _____	Other Improvement Projects in Area:	<input type="checkbox"/> None <input type="checkbox"/> SYP <input type="checkbox"/> Resurface <input type="checkbox"/> Other _____	
	Comments:				
2. Right of Way	Avg. Width:	Existing: _____	Source: <input type="checkbox"/> HIS <input type="checkbox"/> Plans <input type="checkbox"/> Microfilm <input type="checkbox"/> Other _____		
	Current Primary Use: <input type="checkbox"/> Industrial <input type="checkbox"/> Commercial <input type="checkbox"/> Residential <input type="checkbox"/> Farmland <input type="checkbox"/> Other: _____				
	<input type="checkbox"/> No <input type="checkbox"/> Yes Project may require additional R/W.		Possible Relocations : Homes: _____ Businesses: _____		
	Comments:				
3. Utilities	Existing Utilities:	<input type="checkbox"/> Power <input type="checkbox"/> Gas <input type="checkbox"/> Telephone <input type="checkbox"/> Cable <input type="checkbox"/> Sewer <input type="checkbox"/> Water <input type="checkbox"/> ITS <input type="checkbox"/> None <input type="checkbox"/> Other: _____			
	<input type="checkbox"/> No <input type="checkbox"/> Yes Project may require Utility Relocations.				Comments:
4. Environmental Impacts	(Check all that apply):				
	<input type="checkbox"/> Blueline Streams <input type="checkbox"/> Wetlands <input type="checkbox"/> Floodplain <input type="checkbox"/> Wildlife Managed Areas <input type="checkbox"/> Historic Properties <input type="checkbox"/> Cemeteries <input type="checkbox"/> Schools <input type="checkbox"/> Churches <input type="checkbox"/> Endangered Species <input type="checkbox"/> Public Land/Park <input type="checkbox"/> Noise Impact <input type="checkbox"/> Arch. Sites <input type="checkbox"/> NR Properties <input type="checkbox"/> Potential NR Properties <input type="checkbox"/> Other: _____				
	<input type="checkbox"/> Potential Contaminated sites: <input type="checkbox"/> Gas Stations <input type="checkbox"/> Landfills <input type="checkbox"/> Auto Repair <input type="checkbox"/> Junkyards <input type="checkbox"/> Other				
Comments:					
5. Air Quality	<input type="checkbox"/> No <input type="checkbox"/> Yes Project is located in a Maintenance or Nonattainment Area <input type="checkbox"/> Ozone <input type="checkbox"/> PM 2.5				
	<input type="checkbox"/> No <input type="checkbox"/> Yes Project adds through lane capacity				
	<input type="checkbox"/> No <input type="checkbox"/> Yes Project results from a Congestion Management Plan				
	<input type="checkbox"/> No <input type="checkbox"/> Yes Project is included in TIP/STIP TIP Page # STIP Page #				
	Comments:				
6. Economic Impacts	<input type="checkbox"/> No <input type="checkbox"/> Yes Planning/Zoning Regulations exist in Community		<input type="checkbox"/> No <input type="checkbox"/> Yes Project may affect established Business, Commercial or Industrial Districts.		
	<input type="checkbox"/> No <input type="checkbox"/> Yes This project has economic impacts on regional/local economy: <input type="checkbox"/> Development <input type="checkbox"/> Tax Revenues <input type="checkbox"/> Employment Opportunity <input type="checkbox"/> Retail Sales <input type="checkbox"/> Other				
	Please Describe: <input type="checkbox"/> No <input type="checkbox"/> Yes This project provides direct access to major points of interest: <input type="checkbox"/> Nat'l/State Parks <input type="checkbox"/> Monuments <input type="checkbox"/> Historic Sites <input type="checkbox"/> Amusement Parks <input type="checkbox"/> US Public Land <input type="checkbox"/> Other				
	Please Describe: <input type="checkbox"/> No <input type="checkbox"/> Yes This project provides direct access to major traffic generators: <input type="checkbox"/> Shopping Centers <input type="checkbox"/> Schools <input type="checkbox"/> Industries <input type="checkbox"/> Military Installations <input type="checkbox"/> Other				
Please Describe:					

Figure 5a.2 (cont.)

UPL #: _____		County: _____	Co. #: _____	Route: _____	
7. Multimodal Opportunities	This project is a candidate for: (check all that apply)		<input type="checkbox"/> Bicycle Paths	<input type="checkbox"/> Sidewalks	<input type="checkbox"/> Shared-Use Paths
			<input type="checkbox"/> Park/Ride Lots	<input type="checkbox"/> N/A	
	This project improves direct access to: (check all that apply)		<input type="checkbox"/> Airports	<input type="checkbox"/> Railways	<input type="checkbox"/> Riverports
			<input type="checkbox"/> Trucking Routes	<input type="checkbox"/> N/A	
Type of Public Transportation available:		<input type="checkbox"/> Fixed Route	<input type="checkbox"/> Demand Response		
Comments:					
8. Social Impacts	This project may affect: (Check all that apply)		<input type="checkbox"/> Neighborhood or Community Cohesion <input type="checkbox"/> Travel Patterns (Vehicular, commuter, bicycle, pedestrian) <input type="checkbox"/> Household Relocations <input type="checkbox"/> Elderly, disabled, nondrivers, minorities, low-income persons <input type="checkbox"/> No adverse effects to neighborhoods apparent.		
	Comments/Impact Descriptions:				

Section V – Cost Estimate Information (to be completed by Hwy District Office):

Cost Estimate by Phase:

Phase	Original Estimate	By:	Revision 1	Date	By:	Revision 2	Date	By:
Planning								
Design								
ROW								
Utilities								
Construction								
Total Cost								

Estimate Procedure Used:

Original Estimate:	Revision 1:	Revision 2:
<input type="checkbox"/> Per Mile@ \$ _____ Terrain: _____	<input type="checkbox"/> Per Mile@ \$ _____ Terrain: _____	<input type="checkbox"/> Per Mile@ \$ _____ Terrain: _____
<input type="checkbox"/> Detailed Estimate with Calculations Attached	<input type="checkbox"/> Detailed Estimate with Calculations Attached	<input type="checkbox"/> Detailed Estimate with Calculations Attached
<u>Estimate Assumptions:</u>	<u>Estimate Assumptions:</u>	<u>Estimate Assumptions:</u>
Estimate Class: _____	Estimate Class: _____	Estimate Class: _____

Section VI – Attachments:

The following items are attached to this document: <input type="checkbox"/> Location Map <input type="checkbox"/> Photograph(s) <input type="checkbox"/> Other:	
Comments:	

- REGIONAL PRIORITIES – Second, the PADD will utilize the Transportation Committee to recommend to the Highway District Office a relative “high,” “medium,” or “low” regional priority for each transportation need project in the region. This process should consider the transportation need evaluations, regional goals, regional concept plan, major traffic generators report, evaluation data provided by KYTC, and any other resources to establish these priorities. The goal should be that each priority grouping (high, medium, or low) should make up approximately one-third the cost of the total unscheduled needs in the region.
- The PADD and the regional transportation committee then will develop ranked project list(s). The PADD may be asked to provide additional listings or tiers of projects by cost categories or project types as determined by the KYTC.

The Purchase Area Development District’s UPL rankings are included in Appendix 1 of the Regional Concept Plan.

PUBLIC INVOLVEMENT PROCESS

The PADD will conduct a public involvement process that will allow diverse 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 and meetings with specific interest groups to discuss transportation issues, as deemed appropriate by the PADD and/or KYTC. The PADD will make every effort to include the transportation disadvantaged and under-served populations, including representatives from minority and low-income populations as well as all other affected populations in the region, on committees or in public meetings held for the purpose of soliciting input for the transportation plans, issues and/or projects.

COORDINATION WITH OTHER PLANNING ACTIVITIES

The PADD will coordinate activities in support of the Statewide Transportation Planning process with planning activities of other local agencies, interests, and/or organizations, including MPOs and/or neighboring ADDs. The purpose is to share information, minimize duplication of effort, understand and address the impacts of transportation on other planning activities and understand and address the impacts of other activities on transportation planning.

OTHER VARIOUS TASKS

The PADD Transportation Planning Staff also perform other transportation related issues in conjunction with the statewide planning process. These issues are normally related to highway safety, public transportation, additional assistance to the KYTC (i.e. coordinate or assist with other planning studies), providing local transportation assistance, reviewing draft transportation documents and performing or assisting with special studies.

The PADD has a Highway Safety Liaison whose purpose is to work in partnership with the KYTC Highway Safety Program in regional efforts to reduce fatalities, injuries, and economic losses relating to traffic collisions in the Commonwealth of Kentucky.

Through the Section 5310 and Section 5311 Public Transportation Programs, PADD Staff provides technical assistance to area transportation providers. This effort includes providing assistance in obtaining financial aid, communicating new policies, procedures, and legislative requirements to providers, and coordination between agencies when necessary.

- **Section 5310 - The Elderly and Persons with Disabilities Program**
The Elderly and Persons with Disabilities Formula Program is authorized by 49 U.S.C. § 5310. The program makes funds available to private, nonprofit organizations and associations and designated public entities for the purchase of capital equipment for use in transporting the elderly and persons with disabilities, where existing services are unavailable, insufficient, or inappropriate. Eligible capital items include buses, vans, vehicle rehabilitation, initial installation costs, vehicle procurement, testing, inspection, and acceptance costs, preventive maintenance, bus shelters, radio equipment, wheelchair lifts, lease of equipment when lease is more effective, and acquisition of transportation services under a contract, lease or other agreement. The Section 5310 program is designed to supplement Federal Transit Authority's other capital assistance programs by funding transportation projects for the elderly and persons with disabilities in all areas--urbanized, small urban, and rural.
- **Section 5311 - Rural and Non-urbanized Rural Public Transportation Program**
The non-urbanized area formula program for public transportation is authorized by 49 U.S.C. § 5311. Section 5311 provides funds for capital and operating assistance to state agencies, local public bodies, nonprofit organizations, and operators of public transportation services. The goals of the program are: to enhance the access of people in non-urbanized areas, especially elderly persons, persons with disabilities, and economically disadvantaged persons, to health care, shopping, education, employment, public services and recreation; to assist in the maintenance, development, improvement, and use of public transportation systems in rural and small urban areas; to encourage and facilitate the most efficient use of all Federal funds used to provide passenger transportation in non-urbanized areas through the coordination of programs and services; to assist in the development and support of intercity bus transportation; and to provide for the participation of private transportation providers in non-urbanized transportation.

6. PADD Regional Transportation Committee

The PADD Regional Transportation Committee has been established by the authority granted by the Purchase Area Development District Board of Directors. The Transportation Committee shall be governed by the Bylaws of the Purchase Area Development District, Inc. The committee's main purpose is to assist the PADD staff in the statewide transportation planning process to promote and develop the local and regional transportation system for the Purchase Area. The committee (FY11 membership is listed in Table 6.1) should be comprised of a diverse and representative membership at all times. Every effort will be made by the PADD to include private and public sector; local government officials or representatives; transportation providers (people and freight), including school bus transportation, taxicabs, human service delivery brokers; bikeway and greenway officials; emergency service representatives; environmental interests; representatives of minority and low-income populations; representatives of the transportation disadvantaged; airport, riverport and rail industry representatives, planning and zoning commissions, industrial authorities and public citizens at large. The PADD will review the composition and effectiveness of its transportation committee on an annual basis and determine if revisions are necessary.

The committee meets, at minimum, on a bimonthly schedule to conduct business and educate members on the statewide transportation planning process and transportation issues in general. The committee assists the PADD transportation planning staff in evaluating the goals, objectives, and needs of the region, reviewing data and assessing the needs of industry, business, economic development, and tourism for the region. The committee is also responsible for the prioritization/ranking and Top Ten Projects list process of the UPL for regional priorities.

The committee provides input for other planning tools used in the transportation planning process. These tools are valuable in planning for future transportation needs for the Purchase Region. These tools include but are not limited to the following: major traffic generators, regional transportation and truck inventories, multimodal facilities inventory, evaluation of adequacy ratings and crash data, access management issues, and regional goals and objectives, etc.

The committee is also responsible for evaluating and ranking the KY-16-X0029 Section 5310 Grant Applications. The Section 5310 Grant is a reimbursement program with federal share 80 percent, state share 10 percent, and the recipient contributes 10 percent. This funding is used for the acquisition of vehicles and equipment, which will provide transportation services to the elderly and or physically challenged.

Table 6.1

**Purchase Area Development District
Regional Transportation Committee
Fiscal Year 2011**

Member Name	Organization	Position in Organ.	Committee Representation
Gary Atkins	Marshall County Road Department	Road Supervisor	Local Roads
Mickey Beck	City of Clinton	City Council	City Government
Jerry Bowman	Carlisle County	Road Supervisor	Local Roads
Ken Canter	Paducah-McCracken County Riverport	Director	Riverports
Steve Ervin	City of Paducah	Director	Planning and Zoning
Kenny Etherton	City of Fulton	City Manager	City Government
David Graham	Paschal Truck Lines	Vice-President	Freight
William Higginson	City of Mayfield	Code Enforcement	Citizen Member
Jimmy Henley			Citizen Member
Tommy Hodges	Fulton County	County Administrator	County Government
Dan Key	Paducah-McCracken Chamber of Commerce		Economic Development
Mark Manning	Murray Calloway County Economic Development	Director	Economic Development
Paul Maxwell	Fulton County Transit Authority	Director	Low-Income / Public Transportation
Richard Overby	Ballard County Schools	Retired	School Transportation
Greg Pruitt	Hickman County	Judge Executive	County Government
Juliana Reyes	Graves County Schools	Family Resource	Citizen Member
Jason Riley	Graves County Schools	Transportation Director	School Transportation
Brad Rodgers	City of Mayfield	City Planner	City Government
Richard Roof	Barkley Regional Airport	Manager	Airports
Jessica Scillian	City of Benton		City Government
Tony Smith	Graves County	Judge Executive	County Government
Dwayne Stice			Citizen Member
Doug Tucker			Farming / Agriculture
Vickie Vinard	Ballard County	Judge Executive	County Government
Jim LeFevre	KYTC District 1	Chief Engineer	Technical Advisor
Mike McGregor	KYTC District 1	Project Mgr	Technical Advisor
Jessica Herring	KYTC District 1	Planning	Technical Advisor
Keith Todd	KYTC District 1	Public Information	Technical Advisor
Stacey Courtney	Purchase ADD	Regional Planner	Technical Advisor
Mark Davis	Purchase ADD	Physical Planning Dir.	Technical Advisor

6a. PURCHASE AREA DEVELOPMENT DISTRICT TRANSPORTATION COMMITTEE BYLAWS

ARTICLE I

NAME AND PURPOSE

Section I: Name

The name of this body shall be known as the Regional Transportation Committee, an advisory committee to the Purchase Area Development District Board of Directors, serving the people of the eight (8) Jackson Purchase counties: Ballard, Calloway, Carlisle, Fulton, Graves, Hickman, Marshall, and McCracken.

Section II: Authority

This committee has been established by the authority granted by the Purchase Area Development District Board of Directors. The Regional Transportation Committee shall be governed by the Bylaws of the Purchase Area Development District, Inc., as amended.

Section III: Purpose

The purpose of the Regional Transportation Committee shall be to promote and develop the transportation system and the general safety and well being of the people of the eight (8) county Purchase Area of Kentucky by:

- a. Providing assistance to the Board in the formulation of regional transportation policy.
- b. Advising the staff in the execution of technical transportation planning programs.
- c. Providing a forum for elected officials to work together in solving regional transportation problems.
- d. Acting as an advocacy body on transportation related matters as needed.
- e. Acting 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. Providing a forum for local public involvement into the regional planning process.
- g. Providing local transportation officials the opportunity to prioritize transportation projects.
- h. Providing input for the Kentucky Transportation Planning Process.

ARTICLE II

MEMBERSHIP AND ORGANIZATION

Section I: Membership

Members shall be solicited per the Bylaws and the Kentucky Transportation Cabinet guidelines for broad based membership. There shall be two types of appointment to the Committee memberships: Automatic and At-Large. The Automatic appointment will be applicable to the requirements outlined in the Purchase Area Development District Bylaws (Article IV, Section IV) for a total of 22 automatic members. The KYTC suggested membership should include at a minimum:

1. Elected official or representative for each county and city of 5000 or more in population
2. Law Enforcement representatives
3. Highway/Public Works representatives from cities and or counties
4. Emergency Medical Service Representatives/ Fire Department Representatives
5. School Transportation Officials
6. Human Service Delivery representatives
7. Representatives of major trucking, logistic, intermodal, rail, airport, riverport or public transportation entities
8. Underserved populations (minority, low-income, disability)
9. Aging population
10. Planning and Zoning Commissions/organizations
11. Bikeway/greenway/pedestrian coordinators
12. Economic Development organizations
13. Emergency service representatives
14. Industrial authorities/commissions
15. Agriculture
16. Public citizens at large

In an effort to match membership with that which the KYTC Annual Work Program requires, a minimum of three (3) At-Large appointments will be used to aid in the diversification of the membership to fulfill the AWP requirements. At-Large members shall be appointed by the Chairman of the Purchase Area Development District Board of Directors.

In addition, the Chairman of the Purchase Area Development District Board of Directors may elect to appoint At-Large members from other areas as is deemed necessary to meet the requirements outlined by the KYTC guidelines for broad based membership. At-large members are to comprise not more than 25% of the committee.

The committee shall have no less than two (2) minority and one (1) representative of low-income groups. Whenever the composition of the automatic and at-large membership

does not meet minority representation as set forth by Federal and/or State law, or overall committee representation does not meet the suggested KYTC guidelines for broad based membership, compliance shall be achieved by additional membership through the following appointment process:

The Chairman of the Purchase Area Development District Board of Directors will appoint persons from the eight (8) Purchase Area counties with no more than one (1) person per county being selected for an At-Large appointment.

The ADD Transportation Planning Staff and Highway Safety Planning Staff will serve in an advisory position to the committee. Members representing State and Federal transportation agencies shall also serve in an advisory capacity. This could include but not be limited to the District 1 Chief Engineer, the Planning Branch Manager and staff, the Public Information Officer and other D1 Branch Managers as deemed necessary.

Section II: Voting

Each member of the committee will be entitled one vote consistent with the applicable requirements as outlined in the PADD Bylaws (Article III, Section VI) for a total of 22 Automatic voting members and a minimum of 3 At-Large voting members. Advisory members will retain a non-voting status.

Section III: Terms of Members

Tenure of voting members shall be established by the committee in the following manner:

1. One-third of the original (or automatic) membership of the committee shall serve for a term of three years, one-third for a term of two years, and one-third for a term of one year.
2. The term of each automatic successor shall be for three years and until his successor is appointed; and he will serve at the pleasure of his respected locally elected official.
3. At-large members will serve a term of one year and until his successor is appointed; and he will serve at the pleasure of the Chairman of the PADD Board of Directors.
4. Vacancies occurring on the Regional Transportation Committee shall be filled from the same county of representation for the remainder of the term of the resigning voting member.
5. Three consecutive absences on the part of any voting member to a regularly scheduled Regional Transportation Committee meeting shall be interpreted as a possible lack of interest. Chairman of the Regional Transportation Committee shall at this point inquire as to whether the respective voting member intends to remain active on this Committee. If this member indicates he is no longer interested in being an active voting member, or there is no

reply, the Chairman may consider this sufficient reason for recommending his replacement to the appointing authority.

6. The Executive Committee of the Regional Transportation Committee shall include Chairman, Vice-Chairman, and Secretary.
7. The Chairman of the Regional Transportation Committee shall be appointed by the Purchase Area Development District Board of Directors Chairman for a one-year term beginning July 1 of each year and may succeed himself.
8. The Vice-Chairman and Secretary of the Regional Transportation Committee shall be elected by the entire membership for a one-year term beginning July 1 of each year and may succeed themselves.
9. Each year the Chairman shall notify the Vice-Chairman of the Purchase ADD Board of any vacancies on the Committee.

Section IV: Proxy

Each member may appoint at least one person to represent the member in case the member is absent. Each member shall present the name of their representative(s) to the Committee members in writing.

Section V: Participation

In the normal conduct of the Transportation Committee, citizens of the Purchase, participating state and federal agencies, state and federal governments, the general public, and official agents or any of the aforementioned are invited to participate and/or have reasonable access to the records and proceedings of the committee.

Section VI: Compensation and Reimbursements

Members of the Transportation Committee shall serve without pay, but may be reimbursed for necessary and actual expensed should funds become available.

ARTICLE III

MEETINGS OF THE COMMITTEE

Section I: Regular Meetings

The Regional Transportation Committee shall hold regular meetings as necessary to complete the tasks assigned to the committee, and on call by the Chairman of the committee. Meetings scheduled by the Chairman and/or staff will be done in a manner to allow times and locations to be flexible enough to accommodate and involve as many areas of the region as possible.

Section II: Notice of Meetings

Notice of all regular and special meetings shall be mailed to each member of record at least seven (7) days prior to the meeting.

Section III: Quorum

A quorum shall be necessary for transacting any business by the Regional Transportation Committee. A quorum for any full committee meeting shall consist of a simple majority of the full voting membership.

At any full committee meeting where a quorum is not present, the Chairman may call for a quorum of the Executive Committee, and if present, transact business.

ARTICLE IV

COMMITTEES AND CONSULTATION

Section I: Consultation

This committee shall have the authority to seek specialized consultation through a formation of advisory committees, as it may deem necessary in the execution of its responsibilities.

Section II: Implementation Procedures

The following policies shall be deemed applicable for implementation of committee groups of the Regional Transportation Committee in the carrying out of its functions.

1. The Chairman of the Regional Transportation Committee shall establish such committees as is deemed necessary. He shall also appoint members to serve on established standing and/or advisory committees.
2. The Chairman of the Regional Transportation Committee may make membership changes of the respective standing and/or advisory committee with the advice of the Chairman of that committee.
3. Standing and/or advisory committee Chairman shall make available all minutes, reports, and recommendations to the Regional Transportation Committee Chairman.
4. The standing Executive Committee shall consist of the officers of the committee plus such members as necessary to have all counties represented, exclusive of the Chairman. The Executive Committee shall have the authority to act for the full committee in the interim between meetings of the committee. A simple majority of the Executive Committee membership shall constitute a quorum.
5. These Bylaws may be amended at any regular or special meeting of the membership by affirmative vote of two-thirds (2/3) of the members present, provided notice of the proposed amendment is submitted to the committee members in writing at least seven (7) days prior to the meeting at which such amendment is requested.

6. Robert's Rules of Order shall govern the deliberations of the committee and its standing and/or advisory committees.
7. All matters not specifically covered herein shall be subject to the action of the committee.

6b. Regional Transportation Committee Mission, Goals, and Objectives

Regional transportation goals should be updated on a continuous basis and should be broad over-arching policy goals (not specific projects) which will help guide the identification of improvements and the selection of projects and reflect the direction of the transportation system for the next twenty years.

The mission of the Purchase Area Regional Transportation Committee 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 Purchase 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.

GOAL: ECONOMIC VITALITY

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

Objectives

- Improve the operating efficiency of the existing infrastructure.
- Reduce travel time, delays and traffic hazards.
- Promote economic development by the efficient movement of freight and tourist travel through, within, and into and out of the Purchase region.
- Improve the transportation of people, goods and services by promoting the maintenance, improvement and development of intermodal connections between transportation facilities including; mass transit, highways, airports, riverports, and rail lines.
- Promote and develop projects that will improve economic development and tourism in the Purchase region.
- Promote and support corridors I-69 and I-66 through the Purchase and provide improved connectivity throughout the region to further economic development and sustainability.

GOAL: REGIONALISM

Support local and regional transportation needs.

Objectives

- Promote the efficient movement of people and goods by linking the various modes of transportation.

- Promote connections between transportation modes that support the effective shipment of freight.
- Ensure compatibility with the transportation facilities of adjacent cities, counties and states.
- Support statewide transportation initiatives that affect transportation in the Purchase region.
- Promote and provide for the development of projects that will have a direct impact on the region.

GOAL: ACCESSIBILITY

Promote a balanced, multi-modal transportation system that serves the local and regional movement of people, freight and services and provides choices in mobility.

Objectives

- Improve airports, riverports, railroads and truck facilities, to strengthen the Purchase region's economy.
- Improve connections between airports, riverports, railroads, and the highway system for efficient movement of people and goods.
- Encourage the coordination of land use and transportation planning to ensure that existing and future industrial, commercial and service centers and housing concentrations are adequately connected by the region's transportation system; and appropriately located to preserve the quality of life in surrounding areas.
- Maintain the existing arterial systems while placing a priority on improving the collector roads that support them.
- Promote and support upgrades to the Julian Carroll Purchase Parkway to meet interstate standards for the development of the future I-69 corridor.

GOAL: PUBLIC INVOLVMENT

Support community involvement in the transportation planning process.

Objectives

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

- Ensure that plans respond to the diversity of community needs.
- Solicit the participation of local officials, community groups, and individual citizens in the transportation planning process.

GOAL: SAFETY

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

Objectives

- Give priority consideration to transportation system improvements that prevent crashes and minimizes losses.
- Support the efforts of local, state and federal transportation safety programs.
- Support and assist emphasis area task teams to analyze specific safety issues and recommend solutions for improving identified concerns.
- Improve safety on all existing roadways where traffic crash data analysis and evaluations indicate an identified problem.
- Promote increased usage of safety belts and child seat restraint systems.
- Promote increased driver education programs for all ages.

GOAL: ENVIRONMENTAL PROTECTION (HUMAN & NATURAL)

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

Objectives

- Avoid disproportionate adverse impacts on low income and minority communities.
- Ensure the protection of wetlands and other environmental resources in the design of new transportation facilities, with appropriate mitigation for unavoidable impacts.
- Promote projects that enhance access to and appreciation of the natural environment, such as recreational trails and scenic byways.

GOAL: PUBLIC TRANSPORTATION

Provide effective, convenient transit with emphasis placed on those sectors of the population that are most reliant on public transportation.

Objectives

- Maintain sufficient funding for public transportation by continuing to utilize the FTA Section 5310 funding for the transportation of the elderly and handicapped for Purchase Area Senior Centers, Transit Authorities, and other Public Agencies.

- Promote coordination between public transportation agencies and other agencies with scheduling and the Empower Kentucky Human Service Transportation Delivery Initiative.
- Support enhancements of inter-regional transportation systems including air, rail, water, and highway systems for the movement of people and goods.
- Develop strategies for incorporating greenways, bicycle, pedestrian and multi-purpose trails into our overall transportation planning.

GOAL: PROMOTE WATERWAYS

Promote the transportation potential of the Marine Highway System as an alternative solution for highway congestion relief, greenhouse emissions reduction, energy savings, and increase system resiliency.

Objectives

- Support the development and operation of the region's riverports and riverport authorities.
- Ensure sufficient intermodal interfacing between river, rail and highway facilities.
- Support funding for the continuation of efforts to maximize efficiencies through construction and maintenance of waterway facilities (i.e. locks and dams).
- Support efforts of the Kentucky Waterway Advisory Group
- Support the redirection of the state waterways assessment levied on vessels of non-resident corporations, individuals, etc. to fund a Kentucky public port infrastructure development fund and the establishment of a Kentucky waterways office within the Kentucky Transportation Cabinet.
- In August 2010 the USDOT identified 18 marine corridors. These all-water routes serve as an extension of the surface transportation system. The designation of these marine corridors is taking the first step to focus public and private efforts to use the waterways to relieve landside congestion and attain other benefits that waterborne transportation can offer in the form of reduced greenhouse gas emissions, energy savings and increased system resiliency. In the Purchase Region the Ohio River is located on marine highway M-70; the Mississippi River is located on M-55 and the Tennessee River is located on M-65.

7. Public Involvement Process

PURCHASE AREA DEVELOPMENT DISTRICT PUBLIC INVOLVEMENT PLAN

1. INTRODUCTION

The Kentucky Transportation Cabinet (KYTC) has established a statewide transportation planning process that follows mandates for public participation by the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA), the Transportation Equity Act for the 21st Century (TEA-21), and the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), the Congressional acts that authorize on-going federal-aid transportation programs. The KYTC works in cooperation with the Area Development Districts and Metropolitan Planning Organizations to ensure that public involvement processes are utilized that provides opportunities for public review and comments at key decision points.

The purpose of the Purchase Area Development District (PADD) Public Involvement Plan is to describe actions the PADD 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 PADD 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. ISTEA and its successor, TEA-21, set the policy directions for greater public participation in federal and state transportation decision-making. The mandates of ISTEA, TEA-21 and SAFETEA-LU have fostered a more concentrated effort to develop and maintain comprehensive and effective public outreach programs in accordance with Title VI of the Civil Rights Act of 1964.

The goal of the public involvement plan will be to broaden the public input process in an effort to reach more sectors of the public. Public awareness 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.

In order to gain cooperation in implementing transportation improvements, government, industry, commerce and citizens need to understand what the problems are, what improvements are necessary, what the effects will be and when each element of the program will be ready for public use and/or input. Opening transportation planning to the public through advisory committees and publishing and distributing the transportation

improvement program are ways to inform the public of such issues. To be effective, it is essential that government agencies understand a given community's values and it is equally important for the community to understand the tradeoffs and constraints associated with project planning. This mutual understanding can only be achieved through early, frequent, and continued communication. When the public is engaged in the process, their insight helps assure projects suit community needs. The true test of a successful public participation plan is the level of public awareness and feedback. Too often, public participation does not occur until after the community-at-large becomes aware of an unpopular decision.

2. PUBLIC INVOLVEMENT PROCESS

The PADD will conduct a public involvement process that will allow all persons access to the transportation planning process providing opportunities to influence the decision making process. 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 PADD and/or the KYTC. The PADD will make every effort to include the transportation disadvantaged and under-served populations, including representatives from minority and low-income 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 PADD RTC and other interested parties located throughout the region.

The entire planning process and the identification of transportation needs throughout the region, utilizes input from the KYTC Central Office, KYTC District Office, 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
- freight shippers
- private providers of transportation
- representatives of the disabled
- representatives of users of pedestrian walkways and bicycle transportation facilities
- representatives of freight transportation services
- and any other interested parties

Individual projects or needed corridor improvements that are identified may be assigned relative priorities and rankings by local officials, the RTC, the KYTC District Office and the KYTC Central Office. This process provides for ranking based on local, regional,

district and statewide needs. Projects that rank consistently high at these levels and meet other data-driven selection criteria may be recommended by the KYTC for inclusion in the state six-year highway plan. This process is repeated every two years to ensure that transportation needs are current and properly prioritized. This biennial update process assures a continuing and proactive planning process.

PADD REGIONAL TRANSPORTATION COMMITTEE

The RTC consists of representatives from each of the counties in the Purchase Region. The RTC plays a major role in the PADD public involvement process. In partnership with the residents of the communities in the region, the mission of the RTC is to determine the goals and direction for the regional transportation system and influence the expenditure of funds providing a regional transportation system that ensures the safe and efficient mobility of people and goods and enhances the region's environmental and economic well being.

The RTC can be expanded to include an advisory committee. The advisory committee will include but not be limited to as many different public arenas as possible. The advisory committee could consist of representatives from: private citizens, civic organizations, chamber of commerce, economic development commissions, trucking industry, agriculture industry, emergency and police officials, bicycle groups, school transportation officials, public transit authority, and family resources. The advisory committee should not be limited, but open and welcome to all individuals willing to participate in the planning process.

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 PADD Transportation Planner and provided to the KYTC Division of Planning.

The PADD 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.

PADD Public Involvement activities include:

- Regularly scheduled regional transportation committee meetings
- Local or regional public/information meetings as requested by the KYTC or RTC
- Transportation Committee Reports during the monthly PADD Board of Director's meetings
- Utilizing the PADD 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 PADD 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 Unscheduled Projects List (UPL). This would include obtaining information relative to identifying new projects, evaluating existing UPL and prioritization information. This process allows the PADD 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 PADD 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. REGIONAL TRANSPORTATION COMMITTEE INVOLVEMENT PLAN

As a major component of the Public Involvement Process and to comply with the KYTC and SAFETEA-LU requirements for public involvement the PADD will maintain a Regional Transportation Committee for the purpose of consultation, soliciting input, developing regional goals and direction, identification and review of regional transportation needs, providing transportation information/updates and addressing any other transportation issues in the region. The committee 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.

In agreement with the FY2011 Kentucky Transportation Cabinet (KYTC) Regional Transportation Annual Work Program-Work Element 4, the Purchase Area Development District (PADD) will prepare a committee involvement plan for the Regional Transportation Committee (RTC). This plan should list tentative committee meeting dates and describe proposed activities to be undertaken during the year. The intent of the plan is for the purpose of educating and informing the committee on planned transportation activities.

To comply with public involvement requirements outlined by the KYTC and the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), the PADD will maintain a RTC. The PADD transportation planner will provide consultation to the RTC and solicit input for developing regional goals and direction, the identification and review of regional transportation needs, 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.

This plan may include focus areas for the committee or initiatives to prepare the committee for work tasks completions, as in the review of all projects in preparation for prioritization activities, presentation of or development of priority-setting methods and instructions for the prioritization process, as well as include designated meetings for the prioritization process. This plan should be a “blueprint” for the fiscal year activities. Based on scheduling or unforeseen circumstance changes in the plan may be required to address the needs of the committee.

The PADD transportation planner has outlined five meeting dates (tentative) describing potential activities to be carried out in compliance with Work Element 4. The selected activities are for the intended purpose of broadening the RTC’s knowledge in the statewide planning process, as well as other transportation activities and the prioritization of transportation needs.

PROPOSED PLAN OF ACTIVITIES FOR FY 2011

1. September 22, 2010
 - *Regional Goals and Objectives for FY11* – The RTC will review the current goals and objectives and propose any changes for FY11.
 - *Committee Bylaws for FY11* – The RTC will review the adopted committee Bylaws for revisions.
 - *Regional Transportation Committee Involvement Plan for FY11* – The PADD transportation planner will present the plan of activities for the FY11 work program and seek input on things the committee would like to plan if time and scheduling allows.
 - *I-69 Eddyville to Fulton Corridor Planning Study Update* – staff will ask representatives from KYTC to update committee members on what is happening with the I-69 Corridor study
 - *KYTC Division of Planning* – Shane Tucker and Charlie Spaulding will be here and address the committee about the statewide transportation planning process

2. December 8, 2010
 - *Prioritization Plan for 2011* – The transportation planner will review the draft FY11 Prioritization Plan with the committee; discuss guidelines from KYTC and any formats to follow

- *UPL Project Review for 2011 Prioritization* – begin by reviewing the 2009 priorities and UPL list of projects to help reacquaint committee members with the transportation projects (this could be pushed to March meeting or continued with March meeting – depending on status of priority schedule and if we have a guest speaker for this meeting)
 - *District 1 Fall Lettings Update / Project Updates* – Since the end of the fall season usually marks the end of the construction season, PADD staff will ask the District staff to review the status of on-going construction projects in the region and provide some insight to which projects will be looked at for the CY2011 construction season.
 - *Guest Speaker (TBA)*
3. March 23, 2011
- *Section 5310 Grant Program* – the committee will review, evaluate and prioritize grant applications from eligible agencies within the region. The committee recommendations will be forwarded to the KYTC Office of Transportation Delivery
 - *UPL Project Review for 2011 Prioritization* – continuation of December discussion and review process; discuss potential meeting times and locations and process for conducting local priority meetings
 - *District 1 Spring Lettings Update / Project Updates* – Since the beginning of the spring season usually marks the beginning of the construction season, PADD staff will ask the District staff to inform the committee on upcoming construction projects in the region
4. May 11, 2011
- *Ranking and Prioritization of Regional Projects* – the committee will review projects for prioritization and ranking based on KYTC guidelines and begin setting priorities and rankings
5. June 15 or June 29, 2011
- *Finalize Regional Rankings and Priorities* – if needed this meeting will be scheduled to finalize any project rankings or priorities that were unable to be finalized in the May meeting

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 PADD 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 PADD 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 allows the PADD 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 PADD. 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.

4. FY 11 TENTATIVE PRESENTATION ENGAGEMENTS

In agreement with the FY11 KYTC Regional Transportation Work Program-Work Element 8b, the PADD will plan to address the following groups for the purposes of educating the public on the statewide transportation planning process. PADD has identified four organizations that have potential of being scheduled during FY11. Staff will plan to make contacts with these organizations in anticipation of scheduling engagements for the 3rd and 4th quarters of the 2011 Annual Work Program. If the need arises or specific requests are made to address other groups, the PADD will attempt to schedule those engagements. In an effort to schedule potential speaking engagements the PADD will solicit both the PADD Regional Transportation Committee and PADD Board of Directors in an attempt to outreach other groups/organizations in the Purchase Region.

Tentative Groups:

1. Murray-Calloway County Senior Citizens
2. West KY Allied Services Inter-Agency Council
3. Fancy Farm and Lowes Elementary Career Day
4. Hickman Rotary Club

5. PLAN FOR ENCOURAGEMENT/INCLUSION OF MINORITY, LOW-INCOME AND UNDERSERVED POPULATIONS

The PADD 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 and 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

The Purchase Area Development District (PADD) is composed of eight counties: Ballard, Calloway, Carlisle, Fulton, Graves, Hickman, McCracken, and Marshall. In 2000, PADD comprised 4.8% of the state’s population. The table below shows the underserved populations in each county.

Purchase ADD Counties	Total Population	Black	Asian American/ Pacific Islander	American Indian/ Alaskan Native	Hispanic	Low-Income	Age 65 Years Old and Over	Occupied Units w/ No Vehicles	Disabled 5 Years Old and Over	Speak English less than well
Ballard	8,286	261	37	3	44	1,102	1,333	202	1,710	45
Calloway	34,177	1,248	469	25	352	5,166	5,087	730	6,882	282
Carlisle	5,351	54	0	6	26	691	1,072	94	1,176	7
Fulton	7,752	1,814	0	0	35	1,731	1,351	471	1,755	9
Graves	37,028	1,519	133	64	867	5,921	6,010	1,339	8,167	466
Hickman	5,262	534	14	5	27	887	983	172	1,243	6
McCracken	65,514	7,179	42	192	623	9,682	10,449	2,426	13,688	181
Marshall	30,125	54	8	51	239	2,792	5,281	583	6,544	159
Total	193,495	12,663	79	346	2,213	27,972	31,566	6,017	41,165	1,155

PADD Quick Facts

Statewide, PADD contains:

- 4.34 percent of the Black population
- 3.37 percent of the Asian American / Pacific Islander population
- 4.11 percent of the American Indian / Alaskan Native population
- 3.92 percent of the Hispanic population
- 4.50 percent of the low-income population
- 6.27 percent of the age 65 years old and over population
- 4.05 percent of the occupied units with no vehicles

- 3.63 percent of the disabled population 5 years old and over
- 3.98 percent of the population that speaks English less than well

PADD Counties Quick Facts

- McCracken County has the largest overall and Black populations in the region.
- Fulton County has the highest concentration of Blacks in the region, at 23.40 percent. It also has the region's 3rd smallest overall population of 7,752.
- Calloway County has 50.32 percent of the Asian American population, with 469; however this total represents only 1.48 percent of the total county population of 31,706.
- Graves County has 39.18 percent of the region's Hispanic population, with 867.
- The four largest counties in the region by population are Calloway, Graves, McCracken and Marshall. These four counties contain 94.03 percent of the Hispanic population.
- Accordingly, Graves County also has the most residents who speak English "less than well" with 466. This accounts for 40.35 percent of the region population that speaks English "less than well". The four larger counties mentioned above, also contain 1088 or 94.20 percent of the population speaking English "less than well".
- McCracken County has the most low-income residents in the region, with 9,682. This represents 14.78 percent of the county population. Fulton County has the highest concentration of low-income in the region, at 22.33 percent.
- McCracken County has the most persons "age 65 years old and over" in the region, with 10,449. This represents 15.95 percent of the county population.
- Hickman County has the highest concentration of persons "age 65 years old and over" in the region with 18.68 percent. Hickman County also has the smallest overall population in the region, with 5,262.
- McCracken County has the highest total of occupied units with no vehicle, with 2,426. This represents 40.32 percent of the region total.
- The region has 41,165 disabled persons that are 5 years old and over. Percentage wise all eight counties range from 20.14 percent to 23.62 percent in this category. McCracken County has the highest number of disabled 5 years old and over, with 13,688. Hickman County has the highest concentration, for the 23.62 percent which represents 1,243 of the county population.

Summary

The concentrations of underserved populations in PADD is consistent with, or lower than, statewide trends at a regional level. While the percentages of certain underserved populations are above the state average in some counties in the region, the overall total populations in these concentrations is still relatively small. It would therefore appear that no significant concentrations of underserved populations exist in the region.

Outreach Strategy

The PADD 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 eight-county area to aid in the outreach efforts of the traditionally underserved. The widespread use of newspapers, radio, and television can be used to potentially reach the underserved. Traveling exhibits can be utilized during local events and strategically placed locations throughout the region to reach the underserved populations.

PADD Participation Toolbox of Resources

In order to expand participation opportunities, the PADD has initiated a toolbox 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 PADD to include those persons who have been traditionally underserved by the existing transportation system and for the general participation procedures.

1. Third Party Groups

The PADD 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:

- JU Kevil Center
- Easter Seals West KY
- 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
- Paducah River City Mission
- St Vincent DePaul Society
- St. Joseph Catholic Church (Spanish Mass)
- St. Thomas More Catholic Church (Spanish Mass)

2. Public Meetings

The PADD 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. **PADD Website**

The PADD Website is located at www.purchaseadd.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 an upcoming meeting calendar. 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. If funding allows the advertisements of meetings and other information may be purchased.

Ballard County	The Advance-Yeoman (Weekly) The Ballard Weekly (W)
Calloway County	Murray Ledger & Times (Daily)
Carlisle County	Carlisle County News (W) Carlisle Weekly (W)
Fulton County	Fulton Leader (W) Hickman Courier (W)
Graves County	Mayfield Messenger (D)
Hickman County	Hickman County Gazette (W)
McCracken County	The Paducah Sun (D) West Kentucky News (W)
Marshall County	Tribune Courier (W) The Lake News (W)

5. **Radio**

Seventeen radio stations in six counties 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. If funding allows additional advertisements may be purchased.

Ballard County	WBCE	1200-AM
	WGKY	95.9-FM
Calloway County	WNBS	1340-AM

	WKMS	91.3-FM
	WFGE	103.7-FM
Fulton County	WKZT	1270-AM
Graves County	WYMC	1320-AM
	WLLE	102.1-FM
McCracken County	WKYX	570-AM
	WPAD	1560-AM
	WKYQ	93.3-FM
	WQQR	94.7-FM
	WDDJ	96.9-FM
	WREZ	105.5-FM
	WZZL	106.7-FM
Marshall County	WCBL	1290-AM
	WCBL	99.1-FM

6. **Television**

Six television stations are identified as serving the PADD region.

Paducah KY	WPSD-TV (NBC)
	WDKA (UPN)
Murray KY	WQTV (UPN)
Cape Girardeau MO	KFVS 12 (CBS)
	KBSI 23 (FOX)
Harrisburg IL	WSIL (ABC)

A number of cable access channels are also 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
- KYTC Highway District Office
- Purchase Area Development District
- Schools
- Malls, Restaurants, Shopping Centers
- Special Event Locations
- Other Identified Locations through Planning Process

6. LIMITED ENGLISH PROFICIENCY (LEP) PLAN

Purpose

The purpose of the PADD Limited English Proficiency Plan is to ensure equal access to the services provided by the District. This plan has been prepared in accordance with Title VI of the Civil Rights Act of 1964 and Federal Transit Administration Circular 4702.1A.

Service Area and Description

PADD serves the Kentucky Counties of Ballard, Calloway, Carlisle, Fulton, Graves, Hickman, Marshall and McCracken. The following LEP demographics for the PADD service area were obtained from the U.S. Census Bureau:

(1) The Number and Proportion of LEP Persons Served or Encountered in the Eligible Service Area Population

Ballard County

	<u>Number</u>	<u>Percent</u>
LANGUAGE SPOKEN AT HOME		
Population 5 years and over	7,772	100.0
English only	7,619	98.0
Language other than English	153	2.0
Speak English less than "very well"	54	0.7
Spanish	93	1.2
Speak English less than "very well"	45	0.6
Other Indo-European languages	33	0.4
Speak English less than "very well"	7	0.1
Asian and Pacific Island languages	24	0.3
Speak English less than "very well"	2	-

Additional Community Information

The Ballard County Board of Education reports 1 of 1,300 students in need of English as a Second Language (ESL) program. Therefore Ballard County does not have an ESL program and provides training on an individual basis when needed.

The Ballard County Court Clerk estimates 4 LEP contacts annually.

The Ballard County Sheriff's Department reports LEP encounters as very rare.

Calloway County

LANGUAGE SPOKEN AT HOME		
Population 5 years and over	32,511	100.0
English only	30,833	94.8

Language other than English	1,678	5.2
Speak English less than "very well".	698	2.1
Spanish	780	2.4
Speak English less than "very well".	282	0.9
Other Indo-European languages	512	1.6
Speak English less than "very well".	188	0.6
Asian and Pacific Island languages.	301	0.9
Speak English less than "very well".	205	0.6

Additional Community Information

Murray State University reports 475 persons enrolled in ESL classes with 100 of those individuals being considered LEP. The average over the last 10 years is 471 persons each year.

Calloway County Board of Education reports 13 of 3,000 students enrolled in their English Language Learner Program.

The Calloway County Sheriff’s Office estimates that they have one LEP contact per week. They employ two Spanish speaking Deputies that handle most translation duties. Murray State University translation services are utilized for all other languages.

Calloway County Court Clerk’s Office estimates 30-40 LEP contacts annually. Most of these individual bring an interpreter.

Carlisle County

LANGUAGE SPOKEN AT HOME

Population 5 years and over	5,032	100.0
English only	4,997	99.3
Language other than English	35	0.7
Speak English less than "very well".	14	0.3
Spanish	25	0.5
Speak English less than "very well".	8	0.2
Other Indo-European languages	8	0.2
Speak English less than "very well".	6	0.1
Asian and Pacific Island languages.	-	-
Speak English less than "very well".	-	-

Additional Community Information

The Carlisle County Board of Education reports no ESL students. The Carlisle County Court Clerk estimates that he has 1-2 transactions per week with LEP persons. He noted that these individuals routinely bring a person to help with translation.

Carlisle County Sheriff's Department – response pending

Fulton County

	<u>Number</u>	<u>Percent</u>
LANGUAGE SPOKEN AT HOME		
Population 5 years and over	7,282	100.0
English only	7,122	97.8
Language other than English	160	2.2
Speak English less than "very well"	13	0.2
Spanish	108	1.5
Speak English less than "very well"	4	0.1
Other Indo-European languages	52	0.7
Speak English less than "very well"	9	0.1
Asian and Pacific Island languages	-	-
Speak English less than "very well"	-	-

Additional Community Information

The Fulton County Sheriff's Department has indicated that they have not had any contacts with LEP persons.

Fulton County Board of Education – response pending

The City of Fulton School System has one LEP student.

Fulton County Court Clerk – response pending

Fulton County Transit Authority drivers report no LEP contacts.

Graves County

LANGUAGE SPOKEN AT HOME		
Population 5 years and over	34,584	100.0
English only	33,113	95.7
Language other than English	1,471	4.3
Speak English less than "very well"	676	2.0
Spanish	936	2.7
Speak English less than "very well"	547	1.6
Other Indo-European languages	390	1.1
Speak English less than "very well"	104	0.3
Asian and Pacific Island languages	134	0.4
Speak English less than "very well"	25	0.1

Additional Community Information

The Graves County Sheriff's Department does not track LEP encounters.

The Graves County Board of Education reports 98 of 4,900 (2%) students enrolled in English as a Second Language classes.

The Graves County Health Department reports 6% of their clients as Hispanic with limited English speaking capability.

The Graves County Court Clerk estimates that of an average of 200 daily transactions 10% are LEP individuals.

The Graves County Circuit Clerk estimates that less than 10% of persons served are LEP.

The Mayfield Board of Education reports 213 of 1,400 (15%) students enrolled in their English as a Second Language program.

Mayfield Dispatch estimates that 10-15% of calls received within a 24 hour period are from the LEP public.

The Mayfield City Clerk reports minimal contact with LEP customers.

Hickman County

LANGUAGE SPOKEN AT HOME

Population 5 years and over	4,985	100.0
English only	4,910	98.5
Language other than English	75	1.5
Speak English less than "very well"	40	0.8
Spanish	40	0.8
Speak English less than "very well"	20	0.4
Other Indo-European languages	21	0.4
Speak English less than "very well"	16	0.3
Asian and Pacific Island languages	14	0.3
Speak English less than "very well"	4	0.1

Additional Community Information

The Hickman County Board of Education no students in need of English as a Second Language Program.

The Hickman County Court Clerk reported contact with individuals having limited English approximately 3-4 times per year.

The Hickman County Sheriff's Department reports zero encounters with Limited English speaking abilities.

Marshall County

	<u>Number</u>	<u>Percent</u>
LANGUAGE SPOKEN AT HOME		
Population 5 years and over	28,535	100.0
English only	28,039	98.3
Language other than English	496	1.7
Speak English less than "very well"	269	0.9
Spanish	246	0.9
Speak English less than "very well"	138	0.5
Other Indo-European languages	153	0.5
Speak English less than "very well"	79	0.3
Asian and Pacific Island languages	85	0.3
Speak English less than "very well"	46	0.2

Additional Community Information

The Marshall County Board of Education reports zero students with limited English skills. The Board does have an interpreter on staff which has been utilized with Exchange Students.

Marshall County Sheriff's Department indicates that LEP contacts are very rare. The Sheriff's Department employs one person that is fluent in Spanish and has made arrangements with Murray State University for additional translation services if needed.

Marshall County Court Clerk's Office estimates 2 LEP contacts annually.

McCracken County

LANGUAGE SPOKEN AT HOME		
Population 5 years and over	61,594	100.0
English only	60,193	97.7
Language other than English	1,401	2.3
Speak English less than "very well"	415	0.7
Spanish	839	1.4
Speak English less than "very well"	282	0.5
Other Indo-European languages	412	0.7
Speak English less than "very well"	92	0.1
Asian and Pacific Island languages	123	0.2
Speak English less than "very well"	41	0.1

Additional Community Information

The McCracken County Sheriff's Department encounters very few LEP individuals and has had zero requests for transportation from LEP persons.

The Paducah Police Department reports no transportation issues with LEP persons.

The McCracken County Health Department reports contacts with Spanish, Chinese and Japanese speaking individuals however these clients represent a very small percentage of the persons served. None of the LEP individuals served have requested transportation.

McCracken County Board of Education - response pending

McCracken County Court Clerk – response pending

Paducah Transit Authority drivers reported no LEP requests for transportation.

Purchase Region

LANGUAGE SPOKEN AT HOME

Population 5 years and over.....	182,295	100.0
English only	176,826	96.9

Additional Community Information

Kentucky State Police Post 1 Dispatch reports approximately LEP contacts each month.

The Purchase Area Development District has never received a LEP request for direct transportation services, coordination services or technical assistance.

Source: <http://ksdc.louisville.edu/>
Table DP-2. Profile of Selected Social Characteristics: 2000

(2) The Frequency with which LEP Individuals Come in Contact with the Program, Activity or Service

The PADD has not had any LEP individuals participate in transportation planning activities or request assistance in arranging transportation.

PADD will log and date all LEP requests for service. Subsequently translation services will be provided at no cost to the individual. Staff is prepared to arrange for translation services when requested.

(3) The Nature and Importance of the Program, Activity, or Service Provided by the Program

The PADD provides transportation planning and public transportation coordination services for the Kentucky Counties of Ballard, Calloway, Carlisle, Fulton, Graves, Hickman, Marshall and McCracken Counties. All transportation providers and social service agencies in the area will be advised that translation services are available at no charge to LEP individuals.

(4) The Resources Available to the Recipient and Costs

The following services are available at no charge.

www.freetranslation.com is used to translate Transportation Committee agendas and other documents as necessary.

Spanish is the second most common language in the region so a person fluent in Spanish serves on the Transportation Committee.

With adequate notice PADD will use Murray State University's International Studies Department interpreters to provide information in other languages. The ESL contact person is Kara Hussman and she may be contacted at 270/809-2263. An alternate contact for translation services is Vince Medlocke and he can be reached at 270/293-8315.

Services are also available through the Kentucky Translator and Interpreter Association (KTIA) Contact: Aida Juric, ajuric@archlou.org

The University of Tennessee Martin provides a third translation option through their Office of International Affairs. The contact person is Ms. Lori Jackson and she can be contacted at 731/881-3582. Dr. Nappo is the Chair of the Department of International Education/Global Studies and he can be reached at 731/881-7420.

The US Census 2000 Language Identification Flashcard is available to assist staff in assessing LEP needs

A Google Translation Browser has been added to the PADD web site so all posted documents are available in multiple languages.

The PART web site also includes a Google Translation Browser.

PADD will track LEP encounters and modify the existing process to meet the needs of the service area as necessary.

7. REVIEW AND EVALUATION

The public involvement process is flexible and evolving. Other methods may also be identified to allow the public opportunity to review plans, discuss alternatives, question recommendations and express their view. The PADD Public Involvement Plan will be reviewed on an annual basis. During this evaluation process the RTC should discuss and explore new opportunities/methods for obtaining public input for inclusion into the plan and consider removing inefficient and ineffective methods.

All efforts to inform / educate the public, including the traditionally underserved will be documented by the PADD utilizing the quarterly report system that is required by the KYTC. If additional documentation is requested by KYTC, then staff will provide the

documentation as outlined by the KYTC Annual Work Program (or special request guidelines) for the Area Development Districts.

A constant constraint in any project is funding. The RTC has limited resources to accomplish objectives. It must ensure that funds are spent in ways that will achieve the desired results. The RTC must periodically assess the effectiveness of its public involvement techniques to ensure that funds and efforts are achieving the public involvement objective.

8. Purchase Region National Highway System

The NHS includes the Interstate Highway System as well as other roads important to the nation's economy, defense, and mobility. The NHS was developed by the Department of Transportation in cooperation with the states, local officials, and metropolitan planning organizations. Listed in Table 8.1 are the road segments that make up the NHS in the Purchase Region. The NHS is approximately 160,000 miles of roadway and approximately 155 miles of the Purchase Region are on the NHS (Figure 8.1).

Table 8.1 Purchase Region National Highway System

County	Route	Begin Mile Point	End Mile Point
Ballard	US 51	3.644	8.297
	US 60	0.000	16.937
Calloway	US 641	0.000	17.444
Fulton	Purchase Parkway	0.000	3.434
Graves	Purchase Parkway	8.352	34.487
	US 45	19.160	31.580
Hickman	Purchase Parkway	3.434	8.352
McCracken	Interstate 24	0.000	17.320
	US 45	0.000	8.018
	US 60	0.000	10.686
Marshall	Interstate 24	17.320	29.352
	Purchase Parkway	34.487	51.394
	US 68	25.813	28.146
	US 641	0.000	8.815
	KY 348	7.448	8.325
	KY 402	8.076	16.859

Purchase Region National Highway System



Figure 8.1

9. Purchase Region National Truck Network

In compliance with the Surface Transportation Assistance Act of 1982 and DOT Appropriations Act of 1983, Kentucky has established a network of highways on which motor vehicles with increased dimensions may operate.

Motor vehicles with these increased dimensions shall be allowed five (5) driving miles on state maintained highways from the designated system for the purpose of attaining reasonable access to terminals, facilities for food, fuel, repairs, and rest. The allowed access is reduced to one (1) driving mile on non state maintained public use highways.

Increased dimensions are defined as: 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.

The routes in the Purchase Region that are listed on the National Truck Network are found in Table 9.1 and mapped in Figure 9.1.

Table 9.1 Purchase Region National Truck Network

County	Route	Begin Mile Point	End Mile Point	Designating Agency	Description
Ballard	US 51	0.000	8.297	State Designated	From Carlisle C/L to Illinois S/L
	US 60	0.000	16.937	State Designated	From US 51 in Wickliffe to McCracken C/L
	KY 121	0.000	8.689	State Designated	From Carlisle C/L to US 51 in Wickliffe
Carlisle	US 51	0.000	12.655	State Designated	From Hickman C/L to Ballard C/L
	KY 121	0.000	9.714	State Designated	From Graves C/L to Ballard C/L
Calloway	US 641	0.000	17.444	Federal Designated	From Tennessee S/L to Marshall C/L
Fulton	Purchase Parkway	0.000	3.434	Federal Designated	From Tennessee S/L to Hickman C/L
	US 51	0.000	4.682	State Designated	From Purchase Parkway in Fulton to Hickman C/L
Graves	Purchase Parkway	8.352	34.487	Federal Designated	From Hickman C/L to Marshall C/L
	US 45	19.045	31.580	Federal Designated	From Purchase Parkway in Mayfield to McCracken C/L
	KY 121	13.144	23.975	State Designated	From Purchase Parkway in Mayfield to Carlisle C/L
Hickman	Purchase Parkway	3.434	8.352	Federal Designated	From Fulton C/L to Graves C/L
	US 51	0.000	15.095	State Designated	From Fulton C/L to Carlisle C/L

County	Route	Begin Mile Point	End Mile Point	Designating Agency	Description
McCracken	I-24	0.000	17.320	Federal Designated	From Illinois S/L to Marshall C/L
	US 45	0.000	10.806	Federal Designated	From Graves C/L to US 60 in Paducah
	US 60	0.000	13.402	State Designated	From Ballard C/L to US 45 in Paducah
	US 60	13.402	19.306	Federal Designated	From US 45 in Paducah to US 62 east of Paducah
	US 62	11.837	12.881	Federal Designated	From I-24 in Paducah to US 45
	US 62	12.881	15.513	Federal Designated	From US 60 east of Paducah to US 68
	US 68	0.000	1.008	Federal Designated	From US 62 in Reidland to I-24
Marshall	I-24	17.320	29.352	Federal Designated	From McCracken C/L to Livingston C/L
	Purchase Parkway	34.487	51.394	Federal Designated	From Graves C/L to I-24 interchange
	Purchase Parkway	51.394	52.333	State Designated	From I-24 interchange to US 62 interchange
	US 641	0.000	8.815	Federal Designated	From Calloway C/L to KY 348 in Benton
	US 641S	0.000	3.519	State Designated	From US 641 to Purchase Parkway in Benton
	KY 348	7.448	8.325	State Designated	From Purchase Parkway interchange to US 641 in Benton