

Purchase Area Development District

Public Involvement Plan



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CHAPTER 1: INTRODUCTION

1.1 History of Program

Kentucky has maintained a statewide transportation planning process since the 1970s through its fifteen (15) Area Development Districts (ADDs). The federal emphasis on comprehensive transportation planning and public involvement began with the enactment of the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991 and has continued through subsequent legislation, including the Transportation Equity Act for the 21st Century (TEA-21), the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), the Moving Ahead for Progress in the 21st Century Act (MAP-21), and the Fixing America's Surface Transportation (FAST) Act. Building upon these federal requirements and its longstanding commitment to data-driven transportation planning, the Kentucky Transportation Cabinet (KYTC) developed the Strategic Highway Investment Formula for Tomorrow (SHIFT), a transparent and objective process used to evaluate and prioritize transportation projects across the Commonwealth. Most recently, the Infrastructure Investment and Jobs Act (IIJA), also known as the Bipartisan Infrastructure Law (BIL), was signed into law on November 15, 2021, providing historic levels of funding for transportation infrastructure and creating new opportunities for state, regional, and local transportation investments.

These federal transportation laws and state initiatives emphasize a continuing, cooperative, and comprehensive transportation planning process that includes meaningful public participation, coordination between statewide and metropolitan planning organizations, fiscal constraint in transportation programming, and consideration of all transportation modes, including highways, transit, rail, aviation, waterways, bicycle, and pedestrian facilities. Public involvement remains a cornerstone of the planning process, ensuring that transportation investments reflect the needs and priorities of Kentucky's communities.

The Kentucky Transportation Cabinet (KYTC) carries out its statewide transportation planning program through a cooperative partnership involving the KYTC Central Office, twelve (12) Highway District Offices (HDOs), fifteen (15) Area Development Districts (ADDs), and ten (10) Metropolitan Planning Organizations (MPOs). The ADDs and MPOs play a vital role in identifying transportation needs, collecting and analyzing transportation data, engaging local officials and the public, and coordinating regional transportation priorities throughout the Commonwealth. Kentucky's transportation project prioritization process is centered on SHIFT. Through this process, transportation projects are evaluated using objective performance measures such as safety, congestion, economic growth, benefit-cost analysis, asset management, and resilience. Transportation needs identified through local input, regional planning efforts, technical studies, and public engagement are entered into KYTC's Continuous Highway Analysis Framework (CHAF), where projects are analyzed and scored through SHIFT. The results are used to help inform the Governor's Recommended Highway Plan and the Kentucky Six-Year Highway Plan, ensuring that transportation investments are aligned with statewide goals and regional priorities.

KYTC Policies and Procedures for the Regional Transportation Program outline the policies and guidelines governing the relationship between KYTC and the ADDs. State legislation enacted in 1972 established the Area Development Districts under Chapter 147A of the Kentucky Revised Statutes (KRS). Since that time, the ADDs have served as a critical link between local communities, regional planning efforts, and statewide transportation decision-making by fostering collaboration among local governments, transportation agencies, and the public. The ADDs primarily conduct transportation planning activities for the rural areas of the Commonwealth, while the MPOs are responsible for transportation planning activities within Kentucky's urbanized areas. The ADDs are concerned with all modes of transportation, including highway, transit, rail, air, water, bicycle, and pedestrian facilities. Transportation planning frequently extends beyond jurisdictional boundaries, requiring ongoing coordination among ADDs, MPOs, Highway District Offices, local governments, transit agencies, and other transportation stakeholders.

The Purchase Area Development District (PADD) is composed of the eight-county Purchase region in far western Kentucky, including Ballard, Calloway, Carlisle, Fulton, Graves, Hickman, Marshall, and McCracken Counties. PADD serves as the regional planning organization for transportation and other community development initiatives, working closely with local governments, KYTC, and other partners to identify needs, facilitate public involvement, and support the development of a safe, efficient, and multimodal transportation system for the region.

Purchase Area Development District



This map was produced in cooperation with the Kentucky Transportation Cabinet



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- Ballard
- Calloway
- Carlisle
- Crittenden
- Fulton
- Graves
- Hickman
- Livingston
- Lyon
- McCracken
- Marshall
- Trigg

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Madisonville
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Nick Hall

- Caldwell
- Christian
- Daviess
- Hancock
- Henderson
- Hopkins
- McLean
- Muhlenberg
- Ohio
- Union
- Webster

District 3
Bowling Green
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- Allen
- Barren
- Butler
- Edmonson
- Logan
- Metcalfe
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- Todd
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- Breckinridge
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- Green
- Hardin
- Hart
- Larue
- Marion
- Meade
- Nelson
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- Bullitt
- Franklin
- Henry
- Jefferson
- Oldham
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- Trimble

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- Boone
- Bracken
- Campbell
- Carroll
- Gallatin
- Grant
- Harrison
- Kenton
- Owen
- Pendleton
- Robertson

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Lexington
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Charles Smith

- Anderson
- Bourbon
- Boyle
- Clark
- Fayette
- Garrard
- Jessamine
- Madison
- Mercer
- Montgomery
- Scott
- Woodford

District 8
Somerset
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Jeff Dick

- Adair
- Casey
- Clinton
- Cumberland
- Lincoln
- McCreary
- Pulaski
- Rockcastle
- Russell
- Wayne

District 9
Flemingsburg
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Blake Jones

- Bath
- Boyd
- Carter
- Elliott
- Fleming
- Greenup
- Lewis
- Mason
- Nicholas
- Rowan

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- Lee
- Magoffin
- Menifee
- Morgan
- Owsley
- Perry
- Powell
- Wolfe

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- Clay
- Harlan
- Jackson
- Knox
- Laurel
- Leslie
- Whitley

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- Johnson
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- Letcher
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- Pike

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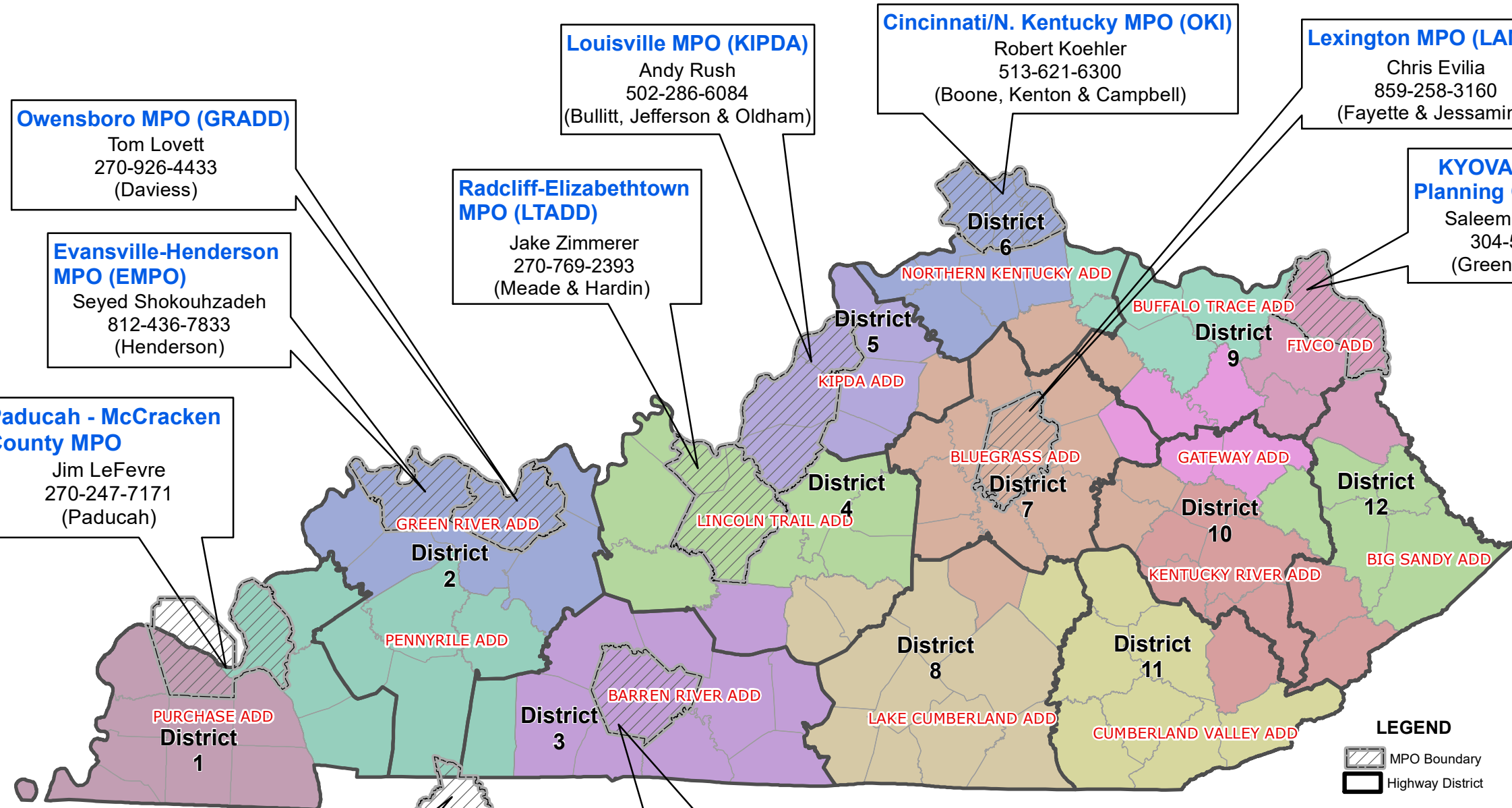
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- LEGEND**
- MPO Boundary
 - Highway District
- Area Development Districts**
- BARREN RIVER
 - BIG SANDY
 - BLUEGRASS
 - BUFFALO TRACE
 - CUMBERLAND VALLEY
 - FIVCO
 - GATEWAY
 - GREEN RIVER
 - KENTUCKY RIVER
 - KIPDA
 - LAKE CUMBERLAND
 - LINCOLN TRAIL
 - NORTHERN KENTUCKY
 - PENNYRILE
 - PURCHASE

1.3 Purpose of Public Involvement Plan

The purpose of the Purchase Area Development District's (PUADD) Public Involvement Plan is to describe actions the PUADD Regional Transportation Committee (RTC) shall take to provide opportunities for the public to be involved in the statewide transportation planning process. It serves as a guide for the PUADD to follow in planning public involvement opportunities. True public involvement is central to good decision making. Without meaningful public involvement, there is a risk of making less than optimal decisions. With it, there can be a lasting contribution to the regional well-being of our neighborhoods, towns, cities and counties. The best policy decisions by government are made in context of public participation.

The goal of the public involvement plan will be to broaden the public input process to reach more sectors of the public. Public awareness is a very important element in gaining public input. Emphasizing the importance of communicating and coordinating with other agencies and interests is also vital to the public involvement process. Ultimately, public involvement enhances the ability to implement transportation solutions that improve safety and efficiency; protect natural and human environments; and contribute to community vitality. In order to gain cooperation in implementing transportation improvements, government, industry, commerce and citizens need to understand what the problems are, what improvements are necessary, what the effects will be and when each element of the program will be ready for public use and/or input. Opening transportation planning to the public through advisory committees and publishing and distributing the transportation improvement program are ways to inform the public of such issues. To be effective, it is essential that government agencies understand a given community's values and it is equally important for the community to understand the tradeoffs and constraints associated with project planning. This mutual understanding can only be achieved through early, frequent and continued communication. When the public is engaged in the process, their insight helps assure projects suit community needs. The true test of a successful public participation plan is the level of public awareness and feedback. Too often, public participation does not occur until after the community-at-large becomes aware of an unpopular decision.

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

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

CHAPTER 2: REGIONAL TRANSPORTATION COMMITTEE (RTC)

2.1 Introduction

The Regional Transportation Program funded by the Kentucky Transportation Cabinet brings local involvement to the table in the decision-making process. The PUADD RTC is responsible for identifying, evaluating, and prioritizing transportation needs in the eight-county region. The RTC was established as an advisory body to the PUADD Board of Directors. The RTC consists of representatives from each of the eight (8) counties who are interested in improving transportation in the Purchase Region. The RTC should consist of representatives from: local municipalities, counties, private citizens, civic organizations, chamber of commerce, economic development commissions, trucking industry, agriculture industry, emergency and police officials, bicycle groups, school transportation officials, public transit authority and family resources.

The RTC is responsible for:

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

In partnership with the residents of the communities in the region, the mission of the RTC is to encourage regional strategies, solutions and partnerships that achieve long-term economic growth and improve the overall quality of life for all citizens of the region. 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 RTC. Any comments received will be documented by the PUADD transportation planner and provided to the KYTC Division of Planning.

**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 (RTC), an advisory committee to the Purchase Area Development District (PADD) 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 PADD Board of Directors. The RTC shall be governed by the bylaws of the Purchase Area Development District, Inc., as amended.

Section III: Purpose

The purpose of the RTC shall be to focus 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. To accomplish this purpose, the RTC will:

- a. Provide assistance to the Board in the formulation of regional transportation policy.
- b. Advise the staff in the execution of technical transportation planning programs.
- c. Provide a forum for elected officials to work together in solving regional transportation problems.
- d. Act as an advocacy body on transportation related matters as needed.
- e. Act as a data and information base for the public-at-large and to provide legislators with the information necessary to make equitable legislative decisions.
- f. Provide a forum for local public involvement into the regional planning process.
- g. Provide local transportation officials the opportunity to prioritize transportation projects.
- h. Provide input for the Kentucky Transportation Planning Process.

ARTICLE II

MEMBERSHIP AND ORGANIZATION

Section I: Membership

Members shall be solicited per the bylaws and the Kentucky Transportation Cabinet (KYTC) 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 PADD 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 5,000 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

To match membership with that which the KYTC Annual Work Program (AWP) 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 PADD Board of Directors.

In addition, the Chairman of the PADD 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 PADD 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 PADD Transportation 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 KYTC District 1 Chief District Engineer, the Project Development Branch Manager and staff, the Public Information Officer and other D1 staff as deemed necessary.

Section II: Voting

Each member of the committee will be entitled one vote 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/her successor is appointed; and he/she will serve at the pleasure of his/her appointing locally elected official.
3. At-large members will serve a term of one year and until his/her successor is appointed; and he/she will serve at the pleasure of the Chairman of the PADD Board of Directors.
4. Vacancies occurring on the RTC 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 RTC meeting shall be interpreted as a possible lack of interest. The Chairman of the RTC 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 RTC shall include Chairman, Vice-Chairman and Secretary.

7. The Chairman of the RTC 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 PADD Board of any vacancies on the Committee.

Section IV: Participation

In the normal conduct of the RTC, 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 V: Compensation and Reimbursements

Members of the RTC 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 RTC 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 and/or e-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 RTC. 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.

Member participation by telephone or video conference is permissible in accordance with KRS § 61.826. Any member participating by such means shall be considered present at the meeting, provided that the communication technology allows all participants to see, hear, and communicate with one another simultaneously, and all statutory requirements are met.

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 RTC 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 RTC 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 RTC Chairman.
4. 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 action 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.

PURCHASE AREA DEVELOPMENT DISTRICT
Regional Transportation Committee
Mission, Goals, and Objectives

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: ACCESS

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

- Support the maintenance of the existing highway system and the improvements necessary to preserve connections among communities and vital resources (hospitals, schools, employment centers, airports, riverports, railroads, truck facilities, etc.).
- Promote the efficient movement of people and goods by linking the various modes of transportation.
- Support the development and maintenance of community transit systems and promote coordination between public transportation agencies and other agencies
- Continue to utilize the FTA Section 5310 funding for the enhanced mobility of seniors and individuals with disabilities for senior citizen centers, transit authorities, and other public agencies.
- 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.
- 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.
- Develop strategies for incorporating greenways, bicycle, pedestrian and multi-purpose trails into our overall transportation planning.

GOAL: ECONOMIC STEWARDSHIP

Support and promote the development of a transportation system that strengthens the economic vitality and competitiveness of the region.

Objectives

- Support improvements for airports, riverports, railroads and truck facilities, to strengthen the Purchase region's economy.
- Support improvements to connections between airports, riverports, railroads, and the highway system for efficient movement of people and goods.
- Promote economic development by the efficient movement of freight and tourist travel through, within, and into and out of the Purchase region.
- Promote the maintenance, improvement and development of intermodal connections between transportation facilities including; mass transit, highways, airports, riverports, and rail lines, that will enhance the transportation of people, goods and services.
- Promote and develop projects that will improve economic development and tourism in the Purchase region.
- Promote, support and improve I-24 through the Purchase and provide improved connectivity throughout the region to further economic development and sustainability.

GOAL: SAFETY AND SECURITY

Promote transportation safety to achieve a significant reduction in fatalities, injuries, and economic loss in the region.

Objectives

- Give higher priority consideration to transportation system improvements that prevent crashes and eliminate or minimize hazards to users.
- Support the efforts of local, state and federal transportation safety programs.
- Support and assist emphasis area task teams to analyze specific safety issues and recommend solutions for improving identified concerns.
- Promote increased usage of safety belts and child seat restraint systems.
- Promote increased driver education programs for all ages.
- Support initiatives to develop and maintain programs that will prepare local jurisdictions to address the operation of our transportation system during natural disasters, hazardous materials spills, or other emergencies of local, state, and national significance.

GOAL: MOBILITY (FREIGHT MOVEMENT)

Promote and support projects that improve the national freight network, strengthen the ability of rural communities to access national and international trade markets and support regional economic development.

Objectives

- Promote connections between transportation modes that support the effective shipment of freight.
- Support the development and operation of the region's riverports and riverport authorities.

- Ensure sufficient intermodal interfacing between river, rail and highway facilities.
- Support efforts to promote the use of 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.
- Support funding for the continuation of efforts to maximize efficiencies through construction and maintenance of waterway facilities (i.e. locks and dams).

GOAL: ENVIRONMENTAL STEWARDSHIP (HUMAN & NATURAL)

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

Objectives

- Avoid, minimize, or mitigate disproportionate adverse impacts on the human environment.
- Avoid, minimize, or mitigate the impacts on wetlands and other environmental resources in the natural environment.
- Promote projects that enhance access to and appreciation of the natural environment, such as recreational trails and scenic byways.

GOAL: PUBLIC INVOLVEMENT

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.
- Solicit the participation of local officials, community groups, and individual citizens in the transportation planning process.
- Involve users and stakeholders in the decision-making process

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Osborne	Jim	City Manager	City of Murray	500 Main Street	Murray	KY	42071	jim.osborne@murrayky.gov
Marcum	Bill	Citizen Member	Calloway County	Calloway Co Courthouse Annex, 201 S 4th St	Murray	KY	42071	wmbillmarcum@murray-ky.net
Rouleau	Dennis	Executive Director	Barkley Regional Airport	100 Terminal Drive	West Paducah	KY	42086	dennis@flybarkley.com
Smith	Tony	Farmer	Graves County	7843 St Rt 464	Mayfield	KY	42066	jrsmith6381@gmail.com
Sommer	Josh	Planning	City of Paducah	P.O. Box 2267	Paducah	KY	42002	jsommer@paducahky.gov
Stice	Dwayne	Citizen Member	City of Calvert City	647 Main St	Calvert City	KY	42029	ky4202956@yahoo.com
Taylor	Ruth	City Council	City of Wickliffe	PO Box 152	Wickliffe	KY	42087	reptaylor2@yahoo.com
Wadkins	Roy	Road Supervisor	Marshall County Road Dept.	160 Homer Lucas Ln	Benton	KY	42025	roy.wadkins@marshallcountyky.gov
Welch	Mark	Executive Director	City of Fulton	101 Nelson Tripp Place/PO Box 1413	Fulton	KY	42041	director@thinkwestky.org
Williams	Randy	Road Engineer	McCracken County	3700 Coleman Rd	Paducah	KY	42001	rwilliams@mccrackencountyky.gov
Wilson	Kenny	Judge Executive	Hickman County	116 S Washington St	Clinton	KY	42031	hickmancountyjudgeexec@gmail.com

2.5 Committee Plan of Activities/Programs

In agreement with the FY2027 Kentucky Transportation Cabinet (KYTC) Regional Transportation Annual Work Program-Work Element 2D, the Purchase Area Development District (PUADD) 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 educating and informing the committee on planned transportation activities.

To comply with public involvement requirements outlined by the KYTC and the USDOT transportation authorization bill FAST Act (Fixing America's Surface Transportation Act), the PUADD will maintain an RTC. The PUADD 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 and 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 PUADD transportation planner has identified the tentative dates for the FY27 meetings describing potential activities to be carried out in compliance with Work Element 2. The FY27 plan will include scheduling three regional meetings and in addition scheduling local transportation prioritization meetings in each of the eight counties. 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. The local meetings will be conducted with a purpose of reviewing projects identified on the KYTC's Continuous Highway Analysis Framework (CHAF), the current Biennial Highway Plan, and discussion on new needs or identified needs that may need to be modified.

PROPOSED PLAN OF ACTIVITIES FOR FY 2027

1. August 6, 2026

- *Regional Transportation Committee Involvement Plan for FY27* – Present the plan of activities for the FY27 work program.
- *Regional Goals and Objectives for FY27* – The RTC will review the current goals and objectives and propose any changes for FY27.
- *Committee Bylaws* – Will review amend and approve RTC bylaws.
- *Guest Speaker: Russell Clark | Bike Trails*

2. November 19, 2026

- *Preview upcoming SHIFT process* – The RTC will review and SHIFT process and methodology projects for the next six-year highway plan.
- *Guest Speaker* - TBA

3. March 11, 2027

- *District 1 Spring Lettings Updates / Project Updates* – invite the District to provide a status update on highway projects across the region and anticipated letting dates for projects in the 2027 construction season.
- *Review the ongoing SHIFT prioritization process.*
- *Review 5310 Capital Assistance Program- Committee will review and prioritize grant application that will be forwarded to KYTC office of Transportation Delivery.*

4. Local Transportation Meetings (Mar 2027 – June 2027)

- Schedule eight local meetings for each county / coordinate efforts with District 1
- Invite county judge-executive, mayors, RTC members and invite the local elected official to include anyone else they deem necessary
- Purpose of the meeting will be review highway plan and identify new projects

The purpose of transportation committee meetings is to educate members on the statewide transportation planning process and gather input on local and regional priorities. While not all committee activities will directly address this process, efforts will be made to ensure each activity offers insight into the region’s transportation needs. In addition to meetings, the PUADD transportation planner may use the PADD website, email updates, newsletters, or individual and group discussions to help members better understand transportation issues and planning efforts.

The transportation planner may also reach out to committee members outside of scheduled meetings—typically through email, mail, or occasionally by phone—to gather feedback on regional transportation projects. When possible, guest speakers may be invited to present on relevant topics such as highway safety, freight and intermodal planning, Title VI, public outreach, local transit, and bike or greenway initiatives. Committee members are encouraged to suggest additional topics of interest to further support education and engagement in the planning process.

CHAPTER 3: PUBLIC INVOLVEMENT

3.1 Introduction

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

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

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

The PUADD PIP will use a broad-based approach because there is no overwhelming population center for the traditionally underserved, and the size of these populations is relatively small throughout the region. 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 may also be utilized during local events and strategically placed locations throughout the region to reach the underserved populations.

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

The PUADD 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.

PUADD Public Involvement activities include:

- Regularly scheduled RTC meetings
- RTC reports during the monthly PUADD Board of Director's meetings
- Utilizing the PUADD Web Site (www.purchaseadd.org) to post transportation projects / information / comments and providing a link for public feedback
- Utilizing the PUADD quarterly newsletter to reach, educate and inform the public on various transportation programs/issues
- Social Networking – utilizing web-based networks such as Facebook and Twitter to post information about meetings and other transportation related issues
- Conducting local transportation meetings with local officials and interested community leaders
- Address civic groups, chamber meetings and government meetings concerning the statewide transportation process
- Using e-mail lists to provide transportation information materials to interested persons and agencies

Activities may also include:

- Conducting local or regional public/information meetings as requested by the KYTC or RTC.
- Attending fiscal court and city council meetings requesting input for the CHAF. This would include obtaining information relative to identifying new projects and evaluating existing CHAF and prioritization information. This process allows the PUADD 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.
- 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.
- Conducting public meetings at county courthouse, city hall, or local community centers.
- Utilizing existing services/programs at the PUADD to distribute information (i.e. Child Care, Housing, Aging) that 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.
- Utilizing local county and city access cable channels.
- Using surveys in newsletters, mail-outs, e-mails, etc. to gain public input.

3.2 List of Resources

To expand participation opportunities, the PUADD has initiated a list of resources for general and targeted outreach methods for the region. All of the items listed may not be used at the same time or may not be used at all but could be used, if needed, 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 PUADD will seek to increase public outreach to the underserved populations by contacting third party groups and asking for their assistance in creating public awareness concerning transportation related issues. The agencies, groups or people that wish to provide assistance can be utilized to distribute materials pertaining to the statewide planning process. The members may be able to utilize their brochures, newsletters, word of mouth, etc concerning public meetings, announcements of public review and comment periods for statewide planning documents by sharing and distributing the information with the populations they service. These groups may include, but not be limited to the following:

- Senior citizen centers
- Public libraries
- Public health departments
- Public transit authorities
- NAACP
- Housing authorities
- Post offices
- County or city clerk's office
- Charitable organizations
- Churches
- Migrant education programs
- Adult education programs
- Chamber of commerce
- Community based services
- Human relations commissions
- State government agencies
- Disabled American Veterans

2. Public Meetings

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

4. Newspapers

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

5. Radio

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

6. Television

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

7. Traveling Exhibits

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

- Public libraries
- Post offices
- County courthouses
- City halls
- Community centers, meeting halls, churches
- Chambers of commerce
- KYTC Highway District 1 office
- Purchase Area Development District office










- Schools
- Public housing authorities
- Senior citizen centers or housing
- Malls, restaurants, shopping centers
- Special event locations
- Other identified locations through planning process

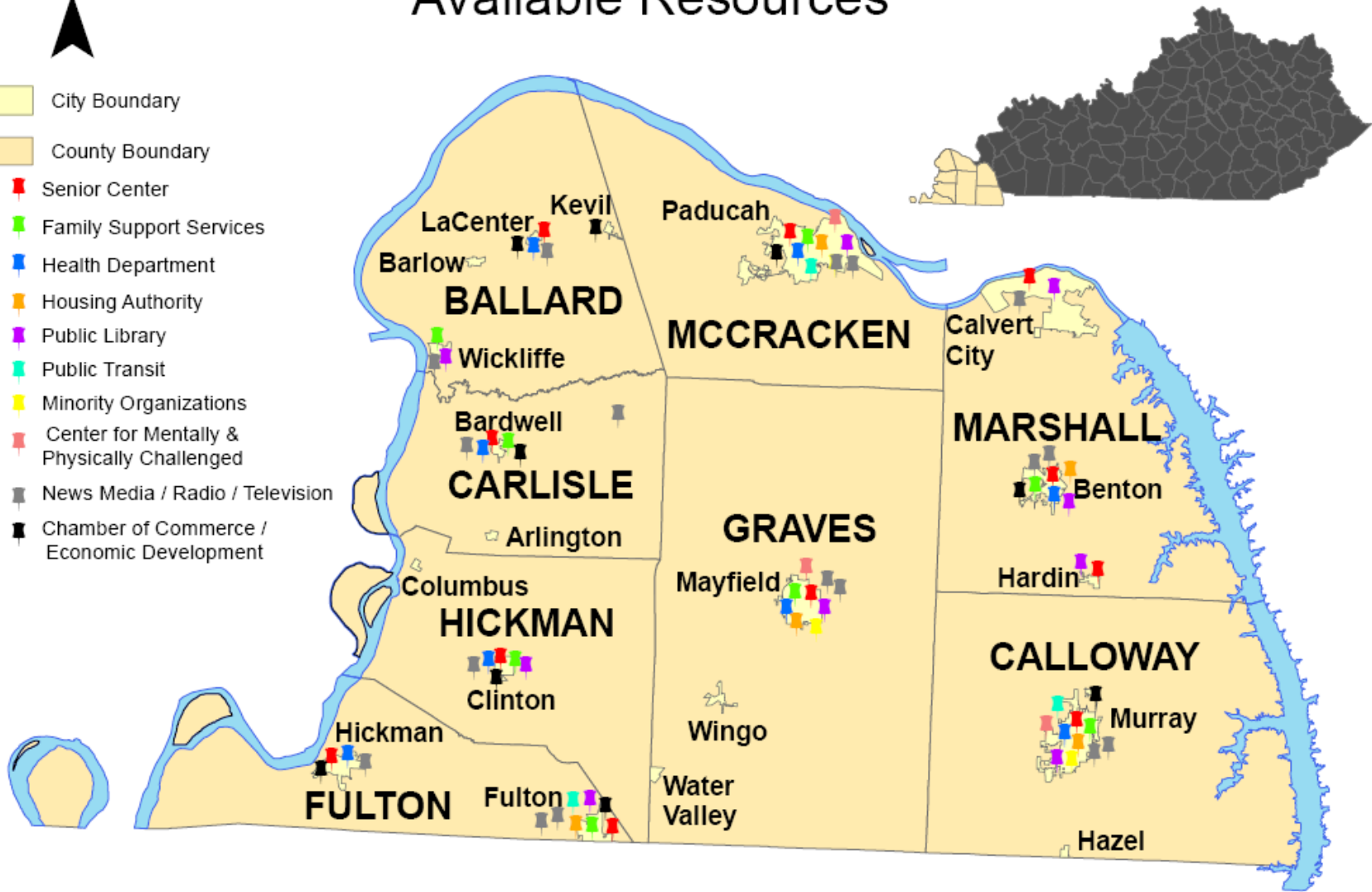
3.3 Map of Resources

As part of the KYTC Annual Work Program agreement, the PUADD maintains a detailed database of contact information for these resources. This information can be obtained by contacting the PUADD transportation planner. The following map illustrates areas where these resources are available within the region:

Purchase Area Development District Available Resources



-  City Boundary
-  County Boundary
-  Senior Center
-  Family Support Services
-  Health Department
-  Housing Authority
-  Public Library
-  Public Transit
-  Minority Organizations
-  Center for Mentally & Physically Challenged
-  News Media / Radio / Television
-  Chamber of Commerce / Economic Development



This map was produced in cooperation with the Kentucky Transportation Cabinet



3.4 FY27 Groups Addressed

In agreement with the FY27 KYTC Regional Transportation Work Program – Work Element 2A, the PUADD will plan to attend various civic and government meetings and request speaking opportunities to review the statewide transportation planning process and various transportation documents, i.e. Statewide Transportation Plan, Statewide Transportation Involvement Plan, Highway Plan, etc. and provide opportunities for review and input. Efforts to reach, educate, and involve the public in the transportation planning process include, but are not limited to, providing information on the aforementioned transportation plans through use of the PADD website, newsletters, Facebook and utilizing the e-marketing tool called Constant Contact. If the need arises or specific requests are made to address other groups, the PUADD will attempt to schedule those engagements.

In addition, PUADD staff anticipates attending:

- Arlington City Council
- Ballard County Chamber of Commerce
- Ballard County Fiscal Court
- Bardwell City Council
- Barlow City Council
- Calloway County Transportation Committee
- Carlisle County Fiscal Court
- Columbus City Council
- Hardin City Council
- Kevil City Council
- Purchase Area Regional Transit
- Wickliffe City Council

In FY26, staff met with the following groups:

- Jul 25 – Spoke to MRPC Transportation Committee
- Aug 19 – Conducted Regional Transportation Committee Meeting.
- Aug 26-27 Met with Kentucky Public Transportation and discussed local transit.
- Aug 28 – Attended Paducah McCracken MPO Executive Meeting.
- Sep 10 – Made presentation to National Mississippi River Parkway Commission about Kentucky Great River Road.
- Sep 15 – Met with Stantec and KYTC District 1 to discuss US60 KY286 Planning Study
- Sep 23 – Attended KPTA transit meeting to discuss local public transportation
- Oct 3 – Met with Fulton Senior Citizens Center to setup online portal
- Oct 14 – Attended ADD Planners Meeting | Frankfort, KY
- Oct 15 - Attended Statewide Planners Meeting | Frankfort, KY
- Oct 21 – Met with Christopher House, Inc. for their bid opening for new transit

- Oct 23 – Attended Comprehensive Economic Development Committee group and provided transportation update.
- Nov 5 – Met at Fulton Co. Transit to conduct compliance review for FCSC, CCSC
- Nov 4 – Met at Paducah Area Transit to conduct compliance review for CHRIS, Inc.
- Nov 18 – Conducted Regional Transportation Committee Meeting.
- Nov 21 – Attended MPO Executive Board Meeting
- Nov 25 - Attended KPAT Board Meeting via Teams
- Dec 16 – Conducted PART meeting with local transit agencies
- Jan 12 – Met with FCSC and HCSC to discuss vehicle acquisition
- Jan 14-16 Attended Kentuckians for Better Transportation Conference, Louisville, KY
- Feb 26 – Hosted Regional Public Transportation Coordination meeting
- Mar 5 – Attended Calloway Co. Transportation Committee meeting.
- May 12 – Met with Calloway for local road updates
- May 14 – Met with Carlisle Co. for local road updates
- Jun 10 – Met with KYTC to discuss bridge funding opportunity
- Jun 25 – Hosted Kentucky MRPC meeting via teams

CHAPTER 4: SOCIOECONOMIC PROFILES

4.1 Introduction

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

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

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

4.2 Demographic Information

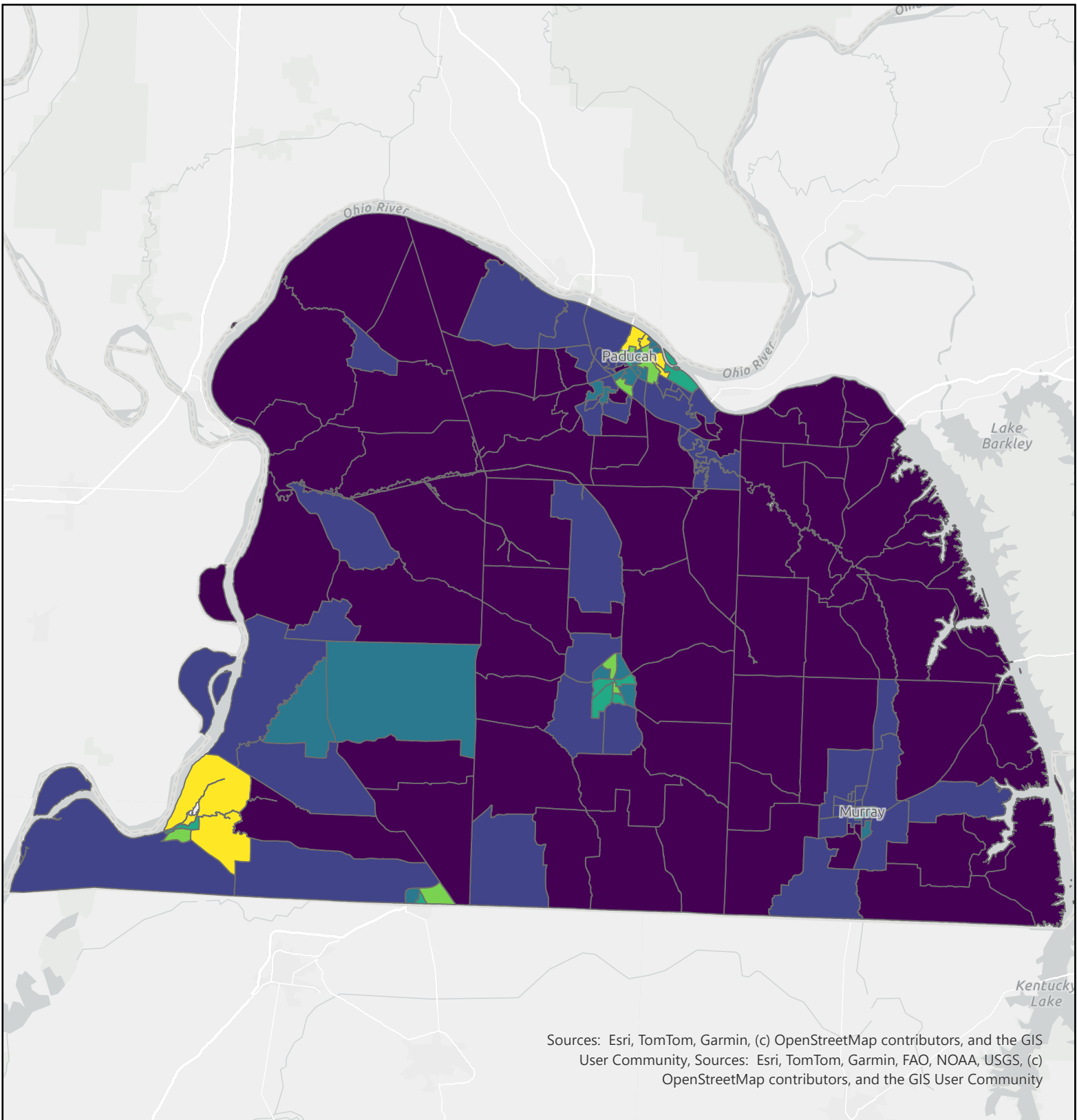
This research estimates the total population of the Purchase Area Development District (PUADD) to be 197,425, representing approximately 4.4% of Kentucky's estimated population of 4,534,824. McCracken County has the highest population in the PUADD region with 67,564 people (34.2% of the regional population and 1.5% of the state population). Calloway County is the second most populous county with an estimated population of 38,224, while Graves County ranks third with a population of 36,630.

On the maps, graduated color symbology is used to illustrate quantitative differences among geographic areas by varying the color of symbols. Data are classified into five (5) ranges, with each range assigned a different shade from a continuous color scheme. Lighter shades represent lower values, while progressively darker shades indicate higher values.

4.3 Census Maps

The maps on the following pages are used to demonstrate the region breakdown by county for total population by race, the elderly population (age 65 and over), the poverty status and population by disability (18 years and older) and ability to speak English (5 years and older).

The data source is the Kentucky State Data Center Census 2024 American Community Survey 5 Year Data (2020-2024)



Percent Minority Population

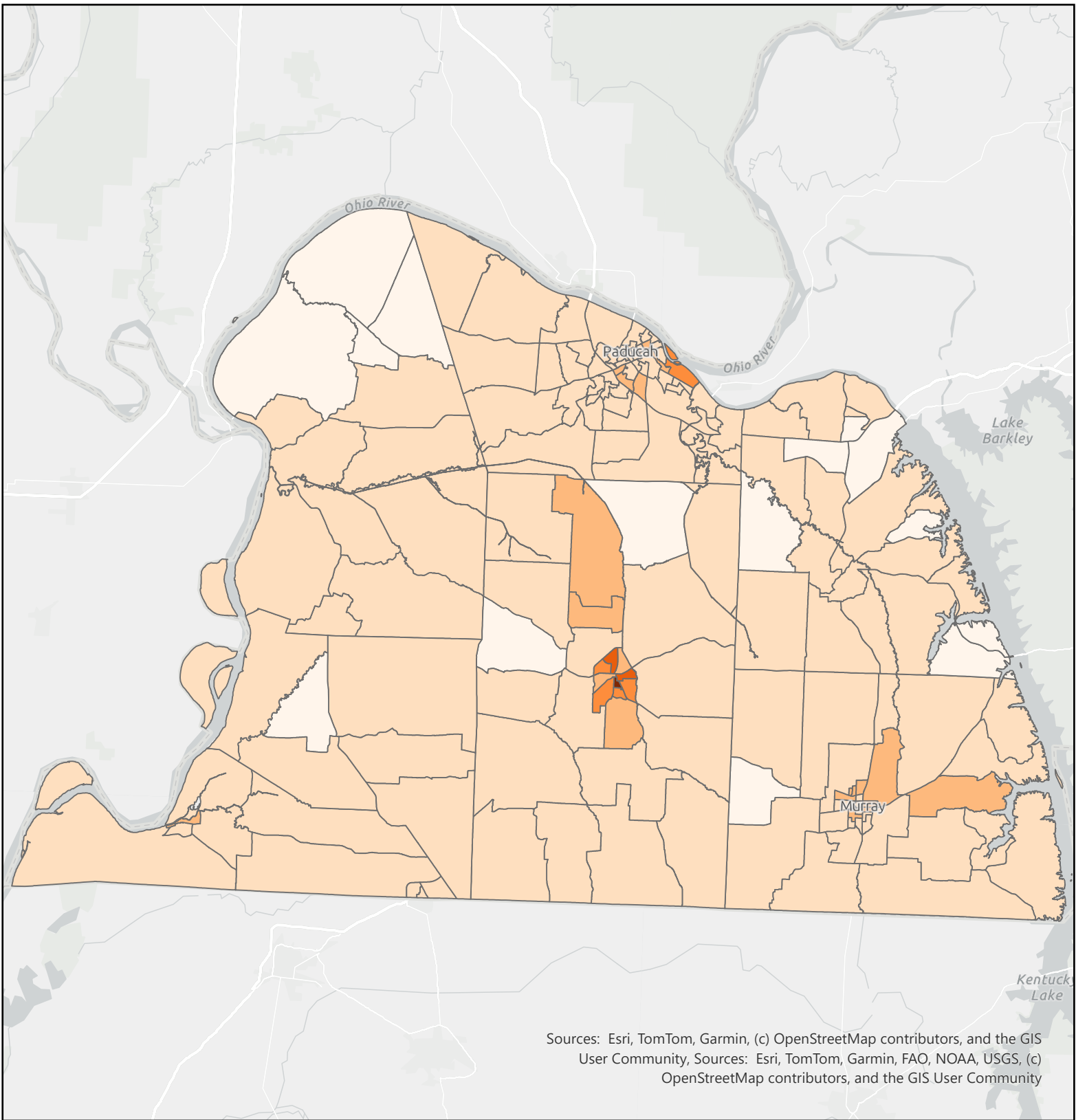
Minority

- <10.00%
- 10.01 - 20.00%
- 20.01 - 30.00%
- 30.01 - 40.00%
- 40.01 - 50.00%
- 50.01 - 75.24%

Purchase Area Development District Minority Population Percentage

N

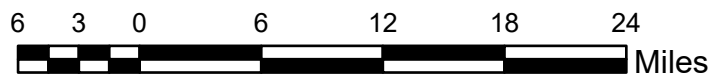




Hispanic/Latino percentage

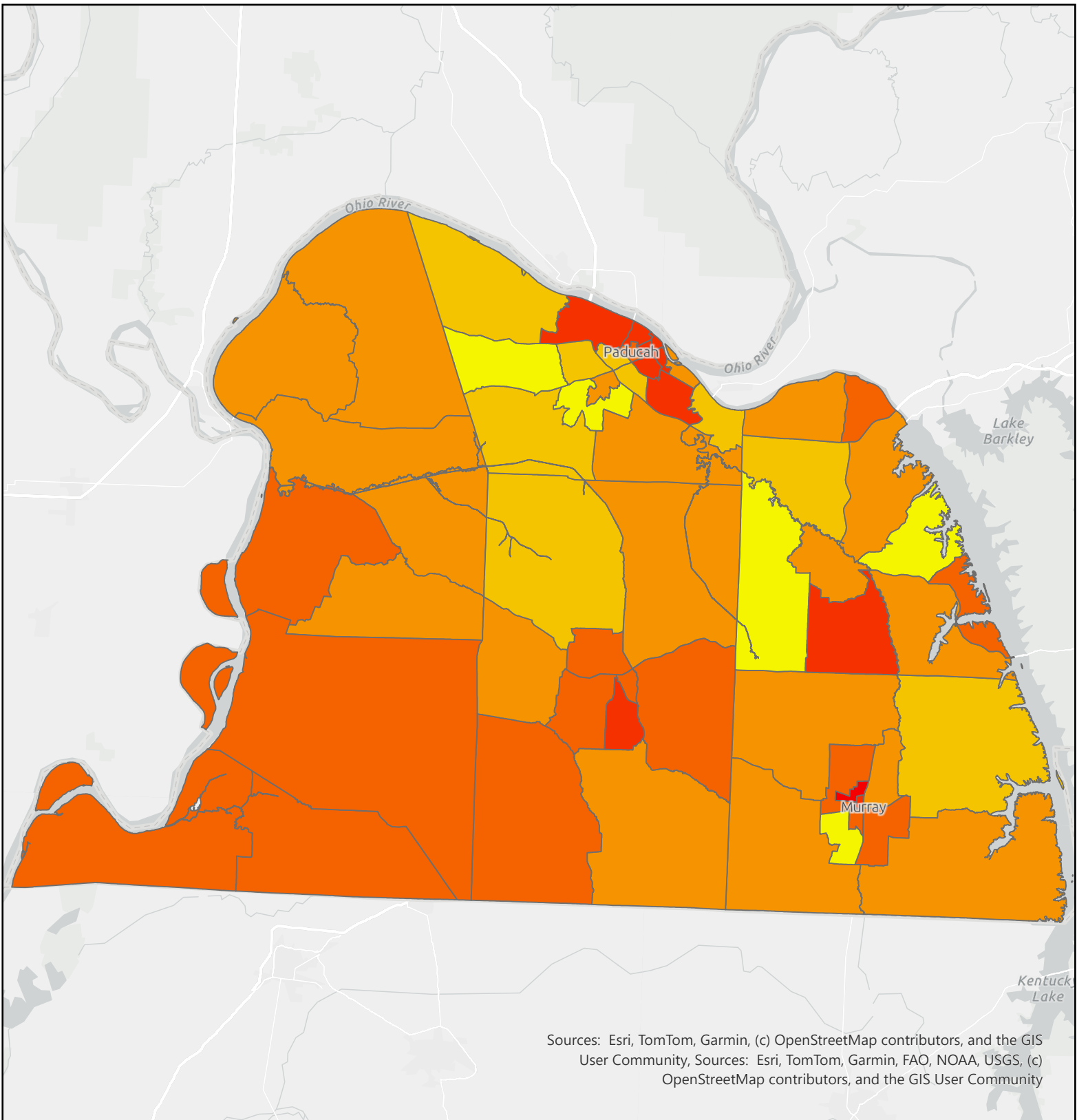
- <1%
- <5%
- <10%
- <20%
- <30%
- >30%

Purchase Area Development District HISPANIC/LATINO PERCENTAGE



N



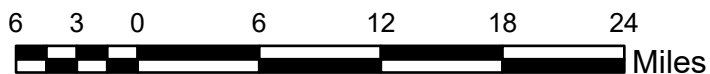


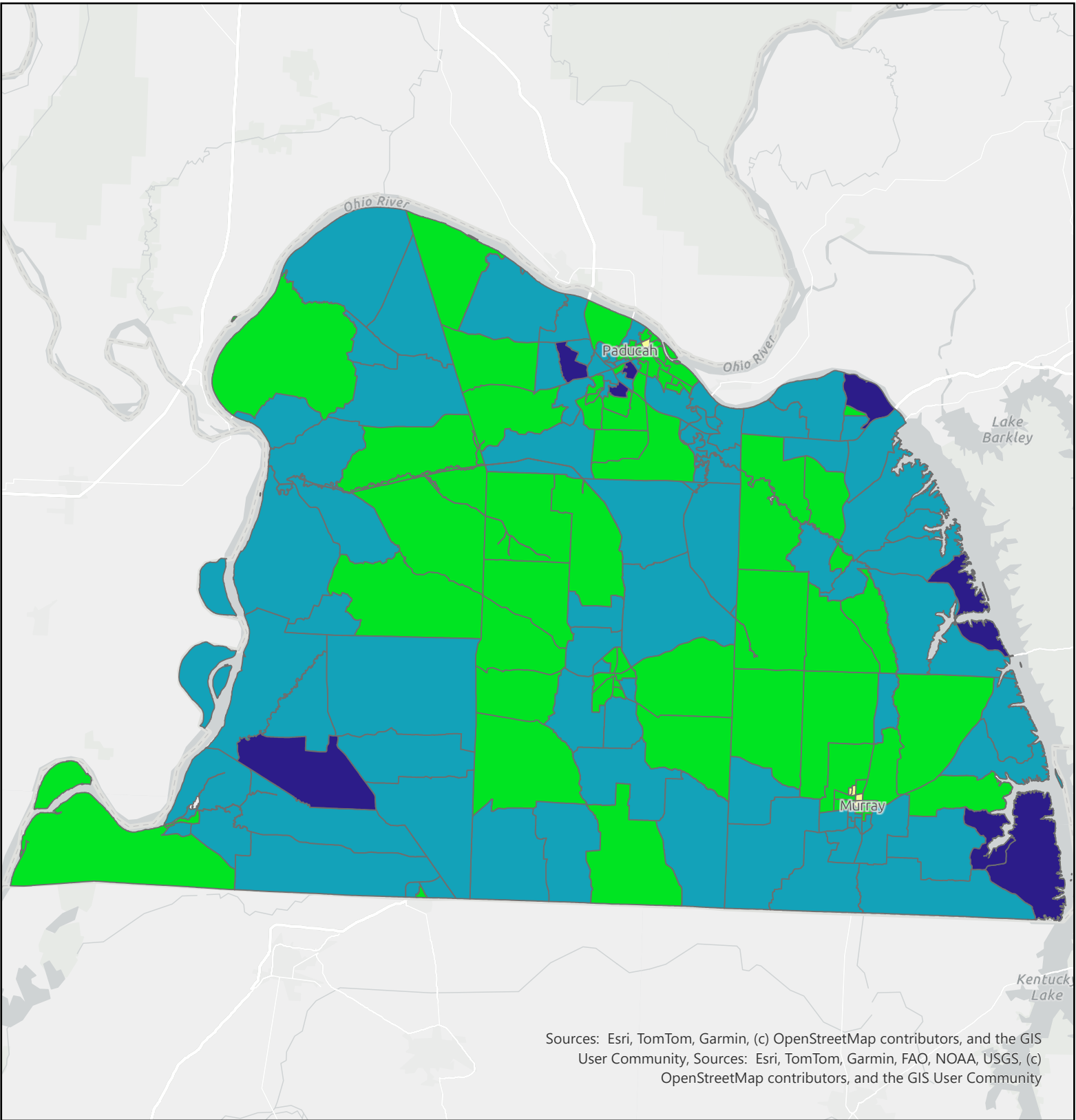
Population whose income in the past 12 months is below federal poverty level

- Poverty
- >5.00%
 - 5.01 - 10.00%
 - 10.01 - 20.00%
 - 20.01 - 30.00%
 - 30.01 - 40.00%
 - 42.01%

Purchase Area Development District Percent Below Poverty Line

N



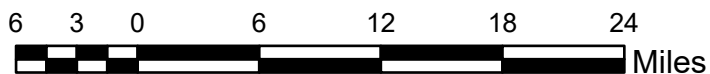


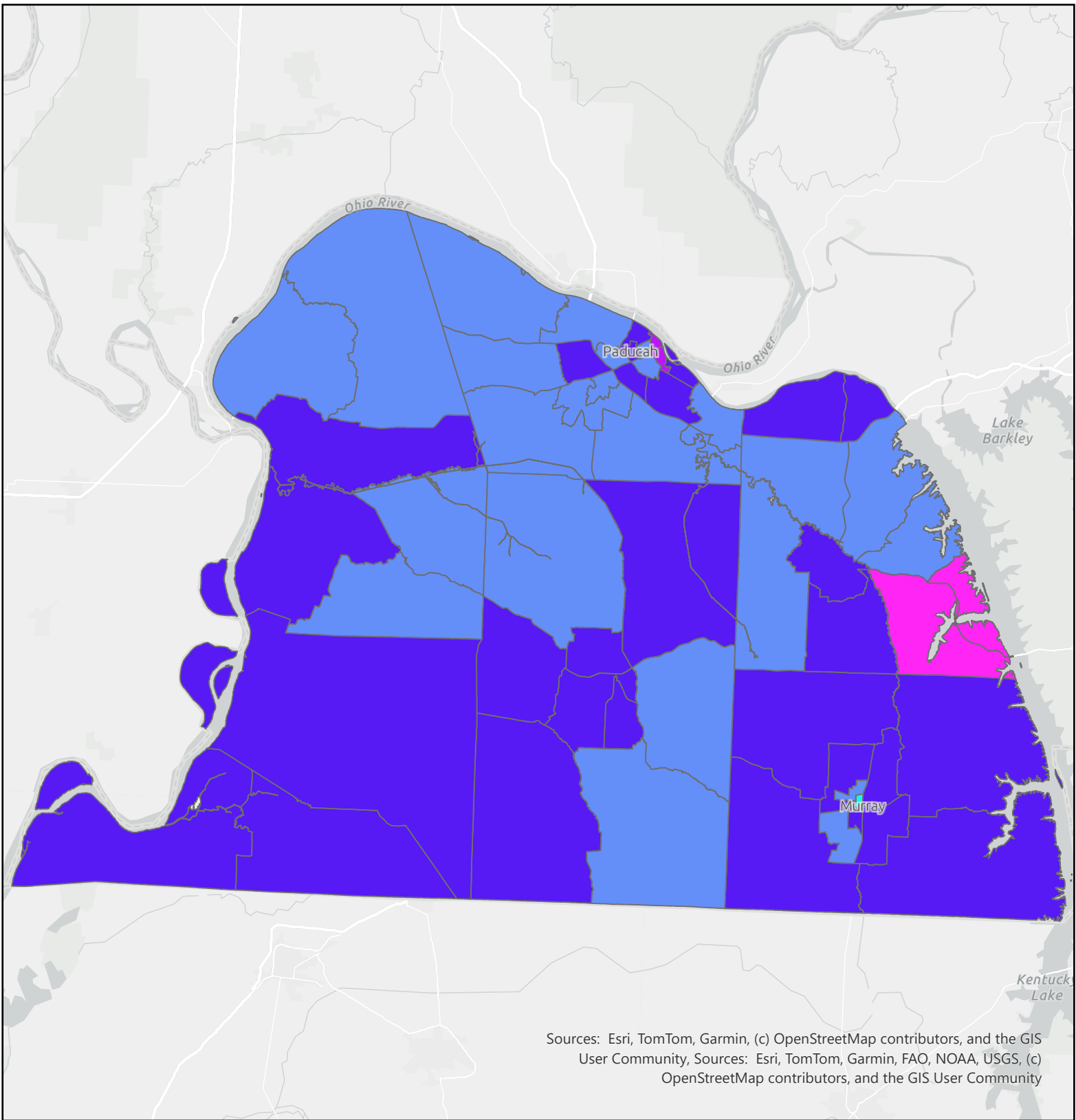
Percent of population
65 years and over

- < 10%
- 10 - 20%
- 20 - 30%
- 30 - 38.6%

Purchase Area Development District Age 65 and Over Percentage

N



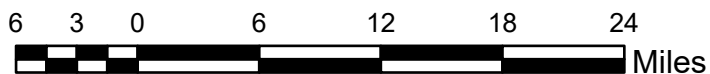


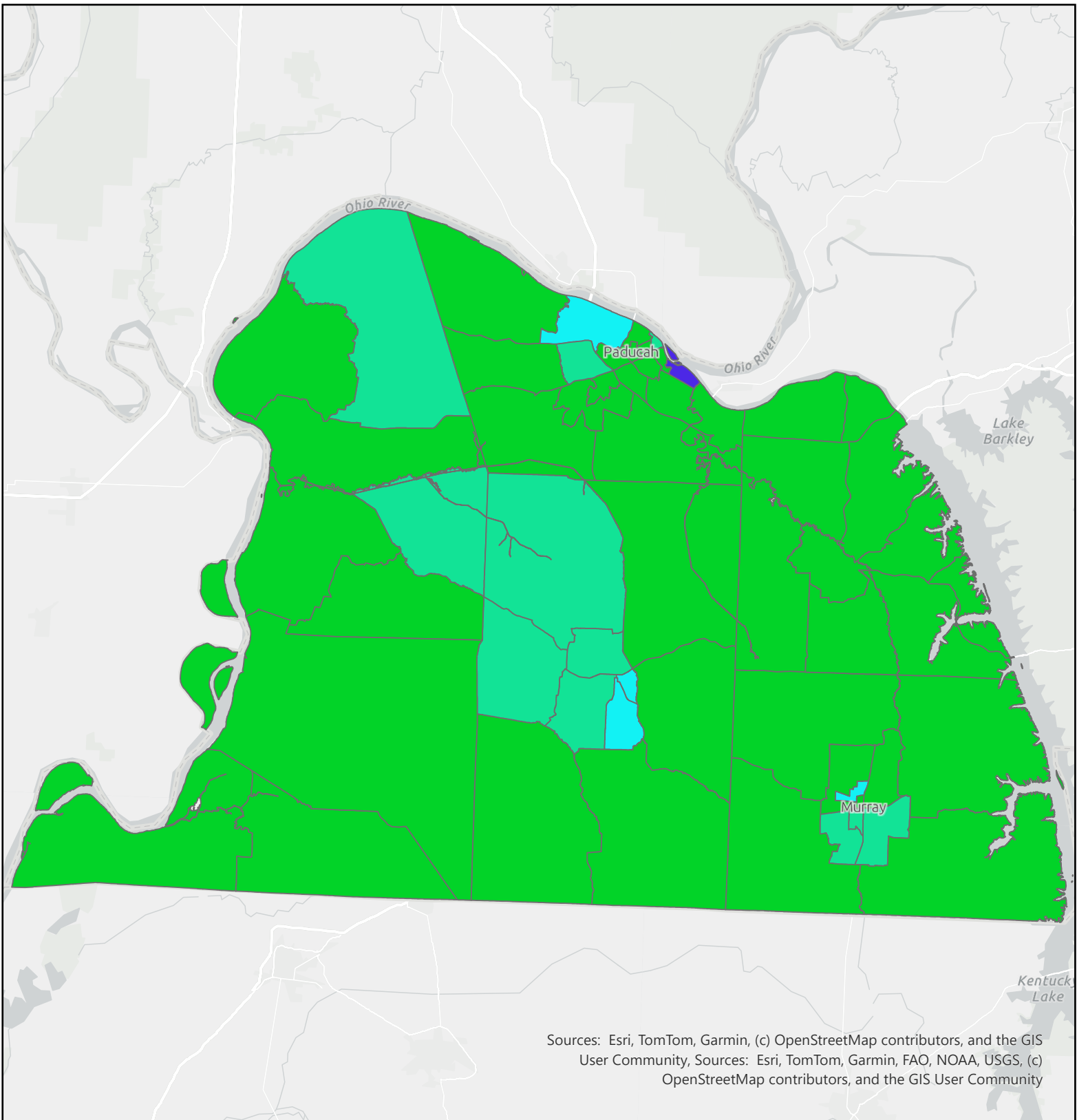
**Percent Disability
(Age 18+)**

Disability+18

- < 5.00
- 5.01 - 15.00%
- 15.01 - 25.00%
- 25.01 - 35.00%
- 35.01 - 40.78%

**Purchase Area Development District
Percent Disability (Age 18+)**



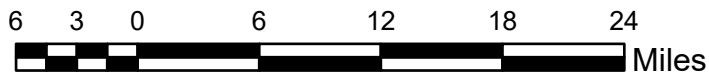


LEP PERCENTAGE

Age 5+ Speaking English Less Than Very Well

- <1%
- 1.1 - 3%
- 3.1 - 6%
- 6.1 - 9%
- 9. - 10.9%

Purchase Area Development District LEP Percentage



4.4 Summary Quick Facts

The concentrations of underserved populations within the Purchase Area Development District (PUADD) remain generally consistent with statewide trends at the regional level. While several counties exceed Kentucky averages for specific demographic indicators, the overall regional percentages remain comparable to the Commonwealth as a whole. According to the 2020–2024 American Community Survey (ACS) 5-Year Estimates, the Purchase Area Development District contains 197,425 residents, representing approximately 4.4 percent of Kentucky's total population of 4,534,824.

PADD Quick Facts

Statewide, PADD contains:

- 4.4% of Kentucky's total population.
- 14.7% minority population, compared to 18.5% statewide.
- 16.3% poverty rate, slightly above the statewide rate of 16.1%.
- 19.9% population age 65 years and older, exceeding Kentucky's 17.3%.
- 21.7% adult disability rate, slightly above the statewide average of 21.5%.
- 0.9% Limited English Proficiency (LEP) population, below Kentucky's statewide average of 1.5%.

County Quick Facts

- McCracken County has the largest overall population in the region (67,564 residents).
- Fulton County has the highest percentage of minority residents in the region at 31.5%, while McCracken County ranks second at 18.9%.
- The four largest counties in the region by population are McCracken (67,564), Calloway (38,224), Graves (36,630), and Marshall (31,743). Together, these counties contain 174,161 residents, representing 88.2% of the Purchase Area's total population.
- The four Mississippi River counties (Ballard, Carlisle, Fulton, and Hickman) continue to have the smallest populations in the region. Hickman County is the smallest with 4,439 residents, while Ballard County is the largest among the river counties with 7,654 residents. Combined, these four counties have a population of 23,264.
- Marshall County has the lowest poverty rate in the region (12.3%), while Fulton County has the highest poverty rate (22.6%).
- Hickman County has the highest concentration of residents age 65 and older (25.2%), followed by Marshall County (22.6%) and Ballard County (21.8%).
- Adult disability rates range from 19.6% in McCracken County to 27.3% in Hickman County.
- Hickman County has the highest concentration of adults with disabilities (27.3%), followed by Fulton County (25.3%) and Graves County (24.9%).
- Graves County has the highest Limited English Proficiency (LEP) rate in the region (1.5%), matching the statewide average, followed closely by Calloway County (1.4%).

Hickman County has the highest concentration of persons “age 65 years old and over” in the region with 25.8 percent.

- The region has 31,384 persons identified as disabled; percentagewise all eight counties range from 18.7 percent to 26.8 percent in this category.
- McCracken County has the highest number of disabled with 9,740.
- Hickman County has the highest concentration of disabled which represents 26.8 percent or 925 of the county civilian noninstitutionalized population.

Overall, Fulton County has the highest percentage of racial and ethnic minority residents (31.5%), while McCracken County ranks second (18.9%). These are the only two counties in the region exceeding Kentucky's statewide minority percentage of 18.5%. The lowest minority concentrations occur in Marshall (4.6%), Ballard (9.0%), and Carlisle (10.0%) Counties. The remaining counties range from 13.1% to 16.2% of the minority population.

Kentucky's statewide poverty rate is 16.1%. Four counties exceed this percentage: Calloway (17.2%), Fulton (22.6%), Graves (19.9%), and Hickman (20.5%). These counties continue to experience the greatest concentrations of poverty within the region.

Population aging continues to be one of the defining demographic trends in the Purchase Area. Seven of the eight counties exceed Kentucky's statewide percentage of 17.3% of residents age 65 and older. Those counties are Ballard (21.8%), Carlisle (20.1%), Fulton (20.6%), Graves (18.4%), Hickman (25.2%), Marshall (22.6%), and McCracken (20.5%). Calloway County (16.9%) remains the only county below the statewide average.

Four of the eight counties exceed Kentucky's statewide adult disability rate of 21.5%. These counties are Fulton (25.3%), Graves (24.9%), Hickman (27.3%), and Marshall (22.9%).

No Purchase Area County exceeds Kentucky's statewide Limited English Proficiency rate of 1.5%. Graves County matches the statewide average at 1.5%, while Calloway County (1.4%) reports the second-highest LEP rate in the region. The remaining counties all report LEP rates below 1.0%.

CHAPTER 5: MULTIMODAL CONTACTS

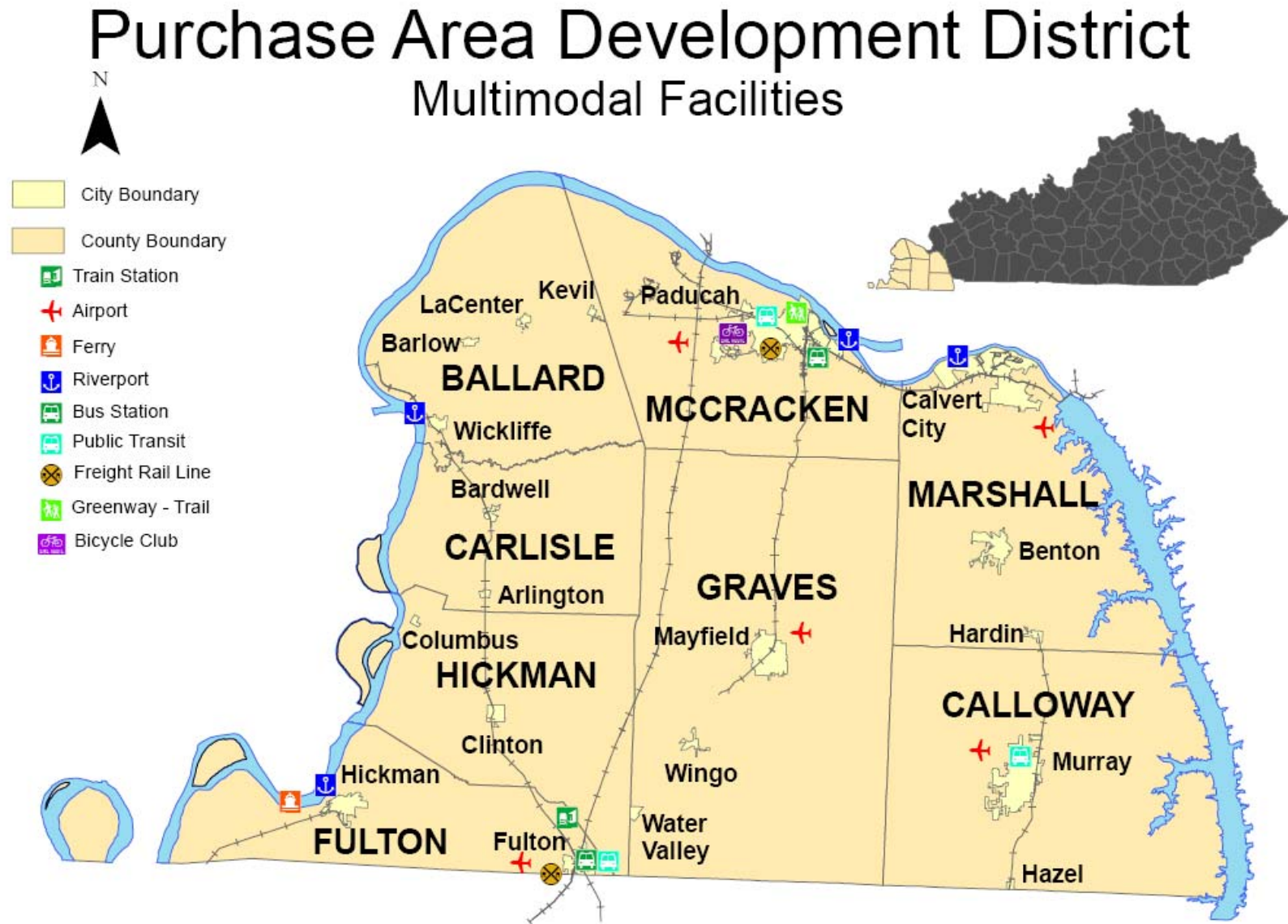
5.1 Introduction

During the course of business it may become necessary to contact area stakeholders and/or industry experts in order to garner local input on transportation issues or opportunities affecting the area. This list includes contact information for representatives of aviation, railroads, waterways and riverports, public transportation, and pedestrian, bicycle and greenway coordinators.

The PUADD maintains a contact list for those who have interest in the region. To obtain this listing please contact the PUADD transportation planner.

5.2 Map of Multimodal Facilities

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



This map was produced in cooperation with the Kentucky Transportation Cabinet



CHAPTER 6: INVENTORY OF LOCAL PLANNING UNITS

6.1 Introduction

Land use planning is conducted by local planning units (planning commissions) for various cities and counties across Kentucky. As part of their planning process, some planning units develop comprehensive plans, zoning ordinances and/or subdivision regulations. These documents are intended to guide community decisions about future land use, development, community facilities, transportation and other infrastructure. Information about planning commissions, staff, and their primary documents are constantly changing over time. It is important for many reasons for state government agencies such as the Transportation, Economic Development, Energy & Environment, and Education and Workforce Development Cabinets, as well as the public, to have easy access to this information.

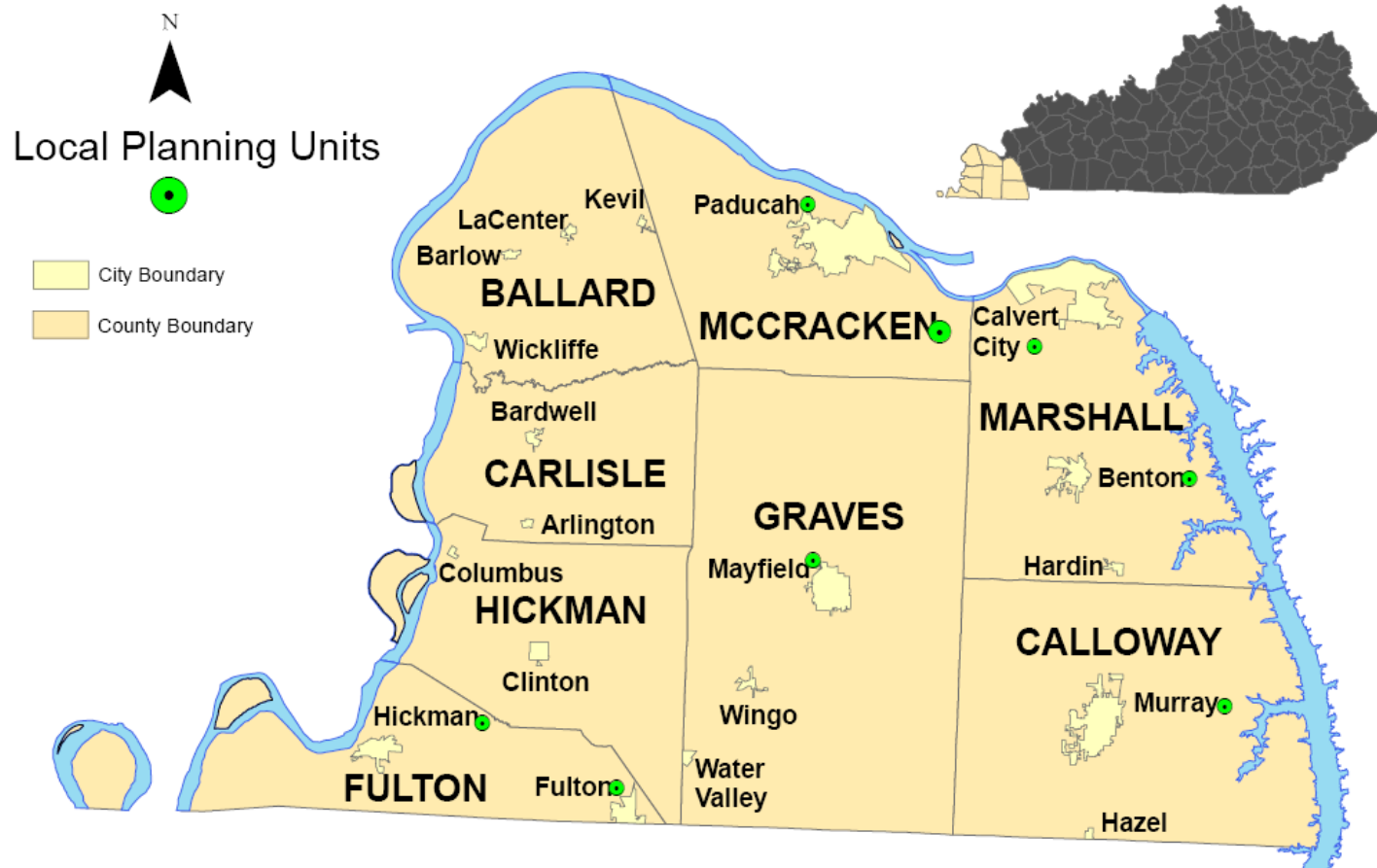
Comprehensive planning is a decision-making tool for officials and citizens in guiding future growth and development of communities. In Kentucky, state laws mandate that any city or county that has zoning regulations first adopt a comprehensive plan. The plan then must be updated at a minimum once every five years. The comprehensive plan contains a land use element as well as a transportation element. The land use element is important to establish policy guidance that will be used in making decisions about the compatibility and appropriateness of individual developments within the context of the larger community. The transportation element evaluates the current transportation network and its relevance to the land use and future growth patterns. The purpose of this task is to ensure orderly development of the community transportation network considering not only facilities for automobiles but other modes of transportation as well, such as pedestrian and bicycle improvements, freight movement facilities, water transportation, and other mobility issues applicable to the community. Other common problems experienced in developing areas that will be addressed in this element are access management and neighborhood traffic calming.

The connection between transportation and land use is a fundamental concept in transportation. Transportation and land use are inexorably connected. Everything that happens to land use has transportation implications and every transportation action affects land use. Transportation actions can help shape land use by providing infrastructure to improve accessibility and mobility. Accessibility can be measured by the number of travel opportunities or destinations within a particular travel radius, measured in terms of either travel time or distance. Mobility is directly influenced by the layout of the transportation network and the level of service it offers. Land development generates travel, and travel generates the need for new facilities, which in turn increases accessibility and attracts further development.

6.2 Map of Local Planning Units

The PUADD maintains an inventory of land use plans, planning commissions and/or zoning ordinances. If detailed information is needed, please contact the PUADD. The following map illustrates areas that have local planning units within the region.

Purchase Area Development District



This map was produced in cooperation with the Kentucky Transportation Cabinet



CHAPTER 7: TRANSPORTATION TERMS AND ACRONYMS

7.1 Glossary of Terms and Acronyms

The following glossary has been created as a reference tool for some of the more commonly used transportation terms and acronyms.

A

Adequacy Rating

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

American Association of State Highway and Transportation Officials (AASHTO)

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

American Public Transit Association (APTA)

The American Public Transportation Association (APTA) is an international organization that has been representing the transit industry for over 100 years, since 1882. Over ninety percent of passengers using transit in the U.S. and Canada are carried by APTA members. APTA includes bus, rapid transit and commuter rail systems, and the organizations responsible for planning, designing, constructing, financing and operating transit systems. In addition, government agencies, metropolitan planning organizations, state departments of transportation, academic institutions and trade publications are also part of APTA.

Americans with Disabilities Act of 1990 (ADA)

A federal law prohibiting discrimination against people with disabilities. Requires public entities and public accommodations to provide accessible accommodations for people with disabilities.

Area Development District (ADD)

Fifteen (15) regional planning agencies mandated by state legislation. The fifteen (15) ADDs in Kentucky are the regional planning agencies through which various federal and state programs are administered. The state's rural transportation planning program is administered and facilitated through the fifteen Area Development Districts.

Arterial

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

Association of Metropolitan Planning Organizations (AMPO)

AMPO is a nonprofit, membership organization established in 1994 to serve the needs and interests of Metropolitan Planning Organizations (MPOs) nationwide. AMPO offers its member

MPOs technical assistance and training, conferences and workshops, frequent print and electronic communications, research, a forum for transportation policy development and coalition building, and a variety of other services.

B

Bicycle Facilities/Amenities

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

Bicycle Lane (Bike Lane)

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

Bicycle Route (Bike Route)

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

Bikeway

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

C

Census Defined Urbanized Area (UZA)

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

Coal Haul

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

Collector

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

Continuous Highways Analysis Framework (CHAF)

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

Critical Crash Rate Factor (CRF)

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

E

Extended Weight

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

F

Fixing America's Surface Transportation Act (FAST Act)

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

Federal Highway Administration (FHWA)

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

Federal Transit Administration (FTA)

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

Functional Classification

A system of classifying rural and urban roadways by use and level of traffic volume: interstates, arterials, collectors, and local roads are the chief classes.

G

Geographic Information System (GIS)

A GIS is a computerized mapping technology that allows the creation and overlay of various geographic features, commonly linked to socioeconomic and other data.

H

Highway District Office (HDO)

Kentucky has twelve (12) highway district offices located throughout the state.

Highway Information System (HIS)

Highway Information System: a comprehensive database of highway inventory information maintained by, and in many cases collected by, the KYTC Division of Planning.

I

Infrastructure Investment and Jobs Act (IIJA)

The Infrastructure Investment and Jobs Act (IIJA), also known as the Bipartisan Infrastructure Law (Public Law 117-58), was signed into law in 2021. It expands on previous transportation legislation, establishes over a dozen new highway programs, and increases funding opportunities for local governments and non-traditional entities.

Intermodal

The ability to connect and the connections between modes of transportation.

Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA)

Legislative initiative by the U.S. Congress that restructured funding for transportation programs. ISTEA authorized increased levels of highway and transportation funding from FY92-97 and increased the role of regional planning commissions/MPO in funding decisions. The Act also required comprehensive regional and statewide long-term transportation plans and places and increased emphasis on public participation and transportation alternatives. Many of the programs that began with ISTEA have been continued through the Transportation Equity Act for the 21st Century (TEA-21), which was signed into law June of 1998.

International Roughness Index (IRI)

International Roughness Index is a measure of pavement roughness.

K

Kentucky Transportation Cabinet (KYTC)

KYTC is the state agency responsible for transportation funding, planning and programs at the statewide level.

L

Level of Service (LOS)

This term refers to a standard measurement used by transportation officials which reflects the relative ease of traffic flow in a scale of A to F, with free-flow being rated LOS-A and highly congested conditions rated as LOS-F.

Local Roads

Local roads carry the lowest traffic volumes and typically connect with other local roads and collectors (i.e., internal subdivision roads). This class of roadway is generally excluded from Federal funding.

Long-Range Statewide Transportation Plan

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

M

Moving Ahead for Progress in the 21st Century Act (MAP-21)

The federal transportation reauthorization legislation, enacted July 6, 2012 as Public Law 112-141. MAP-21 creates a streamlined, performance based, and multimodal program to address the many challenges facing the U.S. transportation system. These challenges include improving safety, maintaining infrastructure condition, reducing traffic congestion, improving efficiency of the system and freight movement, protecting the environment, and reducing delays in project delivery.

Metropolitan Planning Organization (MPO)

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

Metropolitan Statistical Area (MSA)

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

Mile Point (MP)

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

N

National Highway (NHS)

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

National Truck Network (NN)

National Truck Network are those routes on the state maintained road system which have been specifically designated by KYTC and approved by FHWA for use by motor vehicles (trucks) with

increased dimensions (e.g., 102 inches wide, 13-6" high, semi trailers up to 53 feet long, trailers 28 feet long-not to exceed two (2) trailers per truck).

P

Pedestrian

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

Poverty Level

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

R

Pavement Rideability Index (RI)

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

Right-of-Way (ROW)

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

S

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

Scenic Byways

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

Shared Use Path

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

Small Urban Area (SUA)

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

State Implementation Plan (SIP)

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

Six Year Highway Plan (SYP)

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

Statewide Transportation Improvements Program (STIP)

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

Strategic Highway Corridor Network (STRAHNET)

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

Strategic Highway Investment Formula for Tomorrow (SHIFT)

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

System Classification/Functional Classification

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

Surface Transportation Program (STP)

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

I

Traffic Volume

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

Transportation Alternatives Program (TAP)

A federal funding category for projects that add community or environmental value to any active or completed transportation project. TAP provides funding for surface transportation projects such as on- and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, community improvement activities, environmental mitigation and safe routes to school projects.

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

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

Transportation Improvement Program (TIP)

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

U

Unscheduled Project List (UPL)

The prioritized list of potential projects used for consideration in future versions of the KYTC Highway Plan. These projects represent identified needs with data supported deficiencies for which conceptual projects may have been developed, but for which there are no current funding commitments.

Urban Area (UA)

Urban areas represent densely developed territory, and encompass residential, commercial, and other nonresidential urban land uses. Each urban area must encompass at least 2,000 housing units or at least 5,000 people. This is a change from the previous minimum of 2,500 people which had been in place since the 1910 Census.

V

Volume to Service Flow Ratio (V/SF)

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