

KIPDA Area Development District

Public Involvement Plan



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TABLE OF CONTENTS

CHAPTER.....	PAGE
1. Introduction	
1.1 History of Program	1
1.2 Map of ADD's, HDO's, MPO's Boundaries	3
1.3 Purpose of Public Involvement Plan.....	4
2. Regional Transportation Committee	
2.1 Introduction.....	6
2.2 Regional Transportation Committee Bylaws.....	7
2.3 Regional Transportation Committee Goals & Objectives	11
2.4 Regional Transportation Committee Membership.....	14
2.5 Committee Activities	15
3. Public Involvement	
3.1 Introduction.....	16
3.2 List of Resources.....	18
3.3 Groups Addressed.....	20
4. Socioeconomic Profiles	
4.1 Introduction.....	21
4.2 Demographic Information.....	21
4.3 Census Maps	22
5. Multimodal Contacts	
5.1 Introduction.....	28
5.2 Map of Multimodal Facilities	29
6. Inventory of Local Planning Units	
6.1 Inventory of Local Planning Units.....	30
7. Transportation Terms and Acronyms	
Glossary of Commonly used terms.....	31

CHAPTER 1: INTRODUCTION

1.1 History

Kentucky has maintained a statewide transportation planning process since the 1970's through the 15 Area Development Districts (ADDs). In 1995 Kentucky expanded and formalized a public involvement process for the statewide transportation planning process in response to the directives of the Intermodal Transportation Efficiency Act of 1991 (ISTEA). ISTEA and its successor, The Transportation Equity Act for the 21st Century (TEA-21), enacted in 1998, set the policy directions for more comprehensive public participation in federal and state transportation decision-making. The Safe, Accountable, Flexible and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) passed in 2005. SAFETEA-LU addressed challenges such as improving safety and reducing traffic congestion, improving efficiency in freight movement, increasing intermodal connectivity, and protecting the environment. The Moving Ahead for Progress in the 21st Century Act (MAP-21) passed in 2012. MAP-21 built on and refined many of the other highway, transit, bike, and pedestrian programs and policies established in the previous bills. The Fixing America's Surface Transportation Act (FAST Act) passed in 2015. The FAST Act maintained a focus on safety, continued the established structure of the various highway-related programs, and focused on efforts to streamline project delivery. It also provided, for the first time, a dedicated source of federal dollars for freight projects. On November 15, 2021, the Infrastructure Investment and Jobs Act (IIJA)(Public Law 117-58, also known as the "Bipartisan Infrastructure Law") was signed into law. The IIJA builds on previous legislation related to transportation planning, created more than a dozen new highway programs, and provides more opportunities for local governments and non-traditional entities to access funding.

There are critical components of each piece of legislation that require input at the early stages of the planning process from local government, communities, interest groups, regional governments, and citizens. Among the most essential provisions are the following:

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

The Kentucky Transportation Cabinet's (KYTC) statewide transportation planning process is accomplished through a cooperative program with the KYTC Central Planning Office, the 12 Highway District Offices (HDOs), 15 ADDs, and 10 Metropolitan Planning Organizations (MPOs). The ADDs and MPOs are responsible mainly for the analysis of data and transportation systems, identification and evaluation of needs in their planning area, the coordination of public input for the STIP and the subsequent evaluation and prioritizing of

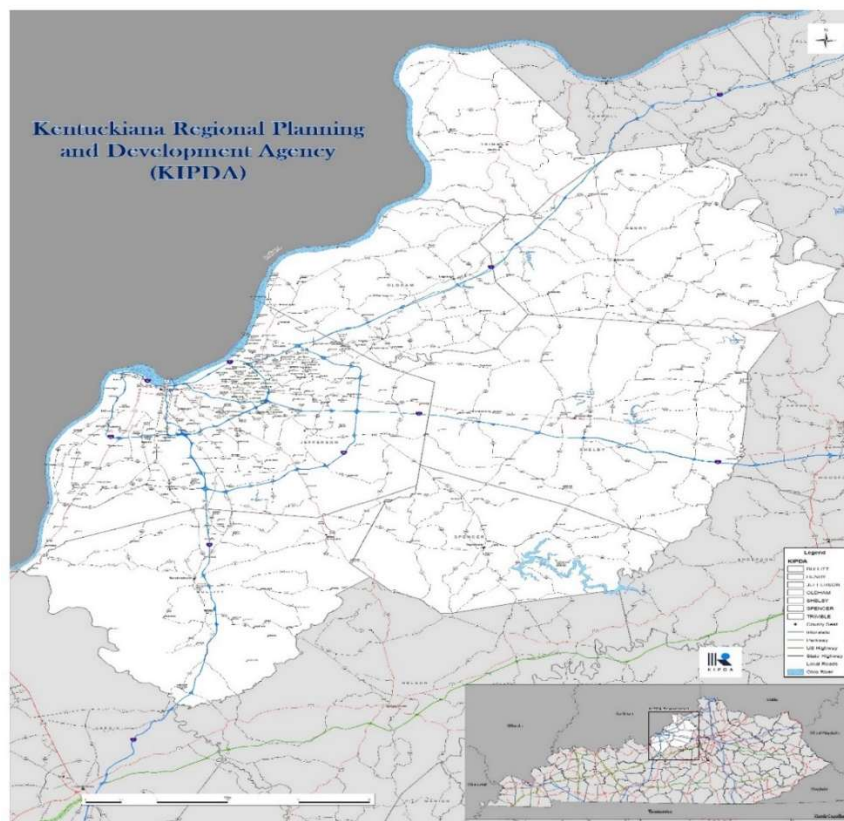
identified needs during the SHIFT process for possible inclusion into the KYTC Highway Plan.

KYTC Policies and Procedures for the Regional Transportation Program outlines the policies and guidelines for the program within and in relation to the designated ADD, in the Commonwealth of Kentucky. State legislation was enacted in 1972 creating the ADDs by law in Chapter 147A of the Kentucky Revised Statutes (KRS). The KYTC has historically administered major comprehensive transportation programs at the urban, rural, metropolitan and statewide levels. The creation of the ADDs pursuant to federal legislation established an effective link for the development of a comprehensive transportation program utilizing local, regional, and statewide agencies.

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

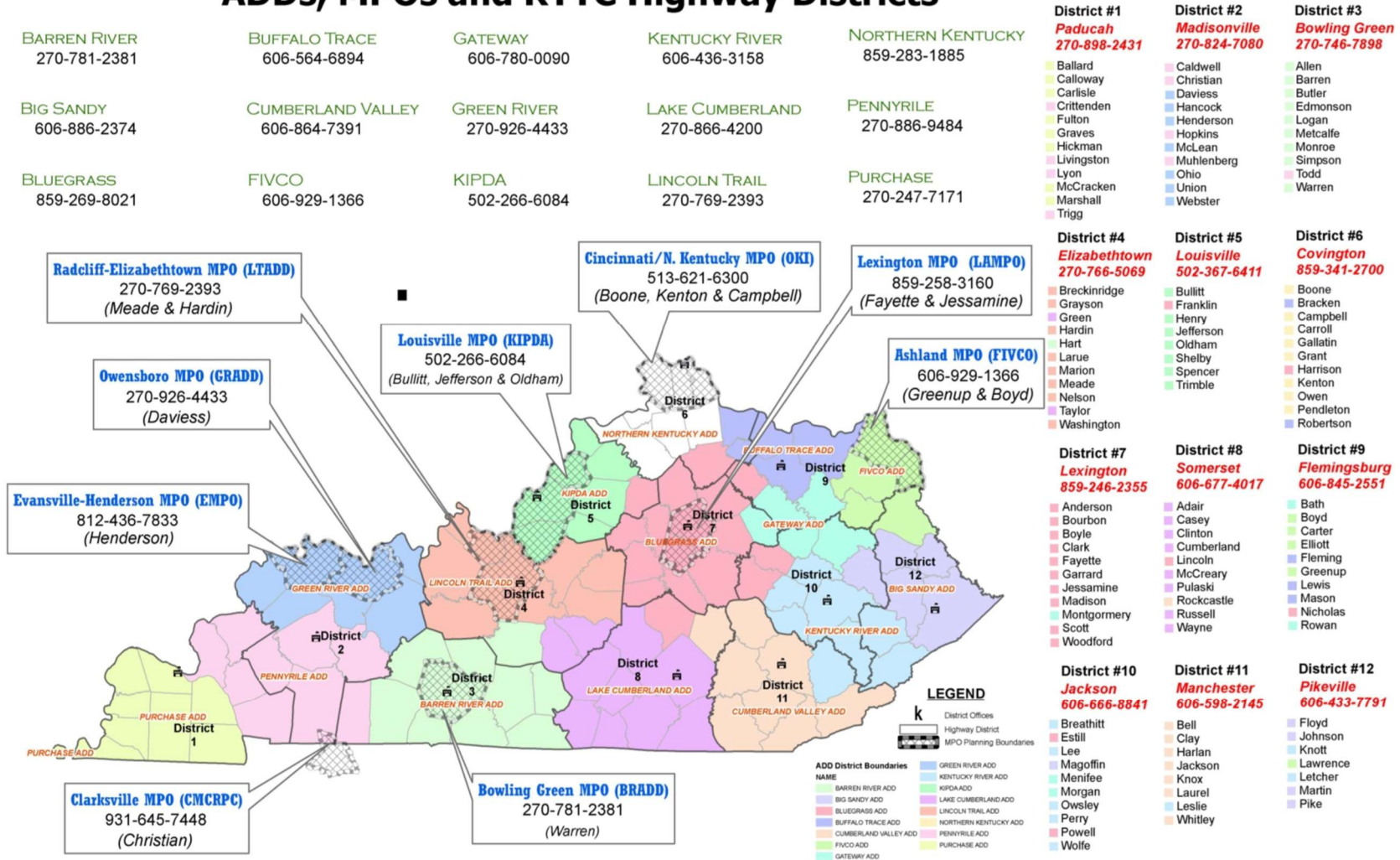
The KIPDA Area Development District (KIPDA ADD) is composed of a seven county region in central Kentucky.

KIPDA Area Development District



1.2 Map of ADD, MPO, HDO Boundaries

ADDs, MPOs and KYTC Highway Districts



1.3 Purpose of Public Involvement Plan

The purpose of the KIPDA ADD Public Involvement Plan is to describe actions the KIPDA ADD Regional Transportation Committee (RTC) shall take to provide opportunities for the public to be involved in the statewide transportation planning process. It serves as a guide for the KIPDA ADD to follow in planning public involvement opportunities. True public involvement is central to good decision making. Without meaningful public involvement, there is a risk of making less than optimal decisions. With it, there can be a lasting contribution to the regional well being of our neighborhoods, towns, cities, and counties. The best 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 in an effort 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. 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

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 KIPDA Regional Transportation Council (RTC) is responsible for identifying, evaluating, and prioritizing transportation needs in Henry, Shelby, Spencer and Trimble counties. The Council was established as an advisory body to the KIPDA Board of Directors. The RTC consists of representatives who are interested in improving transportation from each of the counties in the KIPDA Region. The committee should consist of representatives from but not be limited to: 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:

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 regional committee. Any comments received will be documented by the KIPDA ADD Transportation Planner and provided to the KYTC Division of Planning.

2.2 Regional Transportation Committee Bylaws

ARTICLE I

NAME AND PURPOSE

The Regional Transportation Council is a sub-committee of the Kentuckiana Regional Planning and Development Agency (KIPDA) Board of Directors that serves four counties that are within the Area Development District (ADD) of the KIPDA Region. The four counties represented are Henry County, Shelby County, Spencer County, and Trimble County. The Regional Transportation Council will work together to establish a safe, reliable, and efficient transportation system to meet the needs of the four counties of the KIPDA Region.

ARTICLE II

MEMBERSHIP

1. The Regional Transportation Council (RTC) voting membership is comprised of the following categories: elected officials, law enforcement, highway/public work agencies, fire department representative, school transportation officials, human service delivery agencies, freight representative, underserved population/minority populations, planning and zoning commissions, bicycle and pedestrian coordinators, economic development organizations, industrial authorities and public citizens. The Kentucky Transportation Cabinet officials and the Federal Highway Administration officials serve as advisory members for the Regional Transportation Council.
2. Members may be added to or removed from the RTC by a two-thirds majority vote of voting members present, provided a quorum is present.
3. Attachment A presents the current membership of the Regional Transportation Council.

ARTICLE III

OFFICERS

1. The officers of the RTC shall be a Chairperson and a Vice Chairperson. These officers shall perform the duties prescribed by these bylaws. The Regional Transportation Council shall elect from its voting membership a Chairperson and Vice Chairperson at its first regular meeting every two years. The Chairperson shall preside at all meetings of the Regional Transportation Council; the Vice Chairperson shall act in the absence of the

Chairperson.

2. No member shall hold more than one (1) office at a time.

ARTICLE IV

MEETINGS

1. The Regional Transportation Council will meet three to six times per year. The meeting will typically be held one hour before the KIPDA Board Meeting, on the fourth Thursday of the month, and at the same location.
2. Notice of all regular meetings shall be transmitted to each member of record at least seven (7) days prior to the meeting. The upcoming Regional Transportation Council meetings will be posted on the KIPDA website and circulated in the monthly KIPDA Calendar of Events.
3. Special meetings can be called by the Chairperson or by request of KIPDA staff. The purpose of the meeting shall be stated in the call. The established mailing list for the RTC shall be used to notify members of the special meeting. Except in cases of emergency, at least three (3) working days notice shall be given. Attendance at a meeting shall constitute waiver of notice.
4. The presence of three (3) voting members of the Regional Transportation Council shall constitute a quorum. A simple majority vote of voting members present (provided a quorum is present) shall be required for the passage of any action unless stated otherwise within these bylaws.
5. A representative from KIPDA staff shall be responsible that an accurate record be kept of the minutes of each Regional Transportation Council meeting.
6. An alternate for a committee member must present to the Chairperson, or have on file with the KIPDA Regional Transportation Planner, written notice of their authority to represent the jurisdiction or agency in question. The notice must be from the specific member listed in Attachment A.

ARTICLE V

SUBCOMMITTEES

1. The RTC shall, from time to time, create such subcommittees as are necessary to carry on the work of the committee. All subcommittee members shall be appointed by the Chairperson.

2. The Chairperson shall be an advisory member of all subcommittees.
3. The RTC shall dissolve the subcommittee when its work is completed.

ARTICLE VI

AMENDMENT OF BYLAWS

These bylaws can be amended at any regular meeting of the RTC by a two-thirds vote of voting members present (provided a quorum is present) provided that the amendment has been submitted in writing to all RTC members with the notification of the meeting. Amendments will become effective upon review and approval by the KIPDA Board of Directors.

ATTACHMENT A
MEMBERS OF THE REGIONAL TRANSPORTATION COUNCIL
COMMITTEE

VOTING MEMBERS

1. Elected Official
2. Law enforcement representatives
3. Highway/Public work representatives
4. Emergency Medical Service representatives
5. Fire Department representatives
6. School Transportation Officials
7. Human Service Delivery representatives
8. Freight representative
9. Low Income and minority representatives
10. Planning and Zoning Commissions
11. Bike/Pedestrian Coordinators
12. Industrial Authority Development
13. Public Citizens
14. Chamber of Commerce

ADVISORY MEMBERS

1. Kentucky Transportation Cabinet District 5 officials
2. Federal Highway Administration

2.3 Regional Transportation Committee Goals & Objectives

The KYTC is charged with the task of providing a safe and environmentally sound transportation system as reflected in the KYTC's Vision and Mission Statement and Goals.

- KYTC Vision Statement

Working together to lead the Southeast in providing a transportation infrastructure and transportation service for the 21st century that deliver new economic opportunities to all Kentuckians.

- KYTC Mission Statement

To provide a safe, secure, and reliable highway system that ensures the efficient mobility of people and goods, thereby enhancing both the quality of life and economic vitality of the Commonwealth.

- KYTC Goals

*Safety and Security
System Preservation
Economic Opportunity and Mobility*

- KYTC Division of Planning Mission Statement

Our mission is to collect, maintain, analyze, and report accurate data for making sound fiscally responsible recommendations regarding the maintenance, operation, and improvement of our transportation network

The Regional Transportation Planning Program follows suit with the KYTC 's Vision and Mission Statements and Goals, therefore the ADD's when crafting their Goals and Objectives shall continue with this thought and direction. A regional transportation vision was adopted by the ADD's RTC to reflect the KYTC. In turn, the Regional Goals and Objectives are to be broad over-arching goals which will help guide the identification of improvements and the selection of projects. These Regional Goals and Objectives shall be reviewed and updated annually and approved by the RTC.

Goal 1: Ensure ongoing development and maintenance of the KIPDA region's roads and highways.

- Continue to support all projects in the Six Year Highway Plan.
- Promote and coordinate land use planning at the local levels to improve transportation movement throughout the region.
- Evaluate projects in coordination with KYTC performances measures.
- Promote access management controls
- Upgrade existing intermodal systems, facilities, and connections.

- Reduce congestion in the KIPDA ADD region
- Using the KYTC maintenance and bridge condition inventories, ensure facilities are well maintained and safe.
- Employ resiliency strategies whenever possible.

Goal 2: Increase safety for all users of the transportation system in the KIPDA region

- Continue to elevate transportation safety in the decision-making process
- Support the efforts of the KYTC Office of Highway Safety and the KYTC Strategic Highway Safety Plan
- Continue to monitor high crash locations

Goal 3: Support and expand public transportation and rideshare throughout the KIPDA region.

- Continue to utilize Federal Section 5310 funding for the transportation of elderly and disabled for public agencies and other organizations.
- Continue to promote the “Every Commute Counts” rideshare program throughout the region.
- Continue to utilize Federal Section 5311.
- Support and implement the KIPDA Coordinated Human Service Transportation Plan
- Support land use planning that encourages multi modal connectivity

Goal 4: Support transportation investments that foster regional economic growth and the reliable movement of freight.

- Promote a balanced and diversified modal transportation system for the region.
- Support and utilize the KIPDA Regional Freight Mobility Study
- Encourage the development of areas within the region that will serve as national, state, and regional focal points for tourism, recreation, and historic preservation.
- Improve area commerce by utilizing the region’s geographic location and improving the highway, bridges, rail, water, and access to the air transportation system.

Goal 5: Encourage the growth and development of alternative modes of transportation.

- Encourage and promote the regional coordination and planning of bicycle and pedestrian facilities.
- Support the incorporation of alternatives modes of transportation in land use planning.
- Encourage land use policies to develop alternative modes of travel.
- Expand transportation options that enhance employment and educational opportunities, particularly for economically disadvantage people.

Goal 6: Invest in sustainable transportation that protects environmental resources and minimizes the effects of climate change.

- Reduce disruption to transportation from weather events and the effects of climate change by implementing resiliency strategies.
- Support roadway, pedestrian, transit, and bicycle projects that contribute to cleaner air.
- Promote environmental sustainability and protect historic, natural, and cultural resources.
- Support employer-based programs such as incentives for carpool, vanpool, transit, and telework that improve air quality.
- Utilize the FEMA sponsored Hazard Mitigation Grant Program and the Building Resilient Infrastructure and Communities grants when possible.

Goal 7: Increase public involvement in transportation planning activities

- Expanding and updating the Regional Transportation Concept Plan.
- Developing and implement a public involvement plan for all the citizens of the region.
- Develop and produce a Citizen's Guide to getting involved in rural transportation planning.
- Inform the public of transportation planning activities, such as committee meetings and other events.
- Educate the public regarding their role in the transportation planning and decision-making process.
- Reach out to all communities in the planning area to inform, educate, and involve citizens in transportation planning, with emphasis on minority and/or low-income communities.

2.4 Regional Transportation Committee Membership

Member Name	Organization	Committee Representative
Judge Dan Ison	Shelby County	County Government
Judge Scott Bates	Henry County	County Government
Judge John Ogburn	Trimble County	County Government
Judge Scott Travis	Spencer County	County Government
Magistrate Jim Travis	Spencer County	County Government
Mayor Joe Robinson	City of Bedford	City Government
Mayor Troy Ethington	City of Shelbyville	City Government
Lawerence Blackaby	Shelby County Highway	Public Works
Deputy Judge Jon Park	Shelby County	County Government
Ryan Libke	Triple S Planning Commission	Planning and Zoning Commission
Jack Couch	Trimble County	Citizen

2.5 Committee Activities

FY 25 KIPDA Regional Transportation Committee Plan

Listed below are the KIPDA Regional Transportation Council (RTC) meetings that were held in Fiscal Year 2025.

RTC meeting on August 22, 2024

- A quorum was not present.
- A Safe Streets and Roads for All Safety Committee meeting was held for Trimble County.

RTC meeting on November 26, 2024

- RTC members gave county transportation updates
- KIPDA staff presented the Goals and Objectives to Committee members. Committee members reviewed and approved them.
- KIPDA staff presented to council members the Regional Transportation Committee Bylaws. Committee members reviewed and approved them, including a change in the number of voting members required to constitute a quorum from 4 to 3.
- KIPDA staff presented FHWA guide, “Proven Safety Countermeasures in Rural Communities.”

RTC meeting on February 27, 2025

- RTC members gave county transportation updates
- Election of Chair and Vice-Chair
- Committee voted on distribution of sponsorships for SHIFT process
- Passed Safe Streets and Roads for All resolution with goal of zero traffic fatalities and serious injuries

RTC meeting on April 24, 2025

- RTC members gave county transportation updates
- SHIFT Sponsorship projects selected
- KIPDA staff gave an update on the Safe Streets and Roads for All grant program

CHAPTER 3: PUBLIC INVOLVEMENT

3.1 Introduction

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

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

As a major component of the public involvement process and to comply with the KYTC and MAP-21 requirements for public involvement the KIPDA ADD will maintain a RTC for the purpose of consultation, soliciting input, developing regional goals and direction, identification and review of regional transportation needs, providing transportation information/updates and addressing any other transportation issues in the region. The committee should include a broad-based membership, develop and maintain by-laws consistent with KYTC direction, convene as necessary to complete the tasks assigned to the committee.

The KIPDA ADD PIP will use a broad-brush approach when there is no overwhelming population center for the traditionally underserved, and the size of these populations is relatively small. Third party group members will be identified across the KIPDA ADD region to aid in the outreach efforts of the traditionally underserved. Social media 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 KIPDA ADD Transportation Planner and provided to the KYTC Division of Planning.

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

KIPDA ADD Public Involvement activities include:

- Regularly scheduled RTC meetings
- Local or regional public/information meetings as requested by the KYTC or RTC
- Transportation Committee Reports during the monthly KIPDA ADD Board of Director's meetings
- Utilizing the KIPDA ADD quarterly newsletter to reach, educate and inform the public on various transportation programs/issues
- KIPDA has a Facebook page and an X (formerly Twitter) page (both can be found through a search on each site) as well as a YouTube page.
- 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 / focus 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 KIPDA ADD website to post transportation projects / information / comments and providing a link for public feedback
- Address civic groups, chamber meetings, government meetings concerning the statewide transportation process
- Attending fiscal court and city council meetings requesting input for the CHAF. This would include obtaining information relative to identifying new projects, evaluating existing CHAF and prioritization information. This process allows the KIPDA ADD to be part of the meeting agenda, and allows local citizens the opportunity to also provide comments.
- Utilizing local newspapers to help reach more sectors of the public and provide education on the transportation planning process.
- Conduct public meetings at county courthouse, city hall, or local community centers
- Utilize existing services/programs at the KIPDA ADD to distribute information (i.e. Area on 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
- Use surveys in newsletters, mail-outs, e-mails, etc. to gain public input
- KIPDA ADD staff will be forming a public comment review working group that consists of three or four members of the Regional Transportation Council. This

working group will review the comments received from transportation plans and then reports the comments to the Regional Transportation Council.

3.2 List of Resources

In order to expand participation opportunities, the KIPDA ADD has initiated a list of resources for general and targeted outreach methods for the region. All of the items listed may not be used at the same time or may not be used at all, but could be used in the future by the KIPDA ADD to include those persons who have been traditionally underserved by the existing transportation system and for the general participation procedures. The ADD maintains a detailed listing of contact information and may be obtained by contacting the KIPDA ADD transportation planner.

1. Third Party Groups

The KIPDA ADD will seek to increase public outreach to the underserved populations by contacting third party groups and asking for their assistance in creating public awareness concerning transportation related issues. The agencies, groups or people that wish to provide assistance can be utilized to distribute materials pertaining to the statewide planning process. The members may be able to utilize their brochures, newsletters, word of mouth, etc. concerning public meetings, announcements of public review and comment periods for statewide planning documents by sharing and distributing the information with the populations they service. These groups may include, but not be limited to the following:

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

2. Public Meetings

The KIPDA ADD 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. KIPDA ADD Website

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

4. Newspapers

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

5. Radio

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

6. Television

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

7. Traveling Exhibits

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

Public Libraries
U.S. Post Offices
County Court Houses

Senior Citizens Centers/Housing
Malls, Shopping Centers
Special Event Locations

City Halls
Local Community Centers, Meeting Halls, Churches
Chambers of Commerce
KYTC Highway District Office
Area Development District Schools
Public Housing Authorities

3.3 Groups Addressed

The KIPDA ADD Transportation Planner will plan on attending and presenting at various civic and government meetings on the statewide transportation planning process as part of the work element 2A Public Involvement.

The KIPDA ADD Transportation Planner made presentations to the following groups in Fiscal Year 2025:

Oldham County Day in LaGrange on July 20, 2024, which included the distribution of a KIPDA prepared pamphlet entitled, “Citizens Guide for Transportation Planning,” and information about the Every Commute Counts vanpool program.

A Safe Streets and Roads for All Safety Committee meeting at the Shelby County Courthouse on August 13, 2024, and March 21, 2025, which included discussion of traffic safety issues.

A Safe Streets and Roads for All Safety Committee meeting at the Bullitt County Fiscal Court on August 29, 2024, and March 26, 2025, which included discussion of traffic safety issues.

A Safe Streets and Roads for All Safety Committee meeting at the Spencer County Fiscal Court on September 27, 2024, and March 26, 2025, which included discussion of traffic safety issues.

A Safe Streets and Roads for All Safety Committee meeting at the Henry County Judge Executive Office on October 18, 2024, and March 25, 2025, which included discussion of traffic safety issues.

A Safe Streets and Roads for All Safety Committee meeting at the Trimble County Judge Executive Office on March 24, 2025, which included discussion of traffic safety issues.

TreeFest at Petersburg Park in Louisville on April 19, 2025, which included the distribution of a KIPDA prepared pamphlet entitled, “Citizens Guide for Transportation Planning,” and information about the Every Commute Counts vanpool program.

Career Day at Bedford Elementary School on April 28, 2025.

CHAPTER 4: SOCIOECONOMIC PROFILES

4.1 Introduction

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

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

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

4.2 Demographic Information

The concentrations of underserved populations in the KIPDA ADD region are higher than statewide trends at a regional level. For the purpose of this plan, Census data is reviewed for the following categories: minority persons, persons aged 65 or older, persons with income below the poverty level, persons with disabilities (age 18 and older) and persons (age 5 and older) with limited English proficiency.

4.3 Census Maps

The following census maps illustrate the KIPDA region for percentages of minority persons, persons with income below the poverty level, persons aged 65 or older, persons with disabilities (age 18 and older), and persons (age 5 and older) with limited English proficiency. Data are from the 2022 American Community Survey 5-year estimates.

Figure 1. Percentage of Minority Persons

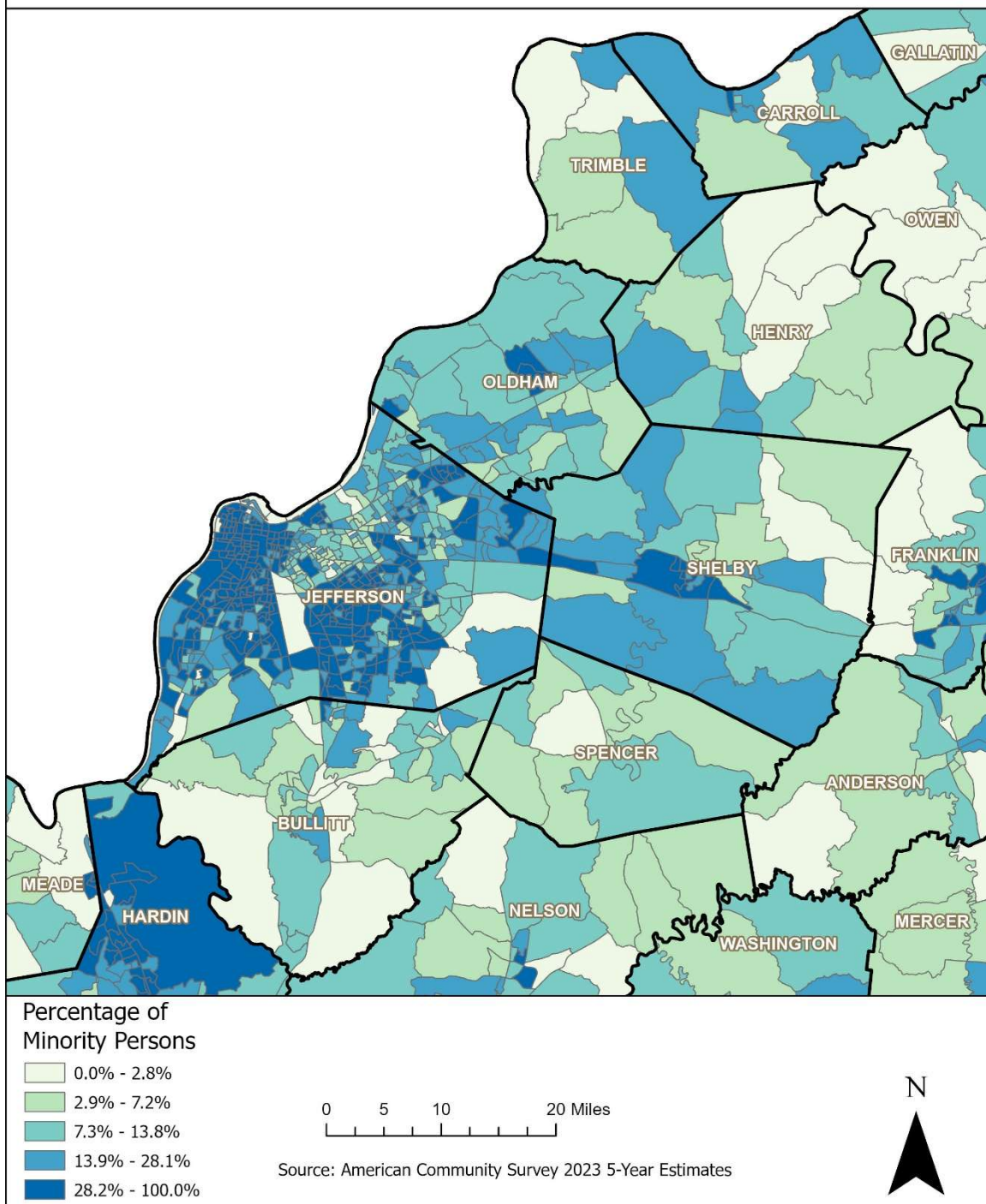


Figure 2. Percentage of Persons Below Poverty Level

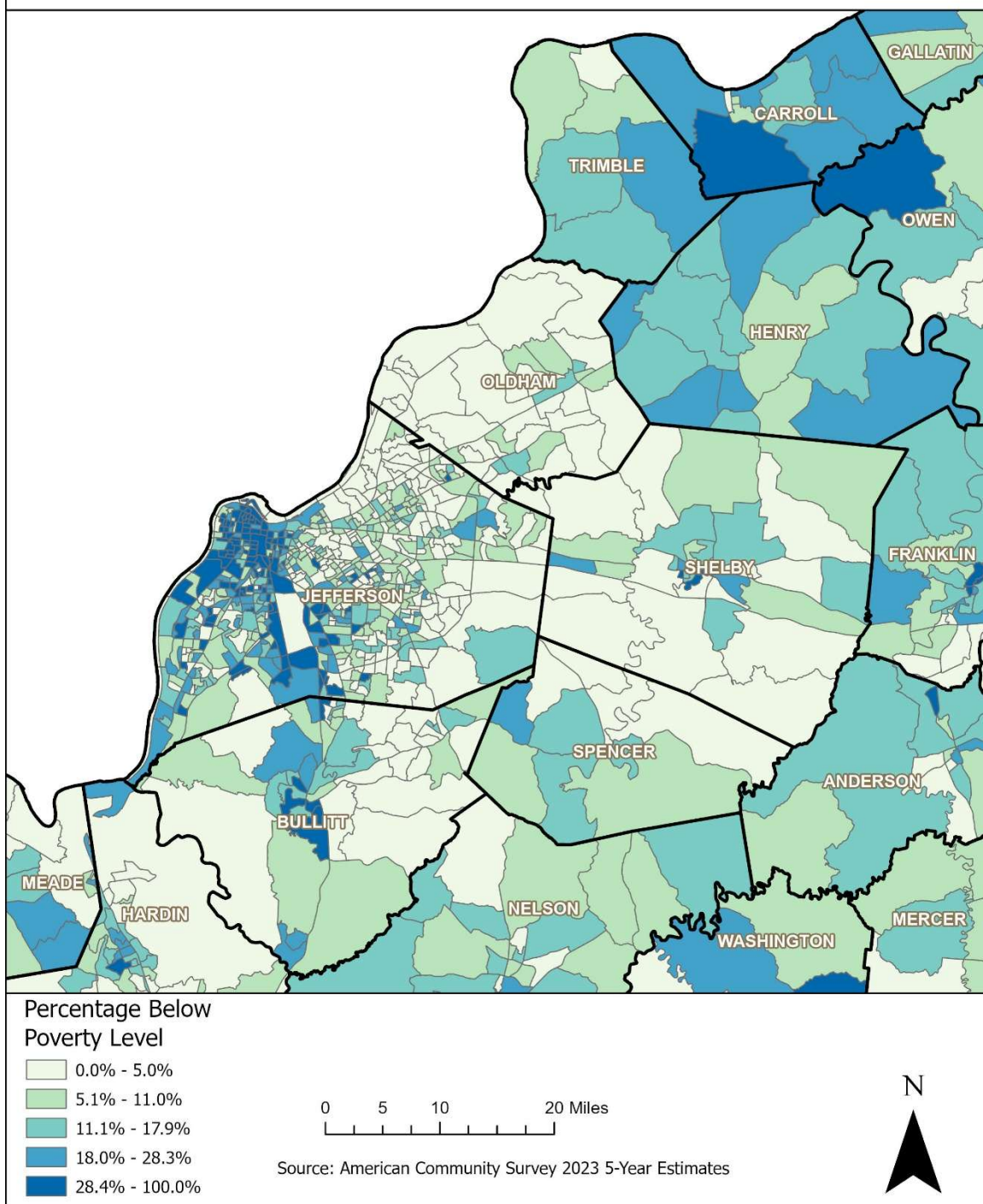


Figure 3. Percentage of Persons Age 65+

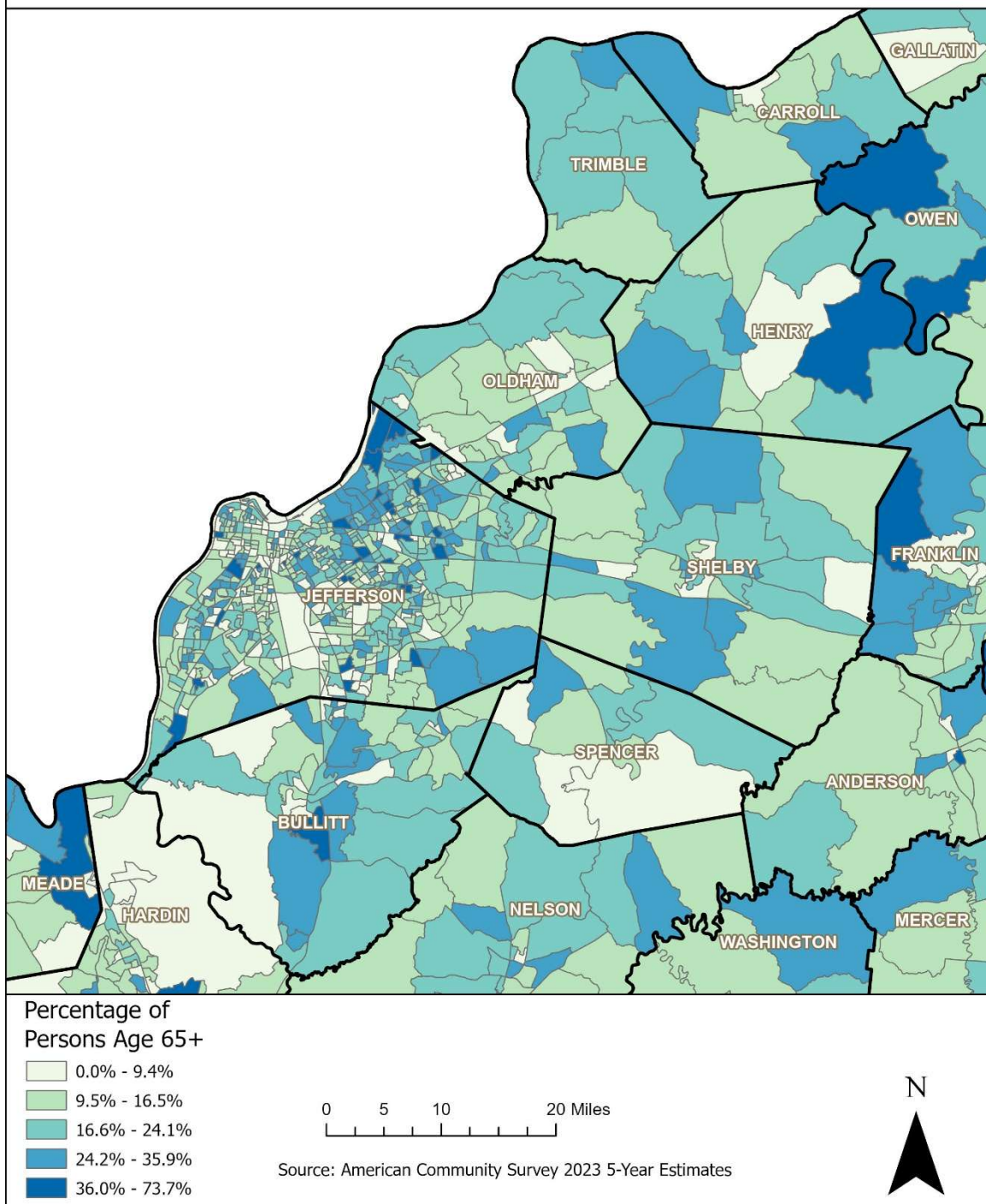


Figure 4. Percentage of Persons with Disability

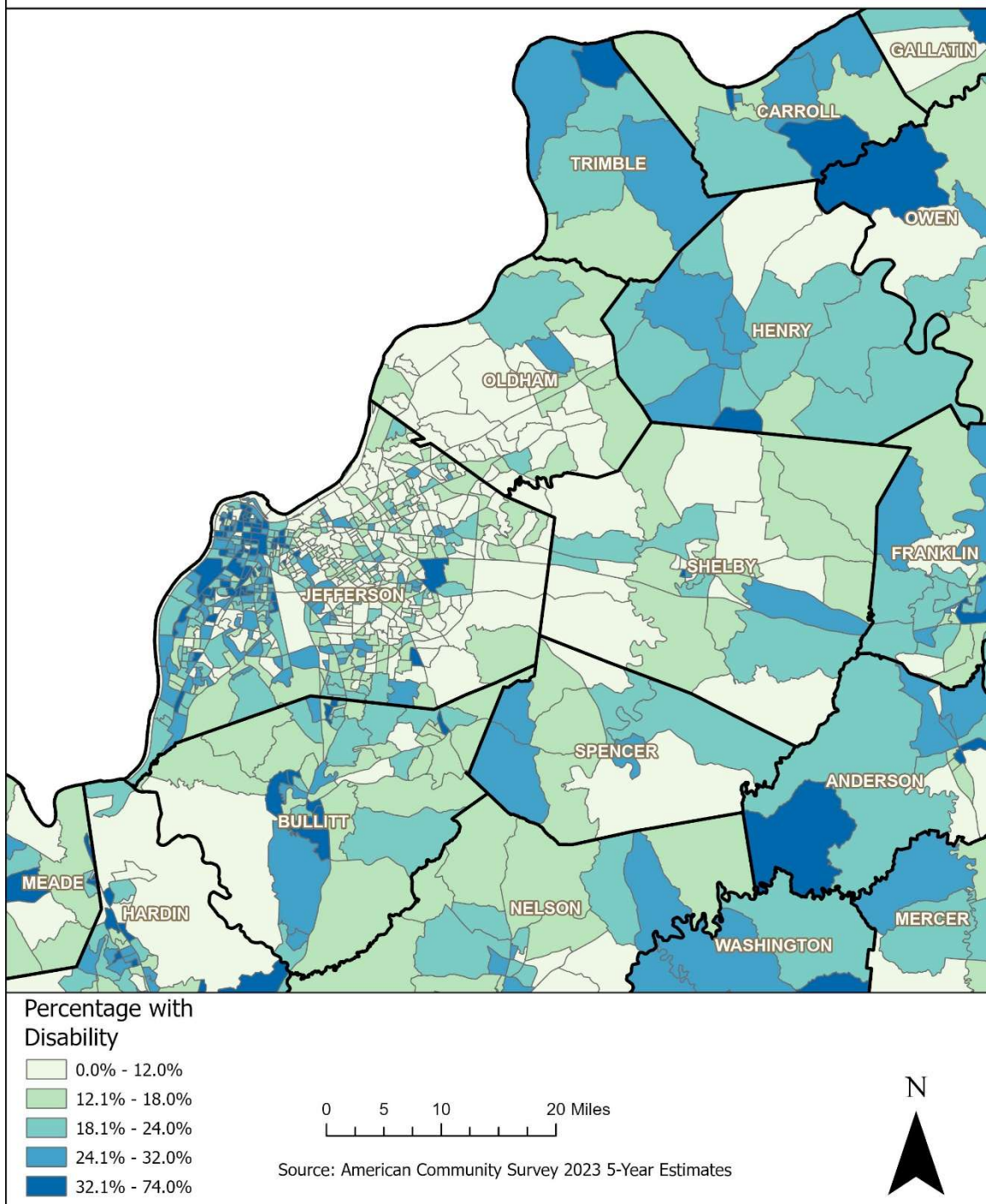
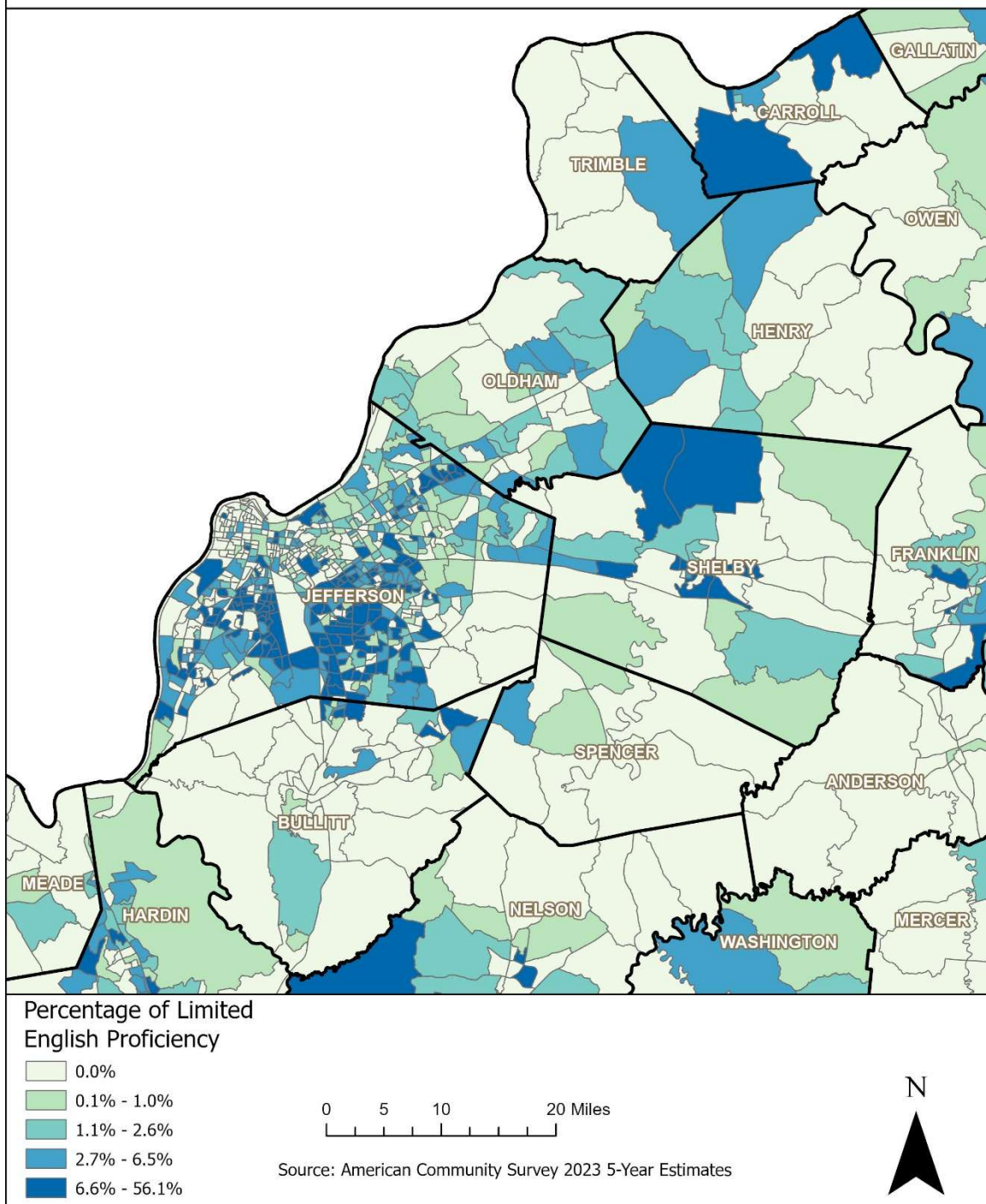


Figure 5. Limited English Proficiency (Ages 5+)



CHAPTER 5: MULTIMODAL CONTACTS

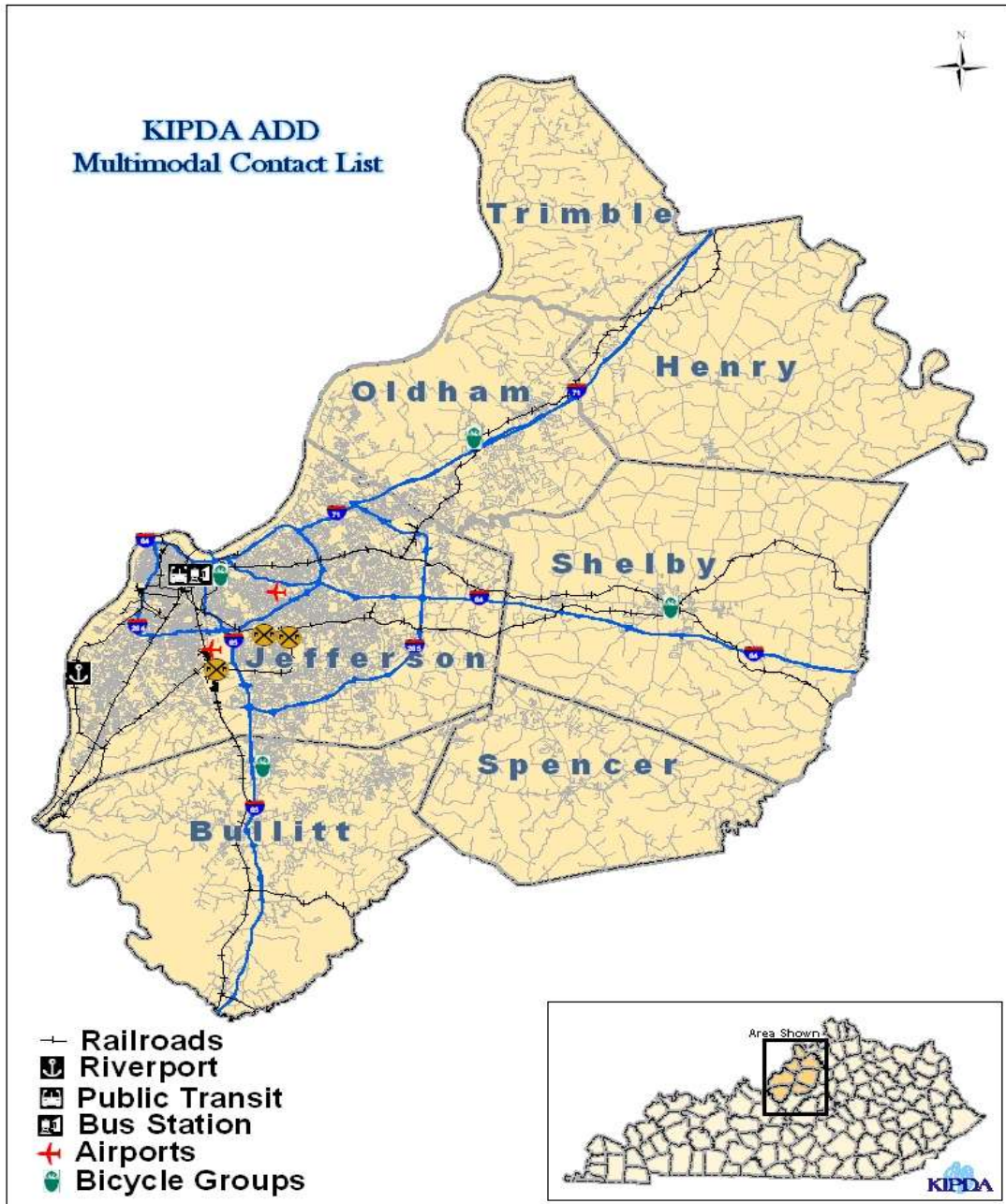
5.1 Introduction

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. The ADD maintains a contact list and email list for those who have interest in the region. The multimodal contact list includes contact information for representatives of railroads, river ports, public transportation, bus stations, and bicycle etc.

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

5.2 Map of Multimodal Facilities

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



CHAPTER 6: INVENTORY OF LOCAL PLANNING UNITS

6.1 Inventory of Local Planning Units

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

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

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

All 7 KIPDA ADD counties have their own planning and zoning organizations.

CHAPTER 7: TRANSPORTATION TERMS AND ACRONYMS

A

Adequacy Rating

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

American Association of State Highway and Transportation Officials (AASHTO)

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

American Public Transit Association (APTA)

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

Americans with Disabilities Act of 1990 (ADA)

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

Area Development District (ADD)

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

Arterial

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

Association of Metropolitan Planning Organizations (AMPO)

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

B

Bicycle Facilities/Amenities

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

Bicycle Lane (Bike Lane)

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

Bicycle Route (Bike Route)

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

Bikeway

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

C**Census Defined Urbanized Area (UZA)**

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

Coal Haul

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

Collector

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

Continuous Highway Analysis Framework (CHAF)

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

Critical Crash Rate Factor (CRF)

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

E**Environmental Justice (EJ)**

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

Extended Weight

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

F

Federal Highway Administration (FHWA)

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

Federal Transit Administration (FTA)

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

Functional Classification

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

G

Geographic Information System (GIS)

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

H

Highway District Office (HDO)

Kentucky has twelve district highway offices located throughout the state.

Highway Information System (HIS)

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

I

IIJA

The Infrastructure Investment and Jobs Act (IIJA), also known as the Bipartisan Infrastructure Law, invested \$1.2 trillion in infrastructure across various sectors, including transportation, water, broadband, and energy. It aims to modernize and improve existing infrastructure while also investing in new programs and initiatives.

Intermodal

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

Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA)

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

International Roughness Index (IRI)

International Roughness Index is a measure of pavement roughness.

K

Kentucky Transportation Cabinet (KYTC)

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

L

Level of Service (LOS)

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

Local Roads

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

Long-Range Statewide Transportation Plan

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

M

Metropolitan Planning Organization (MPO)

The organizational entity designated by law with responsibility for developing transportation plans and programs for urbanized areas of 50,000 or more in population. MPOs are established by agreement of the Governor (or Governors) and units of local government which together represent 75% of the affected population of an urbanized area. KIPDA is the MPO for the Louisville area, which includes Clark and Floyd Counties in Indiana and Jefferson, Bullitt, and Oldham Counties in Kentucky.

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 populations 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 element of SHIFT: it is built on real data, it is objective, it is open and transparent, it is collaborative-engaging the input of local and district leaders in transportation, it is dependable.

System Classification/Functional Classification

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

Surface Transportation Program (STP)

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

T

Traffic Volume

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

Transportation Enhancement Funds (TE)

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

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

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

Transportation Improvement Program (TIP)

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

U**Urban Area (UA)**

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

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

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