

Cumberland Valley Area Development District Regional Transportation Planning Annual Work Program Fiscal Year 2026

Public Involvement Plan



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This document was prepared in cooperation with the Kentucky Transportation Cabinet.

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CHAPTER 1: INTRODUCTION

1.1 History

Kentucky has maintained a statewide transportation planning process since the 1970s through the 15 Area Development Districts (ADDs). In 1995 Kentucky expanded and formalized a public involvement process for the statewide transportation planning process in response to the directives of the Intermodal Transportation Efficiency Act of 1991 (ISTEA). ISTEA and its successor, The Transportation Equity Act for the 21st Century (TEA-21) enacted in 1998, set the policy directions for more comprehensive public participation in federal and state transportation decision-making. The Safe, Accountable, Flexible and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) passed in 2005. SAFETEA-LU addressed challenges such as improving safety and reducing traffic congestion, improving efficiency in freight movement, increasing intermodal connectivity, and protecting the environment. Moving Ahead for Progress in the 21st Century Act (MAP-21) passed in 2012. MAP-21 built on and refined many of the highway, transit, bike, and pedestrian programs and policies established in the previous bills. 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

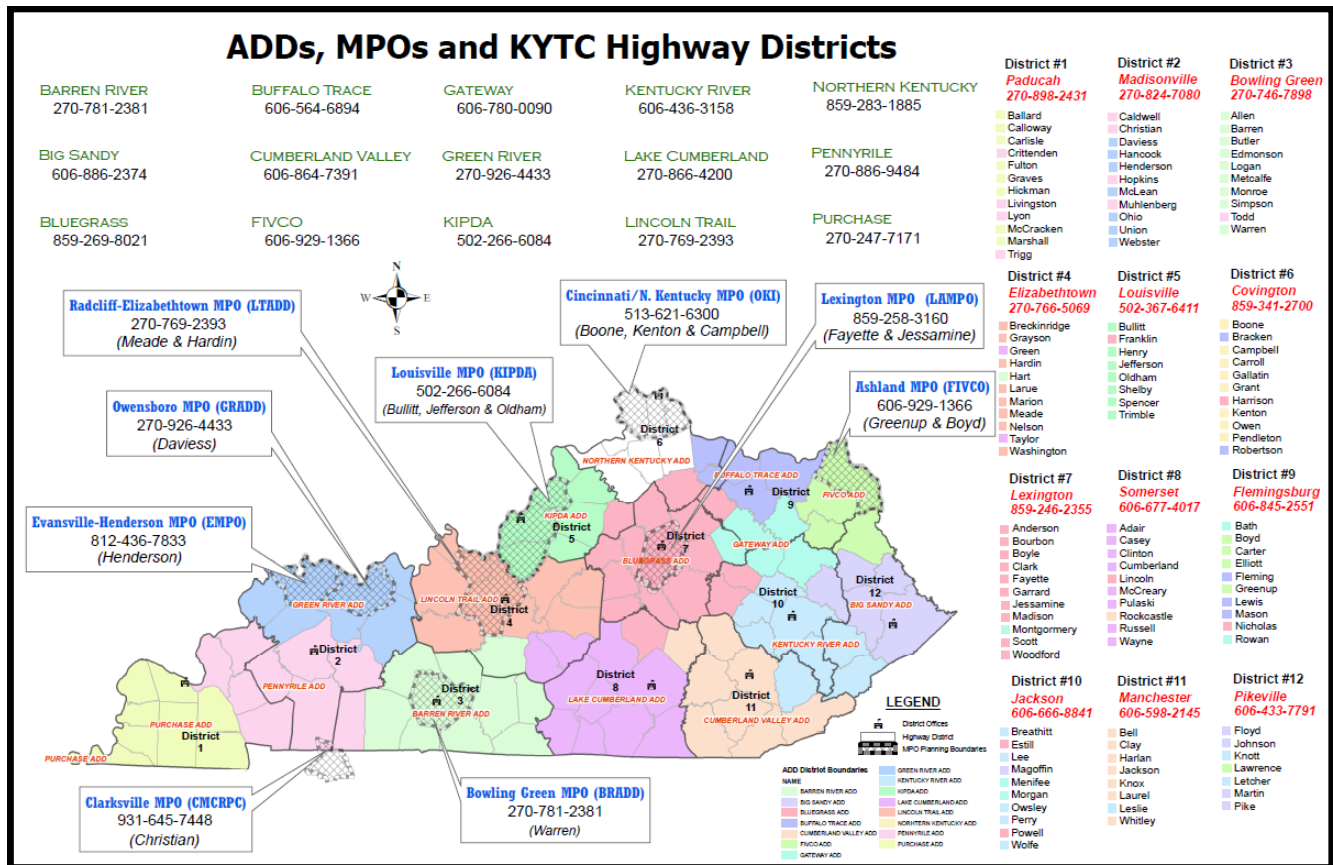
The Kentucky Transportation Cabinet's (KYTC) statewide transportation planning process is accomplished through a cooperative program with the KYTC Central Planning Office, the 12 Highway District Offices (HDOs), 15 ADDs, and 10 Metropolitan Planning Organizations (MPOs). The ADDs and MPOs are responsible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

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

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

1.2 Map of ADD, MPO, HDO Boundaries

1.3



Purpose of Public Involvement Plan

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

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 Cumberland Valley Area Development District Regional Transportation Committee (RTC) is responsible for identifying, evaluating, and prioritizing transportation needs in Bell, Clay, Harlan, Jackson, Knox, Laurel, Rockcastle, and Whitley Counties. The Committee was established as an advisory body to the Cumberland Valley Area Development District Board of Directors. The RTC consists of representatives who are interested in improving transportation from each of the counties in the Cumberland Valley Area Development District Region. The committee 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:

- 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 promote and provide for the development of safe and efficient modes of transportation throughout the CVADD by working within the transportation planning process as defined by the 2021 Federal Bipartisan Infrastructure Law Bill and the Kentucky Transportation Cabinet.

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 Cumberland Valley Area Development District Transportation Planner and provided to the KYTC Division of Planning.

2.2 Regional Transportation Committee Bylaws

CUMBERLAND VALLEY AREA DEVELOPMENT DISTRICT REGIONAL TRANSPORTATION COMMITTEE BYLAWS March 2026

ARTICLE I NAME AND PURPOSE

Section I: Name

The name of this body shall be known as the Cumberland Valley Area Development District Regional Transportation Committee, an advisory committee to the Cumberland Valley Area Development District Board of Directors, serving the people of the following eight (8) counties: Bell, Clay, Harlan, Jackson, Knox, Laurel, Rockcastle and Whitley.

Section II: Authority

This committee has been established by the authority granted by the Cumberland Valley Area Development District Board of Directors. The Regional Transportation Committee shall be governed by the Bylaws of the Cumberland Valley Area Development District Regional Transportation Committee contained herein.

Section III: Purpose

The purpose of the Regional Transportation Committee shall be to promote and develop the transportation system and the general safety and well being of citizens of the Cumberland Valley Area Development District by:

1. Providing assistance to the Board in the formulation of regional transportation policy.
 2. Advising the staff in the execution of technical transportation planning programs.
 3. Providing a forum for elected officials to work together in solving regional transportation problems.
 4. Acting as an advocacy body on transportation related matters as needed.
 5. Acting as a data and information base for the public-at-large and to provide legislators with the information necessary to make equitable legislative decisions.
 6. Providing a forum for local public involvement into the regional planning process.
 7. Providing local transportation officials the opportunity to prioritize transportation projects.
- Providing input for Kentucky's Statewide Transportation Planning Process.

ARTICLE II MEMBERSHIP

Section I: Representation

Voting membership representation of this committee shall be consistent with the applicable requirements as outlined in the Cumberland Valley Area Development District Bylaws (Article II, Section 6). Each person appointed to this committee shall be a voting member of this committee and shall be entitled to one (1) vote on all matters brought before the committee membership. However, should any entity be delinquent in its cash contribution to the Area Development District, that entity's representatives shall not be allowed to vote.

In the event that a Committee member cannot attend a meeting of the Committee, he/she may appoint, for that meeting only, a proxy to attend the meeting and to cast the vote of the member. Evidence may be requested of the proxy that he/she is the designee of the member.

The membership will include, at a minimum, representation from each district county and should strive to include representation from each of the following categories:

1. Elected official or appointed representative for each county and/or city of 5,000 or more in population.
2. Law Enforcement representatives (minimum of one city, one county and one state enforcement official,

where possible)

3. Highway/Public Works representatives from cities and/or counties
4. Emergency Medical Service Representatives/Fire Department Representatives
5. Education Representatives
6. Human Service Delivery Representatives
Representatives of major trucking, logistic, intermodal, rail, airport, riverport or public transportation entities
Underserved populations (minority, low-income, disability)
9. Planning and Zoning Commissions/Organizations
10. Bikeway/Greenway/Pedestrian Coordinators/Representatives
11. Economic and industrial development organizations
12. Industrial authorities/commissions
13. Environmental & Historic Preservation representative
14. Public citizens at large interested in transportation issues
Highway District Office Planners shall participate as non-members in advisory roles only

Section II: Terms of Members

The Regional Transportation Committee shall establish tenure of voting members in the following manner:

1. All members of the committee shall serve for a term of one year.
2. The term of each successor shall be for one year and until his or her successor is appointed. The committee member will also serve at the pleasure of his/her respected locally elected official or Chairperson.
3. If a Mayor or County Judge Executive serves on the committee, their appointment will become null and void if their term in office expires while serving a term as a committee member. Their committee appointment will terminate on the same date their elected office term expires.
4. Vacancies occurring on the Regional Transportation Committee shall be filled from the same county or city of representation for the remainder of the term of the resigning member.
5. Three consecutive absences on the part of any member to a regularly scheduled Regional Transportation Committee meeting may be interpreted as a possible lack of interest. The Chairman of the Committee may at this point inquire as to whether the respective member intends to remain active on this Committee. If this member indicates he/she is no longer interested in being an active member, or there is no reply, the Chairman may consider this sufficient reason for recommending his/her replacement to the entire committee.
6. The officers of the Regional Transportation Committee shall include Chairman, Vice-Chairman, and Secretary.
7. The Chairman of the Regional Transportation Committee shall be appointed by the Cumberland Valley Area Development District Board of Directors Chairman for a one-year term beginning January 1 of each year and may serve successive terms.

The Vice-Chairman and Secretary of the Regional Transportation Committee shall be elected by the entire membership for a one-year term beginning January 1 of each year and may serve successive terms.

Section III: Participation

In the normal conduct of the Regional Transportation Committee, citizens of the Cumberland Valley area, participating state and federal agencies, state and federal governments, the general public, police, emergency services, transportation providers, bikeway coordinators, environmental interest 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 IV: Compensation and Reimbursements

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

ARTICLE III MEETINGS OF THE COMMITTEE

Section I: Regular Meetings

The Regional Transportation Committee shall hold regular meetings as necessary to complete the tasks assigned to the committee and on call by the Chairman of the committee. Meetings scheduled by the Chairman and/or staff will be done in a manner to allow times and locations to be flexible enough to accommodate and involve as many areas of the region as possible. In the event that it is unsafe to meet in-person, both regular and special meetings may be held virtually via video or teleconferencing. The necessity of holding a virtual meeting will be decided on by the Regional Transportation Committee Chair and care should be taken to ensure all members and public participants have access to these meetings.

Full Regional Transportation Committee meetings shall occur at a minimum of three times per fiscal year. Meetings shall be held in the Cumberland Valley Area Development District Office.

One-on-one local official meetings for the purpose of discussion surrounding identification of local highway issues and development of requisite Project Identification Data shall occur at a minimum of one time per fiscal year.

Special meetings periodically may be required as needed.

Section II: Notice of Meetings

Notice of all regular and special meetings shall be mailed and/or emailed to each member of record at least two weeks prior to the meeting. In addition to committee notification of regular and special meetings, all committee meetings are listed at www.cvadd.org.

Section III: Quorum

A quorum shall be necessary for transacting any business by the Regional Transportation Committee. A quorum for any full committee meeting shall consist of twenty percent of the votes entitled to be cast on a matter to constitute a quorum on that matter.

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

ARTICLE IV COMMITTEES AND CONSULTATION

Section I: Consultation

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

Section II: Implementation Procedures

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

- 1) The Chairman of the Regional Transportation Committee shall establish such committees as is deemed necessary. He/She shall also appoint members to serve on established standing and/or advisory committees.
- 2) The Chairman of the Regional Transportation Committee may make membership changes of the respective standing and/or advisory committee with the advice of the Chairman of that committee.
- 3) Standing and/or advisory committee Chairman shall make available all minutes, reports, and recommendations to the Regional Transportation Committee Chairman.
- 4) The standing Executive Committee shall consist of the officers of the committee plus such members as necessary to have all counties represented, exclusive of the Chairman. The Executive Committee shall

have the authority to act for the full committee in the interim between meetings of the committee. A simple majority of the Executive Committee membership shall constitute a quorum.

- 5) These Bylaws may be amended at any regular or special meeting of the membership by affirmative vote of two-thirds (2/3) of the members present, provided notice of the proposed amendment is submitted to the committee members in writing at least fourteen (14) 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 all standing and/or advisory committees.
- 7) All matters not specifically covered herein shall be subject to the action of the committee.

ARTICLE V

ADOPTION OF BYLAWS

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

Adopted: March 25, 2026

Mr. Shane Gabbard
Chair of the Committee

2.3 Regional Transportation Committee Goals & Objectives

KYTC Mission

The KYTC is committed to meet or exceed the needs and expectations of the users of Kentucky's transportation system — residents, business owners, employees and students.

The KYTC's mission is ***“to provide a safe, efficient, environmentally sound and fiscally responsible transportation system that delivers economic opportunity and enhances the quality of life in Kentucky”***. The vision which guides the work of the Cabinet in achieving this mission is “Working together to lead the Southeast in providing a transportation infrastructure and transportation services for the 21st century that deliver new economic opportunities for all Kentuckians”.

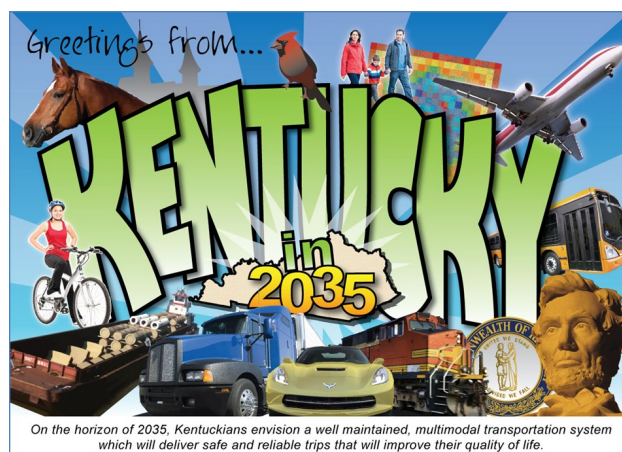
The work that the KYTC conducts in pursuing its mission moves in a continuous cycle rather than a linear path. This process links the four main areas of transportation system development and maintenance -- planning, design, construction and operations -- to deliver a safe, efficient, environmentally sound and fiscally responsible transportation system that facilitates safe and efficient movement of people and goods.

A knowledge-driven process based on valid, broad-based input is essential to the effective decision-making required to address the maintenance and improvement of Kentucky's transportation system. This input comes from political, public and technical sources.

Analysis of the existing system's form and function as well as the impacts of anticipated improvements is the primary source of technical input. Political input includes guidance, as well as financial support, from state and national political leadership. Public input is generated from all users of the system, including those citizens in communities which are directly affected by proposed improvements.

KYTC Statewide Transportation Vision

During the development of the 2014 Long-Range Statewide Transportation Plan (LRSTP), a combination of the desires of the system's users, the resources of the KYTC leadership and measurable performance outcomes were used to produce the desired vision – or “destination postcard” -- for the form and function of Kentucky's transportation system. As defined by Chip and Dan Heath in their book *Switch*, a destination postcard is “a vivid picture from the near-term future that shows what could be possible”. The “destination postcard” that serves as the vision for Kentucky's future transportation system is shown below.



Division of Planning Mission Statement

The Division of Planning 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.

Statewide Planning Process Goals

Setting the Goals

Goals are the guide to direct the KYTC toward its vision. During the development of the 2014 LRSTP, input from the “Your Turn” survey and the focus groups, along with guidance from MAP-21, formed the foundation for long-range goals specifically developed to address the challenges facing Kentucky’s transportation system over the next twenty years.

The process by which decisions are made to determine which projects are funded and how they are delivered became the central question of the goal development process. Goals of two distinct types were developed: project goals and process goals.

Project goals are used to measure the effectiveness of proposed system improvements. These goals, for both people and freight, include:

- ⇒ Providing a safe and secure system
- ⇒ Maintaining and improving existing infrastructure on a continual basis
- ⇒ Ensuring dependable, effective and efficient facilities
- ⇒ Improving local, regional and global connectivity and access
- ⇒ Including all appropriate modes of transportation within a fully-integrated system

Process goals set performance standards for the methods and practices to be used to deliver improvements and to maintain the system. These process goals include consideration of:

- ⇒ Dependable access to markets, jobs and resources
- ⇒ Consideration of human and natural resources
- ⇒ Efficient and flexible use of available resources
- ⇒ Transparent decision-making processes

Together these goals provide the framework of the decision-making process for project identification, prioritization, development, delivery and maintenance. Specific regional objectives and priorities have been developed by the KYTC District Offices to support the goals and vision of the 2014 LRSTP. The vision, goals, and regional objectives and priorities are in turn supported by a foundation of performance management.

Statewide Planning Project Goals & Performance Measures

Measures the effectiveness of possible improvements (projects) to the system.

1. Provide a reliable transportation system that effectively and efficiently moves people and freight.
 - A. Performance Measures: congestion, speed, and travel delay
2. Provide for reliable local, regional, and global access for people and freight.
 - A. Performance Measures: speed, travel delay, resources available for economic initiatives
3. Consider all modes of transportation in the creation of an integrated system for the dependable movement of people and freight
4. Provide for the safe and secure movement of people and freight
 - A. Performance Measures: fatalities and serious injuries
5. Provide for the improvement and maintenance of existing transportation infrastructure
 - A. Performance Measures: pavement & bridge deficiencies, maintenance expenditures

CVADD Transportation Committee Mission Statement

The CVADD Regional Transportation Committee has adopted as its mission the responsibility to promote and provide for the development of safe and efficient modes of transportation throughout the CVADD by working within the transportation planning process as defined by SHIFT, and the Kentucky Transportation Cabinet.

CVADD Transportation Committee Goals and Objectives

While goals are general statements, objectives are more specific statements that can be used to measure the achievement of goals. The Cumberland Valley Area Development District has developed the following objectives for each of the goals to provide further guidance and to establish performance measures in the accomplishment of statewide goals:

Project goals are used to measure the effectiveness of proposed system improvements.

Process goals set performance standards for the methods and practices to be used to deliver improvements and to maintain the system.

Cumberland Valley Area Development District Project Goals & Objectives

Project Goal: Provide a safe and secure highway system on existing and planned corridors to reduce fatalities and injuries in the region.

Objectives:

1. Encourage a higher prioritization for highway needs that seek to reduce crashes, fatalities, and injuries.
2. Promote improvements that increase highway safety at locations and/or corridors where traffic crash data and analysis has yielded an identified solution for improving safety along a particular route.
3. Support and assist emphasis area task teams to analyze specific safety issues, recommend solutions for improving identified concerns, and identifying projects for inclusion on the Unscheduled Needs List.
4. Support the CVADD Highway Safety Grant Funded Program to conduct programs related to seat belt usage, child restraint systems, and driver education programs.
5. Collaborate with local, state, and federal officials in the pursuit of funding and innovative solutions to address highway safety issues throughout the region.

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

Objectives:

1. Support the maintenance of the existing highway system and improvement necessary to preserve connections among communities and vital resources (hospitals, schools, employment centers, airports, railroads, truck facilities, etc.)
2. Promote efficient movement of people and goods by linking the various modes of transportation
3. Support the development and maintenance of community transit systems and promote coordination between public transportation agencies and other agencies
4. Continue to utilize the FTA Section 5304 funding for enhancing mobility of seniors and individuals with disabilities for senior citizen centers, transit providers, and additional public agencies
5. Develop strategies for incorporating greenways, bicycle, pedestrian, and multi-use trails into our overall transportation project planning
6. Collaborate with local health departments and officials in completion of Bicycle and Pedestrian Master Plans, as well as project development in the area
7. Encourage participation from individuals representing these modes of transportation on the CVADD's Regional Transportation Committee.

Project Goal: Improve local, regional, global connectivity, and access.

Objectives:

1. Promote and emphasize significance of assessing regional transportation projects a higher ranking during the prioritization process for consideration of inclusion in the Kentucky Highway Plan.
2. Continue support for the development, improvement, and/or expansion of significant regional corridors that may include, but are not limited to, Interstate 75, US-119, US-150, US-25, US-25E, US-25W, US-421, Hal Rogers Parkway, KY-80 and KY-30.
3. Encourage development and maintenance of existing primary systems that provide connections between cities and counties in the CVADD, and focus on building and improving the arterial and collector roads that support them.
4. Encourage local elected officials, community leaders, and the general public to promote the development and implementation of regional projects.

Cumberland Valley Area Development District Process Goals & Objectives

Process Goal: Support and promote the development of a transportation system that strengthens the economic vitality of the region

Objectives:

1. Support maintenance, improvement, and development of intermodal connections between transportation facilities including mass transit, highways, airports, river ports, rail lines, etc. that will enhance the transportation of people, freight, and services.
2. Promote and develop transportation projects that will improve economic development and tourism in the region
3. Maintain communication with economic and tourism development organizations such as chambers of commerce, industrial authorities, tourism commissions, and other supportive entities to evaluate local and regional needs.
4. Enhance traffic movement in urban areas through the development of bypasses and connector routes to reduce traffic congestion.
5. 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 to the transportation system.

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

Objectives:

1. Identify natural, cultural, hazardous/toxic, and human resource areas in the CVADD to be considered during transportation planning.
2. Provide early and continuous environmental evaluation and analysis to avoid or minimize potential impacts of transportation projects.
3. Include 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 to the transportation system.

Process Goal: Support community involvement in the transportation planning process

Objectives:

1. Use public forums, such as fiscal court meetings, city council meetings, community meetings, media announcements, etc., inform elected officials, community leaders, and the general public the importance of the transportation planning process
2. Provide updated information to elected officials, community leaders, and the general public for transportation-related developments in their community and the region.
3. Solicit the participation of local officials, community groups, and individual citizens in the transportation planning process.
4. Utilize virtual public involvement methods such as teleconferencing tools, as well as social media to receive input on project development.

2.4 Regional Transportation Committee Membership

Name	Organization
Albey Brock	Bell County Fiscal Court
David Thompson	City of Barbourville
Danny Quillen	City of Benham
Jerry Adams	City of Brodhead
Suzie Razmus	City of Corbin
Scott Williamson	City of Corbin
Charles Raleigh	City of Cumberland
Eddie Manning	City of Evarts
Joe Meadors	City of Harlan
Sandi Singleton	City of Livingston
Randall Weddle	City of London
Rick Cochrane	City of London
Clark Bailey	City of Loyall
Justin Wren	City of Lynch
Steve Collins	City of Manchester
Michael Stidham	City of McKee
Boone Bowling	City of Middlesboro
Tim Roberts	City of Mt. Vernon
Crystal Rush	City of Mt. Vernon
Shawn Fugate	City of Pineville
Roddy Harrison	City of Williamsburg
Tommy Harmon	Clay County Fiscal Court
John Ed Pennington	CVADD Minority Committee
Robin Whitaker	Daniel Boone Community Action Agency
Dan Mosley	Harlan County Fiscal Court
Shane Gabbard	Jackson County Fiscal Court
Mike Mitchell	Knox County Fiscal Court
David Westerfield	Laurel County Fiscal Court
Jim Hays	Nature Conservancy
Howell Holbrook, Jr.	Rockcastle County Fiscal Court
Shirley Cummins	RTEC Rural Public Transit
Dale Shelton	RTEC Rural Public Transit
Pat White	Whitley County Fiscal Court
Bruce Carpenter	Southeast Kentucky Industrial Development Authority
Ralph Souleyret	Office of Rahabilitation

2.5 Regional Transportation Committee Plan of Activities

The CVADD Transportation Planner has outlined four tentative meeting dates describing potential activities to be carried out in compliance with Work Element 2D. The selected activities are for the intended purpose of broadening the Regional Transportation Committee’s knowledge in the statewide planning process, as well as other transportation activities.

August 20, 2025

- Transportation information/updates
- SHIFT Boost Point Allocation

February 18, 2026

- Public Transit & Highway Safety Updates
- Transportation information/updates
- SS4A Regional Action Plan Updates
- Review Rail Freight Loading/Unloading Locations
- Review Major Freight Users Inventory
- KYTC Highway District Office Road Project Update

June 17, 2026

- Transportation information/updates
- Local Road / Centerline Updates
- Review Socioeconomic Profiles / PIP / RTA Inventory
- KYTC Highway District Office Road Project Update

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.

If time and scheduling allows, the CVADD Transportation Planner will make an effort to schedule guest speakers for the committee to increase awareness and education on the statewide planning process. Possible topics for the planner to consider are highway safety, freight planning, intermodal activities, information related to Title VI and public outreach programs, presentations from local transit authorities, presentations on local bikeways and/or greenways, and rails to trails. Committee members may identify other topics of interest that can be pursued by the CVADD. Other possibilities could include: field trips to review regional projects and tours of multimodal and public transportation facilities.

CHAPTER 3: PUBLIC INVOLVEMENT

3.1 Introduction

The Cumberland Valley Area Development District (CVADD) 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 CVADD and/or the KYTC. The CVADD will make every effort to include the transportation disadvantaged and under-served populations (i.e. elderly, minority, low-income and disabled populations as well as all other effected populations in the region) on committees or in public meetings held for the purpose of soliciting input for transportation plans, issues and/or projects.

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

As a major component of the public involvement process and to comply with the KYTC requirements for public involvement the Cumberland Valley 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 CVADD PIP will use a broad-brush approach because 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 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 CVADD Transportation Planner and provided to the KYTC Division of Planning.

The CVADD 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.

CVADD 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 CVADD Board of Director's meetings
- ◆ Utilizing the CVADD monthly Transportation newsletter to reach, educate and inform the public on various transportation programs/issues
- ◆ Conducting local transportation meetings with local officials and interested community leaders
- ◆ Using e-mail lists to provide transportation information materials to interested persons and agencies
- ◆ Using advisory committees/groups as an extension of the regional transportation committee to include a more diverse group of individuals and representation of the region. This extension group allows for the public involvement/input process to expand beyond the regular committee members
- ◆ Utilizing the CVADD Web Site and Facebook pages to post transportation projects / information / comments and providing a link for public feed back

Activities may also include:

- ◆ Address civic groups, chamber meetings, government meetings concerning the statewide transportation process
- ◆ Attending fiscal court and city council meetings requesting input for the UNL. This would include obtaining information relative to identifying new projects, evaluating existing UNL and prioritization information. This process allows the CVADD 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 CVADD to distribute information (i.e. Child Care, Housing, Aging) this could provide more opportunities to reach low-income, minority, and elderly populations
- ◆ Conduct a regional transportation planning workshop for government and local officials, planning commissions, economic and tourism officials, etc. to educate them on the statewide planning process
- ◆ Utilize local county and city access radio stations
- ◆ Use surveys in newsletters, mail-outs, e-mails, etc. to gain public input

3.2 List of Resources

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

1. Third Party Groups

The CVADD 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
- ◆ University of Kentucky Extension Service
- ◆ Historical Societies
- ◆ Local Tourism Groups

2. Public Meetings

The CVADD 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. Meetings will be held in person, as well as the option for virtual meetings.

3. CVADD Website & Facebook Page

The CVADD Website is located at www.cvadd.org and has a section 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.

The CVADD Facebook page is located at www.facebook.com/cumberlandvalleyadd. Information shared on this page allows visitors to review local road information, traffic alerts, and upcoming meetings.

4. Newspapers

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

5. Radio

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

6. Television

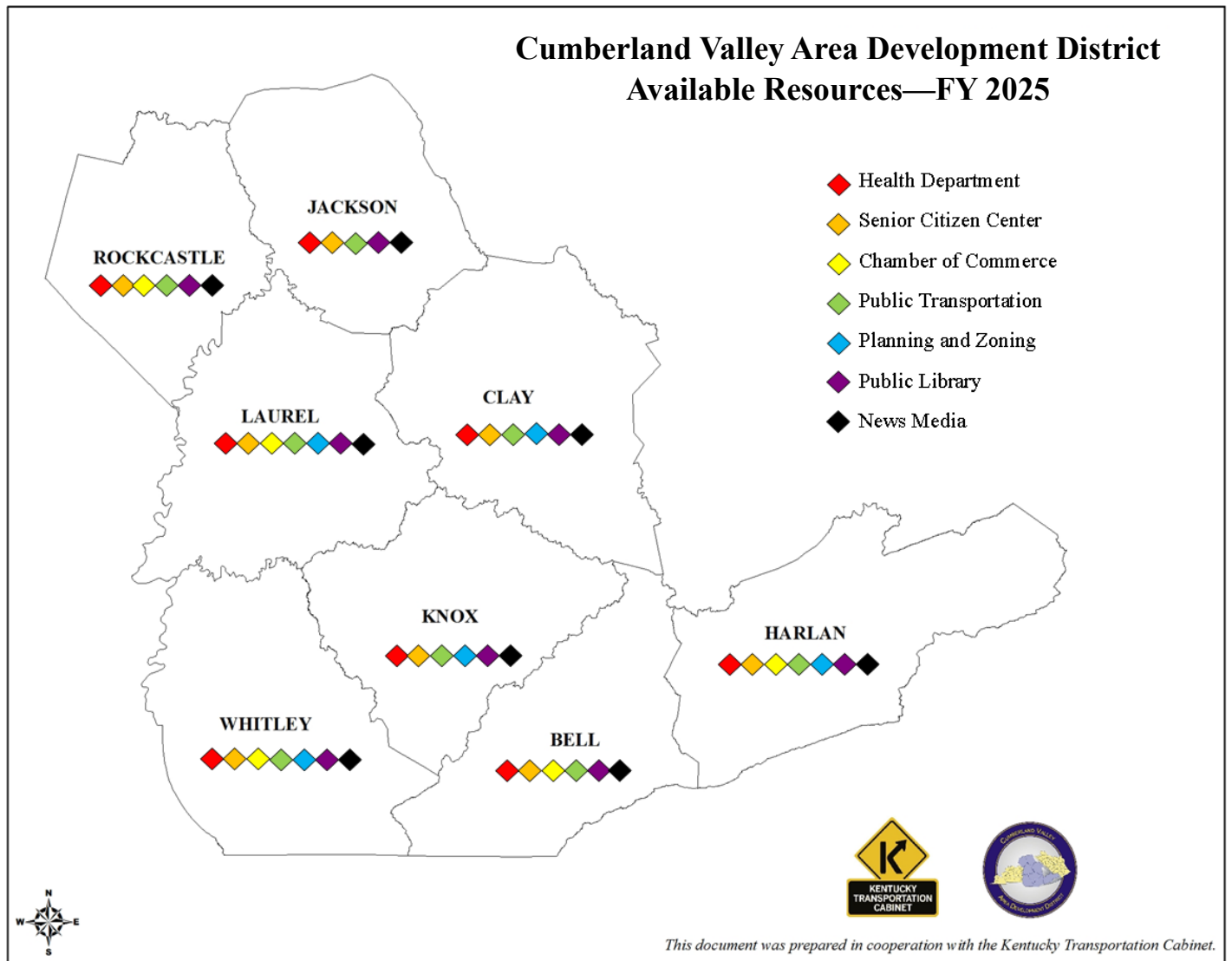
Information can be sent to television stations that serve the region. This could include regular network broadcast stations as well as local cable access channels that may be available throughout the region. These channels can also be utilized in creating public awareness.

7. Traveling Exhibits

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

- ◆ Public Libraries
- ◆ U.S. Post Offices
- ◆ County Court Houses
- ◆ City Halls
- ◆ Local Community Centers, Meeting Halls, Churches
- ◆ Chambers of Commerce
- ◆ KYTC Highway District Office
- ◆ Area Development District
- ◆ Schools
- ◆ Public Housing Authorities
- ◆ Senior Citizens Centers/Housing
- ◆ Malls, Restaurants, Shopping Centers
- ◆ Special Event Locations
- ◆ Historical Societies
- ◆ Other Identified Locations through Planning Process

3.3 Map of Resources



3.4 Groups Addressed

In agreement with the FY26 KYTC Regional Transportation Work Program Work Element 2A PUBLIC INVOLVEMENT PLAN Speaking Engagements the CVADD Transportation Planner attended various civic and government meetings throughout the year to speak about and/or distribute informational materials regarding the Statewide Transportation Planning process. Efforts to inform, educate, and involve the public in the transportation process are not limited to addresses given to community groups but also include the use of the CVADD website, social media accounts, and written information distributed in community centers, events throughout the region. During the 2026 Fiscal Year CVADD staff made presentations to the following groups and gatherings:

Southern Kentucky Chamber of Commerce 5-12-2026

KY Public Transit Association 1-14-2026

Older Persons Activity Center (OPAC) Senior Games 6-26-25

Manchester City Council meetings- 5-18-26 and 4-20-26

Laurel County Fiscal Court- 5-28-26 and 3-26-26 and 2-26-26 and 1-22-26

Whitley Co. Fiscal Court- 2-17-26 and 3-17-26 and 4-21-26

Rockcastle Co Fiscal Court 2-10-26

Clay Co. Fiscal Court- 1-8-26 and 3-12-26 and 5-14-26

London City Council- 2-2-26

Jackson Co. Fiscal Court- 1-8-26 and 3-12-26

CHAPTER 4: SOCIOECONOMIC PROFILES

4.1 Introduction

2024 American Community Survey Census Data for Cumberland Valley Area Development District

The CVADD Regional 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

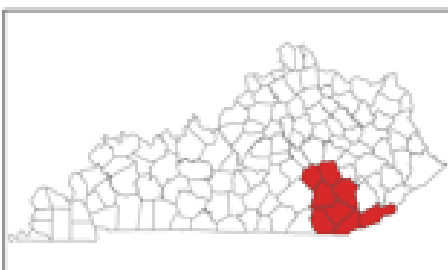
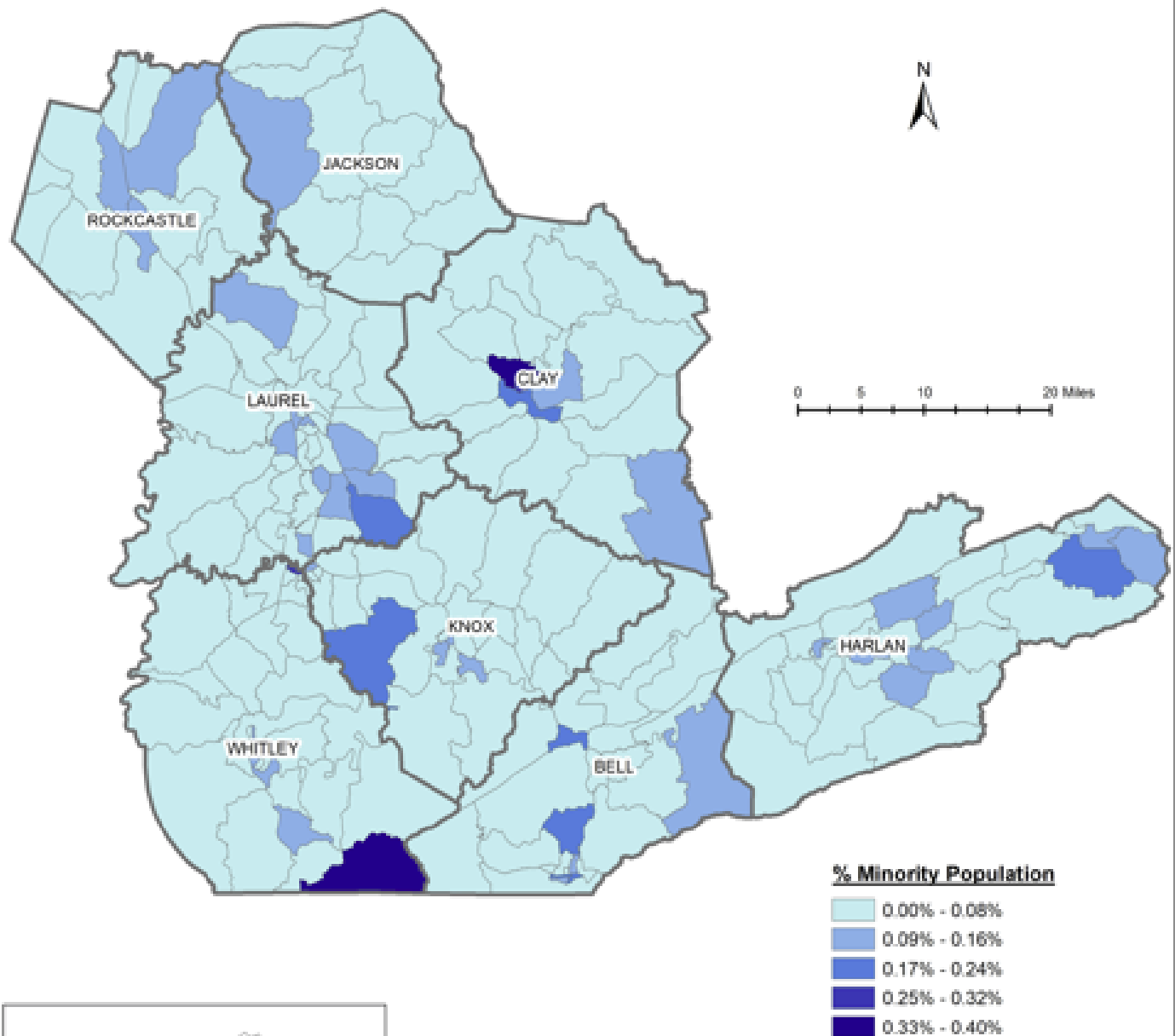
4.2 Demographic Information

Enclosed are maps for the following potential underserved populations in the CVADD region:

1. Total Population
2. Minority
3. Elderly
4. Poverty
5. Disabled

Cumberland Valley Area Development District

Percent Minority Population
Block Group Level

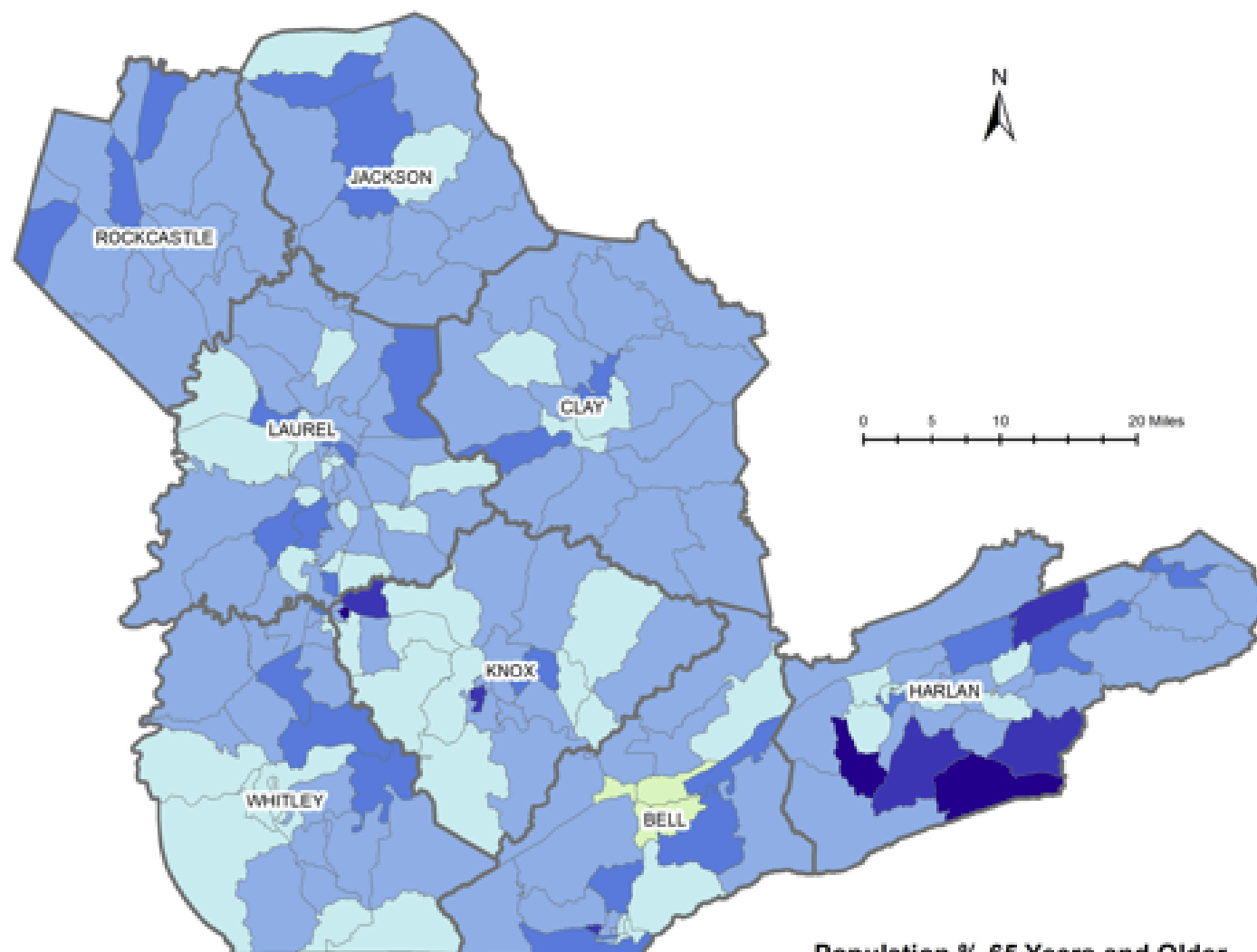


Source: KY State Data Center
American Community Survey
5 Year Data (2021-2025)
Table B03002 - Hispanic or
Latino Origin by Race

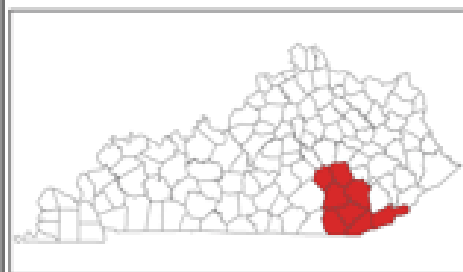
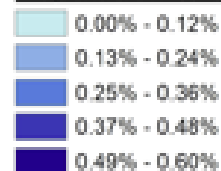


Cumberland Valley Area Development District

Percent Population
Age 65 Years and Older
Block Group Level



Population % 65 Years and Older

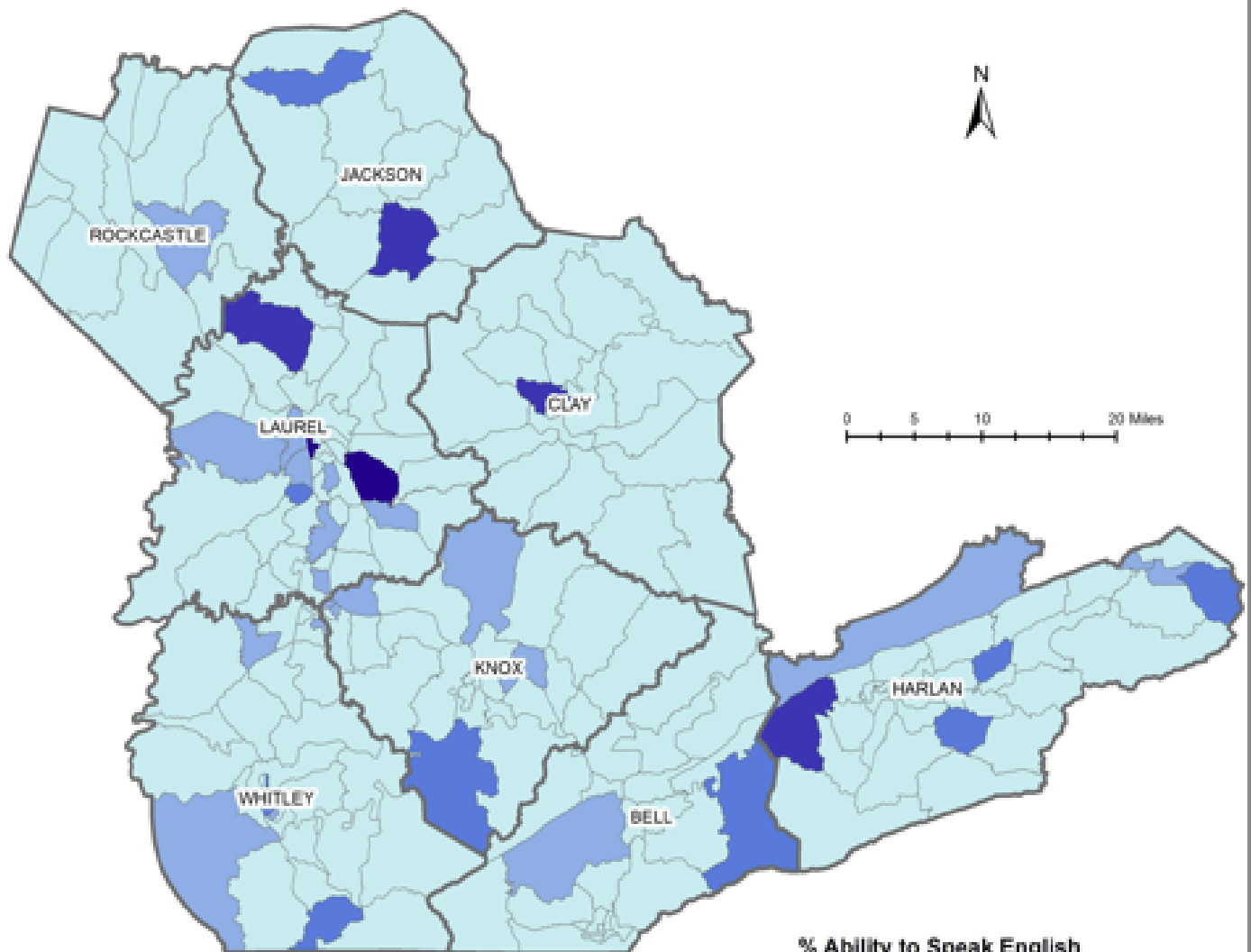


Source: KY State Data Center
American Community Survey
5 Year Data (2021-2025)
Table B01001 - Sex by Age

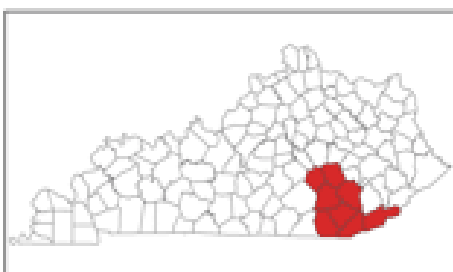
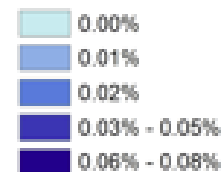


Cumberland Valley Area Development District

Percent Speak English Less Than "Very Well"
Age 5 Years and Older
Block Group Level



% Ability to Speak English

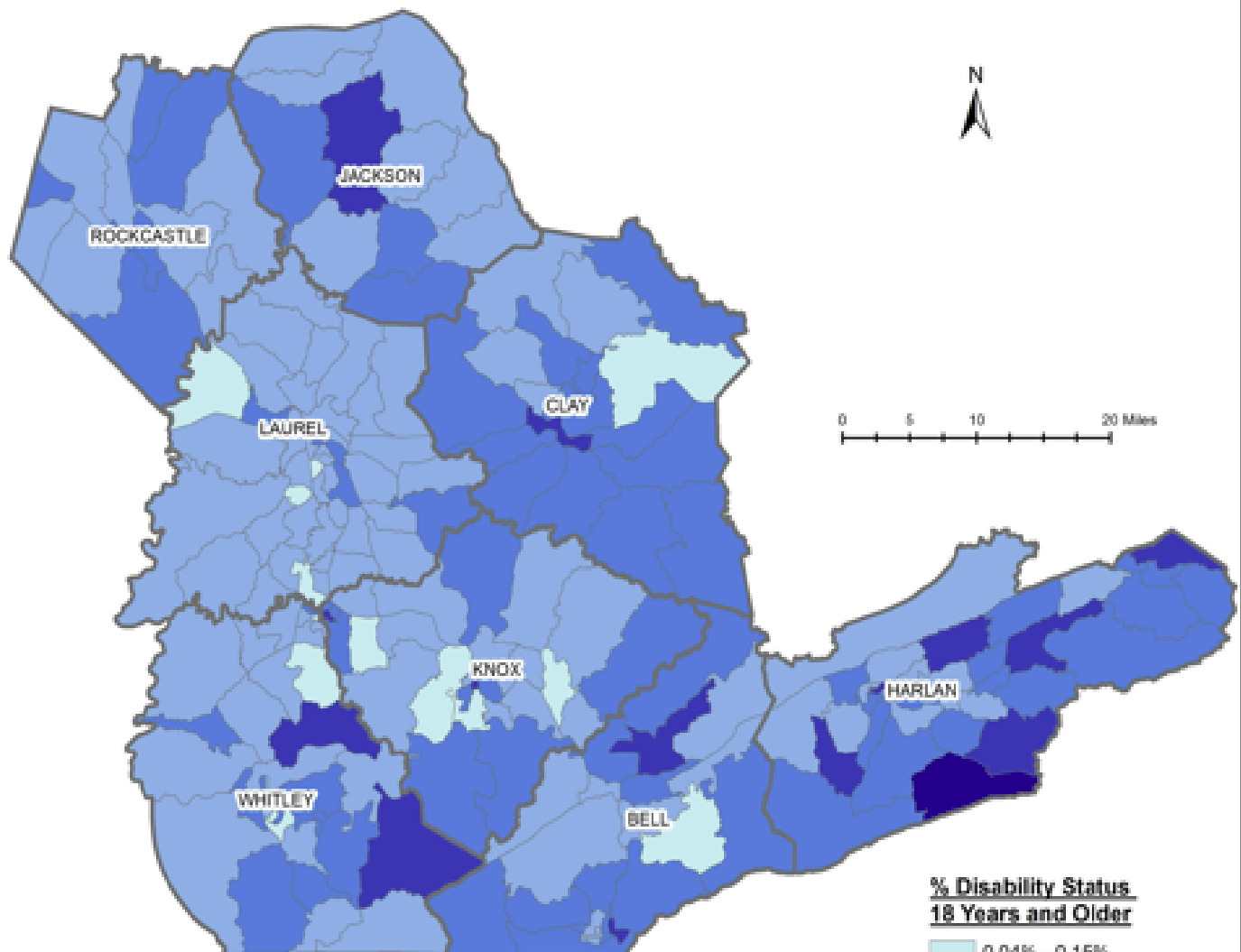


Source: KY State Data Center
American Community Survey
5 Year Data (2021-2025)
Table B16004 - Age by Language
Spoken at Home by Ability to Speak
English For the Population 5 Years
and Over



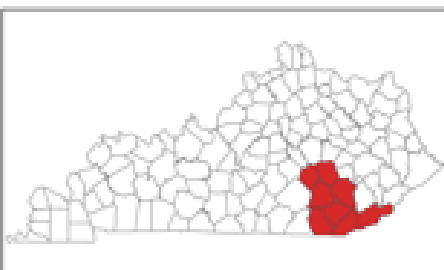
Cumberland Valley Area Development District

Percent Disability Status
Populations Age 18 Years and Older
Block Group Level



% Disability Status 18 Years and Older

- 0.04% - 0.15%
- 0.16% - 0.30%
- 0.31% - 0.45%
- 0.46% - 0.60%
- 0.61% - 0.75%

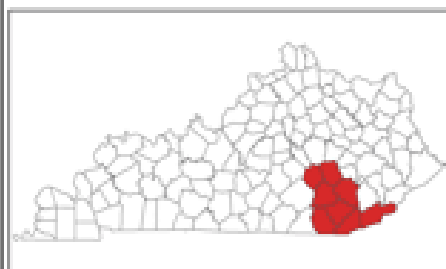
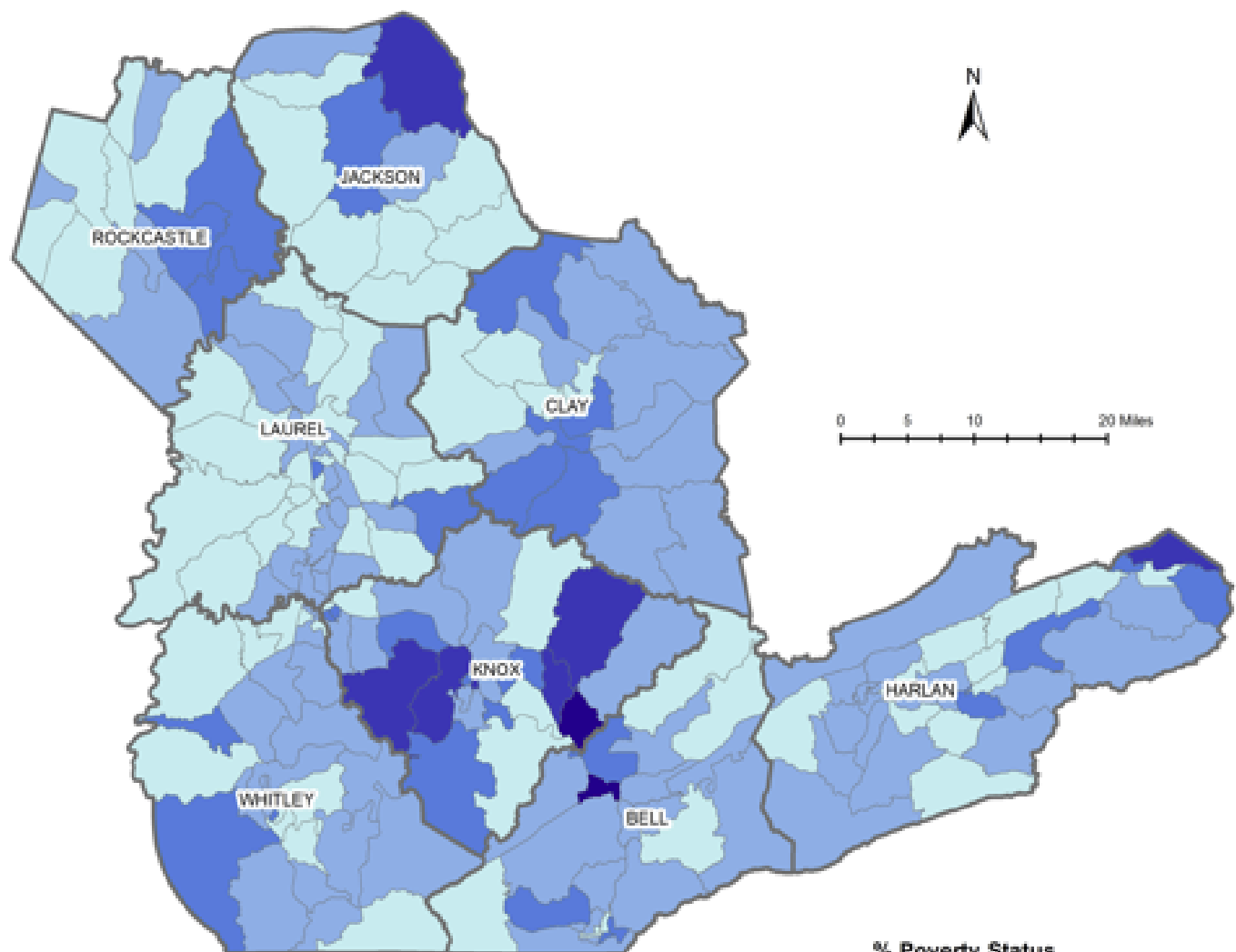


Source: KY State Data Center
American Community Survey
5 Year Data (2021-2025)
Table C21007 - Age by Veteran
Status by Poverty Status in the
Past 12 Months by Disability Status
For the Civilian Population
18 Years and Older



Cumberland Valley Area Development District

Percent Poverty Status of Individuals
Block Group Level



Source: KY State Data Center
American Community Survey
5 Year Data (2021-2025)
Table B17021 - Poverty Status
of Individuals in the Past 12
Months by Living Arrangement



4.4 Summary Quick Facts

The concentrations of underserved populations in CVADD is consistent with, or lower than, statewide trends at a regional level. While the percentages of certain underserved populations are above the state average in some counties in the region, the overall total populations in these concentrations is still relatively small.

CVADD Quick Facts

Statewide, the Cumberland Area Development District contains:

- 5.0 percent of the Kentucky population
- 5.8 percent of the population aged 65 and older in Kentucky
- 5.5 percent of the White population in Kentucky
- 0.6 percent of the African American/Black population in Kentucky
- 3.6 percent of the American Indian or Alaskan Native population in Kentucky
- 1.3 percent of the Asian Population in Kentucky
- .9 percent of Native Hawaiian or Other Pacific Islander population in Kentucky
- .23 percent Some Other Race in Kentucky
- 2.3 percent Two or More Races in Kentucky
- 1.36 percent of the Hispanic population in Kentucky
- 3.6 percent of the Civilian Work Force in Kentucky
- 6.2 percent of the population with a disability in Kentucky
- 6.8 percent of the Kentucky population below poverty level in Kentucky

CVADD Counties Quick Facts from the 2024 American Community Survey

Age

There are an estimated 40,300 individuals age 65 and older residing in the Cumberland Valley Area Development District (CVADD), representing a modest increase from the 39,959 reported previously. Seniors account for approximately 4.9% of Kentucky's 65-and-over population, which totaled about 825,850 residents in 2024. The largest concentrations of older adults continue to be found in Laurel County (approximately 11,365), Whitley County (approximately 5,900), and Knox County (approximately 5,300).

Minority Population

The Cumberland Valley Area Development District has an estimated 213,900 White residents, 3,200 African American residents, 4,900 Hispanic or Latino residents, and approximately 1,400 residents identifying as American Indian or Alaska Native, Asian, Native Hawaiian or Other Pacific Islander, or another race. An additional 7,000 residents identify as two or more races. Overall, racial and ethnic minority populations continue to grow gradually across the region, particularly in Laurel, Whitley, and Knox counties. The CVADD region is home to approximately 4% of Kentucky's American Indian and Alaska Native population.

Education

Educational attainment levels in the Cumberland Valley Area Development District continue to improve based on recent American Community Survey trends. The number of adults age 25 and older with less than a ninth-grade education has continued to decline, while the number of residents completing high school, technical training, and postsecondary education has increased. More than 65,000 residents have earned a high school diploma or equivalent, and approximately 38,000 residents have obtained an associate degree, bachelor's degree, or graduate/professional degree.

The Appalachian region as a whole has experienced steady gains in educational attainment over the past decade, with nearly 90 percent of adults age 25 and older holding at least a high school diploma and increasing numbers earning college credentials. These trends are reflected within the Cumberland Valley region, where educational opportunities continue to expand through local school districts, adult education programs, technical training centers, and institutions of higher education.

Residents are served by institutions such as University of the Cumberlands, Southeast Kentucky Community and Technical College, and regional workforce training providers that support career readiness and economic growth.

Low Income

Median family income within the Cumberland Valley Area Development District is approximately \$45,000 based on recent American Community Survey 5-year estimates, reflecting continued regional income disparities across the eight-county area. Among individual counties, Laurel County reports the highest median family income at approximately \$57,000, while Knox County reports the lowest at approximately \$33,000.

Poverty rates also vary significantly across the region. Knox County experiences the highest poverty rate at approximately 36 percent, while Laurel County reports the lowest at approximately 21 percent.

Disabilities

An estimated 47,000 residents in the Cumberland Valley Area Development District report having a disability, representing approximately 21 percent of the total population based on recent American Community Survey 5-year estimates. This share reflects a consistently higher disability prevalence compared to state and national averages and is closely associated with the region's older age structure and health-related socioeconomic factors.

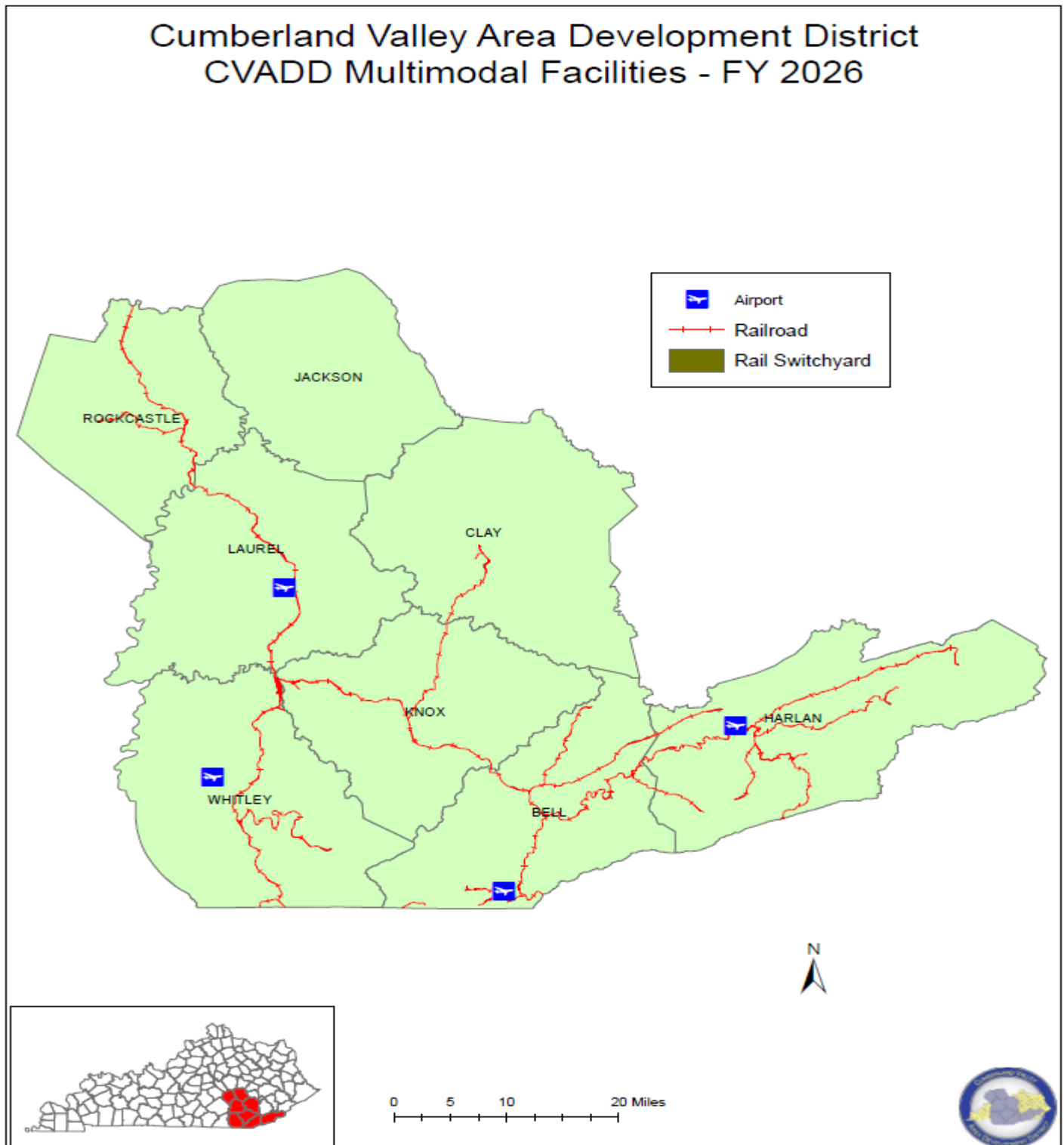
Among the eight counties, Harlan County continues to report the highest disability rate at approximately 25 percent of the population. Other counties within the region also reflect elevated disability prevalence relative to statewide benchmarks.

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-serve for those who have interest in the region.

5.2 Map of Multimodal Facilities



CHAPTER 6: INVENTORY OF LOCAL PLANNING UNITS

6.1 Introduction

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

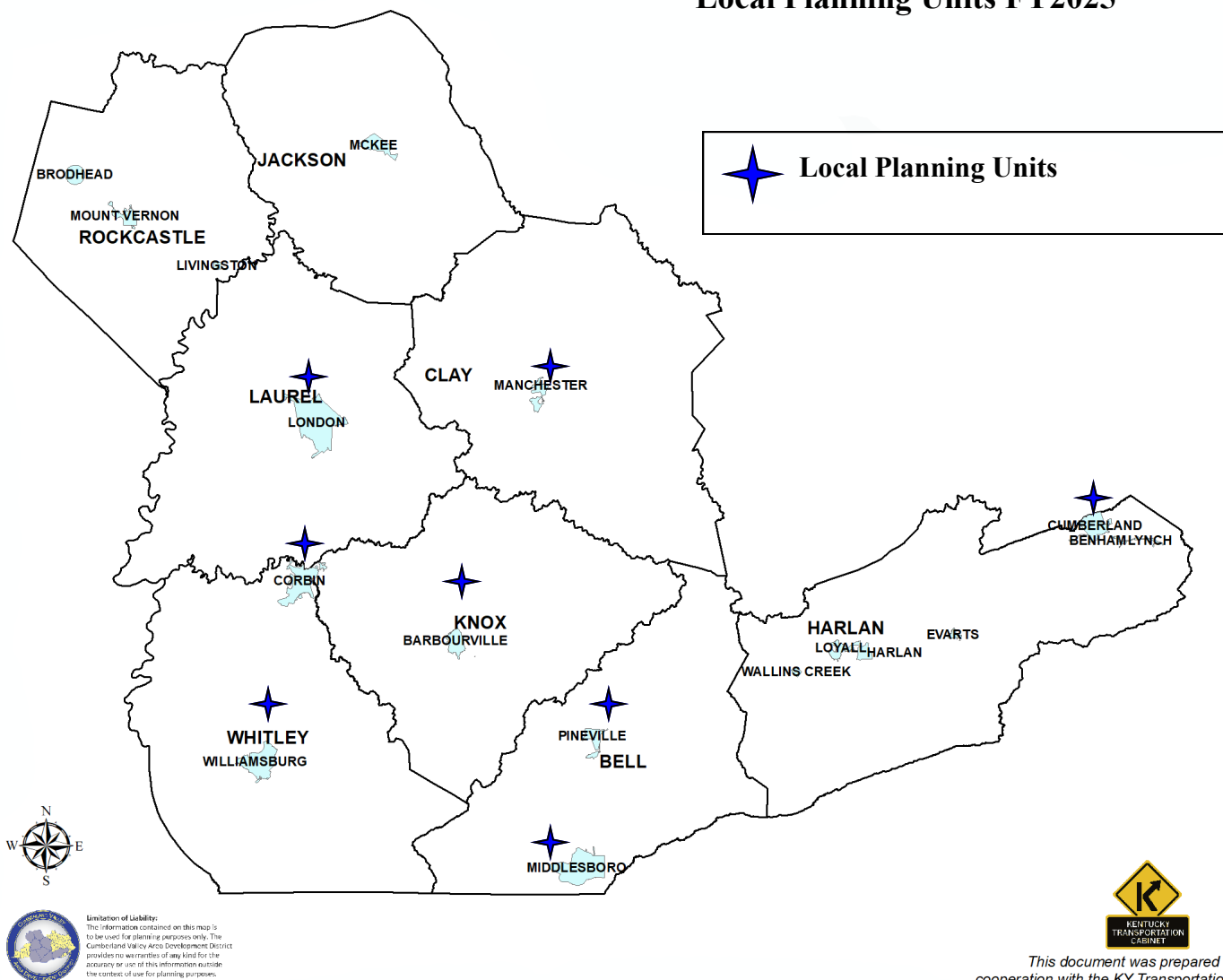
Comprehensive planning is a decision-making tool for officials and citizens in guiding future growth and development of communities. In Kentucky, state laws mandate that any city or county that has zoning regulations, first adopt a comprehensive plan. The plan then must be updated at a minimum once every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

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

6.2 Map of Local Planning Units

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

Cumberland Valley Area Development District Local Planning Units FY2025



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 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.

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 fea-

tures, commonly linked to socioeconomic and other data.

H

Highway District Office (HDO)

Kentucky has twelve district highway offices located throughout the state.

Highway Information System (HIS)

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

I

Intermodal

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

Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA)

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

International Roughness Index (IRI)

International Roughness Index is a measure of pavement roughness.

K

Kentucky Transportation Cabinet (KYTC)

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

L

Level of Service (LOS)

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

Local Roads

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

Long-Range Statewide Transportation Plan

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

M

Metropolitan Planning Organization (MPO)

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

Metropolitan Statistical Area (MSA)

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

Mile Point (MP)

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

N**National Highway (NHS)**

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

National Truck Network (NN)

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

P**Pedestrian**

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

Poverty Level

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

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 rec-

reational value worthy of preservation, restoration, protection, and or enhancement.

Shared Use Path

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

Small Urban Area (SUA)

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

State Implementation Plan (SIP)

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

Six Year Highway Plan (SYP)

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

Statewide Transportation Improvements Program (STIP)

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

Strategic Highway Corridor Network (STRAHNET)

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

Strategic Highway Investment Formula for Tomorrow (SHIFT)

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

System Classification/Functional Classification

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

Surface Transportation Program (STP)

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

T

Traffic Volume

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

Transportation Enhancement Funds (TE)

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

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

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

Transportation Improvement Program (TIP)

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

U**Unscheduled Project List (UPL)**

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

Urban Area (UA)

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

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

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



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