



Lincoln Trail Area Development District
Public Involvement Plan
FY 2025

750 S Provident Way
Elizabethtown, KY 42701
270-769-2393
ltadd.org



Table of Contents

Chapter	Page
1. Introduction	
1.1 History of Program.....	1-1
1.2 Map of ADD, HDO, MPO Boundaries.....	1-2
1.3 Purpose of Public Involvement Plan.....	1-3
2. Regional Transportation Committee	
2.1 Introduction.....	2-1
2.2 Regional Transportation Committee Bylaws.....	2-2
2.3 Regional Transportation Committee Goals & Objectives.....	2-6
2.4 Regional Transportation Committee Membership.....	2-10
2.5 Committee Plan of Activities.....	2-11
3. Public Involvement	
3.1 Introduction.....	3-1
3.2 List of Resources.....	3-2
3.3 Groups Addressed.....	3-5
4. Socioeconomic Profiles	
4.1 Introduction.....	4-1
4.2 Demographic Information.....	4-1
4.3 Census Maps.....	4-2
4.4 Summary Quick Facts.....	4-4
5. Multimodal Contacts	
5.1 Introduction.....	5-1
5.2 Map of Multimodal Facilities.....	5-2
6. Inventory of Local Planning Units	
6.1 Introduction.....	6-1
6.2 Map of Local Planning Units.....	6-2
7. Transportation Terms and Acronyms	
Glossary of Commonly used terms.....	7-1

Chapter 1 : Introduction

1.1 History of Program

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. 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:

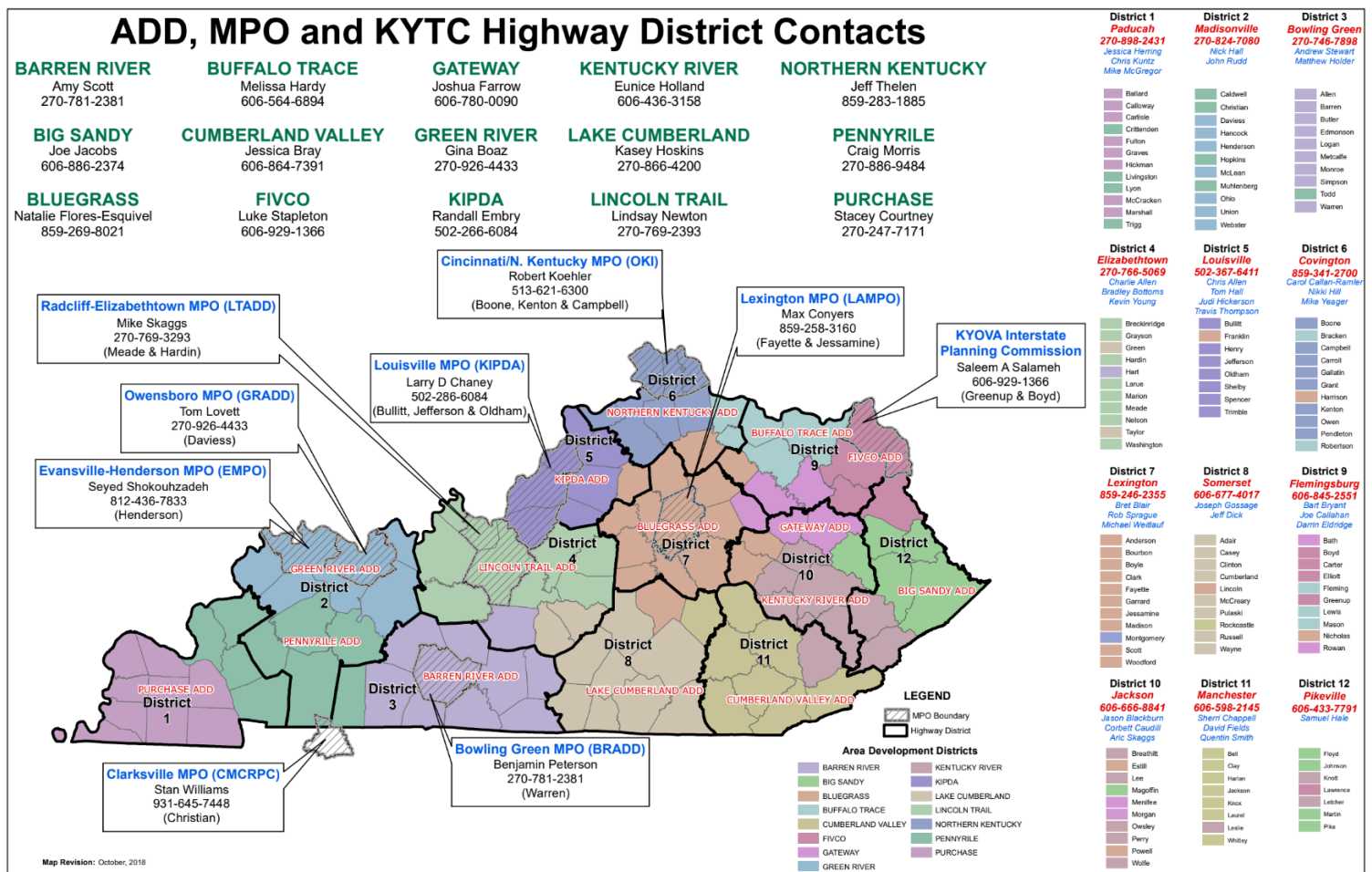
- Federal reliance on the statewide transportation process, established under ISTEA, as the primary mechanism for cooperative transportation decision making
- Coordination of statewide planning with metropolitan planning;
- Opportunity for public involvement provided throughout the planning process;
- 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 in the KYTC Unscheduled Projects List (UPL) 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 ten 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.

1.1 Map of ADD, HDO, MPO Boundaries



1.2 Purpose of Public Involvement Plan

The purpose of the Lincoln Trail ADD Public Involvement Plan is to describe actions the Regional Transportation and Highway Safety 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 the planning of 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 the government are made in the 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 implanting 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 is ready for public use and/or input. Opening transportation planning to the public through advisory committees as well as publishing and distributing the transportation improvement program are both good 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 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 1 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 Lincoln Trail ADD Regional Transportation and Highway Safety Committee (RTC) is responsible for identifying, evaluating, and prioritizing transportation needs in Breckinridge, Grayson, LaRue, Marion, Nelson, and Washington Counties. The Committee was established as an advisory body to the Lincoln Trail ADD Board of Directors. The RTC consists of representatives who are interested in improving transportation from each of the counties in the Lincoln Trail ADD 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:

Establishing direction for the regional transportation program,
 Reviewing and providing input into finalizing planning documents, and
 Prioritizing transportation improvement projects from the regional perspective.

In partnership with the residents of the communities in the region, the mission of the RTC is:

While serving the citizens of the Lincoln Trail ADD, the Committee works to identify and implement improvements in the transportation infrastructure through sound planning, the engagement of all stakeholder groups, and effective collaboration with both the Kentucky Transportation Cabinet and local governments.

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 Lincoln Trail ADD Transportation Planner and provided to the KYTC Division of Planning.

2.2 Regional Transportation Committee Bylaws

Lincoln Trail Area Development District

REGIONAL TRANSPORTATION & HIGHWAYS SAFETY COMMITTEE

ARTICLE I

Section I: Name

The name of this organization shall be the Regional Transportation and Highway Safety Committee.

Section II: Authority

The Committee has been established by the authority granted by the Lincoln Trail Area Development District Board of Directors and shall be governed by the Bylaws of the Lincoln Trail Area Development District as amended.

Section III: Purpose

This Committee will serve as an advisory body to the Lincoln Trail Area Development District Board of Directors and represent the interests of the citizens of Breckinridge, Grayson, Larue, Marion, Nelson, and Washington Counties. Its purpose shall be to promote the development of a safe, accessible, efficient, and economical transportation system by:

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

ARTICLE II

Terms of Membership

Section I: Membership

The Committee shall be made up of at least nine (9) but no more than 29 voting members. The minimum voting membership shall include the County Judge/Executive of each county and the mayor of each city with populations of 5,000 or more. There shall be a limit of three (3) voting members per county, two (2) per city of 5,000 or more, and five (5) voting members representing regional interests. The names of proposed members shall be submitted to the Committee for approval prior to appointment on the Committee.

The number of advisory members shall be determined by the Committee. Advisory membership shall include representatives from state, federal, or regional agencies, special interest groups or individuals. These representatives shall be eligible to attend the meetings of the committee and take an active part by expressing their opinions and ideas. The LTADD Transportation Staff shall also serve in an advisory capacity for the Committee.

Section II: Voting

Each member of the Committee will be entitled to one vote on any matter brought before the Committee. In the event that a committee member cannot attend a meeting, he/she may appoint 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. Those members serving in an advisory capacity will retain a non-voting status. Voting members may abstain from voting only in the event of a conflict of interest.

Section III: Officers

The elected officers of the committee shall include a Chairperson, and a Vice-Chairperson. Officers shall be nominated by voting members of the Committee and then elected by majority vote. An officer's term of office will extend from July 1 through June 30 of their second calendar year of service. Officers may succeed themselves. The ADD Transportation Planner will serve as the Recording Secretary of the committee.

The Chairperson shall preside over and conduct all meetings of the Committee. In the absence of the Chairperson, the Vice-Chairperson shall exercise the powers of the Chair.

The Committee shall fill vacancies in any office by a majority vote at a regularly scheduled meeting. If the vacancy occurs during a current term, the term of office for the newly elected officer shall be determined by the Committee at that time.

Section IV: Absences

Three consecutive meeting absences on the part of any member shall be interpreted as a possible lack of interest. The Chairperson or Vice-Chairperson shall, at this point, inquire as to whether the respective member intends to remain active on this Committee. If this member is no longer interested in being an active member, or there is no reply, the Chairperson or Vice-Chairperson may consider this sufficient reason for vacating the position.

ARTICLE III

Meetings of the Committee

Section I: Regular Meetings

The Committee shall hold regular meetings as necessary to complete the tasks assigned to the Committee and on call by the Chairperson of the Committee. The Committee shall meet quarterly, but is subject to change at the discretion of the Committee. Such meetings shall be held in the boardroom of the LTADD or in a location previously approved by a majority of Committee members. Other meetings shall be called at the discretion of the Committee Chairperson or by petition of three or more members.

Section II: Notice of Meetings

Notice of all regular and special meetings shall be sent electronically to each member of record at least twice. The first notice shall be sent 14 days prior to the meeting and the second shall be sent seven (7) days prior to the meeting.

Section III: Quorum

A quorum shall be necessary for transacting any business by the Regional Transportation and Highway Safety Committee. A quorum shall consist of those members present and include at least one Committee Officer.

Section VI: Minutes

Official minutes shall be kept of each and all meetings of the Regional Transportation and Highway Safety Committee. An original set shall be kept in a permanent file in the office of the ADD. Attendance/ absences of all members will be noted in the minutes of each meeting and a log of attendance maintained.

ARTICLE IV

Committee Management

Section I: Meeting Procedure

The rules of parliamentary procedure as laid down in "Robert's Rules of Order" (75th Edition) shall govern all meetings of the committee.

Section III: Consultation

The committee shall have the authority to seek specialized consultation through a formation of advisory subcommittees, as it may deem necessary in the execution of its responsibilities. All such temporary subcommittees shall be subject to the call of the respective chairperson. A record of all temporary subcommittee meetings shall be made and their proceedings reported to the Committee.

ARTICLE V

Amendments

Section I: Amendments

Amendments to the Bylaws of the Regional Transportation and Highway Safety Committee may be made at any meeting of the committee at which a quorum is present. No proposition to amend shall be acted on unless written notice has been given to the Chairperson at least fourteen (14) days prior to the meeting. A copy of such a proposition shall be embodied in the call for the next scheduled meeting.

2.3 Regional Transportation Committee Goals & Objectives

GOAL: Promote the overall safety of the Lincoln Trail ADD regional transportation system through the redevelopment of high crash areas.

1.A **Objective** Identify potential high crash areas.

1.A.1 Strategy Obtain necessary data from KSP and KYTC

1.A.2 Strategy Review KYTC Adequacy Ratings

1.A.3 Strategy Review highways identified in KY 5% report

1.B **Objective** Develop and promote quality transportation projects that will improve the level of safety for all network users.

1.B.1 Strategy Review possible countermeasures for high crash areas

1.B.2 Strategy Identify low-cost safety improvements

1.B.3 Strategy Identify current and potential safety-related projects on the UNL

1.B.4 Strategy Work with KYTC, KSP, and local officials to develop feasible improvement projects

1.C **Objective** Facilitate the completion of safety-related transportation improvement projects through the KY Highway Plan or other means.

1.C.1 Strategy Inform decision-makers of safety-related projects

1.C.2 Strategy Develop list of projects for each identified corridor with collision data

1.C.3 Strategy Identify safety-oriented projects during the prioritization and ranking process

1.C.4 Strategy Obtain input from law enforcement and other officials during prioritization

GOAL: Support the economic growth and development of communities within the Lincoln Trail ADD by promoting projects that improve the transportation network.

2.A **Objective** Develop local and regional community economic profiles

2.A.1 Strategy Compile annual local and regional demographic and economic data

2.A.2 Strategy Modify and update Major Traffic Generators and Major Freight Users Inventories

2.A.3 Strategy Identify key population, business, and employment centers

2.A.4 Strategy Identify tourism and recreation traffic generators

2.A.5 Strategy Identify areas targeted for new development and potential redevelopment

2.B **Objective** Identify critical economic corridors using Major Traffic Generators, Average Daily Traffic and Major Freight Users.

2.B.1 Strategy Evaluate major transportation routes using ADT

- 2.B.2 Strategy Evaluate key freight movement routes based on tonnage
- 2.B.3 Strategy Determine key National Highway System connection routes
- 2.B.4 Strategy Determine key economic areas of significance based on identified locations
- 2.B.5 Strategy Review information with Industrial Authority and Chamber of Commerce Representatives

- 2.C **Objective** Develop and promote quality projects to improve identified critical economic corridors

- 2.C.1 Strategy Review economic-related best practices and initiatives of other organizations
- 2.C.2 Strategy Identify current and potential economic-related projects on the UNL
- 2.C.3 Strategy Work with KYTC, Industrial Authority, Chamber of Commerce, and local officials to develop feasible improvement projects

- 2.D **Objective** Facilitate the completion of economic-related transportation improvement projects into the KY Highway Plan or through other means.

- 2.D.1 Strategy Inform decision-makers of specific projects that will help to improve economic corridors in the LTADD region
- 2.D.2 Strategy Develop list of projects for each identified corridor with appropriate data
- 2.D.3 Strategy Specifically identify economic-oriented projects during the prioritization and ranking process
- 2.D.4 Strategy Obtain input from Industrial Authority and Chamber of Commerce representatives during the prioritization and ranking process

GOAL: Improve the accessibility of the regional transportation network and increase mobility options by enhancing bicycle, pedestrian, and transit systems

- 3.A **Objective** Develop local and regional mobility profiles

- 3.A.1 Strategy Compile local and regional commuting information
- 3.A.2 Strategy Evaluate the current level of accessibility from population centers to key points of interest
- 3.A.3 Strategy Develop database for bicycle and pedestrian collisions
- 3.A.4 Strategy Obtain bicycle and pedestrian collision data from KSP and KYTC
- 3.A.5 Strategy Review information and obtain input from appropriate representatives

- 3.B **Objective** Develop and promote quality projects to improve the bicycle, pedestrian, and transit infrastructure of the Lincoln Trail ADD.

- 3.B.1 Strategy Review best practices and initiatives of other organizations
- 3.B.2 Strategy Identify and review current programs, policies, and projects initiated or completed within the Lincoln Trail ADD region

3.B.3 Strategy Identify current and potential accessibility-related projects on the current Unscheduled Needs List

3.B.4 Strategy Work with KYTC, bike/ ped/ transit representatives, and local officials to develop feasible projects

3.C **Objective** Facilitate the completion of accessibility-related transportation improvement projects through the KY Highway Plan or other means.

3.C.1 Strategy Inform decision-makers of specific projects that will help to improve accessibility within in the LTADD region

3.C.2 Strategy Develop list of projects for each identified transportation mode with appropriate data

3.C.3 Strategy Specifically identify accessibility-oriented projects during the prioritization and ranking process

3.C.4 Strategy Obtain input from bike/ped/ transit representatives during the prioritization and ranking process

GOAL: Preserve environmental resources through the development of eco-friendly transportation projects

4.A **Objective** Identify critical environmental areas (air and water quality, number of threatened/endangered/candidate species) within the Lincoln Trail ADD

4.A.1 Strategy Obtain air and water quality data from appropriate State and Federal agencies

4.A.2 Strategy Map key environmental areas using aerial photography and other available data

4.A.3 Strategy Identify environmental advocacy groups and other representatives

4.A.4 Strategy Review information and obtain input from appropriate representatives

4.B **Objective** Develop and promote quality transportation projects that will hopefully have a minimal impact on critical environmental areas

4.B.1 Strategy Identify current projects on the Unscheduled Needs List which may impact critical environmental areas

4.B.2 Strategy Work with KYTC and environmental advocacy groups to modify and develop feasible improvement projects

4.C **Objective** Facilitate the completion of eco-friendly transportation improvement projects through the KY Highway Plan or other means.

4.C.1 Strategy Inform decision-makers of specific projects that will help to improve the transportation system and hopefully have a limited environmental impact

4.C.2 Strategy Develop list of potentially eco-friendly projects in the region

4.C.3 Strategy Specifically identify potentially eco-friendly projects during the prioritization and ranking process

4.C.4 Strategy Obtain input from environmental advocacy groups during the prioritization and ranking process

GOAL: Coordinate the regional transportation planning process with all interested parties

5.A **Objective** Expand Committee membership and list of prioritization and ranking process participants

5.A.1 Strategy Identify potential members and encourage participation with the Committee

5.A.2 Strategy Develop Committee guide to orient new members

5.A.3 Strategy Survey current members to determine expectations and performance

5.A.4 Strategy Research Committee best practices and initiatives of other agencies

5.B **Objective** Identify local transportation needs through collaborative process

5.B.1 Strategy Provide opportunity to discuss needs during Committee meetings

5.B.2 Strategy Attend transportation-related fiscal court and city council meetings

5.B.3 Strategy Review city and county comprehensive plans

5.B.4 Strategy Incorporate transportation components into Concept Plan when feasible

5.C **Objective** Enhance outreach efforts within local community

5.C.1 Strategy Provide online channel of communication for suggestions or questions

5.C.2 Strategy Distribute informational material to civic organizations and other contacts

5.C.3 Strategy Regularly update information on Lincoln Trail ADD website

5.C.4 Strategy Develop and distribute informational material during public meetings or events

5.C.5 Strategy Regularly distribute meeting and other public information to news sources

2.4 Regional Transportation Committee Membership

COUNTY/POSITION	REPRESENTATIVE	E-MAIL
Breckinridge		
Judge Executive	Judge Maurice Lucas	mauricelucas@bbtel.com
Chief Deputy Sheriff	Thomas Young	obanthony@bbtel.com
County Road Supervisor	Jeff Compton	
Lincoln Trail Emergency Management	Eric Vertrees	

Association		
Grayson		
Judge Executive	Judge Kevin Henderson	judge@graysoncountyky.org
County Road Supervisor	Steve Bratcher	
City of Leitchfield Public Works	Wes Shull	wesley.shull@leitchfield.org
Mayor	Harold Miller	harold.miller@leitchfield.org
LaRue		
Judge Executive	Judge Blake Durrett	blake@laruecountyky.gov
County Road Supervisor	David Wood	dwood@laruecountyky.gov
Marion		
Judge Executive	Judge David Daugherty	marioncountyjudge@windstream.net
City of Lebanon	John Thomas	jthomas@lebanonky.org
County Road Supervisor	Jimmy Rakes	marioncoroad@alltel.net
Zoning Administrator	Devon Murphy	
Mayor	Gary Crenshaw	gdcrenshaw@windstream.net
Nelson		
Judge Executive	Judge Tim Hutchins	judge@nelsoncountyky.gov
City of Bardstown	Jessica Filiatreau	jhfilatreau@bardstowncable.net
City of Bardstown	Dylan Durbin	ddurbin@bardstowncable.net
Mayor	Dick Heaton	mayorheaton@bardstowncable.net
Washington		
Judge Executive	Judge Timothy Graves	washcofc@kyol.net
Emergency Management	Kevin Devine	wcoem@bellsouth.net
Area Members		
Central Kentucky Community Action Transportation Services	Shannon Miller	shannon.miller@ckcac.org
Transportation Management Systems	Mike Hall	michael.hall@transportationsystems.org
Advisory Members		
KYTC District 4	Kevin Blaien	Kevin.Blain@ky.gov
KYTC District 4	Kevin Young	kevinm.young@ky.gov
KYTC District 4	Bradley Bottoms	brad.bottoms@ky.gov
KYTC Division of Planning	Jacob Huber	jacob.huber@ky.gov
LTADD Executive Director	Krista Levee	krista@ltadd.org
Radcliff/Elizabethtown MPO Planner	Jake Zimmerer	jake@ltadd.org

LTADD Transportation Planner	Ava Oljeski	ava@ltadd.org
------------------------------	-------------	---------------

2.5 Committee Plan of Activities

I. August 30th 2025– Working Meeting:

Purpose: Agenda will likely include; the continuation of the SHIFT process, confirming bylaws, and discussion of projects. Will provide a brief update on the status of the SS4A grant.

II. November 15th 2025– Working Meeting:

Purpose: Agenda will likely include; Discussion of membership updates, updates of progress on the ADD work program (Park and Ride Inventory, Rail Freight loading and unloading locations, etc.) Will attempt to have a guest speaker come to discuss safety in the transportation network.

III. February 16th 2026- Working Meeting:

Purpose: Agenda will include discussion of remaining work program items and any upcoming planning items or projects that would change those documents in the future. Will attempt to host a speaker from KYTC or FHWA (Grant Opportunities).

IV. May 23rd 2026– Working Meeting:

Purpose: Cover MFU Inventory as well as provide updates on SS4A grant data collection. Continue SHIFT process, likely the scoring meeting.

V. Fall/Winter- Local County Meetings

Purpose: Local County meetings to discuss current needs and any particular issues that need to be addressed via new or modified CHAF projects.

Chapter 2 : Public Involvement

3.1 Introduction

The Lincoln Trail 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 Lincoln Trail ADD and/or KYTC. The Lincoln Trail ADD will make every effort to include representation of the transportation needs of disadvantaged and under-served populations (i.e. elderly, minority, low-income, disabled and speaking English “Less than very well” populations as well as all other affected populations in the region) on committees or in public meetings held for the purpose of soliciting input for transportation plans, issues and/or projects.

The entire process is developed with a spirit of cooperation by working with the KYTC, the federal Highway Administration (FHWA), the local city and county governmental agencies, the Lincoln Trail 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 SAFETEA-LU requirements for public involvement the Lincoln Trail 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 task assigned to the committee.

The Lincoln Trail 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 or spread out. This does not mean that there are not some areas we can focus on a bit more however. We do see areas throughout the ADD where there are increased numbers of certain underserved populations but they tend to be scattered into different locations. For example, the majority of the Minority population resides in Hardin County but, Hardin also has the lowest percentage of the population that is 65+ of any of the counties.

To make sure that all these various groups are being included; third party groups 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 Lincoln Trail ADD Transportation Planner and provided to the KYTC Division of Planning.

The Lincoln Trail 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.

Lincoln Trail 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 Lincoln Trail ADD Board of Directors meetings
- Conducting local transportation meetings with local officials and interested community leaders
- Using e-mail lists to provide transportation meetings with local officials and interested community leaders
- Using e-mail lists to provide transportation information materials to interested persons and agencies
- Using advisory committees/groups as an extension of the regional transportation committee to include a more diverse group of individuals and representation of the region. This extension group allows for the public involvement/input process to expand beyond the regular committee members.

Activities may also include:

- Utilizing the Lincoln Trail ADD website to post transportation projects/information/comments and providing a link for public feedback.
- Address civic groups, chamber meetings, government meetings regarding the statewide transportation process
- 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 Lincoln Trail ADD to distribute information (i.e. WIA, Aging) this could provide more opportunities to reach low-income, minority, and elderly populations.
- Conduct a regional transportation planning workshop for government and local officials, planning commissions, economic and tourism officials, etc. to educate them on the statewide planning process
- Utilize local county and city access cable channels
- Use surveys in newsletters, mail-outs, e-mails, etc. to gain public input

3.2 List of Resources

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

1. Third Party Groups

The Lincoln Trail ADD will seek to increase public outreach to the underserved populations by contacting third party groups and asking for the 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, announcement of public review, and comment periods for statewide planning documents by sharing and distributing the information with the populations they serve. These groups may include, but are not limited to the following:

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

2. Public Meetings

The Lincoln Trail 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. Lincoln Trail Website

The Lincoln Trail ADD Website is located at www.LTADD.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.

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 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
Chamber of Commerce
KYTC Highway District Office
Area Development District
Schools

Public Housing Authorities
Senior Citizens Centers/Housing
Malls, Restaurants, Shopping Centers
Special Event Locations
Other Identified Locations through Planning Process

3.3 Speaking Engagements

Groups Addressed

LaRue Fiscal Court Meeting Presentation of PCR (April 8th, 2025): The Fiscal Court Meeting held by Judge Durrett featured the presentation of LTADD's Pavement Condition Rating process presented by the planner. This entailed educating the LaRue County Magistrates, Judge, and citizen attendees on how we efficiently survey the pavements. The process helps create a cost effective plan of action for the magistrates and officials on their yearly pavement grants and repaving issues. There were about 10 minutes of questions and discussions held after the presentation.

KAMM Conference Presentation (May 7th, 2025): Presentation on the LTADD Drone Fleets and how they relate to both Hazard Mitigation along with Transportation needs. The conference was relevant to the severe April 2025 events that required the Transportation Planner and HazMit roles to connect and create an in depth road closure map. These findings were discussed in the presentation along with the logistics of how drone footage and LIDAR helps in similar scenarios. The audience of the presentation were engineers, hazard response teams, local municipalities, and GIS professionals who are within the Region II district of KAMM (Kentucky Association of Mitigation Managers). There were about 10 minutes of questions and discussions held after the presentation.

Chapter 3 : Socioeconomic Profiles

4.1 Introduction

The Lincoln Trail 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, persons speaking English “Less Than Very Well”) in the transportation planning process. These potentially underrepresented populations may also be the 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 are not limited to the following:

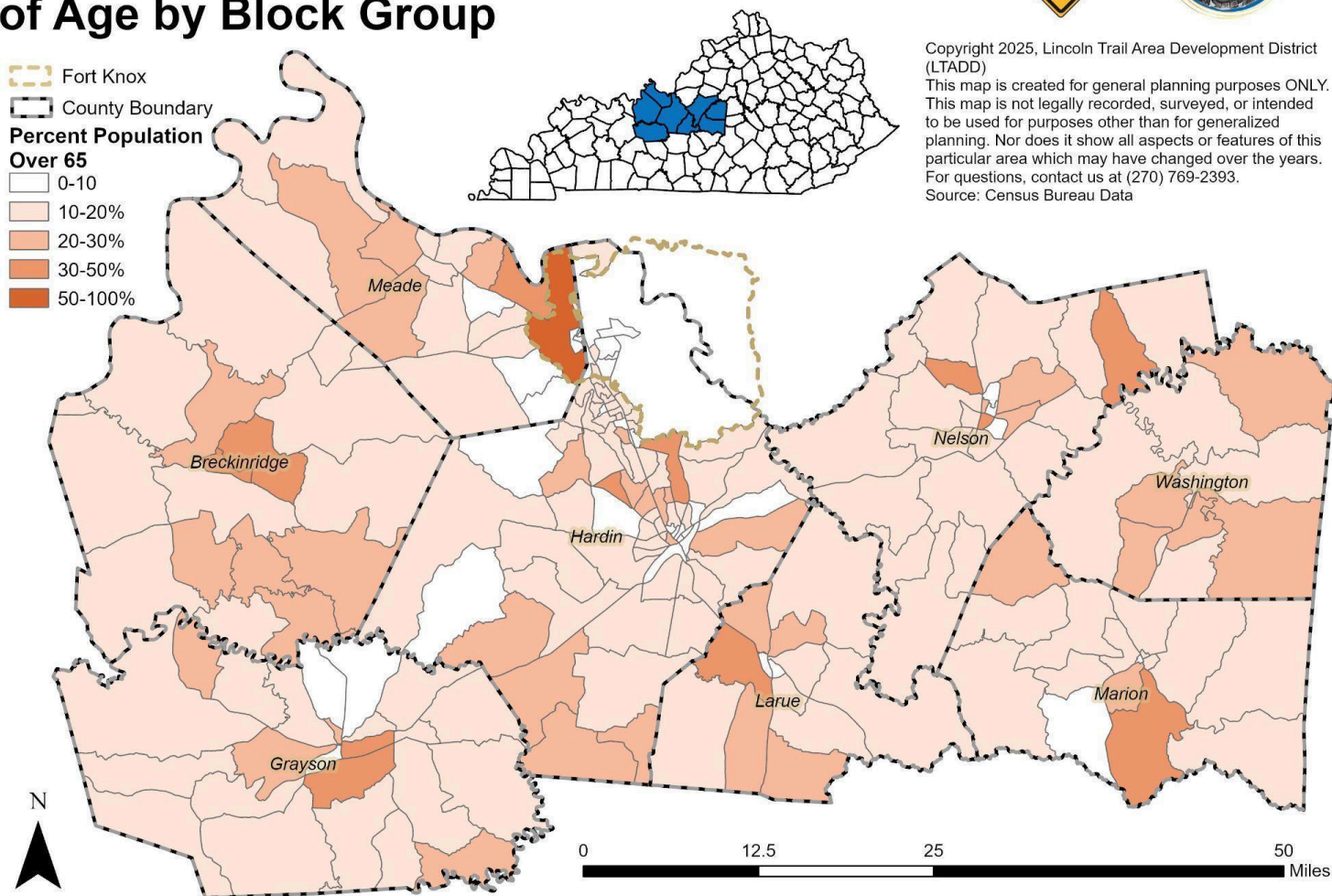
- Identifying areas in the region with concentrations of minority, elderly, low-income populations, and persons speaking English “Less than Very Well”
- Including organizations that deal directly with minority groups on the Stakeholders lists
- Posting notification of meetings, public hearings, and open 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 include representatives from low-income housing authorities, directors from senior citizens 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 groups that were considered underserved (Minority, Disabled, Poverty Level, Ageing and Speaks English “Less Than Very Well”) were studied to determine if any of previously mentioned groups were considerably higher than state and national levels. Below are maps that represent each of the underserved groups and their respective percentages by Block Group.

4.3 Census Maps

Lincoln Trail Area Development District Percent Population Over 65 Years of Age by Block Group

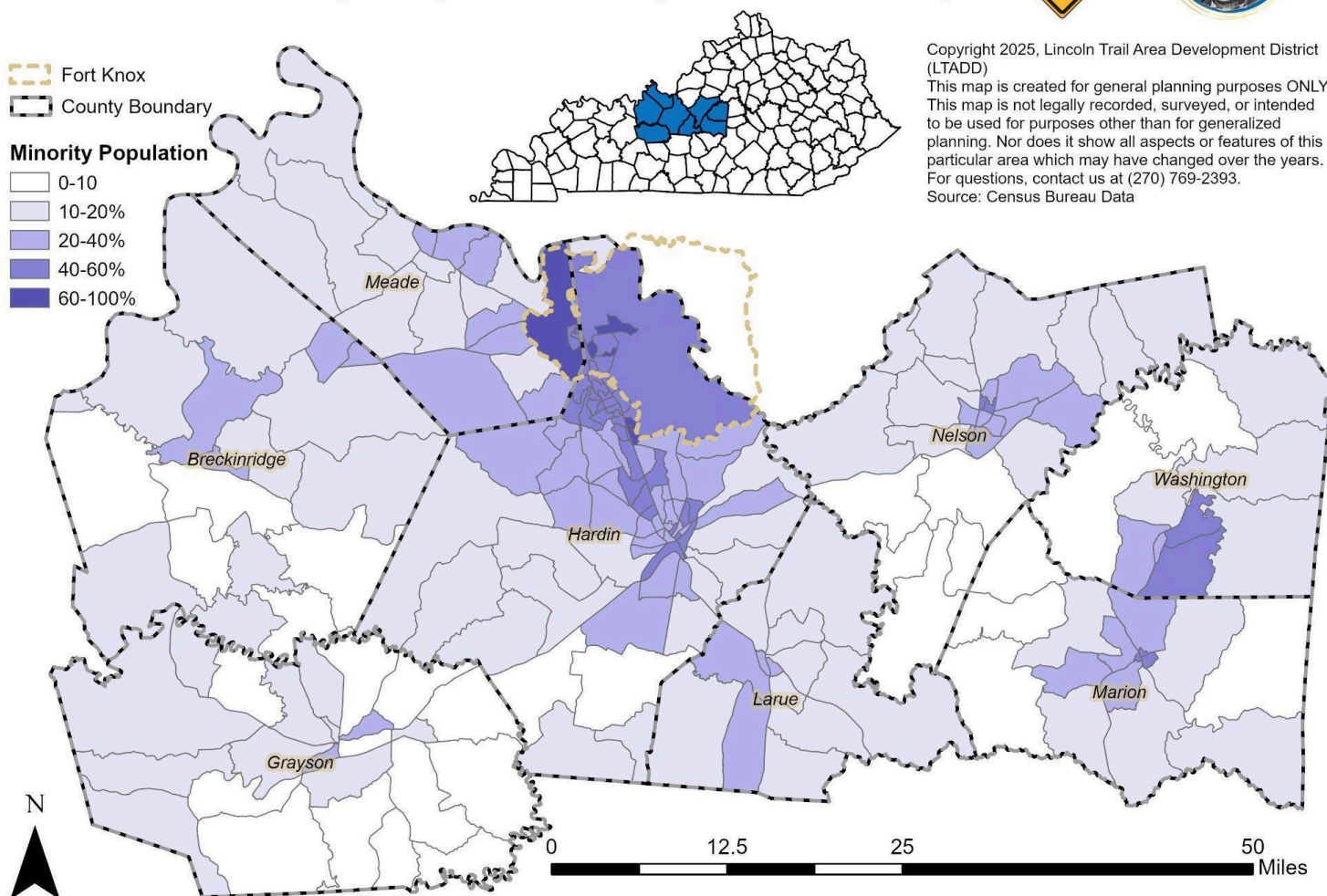


Some things that should be noted include:

- Several counties within the ADD district have the 65+ population percentage above the state average (17.6%). These counties include: Breckinridge (19.9%), Washington (19.3%), Grayson (17.9%), LaRue (17.7%).
- Hardin, Meade, Marion, and Nelson come in below the state average at 14.8%, 16.8%, 15.1%, 16.8% respectively.
- The ADD as a whole has a 65+ population percentage of 16.4% which is just below the state average of 17.0%.
- Across the ADD the 65+ population percentages have been trending upward over recent years. This aligns with trends that are being seen state wide and nationally. It will be

important to monitor this increase to make sure that we are adequately serving these populations moving forward.

Lincoln Trail Area Development District Percent Minority Population by Block Group

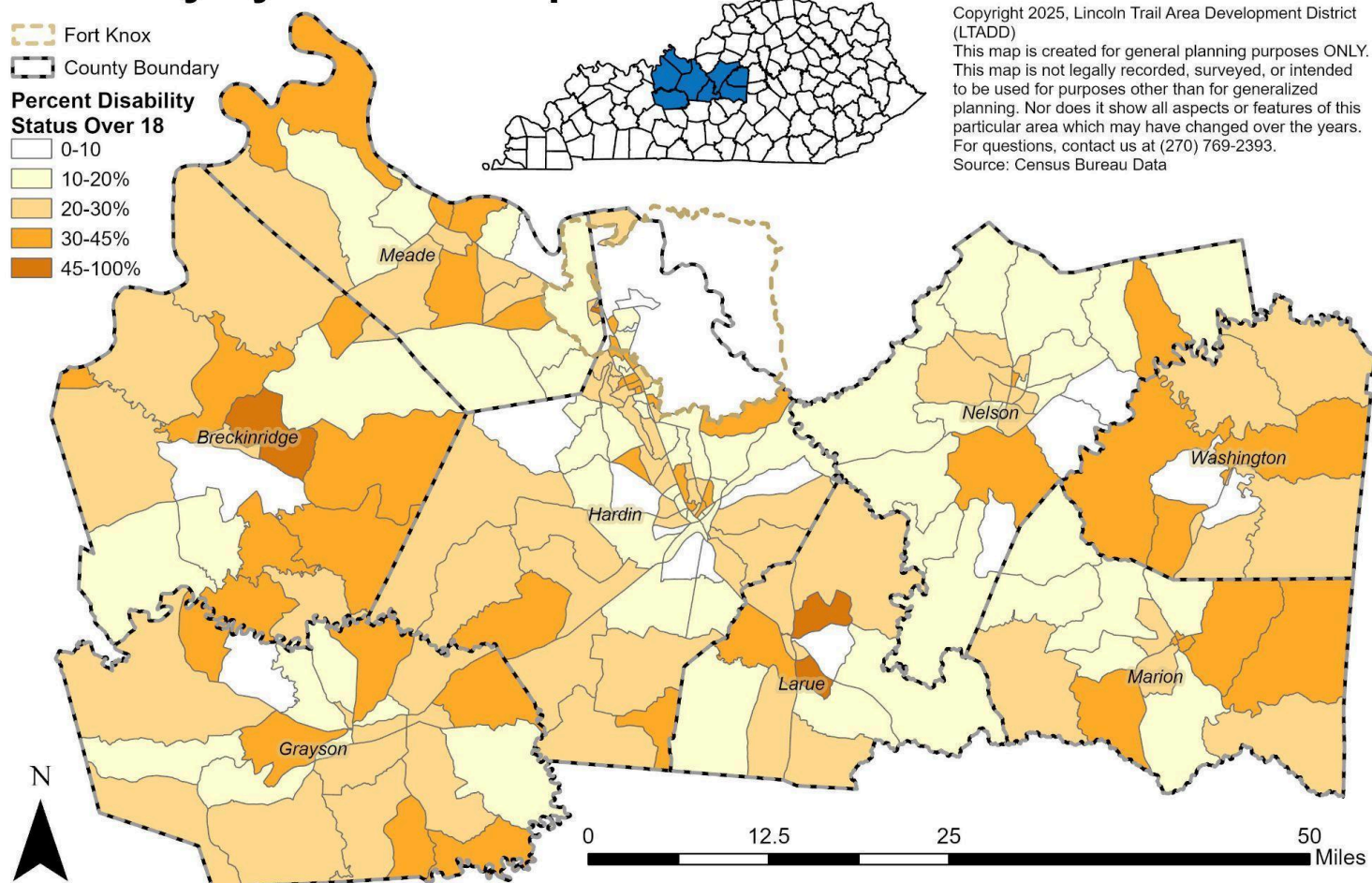


Some things that should be noted include:

- Only one county within the ADD has a minority population percentage above the state average (17.7%). This is Hardin County which comes in at 25.1%, it will be important to make sure that these groups are being included in work related to Hardin County. Hardin is covered by the Radcliff Elizabethtown MPO so coordination with them will be critical.

- Across the ADD region as a whole the minority population percentage is below the state average.
- Grayson has the lowest minority population percentage in the region at 5.7%

Lincoln Trail Area Development District Percent Adult Population with Disability by Block Group



Some things that should be noted include:

- All LTADD Counties except for Nelson County were above the state average of 19.9%. This includes; Breckinridge (27.4%), Washington (26.7%), Grayson (24.9%), Meade (23.9%), Marion (23.7%), LaRue (22.9%), and Hardin (21.7%).
- Breckinridge county has the highest percentage disability status at 27.4%. It will be important to focus more of our work related to that demographic in this county as it is most significantly above the state average.

Lincoln Trail Area Development District Percent Poverty Status by Block Group



Fort Knox
County Boundary

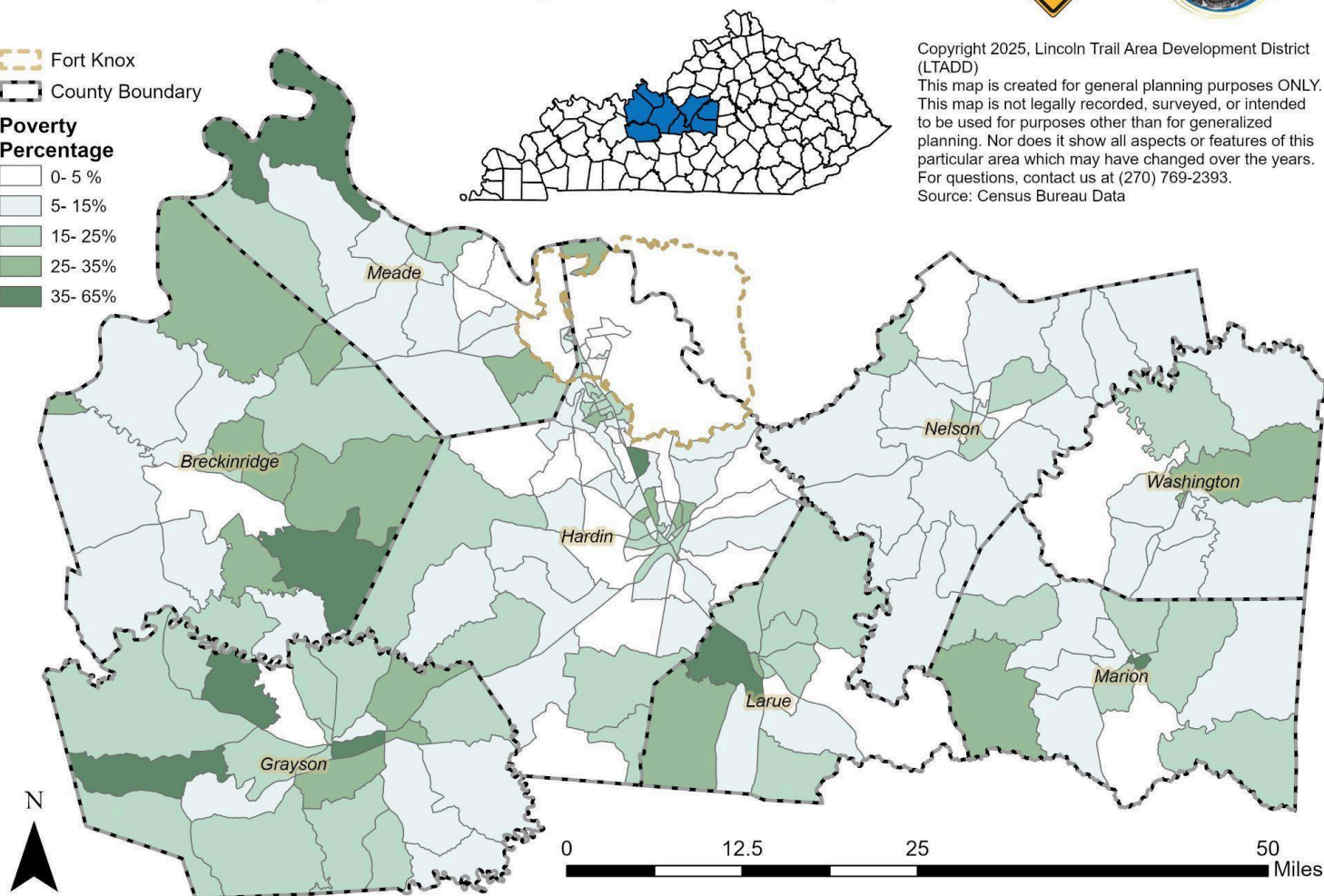
Poverty Percentage

0- 5 %
5- 15%
15- 25%
25- 35%
35- 65%

Copyright 2025, Lincoln Trail Area Development District (LTADD)

This map is created for general planning purposes ONLY. This map is not legally recorded, surveyed, or intended to be used for purposes other than for generalized planning. Nor does it show all aspects or features of this particular area which may have changed over the years. For questions, contact us at (270) 769-2393.

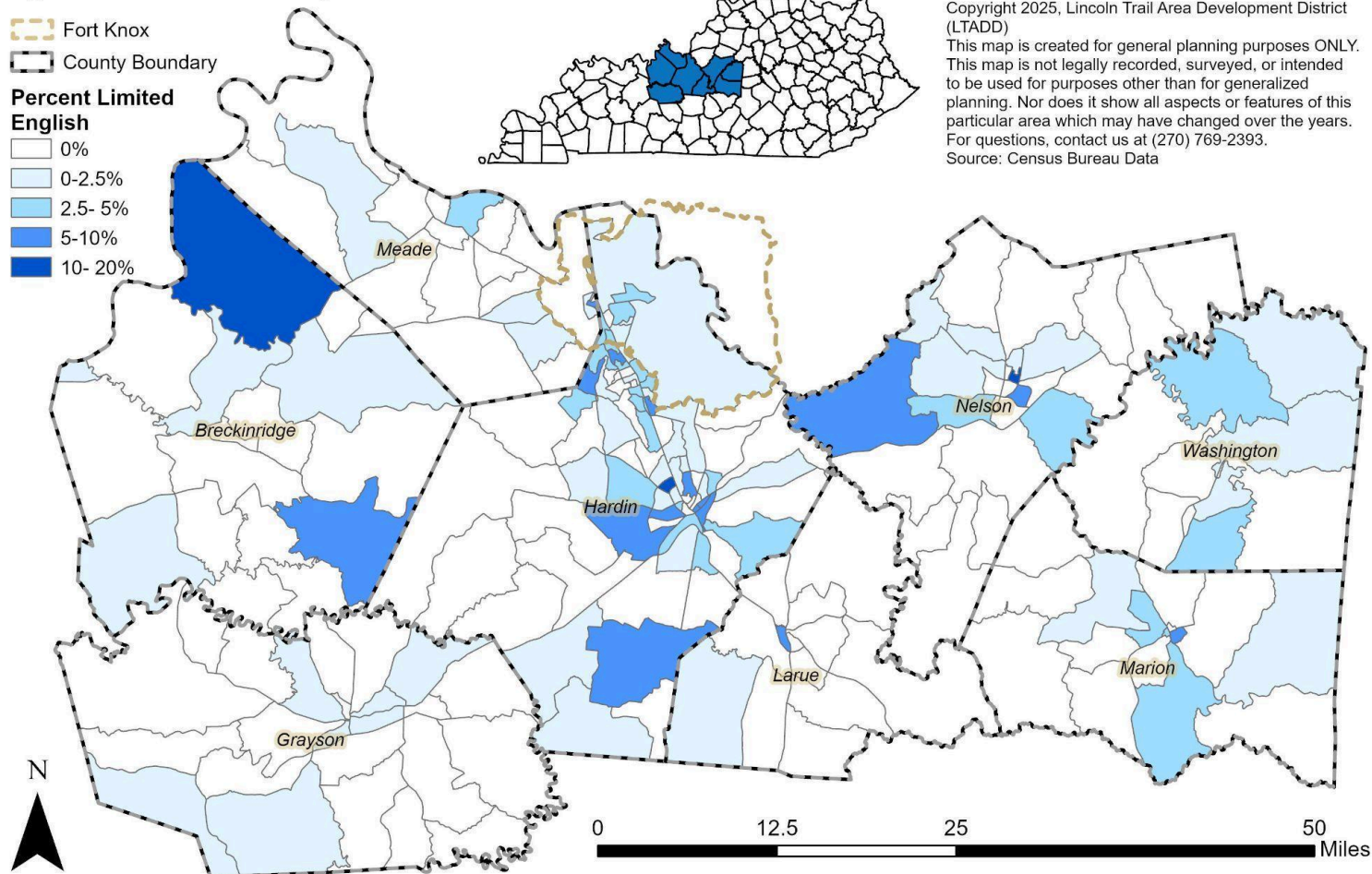
Source: Census Bureau Data



Some things that should be noted include:

- Several of the counties within the ADD have population percentages in Poverty status above the state average (16.1%). These include: Breckinridge (21.3%), Grayson (19.3%), LaRue(18.9%), Meade (19.5%). It will be important to focus on these counties when it comes to outreach related to those in poverty.
- Washington and Nelson counties have the lowest population in poverty percentages at 1.3% and 9.7% respectively.

Lincoln Trail Area Development District Percent Limited English Proficiency by Block Group



Some things that should be noted include:

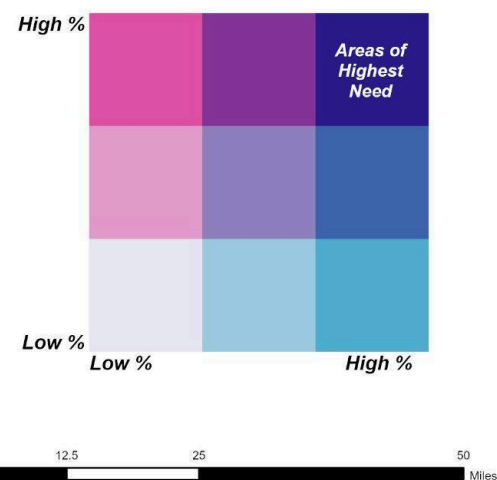
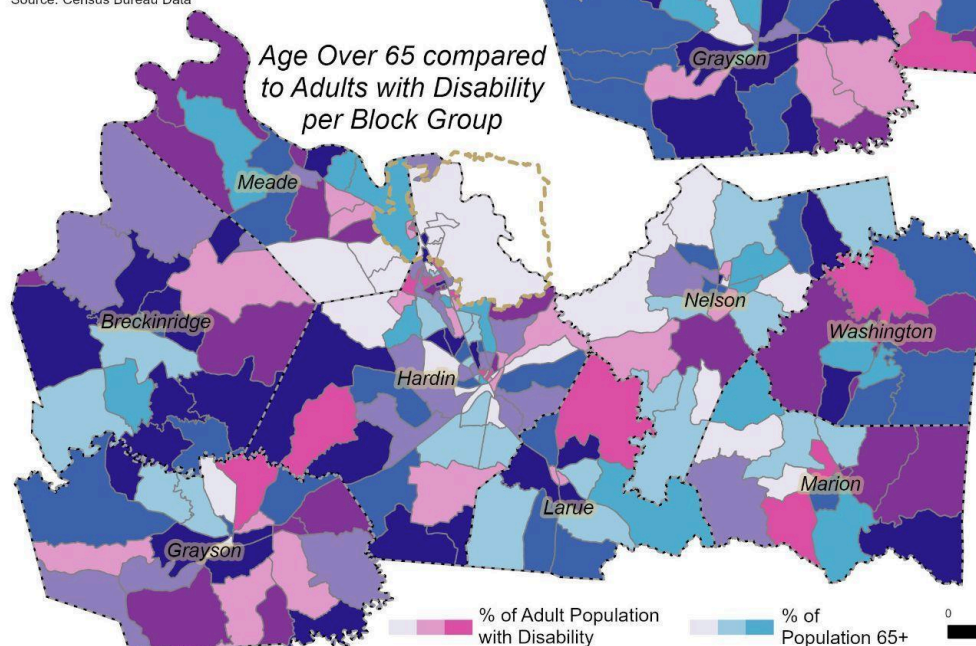
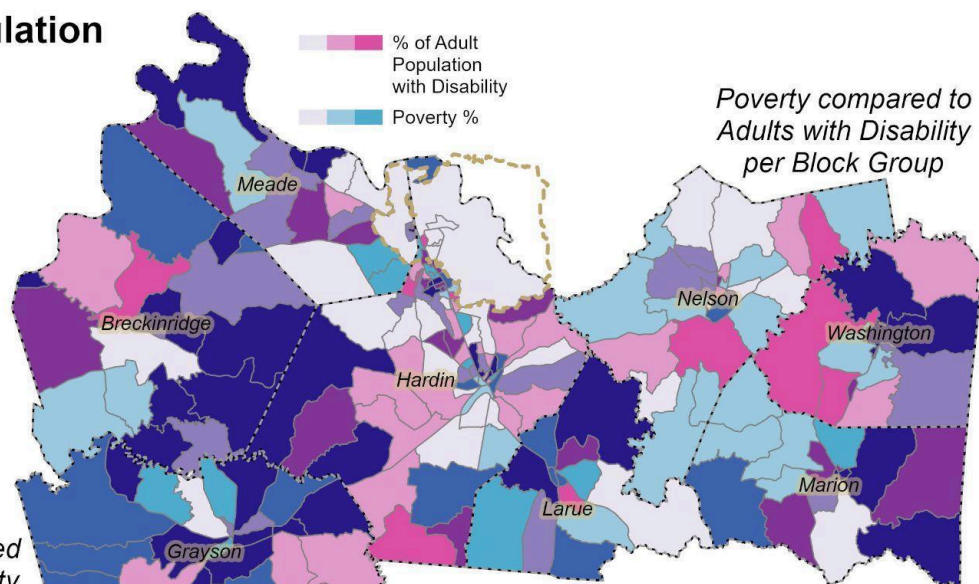
- Hardin, Nelson, and Washington County had a percentage higher than or equal to that of the state average (1.4%). These are 2.1%, 1.6%, 1.4% respectively.
- The average for the whole of LTADD was 1.4%

Bivariate Data: Percent Population of Adults with Disability Across LTADD

Fort Knox
County Boundary

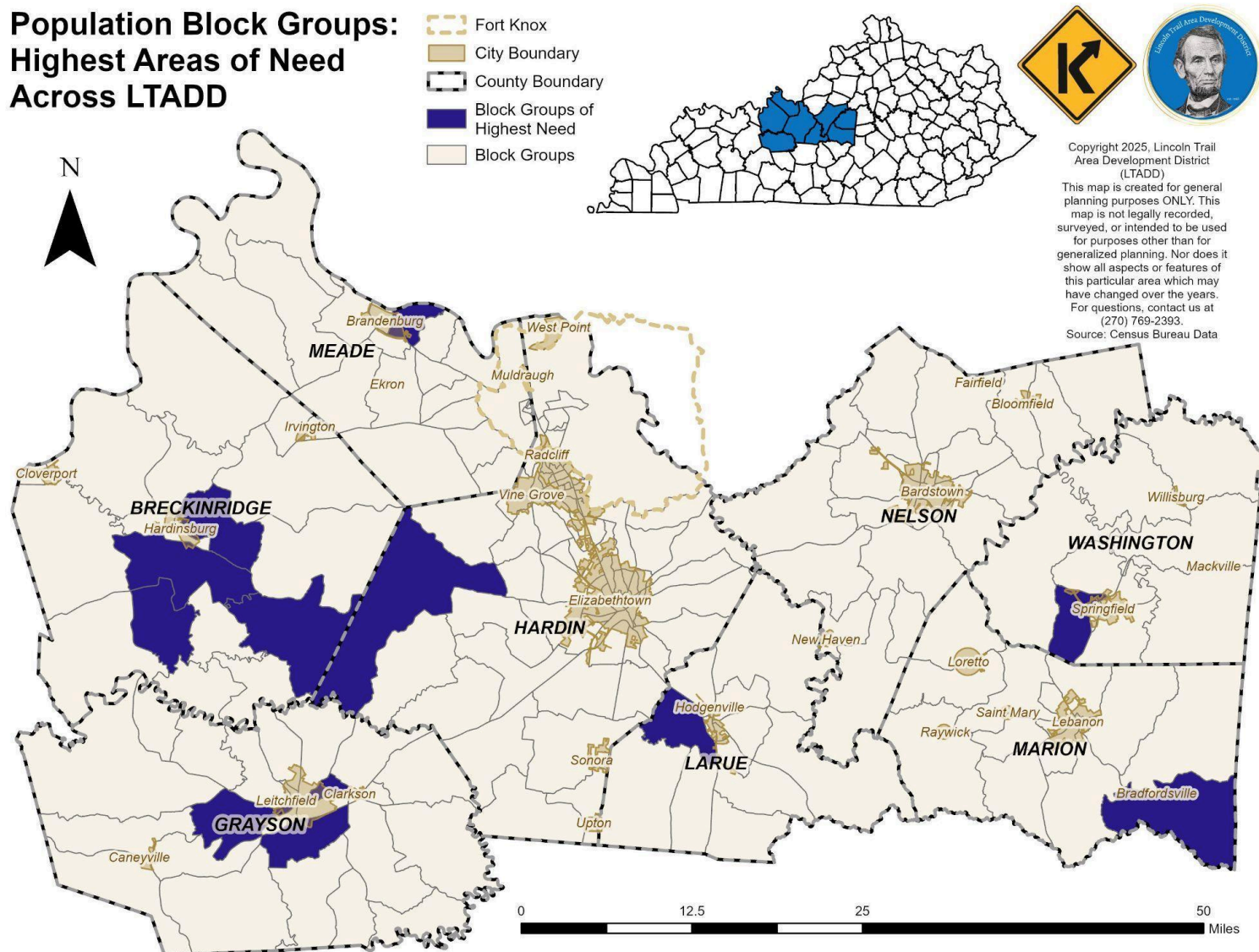


Copyright 2025, Lincoln Trail Area Development District (LTADD)
This map is created for general planning purposes ONLY. This map is not legally recorded, surveyed, or intended to be used for purposes other than for generalized planning. Nor does it show all aspects or features of this particular area which may have changed over the years. For questions, contact us at (270) 769-2393.
Source: Census Bureau Data



- This encompasses the top 3 “problem areas” that ranked higher than the state averages of Disability, Poverty, and Age over 65 Percentages.

Population Block Groups: Highest Areas of Need Across LTADD



- This map combines both Bivariate Maps to show all Block Groups that show highest percentages.

4.4 Summary Quick Facts

The Lincoln Trail ADD is composed of eight counties: Breckinridge, Grayson, Hardin, LaRue, Marion, Meade, Nelson, Washington. In 2020, LTADD comprised 6.21% of the state's population. The updated statistic of what LTADD makes up of Kentucky is 4.92%.

LTADD Counties Quick Facts

- Hardin County has the largest overall population with 110,702 residents, and makes up 50.0% of the ADD's population.
- Nelson County has the second largest overall population at 46,738 residents and makes up 21.1% of the ADD's population.
- Lincoln Trail ADD is comprised of 84% White, 7% African American, 4% Hispanic, and 1% Asian/Pacific Islander.
- All 8 counties have experienced population growth since the 2000 census.

Chapter 4 : Multimodal Contacts

5.1 Introduction

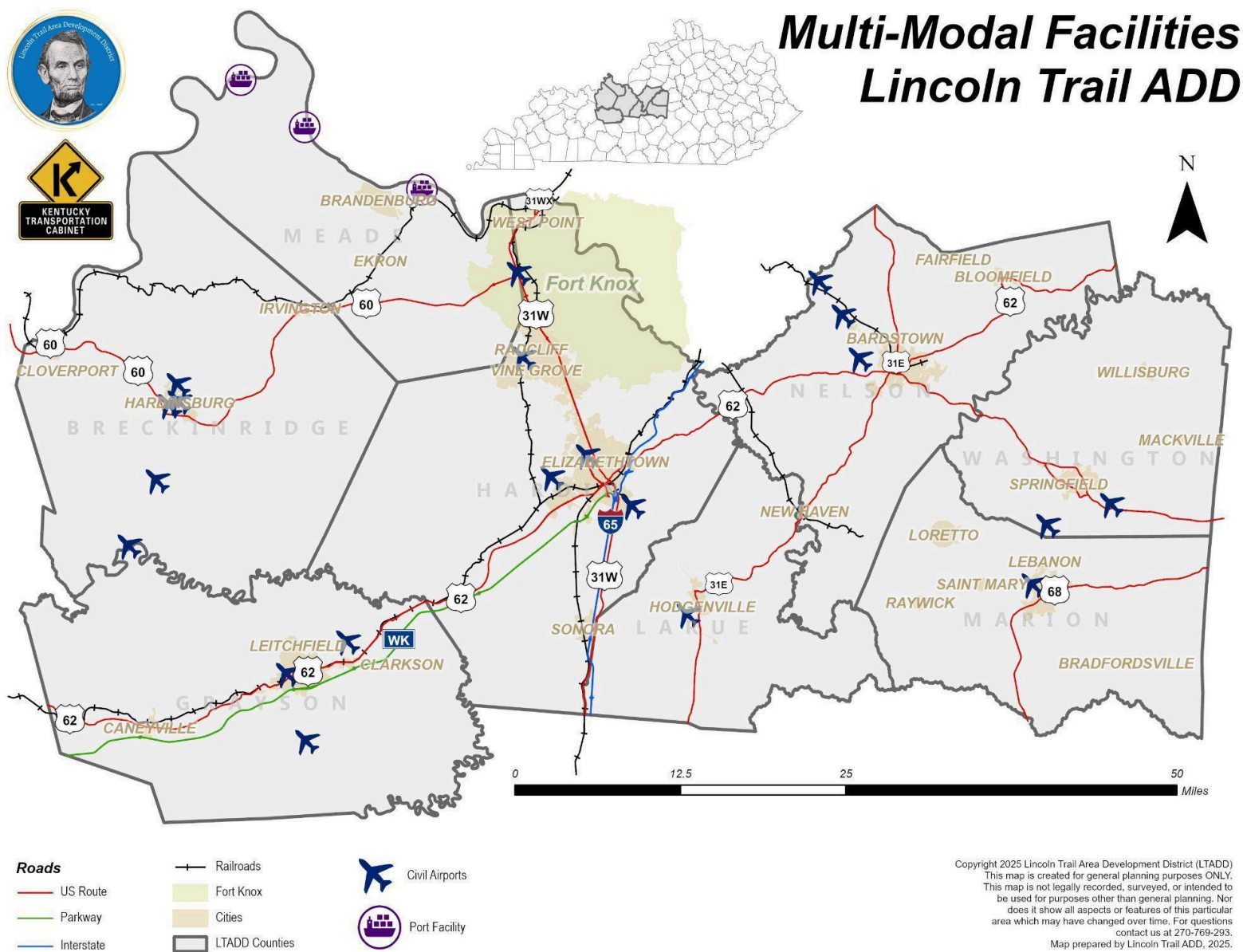
During the course of business, it may become necessary to contact area stakeholders and/or industry experts in order to garner local input on transportation issues or opportunities affecting the area. The ADD maintains a contact list and email list-serve for those who have interest in the region.

Multimodal Trransportation							
Agency	Type	Address	City	County	Zip	Phone	Email
Breckinridge County Airport	Airport	PO Box 188	Hardinsburg	Breckinridge	40143	270-456-6062	michael.ricks@ky.gov
Crayson County Airport	Airport	695 Airport Rd	Leitchfield	Grayson	42754	270-589-7251	
Rough River State Park Airport	Airport	Rough River State Park	Falls of Rough	Grayson	40150	270-257-2311	
Addington Field	Airport	1828 Kitty Hawk Dr	Elizabethtown	Hardin	42701	270-737-8388	bsondahl@bschmidt.com
Lebanon-Springfield Airport	Airport	PO Box 805	Lebanon	Marion	40033	859-336-2818	hblaklak@windstream.net
Samuels Field	Airport	220 North 5th Street	Bardstown	Nelson	40004	502-348-2099	airboard@bardstowncable.net
Godman Army Airfield	Airport		Ft. Knox	Hardin	40121	502-624-5737	
Meade County Riverport	Water	2200 S. Highway 250	Harned	Breckinridge	40144	270-402-5627	bnaac@morocco.com
Monumental Chemical	Water	2450 Olin Rd	Brandenburg	Meade	40108	270-422-2101	mgraham@monumentalchemical.com
Riverside Stone Company	Water	4800 Cedar Flats RD	Brandenburg	Meade	40104	270-497-4191	bryan.ovom@veteranmaterials.com
CSX Transportation	Rail	1200 Don Hutson Blvd	Louisville	Jefferson	40219	502-363-7334	CSXLouisvilleRamp@csx.com
Paducah and Louisville Railway	Rail	1135 PAL Rd	Louisville	Jefferson	40210	502-587-9432	customerservicereps@palr.com
R.J. Coman Railroad Corp	Rail	101 RJ Corman Dr.	Nicholasville	Jefferson	40340	859-881-7521	william.downey@rjcorman.com
Community Action Transportation Services	Public	332 Hood Ave	Lebanon	Marion	40033	270-692-2136	shannon.miller@kcac.org
Bluegrass Ultra Transport	Public	111 Professional Ct	Frankfort	Franklin	40601	502-695-4290	
Greyhound Bus Station	Bus	189 S Maple St	Sonora	Hardin	42776	270-949-2476	

Park and Ride		
County	Owner	Location
Grayson	City	KY 259 @ WK 9001
Hardin	KYTC	US 31W @ KY 210
Nelson	KYTC	KY 245 @ KY 523
Nelson	City	KY 48 @ KY 509
Nelson	KYTC	KY 509 @ US 31E
Nelson	County	KY 245 @ KY 1430
Washington	KYTC	KT 555 @ BG 9002

Bike/Ped/Greenway			
Agency	City	Address	Phone
Greenspace	Elizabethtown	PO Box 550	270-765-6121

5.2 Map of Multimodal Facilities



Chapter 5 : Inventory of Local Planning Units

6.1 Introduction

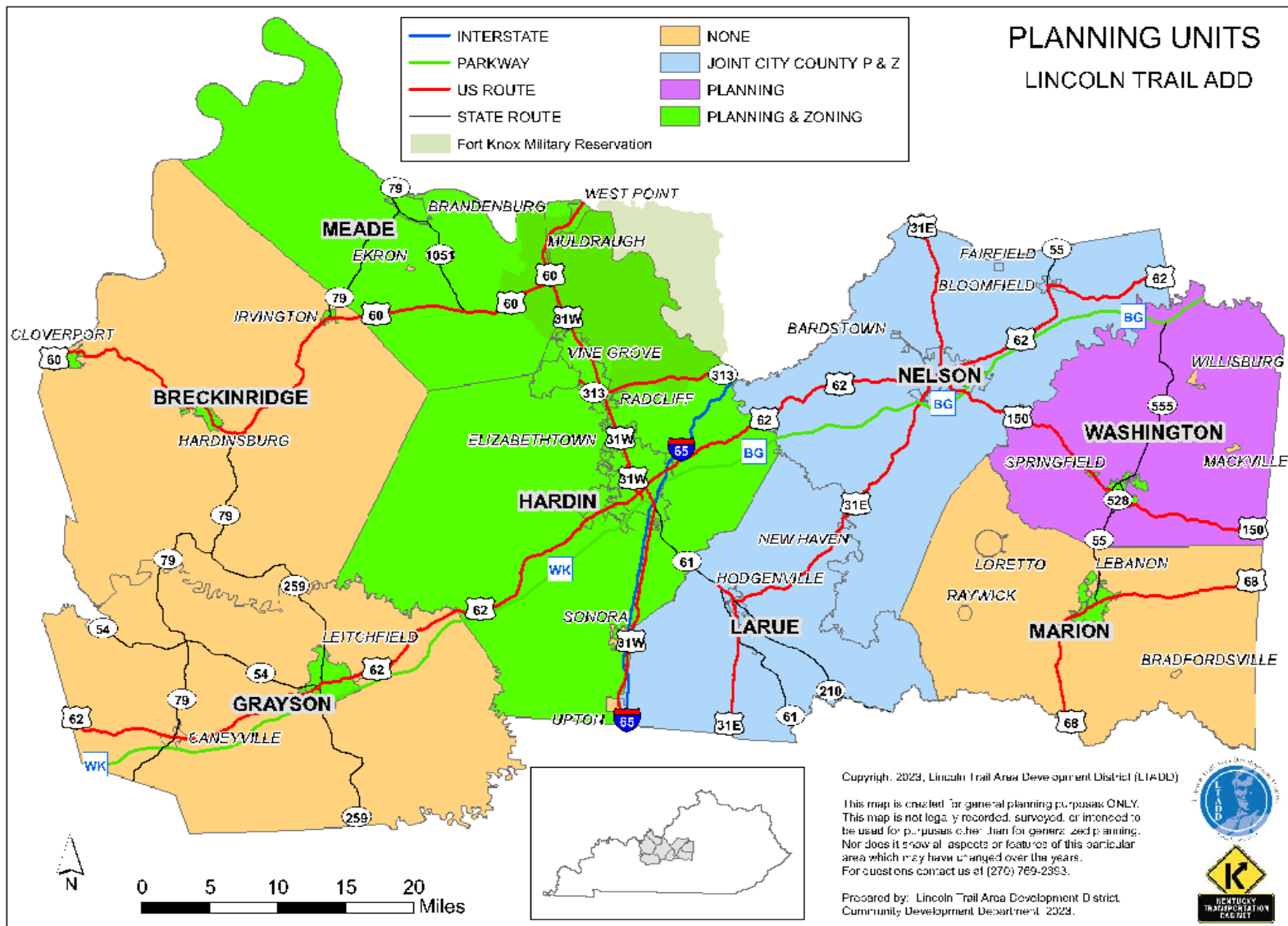
Land use planning is conducted by local planning units (planning commissions) for various cities and counties across Kentucky. As part of their planning process, some planning units develop comprehensive plans, zoning ordinances, and/or subdivision regulations. These documents are intended to guide community 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. 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 increase accessibility and attracts further development.

6.2 Map of Local Planning Units

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



Chapter 6 : 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.

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 composed 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.

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 the roadway spot or segment based on roadway type, number of lanes, and median type. The critical rate for a roadway type is determined annually by the Kentucky Transportation Center.

E**Extended Weight**

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

F**Federal Highway Administration (FHWA)**

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

Federal Transit Administration (FTA)

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

Fixing America's Surface Transportation Act (FAST Act)

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

Functional Classification

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

G**Geographic Information Systems (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 Systems (HIS)

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

I

Infrastructure Investment and Jobs Act (IIJA)

The Infrastructure Investment and Jobs Act (IIJA), also known as the Bipartisan Infrastructure Law, 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 of the 21st Century (TEA-21), which was signed into law in June of 1998.

International Roughness Index (IRI)

The 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 on 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 develop 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 was a policy plan only. The plan was updated again in 2023.

M**Metropolitan Planning Organization (MPO)**

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

Metropolitan Statistical Area (MSA)

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

Mile Point (MP)

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

N

National Highway (NHS)

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

National Truck Network (NN)

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

P

Pedestrian

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

Poverty Level

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

R

Pavement Rideability Index (RI)

A general measure of pavement conditions. The RI is based on a scale of 0-5, 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, roads, et cetera. The ROW phase of a project is the time period in which land is 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, archeological, 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.

Six Year Highway Plan (SYP)

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

Statewide Transportation Improvements Program (STIP)

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

Strategic Highway Corridor Network (STRAHNET)

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

System Classification/Functional Classification

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

Surface Transportation Program (STP)

A categorical funding program included under ISTEA and continued under TEA-21 and SAFETEA-LU for transportation roadway projects. Funds may be used for a wide variety of purpose, 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 up to that date, 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 Needs List (UNL)

Unscheduled Needs List; 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, person, and housing units in: 1.) Places of 2,500 or more persons incorporated as cities, villages, boroughs (Except 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 of Service Flow Ratio (V/SF)

Volume is 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 as V/C or Volume to Capacity ratio.