

Northern Kentucky Area Development District



STATEWIDE TRANSPORTATION PLANNING

Public Involvement Plan For FY2025



THIS DOCUMENT WAS PREPARED IN COOPERATION WITH THE KENTUCKY TRANSPORTATION CABINET

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.....	2-4
2.2 Regional Transportation Committee Bylaws.....	2-4
2.3 Regional Transportation Committee Goals & Objectives	2-8
2.4 Regional Transportation Committee Membership.....	2-11
2.5 Committee Plan of Activities.....	2-13
3. Public Involvement	
3.1 Introduction.....	3-1
3.2 List of Resources.....	3-2
3.3 Map of Resources	3-6
3.4 Tentative Groups to Address	3-7
4. Socioeconomic Profiles	
4.1 Introduction.....	4-1
4.2 Demographic Information.....	4-1
4.3 Census Maps	4-2
4.4 Environmental Justice Maps.....	4-6
4.5 Summary Quick Facts.....	4-28
5. Multimodal Contacts	
5.1 Introduction.....	5-1
5.2 Map of Multimodal Facilities	5-4
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

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 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 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 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.

1.2 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 Northern Ky. Area Development District Regional Transportation Committee (RTP) is responsible for identifying, evaluating, and prioritizing transportation needs in Carroll, Gallatin, Grant, Owen and Pendleton Counties. The Committee was established as an advisory body to the NKADD Board of Directors. The RTP consists of representatives who are interested in improving transportation from each of the counties in the Northern Kentucky 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 RTP 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 RTP is to Provide an efficient transportation system including highway, air, rail and pedestrian and bicycle facilities which are capable of efficiently moving people and goods safely. 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 Northern Ky. ADD Transportation Planner and provided to the KYTC Division of Planning.

2.2 Regional Transportation Committee Bylaws

BY-LAWS of the NKADD Regional Transportation Committee

ARTICLE I NAME, AREA, AND PURPOSE

Section 1: Name

The name of this organization shall be known as the Northern Kentucky Area Transportation Committee, an independent Committee of the Northern Kentucky Area Development District (NKADD). The

Committee is established by the Kentucky Transportation Cabinet (KYTC) under the ADD CONTRACY and mandated by SECTION 1025 (Public Involvement Process) of the Inter-modal Surface Transportation Efficiency Act (ISTEA) of 1991.

Section 2: Area

The area comprising the Northern Kentucky Area Transportation Committee shall include the counties of Carroll, Gallatin, Grant, Owen and Pendleton Counties.

Section 3: Purpose

To identify, evaluate, and prioritize intermodal transportation needs as part of the Public Involvement Process of the KYTC under the ISTEA.

Section 4: Dissolution of Committee

The committee shall not be dissolved, nor shall the validity of any act of the Committee or its members be in any way affected in the event of vacancies in membership. The membership of any member shall continue until such membership is terminated as provided herein.

ARTICLE II MEMBERSHIP, OFFICERS, AND VOTING

Section 1: Members

The membership of the committee shall consist of both public and private representatives from the community in which the Committee operates; except and only when a representative for a particular area cannot be found within the geographical boundaries that the committee operates in. There shall be two types of appointment to the committee membership: Automatic and At-Large. The Automatic appointments to the committee will consist of the following representatives:

- The County Judge Executive from each county or their designee
- The Economic Development Official from each county or their designee
- Kentucky Transportation Cabinet District 6 Office representative
- All State Legislators representing areas within the NKADD should be included as non-voting members and encouraged to attend as many meeting as their schedule allows.
- The Mayors of all cities with a population of 5,000 citizens or greater; or the Mayor or their designee of the largest city in the county if no cities have a population of 5,000 citizens.

In an effort to match our membership with that which the work program agreement suggests, the At-Large appointments to the Committee should include representatives from each of the following.

- Elected official or representative for each county and city of 5,000 or more in population
- Law Enforcement Representatives (minimum of one city, one county and one state enforcement official)
- Highway/Public works representatives from cities and or counties
- Emergency Medical Service Representatives/Fire Department Representatives
- School Transportation Officials
- Human Service Delivery representatives
- Representatives of major Trucking, logistics, intermodal, rail, airport, riverport or public transportation entities

- Underserved populations, minority populations
- Planning and zoning commissions/organizations
- Bikeway/Greenway/Pedestrian coordinators
- Economic development organizations
- Emergency service representatives
- Industrial authorities/commissions
- Public citizens at large
- Aviation Planning
- Environmental Concerns
- Agricultural Concerns
- Tourism

In addition, the Committee may elect to appoint At-Large members from other areas as is deemed necessary. All At-Large members will serve a term of four years, concurrent with their Judge Executives four year term, and may be reaffirmed by the committee for an additional term(s). Any appointment made during a Judge Executives term shall expire when the Judge Executives administration is no longer in office.

Section 2: Responsibilities, Officers, Elections

The officers of the committee shall be a Chairperson and a Vice-Chairperson. The Chairperson can be anyone who serves on the committee. The Committee shall elect the officers. NKADD will provide staff, which will record all official business and conduct all works elements for the Committee. The Committee shall be elected as follows.

1. Each county Judge Executive has an automatic appointment to the Committee. Any County Judge may appoint a designee in case of absence or inability to serve.
2. The Mayor of or a representative for each city of 5,000 or more in population and the County Economic Development Official have an automatic appointment to the Committee. The Mayor and/or County Economic Development Official may appoint in case of absence or inability to serve.

At-Large Members are to comprise not more than forty-nine percent (49%) of the Committee and shall be nominated by the County Judge Executive subject to approval by the Committee.

Section 3: Officer's Term of Office

The officers shall be nominated and elected at the beginning of each calendar year, serve for a period of one (1) year, and/or until their successors are elected.

Section 4: Removal of Committee Members

Any committee member (both Automatic Appointment and At-Large Appointment) may be removed at any time, for cause, by a two-thirds (2/3) majority vote of the attending committee members provided he or she has been notified at least fourteen(14) days in advance of such action. Notification must specify cause, date, time, place of pending action, and must be delivered by mail. Removal may be initiated by the chairman or a County Judge. In addition, County Judge Executives and Mayors, upon beginning a new administration, have the right to remove committee members appointed by a previous or current administration within his or hers jurisdiction without the 2/3 majority vote. Cause for removal is deemed to include:

- A. Direct conflict of interest
- B. Violation of law applicable to this committee
- C. Lack of proper attendance (see section 5)

If a County Judge/Executive is removed for cause, the Chairperson shall appoint a committee to nominate a replacement. If a KYTC District 6 representative is removed for cause, the Chairperson shall contact the Chief Highway District Engineer to request a replacement.

Section 5: Failure to attend multiple meetings without legitimate excuse

Any committee member (Both Automatic Appointment or At-Large Appointment), missing three consecutive meetings, shall be contacted by the chairman of the committee or a person appointed by the chairman. The intention of the missing member will be determined and a report given to the committee. At such time, the committee may declare a vacancy and, if a vacancy is declared, then the procedure outlined heretofore in filling vacancies shall be in effect.

Section 6: Filling of Vacancies

Any vacancy on the Committee by a person who holds automatic appointment, however occasioned, shall be filed pending the unusual appointment of their successor. If a vacancy occurs in an At-Large Member's position, such vacancy shall be filed by nomination and election by a majority of the existing Committee.

Section 7: Voting

Recommendations must carry a majority vote of attending voting members. All voting Committee Members shall have one vote. The Committee may poll members whenever determined necessary. If such a vote is determined to be necessary all members should be sent: 1(a printed ballot containing a space for their signature) 2(a written result of the vote) A member will be given 15 days after the mailing date of the results to appeal the decision of the vote. After the 15 day period, the result of the vote will become an official record of the committee. Members wishing to designate someone other than his or herself to vote must send a written proxy to the transportation planner in advance of the meeting in which the vote is to take place.

ARTICLE III MEETINGS

Section 1: Regular Meetings

The Transportation Committee Meeting shall be held in the NKADD Boardroom. Time and date of meetings should be decided by NKADD transportation planner to fit KYTC work program with consideration given to all committee members. A quorum is not necessary to conduct business at ATC meetings. Motions can be passed by a majority of attending voting members. In the absence of any officers present, the transportation planner will serve as acting chair.

Section 2: Special Meetings

Special meetings will be held on the call of the Committee and/or Chairman of the Committee. Business will be continued from the previous regular meeting. The time, place and purpose of

the said special meeting shall be given by first class mail at least forty-eight (48) hours prior to the meeting. In addition, the largest publication in the District should be contacted.

Section 3: Notice Requirement

Regular meeting notice shall be mailed to the Transportation Committee Members, At-Large Members and other interested individuals not less than seven (7) days prior to the meeting. This notice shall be sent by NKADD staff by email to the members appearing on the Transportation Committee List and said shall be deemed as compliance with the notice required.

Section 4: Parliamentary Procedure and Standing Rules

The current edition of Robert's Rule of Order shall govern the proceedings of all meetings except as provided herein or as otherwise provided by the Transportation Committee, the NKADD Board, or the KYTC.

Section 5: In the event that it is unsafe to meet in person, both regular and special meeting may be held virtually via video or tele-conferencing or other ADD approved virtual meeting services.

ARTICLE IV

RATIFICATION, AMENDMENTS AND EFFECTIVE DATE

Section 1: Ratification

Whenever an officer, committee member and or staff member of the Committee performs an act and or function in the name of the committee as may be lawful by these by-laws, such acts or performance of such functions may be ratified by the Committee. Such ratification is specifically required, either at a committee meeting or by mail, provided a majority of the entire Committee place their signatures on a statement of ratification which is mailed to all members of the committee. Ratification by mail may be used upon the approval of the chairman and/or committee. Results of such poll-by-mail shall be recorded in the minutes of the next regular meeting of the committee.

Section 2: Amendments

Amendments to these by-laws shall be make by adoption by a majority of the entire membership of the committee, provided that all proposed changes are distributed to the entire voting membership of the committee by first class mail at least seven (7) days prior to the meeting at which said amendments are scheduled to be acted upon.

Section 3: Effective Date of Adoption

The By-Laws shall be in effect immediately upon adoption by a majority of those present members of the Committee. Subsequent amendments to these by-laws shall become effective immediately upon their adoption by a majority of the entire membership of the Committee as prescribed herein above

GOALS AND OBJECTIVES of the NKADD Regional Transportation Committee

GOAL: To increase the ease of travel, efficiency of travel, and safety while traveling on all roads in the NKADD, with particular focus on major arteries.

OBJECTIVES:

1. Increase safety, ease of travel, and travel times on I-75 (Grant)
2. Increase safety, ease of travel, and travel times on I-71 (Carroll, Gallatin)
3. Increase safety, ease of travel, and travel times on US-25 (Grant)
4. Increase safety, ease of travel, and travel times on US-27 (Pendleton)
5. Increase safety, ease of travel, and travel times on US-42 (Carroll, Gallatin)
6. Increase safety, ease of travel, and travel times on KY-35 (Owen)
7. Increase safety, ease of travel, and travel times on KY-22 (Grant, Owen, Pendleton)
8. Increase safety, ease of travel, and travel times on KY-35 (Gallatin)
9. Increase safety, ease of travel, and travel times on KY-36 (Carroll)
10. Increase safety, ease of travel, and travel times on KY-389 (Carroll)
11. Increase safety, ease of travel, and travel times on KY-55 (Carroll)
12. Increase safety, ease of travel, and travel times on KY-159 (Pendleton)
13. Increase safety, ease of travel, and travel times on KY-2363 (Grant)
14. Increase safety, ease of travel, and travel times on KY-330 (Owen)
15. Increase safety, ease of travel, and travel times on KY-467 (Grant, Gallatin, Pendleton)
16. Increase safety, ease of travel, and travel times on KY 17 (Pendleton)
17. Increase safety, ease of travel, and travel times on KY-9 (Pendleton)
18. Increase safety, ease of travel, and travel times on KY127(Gallatin, Owen)
19. Upgrade and increase safety of Exit 154 on KY-36 at I-75(Grant)
20. Increase safety, ease of travel, and travel times on KY 491 (Grant, Pendleton)
21. Increase safety, ease of travel, and travel times on KY 355 (Owen)
22. Increase safety, ease of travel, and travel times on KY 177 (Pendleton)
23. Increase safety, ease of travel, and travel times on KY 47 (Carroll)
24. Increase safety, ease of travel, and travel times on KY 1992 (Gallatin)

GOAL: To promote the safe and efficient movement of people, goods, and services along I-71 in Northern Kentucky.

OBJECTIVES: 1. To complete the upgrade and widening of I-71 to 3 lanes where possible from the Boone County line, through Gallatin County and Carroll County to the Trimble County line.

GOAL: To complete the Safe Streets for All, Safety Action Plan for the NKADD counties.

OBJECTIVES: 1. To work with each of the NKADD counties, KTC (Kentucky Transportation Center) & FHWA to identify safety problem areas through crash data and local data collection to complete the Safety Action Plan. This action plan will allow the counties to apply for future implementation grants.

GOAL: To promote the safe and efficient movement of people, goods, and services throughout Northern Kentucky.

OBJECTIVES:

1. Provide an efficient transportation system including highway, air and rail, and pedestrian and bicycle facilities, which are capable of efficiently moving people and goods safely.
2. Provide the best possible highway system at the lowest possible cost to the citizens of Kentucky.
3. Ensure the highway system is planned to with land use, both current and future, in mind.
4. Ensure that the transportation system connects all major population centers and all significant economic and tourism centers with highway quality connectors.
5. Provide interstate reconstruction including pavement rehabilitation and preservation of the existing system.
6. Provide an improved system of principal arterials serving interstate and intrastate needs.

GOAL: Work with the Kentucky Transportation Cabinet, Highway District Office 6, and rural NKADD counties to develop a transportation system to meet future growth and development needs.

OBJECTIVES:

1. Coordinate planning with Highway District 6 and counties so that planned improvements are consistent with adjacent counties.
2. Encourage and promote funding of improvements detailed in the Statewide Transportation Plan.

GOAL: To encourage more efficient use of streets and highways.

OBJECTIVES:

1. To increase auto occupancy.
2. To reduce air, noise, water and visual pollution.
3. To shorten travel time.
4. To improve directness in the transportation system.
5. To improve the overall capacity of the system.
6. To decrease traffic congestion.
7. To improve safety on streets highways and interstates.
8. Include safer sidewalks and crosswalks to all future projects and upgrade sidewalk and crosswalk facilities on existing roads

GOAL: To provide a balanced and coordinated multi-modal transportation system.

OBJECTIVES:

1. To provide appropriate levels of service for each mode.
2. To provide for frequent and convenient transfer between the modes.
3. To encourage bi-modal trips where they would result in a decrease in energy consumption, travel congestion and the improvement of air quality.
4. To promote Bike and Pedestrian Plans where ever possible by working with KYTC and Kentucky Public Health.
5. To provide support for the ongoing expansion of EV charging stations throughout the NKADD region.

GOAL: KY-22

OBJECTIVES:

1. Work with KYTC to fully get KY-22 into the 6-year plan

GOAL: To increase interest and attendance at the RTC Meetings

OBJECTIVES:

1. To hold meetings at sites other than ADD
2. Include Safety aspects to the meetings
3. To increase attendance from other aspects of the community other than elected officials including business and industry

2.4 Regional Transportation Committee Membership

Member Name	Organization	Committee Representation
Judge Exec. David Fields	Pendleton County	Judge Executive
Judge Exec. Ryan Morris	Gallatin County	Judge Executive
Judge Exec. Todd Woodyard	Owen County	Judge Executive
Judge Exec. Chuck Dills	Grant County	Judge Executive
Judge Exec. David Wilhoite	Carroll County	Judge Executive
Mayor David Henson	City of Williamstown	Mayor

Mayor Luke Price	City of Falmouth	Mayor
Mayor Robb Adams	City of Carrollton	Mayor
Mayor Charles French	City of Warsaw	Mayor
Mayor Adam Gaines	City of Owenton	Mayor
Mayor Greg Brockman	City of Dry Ridge	Mayor
Dane Blackburn	KYTC District 6	LPA Coordinator
Mike Bezold	KYTC District 6	Transportation Engineer
Kyle McMahon	KYTC District 6	Transportation
Nicholas Brown	KYTC District 6	Transportation
Lisa Wilson	Gonzales	Engineering
Steve Mary	Terracon	Engineering
Matt Dusing	KIEDA	KIEDA
Shawna Coldiron	Magistrate	Grant County
Tom Slayback	Magistrate	Owen County

2.5 Committee Plan of Activities/Programs

NKADD FY 2025 TRANSPORTATION COMMITTEE PLAN FOR COMMITTEE ACTIVITIES

As part of the work element 4 the NKADD will prepare a Transportation Committee Plan for the Fiscal Year 2025. Listing proposed meeting dates and at least 3 types of activities to be undertaken during the year for the purpose of educating/informing the committee of activities other than meetings.

1. RTC meeting August 2025
2. RTC meeting October 2025
3. RTC meeting February 2026
4. RTC meeting June 2026
5. I would like to have a local one-on-one meeting during the year.

To go along with the regularly scheduled RTC meetings, I would like to have at least 1, if not more meetings held at the Counties. My plan is to have at least 1 meeting at Butler State Park in Carrollton, Ky. This may be a way to reach out to more of the committee to get them involved. Like other years I would like to have more guest speakers. From my local meeting in Grant County there was interest in biking topics so I would like to Troy Hearn the new bike ped. coordinator to a meeting. Like last year I would like to have meetings surrounding some local projects/interest. Examples would be Grant County doing something about the Ark Project or Gallatin County doing something about Kentucky Speedway. I think District 6 could get involved as well with talking about these same kinds of plans and what KYTC can do to help. If possible I would like to have a meeting involving Local Legislature. I think an open discussion of officials in our region is always a good idea. We did this in the past and I think it was well received. I would like to also find ways to have other people involved in our committee and to attend the meetings. It would be nice to have other county participation other than local officials, maybe business people, etc.

CHAPTER 3 : PUBLIC INVOLVEMENT

3.1 Introduction

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

The entire process is developed with a spirit of cooperation by working with the KYTC, the Federal Highway Administration (FHWA), local city and county governmental agencies, the NKADD 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 NKADD 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 NKADD PIP will use a broad-brush approach when there is no overwhelming population center for the traditionally underserved, and the size of these populations is relatively small. Third party group members will be identified across the five-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 NKADD Transportation Planner and provided to the KYTC Division of Planning.

The NKADD 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.

NKADD Public Involvement activities include:

- Regularly scheduled regional transportation committee meetings
- Local or regional public/information meetings as requested by the KYTC
- 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.
- Use the www.nkadd.org website to share and make finding information easier for the community

Activities may also include:

- Address civic groups, chamber meetings, government meetings concerning the statewide transportation process with special emphasis during the prioritization process
- Attending Fiscal Court and City Council meetings requesting input for the Unscheduled Projects List (UPL). This would include obtaining information relative to identifying new projects, evaluating existing UPL and prioritization information. This process allows the NKADD 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 with special emphasis during the prioritization process
- Conduct public meetings at county courthouse, city hall, or local community centers with special emphasis during the prioritization process
- Utilize existing services/programs at the NKADD to distribute information (i.e. Child Care, Housing, Aging) this could provide more opportunities to reach low-income, minority, and elderly populations with special emphasis during the prioritization process
- Use surveys in newsletters, mail-outs, e-mails, etc. to gain public input with special emphasis during the prioritization process

3.2 List of Resources

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

1. Third Party Groups

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

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

2. Public Meetings

The NKADD 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. NKADD Website

The NKADD Website is located at www.nkadd.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 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:

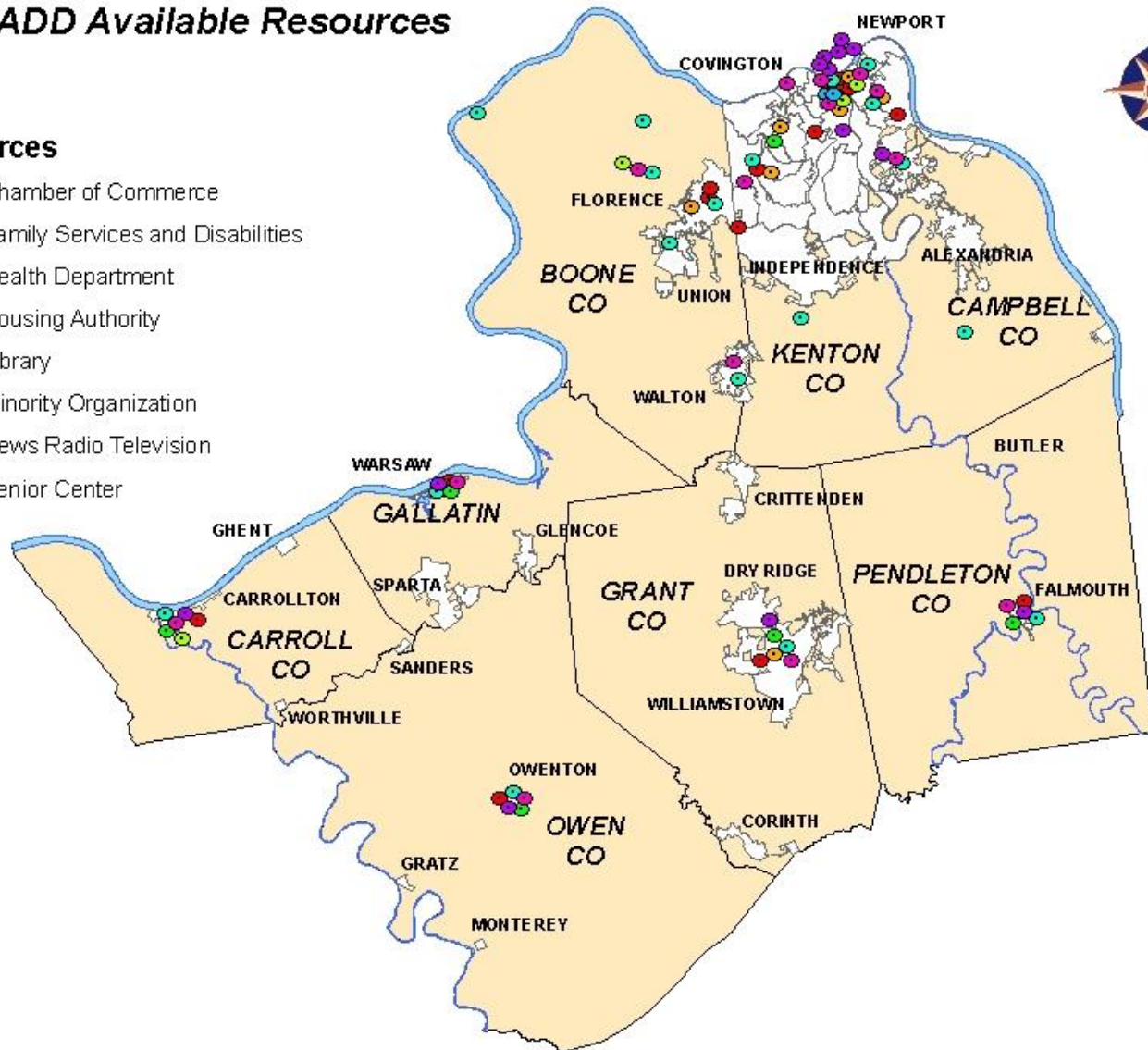
Public Libraries
U.S. Post Offices
County Court Houses
City Halls
Local Community Centers, Meeting Halls, Churches
Chambers of Commerce
KYTC Highway District Office
Area Development District
Schools
Public Housing Authorities
Senior Citizens Centers/Housing
Malls, Restaurants, Shopping Centers
Special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

3.3 Map of Resource

NKADD Available Resources

Resources

- Chamber of Commerce
- Family Services and Disabilities
- Health Department
- Housing Authority
- Library
- Minority Organization
- News Radio Television
- Senior Center



3.3 Tentative Groups to Address

A listing of tentative groups include:

1. NKADD Annual Luncheon
2. Northern Kentucky Senior Centers
3. Northern Kentucky Public Libraries
4. Various opportunities as they come up through the year

CHAPTER 4 : SOCIOECONOMIC PROFILES

4.1 Introduction

The NKADD 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

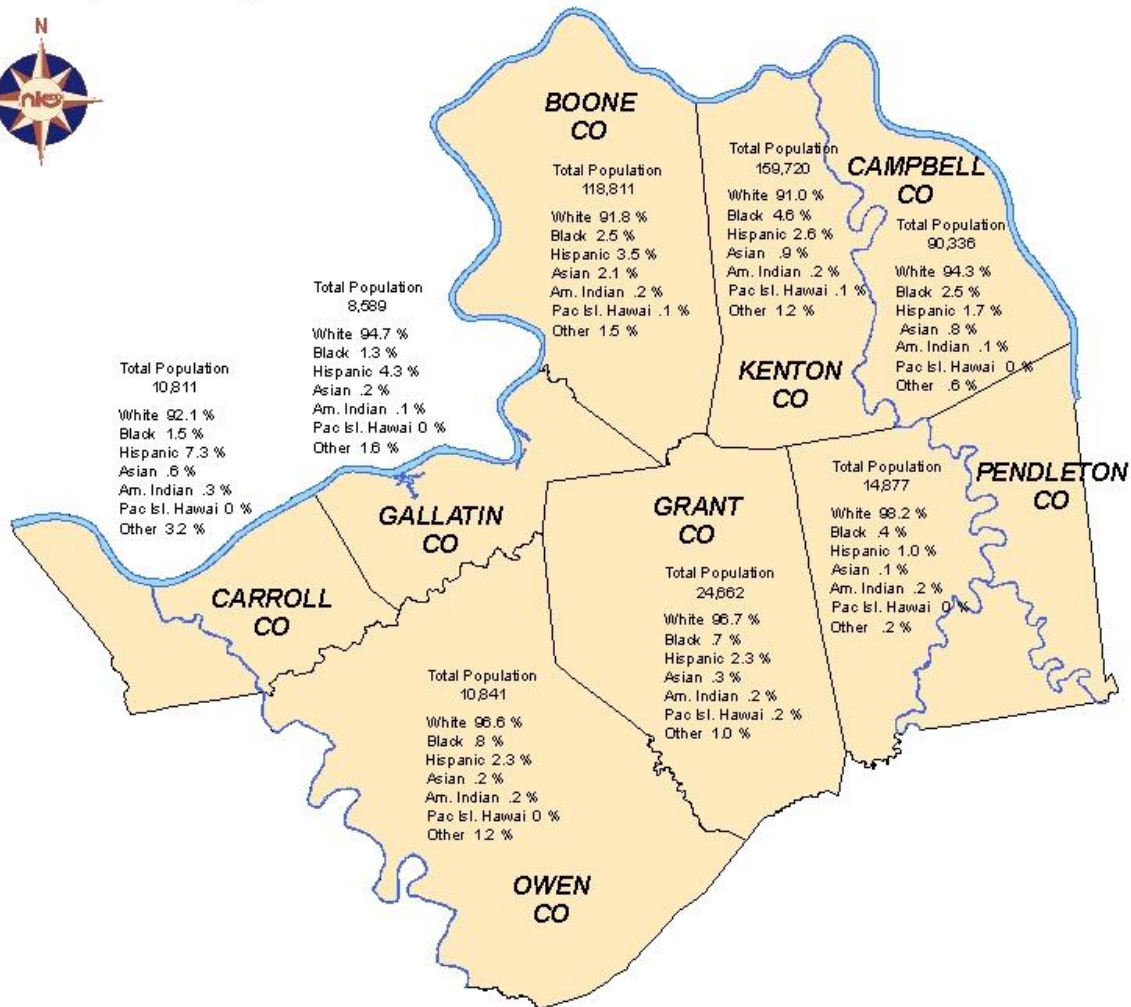
4.2 Demographic Information

Provide maps for the following potential underserved populations in your region:

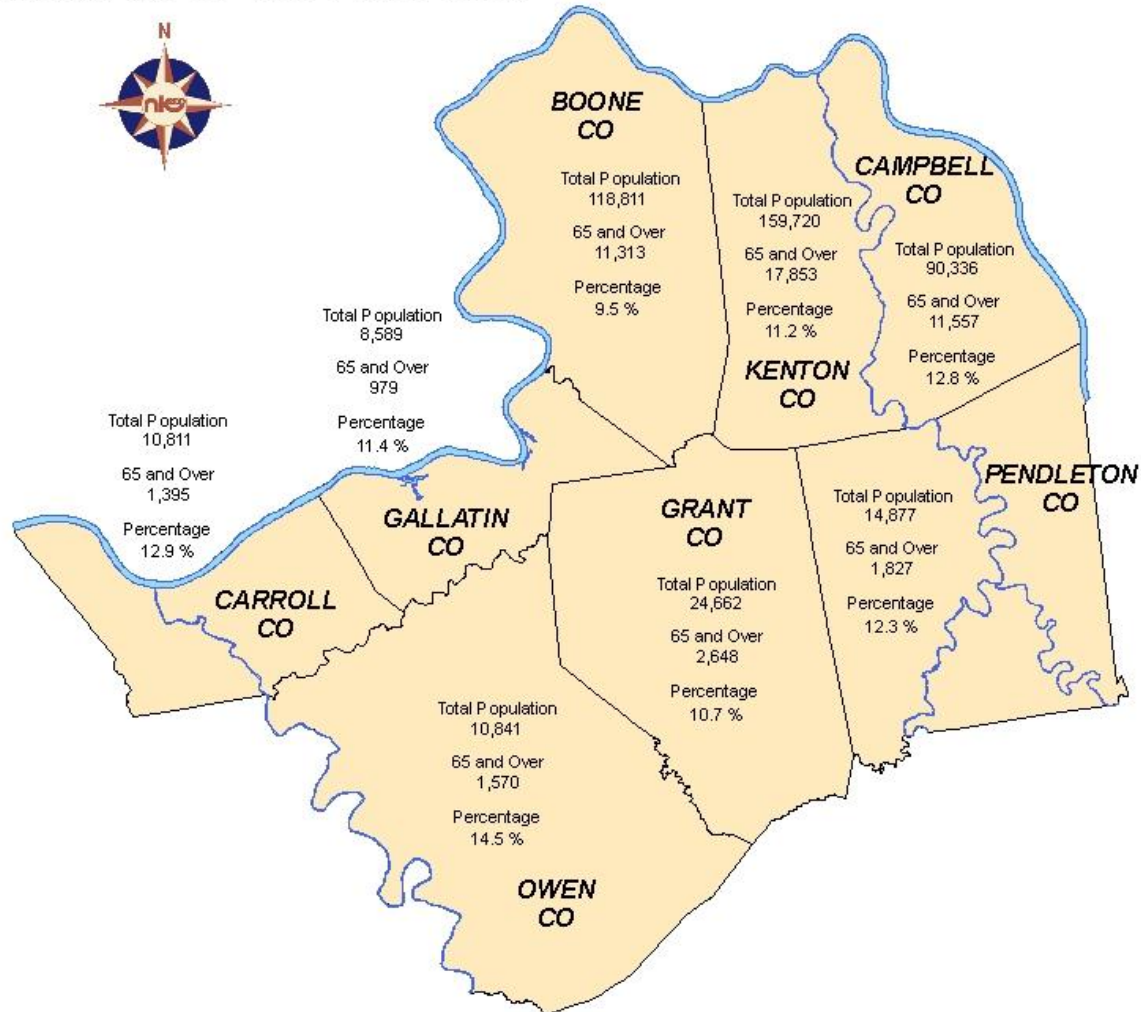
1. Disabled
2. Minority
3. Elderly
4. Poverty
5. Speak English Not Well

4.3 Census Maps

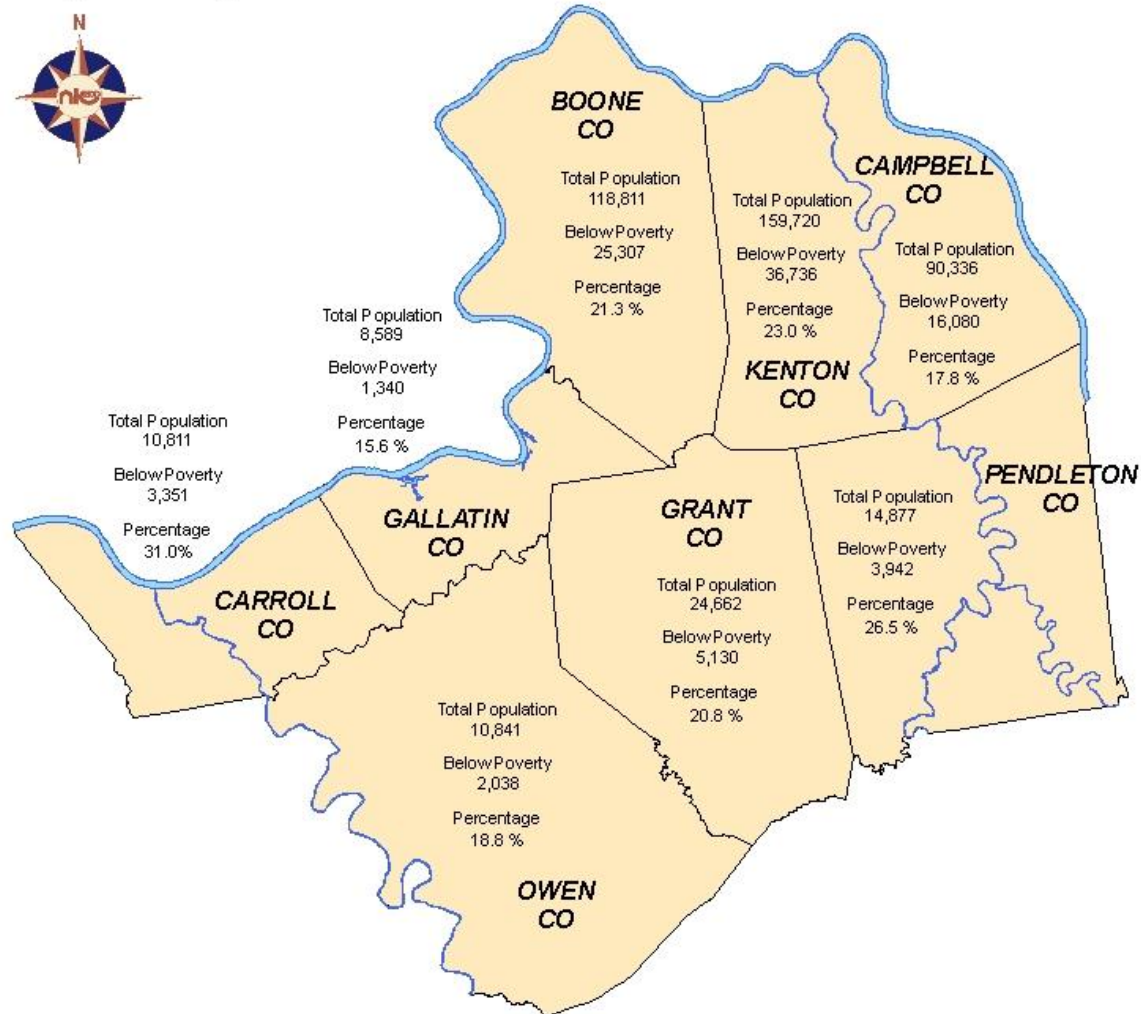
Population by Minority



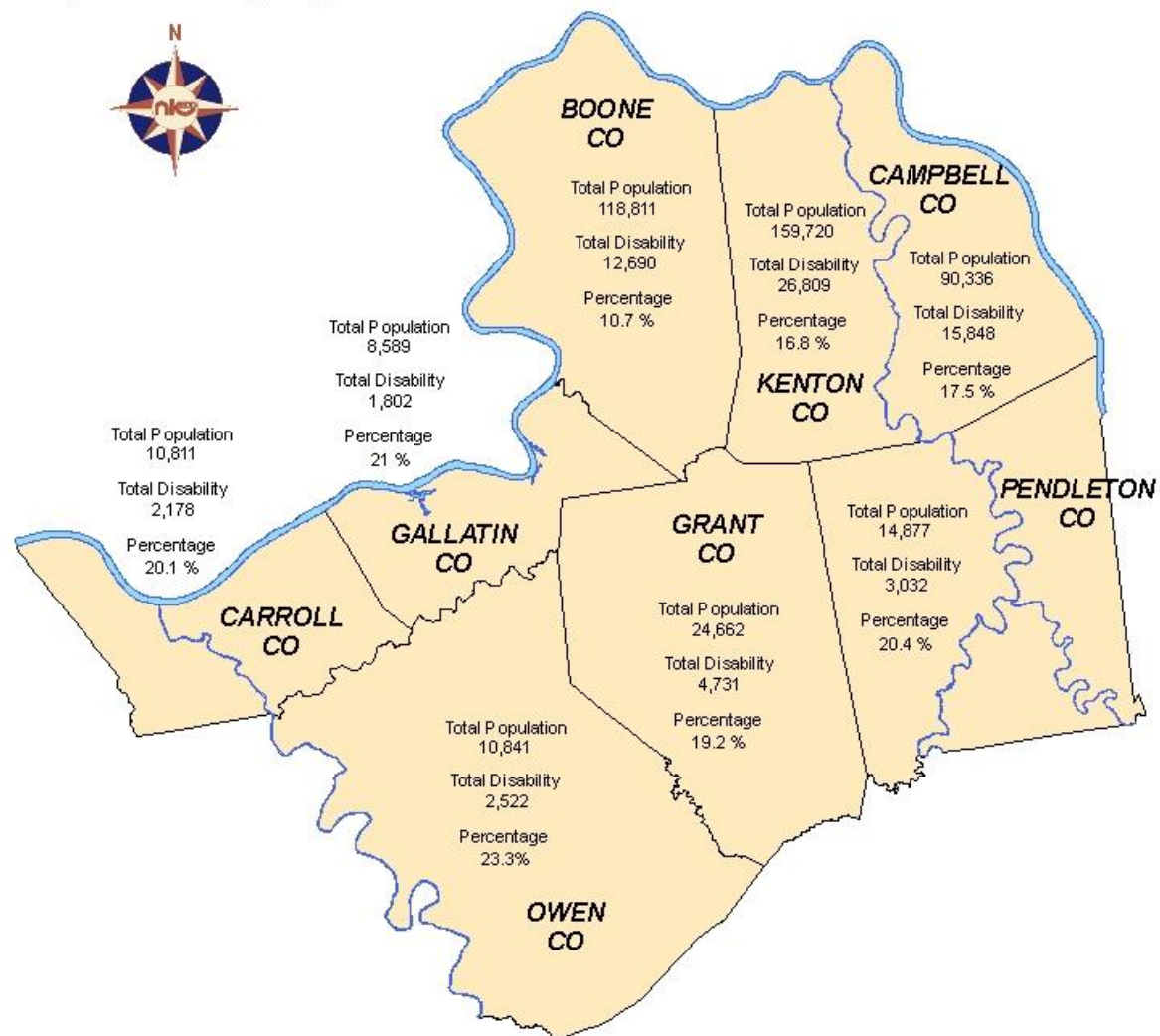
Population by Age 65 Years and Older

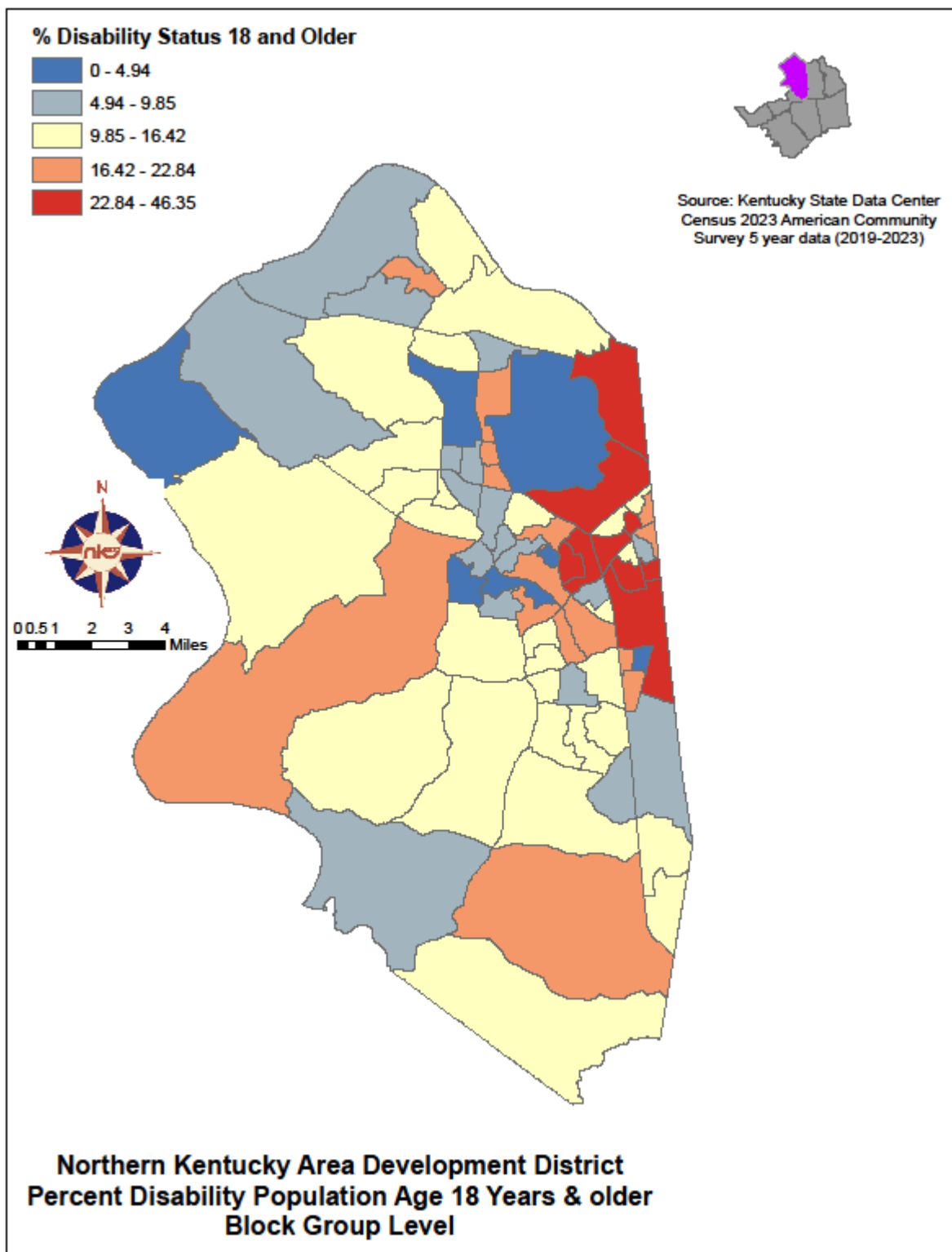


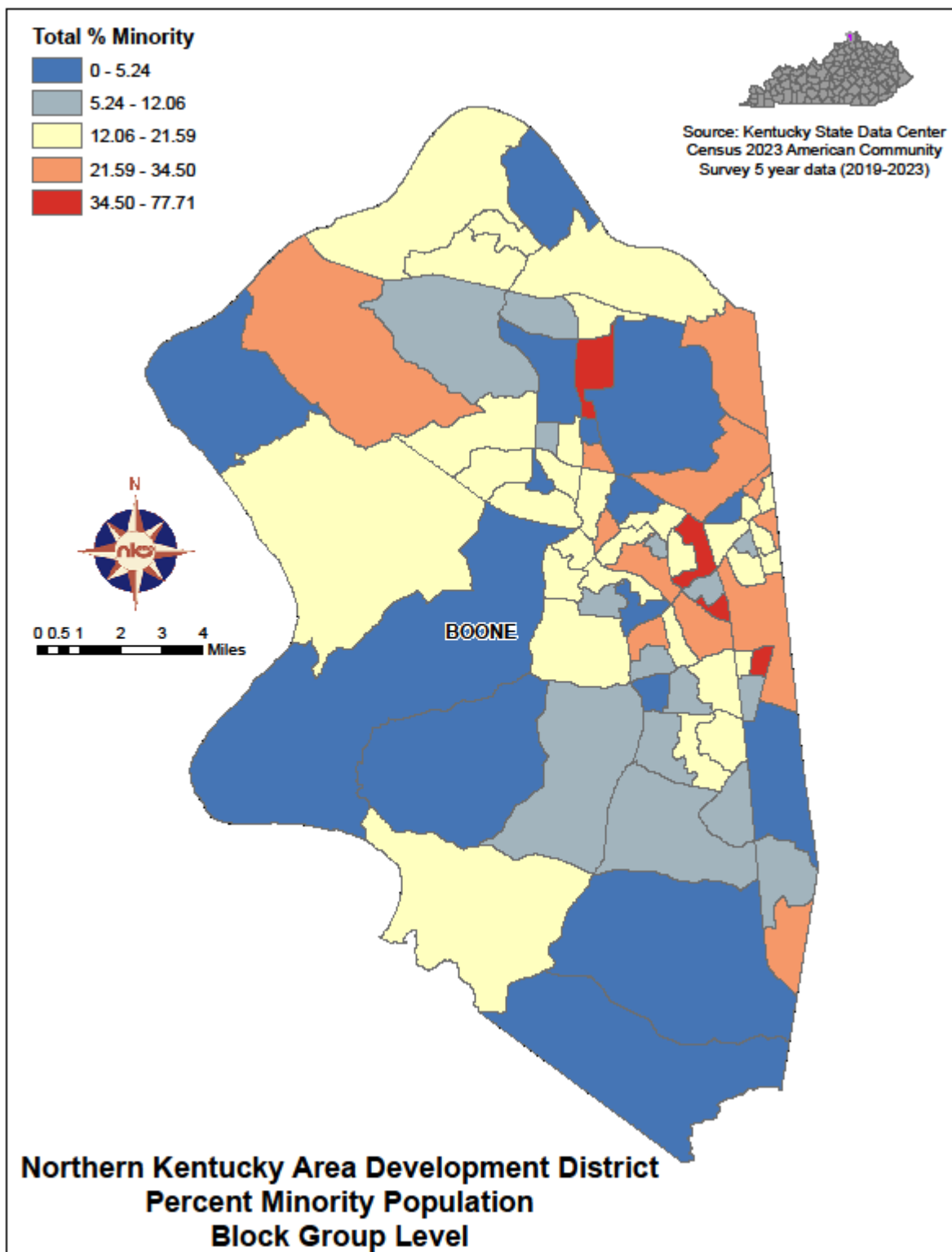
Population by Poverty Status

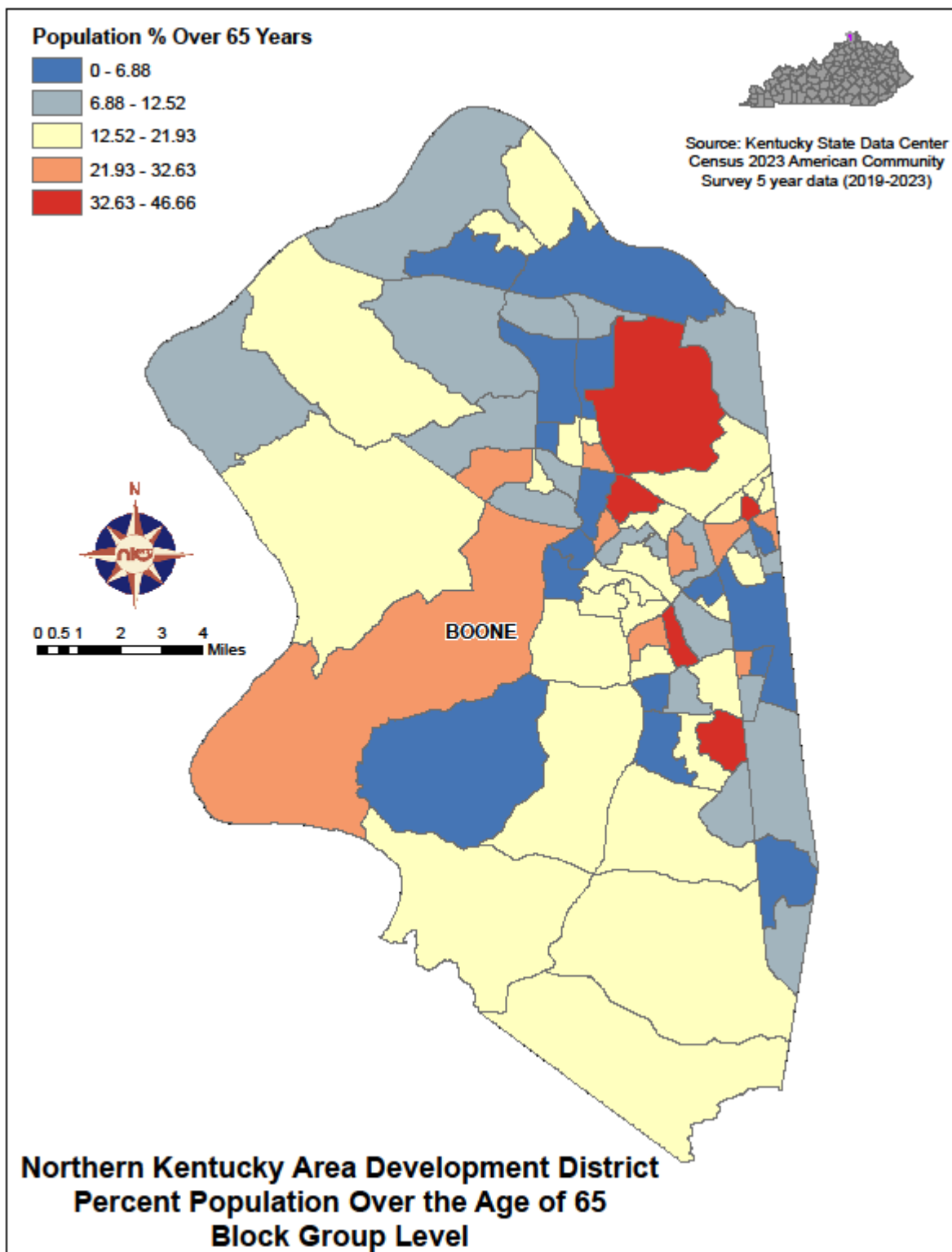


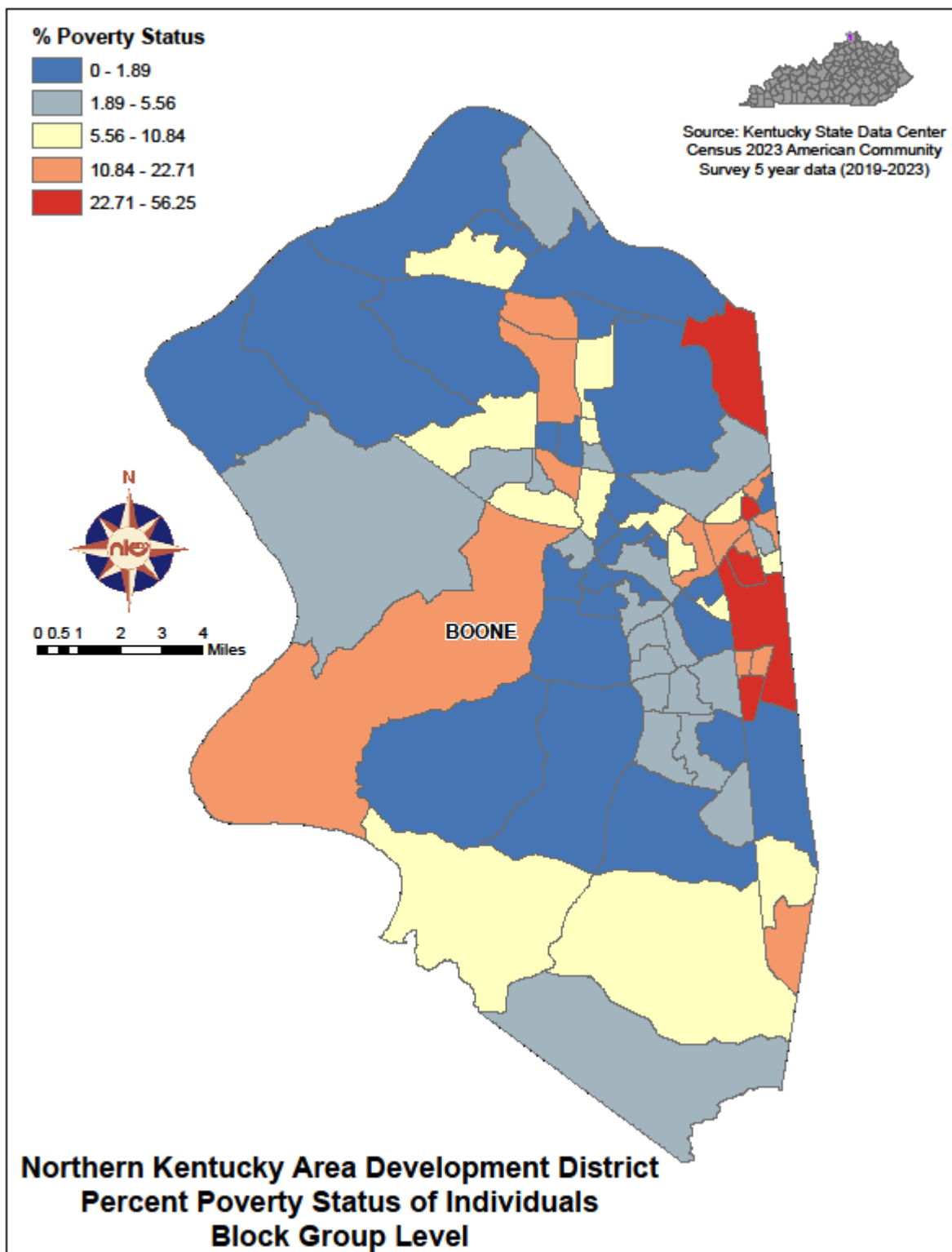
Population by Disability Age 5 and Over

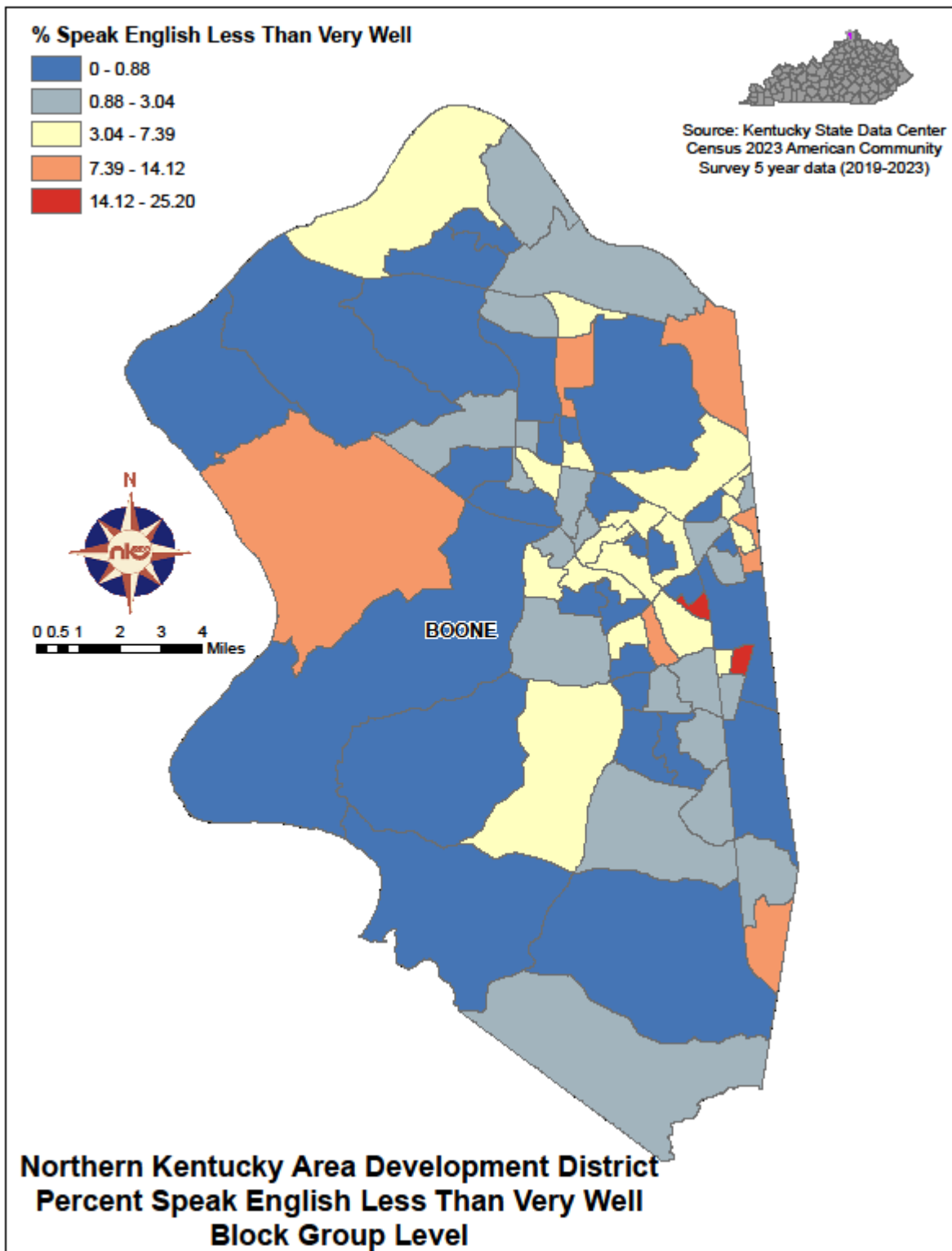




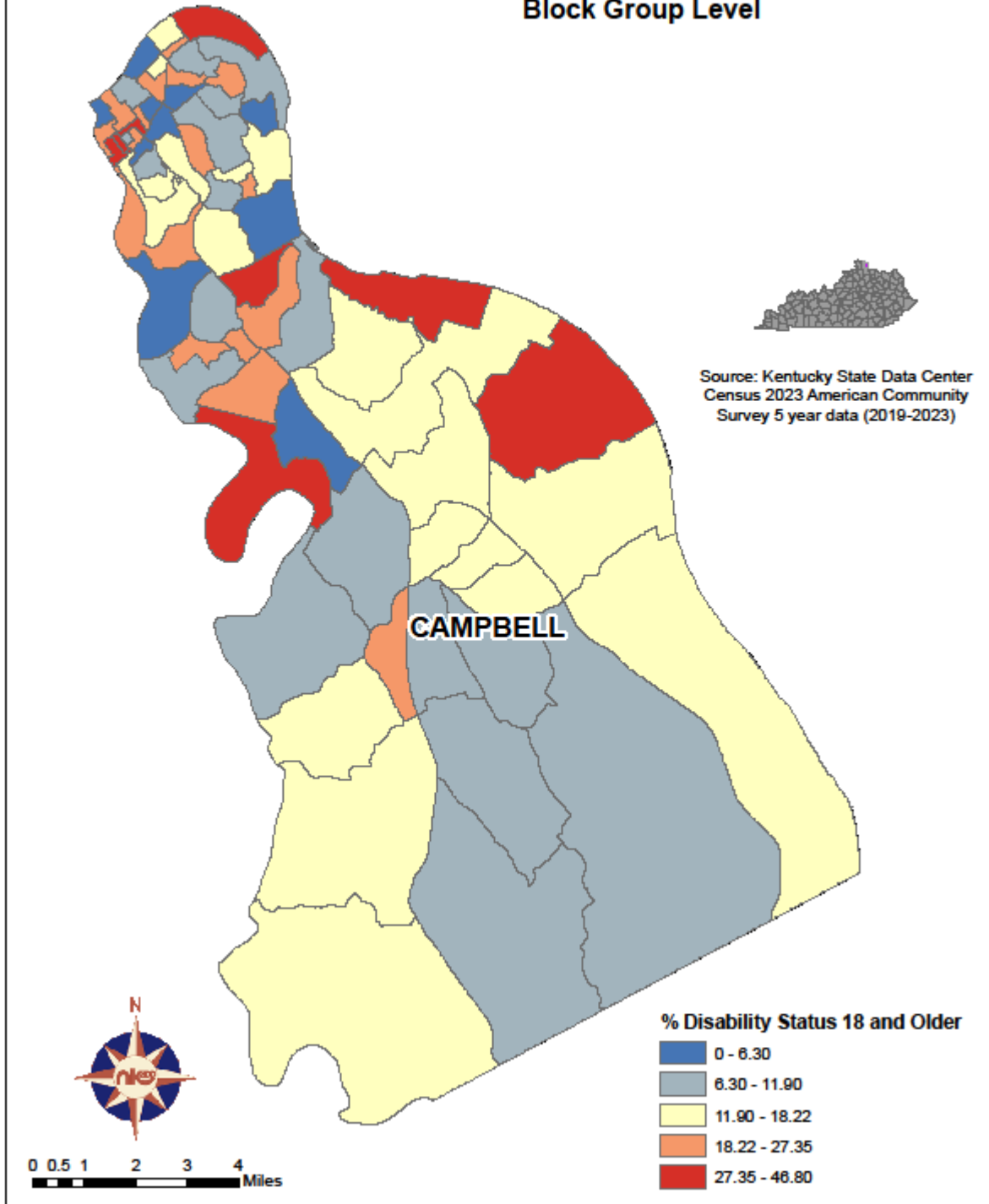




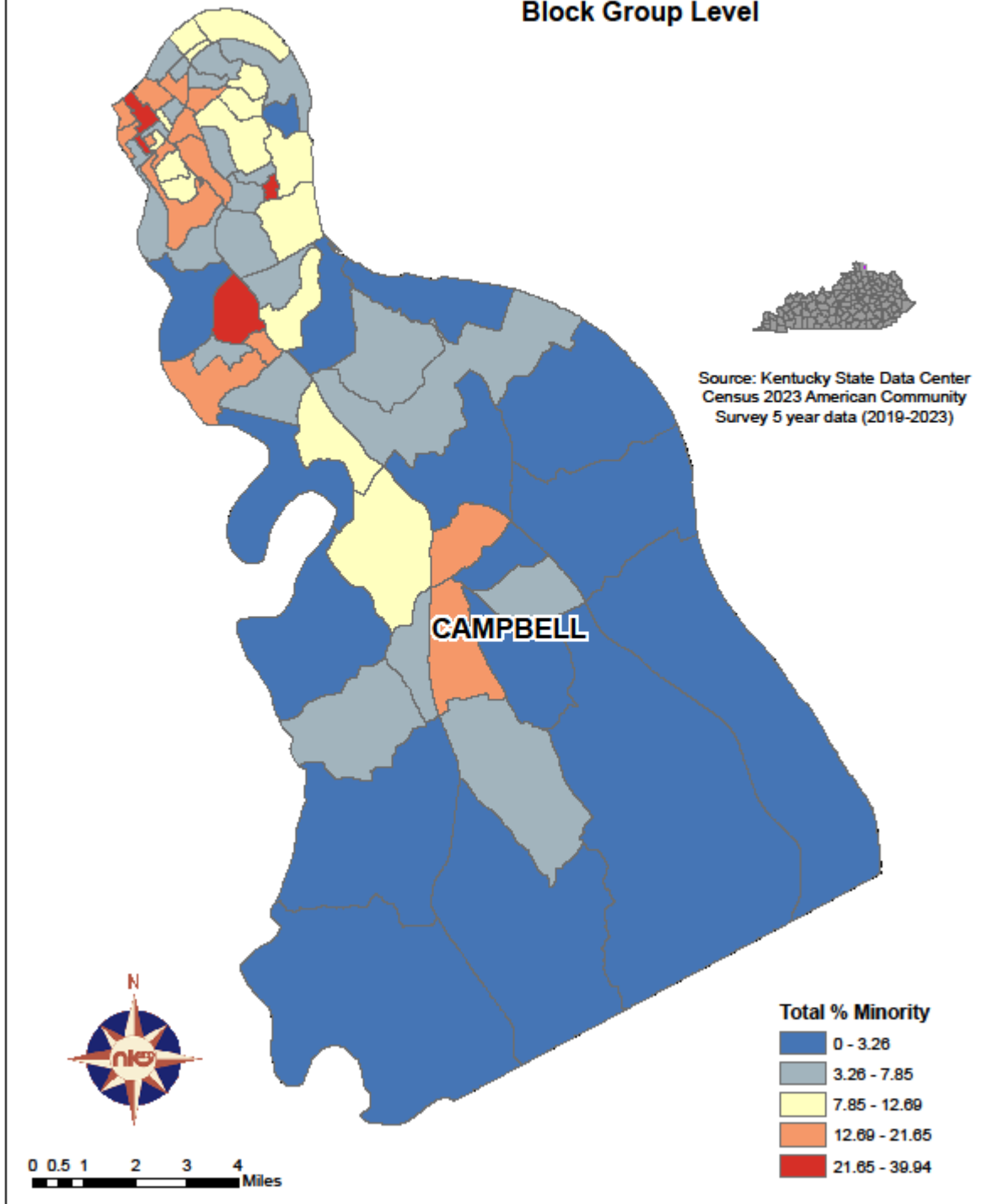




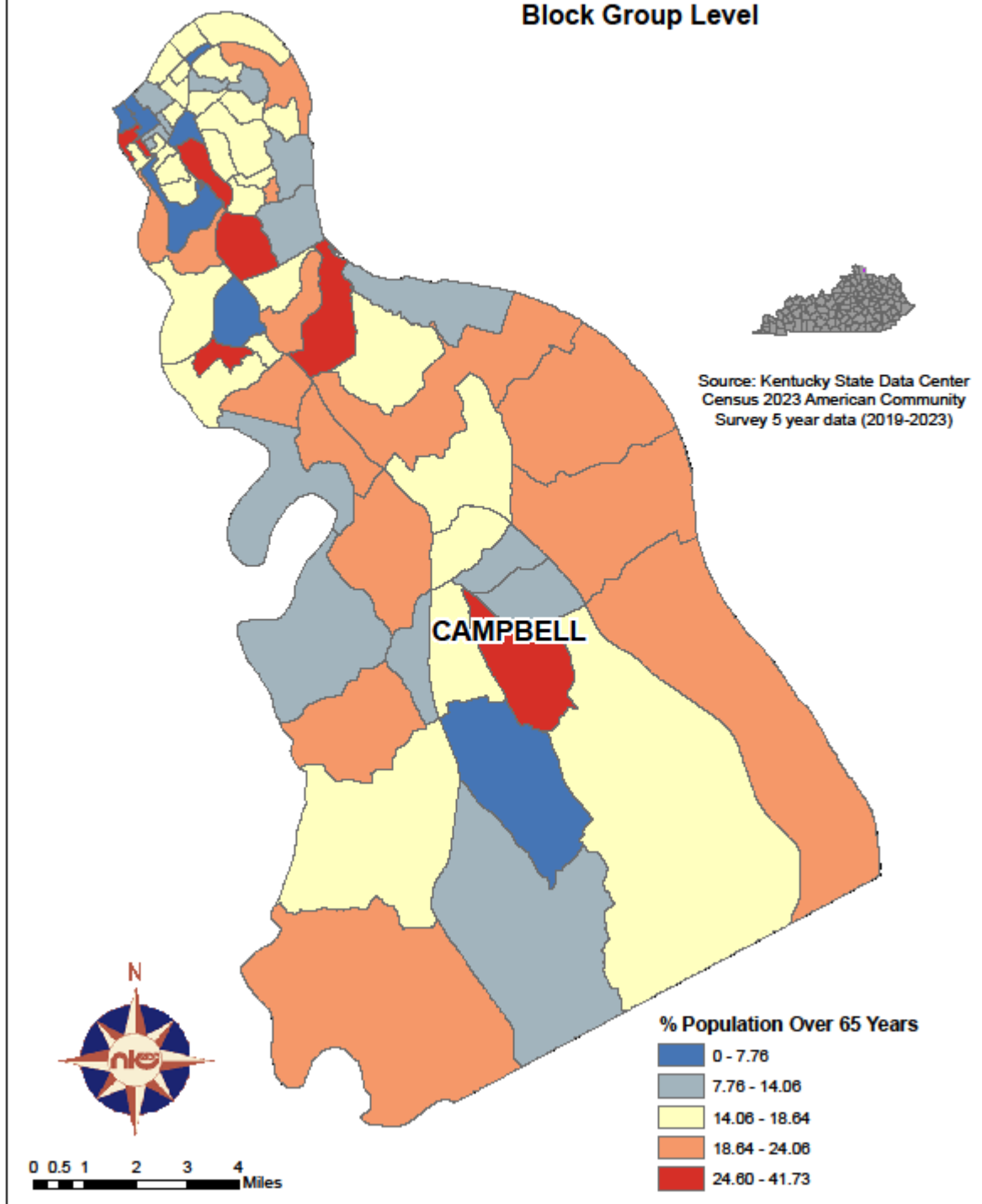
**Northern Kentucky Area Development District
Percent Disability Population Age 18 & Older
Block Group Level**



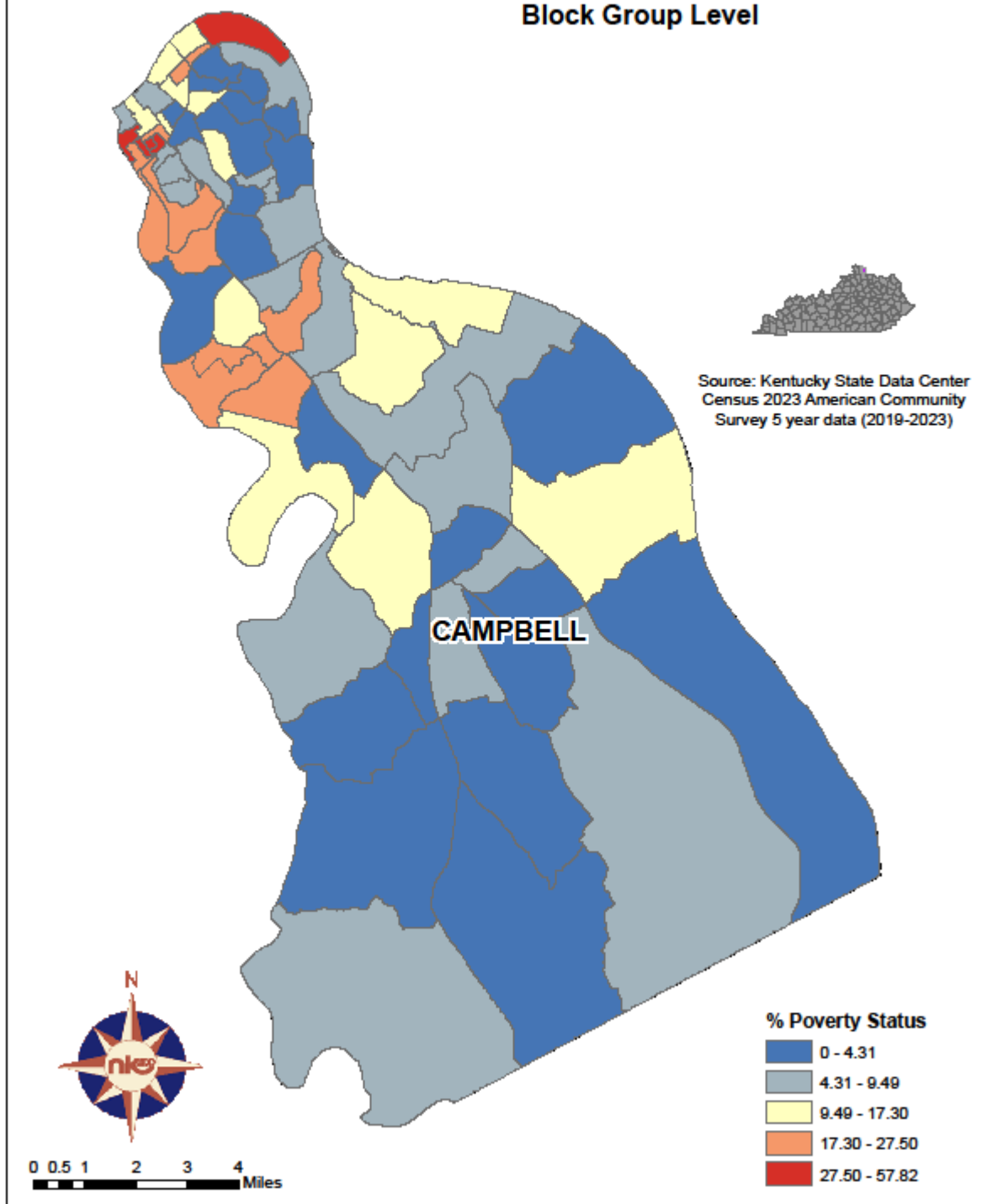
**Northern Kentucky Area Development District
Percent Minority Population
Block Group Level**



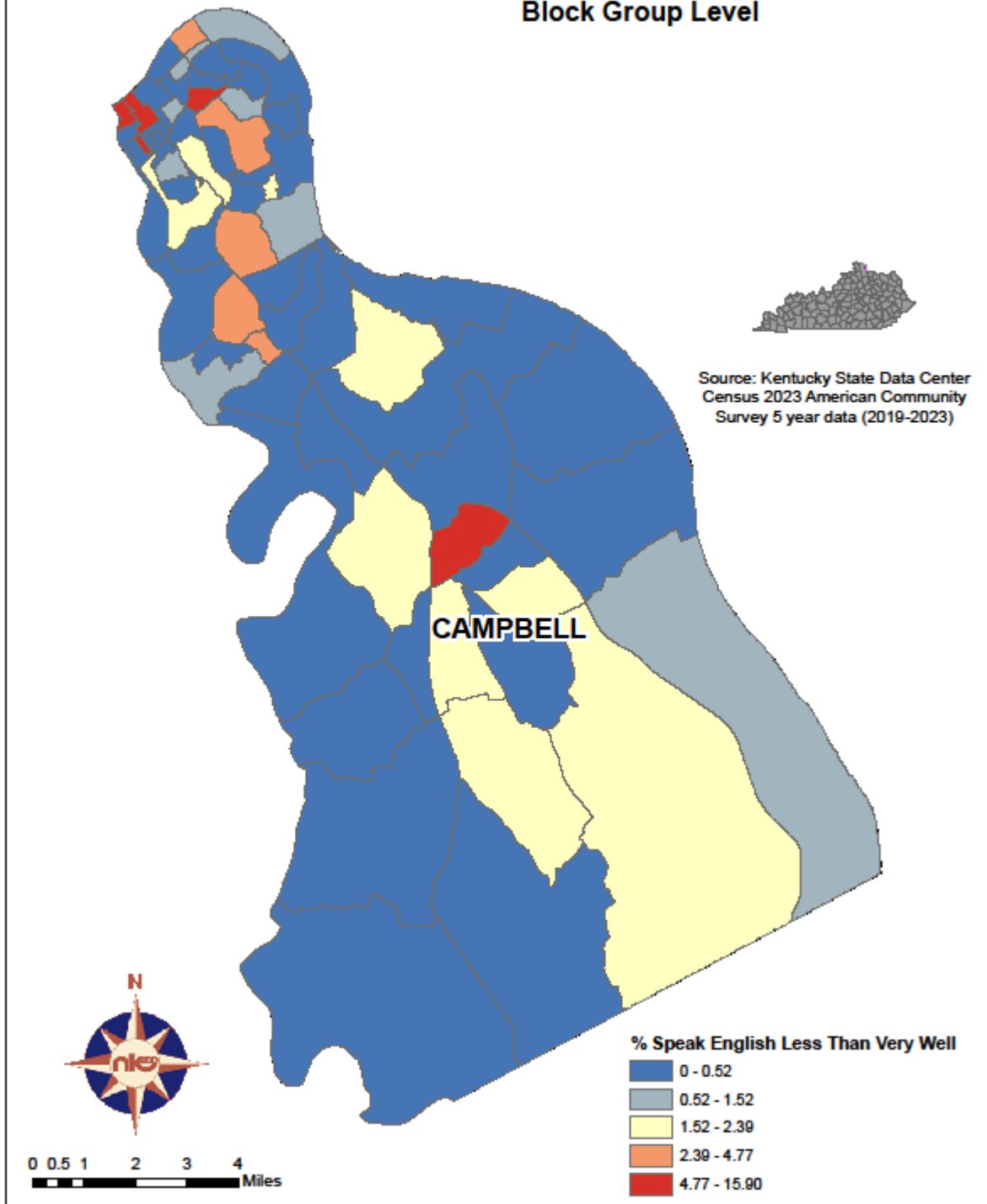
**Northern Kentucky Area Development District
Percent Population Over 65 Years
Block Group Level**

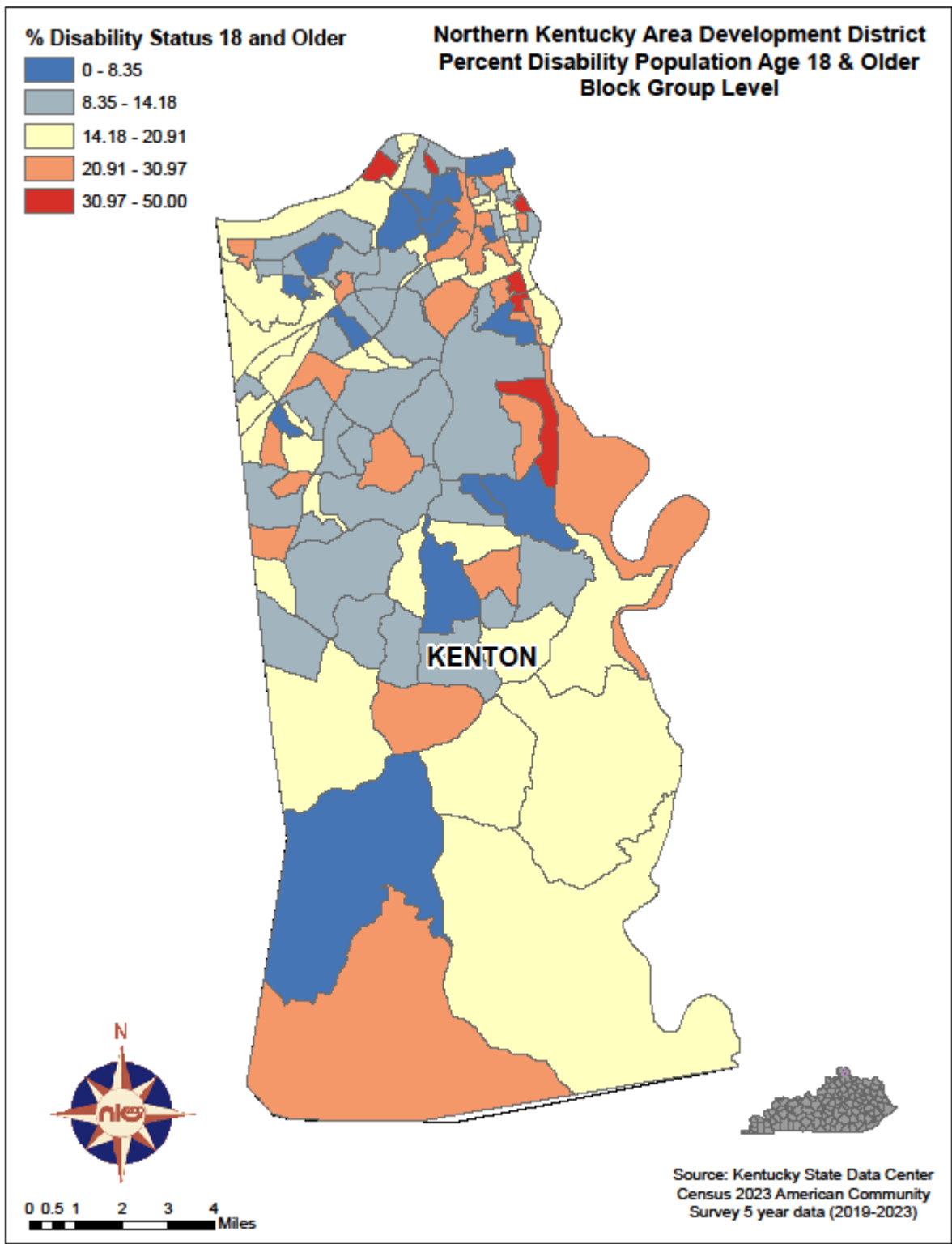


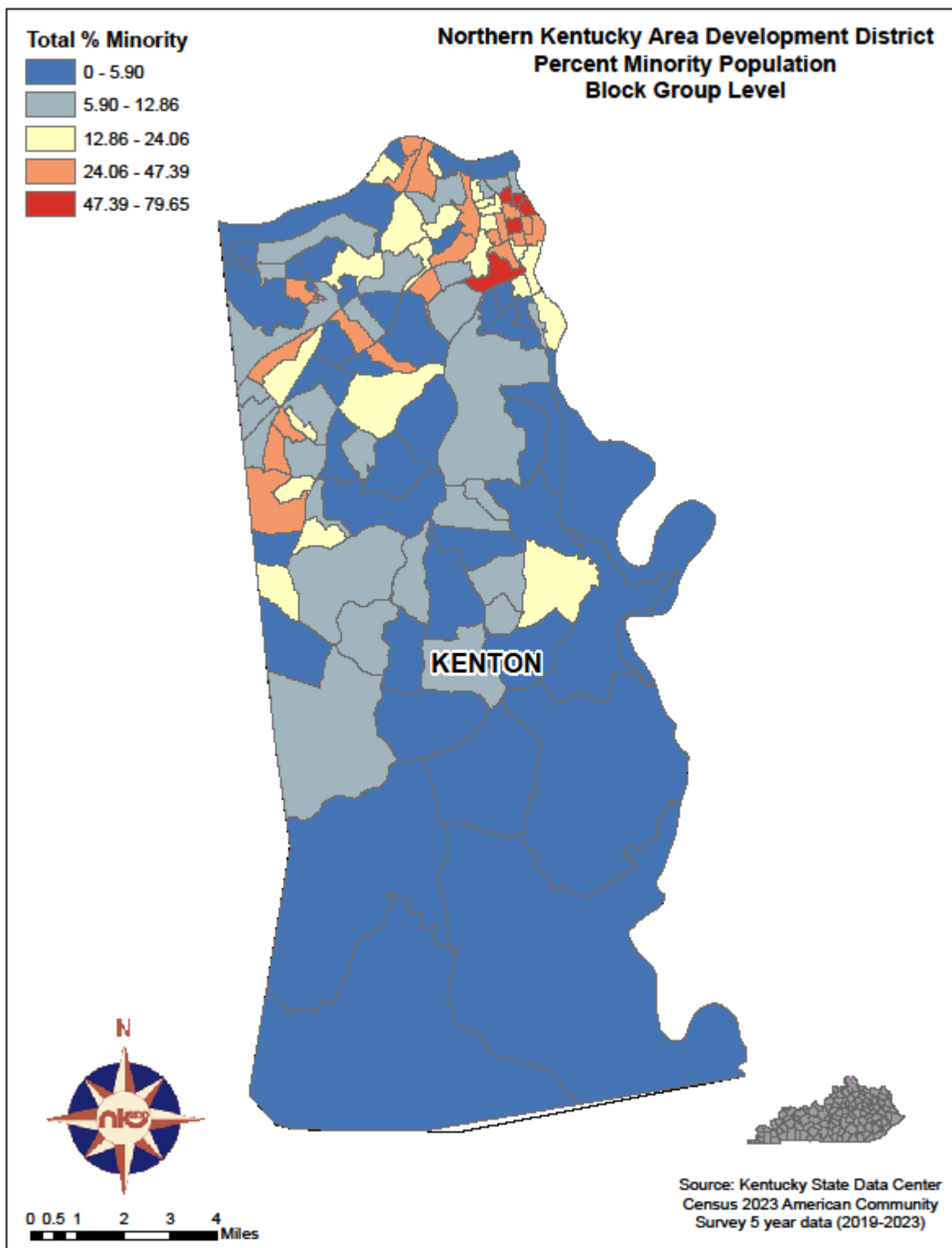
**Northern Kentucky Area Development District
Percent Poverty Status of Individuals
Block Group Level**

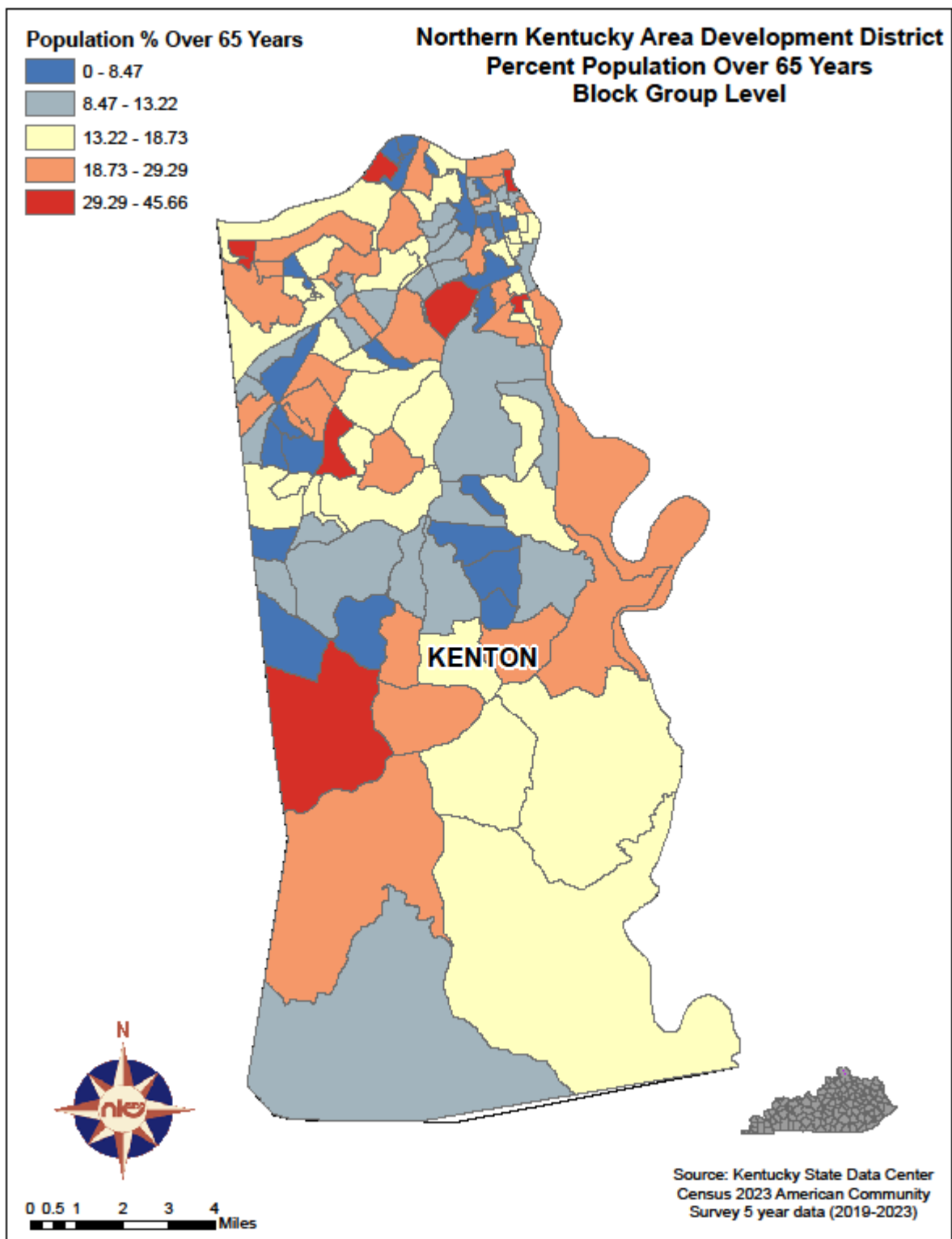


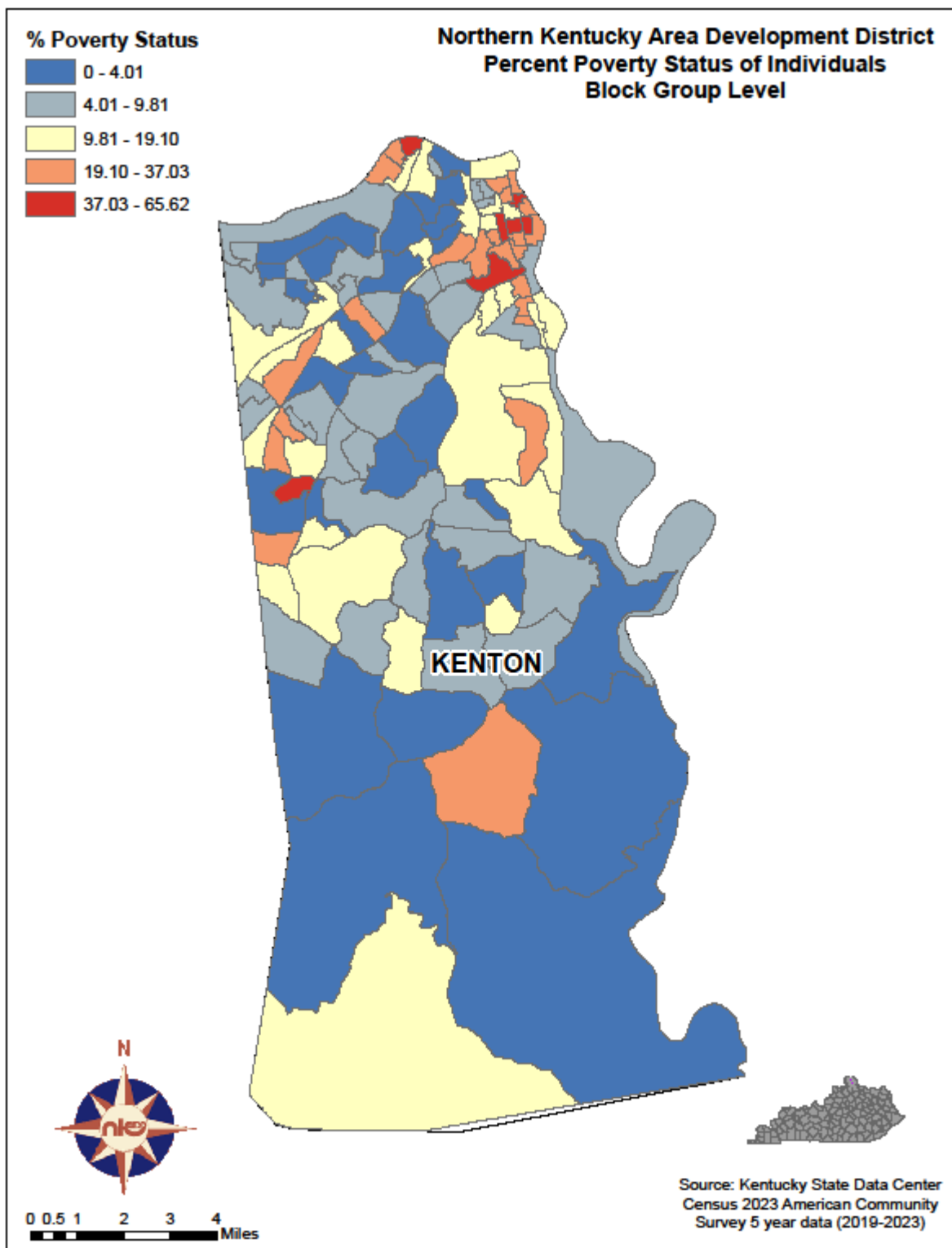
**Northern Kentucky Area Development District
Percent Speak English Less Than Very Well
Block Group Level**

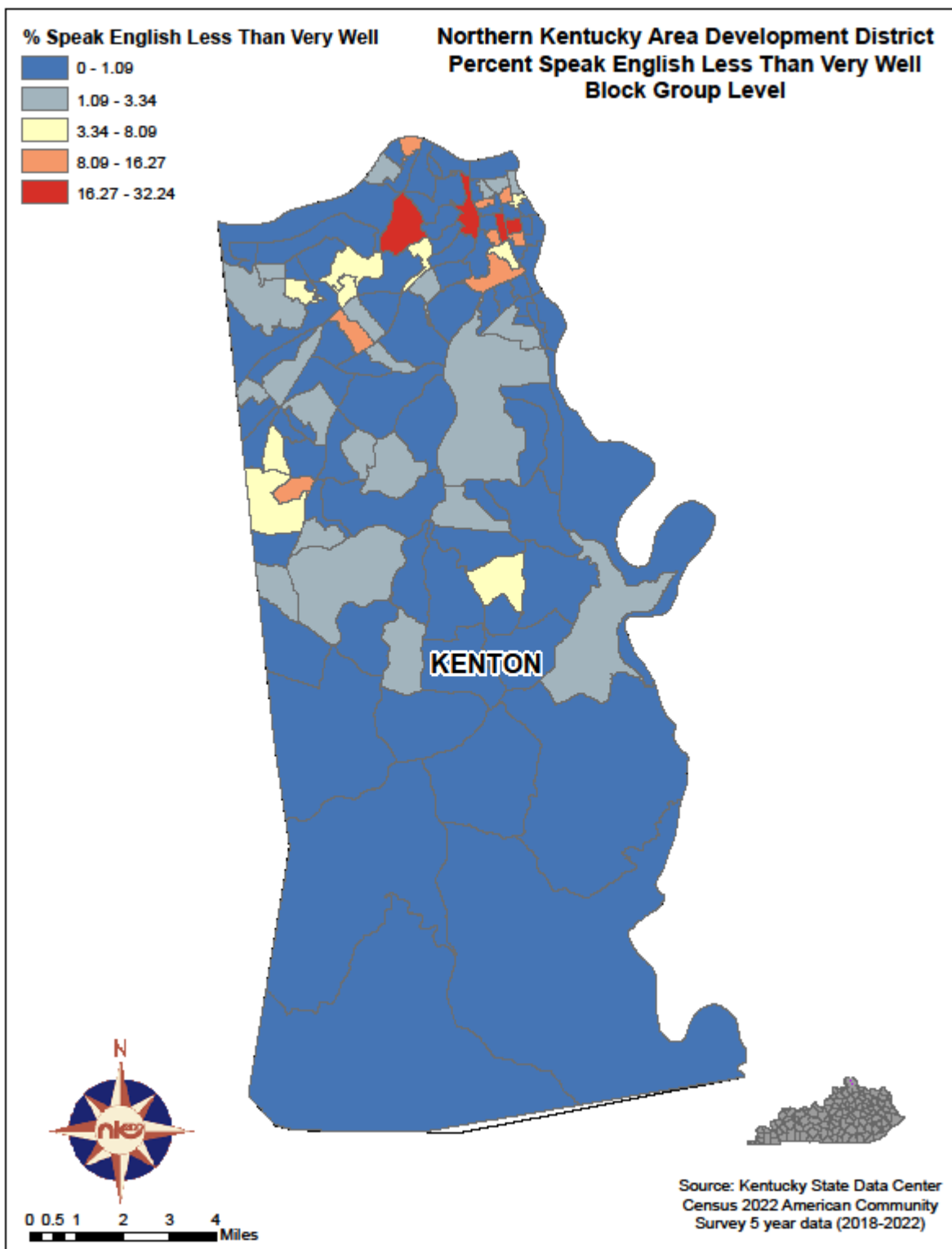


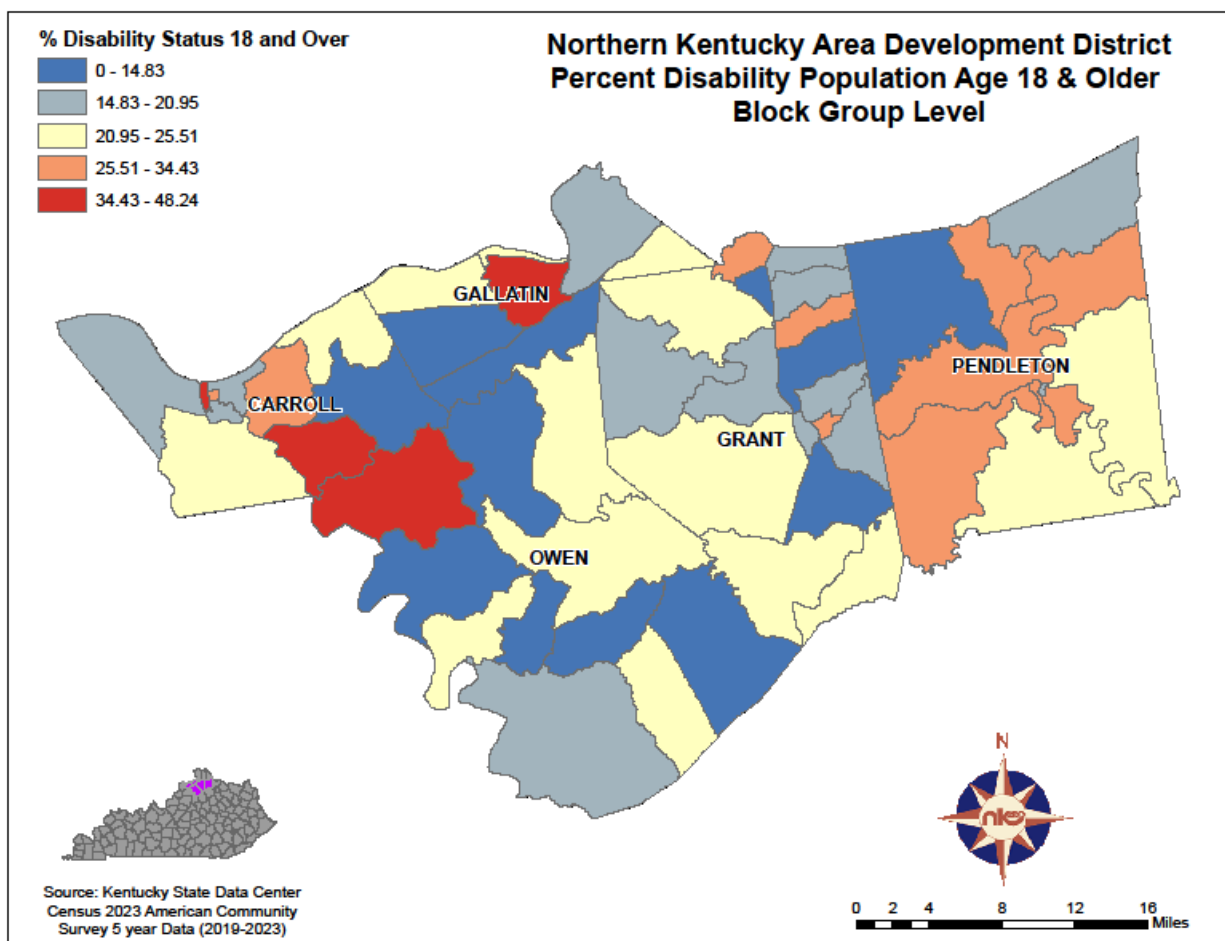


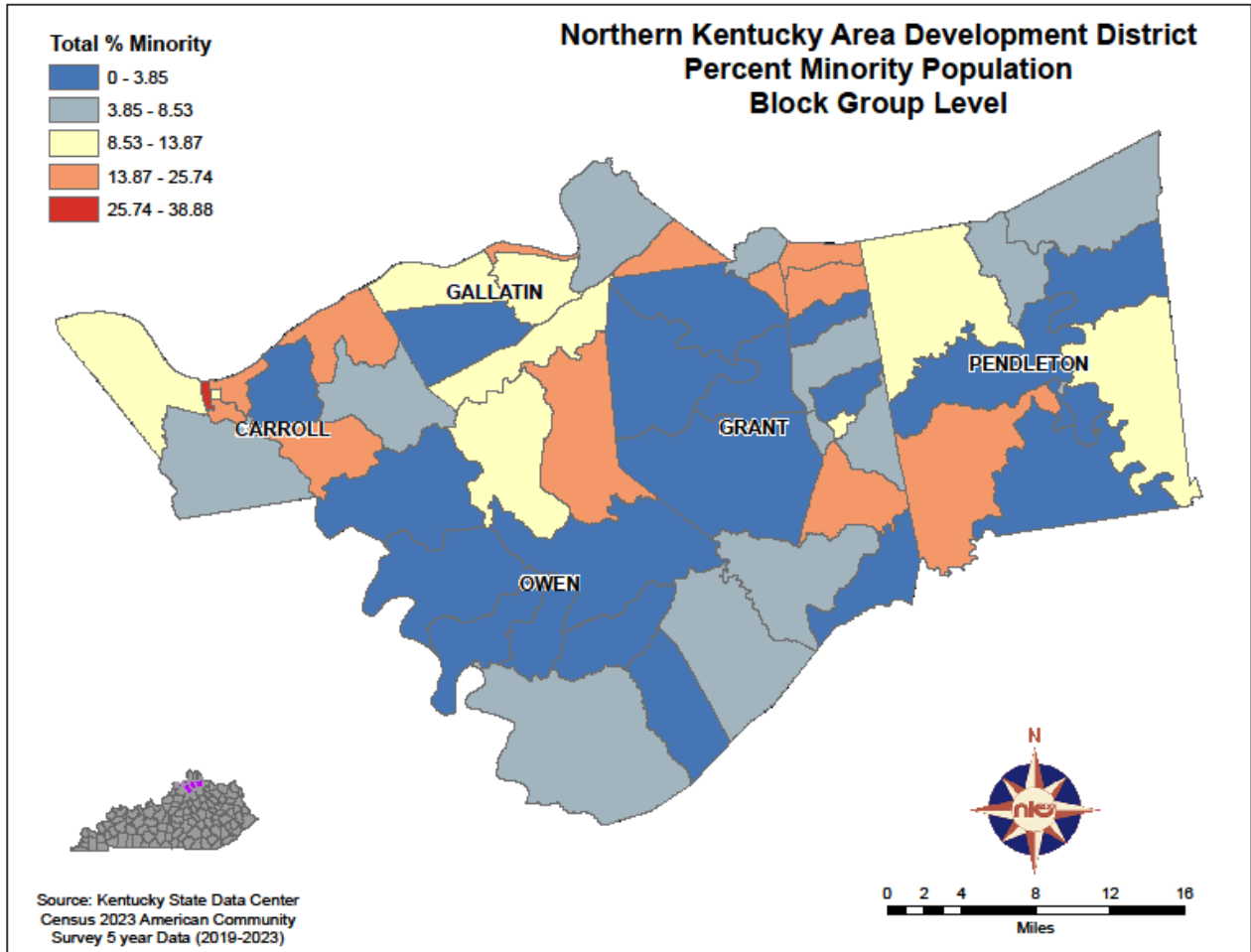


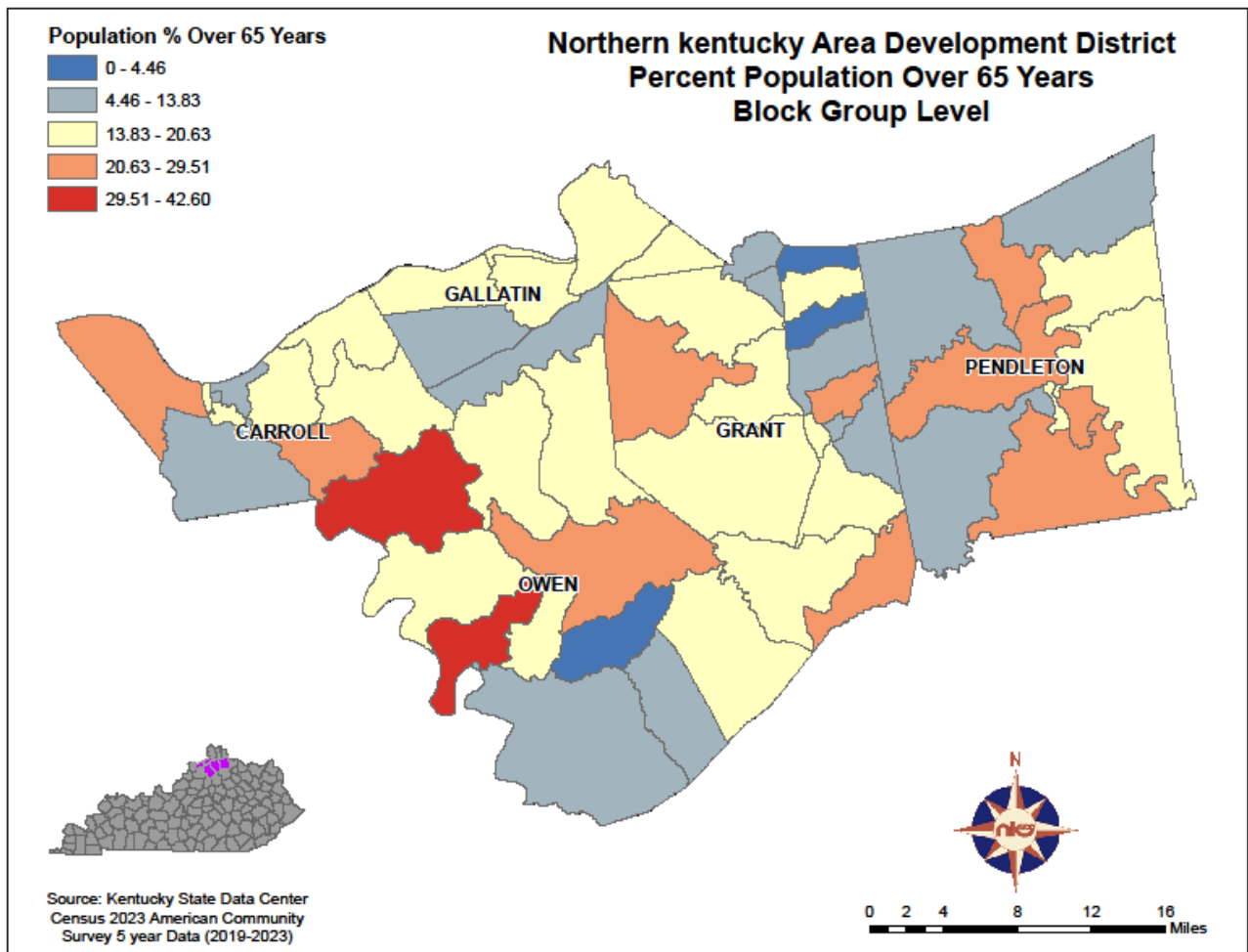


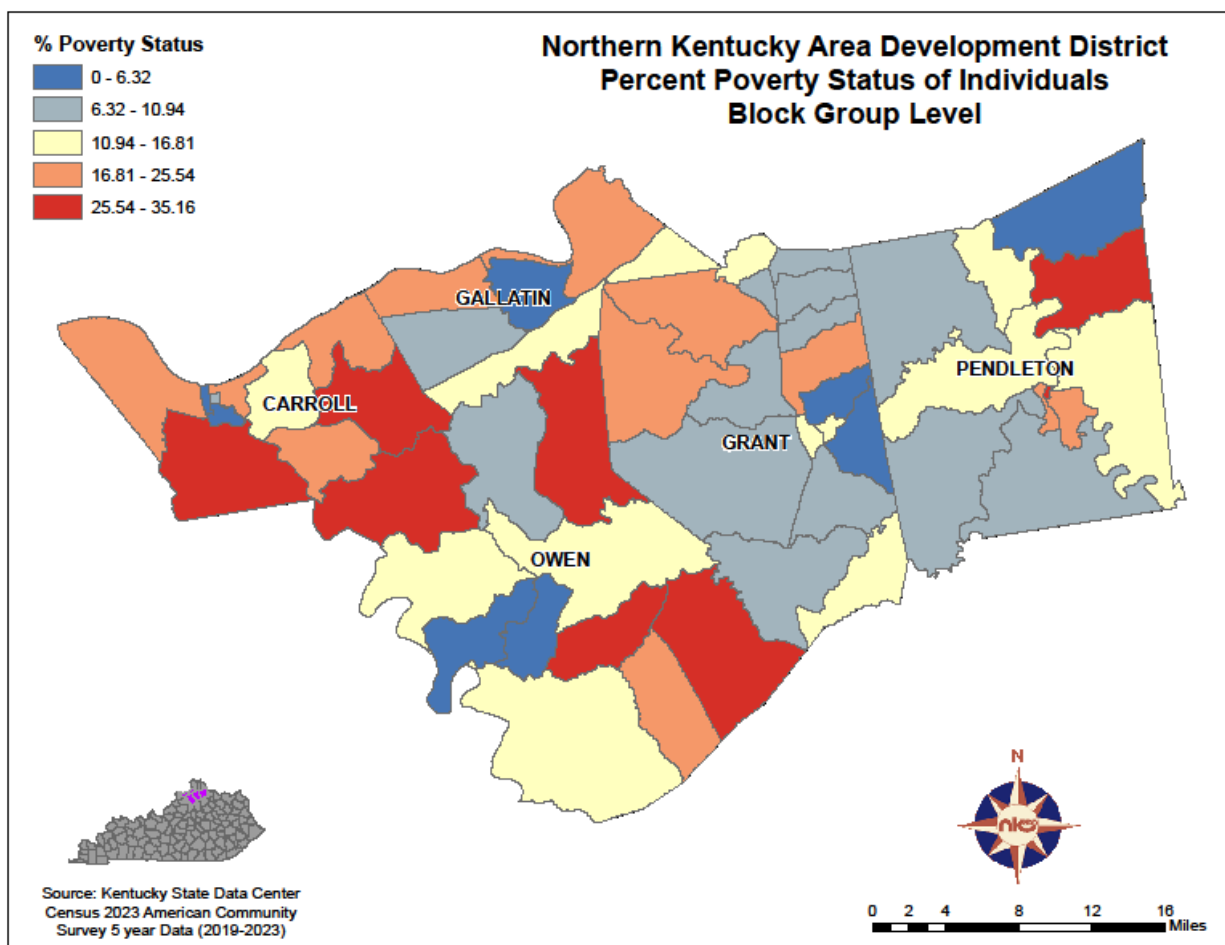


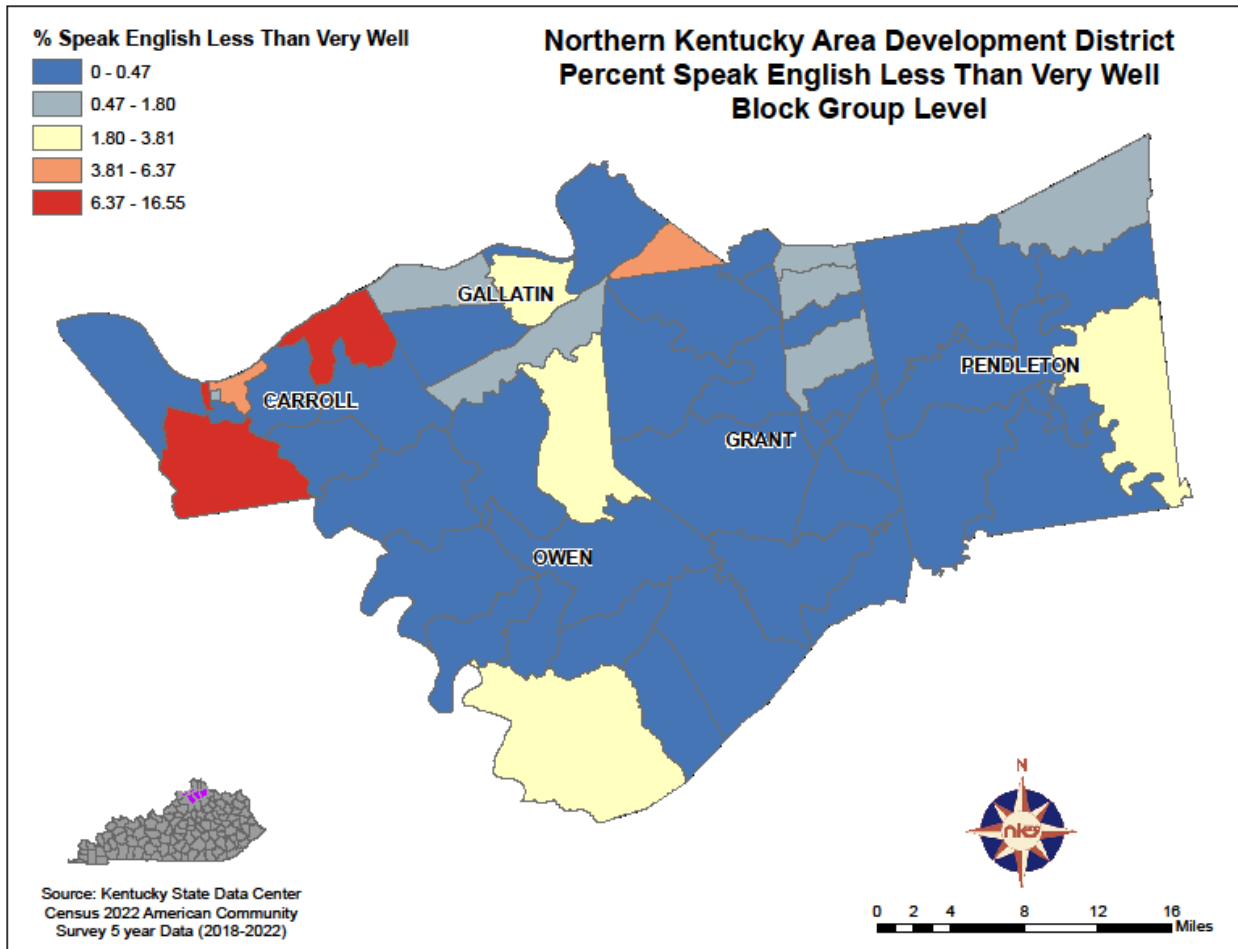












4.4 Summary Quick Facts

The 2025 Socioeconomic Profiles for the (8) counties in the Northern Kentucky Area Development District (NKADD) were assembled using the following tables from the American Community Survey 2023 5-Year Estimates available at data.census.gov.

- B03002 (Hispanic or Latino Origin by Race)
- B17021 (Poverty Status of Individuals in the Past 12 Months)
- B01001 (Sex by Age)
- C21007 (Disability Age 18 Years and Older)
- B16004 (Language Spoken at Home by Ability to Speak English)

Summary

Census data estimates the total population of NKADD to be 471,504, which represents 10.40% of the population of Kentucky. Kenton County has the highest population in the NKADD region

with 169,817 residents (36.0% of the NKADD region and 3.8% of the statewide population). The second most populous county is Boone County with a population of 137,676. The Third most populous is Campbell County with a population of 93,193. Grant County is the fourth most populous county with a population of 25,238. Carroll, Gallatin, Owen and Pendleton counties have a population under 15,000.

The maps in this document use graduated color symbology to represent a quantitative difference between features. Data is classified into 5 data ranges (Minority, Poverty, Age 65+, Disability and Limited English). Maps showing the entire NKADD are included in this socioeconomic profile. They are broken down by maps of Boone, Kenton and Campbell counties in the 5 data ranges and maps with a grouping of the 5 rural counties in the 5 data ranges as well. The data in each map is shown at the Block Group Level.

The following table shows the statistical breakdown of the population and the 5 data ranges for the United States, the State of Kentucky, the NKADD region and the 8 counties within the NKADD region.

Statewide, NKADD contains:

- 1.4% less of Age 65+ population
- 4.70 % less of Minority population
- 0.5% less of Limited English population
- 5.5% less of Poverty population
- 4.1% less of Disability population

NKADD Counties Quick Facts

- Owen County has the highest percentage of Age 65+ population at 19.8% this is 2.8% above the State and 3.0% above the US
- Boone County has the highest percentage of Minority population at 16.4% this is still lower than that of the State by 3.4% and the US by 25.4%
- Boone County has the highest percentage of Limited English Population at 1.6% this is the same the State and 2.6% lower than the US
- Carroll County has the highest percentage of Poverty population at 18.9% this is 3.8% higher than the State and 6.5% higher than the US
- Pendleton County has the highest percentage of disability population at 20.6% which is 2.9% higher than the state and 7.6% higher than the US

Location	Population	Disability	Minority	Over 65	Poverty	Ltd English
United States	332,387,540	13.00%	41.80%	16.80%	12.40%	4.20%
Kentucky	4,510,725	17.70%	17.70%	17.00%	16.10%	1.60%
NKADD	471,504	13.60%	13.00%	15.60%	10.6%	1.10%
Boone County	137,676	12.10%	16.40%	14.50%	6.60%	1.60%
Campbell County	93,192	13.50%	9.30%	17.10%	10.80%	0.40%
Carroll County	10,878	17.40%	13.20%	16.20%	18.90%	1.40%
Gallatin County	8,749	17.10%	11.10%	15.50%	14.40%	1.40%
Grant County	25,238	16.50%	7.50%	14.00%	12.30%	0.30%
Kenton County	169,817	13.20%	14.00%	15.40%	11.90%	1.40%
Owen County	11,270	15.90%	5.90%	19.80%	17.20%	0.00%
Pendleton County	14,683	20.60%	7.50%	17.00%	14.30%	0.00%

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.

FY 2024 Multimodal Contact List

Airport

Northern Kentucky Greater Cincinnati International Airport
2939 Terminal Dr
Hebron, Ky. 41048
(859) 767-3151

Gene Snyder Airport
Airport Road
Falmouth, Ky. 41040
(859) 472-2480

Gallatin County Regional Airport
KY 1039
Sparta Ky.
(859) 206 3722

Port

Northern Kentucky Port Authority
300 Buttermilk Pk.
Ft. Mitchell, Ky. 41017
(859) 344-0040

Ferry

Anderson Ferry
State Rt. 8
Boone County, Ky.

(859) 586-5007

Passenger Rail

Amtrak
Union Station
1301 Western Ave.
Cincinnati, Oh. 45203
(513) 651-3337

Freight

CSX
Division Headquarters
Queensgate Yard
Cincinnati, Oh. 45203
(513) 369-5213

Norfolk Southern
1400 Gest St.
Cincinnati, Oh. 45203
(513)
977-3284

NKADD BICYCLE PEDESTRIAN CONTACTS

Name of Organization Cincinnati Cycle Club
Name of Person Contact John Chester – President
Email of Person president@cincinnati-cycleclub.org & taxfun1@fuse.net
Email of Club same as above
Website of Club cincinnati-cycleclub.org
Region of Club Greater Cincinnati & Northern Kentucky
Would they like to be contacted Yes

Name of Organization Cincinnati Cycle Club
Name of Person Contact Tom Runyan – Northern Kentucky

Email of Person nk@cincinnati-cycleclub.org & trunyan@fuse.net
Email of Club same as above
Website of Club cincinnati-cycleclub.org
Region of Club Northern Kentucky
Would they like to be contacted Yes

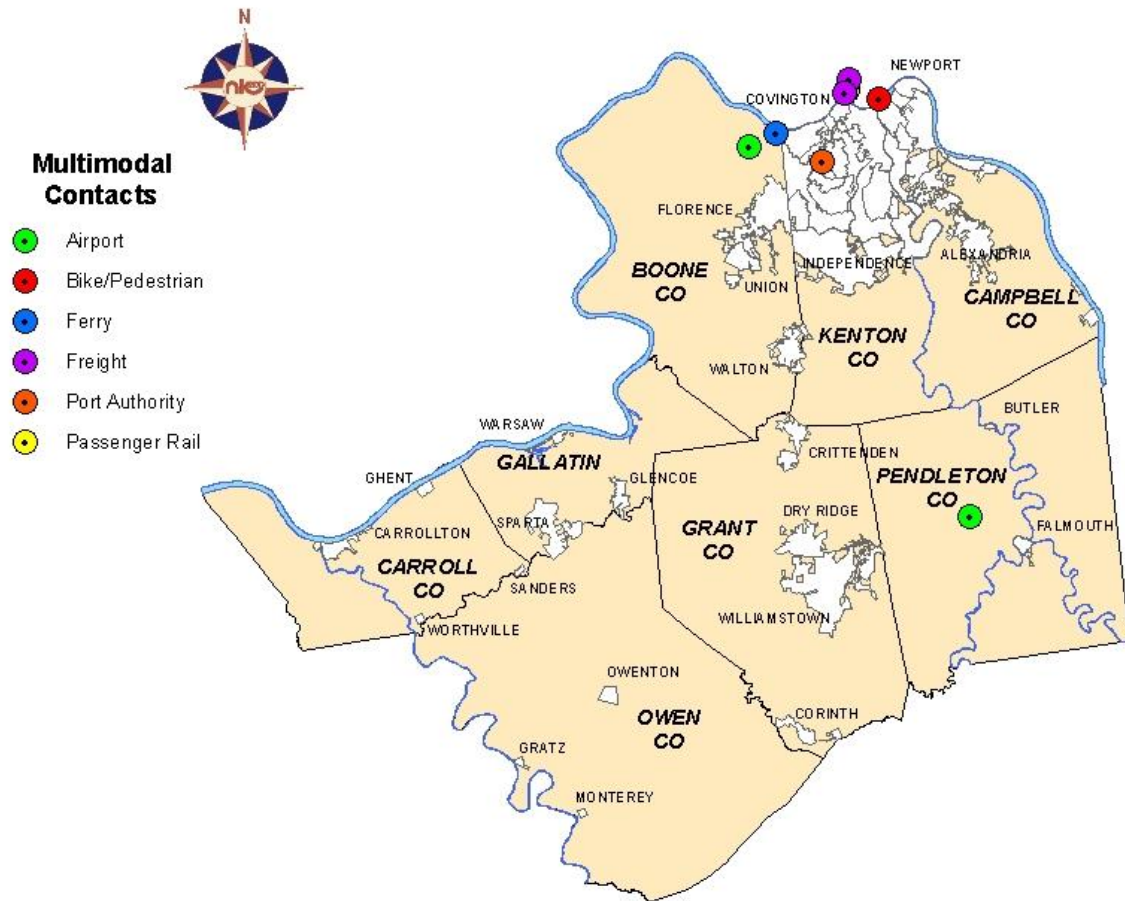
Name of Organization Cincinnati Cycle Club
Name of Person Contact Carrie Schneider – Campbell County (?)
Email of Person cc@cincinnati-cycleclub.org
Email of Club same as above
Website of Club cincinnati-cycleclub.org
Region of Club Campbell County
Would they like to be contacted Yes

Name of Organization Kentucky Bicycle Commission
Name of Person Contact Jason Ramler
Email of Person kbbcnky@fuse.net
Email of Commission same as above
Website of Club bikewalk.ky.gov
Region of Club Northern Kentucky
Would they like to be contacted Yes

Name of Organization OKI Regional Council of Governments
Name of Person Contact Summer Jones – Bike/Ped Coordinator
Email of Person sjones@oki.org
Email of Commission same as above
Website of Club oki.org
Region of Club Greater Cincinnati & Northern Kentucky
Would they like to be contacted Yes

4.2 Map of Multimodal Facilities

NKADD Multimodal Contact List



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.

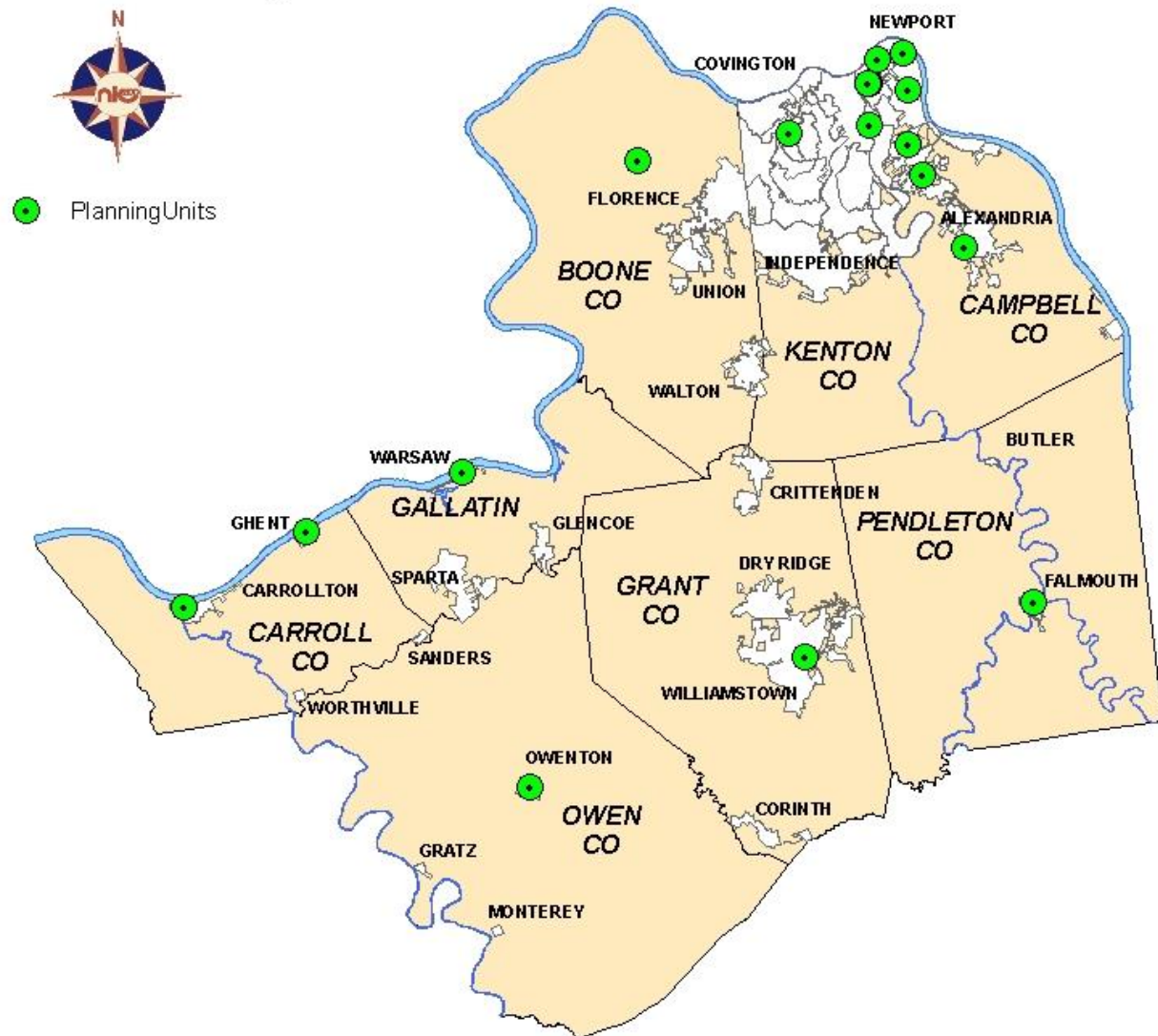
Comprehensive planning is a decision-making tool for officials and citizens in guiding future growth and development of communities. In Kentucky, state laws mandate that any city or county that has zoning regulations, first adopt a comprehensive plan. The plan then must be updated at a minimum once every 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 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.

NKADD Local Planning Units



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.

Critical Crash Rate Factor (CRF)

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

E

Extended Weight

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

F

Federal Highway Administration (FHWA)

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

Federal Transit Administration (FTA)

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

Functional Classification

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

G

Geographic Information System (GIS)

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

H

Highway District Office (HDO)

Kentucky has twelve district highway offices located throughout the state.

Highway Information System (HIS)

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

I

Infrastructure Investment and Jobs Act (IIJA,) also known as the Bipartisan Infrastructure Law

Invested \$1.2 trillion in infrastructure across various sectors, including transportation, water, broadband, and energy. It aims to modernize and improve existing infrastructure while also investing in new programs and initiatives.

Intermodal

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

Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA)

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

International Roughness Index (IRI)

International Roughness Index is a measure of pavement roughness.

K

Kentucky Transportation Cabinet (KYTC)

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

L

Level of Service (LOS)

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

Local Roads

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

Long-Range Statewide Transportation Plan

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

M

Metropolitan Planning Organization (MPO)

The organizational entity designated by law with responsibility for developing transportation plans and programs for urbanized areas of 50,000 or more in population. MPOs are established by agreement of the Governor (or Governors) and units of local government which together represent 75% of the affected population of an urbanized area. OKI is the MPO for the Greater Cincinnati area, which includes Boone, Kenton and Campbell Counties in Kentucky and Dearborn county in Indiana and also Hamilton, Clermont, Butler and Warren counties in Ohio.

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.

Project Identification Form (PIF)

An identification form developed by KYTC Division of Planning for all transportation projects that contains problem statement, project description, specific geometric and analytical data, cost estimates, and assumptions for the project. The form is prepared when the transportation need is first noted and the information is entered into the Unscheduled Project List database and is updated periodically. Maps and pictures for the project may also be attached.

R

Pavement Rideability Index (RI)

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

Right-of-Way (ROW)

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

S

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

Scenic Byways

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

Shared Use Path

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

Small Urban Area (SUA)

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

State Implementation Plan (SIP)

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

Six Year Highway Plan (SYP)

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

Statewide Transportation Improvements Program (STIP)

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

Strategic Highway Corridor Network (STRAHNET)

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

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.