

**Pennyrile Area Development District
Public Involvement Plan
FY2026**



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THIS DOCUMENT WAS PREPARED IN COOPERATION WITH THE KENTUCKY TRANSPORTATION CABINET

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Chapter 1 : INTRODUCTION

1.1 History

Kentucky has maintained a statewide transportation planning process since the 1970s through the 15 Area Development Districts (ADDs). In 1995, Kentucky expanded and formalized a public involvement process for the statewide transportation planning process in response to the directives of the Intermodal Transportation Efficiency Act of 1991 (ISTEA). ISTEA and its successor, The Transportation Equity Act for the 21st Century (TEA-21) enacted in 1998, set the policy directions for more comprehensive public participation in federal and state transportation decision-making. The Safe, Accountable, Flexible and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) passed in 2005. SAFETEA-LU addresses 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:

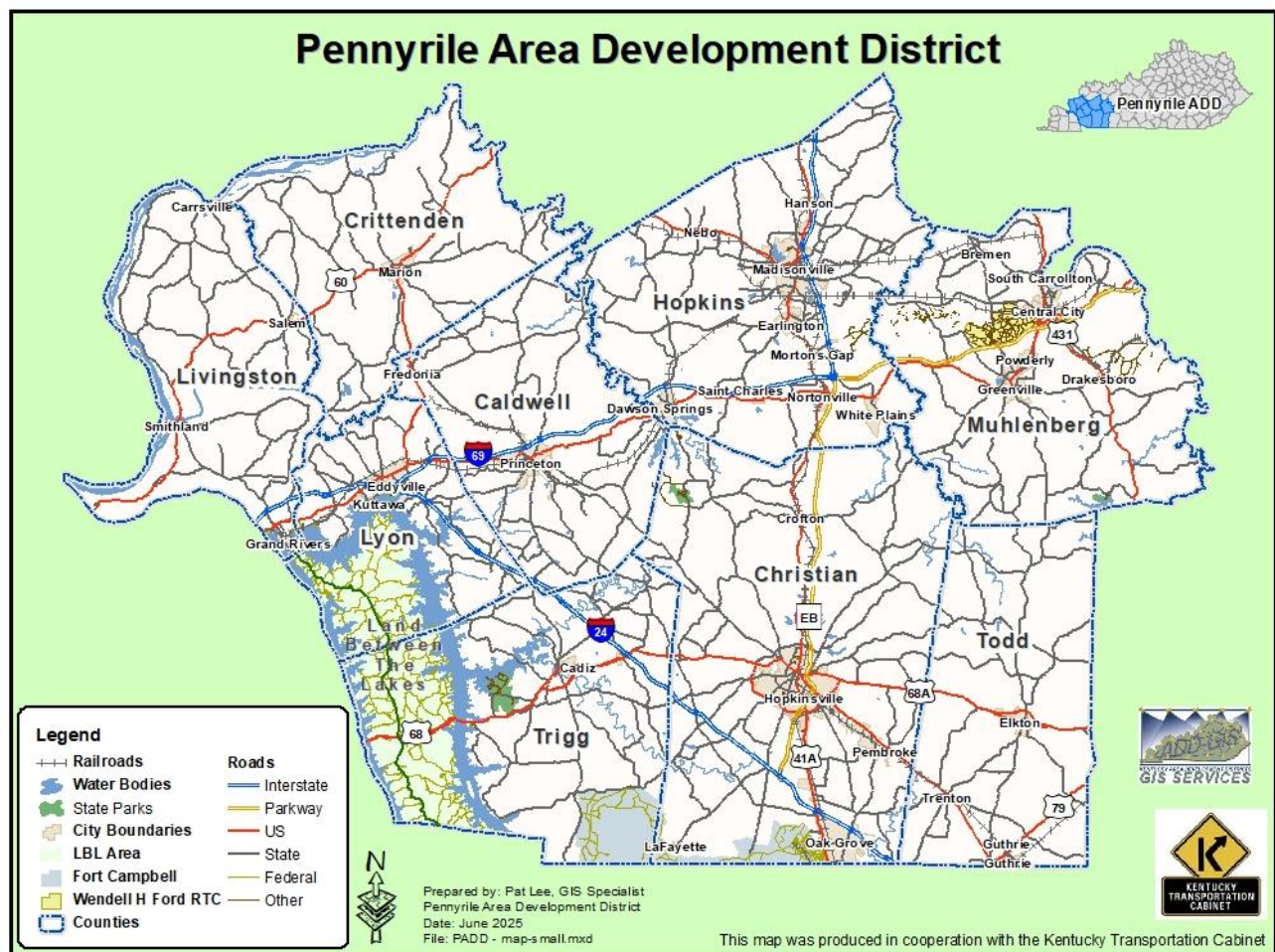
- Federal reliance on the statewide transportation process, established under ISTEA, as the primary mechanism for cooperative transportation decision making
- Coordination of statewide planning with metropolitan planning
- Opportunity for public involvement provided throughout the planning process
- 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 in the KYTC Continuous Highway Analysis Framework (CHAF) during the Strategic Highway Investment Formula for Tomorrow (SHIFT) process for possible inclusion in the KYTC Six-Year Highway Plan.

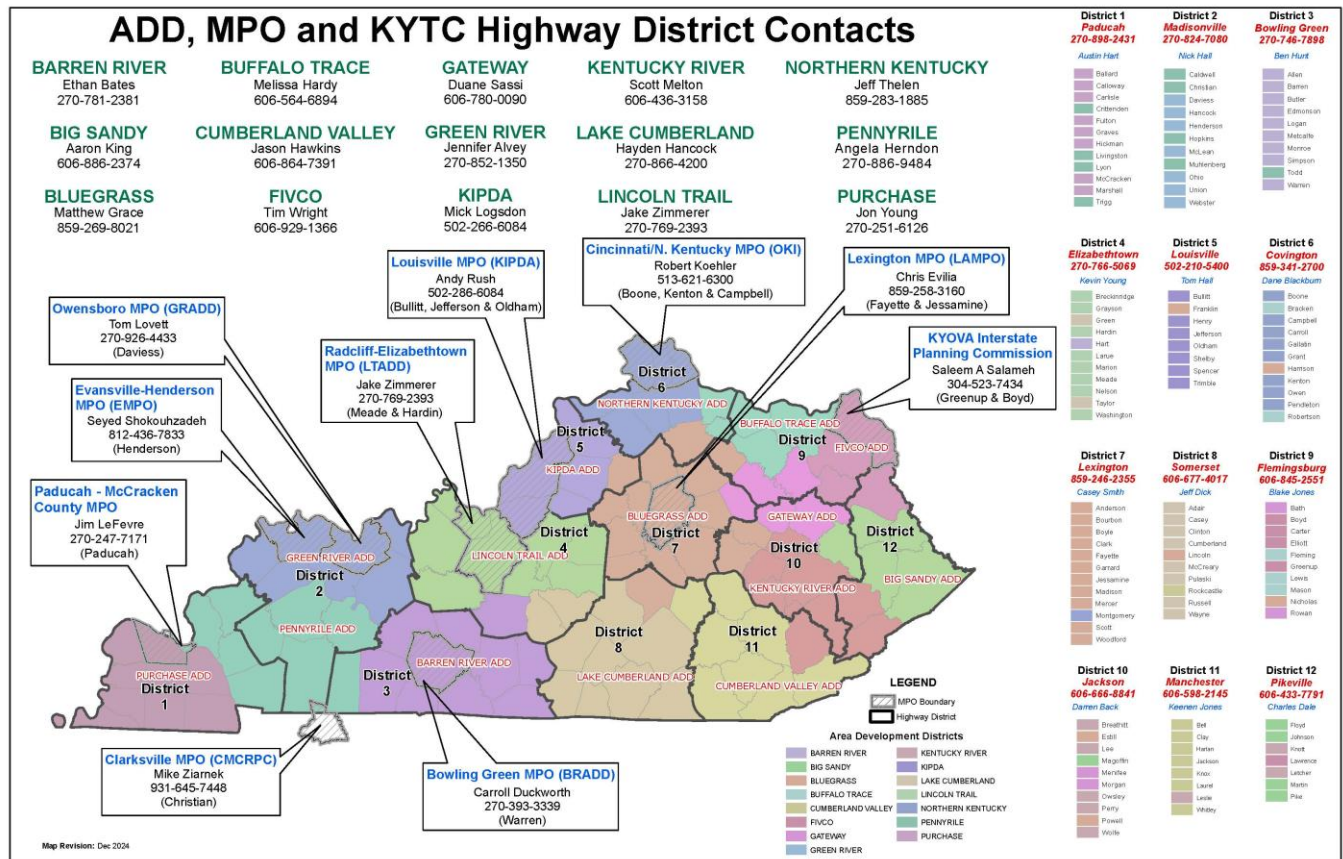
KYTC Policies and Procedures for the Regional Transportation Program outlines the policies and guidelines for the program within and in relation to the designated ADD of the Commonwealth of Kentucky. State Legislation was enacted in 1972 creating the ADDs by law in Chapter 147A of the Kentucky Revised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

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

The Pennyriple Area Development District (PeADD) is comprised of nine (9) counties in western Kentucky: Caldwell, Christian, Crittenden, Hopkins, Muhlenberg, Livingston, Lyon, Todd, and Trigg.



1.2 Map of ADD, MPO, HDO Boundaries



1.3 Purpose of Public Involvement Plan

The purpose of the PADD Public Involvement Plan is to describe the actions the PADD 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 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. 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 PeADD Regional Transportation Committee (RTC) is responsible for identifying, evaluating, and prioritizing transportation needs in Caldwell, Christian, Crittenden, Hopkins, Livingston, Lyon, Muhlenberg, Todd, and Trigg Counties. The Committee was established as an advisory body to the PeADD Board of Directors. The RTC consists of representatives who are interested in improving transportation from each of the counties in the PeADD 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.

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 PeADD Transportation Planner and provided to the KYTC Division of Planning.

2.2 Bylaws

Last Revised: October 30, 2024

PENNYRILE AREA DEVELOPMENT DISTRICT TRANSPORTATION PLANNING COMMITTEE BYLAWS

ARTICLE I NAME AND PURPOSE

Section I: Name

The name of this body shall be known as the Pennyrile Area Development District Transportation Planning Committee, an advisory committee of the Pennyrile Area Development District Board of Directors, hereinafter called the Transportation Committee. The area of service for the committee is the nine (9) Pennyrile counties consisting of Caldwell, Christian, Crittenden, Hopkins, Lyon, Livingston, Muhlenberg, Trigg and Todd counties.

Section II: Authority

This committee has been established by the authority granted by the Pennyrile Area Development District Board of Directors. The Transportation Committee shall be governed by these Bylaws, as amended.

Section III: Purpose

The purpose of the Pennyrile Area Development District Transportation Committee shall be to promote the sound planning and development of the region's transportation system and to support the general highway safety within the nine (9) county Pennyrile region. The committee shall also serve as the regional forum for local officials and communities to have input on transportation planning and safety projects and issues.

ARTICLE II MEMBERSHIP

Section I: Representation (Voting Members)

Each representative appointed to this committee under Section I herein shall be a voting member of this committee and shall be entitled to one (1) vote on all matters brought before the committee membership. The membership shall be listed by name and area represented and provided to the committee for approval at the beginning of each year. All designees must have written authorization to confirm their appointments.

Members from the following agencies and elected officials by virtue of office shall be eligible to either serve or appoint one (1) member to the committee.

1. The Mayor of each city with a population of 5,000 or greater, and/or the Mayor of any city which is a county seat or his/her designee.
2. The County Judge Executive of each county or his/her designee.
3. The Chairperson of each Planning Commission or his/her designee.
4. The Chairperson of each Chamber of Commerce or his/her designee.

To add diversity and broaden input, one at-large member from each county, shall be recommended by each County Judge Executive from the following categories for consideration by the Transportation

Committee. These members will be approved by the Transportation Committee at the beginning of each year or as vacancies occur. Efforts shall be made to include as many representative groups as possible from the following groups but in no event shall be limited to said list.

Ethnic Minority Community
Law Enforcement
Highway/Public
Emergency Medical Services/Fire Department
Education
Human Services
Trucking, Logistic, Intermodal, Rail, Airport, or Public Transportation
Bikeway/Greenway/Pedestrian advocates
Economic/Industrial Development
Historic Preservation
Agriculture
Community at Large

ADVISORY MEMBERS OF THE COMMITTEE (Non-Voting)

The following representatives and/or their designees shall serve as non-voting advisory members of the Committee:

Chief District Engineers from the Kentucky Transportation Cabinet Districts 1, 2 and 3
Drive Smart/Highway Safety Coordinators from Districts 1, 2 and 3
Pennyriple Area Development District Highway Safety Coordinator
Metropolitan Planning Organizations (MPO)
Ft. Campbell

Section II: Terms of Members

Tenure of members shall be established by the Committee in the following manner:

1. All members of the committee except for the Advisory members shall serve for a term of one year beginning on January 1 of each year. With the exception of elected officials, all members will be automatically reappointed each year unless replaced by the appointing authority.
2. Terms of elected officials serving on the Committee shall run concurrent with their term of office.
3. When selecting new committee members, the committee/staff shall strive to maintain a balance of representation among the counties of the Pennyriple region.
4. Three consecutive unexcused absences on the part of any member from a regularly scheduled Transportation Committee meeting may be interpreted as a lack of interest. The Chair may, at his discretion, instruct the staff to determine whether the respective member intends to remain on the Committee. If this member indicates he/she is no longer interested in being a member, the Chair may consider this sufficient reason for recommending a replacement.

Section III: Officers and Their Duties

The officers of the Transportation Committee shall include Chair and Vice-Chair and shall be elected by the Pennyrile Area Development District Transportation Committee membership for a two-year term beginning January 1st of each year that falls on an odd number year. Election of new officers shall be held on the first meeting of the year.

The Chair shall have the responsibility to preside at all meetings of the Committee and have the authority to sign official documents on behalf of the Committee.

Section IV: Participation

In the normal conduct of the Transportation Committee, citizens of the Pennyrile area, participating state and federal agencies, state and federal governments, the general public, police, emergency services, transportation providers, bikeway coordinators, environmental interest and official agents or any of the aforementioned are invited to participate and/or have reasonable access to the records and proceedings of the committee.

Section V: Compensation and Reimbursements

Members of the Transportation Committee shall serve without pay, but may be reimbursed for necessary and actual expenses should funds be available and are pre- approved.

Section VI: Voting on Regional Highway Priorities

When the Committee votes on Regional Highway Priorities, voting members must have attended at least one Committee meeting where the guidelines were discussed to select these regional priorities.

ARTICLE III MEETINGS OF THE COMMITTEE

Section I: Regular Meetings

The Transportation Committee shall hold regular meetings at least quarterly and special called meetings can be scheduled by the Chairman of the committee.

Section II: Notice of Meetings

Notice of all regular and special meetings shall be mailed to each member of record at least seven (7) days prior to the meeting. Electronic mail shall also serve as official notification of a duly called meeting.

Section III: Quorum

A quorum shall be necessary for transacting any business by the Transportation Committee. A quorum shall consist of a minimum of one representative for each county in the district of duly appointed committee members qualified to vote and present at the meeting either in person or identifiable through a virtual platform. Unfilled vacancies of Committee members do not count toward determining a quorum.

ARTICLE IV COMMITTEES AND CONSULTATION

Section I: Consultation

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

Transportation Committee shall establish such committees as is deemed necessary. The Chairperson shall also appoint members to serve on established standing and/or advisory committees.

Section II: Committee Procedures

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

1. These Bylaws may be amended at any regular or special meeting of the membership by affirmative vote of the members present, provided notice of the proposed amendment is submitted to the committee members in writing at least seven (7) days prior to the meeting at which such action is requested and a quorum is present.
2. Robert's Rules of Order shall govern the deliberations of the committee and its standing and/or advisory committees.
3. All matters not specifically covered herein shall be subject to the action of the committee.

2.3 Goals & Objectives

PENNYRILE AREA DEVELOPMENT DISTRICT Regional Transportation Committee

Goals and Objectives October 30, 2024

The Pennyrile Area Development District Transportation Committee has outlined the following goals and objectives to help promote their vision of the transportation infrastructure needs of the Pennyrile region.

The following is a list of goals with the stated objectives to meet these goals:

GOAL 1: Promote projects that will have a regional impact.

- Objective:**
- 1) Support research necessary to expand capacity and increase safety along the I-24 corridor.
 - 2) Ensure that all counties in the Pennyrile region obtain 4-lane highway access to high traffic corridors.
 - 3) Ensure that our regional transportation system connects all major population centers and all significant economic and tourism centers with a system of quality arterial highways.
 - 4) Maintain the existing Parkway system at a high level to include pavement resurfacing and the upgrading of interchanges, etc.
 - 5) Ensure the development of I-169 and I-569 through the Pennyrile region.

GOAL 2: Promote projects that reduce highway congestion.

- Objective:**
- 1) Improve the traffic circulation of urban centers by developing Bypasses and connector routes that help reduce intercity traffic congestion.
 - 2) Widen and improve existing intercity routes where possible.
 - 3) Work with local communities to implement access management plans for urban corridors.
 - 4) Improve the overall capacity of the systems to shorten travel time.

GOAL 3: Promote Highway Safety on all new and existing corridors.

Objective: 1) Identify high crash sites and make improvements as needed.

2) Develop task teams to assist in analyzing specific routes.

3) Promote increased and continued driver education programs.

4) Educate local decision makers on the importance of safety issues.

5) Prioritize the development of complete streets to enhance safety for users of all modes of transportation.

GOAL 4: Promote Economic Development in the Pennyrile region via our Transportation Infrastructure.

Objective: 1) Promote highway and rail projects that support industrial parks and companies that need improved highway or rail access.

2) All counties should have at least one highway on the National Truck Route.

3) Provide for reliable local, regional, and global access for people and freight.

GOAL 5: Promote Intermodal Transportation Systems.

Objective: 1) Provide for the best possible infrastructure that connects rail, port and highway facilities to move goods safely and efficiently.

2) Support bicycle and pedestrian trails and other facilities.

3) To provide appropriate levels of service for each mode.

4) To provide for frequent and convenient transfer between the modes.

5) To encourage bi-modal trips where they would result in the decrease in energy consumption, travel congestion and the improvement of air quality.

GOAL 6: Promote Airport Facilities

Objective: 1) Support infrastructure needs for future projects.

GOAL 7: Provide for an open public involvement process in the development and implementation of transportation improvements in the region.

Objective: 1) Provide for citizen involvement in the transportation planning process.

- 2) Respect and ensure the area's natural and historic context and minimize adverse impacts to the environment and existing residential areas.
- 3) Minimize negative transportation effects upon residential areas.
- 4) Evaluate and identify transportation system needs of area schools and address existing and future transportation issues as appropriate.
- 5) Provide for connecting streets among neighborhoods.
- 6) Meet the unique transportation needs of the area's elderly, disabled and disadvantaged populations.

GOAL 8: Work with the Kentucky Transportation Cabinet, adjoining Area Development Districts, District Highway Offices, and counties to develop a transportation system to meet future growth and development needs.

- Objective:**
- 1) Coordinate planning with adjoining Area Development Districts, District Highway Offices and counties so that planned improvements are consistent with adjacent counties.
 - 2). Encourage and promote funding of improvements detailed in the Statewide Transportation Plan.
 - 3) Identify and budget for major transportation improvement programs.
 - 4) Coordinate planned developments with planned transportation facilities so as to facilitate proper traffic circulation

GOAL 9: To encourage and enhance alternatives to motorized modes of transportation.

- Objective:**
- 1) To increase and improve the safety of bicycling.
 - 2) To increase and improve the safety of pedestrian movements.
 - 3) To consider the incorporation of a bicycle component to any new highway project in the area where feasible.

GOAL 10: To promote the safe and efficient movement of people, goods, and services to benefit all of the residents of the region.

- Objective:**
- 1) Provide an efficient transportation system including highway, air and rail facilities, which are capable of moving people and goods safely and efficiently.

- 2) Provide the best possible highway system--including routes representing various functional highway classifications--at the lowest possible cost.
- 3) Ensure the highway system properly relates to residential, commercial, industrial, recreational, and public uses of land.
- 4) Ensure that the transportation system connects all major population centers and all significant economic and tourism centers with a system of 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.
- 7) Provide a reliable transportation system the effectively and efficiently moves people and freight.

GOAL 11: Provide for the improvement and maintenance of existing transportation infrastructure.

2.4 Regional Transportation Committee Membership

VOTING

CALDWELL COUNTY			CHRISTIAN COUNTY		
Dakota	Young	Judge Executive	Jerry	Gilliam	Judge Executive
Brock	Thomas	Mayor	JR	Knight	Mayor
Julie	Poole	Planning Commission	Brian	Ahart	Mayor
Chloe	King	President	Tom	Britton	Director
David	Waldrum	At-Large	Taylor	Hayes	Director
CRITTENDEN COUNTY			Rachel	McCubbin	At-Large
Perry	Newcom	Judge Executive	HOPKINS COUNTY		
Adam	Ledford	Mayoral Designee	Jack	Whitfield	Judge Executive
Tanya	Byers	Chair	Dylan	Ashby	Mayoral Designee
Shanna	West	Director	Katie	Wyatt	Planning Commission
Grimes	Matt	At-Large	Karen	Solise	Director
LIVINGSTON COUNTY			Tim	Gordon	At-Large
Michael	Williams	Judge Executive	LYON COUNTY		
Bill	Hesser	Mayor	Jaime	Green-Smith	Judge Executive
Terry	Teitloff	Director	Caleb	Dalby	Mayoral Designee
Debi	Davis	Chair	Bruce	Wilkerson	Chair
Pete	Shaffer	At-Large	Position	Vacant	Director
MUHLENBERG COUNTY			Matt	Cartwright	At-Large
Mack	McGehee	Judge Executive	TODD COUNTY		
Eddie	DeArmond	Mayor	Todd	Mansfield	Judge Executive
Malcolm	West	Mayor	Arthur	Green	Mayor
David	Rhoades	Chair	Justin	Griffin	Chair
Terri	Rice	President	Mike	Smith	Chair
Leslie	Cornette	At-Large	Martha Jo	Ray	Chair
TRIGG COUNTY			Tiffany	Groves	Director
Stan	Humphries	Judge Executive	Scott	Marshall	At-Large
Jack	Lingenfelter	Mayor			
Tom	Lawson	Chair			
Beth	Sumner	President			
John	Oliphant	At-Large			

ADVISORY

Mr.	Kyle	Poat	Dist. #1 Chief District Engineer	Hwy Office District #1
Mr.	Austin	Hart	Dist. #1 Project Dev Branch Mgr	Hwy Office District #1
Mr.	Patsy	Rawlins	Dist. #1 Trans Eng Supervisor	Hwy Office District #1
Mr.	Nick	Hall	Dist. #2 Project Dev Branch Mgr	Hwy Office District #2
Ms.	Deneatra	Henderson	Dist. #2 Chief District Engineer	Hwy Office District #2
Mr.	Matt	Hughes	Dist. #2 Public Information Off	Hwy Office District #2
Mr.	Joe	Plunk	Dist. #3 Chief District Engineer	Hwy Office District #3
Mr.	Ben	Hunt	Dist. #3 Planning Eng Super	Hwy Office District #3
Mr.	Matthew	Holder	Dist. #3 Planning Engineer	Hwy Office District #3

Ms.	Catherine	Everett	Com Planner Mastr Plan Div	Fort Campbell Public Works
Mr.	Paul	Finley	Christian County Road Super	Christian County Road Department
Mr.	Harold	Monroe	Director	PACS
Mr.	Ethan	Bates	Transportation Planner	Barren River ADD
Mr.	Jon	Young	Transportation Planner	Purchase ADD
Ms.	Jennifer	Alvey	Transportation Planner	Green River
Mr.	Austin	Moss	Citizen Member	AM Executive Placement
Mr.	Mike	Ziarnek	Director	Clarksville Urban Area MPO
Mr.	Jim	LeFevre	Director	Paducah-McCracken MPO
Mr.	Carter	Hendricks	Director	SWK EDC
Mr.	Alex	Caudill	Field Rep	Rural and Municipal Aid
Mr.	Greg	Meredith	Field Rep	Rural and Municipal Aid
Mr.	Bill	Corum	Citizen Member	Hopkins County
Ms.	Amanda	Davenport	Director	Eddyville Riverport Authority
Mr.	Mikael	Pelfrey	Director	KYTC CO

ELECTED OFFICIALS

Sen	Jason	Howell	District 1
Sen	Danny	Carroll	District 2
Sen	Craig	Richardson	District 3
Sen	Robert	Mills	District 4
Rep	Randy	Bridges	District 3
Rep	Wade	Williams	District 4
Rep	Mary Beth	Imes	District 5
Rep	Chris	Freeland	District 6
Rep	Walker	Thomas	District 8
Rep	Myron	Dossett	District 9
Rep	Jim	Gooch, Jr.	District 12
Rep	Rebecca	Raymer	District 15
Rep	Jason	Petrie	District 16
Field Rep.	Morgan	Alvey	Sen. McConnell's Office
Field Rep.	Christina	Peterson	Sen. Paul's Office
Field Rep.	Jason	Hasert	Sen. Paul's Office
Field Rep.	Sandy	Simpson	Rep Comer's Office
Field Rep.	Austin	Wetherington	Rep Comer's Office

2.5 Activities

The Pennyrile ADD Regional Transportation Planning Committee meets, at a minimum, quarterly. Additional meetings can be scheduled by the Chairman of the committee. RTC Meetings historically are held in person; however, during the height of the COVID Pandemic some meetings were held only virtually were also broadcasted live due to COVID-19 Pandemic Precautions and Restrictions. Meetings that are held in-person are also offered virtually. In person is strongly encouraged, however meeting coverage is offered via the PeADD's You Tube Channel and via zoom for members when necessary for attendance.

For FY 2027, the Pennyrile ADD Regional Transportation Planning Committee will meet according to the following schedule:

- August 2026
- December 2026
- February 2027
- May 2027

In addition to the meetings of the Regional Transportation Committee, the Transportation Planner will be meeting with the individual nine (9) counties of the Pennyrile ADD in order to outline and discuss transportation issues important to their individual communities. This may include ongoing transportation projects, future transportation projects, transportation constraints, transportation opportunities, etc.

CHAPTER 3: PUBLIC INVOLVEMENT

3.1 Introduction

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

The entire process is developed with a spirit of cooperation by working with the KYTC, the Federal Highway Administration (FHWA), the local city and county governmental agencies, the 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 requirements for public involvement the ADD will maintain a RTC for the purpose of consultation, soliciting input, developing regional goals and direction, identification, and review of regional transportation needs, providing transportation information/updates and addressing any other transportation issues in the region. The committee should include a broad-based membership, develop, and maintain by-laws consistent with KYTC direction, convene as necessary to complete the tasks assigned to the committee.

The PeADD Public Involvement Plan (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 nine-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 PeADD Transportation Planner and provided to the KYTC Division of Planning. The meetings are broadcast on the PeADD's You Tube channel. The meeting minutes are also posted to the Transportation page of the PeADD website.

The PeADD 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.

PeADD 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 PeADD Board of Director's meetings
- Utilizing the PeADD quarterly newsletter to reach, educate and inform the public on various transportation programs/issues
- Social Networking – utilizing web-based networks such as Facebook and Twitter to post information about meetings and other transportation related issues
- Conducting local transportation meetings with local officials and interested community leaders
- 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 PeADD Web Site to post transportation projects / information / comments and providing a link for public feedback
- Address civic groups, chamber meetings, government meetings concerning the statewide transportation process
- Attending fiscal court and city council meetings requesting input for the UNL. This would include obtaining information related to identifying new projects, evaluating existing UNL and prioritization information. This process allows the PeADD to be part of the meeting agenda and allows local citizens the opportunity to also provide comments.
- Utilizing local newspapers to help reach more sectors of the public and provide education on the transportation planning process.
- Conduct public meetings at county courthouse, city hall, or local community centers
- Utilize existing services/programs at the PADD to distribute information (i.e. Child Care, Housing, Aging) this could provide more opportunities to reach low-income, minority, and elderly populations
- Conduct a regional transportation planning workshop for government and local officials, planning commissions, economic and tourism officials, etc. to educate them on the statewide planning process
- Utilize local county and city access 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 ADD has initiated a list of resources for general and targeted outreach methods for the region. All 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 ADD to include those persons who have been traditionally underserved by the existing transportation system and for the general participation procedures. The ADD maintains a detailed listing of contact information and may be obtained by contacting the ADD transportation planner.

1. **Third Party Groups**

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

Senior Citizen Centers
Public Libraries
Public Health Departments
Public Transit Authorities
NAACP
Housing Authorities
U.S Post Offices
County/City Clerk's Office
United Way

Churches
Migrant Education Programs
Adult Education Programs
Chambers of Commerce
Community Based Services
Human Relations Commissions
State Government Agencies
Disabled American Veterans

2. **Public Meetings**

The Pennyrile 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. **Pennyrile ADD Website**

The Pennyrile ADD Website is located at www.peadd.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 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. RTC meetings are also posted to the PeADD You Tube channel.

7. **Traveling Exhibits**

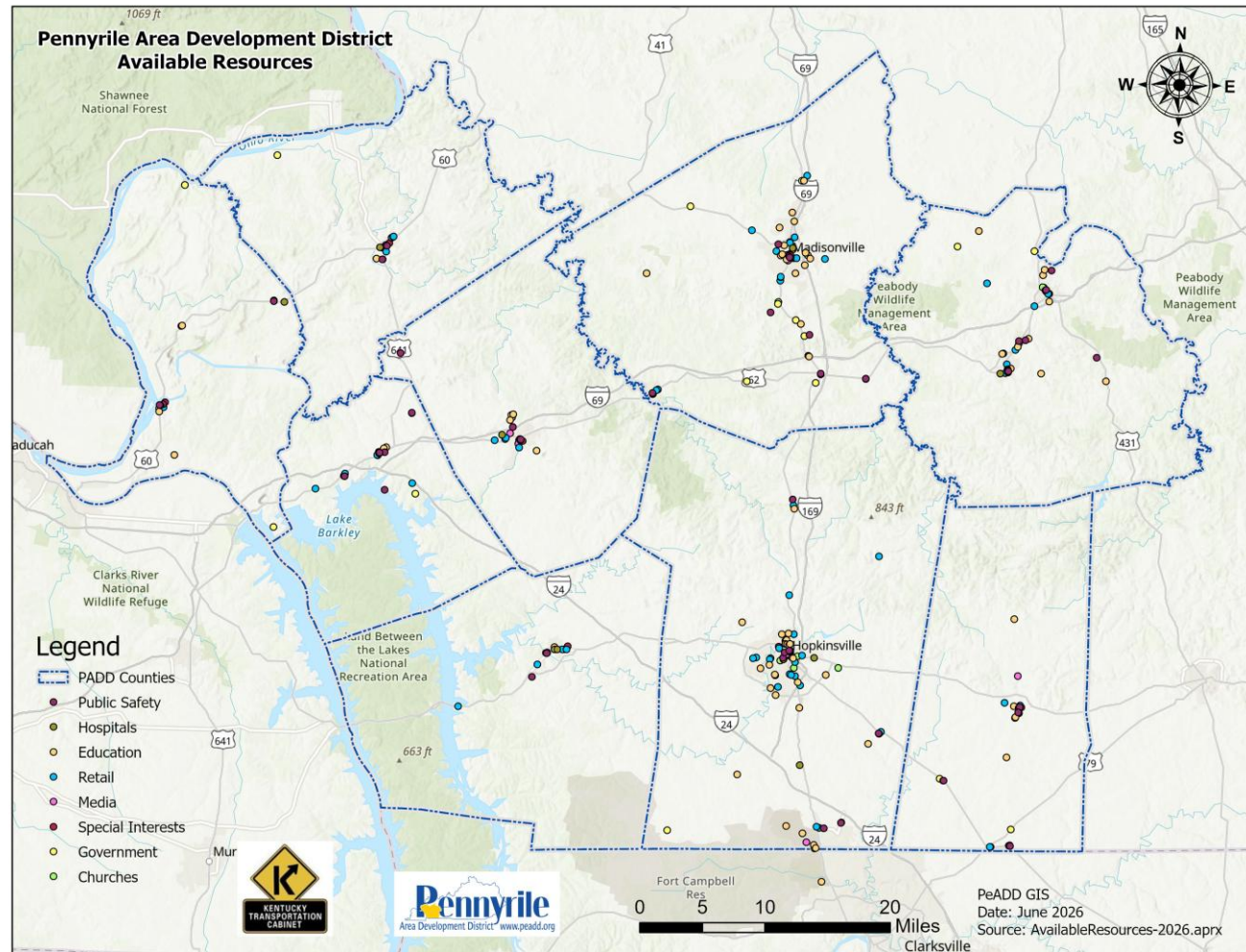
Traveling exhibits may be used to display information about public meetings, review of statewide documents and the statewide planning process. Potential sites for traveling exhibits may include but may not be limited to the following:

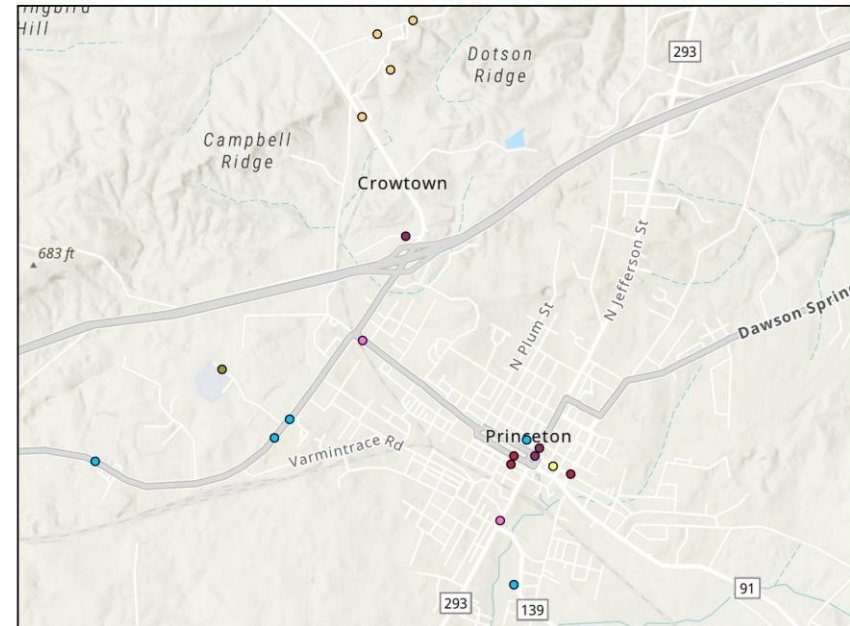
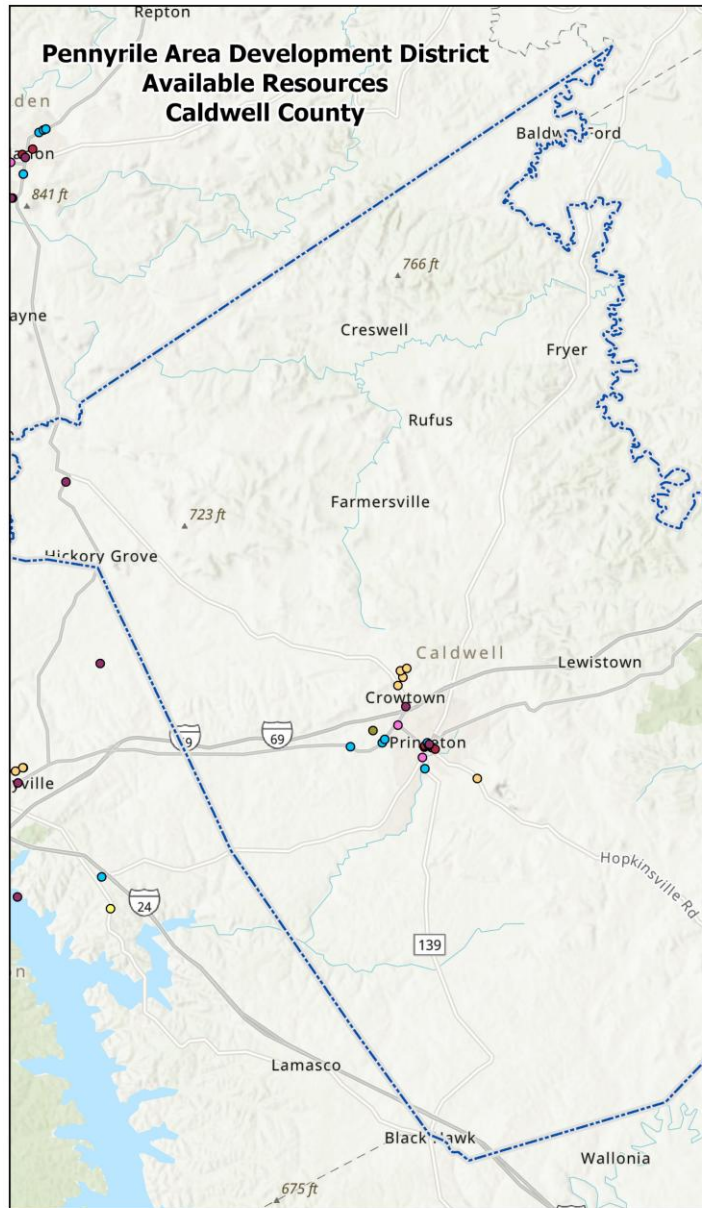
- Public Libraries
- U.S. Post Offices
- County Court Houses
- City Halls
- Local Community Centers
- Meeting Halls
- Churches
- Chambers of Commerce
- KYTC Highway District Office
- Area Development District
- Schools
- Public Housing Authorities
- Senior Citizens Centers/Housing
- Malls, Restaurants,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

3.3 Map of Resources

As part of the KYTC Annual Work Program agreement, the PeADD maintains a detailed database of contact information for these resources. This information can be obtained by contacting the PeADD transportation planner.

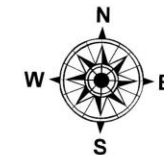
The following map illustrates areas where these resources are available within the region.





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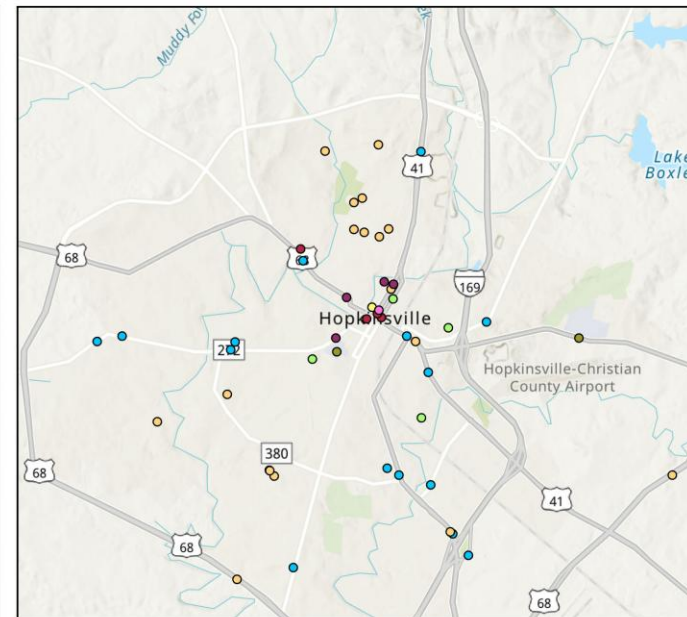
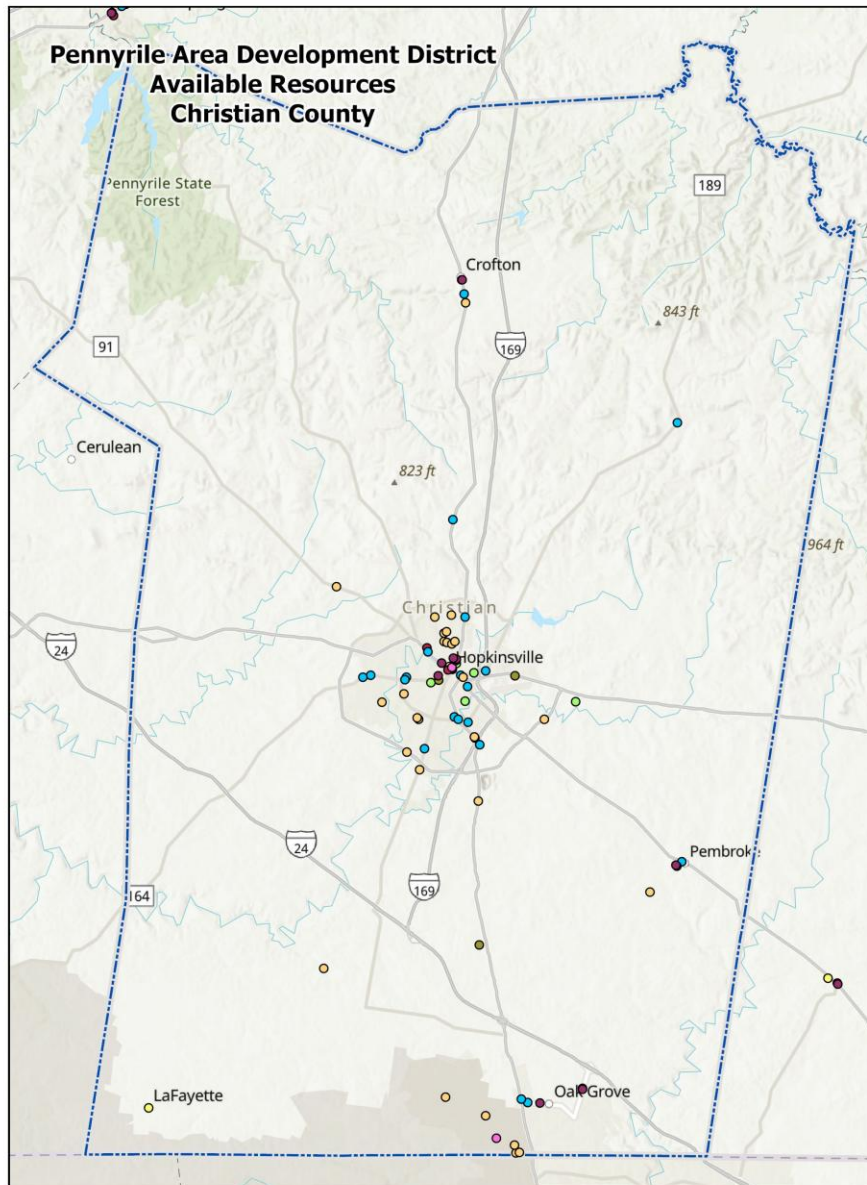
-  Caldwell County
-  Public Safety
-  Hospitals
-  Education
-  Retail
-  Media
-  Special Interests
-  Government
-  Churches



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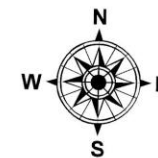


PeADD GIS
Date: June 2026
Source: AvailableResources-2026.aprx



Legend

- Christian County
- Public Safety
- Hospitals
- Education
- Retail
- Media
- Special Interests
- Government
- Churches

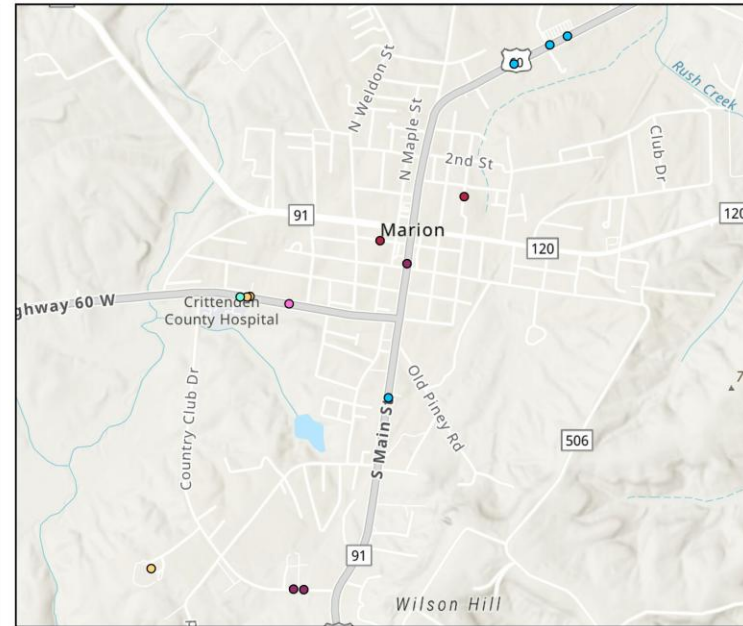
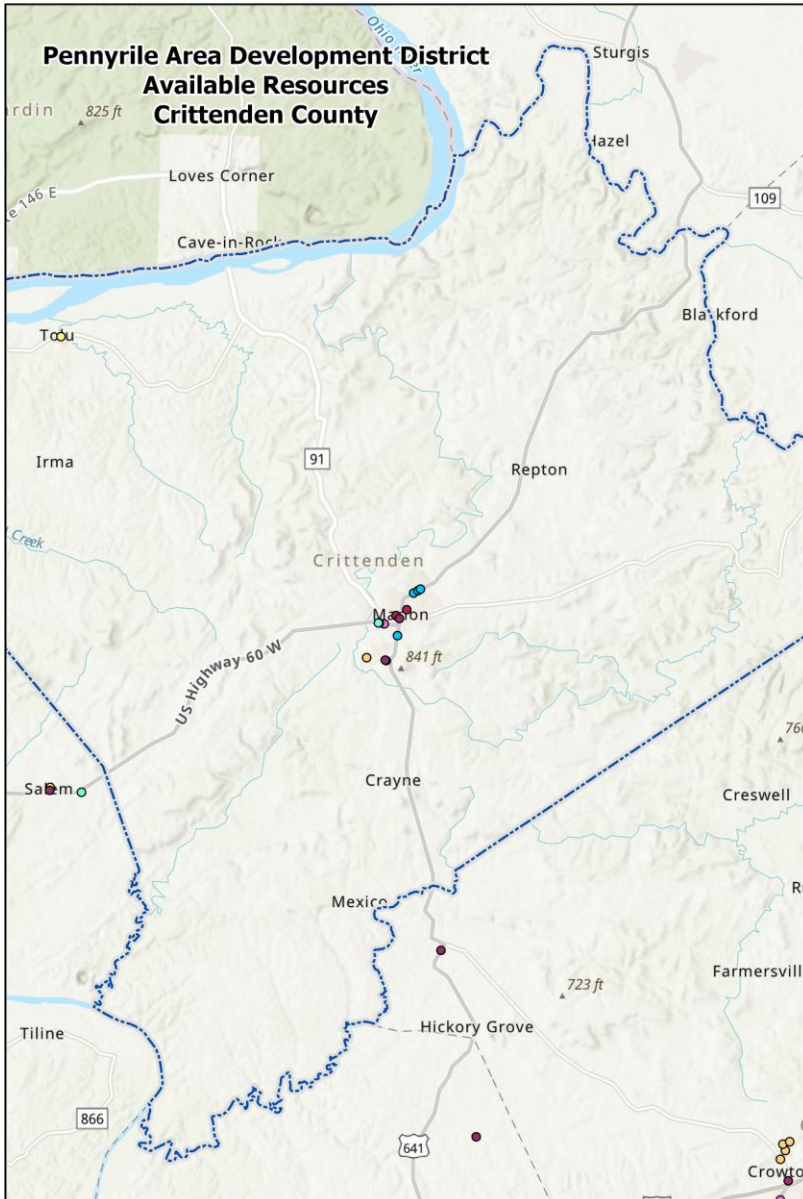


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Pennyryle
Area Development District www.peadd.org

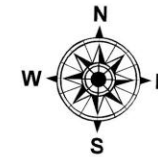


PeADD GIS
Date: June 2026
Source: AvailableResources-2026.aprx



Legend

- Crittenden County
- Public Safety
- Hospitals
- Education
- Retail
- Media
- Special Interests
- Government
- Churches

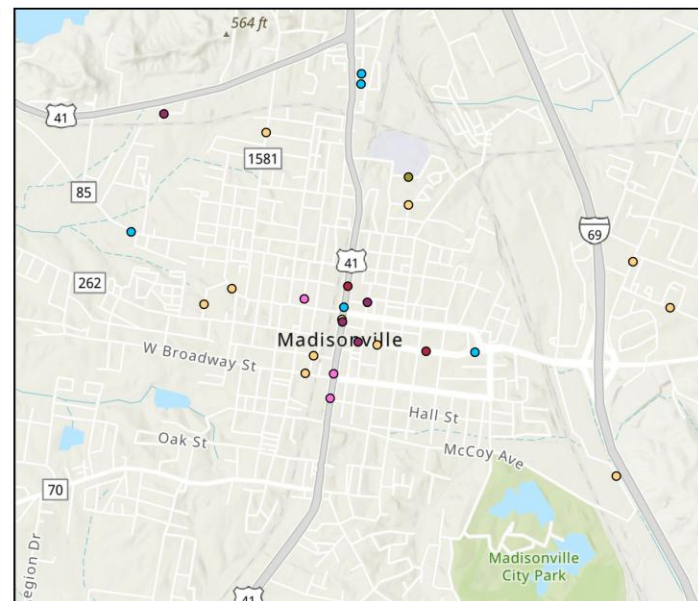
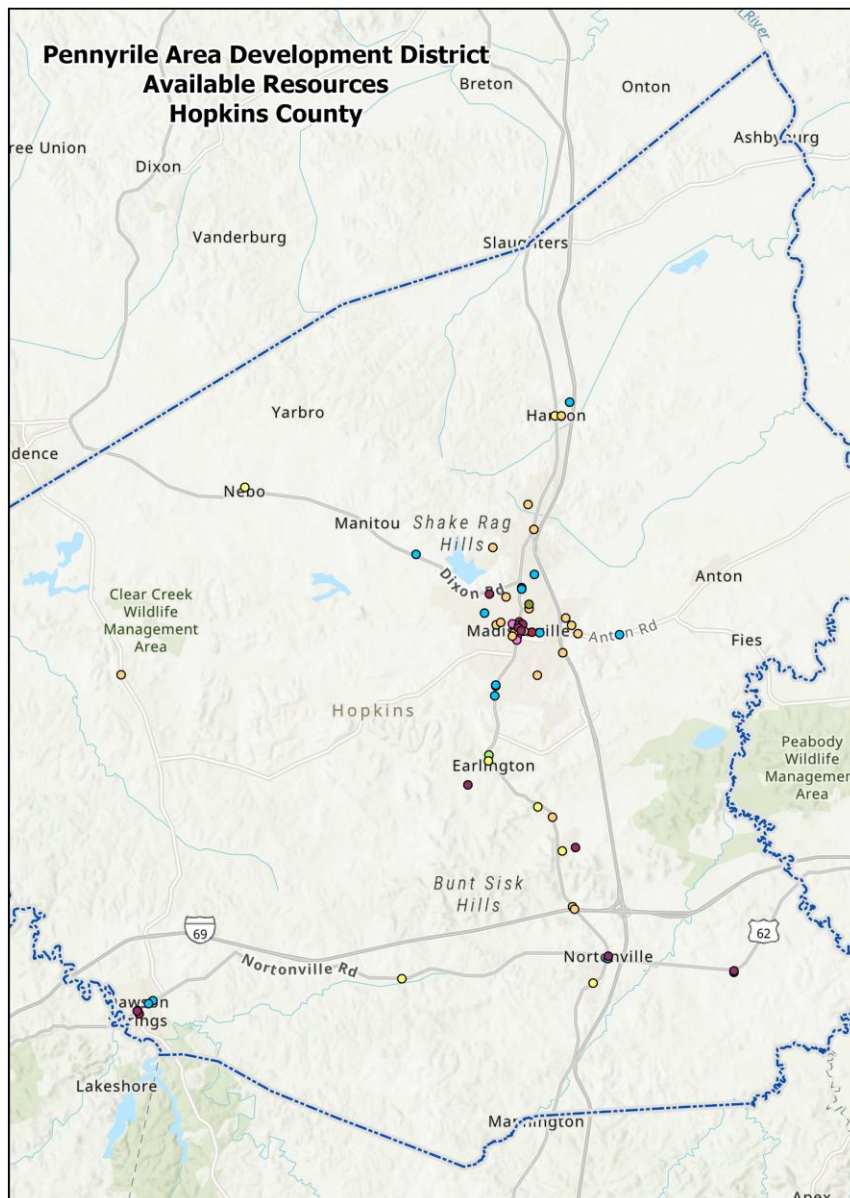


0 1.5 3 6
Miles

Pennyriple
Area Development District www.peadd.org

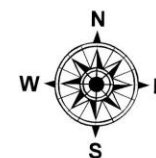


PeADD GIS
Date: June 2026
Source: AvailableResources-2026.aprx



Legend

- Hopkins County
- Public Safety
- Hospitals
- Education
- Retail
- Media
- Special Interests
- Government
- Churches

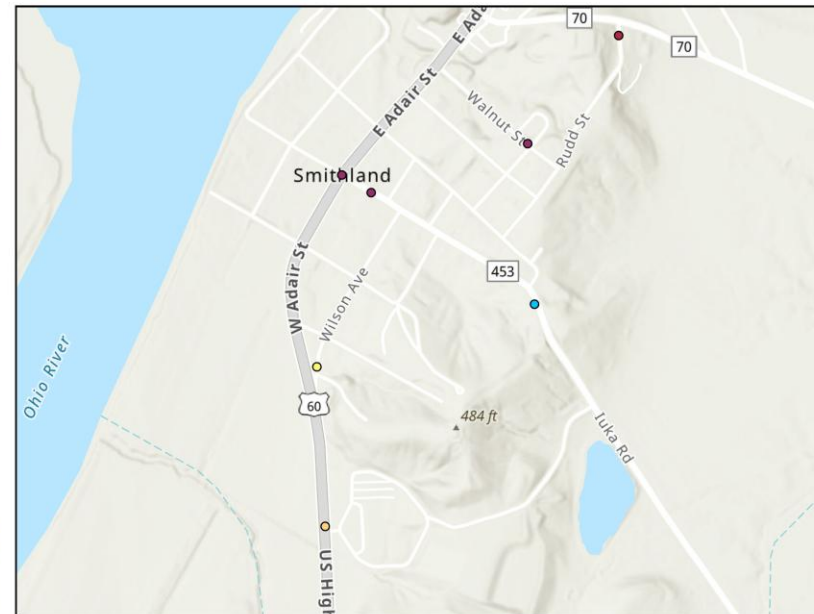
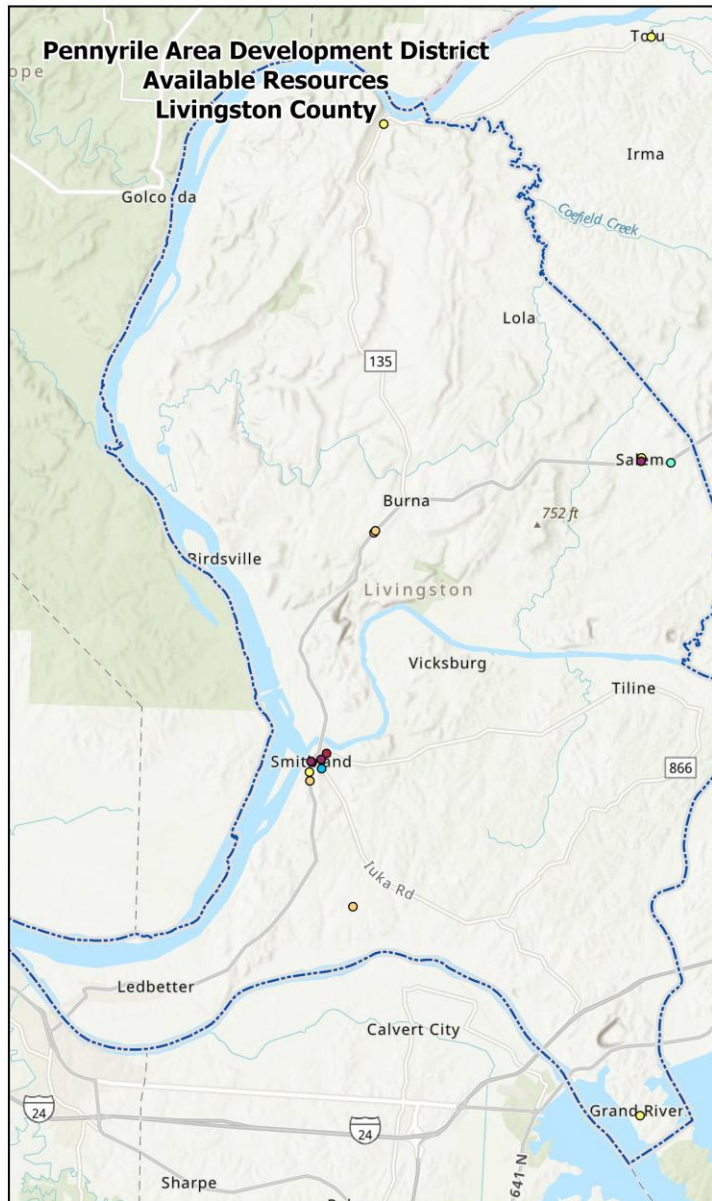


0 1.75 3.5 7 Miles

Pennyrile
Area Development District www.peadd.org

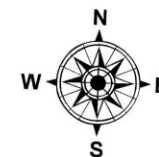


PeADD GIS
Date: June 2026
Source: AvailableResources-2026.aprx



Legend

- Livingston County
- Public Safety
- Hospitals
- Education
- Retail
- Media
- Special Interests
- Government
- Churches

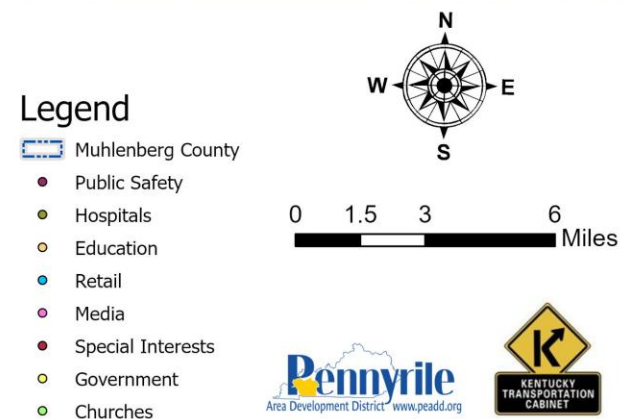
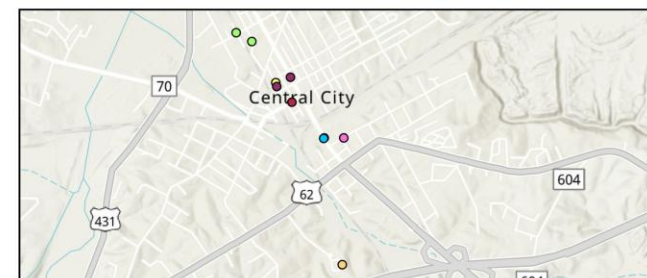
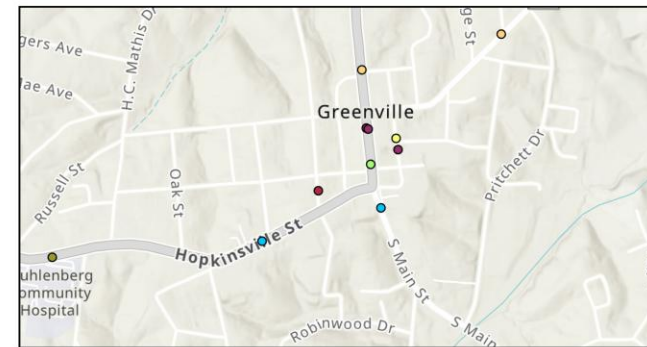
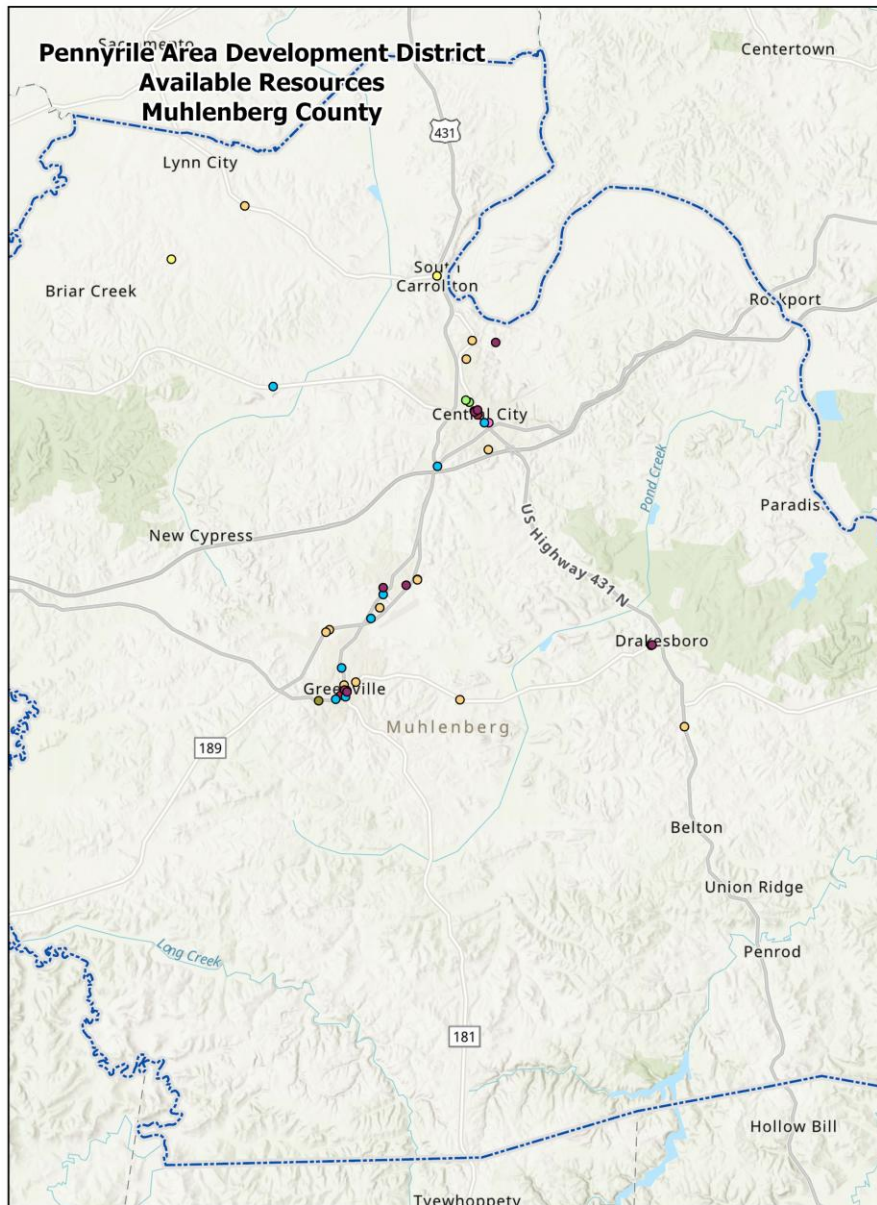


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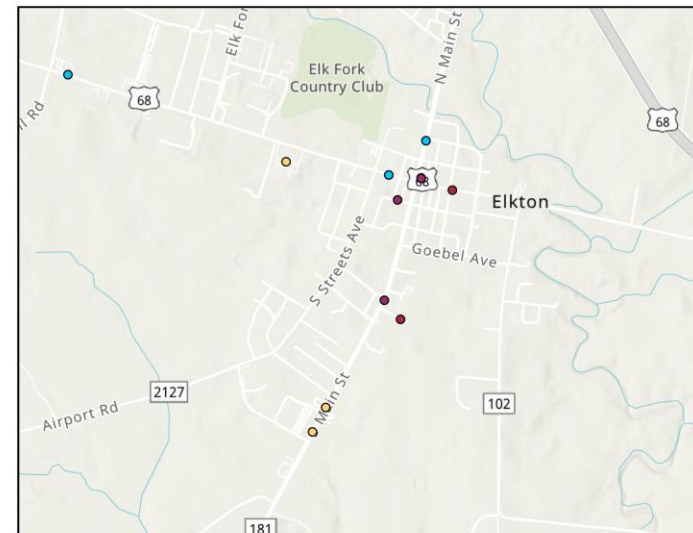
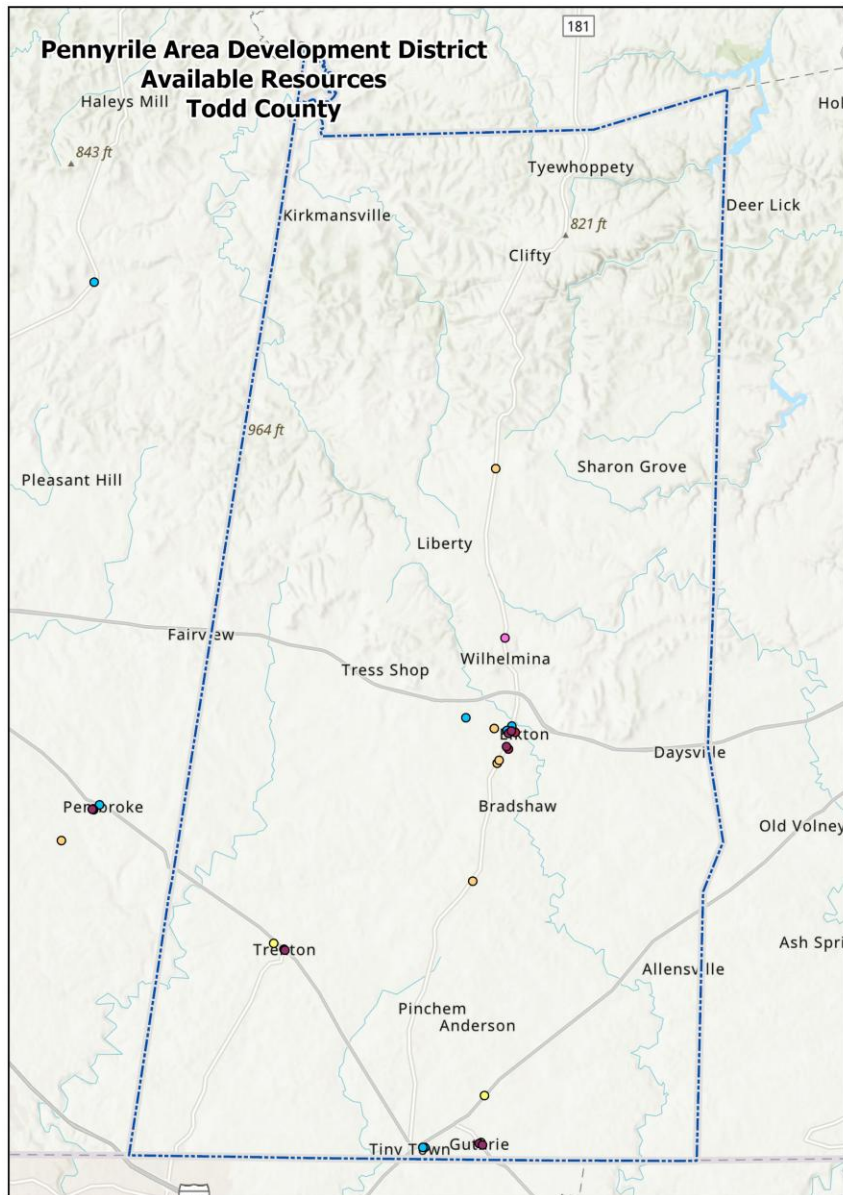
Pennyrile
Area Development District www.peadd.org



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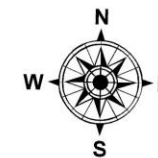


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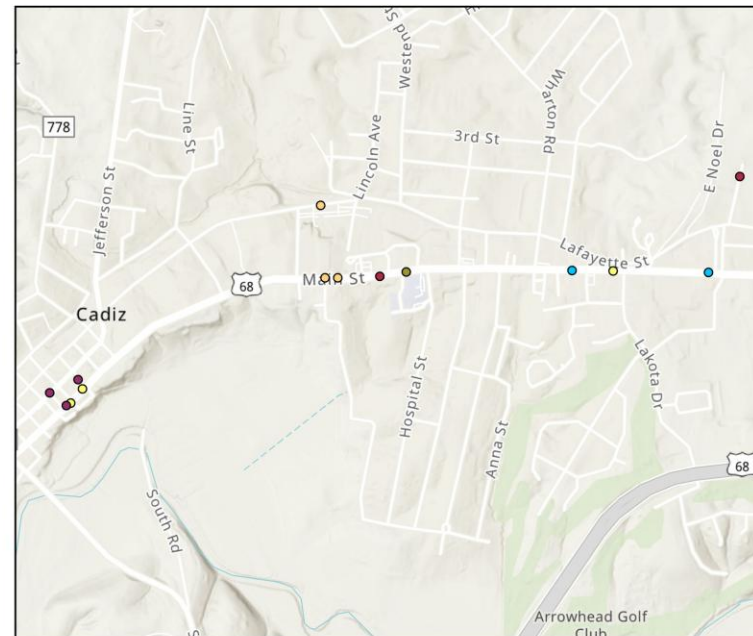
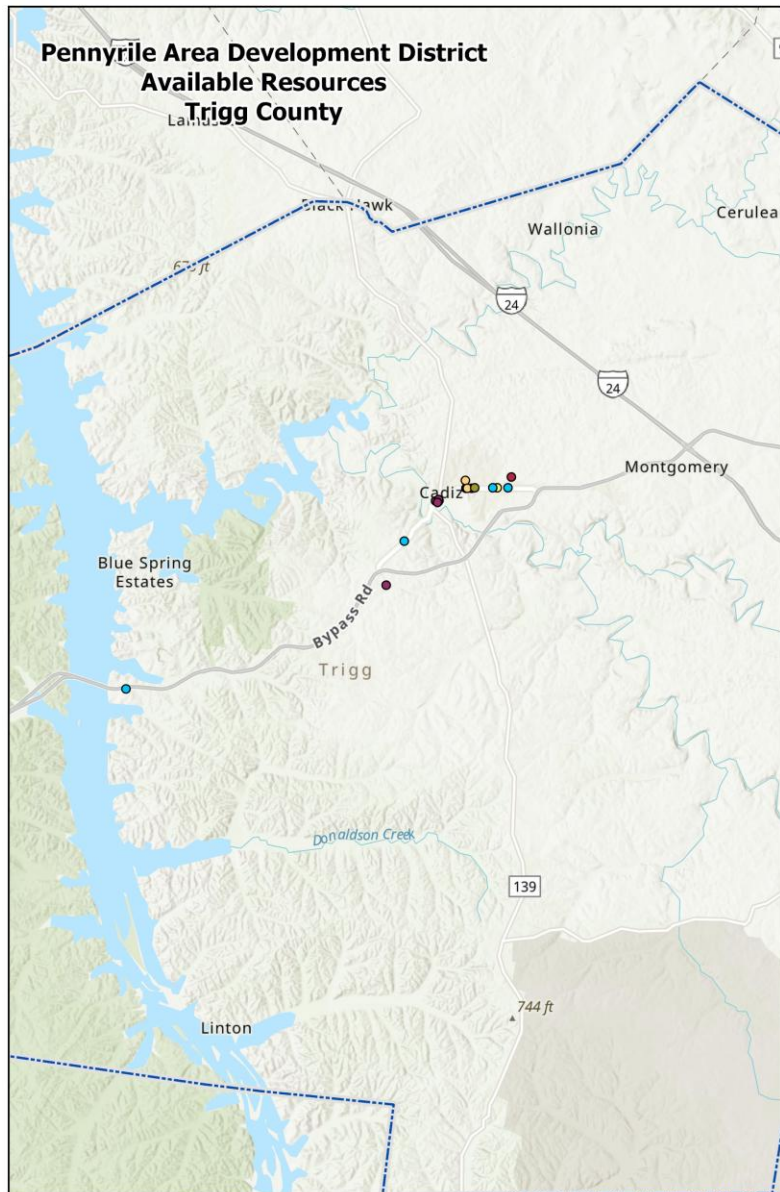
- Todd County
- Public Safety
- Hospitals
- Education
- Retail
- Media
- Special Interests
- Government
- Churches



0 1.75 3.5 7 Miles

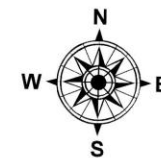


PeADD GIS
Date: June 2026
Source: AvailableResources-2026.aprx



Legend

- Trigg County
- Public Safety
- Hospitals
- Education
- Retail
- Media
- Special Interests
- Government
- Churches



0 1.25 2.5 5 Miles

Pennyrile
Area Development District www.peadd.org



PeADD GIS
Date: June 2026
Source: AvailableResources-2026.aprx

3.4 Groups to Address

Pennyriple ADD Groups to Address for FY2027

A component of the Public Involvement Plan (PIP) that the Pennyriple ADD is required to comply with as part of the Infrastructure Investment and Jobs Act (IIJA) involves the PeADD staff attending various civic and government meetings and requesting speaking opportunities to inform the public about the transportation planning process.

The following is a list of the organizations that the Pennyriple ADD staff plans on addressing in FY 2027 to provide a presentation on the statewide planning process, as well as regional state transportation planning projects. The planner will attempt to educate groups on how the regional transportation committee and the ADD navigate the transportation planning processes. This includes an explanation on the Strategic Highway Investment Formula for Tomorrow (SHIFT), the Continuous Highway Analysis Framework (CHAF), and about the timeline of the Six-Year Highway Plan.

This is a tentative list and these meetings may be adjusted.

- Princeton Planning Commission Meeting, Princeton, Kentucky
- Marion Planning Commission, Marion, Kentucky
- Christian County Fiscal Court, Hopkinsville, Kentucky
- Hopkins County Joint Planning Commission, Madisonville, Kentucky
- Livingston County Fiscal Court, Smithland, Kentucky
- Lyon County Joint Planning Commission, Eddyville, Kentucky
- Muhlenberg County Chamber, Greenville, Kentucky
- Todd County Industrial Foundation, Elkton, Kentucky
- Trigg County Industrial Foundation, Cadiz, Kentucky

Pennyriple ADD Groups Addressed for FY2026

- Pennyriple Area Development District Meeting – August 10, 2025
- Princeton Comprehensive Plan Committee Meeting - September 17, 2025
- Lyon County Comprehensive Plan Committee Meeting- December 4, 2025
- Todd County Industrial Foundation – May 21, 2026

Pennyriple ADD Meetings for FY2026

- I-24 Detour (KY139/KY276) Study Stakeholders Meeting - September 9, 2025
- I-24 Stakeholders Meeting in Paducah and Hopkinsville – May 4, 2026
- Clarksville Urban Area MPO (CUAMPO) Meetings - July 10, 2025, October 9, 2025, January 15, 2026, and March 19, 2026.
- Fort Campbell Military Installation Resilience Group Meeting (JLUS) - October 23, 2025, April 23, 2026, and May 7, 2026.
- Paducah-McCracken MPO (PMcMPO) TAC Meetings – August 28, 2025, November 20, 2025, April 16, 2026
- Paducah-McCracken MPO (PMcMPO) EB Meetings – November 21, 2025, January 22, 2026, April 16, 2026

CHAPTER 4: SOCIOECONOMIC PROFILES

4.1 Introduction

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

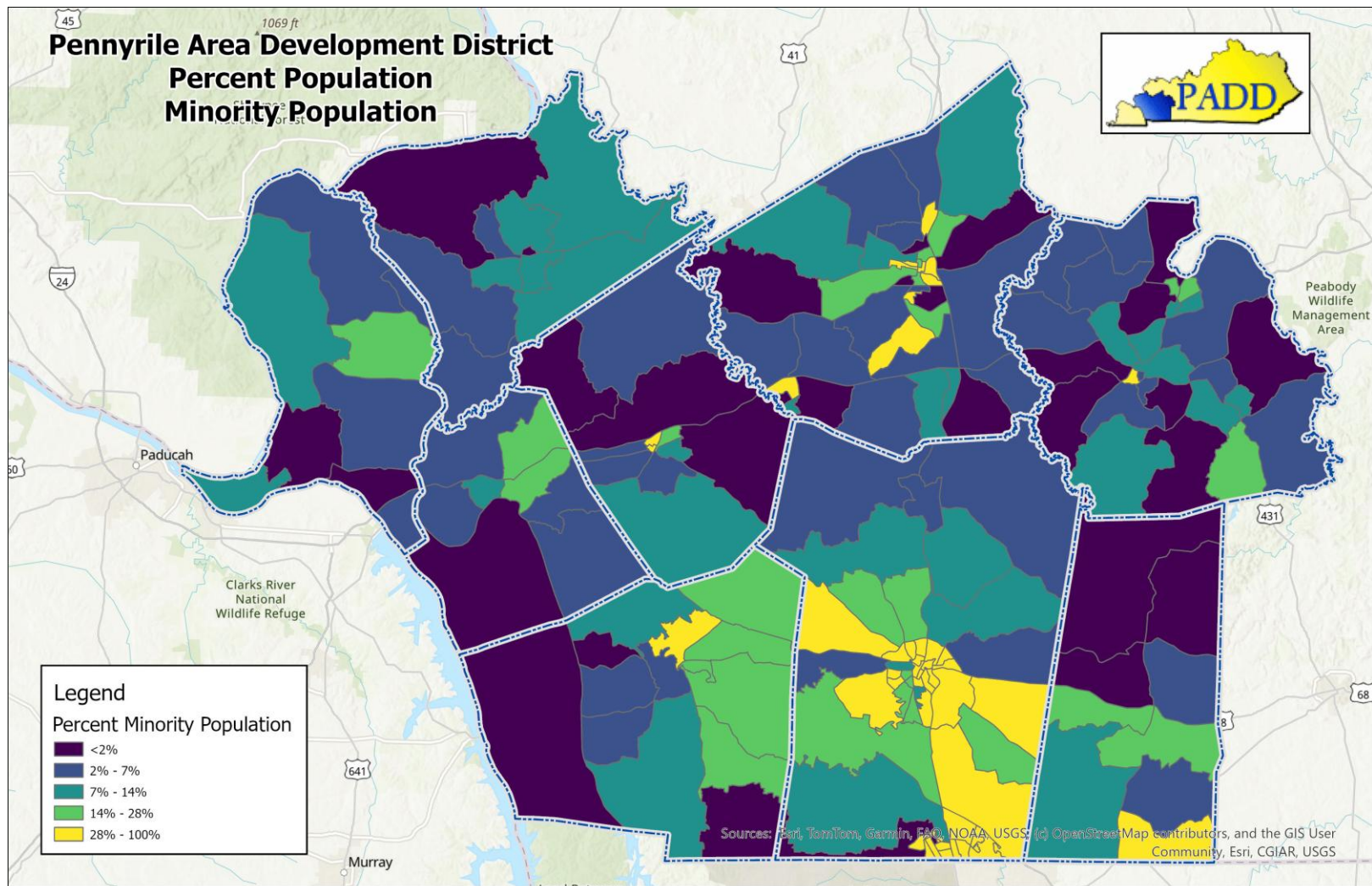
Title VI was enacted as part of the Civil Rights Act of 1964. It prohibits discrimination on the basis of race, color, and national origin in programs and activities receiving federal financial assistance. Public Outreach activities will include efforts to involve the traditionally underserved groups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

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

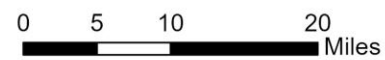
4.2 Demographic Information

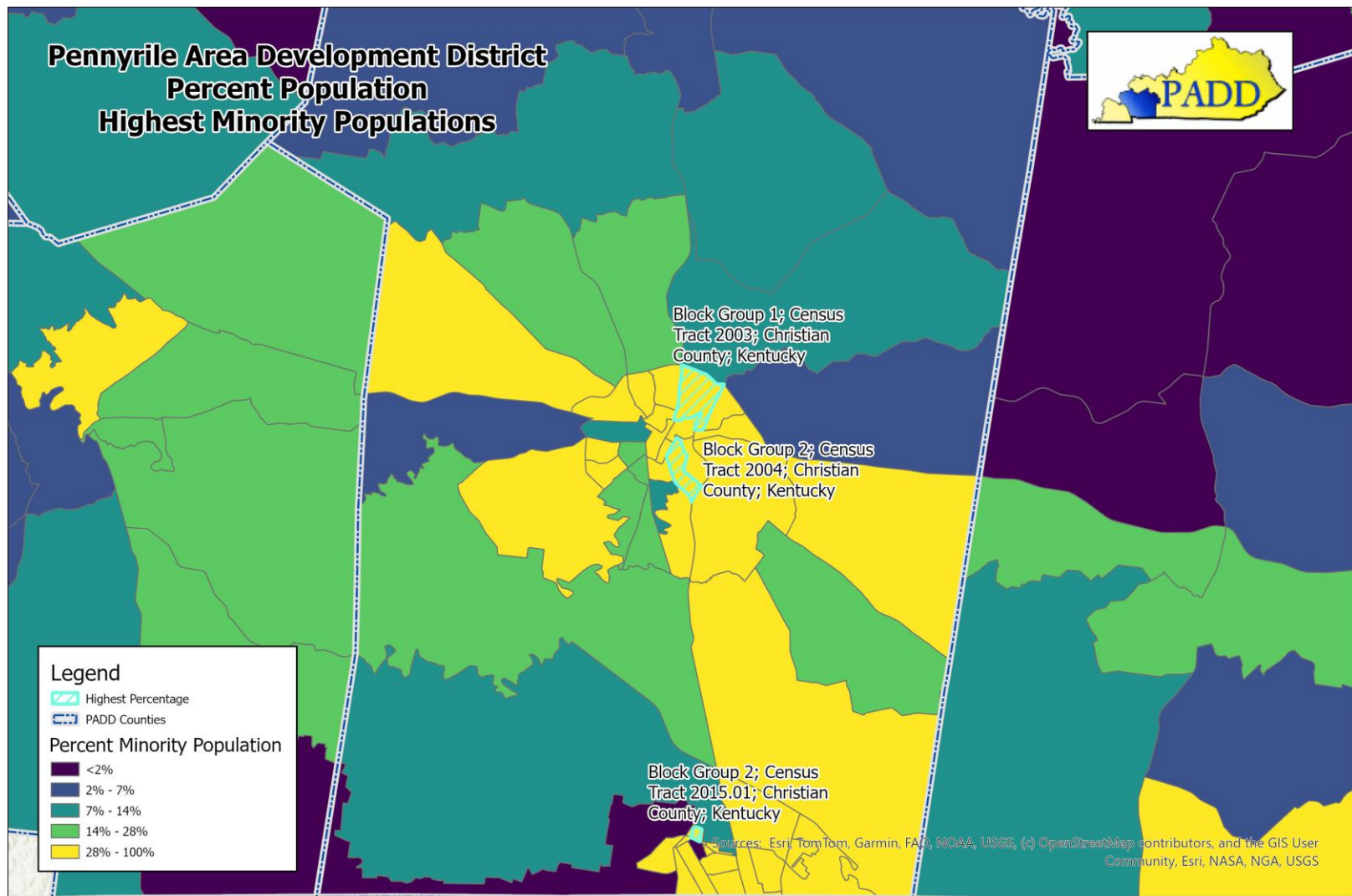
The following maps are “heat maps” for the potential underserved populations in the Pennyrile ADD region that involve minority, elderly, poverty and disabled. These socioeconomic maps may be used to identify the areas with the highest percentage of underserved populations so extra efforts can be made to reach those areas when soliciting public input or planning public meetings.

The Kentucky percentages are used as a reference threshold in each of the census data categories utilized for these heat maps. Areas that are up to 25% higher than the State percentage of the population group are considered just above the threshold and areas that are 25% or higher are considered significantly above the threshold. These heat maps are shown with the “hotter” colors indicating higher percentages than the State average. These maps also indicate the 2020 Census Tract boundaries



PeADD GIS
Date: June 2026
Source: PeADD-ACS-2026.aprx



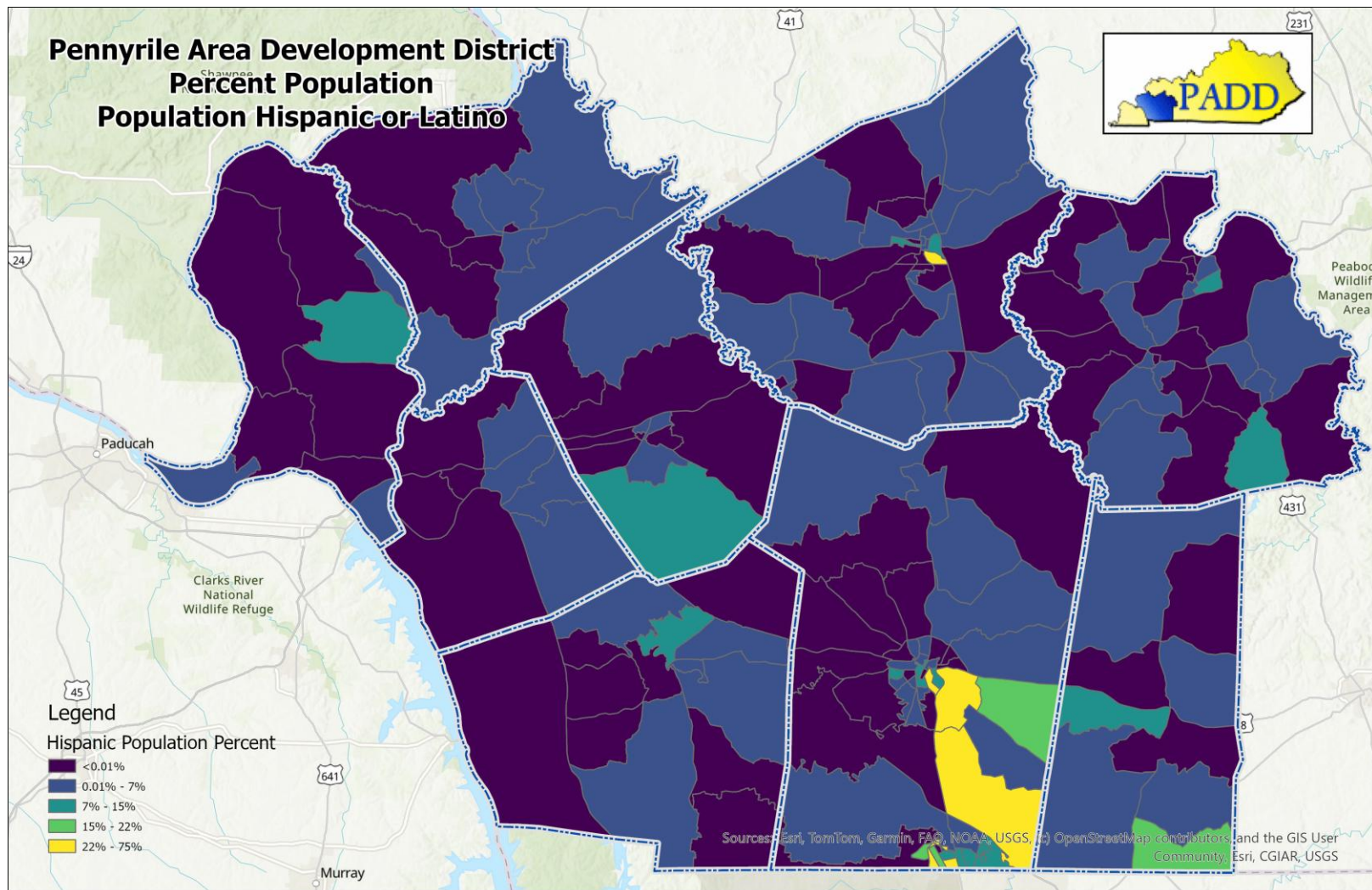


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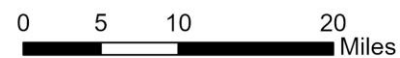


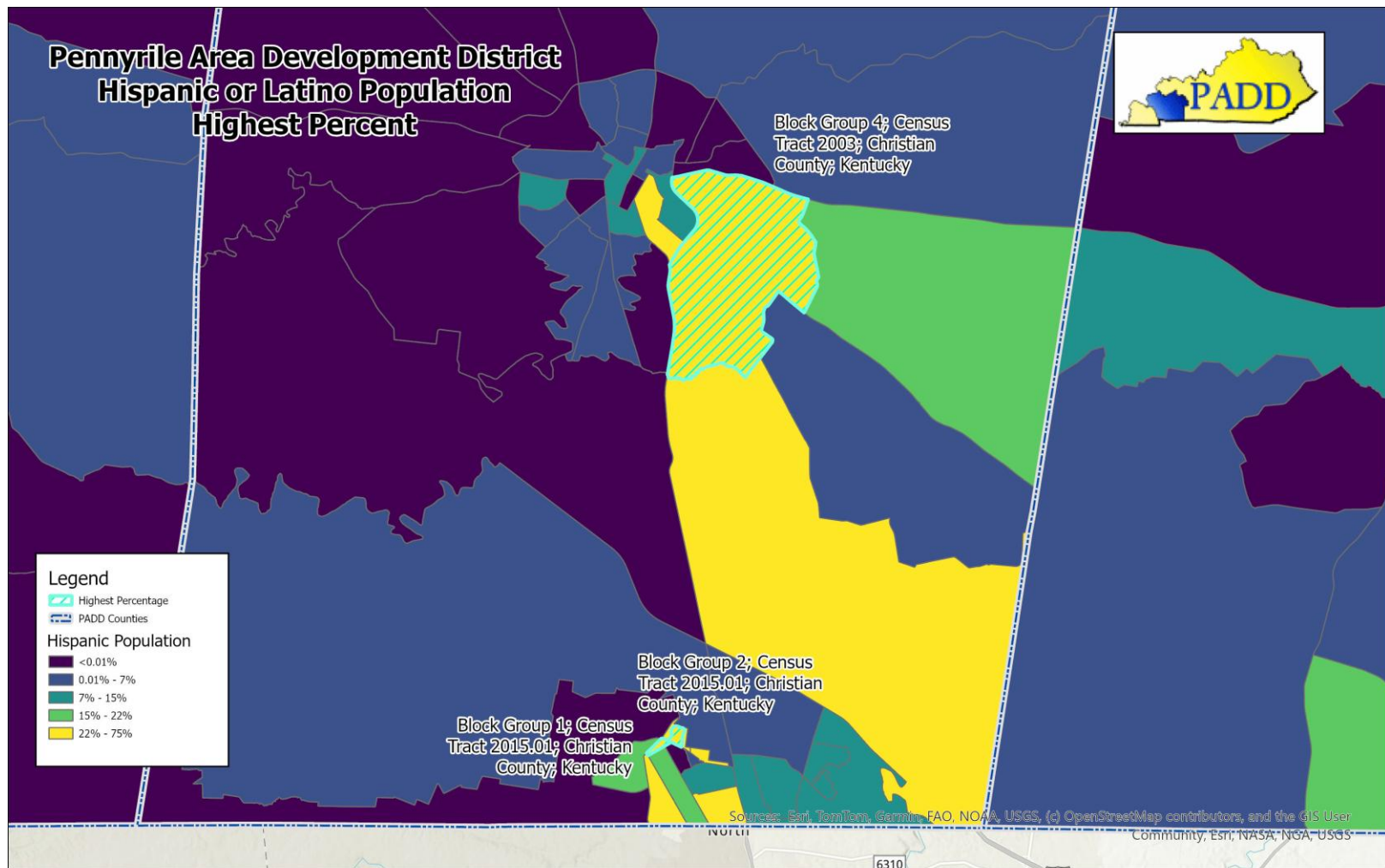
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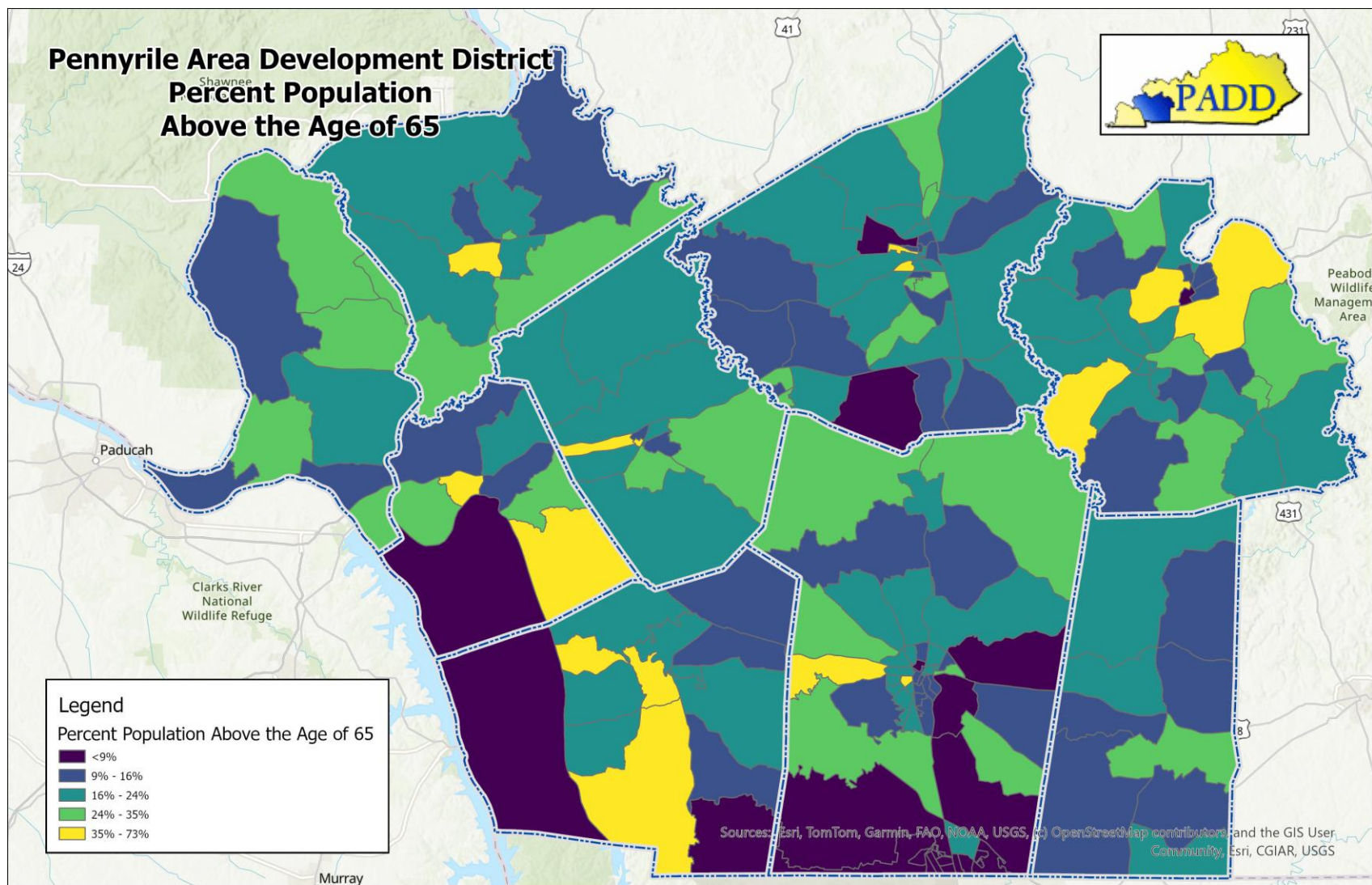


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Source: PeADD-ACS-2026.aprx



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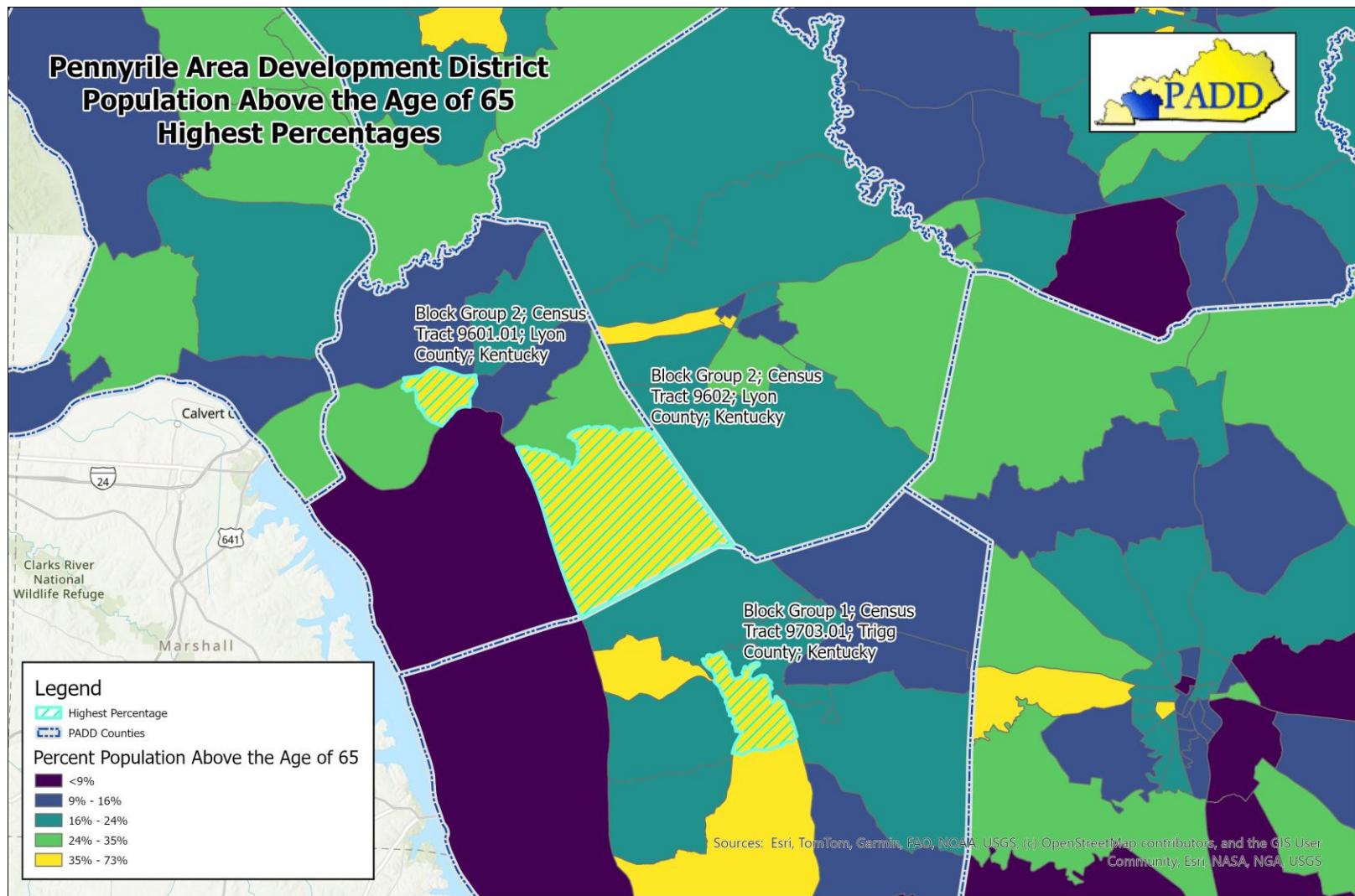


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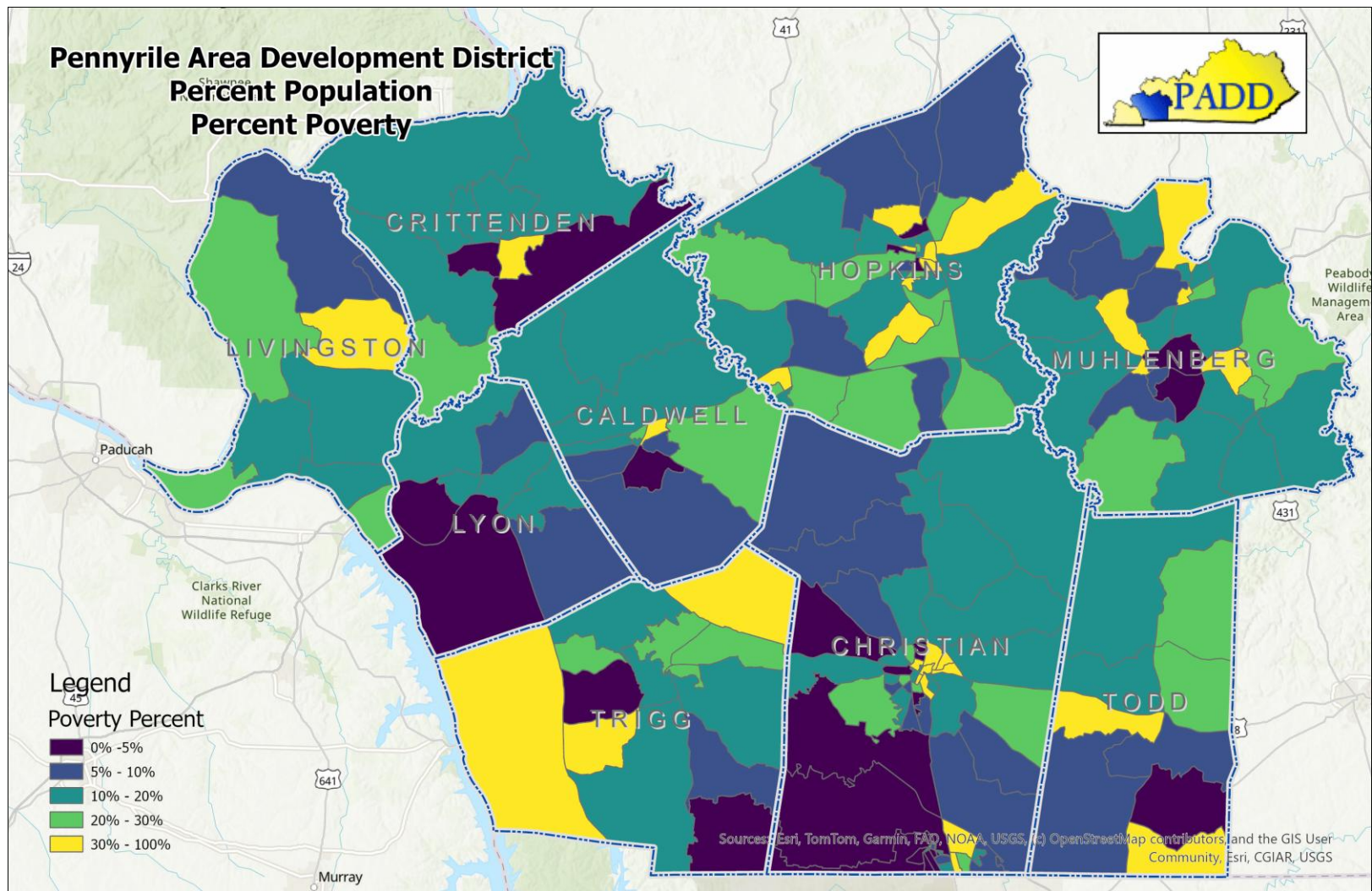


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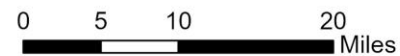


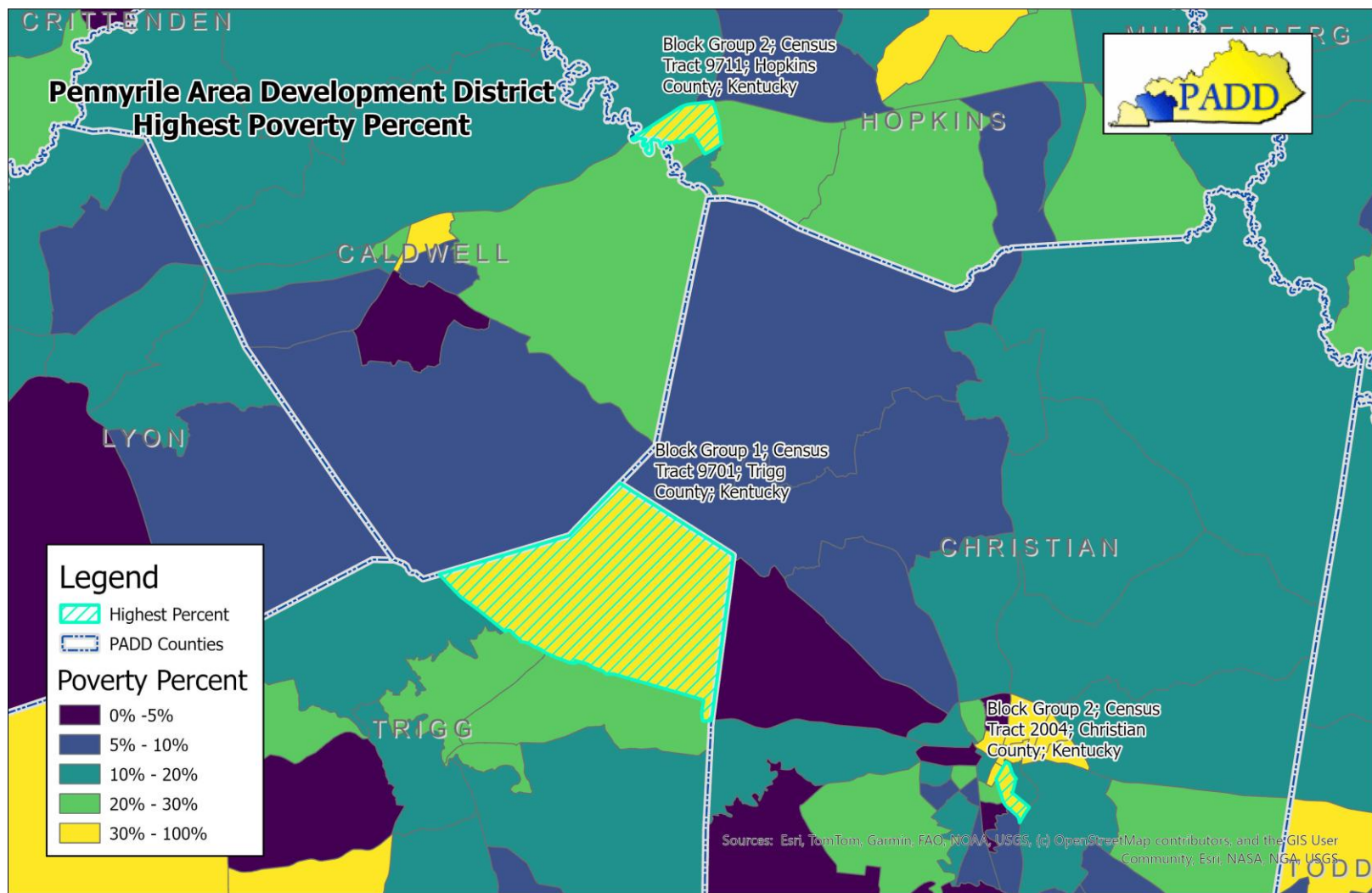
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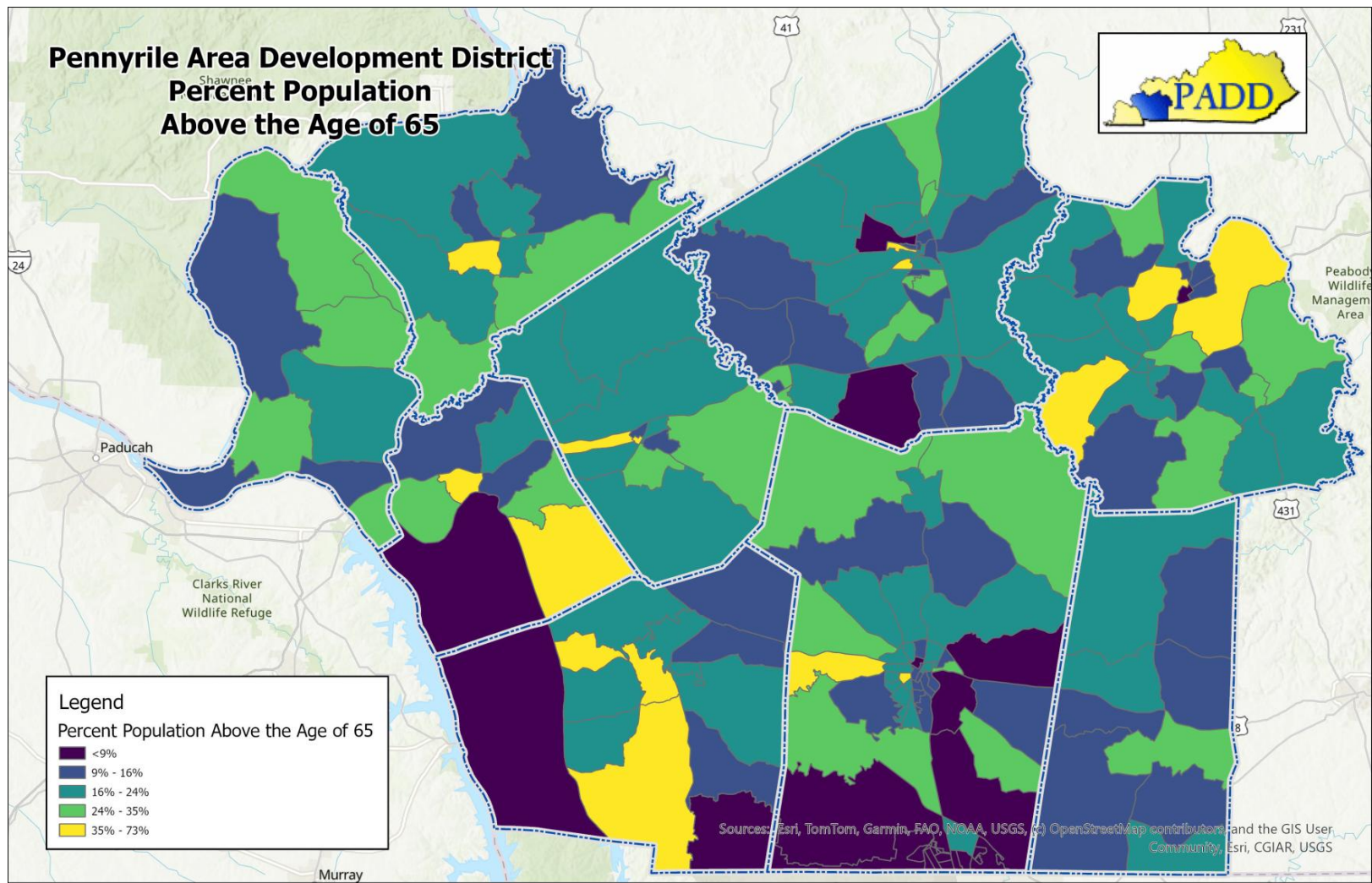


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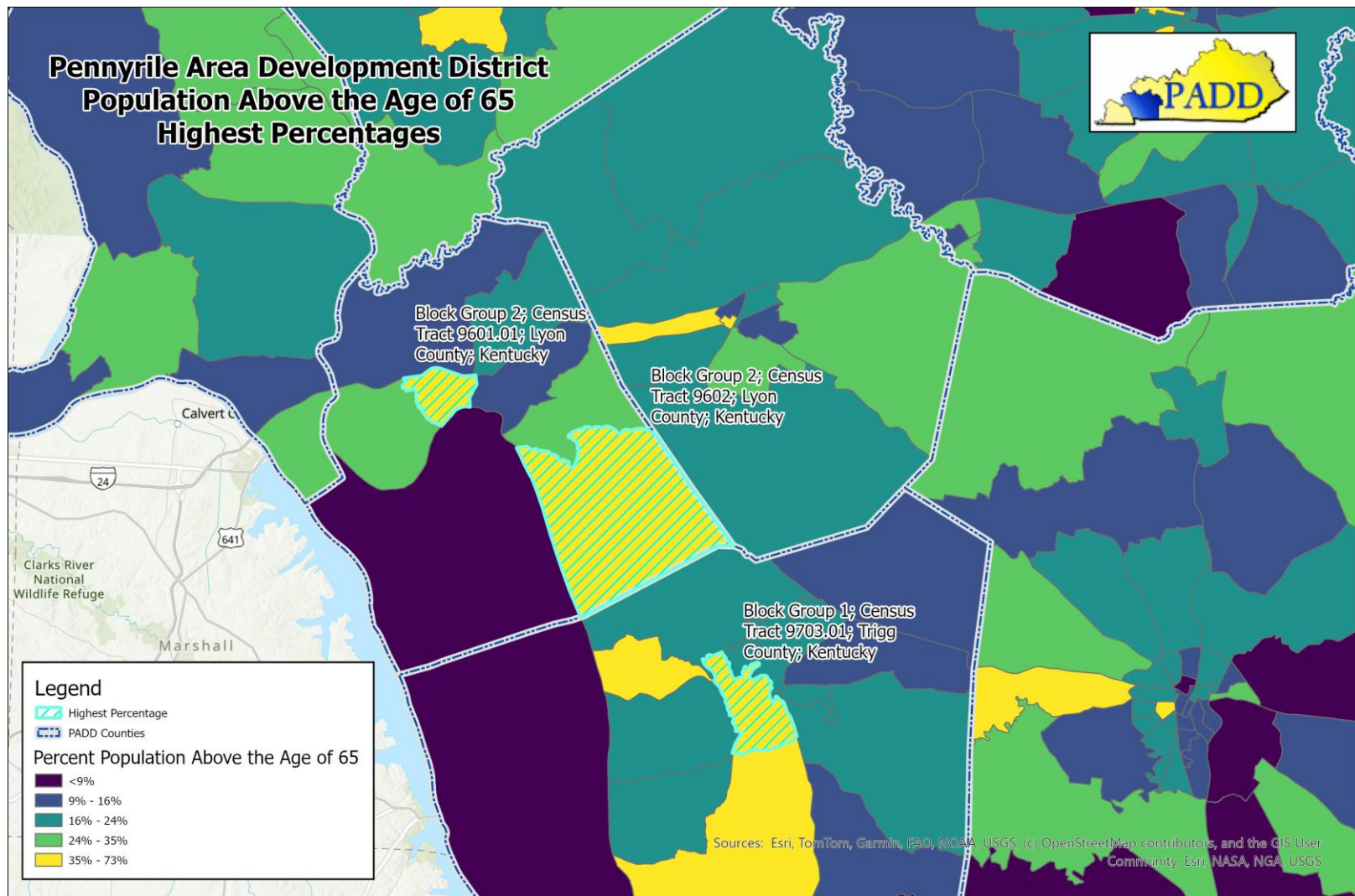


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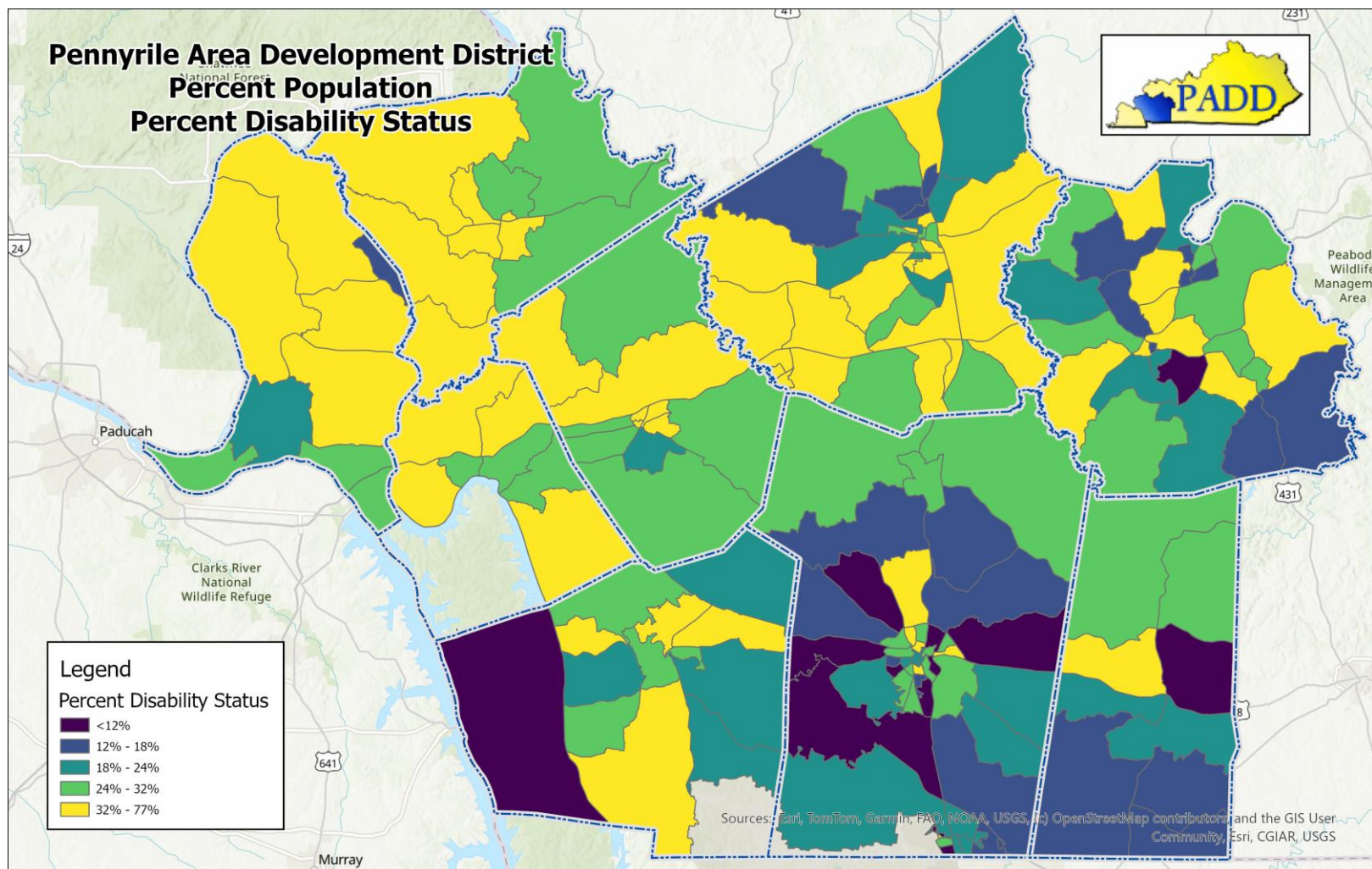


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0 3.75 7.5 15 Miles



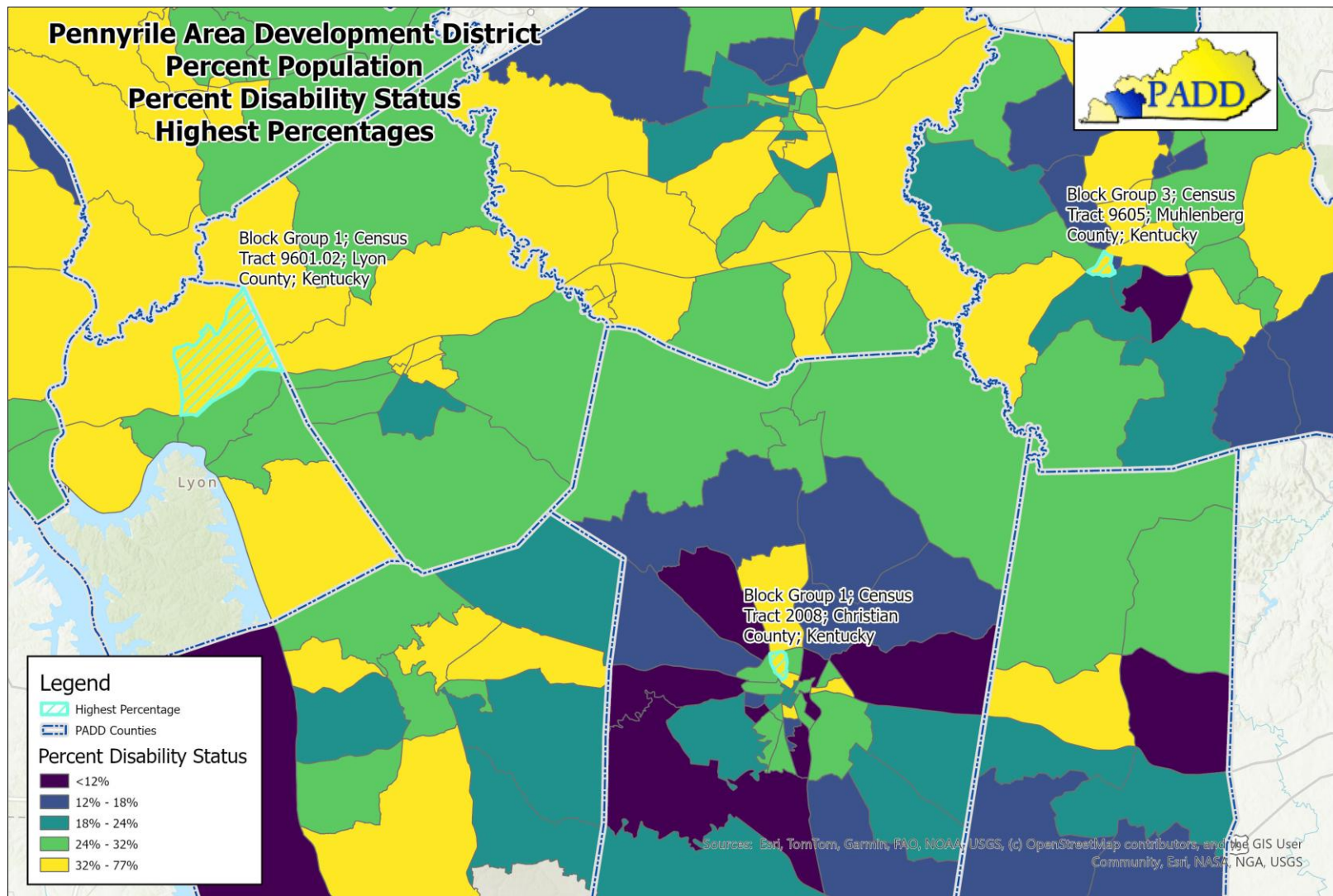


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Source: PeADD-ACS-2026.aprx



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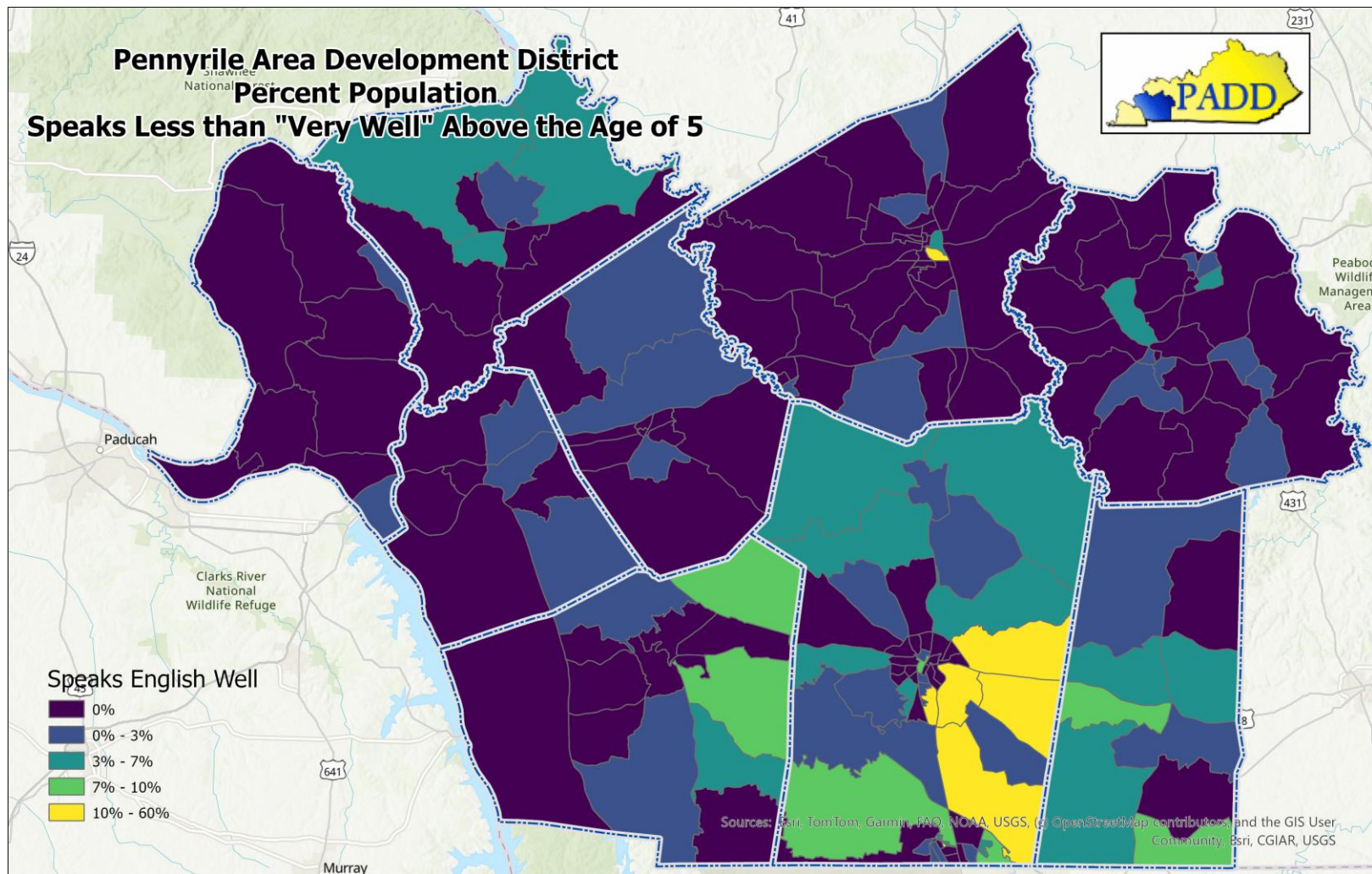


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Source: PeADD-ACS-2026.aprx



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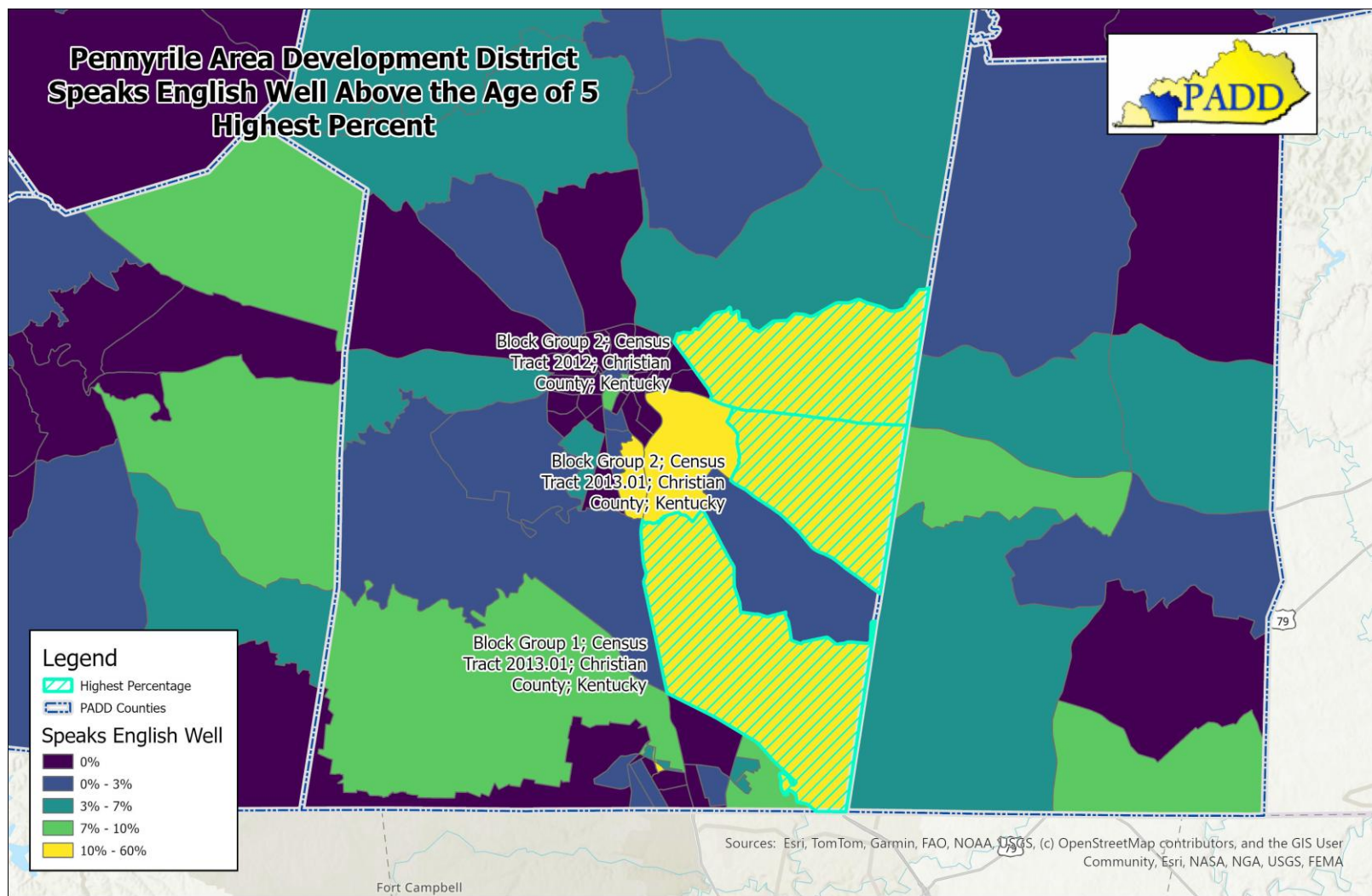


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 Source: PeADD-ACS-2026.aprx



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PeADD GIS
Date: June 2026
Source: PeADD-ACS-2026.aprx



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4.3 Summary Quick Facts

The concentration of underserved population within the Pennyriple Area Development District (PADD) is consistent with, or higher than, that of statewide trends. There were some percentages below the state average however this had a direct correlation to the overall small populations within these counties.

The Pennyriple Area Development District is composed of nine (9) counties: Listed by population from largest to smallest.

1. Christian
2. Hopkins
3. Muhlenberg
4. Trigg
5. Caldwell
6. Todd
7. Livingston
8. Crittenden
9. Lyon

Minority Population

This file is **ACS Table B03002 (Hispanic or Latino Origin by Race)**, which is commonly used to calculate the minority population. For this analysis, minority population is defined as all persons who are not Non-Hispanic White alone.

Minority Population			
	Total Population	Minority Population	Percent Minority
Kentucky	4,534,824	838,942	18.50%
PeADD	213,963	41,930	19.60%
Caldwell County	12,618	1,297	10.30%
Christian County	72,069	26,056	36.20%
Crittenden County	8,979	556	6.20%
Hopkins County	45,119	5,899	13.10%
Livingston County	8,903	521	5.90%
Lyon County	8,900	1,126	12.70%
Muhlenberg County	30,591	2,472	8.10%
Todd County	12,469	2,044	16.40%
Trigg County	14,315	1,959	13.70%

Narrative Analysis

The nine-county region is predominantly non-Hispanic White; however, the distribution of minority populations varies considerably across counties. Christian County stands out as the most diverse county in the region, with minorities comprising 36.2 percent of the population. More than one in three residents belongs to a racial or ethnic minority group, making Christian County substantially more diverse than neighboring counties. This diversity is influenced in part by the presence of the Fort Campbell military community, which attracts residents from a wide range of racial, ethnic, and cultural backgrounds.

A second tier of diversity is found in Todd County (16.4%), Trigg County (13.7%), Hopkins County (13.1%), and Lyon County (12.7%). In these counties, minority residents represent between one-

eighth and one-sixth of the total population. These communities may experience increasing demand for culturally responsive services, multilingual outreach, and programs that address the needs of diverse populations.

Caldwell County (10.3%) occupies the middle of the regional distribution, with approximately one in ten residents identifying as a minority. While less diverse than Christian County and several neighboring counties, Caldwell County still reflects a growing level of demographic diversity compared with historical patterns in many rural Kentucky communities.

The lowest minority population shares are found in Muhlenberg County (8.1%), Crittenden County (6.2%), and Livingston County (5.9%). These counties remain the least diverse within the region, with more than 90 percent of residents identifying as non-Hispanic White. Nevertheless, even in these counties, minority populations contribute to the social, cultural, and economic fabric of their communities.

Overall, the data indicate that the region's diversity is concentrated primarily in Christian County, while most of the remaining counties exhibit relatively modest but gradually increasing minority populations. These demographic patterns have implications for community planning, healthcare delivery, workforce development, educational programming, and efforts to ensure equitable access to services across the region.

Hispanic or Latino Population

This file is **ACS Table B03002 (Hispanic or Latino Origin by Race)**, which provides data on residents who identify as Hispanic or Latino regardless of race. Hispanic or Latino persons may be of any racial background and are considered an ethnic category rather than a racial group. This analysis examines the size and distribution of the Hispanic or Latino population across the Pennyryle Area Development District (PeADD) region and compares local patterns to those observed statewide.

Hispanic or Latino Population			
Geography	Total Population	Hispanic or Latino Population	Percent Hispanic or Latino
Kentucky	4,534,824	226,741	5.00%
PeADD	213,601	9,985	4.70%
Caldwell County	12,627	189	1.50%
Christian County	72,139	6,289	8.70%
Crittenden County	8,787	166	1.90%
Hopkins County	45,130	1,274	2.80%
Livingston County	8,787	216	2.50%
Lyon County	8,387	184	2.20%
Muhlenberg County	30,810	616	2.00%
Todd County	12,566	667	5.30%
Trigg County	14,229	384	2.70%

Narrative Analysis

The Hispanic or Latino population remains a relatively small but increasingly important demographic group throughout the nine-county Pennyryle region. Overall, Hispanic residents

account for approximately 4.7 percent of the region's population, a proportion that is very similar to Kentucky's statewide average of 5 percent. However, the distribution of Hispanic populations varies considerably among counties.

Christian County stands out as the region's primary center of Hispanic population concentration. Hispanic or Latino residents account for 8.7 percent of the county's population, nearly double the statewide average and substantially higher than any other county in the region. With more than 6,200 Hispanic residents, Christian County contains nearly two-thirds of the region's total Hispanic population. The county's role as a regional employment center, combined with the influence of the Fort Campbell military community, has contributed to a more diverse population and the growth of Hispanic households over time.

Todd County represents a second tier of Hispanic population concentration, with Hispanic residents comprising 5.3 percent of the population. Todd County is the only other county in the region that exceeds the statewide average. The county's agricultural economy and workforce needs have historically attracted Hispanic workers and families, making this population an increasingly important contributor to local economic and community stability.

Moderate Hispanic population shares are found in Hopkins County (2.8%), Trigg County (2.7%), Livingston County (2.5%), and Lyon County (2.2%). While these percentages remain below both the regional and statewide averages, they indicate established Hispanic communities that contribute to the labor force, school enrollment, and cultural diversity of these counties. As these populations continue to grow, local governments and service providers may encounter increasing demand for bilingual communication, language assistance, and culturally responsive programming.

Muhlenberg County (2.0%), Crittenden County (1.9%), and Caldwell County (1.5%) have the smallest Hispanic population shares within the region. Although Hispanic residents represent less than three percent of the population in each of these counties, they remain an important component of local demographic change and economic activity. Even relatively small Hispanic populations can have meaningful impacts in rural communities where overall population growth is limited.

Overall, the data indicate that Hispanic population growth within the Pennyryle region is concentrated primarily in Christian County and, to a lesser extent, Todd County. The remaining counties maintain smaller but established Hispanic populations that contribute to workforce development, community vitality, and demographic diversity. These patterns have implications for educational services, workforce initiatives, healthcare access, community outreach, and long-term planning efforts designed to serve increasingly diverse populations across the region.

Population Below Poverty Level

This file is **ACS Table B17021 (Poverty Status of Individuals in the Past 12 Months by Living Arrangement)**. The table provides the total population for whom poverty status was determined and the number of persons living below the federal poverty level. Using those figures, the poverty rate for each county can be calculated.

Population Below Poverty Level			
	Population for Whom Poverty Status Determined	Population Below Poverty	Percent in Poverty
Kentucky	4,534,824	730,107	16.10%
PeADD	204,301	36,994	18.11%
Caldwell County	12,458	1,887	15.10%
Christian County	67,311	11,526	17.10%
Crittenden County	8,754	1,551	17.70%
Hopkins County	43,786	8,748	20.00%
Livingston County	8,837	1,702	19.30%
Lyon County	7,331	699	9.50%
Muhlenberg County	29,342	5,391	18.40%
Todd County	12,258	2,560	20.90%
Trigg County	14,224	2,930	20.60%

Narrative Analysis

Poverty remains a significant challenge throughout the nine-county region, with most counties reporting poverty rates well above 15 percent. The data indicates substantial variation in economic conditions across the region, highlighting areas where residents may face greater barriers to financial stability, housing security, healthcare access, and workforce participation.

Todd County reports the highest poverty rate in the region, with 20.9 percent of residents living below the federal poverty level. Closely following are Trigg County (20.6%) and Hopkins County (20.0%), where approximately one in five residents experiences poverty. These elevated rates suggest persistent economic challenges and may contribute to increased demand for public assistance programs, affordable housing, food assistance, healthcare services, and workforce development initiatives.

High poverty levels are also evident in Livingston County (19.3%) and Muhlenberg County (18.4%). In these counties, nearly one-fifth of residents live below the poverty threshold, indicating that economic hardship affects a substantial share of the population. Such conditions can have long-term implications for educational attainment, health outcomes, and overall community well-being.

Moderately high poverty rates are observed in Crittenden County (17.7%) and Christian County (17.1%). Although Christian County's poverty rate is slightly lower than several neighboring counties, it contains the largest number of residents living in poverty in absolute terms, with more than 11,500 individuals below the poverty line. As the region's most populous county, Christian County faces significant service demands related to economic hardship despite its middle-range poverty percentage.

Caldwell County reports a poverty rate of 15.1 percent, lower than most counties in the region but still indicative of meaningful economic need. Approximately one in seven residents lives below the poverty level, suggesting continued demand for programs that support employment, income stability, and access to essential services.

Lyon County stands apart as the county with the lowest poverty rate, at 9.5 percent. While poverty remains a concern for nearly 700 residents, Lyon County's rate is substantially lower than those observed elsewhere in the region and less than half the rate reported in several neighboring counties.

Overall, the data reveal that poverty is a widespread issue across western Kentucky, with seven of the nine counties reporting poverty rates exceeding 15 percent and four counties approaching or exceeding 20 percent. These findings underscore the importance of coordinated regional strategies focused on economic development, workforce training, educational opportunities, affordable housing, and access to healthcare and social services. The concentration of poverty in counties such as Todd, Trigg, Hopkins, Livingston, and Muhlenberg suggests that targeted investments in these communities may be particularly important for improving long-term economic outcomes and quality of life.

Population Age 65 and Older

The **ACS Table B01001 (Sex by Age)** allows analysis of the population age 65 and older for the nine counties.

Population Age 65 and Older			
	Total Population	Population 65+	Percent 65+
Kentucky	4,534,824	784,525	17.30%
PeADD	213,963	38,049	17.78%
Caldwell County	12,618	2,704	21.40%
Crittenden County	8,979	1,891	21.10%
Christian County	72,069	9,168	12.70%
Hopkins County	45,119	8,597	19.10%
Livingston County	8,903	1,995	22.40%
Lyon County	8,900	2,193	24.60%
Muhlenberg County	30,591	6,170	20.20%
Todd County	12,469	2,118	17.00%
Trigg County	14,315	3,213	22.40%

Narrative Analysis

The nine-county region exhibits a relatively mature population profile, with substantial variation in the concentration of older adults. The highest percentages of residents age 65 and older are found in Lyon County (24.6%), Trigg County (22.4%), and Livingston County (22.4%), where nearly one-quarter of all residents are seniors. These counties are likely to experience elevated demand for aging-related services, including healthcare, transportation assistance, caregiver support, and aging-in-place programs.

A second tier of aging counties includes Caldwell County (21.4%), Crittenden County (21.1%), and Muhlenberg County (20.2%). In each of these counties, approximately one in five residents is age 65 or older, indicating a significant senior population that may influence workforce availability, healthcare utilization, and community service needs.

Hopkins County (19.1%), while slightly younger than the regional leaders, contains the largest number of older adults in absolute terms, with nearly 8,600 residents age 65 and older. Because of

its larger population base, Hopkins County may face substantial service demands even though its percentage of seniors is lower than several neighboring counties.

Todd County (17.0%) has a comparatively younger age structure, though older adults still represent a meaningful share of the population. Christian County (12.7%) stands apart as the youngest county in the region. Its considerably lower proportion of seniors is likely influenced by the presence of a larger working-age population and military-affiliated residents associated with the Fort Campbell area.

Overall, the data indicate that much of the region is aging faster than many urban areas, with six of the nine counties having at least one-fifth of their population age 65 and older. The concentration of seniors is especially pronounced in the more rural counties, suggesting that future planning efforts should consider increasing needs for healthcare access, senior housing, transportation, caregiver support, and other services that help older adults remain independent in their communities.

Population with a Disability

This file is **ACS Table C21007 (Age by Veteran Status by Poverty Status by Disability Status)**. The table allows calculation of the share of the population with a disability among individuals for whom disability status was determined. For consistency with your previous narratives, the percentages below represent the proportion of the population included in this table who are reported as having a disability.

Population with a Disability			
County	Population in Universe	Population with Disability	Percent with Disability
Kentucky	4,534,824	974,987	21.50%
PeADD	149,744	41,472	27.70%
Caldwell County	9,580	3,053	31.90%
Christian County	43,695	9,763	22.30%
Crittenden County	6,689	2,413	36.10%
Hopkins County	33,806	10,548	31.20%
Livingston County	6,889	2,135	31.00%
Lyon County	6,124	2,291	37.40%
Muhlenberg County	22,909	6,025	26.30%
Todd County	8,949	1,968	22.00%
Trigg County	11,103	3,276	29.50%

Narrative Analysis

The Pennyryle Area Development District (PeADD) exhibits a substantially higher prevalence of disability than Kentucky as a whole. While approximately 21.5 percent of Kentucky residents represented in this dataset report a disability, the rate rises to 27.7 percent across the nine-county Pennyryle region. This suggests that residents within the region may experience greater health, mobility, and independent living challenges than are observed statewide, increasing demand for healthcare, transportation assistance, accessible housing, and supportive community services.

Lyon County (37.4%) and Crittenden County (36.1%) have the highest disability rates in the region. In both counties, more than one-third of the population reports a disability. These exceptionally high rates may reflect older population structures, economic factors, and health conditions commonly associated with rural communities. Such concentrations suggest a heightened need for accessibility improvements, healthcare resources, and support services targeted toward individuals with disabilities.

A second tier of counties with elevated disability prevalence includes Caldwell County (31.9%), Hopkins County (31.2%), and Livingston County (31.0%). In each of these counties, nearly one-third of residents report a disability. These rates significantly exceed the statewide average and indicate that disability-related considerations should remain an important component of local planning efforts, particularly in healthcare delivery, workforce participation initiatives, and transportation planning.

Trigg County (29.5%) and Muhlenberg County (26.3%) also exceed the statewide disability rate. While somewhat lower than the highest-ranking counties, disability remains a significant characteristic of the population in both communities and may influence demand for supportive services and accessible infrastructure.

The lowest disability rates in the region are found in Christian County (22.3%) and Todd County (22.0%). Although these counties have the smallest percentages of residents with disabilities among the nine counties analyzed, both still exceed 20 percent and remain slightly above the statewide average. Christian County's younger population profile and larger urbanized areas may contribute to its comparatively lower disability prevalence.

Overall, the data indicate that disability is a significant demographic characteristic throughout the Pennyrile region. Every county exceeds 20 percent, and most exceed the statewide rate. The concentration of residents with disabilities across the region highlights the importance of ensuring equitable access to healthcare, housing, transportation, employment opportunities, emergency services, and community programs. As the population continues to age, disability-related needs are likely to become an increasingly important consideration in regional and local planning efforts.

Population Speaking English Less Than Very Well

This file is **ACS Table B16004 (Age by Language Spoken at Home by Ability to Speak English)** and is commonly used to measure the population that speaks English less than very well, often referred to as the Limited English Proficiency (LEP) population.

For this analysis, the LEP population includes persons age 5 and older who speak a language other than English at home and report speaking English well, not well, or not at all.

Population Speaking English Less Than Very Well			
	LEP Population	Population Age 5+	Percent LEP
Kentucky	136,045	4,534,824	3.00%
PeADD	3,939	199,268	1.98%
Caldwell County	27	11,861	0.20%
Christian County	2,292	65,357	3.50%

Crittenden County	214	8,493	2.50%
Hopkins County	424	42,501	1.00%
Livingston County	5	8,406	0.10%
Lyon County	31	8,647	0.40%
Muhlenberg County	150	28,943	0.50%
Todd County	492	11,559	4.30%
Trigg County	304	13,501	2.30%

Narrative Analysis

The nine-county region exhibits relatively low levels of limited English proficiency overall, reflecting the predominantly English-speaking nature of western Kentucky. However, notable differences exist among counties, suggesting varying needs for language access services and multilingual outreach.

Todd County has the highest concentration of residents who speak English less than very well, with approximately 4.3 percent of the population age five and older meeting the definition of limited English proficiency. This comparatively high rate indicates a greater need for translation services, bilingual educational resources, and culturally responsive community outreach efforts.

Christian County ranks second, with 3.5 percent of residents speaking English less than very well. Although the percentage is modest, Christian County has the largest LEP population in absolute numbers, with more than 2,200 residents affected. The county's diverse population and connections to the Fort Campbell military community likely contribute to its greater linguistic diversity. As a result, healthcare providers, schools, workforce agencies, and social service organizations may encounter a broader range of language needs than elsewhere in the region.

Moderate levels of limited English proficiency are found in Crittenden County (2.5%) and Trigg County (2.3%), where approximately one in forty residents may experience challenges communicating in English. These counties may benefit from targeted language-access strategies, particularly in public-facing services.

The remaining counties report relatively low LEP rates. Hopkins County (1.0%) has a larger population base and therefore still serves several hundred residents with limited English proficiency, despite a lower percentage. Muhlenberg County (0.5%), Lyon County (0.4%), Caldwell County (0.2%), and Livingston County (0.1%) report the smallest shares of LEP residents, indicating that language barriers affect a comparatively small portion of their populations.

Overall, the data suggest that limited English proficiency is concentrated primarily in Todd and Christian Counties, with smaller but meaningful populations present in Crittenden and Trigg Counties. While most counties in the region remain overwhelmingly English-speaking, demographic changes and increasing diversity may continue to expand the need for language-access services, multilingual communications, and culturally appropriate outreach programs in the future.

Conclusion

The socioeconomic analysis indicates that underserved populations within the Pennyryle Area Development District are not evenly distributed but are concentrated in specific census block groups throughout the region. Christian County contains the region's largest concentrations of minority, Hispanic, and limited English proficiency (LEP) populations, while Todd County also exhibits elevated Hispanic, LEP, and poverty rates. Rural counties such as Lyon, Livingston, Crittenden, Caldwell, and Trigg have some of the highest percentages of older adults and persons with disabilities, with several counties reporting more than one-fifth of their population age 65 or older and disability rates exceeding 30 percent. Poverty is also concentrated in portions of Todd, Trigg, Hopkins, Livingston, and Muhlenberg Counties, where approximately one in five residents lives below the federal poverty level.

The census block group maps demonstrate that many of these populations overlap geographically, creating areas where multiple transportation barriers may exist. These identified block groups should be prioritized for public outreach efforts through partnerships with community organizations, senior centers, housing authorities, schools, healthcare providers, faith-based organizations, and bilingual service providers. Providing accessible meeting locations, translated materials, alternative participation opportunities, and targeted communications in these areas will help ensure that traditionally underserved populations have meaningful opportunities to participate in the transportation planning process. Using census block group data to guide outreach efforts supports Title VI and environmental justice objectives while promoting equitable access to transportation planning and decision-making throughout the Pennyryle region.

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 Pennyrile ADD maintains a contact list and email list-serve for those who have interest in the region.

AIRPORTS

<https://transportation.ky.gov/Aviation/Pages/Kentucky-Airports.aspx>

Name:	Tradewater Airport	Name:	Lake Barkley State Park Airport
Ownership:	Publicly-owned	Ownership:	Publicly-owned
Owner:	Dawson Springs P.O. BOX 345 Dawson Springs, KY 42408 Phone: 270-797-2781	Owner:	KY Department of Parks 2 Hudson Hollow Unit 1 Frankfort, KY 40601 Phone: 502-892-3367
Manager:	Janet Dunbar P.O BOX 345 Dawson Springs, KY 42408 Phone: 270-797-2781	Manager:	David Miller 3500 State Park Road Cadiz, KY 42211 Phone: 270-924-1131
Name:	Hopkinsville-Christian County Airport	Name:	Madisonville
Ownership:	Publicly-owned	Ownership:	Publicly-owned
Owner:	City of Hopkinsville 300 Memorial Field Drive Hopkinsville, KY 42240 Phone: 270-887-4157	Owner:	City of Madisonville City Hall Madisonville, KY 42431 Phone: 270-824-2110/Mayor: 270-824-2100
Manager:	Sherry Key 300 Memorial Field Drive Hopkinsville, KY 42240 Phone: 270-887-4157	Manager:	Emily Herron 162 Airport Road Madisonville , KY 42431 Phone: 270-821-3453/After Hours: 270-871-5743
Name:	Marion-Crittenden County Airport	Name:	Princeton-Caldwell County Airport
Ownership:	Publicly-owned	Ownership:	Publicly-owned
Owner:	Marion-Crittenden County Airport Bd 500 Airport Road Marion, KY 42064 Phone: 270-965-4242	Owner:	Princeton-Caldwell County Airport Board 106 Meadowbrook Drive Princeton, KY 42445 Phone: 270 625-3609
Manager:	Jim Johnson 500 Airport Road Marion, KY 42064 Phone: 270-965-4242	Manager:	Lloyd Murdock 106 Meadowbrook Drive Princeton, KY 42445 Phone: 270 625-3609

AIRPORTS (Continued)

<https://transportation.ky.gov/Aviation/Pages/Kentucky-Airports.aspx>

Name: Standard Field Airport
Ownership: Publicly-owned
Owner: Elkton-Todd County Airport Bd
805 Airport Road
Elkton, KY 42220
Phone: 270-847-6511
Manager: William Johnson, Jr.
200 Georgetown Circle
Elkton, KY 42220
Phone: 270-847-6511

Name: Muhlenberg County Airport
Ownership: Publicly-owned
Owner: Muhlenberg County
Muhlenberg County Courthouse
Greenville, KY 42345
Phone: 270-338-9419
Manager: Ed Tackett
399 Airport Road
Greenville, KY 42345
Phone: 270-225-8093

Name: Campbell Army Airfield
Ownership: U.S. Army
Owner: U.S. Army ATCA-ASO
9325 Gunston Road
Fort Belvoir, VA 22060
Phone: 502-798-7146
Manager: Airfield OPS
Fort Campbell, KY
Phone: 270-798-7146/47

RIVERPORTS

<http://www.kentuckyriverports.com/>

Eddyville Riverport and Industrial Development Authority

978 Port Authority Rd

Eddyville, KY 42038

info@eddyvilleriverport.com

Jay Hunt - Port Director

Phone: 270-388-9671

Riverport@bellsouth.net

RAILROADS

Name: CSX Transportation
Class: I
Code: CSXT
Contact: Michael Liebelt
Project Manager – DC, VA, NC, KY,
WV
CSX Public Projects
Address: 4900 Old Osborne Tpk.
Richmond, VA 23231
Phone: (804)226-7718
Contact: Kathy B. Cramme
Engineering Assistant to Troy Creasy
NC, VA, DC, WV & KY
Address: CSX Transportation
4900 Old Osborne Tpk., Suite 200
Richmond, VA 23231
Phone: 804-370-3204

Name: Fredonia Valley Railroad
Class: III
Code: FVRR
Contact: Jamie P. Pesek, Customer Service &
Logistics Manager | Lafarge North
America Inc. US MidAmerica
Aggregates
Address: 1S194 IL Rt. 47
Elburn, IN 60119
Phone: Office: 630-365-3600
mobile: 847-847-9895
Email: Jamie.Pesek@lafargeholcim.com

Name: National Defense Railroad
Contact: Mr. Russ Baggerly, Chief
Transportation Division, AMC-AFSBn-
Campbell
Address: 7162 Hedge Row Road
Fort Campbell, KY 42223
Phone: 270-798-9165
Email: russell.e.baggerly.civ@army.mil

Name: R. J. Corman Railroad Company, LLC
Class: III
Code: RJCM
Contact: Mark Brown
Address: 145 1st Street
Guthrie, KY 42234
Phone: 859-213-1140
Email: mark.brown@rjcorman.com

Name: Paducah and Louisville Railway, Inc
Class: II
Code: PAL
Contact: Kevin McEwan, Vice President Marketing &
Sales
Address: 200 Clark Street
Paducah, KY 42003
Phone: 270-444-4337
Email: kmcewan@palrr.com
Website: www.palrr.com

BIKE, PEDESTRIAN AND GREENWAY CONTACT LIST

Hopkinsville Greenway System
Hopkinsville Public Works Department
705 North Main Street
Hopkinsville, KY 42240
270-890-0600

This asphalt bike and walking trail runs along the Little River and the former Department of Defense Rail Line in the City of Hopkinsville.

Brizendine Brothers Nature Walking Trail
Brizendine Brothers Nature Park
Leslie Cornette, Administrator
City of Greenville
P.O. Box 289
Greenville, KY 42345
270-338-3966
admin@greenvilleky.com

Muhlenberg County Rails-to-Trails
Kelly Richey, Public Works Superintendent
P.O. Box 137
Greenville, KY 42345
270-338-2520

This asphalt bike and walking trail meanders through the cities of Central City, Greenville and Powderly.

Marion Rails-to-Trails Bike and Walking Trail
Marion Park Board
217 S. Main St
Marion, KY 42064
270-965-5313

This trail is a 1 ½ mile asphalt bike and walking trail in the City of Marion.

5.2 Map of Multimodal Facilities

The following map illustrates the multimodal facilities located in the Pennyriple ADD region.

[illegible]

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 list and map have contact names and illustrates areas that have local planning units within the region.

Pennyrile ADD Local Planning Commissions

City of Princeton Planning

Bill Perry, Chairman
206 E. Market St.
Princeton, KY 42445
270-365-9575

<https://princeton.ky.gov/departments/Pages/Planning-and-Zoning.aspx>

Community & Development Services

Tom Britton, Director
PO Box 1125
Hopkinsville, KY 42241-1125
270-887-4285

www.comdev-services.com

City of Marion Planning

Tanya Byers
217 S. Main
Marion, KY 42064
270-965-2266

<https://www.marionky.gov/PlanningCommission.aspx>

Hopkins County

Katie Wyatt, Director
67 North Main Street
Madisonville, KY 42431
270-825-4457

<https://www.hopkinscountyp planning.org/>

Eddyville-Kuttawa-Lyon Co.

Bruce Wilkerson, Chairman
PO Box 602
Eddyville, KY 42038
270-823-6428

<https://www.lyoncountyky.com/planningzoning>

Muhlenberg County

David Rhoades, Chairman
214 N. 1st. St.
Central City, KY 42330
270-754-2336

City of Elkton

Administrator Vacant
P.O. Box 578
Elkton, KY 42220
270-265-9879

<https://elktonky.com/planning-and-zoning/>

City of Guthrie

David England, Chairman
PO Box 338
Guthrie, KY 42234
931-233-1469

www.cityofguthrie.org

City of Trenton

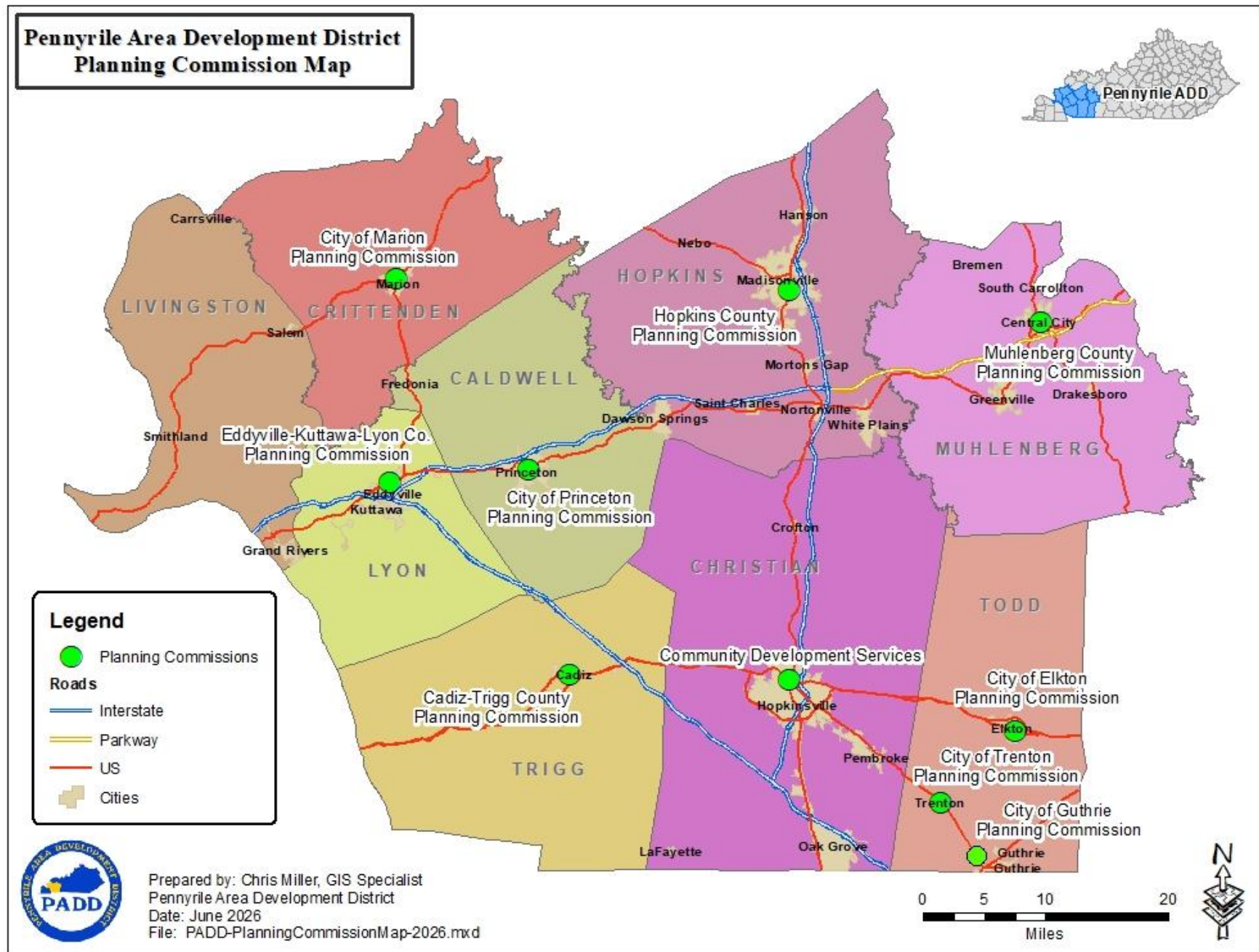
Jane Bailey, Chairman
PO Box 72
Trenton, KY 42286
270-466-3332

<http://www.trentonky.org/Trenton-Planning-Commission.html>

Cadiz-Trigg County

Tom Lawson, Chairman
1654 Main Street
Cadiz, KY 42211
270-522-1122

<http://ctcplanning.com/>



CHAPTER 7: TRANSPORTATION TERMS AND ACRONYMS

Glossary of Terms and Acronyms

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

A

Adequacy Rating

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

American Association of State Highway and Transportation Officials (AASHTO)

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

American Public Transit Association (APTA)

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

Americans with Disabilities Act of 1990 (ADA)

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

Area Development District (ADD)

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

Arterial

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

Association of Metropolitan Planning Organizations (AMPO)

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

B

Bicycle Facilities/Amenities

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

Bicycle Lane (Bike Lane)

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

Bicycle Route (Bike Route)

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

Bikeway

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

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

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

Coal Haul

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

Collector

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

Continuous Highways Analysis Framework (CHAF)

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

Critical Crash Rate Factor (CRF)

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

E**Extended Weight**

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

F**Fixing America's Surface Transportation Act (FAST Act)**

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

Federal Highway Administration (FHWA)

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

Federal Transit Administration (FTA)

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

Functional Classification

A system of classifying rural and urban roadways by use and level of traffic volume: interstates, arterials, collectors, and local

roads are the chief classes.

G

Geographic Information System (GIS)

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

H

Highway District Office (HDO)

Kentucky has twelve district highway offices located throughout the state.

Highway Information System (HIS)

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

I

Intermodal

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

Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA)

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

International Roughness Index (IRI)

International Roughness Index is a measure of pavement roughness.

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

K

Kentucky Transportation Cabinet (KYTC)

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

L

Level of Service (LOS)

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

Local Roads

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

Long-Range Statewide Transportation Plan

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

M

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

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

Metropolitan Planning Organization (MPO)

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

Metropolitan Statistical Area (MSA)

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

Mile Point (MP)

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

N

National Highway (NHS)

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

National Truck Network (NN)

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

P

Pedestrian

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

Poverty Level

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

R

Pavement Rideability Index (RI)

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

Right-of-Way (ROW)

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

S

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

Scenic Byways

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

Shared Use Path

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

Small Urban Area (SUA)

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

State Implementation Plan (SIP)

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

Six Year Highway Plan (SYP)

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

Statewide Transportation Improvements Program (STIP)

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

Strategic Highway Corridor Network (STRAHNET)

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

Strategic Highway Investment Formula for Tomorrow (SHIFT)

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

System Classification/Functional Classification

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

Surface Transportation Program (STP)

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

I**Traffic Volume**

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

Transportation Enhancement Funds (TE)

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

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

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

Transportation Improvement Program (TIP)

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

U**Urban Area (UA)**

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

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

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