

CHAPTER 1: INTRODUCTION

1.1 History of Program

Kentucky has maintained a statewide transportation planning process since the 1970's through the 15 Area Development Districts (ADDs). In 1995 Kentucky expanded and formalized a public involvement process for the statewide transportation planning process in response to the directives of the Intermodal Transportation Efficiency Act of 1991 (ISTEA). ISTEA and its successor, The Transportation Equity Act for the 21st Century (TEA-21), enacted in 1998, set the policy directions for more comprehensive public participation in federal and state transportation decision-making. The Safe, Accountable, Flexible and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) passed in 2005. SAFETEA-LU addressed challenges such as improving safety and reducing traffic congestion, improving efficiency in freight movement, increasing intermodal connectivity, and protecting the environment. The Moving Ahead for Progress in the 21st Century Act (MAP-21) passed in 2012. MAP-21 built on and refined many of the other highway, transit, bike, and pedestrian programs and policies established in the previous bills. Most recently the Fixing America's Surface Transportation Act (FAST Act) passed in 2015. The FAST Act maintains a focus on safety, keeps intact the established structure of the various highway-related programs, and continues efforts to streamline project delivery. It also provides, for the first time, a dedicated source of federal dollars for freight projects. These Congressional acts authorize all on-going federal-aid transportation programs. 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 9 Metropolitan Planning Organizations (MPOs). The ADDs and MPOs are responsible mainly for the analysis of data and transportation systems, identification and evaluation of needs in their planning area, the coordination of public input for the STIP and the subsequent evaluation and prioritizing of identified needs in the KYTC Unscheduled Projects List (UPL) for possible inclusion into the KYTC Highway Plan.

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

ADDs pursuant to federal legislation established an effective link for the development of a comprehensive transportation program utilizing local, regional, and statewide agencies.

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

1.2 Map of ADD, MPO and HDO Boundaries



1.3 Purpose of the Public Involvement Plan

The purpose of the ADD Public Involvement Plan (PIP) is to describe actions the ADD Regional Transportation Committee (RTC) shall take to provide opportunities for the public to be involved in the statewide transportation planning process. True public involvement is central to good decision making. Without meaningful public involvement there exists a risk of making decisions that are less than optimal. However, with public involvement, there can be a lasting contribution to the regional well-being of our neighborhoods, towns, cities and counties. The best policy decisions by our governments are made transparently, in conjunction with participation by the public.

The goal of the public involvement plan will be to broaden the public input process in an effort to reach more sectors of the public and more diverse population groups. 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 positively to community vitality.

In order to gain cooperation in implementing transportation improvements; government, industry, commerce, and citizens need to understand what the issues are; what improvements are necessary

and possible; what will be the short-and long-term effects of those solutions; 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 trade-offs and constraints associated with project planning. This mutual understanding can only be achieved through early, frequent and continued discussion and communication between the affected parties. When the community is involved and engaged in the process, it assures the planning team their projects suit community needs, as best as can be allowed. The true test of a successful public participation campaign 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 HDOs, county judges, mayors, state legislators, regional transportation committees, as well as other interested parties, which may 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;
- Any other interested parties not listed above.

CHAPTER 2: REGIONAL TRANSPORTATION COMMITTEE

2.1 Introduction

The Regional Transportation Program is funded by the KYTC, and brings local involvement into the decision-making process via the regional transportation committee. The Big Sandy ADD Regional Transportation Committee (BSADD RTC) is responsible for identifying, evaluating and prioritizing transportation needs in Floyd, Johnson, Magoffin, Martin and Pike Counties. The RTC was established as an advisory body to the Big Sandy ADD Board of Directors, and consists of representatives who are interested in improving transportation from each county located within the Big Sandy Region. The committee is comprised of selectees from each county judge (numbering 2 per county) and each city mayor, and represent a cross-section of our region's population, with first responders, economic

development, healthcare, industry, multimodal and education interests represented, as well as elderly, minorities and disabled populations.

Voting members are comprised of these 28 members, with the 2 HDO representatives from HDOs 10 and 12, as well as the BSADD representative holding advisory, non-voting seats. The chairman does not vote except in cases of a tie-breaker.

The BSADD RTC is responsible for:

- Reviewing and providing input into finalizing planning documents;
- Prioritizing transportation improvement projects from the regional perspective.

In partnership with the residents of the communities of the Big Sandy Region, the BSADD RTC actively pursues, strives for and advocates an improved quality of life for all citizens of the region, regardless of age, sex, race, religion or national origin. We furnish technical, administrative and professional assistance to our citizens, agencies and organizations, as well as our local, county, state and federal governments. This assistance allows us to improve the personal, professional and economic opportunities of all our region’s citizens.

RTC meetings are held quarterly, on the fourth Tuesday of the second month of each quarter, and are open to the public. The meeting agenda includes a public comment period and encourages suggestions for issues and topics to be reviewed by the RTC. This action is taken to allow the public ample opportunities to provide information, concerns and issues for consideration by the committee members. Any comments received by the BSADD RTC will be documented and forwarded to the KYTC.

2.2 Regional Transportation Committees By-Laws

BIG SANDY AREA DEVELOPMENT DISTRICT

Regional Transportation Committee

By-Laws

ARTICLE I

NAME, LOCATION, AUTHORIZATION AND PURPOSE

Section I: Name

The name of this body shall be known as the “Big Sandy Area Development District Regional Transportation Committee”, and shall hereinafter be referred to as the “BSADD RTC” or “committee”.

Section II: Area

The BSADD RTC will serve the populations of Floyd, Johnson, Magoffin, Martin and Pike Counties.

Section III: Authority

The authority granted by the BSADD Board of Directors has established this committee. The RTC shall be governed by the By-Laws of the Big Sandy Area Development District, and the By-Laws of the Big Sandy Area Development District Regional Transportation Committee, as amended. In such cases where the By-Laws contradict, the By-Laws of the Big Sandy Area Development District shall supersede.

Section IV: Purpose

The purpose of the BSADD RTC shall be to promote and develop the transportation system and the general safety and well-being of the citizens of the Big Sandy Region.

The committee will fulfill these needs by planning for a safe, economical, accessible and balanced transportation infrastructure throughout our region. The committee will solicit public input and consultation, in accordance with public involvement guidelines set forth by applicable state and federal requirements. In case of conflict between state and federal guidelines, federal guidelines will supersede any state requirements.

Duties of the committee shall include, but are not limited to, a thorough identification and review of our transportation needs and priorities, and a prioritization of these needs on our Unscheduled Projects List, for inclusion into the state's highway plan, as requested by the KYTC.

The committee will establish regional transportation Goals and Objectives, and review and revise accordingly on an annual basis.

Lastly, the committee will carry out any tasks assigned to it by the BSADD Board of Directors.

ARTICLE II

MEMBERSHIP

Section I: Representation

The committee shall be comprised of representatives from each county and city located within the Big Sandy Region. This representation shall be composed of two (2) suggested by each county judge; one (1) suggested by each mayor; one (1) from each Highway District Office with jurisdiction; one (1) from the Big Sandy ADD; and, one (1) regional bicycle and pedestrian interests representative appointed by the committee.

The HDO and BSADD members shall serve in an advisory capacity only, and the chairperson shall retain a vote only in cases of a tie.

All committee rosters, meeting minutes and attendance logs shall be available for public review on the Big Sandy Add website, www.bigsandy.org.

In the event a representative cannot attend a meeting, they may assign their vote and /or interest in that meeting to a “proxy”, who shall retain full membership rights until such time as the regular member can attend.

Members shall serve without monetary compensation.

Section II: Terms of Members

Members shall serve for two (2)-year terms, at which time they may be removed by the respective judge/mayor, or they may be reappointed by same.

Vacancies on the committee shall be filled by a representative from the same county/county seat the departed member represented.

Committee officers shall be comprised of a chairperson and vice-chairperson.

The chairperson shall be nominated by committee representatives, and shall be elected by a simple majority, or by acclamation. The chairperson shall serve for two (2) years.

The vice-chairperson shall be nominated by committee representatives, and shall be elected by a simple majority, or by acclamation. The vice-chairperson shall serve for two (2) years.

All officers may serve successive terms.

Section III: Participation

In the normal conduct of the BSADD RTC, citizens of the Big Sandy Region; participating city, county state and federal agencies; participating city, county and state government representatives; the general public; and any official agents of any interested party are invited to attend, participate and have access to the records and proceedings of the committee.

Three consecutive absences on the part of any member to regularly scheduled committee meetings shall be interpreted as a possible lack of interest. The chairperson of the committee shall, at that time, inquire as to whether the respective member intends to remain active on the committee. If this member indicates no interest or if there is no reply, the position shall be considered vacant and the chairperson shall request appointment of a replacement by the appointing authority.

“Robert’s Rules of Order” shall govern all deliberations of the RTC.

ARTICLE III

COMMITTEE MEETINGS

Section I: Regular Meetings

The committee shall hold regular meetings at least quarterly, or special meetings as needed. The standing meeting day will be the fourth Tuesday of the second month of the quarter, at 10:00 AM, at the Big Sandy ADD in Prestonsburg, KY, unless otherwise noted.

Section II: Notice of Meetings

Notices and agendas of all regular and special meetings shall be distributed via email, unless otherwise arranged, at least fourteen (14) days prior to the meeting, in case of a regular meeting, or in the case of a special meeting, with as much advance notice as situations allow. Notices shall also be supplied to the KYTC Central Office and the Office of Business and Occupational Development.

Section III: Quorum

A quorum shall be necessary for transacting any official business by the committee. A quorum shall be comprised of any number of members present for a meeting. Votes carried out by the committee shall be decided by a simple majority (1/2 plus 1 of members present).

ARTICLE IV

SUBCOMMITTEES AND CONSULTATION

Section I: Consultation

This committee shall have the authority to seek specialized consultation through a formation of advisory or subcommittees, as it may deem necessary in the execution of its duties.

Section II: Implementation Procedures

The following policies shall be deemed applicable for implementation of committee groups of the RTC in the performance of its functions:

- The chairperson of the committee shall establish such subcommittees as is deemed necessary. They shall appoint members to serve on such subcommittees, or may leave the membership to the discretion of the subcommittee chairperson;
- The chairperson of the subcommittee shall make available minutes of all subcommittee proceedings, and shall make report on such to the RTC;
- All matters not specifically covered herein shall be subject to the action of the subcommittee.

ARTICLE V

ADOPTION OF BY-LAWS

This revision of the BSADD RTC By-Laws shall go into effect upon an affirmative vote by the BSADD RTC, and shall go into force with the commencement of fiscal year 2015, on July 1, 2014.

Any further revisions will become effective immediately upon an affirmative vote by the committee.

Revised April 25, 2017

Re-Adopted August 25, 2020

Signed:

Gary McClure
Chairman, BSADD RTC

Attest:

Witness

2.3 Regional Transportation Committee Goals and Objectives

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

- KYTC Vision Statement

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

- KYTC Mission Statement

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

- KYTC Goals

*Safety and Security.
System Preservation.
Economic Opportunity and Mobility.*

The Regional Transportation Planning Program follows in accordance with the KYTC's Vision and Mission Statements and Goals; therefore the ADDs, when crafting their Goals and Objectives, shall continue with these thoughts and directions. A regional transportation vision was adopted by the ADDs to reflect the KYTC. In turn, the RTC's Goals and Objectives are to be broad, encompassing goals which will help guide the identification of improvements and the selection of projects. These Regional Goals and Objectives shall be reviewed and updated annually and approved by the RTC.

BIG SANDY AREA DEVELOPMENT DISTRICT

Regional Transportation Committee

Goals and Objectives

GOAL:

The Goal of the Big Sandy Area Development District Regional Transportation Committee is the continued improvement and growth of our intermodal transportation facilities and infrastructure; helping the region fully recognize its economic development growth potential; and, through dedicated planning practices, helping lessen the potential for “sprawl” through smart growth best practices.

We further aspire to encourage participation from all population groups through the Four E method of engineering, education, enforcement and emergency response, so as to achieve a safer and more efficient transportation system throughout eastern Kentucky.

OBJECTIVES:

Economic Development of the Big Sandy Region

- The BSADD RTC will continue to furnish governments in our region with technical assistance in the forms of planning, mapping, construction and maintenance management, in addition to assistance in locating and applying to funding sources.

Improved Access and Roadways

- The BSADD RTC fully supports any improvement to, or new construction of, any connector projects that will open the region to further development.
- The BSADD RTC continues to work to improve our rural two- and four-lane roadways with widening, maintenance and enhancement projects.
- The BSADD RTC supports, and will continue to do so, the bridge replacement efforts throughout our region, and will serve as an advocate of such, ensuring our local governments and citizens that bridge replacement needs are adequately addressed.

Congestion Management and Mobility

- The BSADD RTC will strive for ways to improve our traffic flow and the mobility of our region’s motorists, through consultation with the KYTC, consultants and engineers.
- The BSADD RTC will engage in aggressive efforts to mitigate traffic congestion by planning more frontage roads in our more congested commercial areas to improve flow, safety, mobility and efficiency; improve our intersections; and examine alternative methods for moving traffic volumes safely and more efficiently, such as grade-separated interchanges, diverging diamond interchanges and roundabouts.
- The BSADD RTC will support the planning, developing and construction of alternative means of intermodal travel for our region’s residents.

Safety and Security

- The BSADD RTC will continue to encourage efforts at improving the safety of our rural intersections, with more lighting, markings, signage and/or alternative intersection designs.
- The BSADD RTC will support the initiation of education efforts aimed at our region's children, to increase their safety awareness when traveling. A driver safety training course is being considered for our region presently, which will allow our young drivers to receive training in handling adverse driving conditions on a closed course before encountering them on the open roads.
- The BSADD RTC will assist in locating and landslide or rockfall hazards, and identify all slippage-prone and highwall areas, so as to begin the process of eliminating them.

Environmental Stewardship

- The BSADD RTC will continue to assess the impact of all new projects on the environment and all population groups within our region.
- The BSADD RTC will assure timely and total access to, and total transparency from, the decision-making process and activities, as well as the results of those decisions, for all population groups.

Multimodal

- The BSADD RTC remains dedicated to maintaining and improving all our transportation modes, with an increased emphasis on commercial air service and more biking/walking facilities.

Revised August 19, 2014

Reviewed and Readopted August 25, 2020

2.4 Regional Transportation Committee Membership

Floyd County Representatives

Judge/Executive Robbie Williams

Steve Little, Floyd County Road Crew Supervisor

David Ellis, retired superintendent of Prestonsburg City Utilities

Johnson County Representatives

Judge/Executive Mark McKenzie

Dewey Bocook, Engineer, Bocook Engineering

Chris Ferguson, Johnson County Citizen

Magoffin County Representatives

Judge/Executive Matthew Wireman

Kevin Howard, Deputy Judge/Executive

Vacant

Martin County Representatives

Judge/Executive William Davis

Steve Goble, Deputy Judge Executive

Ronnie Warrix, Engineer, R&J Development Company

Pike County Representatives

Judge/Executive Ray Jones

Reggie Hickman, Deputy Judge Executive

Fabian Little, Pike County Road Foreman

City Representatives

Mayor Les Stapleton, Mayor of Prestonsburg, RTC Vice Chairman

Mayor Bill Mike Runyon, Mayor of Paintsville

Mayor Pete Shepherd, Mayor of Salyersville

Mayor Eddie Daniels, Mayor of Inez

Phillip Elswick, Pikeville City Manager

Mayor Mike Taylor, Mayor of Elkhorn City

Mayor Sam Howell, Mayor of Martin

Mayor Sharon Woods, Mayor of Allen

Mayor Ronald Workman, Mayor of Warfield

Mayor Andrew Scott, Mayor of Coal Run Village

Mayor Jerry Fultz, Mayor of Wayland

Mayor Don Hall, Mayor of Wheelwright

Bicycle and Pedestrian Representative

Steve Jones, Big Sandy Area Agency on Aging

Advisory (Non-Voting) Members

Gary McClure, Johnson County DES, RTC Chairman

Jason Blackburn, Highway District Office 10 Samuel

Hale, Highway District Office 12

Cliff Latta, Engineer

Kevin Howard, Summit Engineering

Keith Damron, AEI, Inc.

Brandon Montgomery, Big Sandy Area Development District

2.5 Committee Plan of Activities/Programs

As agreed upon by the KYTC and the Big Sandy ADD, the BSADD RTC will supply the KYTC with a committee involvement plan, as set forth in Work Element 2D of the Annual Work Plan, Public Involvement Plan: Regional Transportation Committee. This document details committee meeting dates (tentative) and lists proposed activities to be undertaken throughout the fiscal year.

As required by SAFETEA-LU, and upheld in MAP-21 and the FAST Act, the BSADD will maintain a Regional Transportation Committee. The duty of the Regional Transportation Planner is to provide direct consultation to the committee, solicit committee input in preparing the regional Goals and Objectives; identifying and reviewing regional transportation needs, and, with the input and assistance of the committee, preparing Project Identification Forms (PIFs) to address those needs; and to provide any other assistance as requested by the KYTC. The regional transportation committee should be a group that reflects various demographic groups, as well as a broad spectrum of livelihoods, governed by the RYTC By-Laws.

This plan for committee activities is subject to change based on time available for activities, availability of any speakers or guests or other mitigating circumstances. It should serve as a “blueprint”, and is not meant to present a firm and rigid schedule of activities and/or meetings.

BIG SANDY AREA DEVELOPMENT DISTRICT

PLAN OF ACTIVITIES FOR FY 2021

- **August 25, 2020**
 - Introduction of new Transportation Planner
 - Review/approval of By-Laws/Goals and Objectives;
 - Approval of RTC Goals and Objectives
 - Major construction work updates by HDO 10 and 12
 - Approval of FY 21 Plan for Committee Activities
 - Updates from Rural and Secondary Highways

- **November 25, 2020**
 - SPAN Project updates
 - Major construction work updates by HDO 10 and 12
 - Updates from Rural and Secondary Highways

- **February 25, 2021**
 - Presentation by guest speaker Jason Blackburn on the ongoing SHIFT process through the coming months.
 - Major construction work updates by HDO 10 and 12
 - Updates from Rural and Secondary Highways

Updated June, 2021

- **May 18, 2021**
 - Approval of Draft Prioritization Plan
 - Major construction work updates by HDO 10 and 12
 - Updates from Rural and Secondary Highways
 - SHIFT Schedule update for the remaining year.

CHAPTER 3: PUBLIC INVOLVEMENT

3.1 Introduction

The Big Sandy ADD will provide public involvement opportunities to allow all persons to be involved in the transportation planning process, and provide an avenue for the public voice to be heard by key decision makers. These actions will provide opportunities for all persons and interested parties to participate in the identification, evaluation and recommendation of prioritized transportation needs. These goals will be achieved through the use of the BSADD RTC meetings, as well as public meetings with specific interest groups to discuss transportation needs as deemed necessary by the KYTC and/or Big Sandy ADD, and one-on-one meetings with local and county officials. The Big Sandy ADD will make every effort to include the transportation-disadvantaged and under-served populations (i.e. elderly, minority, low-income, disabled) on committees or in public meetings held for the purpose of soliciting input for transportation plans, issues and projects.

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

As a major component of the public involvement process, and to comply with KYTC and FAST Act requirements for public involvement, the Big Sandy ADD will maintain a regional transportation committee for the purpose of consultation; soliciting input; developing regional transportation goals and direction; identifying, reviewing and ranking transportation needs; providing transportation information/updates; and addressing any additional transportation issues in the region.

The Big Sandy ADD Public Involvement Plan (PIP) will use a broad-brush approach because there is no overwhelming population center for the traditionally underserved, and the size of these populations is relatively small. Third-party group members will be identified across the five-county area to aid in outreach efforts directed towards these groups. The widespread use of newspapers, radio and television are a few methods that can be utilized to reach these population segments. Traveling exhibits may also be useful during local events.

RTC meetings will be open to the public and the meeting notices and agendas will provide space and time for a comment period prior to the meetings.

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

BSADD RTC Public Involvement activities include:

- Regularly scheduled RTC meetings;
- Local or regional informational meetings as requested by the KYTC;
- Utilizing the BSADD website to reach, educate and inform the public about transportation issues;
- Utilizing social media such as Facebook and Twitter to reach population groups;
- Conducting one-on-one meetings with local, city and county officials;
- Using email distribution lists to provide transportation materials to interested parties;
- Using advisory groups as an extension of the RTC to include a more diverse group of representation for the region.

Activities may also include:

- Utilizing the BSADD website to post transportation projects/updates/information/comments, and providing an avenue for feedback;
- Addressing civic groups, chamber or fiscal court meetings regarding the process;
- Conducting public meetings at traditional “meeting” places, such as the courthouse, city hall, etc.;
- Utilize sister departments within the ADD to promote outreach (Aging, Child Services, etc.);
- Utilizing surveys in newspapers, direct mail, etc. soliciting input.

Updated June, 2021

3.2 List of Resources

In order to expand participation opportunities, the BSADD RTPO has compiled a list of resources for general and targeted outreach efforts in the region. They are intended to provide a means for reaching under-served populations. The ADD maintains a detailed listing of these resources, and can be obtained by contacting the BSADD Regional Transportation Planner.

1. **Third Party Groups**

The Big Sandy ADD will seek to increase public outreach to under-served populations by contacting third party groups and requesting assistance. These resources may be used as a distribution means for brochures, newsletters, notices, etc. regarding the planning process. Third party groups may include, but are not limited to:

- Senior Citizen Centers
- Public Libraries
- Public Health Departments
- Public Transit Providers
- NAACP
- Housing Authorities
- US Post Offices
- County/City Clerks
- United Way
- Churches
- Community Action Programs
- Migrant Education Programs
- Chambers of Commerce
- Social Welfare Agencies
- Disabled American Veterans

2. **Public Meetings**

The Big Sandy ADD will hold local or regional public information and input meetings as requested by the KYTC or as-needed. This will provide additional opportunities for public input into the transportation planning process.

3. **BSADD Website**

The Big Sandy ADD website is located at www.bigsandy.org, and the regional transportation planning office has a page dedicated to the regional transportation planning process, <https://bigsandy.org/transportation-planning>. The website provides an explanation of the planning process and its purpose, additional maps and documents for review, and information

on upcoming meetings. This outlet is vital as it allows citizens who may not attend meetings the opportunity to become informed of the process.

4. Newspapers

Information can be sent to local newspapers in the region. While no specific newspaper in the Big Sandy Region target under-served populations, all have the potential to have potentially under-served subscribers. Meeting notices and results may be transmitted to the public through this method.

5. Radio

Information can also be distributed via radio. As with newspapers, none are identified as serving under-served segments, but all are most likely listened to by these groups. Any information that is desired to in front of the public may take advantage of this method.

6. Television

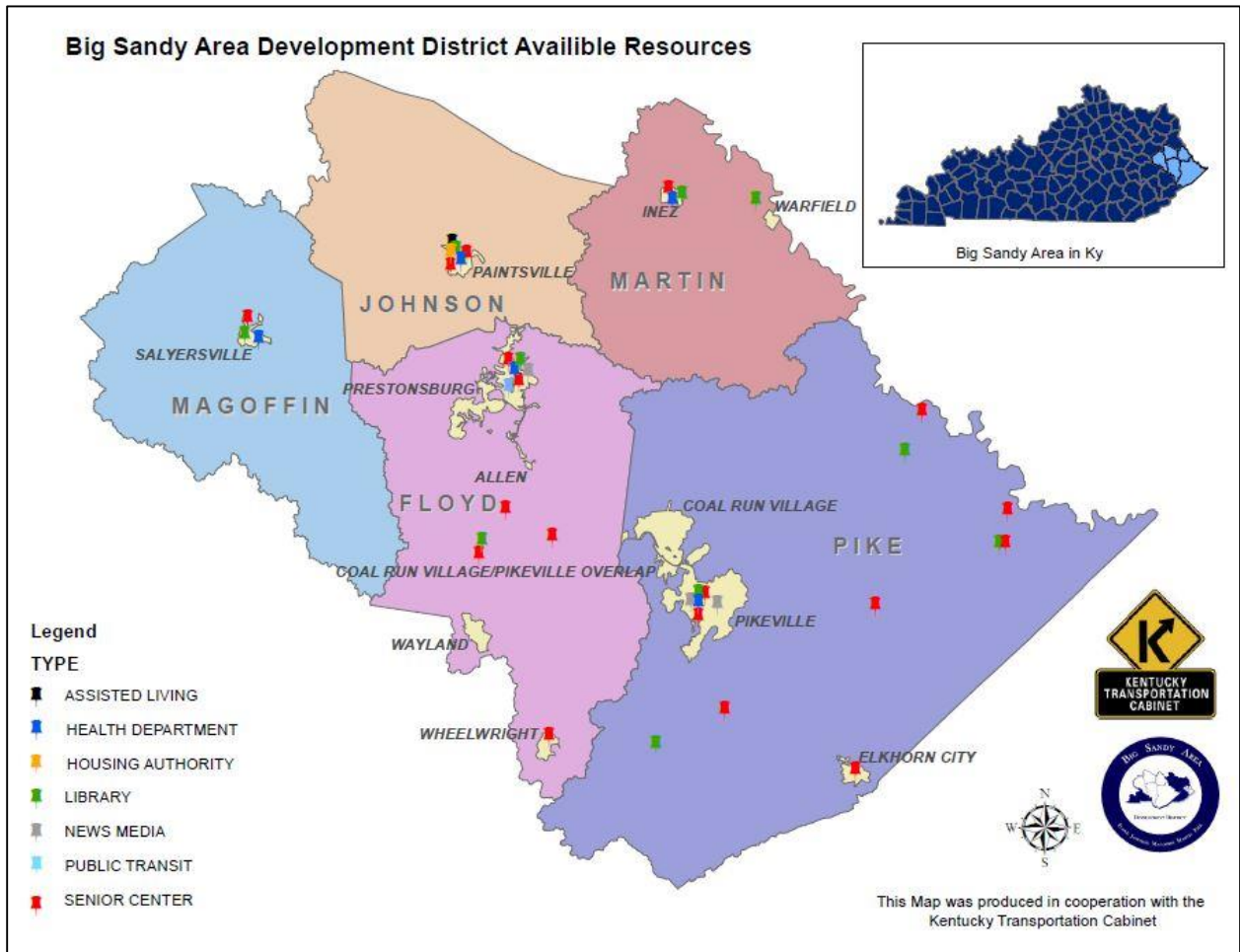
As with newspapers and radio, television, particularly public-access channels in communities, is an ideal means of communicating news and updates to the public-at-large.

7. Traveling Exhibits

Traveling exhibits may also be used to present information on the transportation planning process, often in an interactive way. Some locations where this method may be used are:

- Libraries
- Post Offices
- Court Houses
- City Halls
- Community Centers
- Chambers of Commerce
- HDOs
- ADDs
- Schools
- Housing Developments
- Senior Centers
- Malls
- Special Event Locations (festivals, carnivals, community celebrations).

3.3 Map of Resources



3.4 Groups to Address

Updated June, 2021

As required by Work Element 2A of the Annual Work Plan, the BSADD Regional Transportation Planning Office will plan to attend and speak about or distribute informational materials regarding the statewide planning process. Documents such as the Highway Plan, the Statewide Transportation Improvement Plan (STIP) and other relevant documents to the statewide planning process will be presented and input, comments, suggestions, etc. solicited. Efforts to inform, educate, and involve the public in the transportation planning process are not limited to the addresses given to community groups but also include the use of the BSADD website, social media accounts, and written information distributed in community centers, events, and festivals throughout the region.

The BSADD Transportation Planner addressed the following groups regarding the transportation planning process during FY 2021:

- Due to COVID-19 and the addition of a new Transportation Planner, opportunities to address any relevant groups has been limited to non-existent but will be prioritized in the coming months as things begin to get back to normal.

CHAPTER 4: SOCIOECONOMIC PROFILES

4.1 Introduction

The BSADD Regional Transportation Planner will develop a plan to encourage participation by minority and low-income populations in the public involvement process and include subject populations in the transportation planning process, including but not limited to committee membership, county committees, meetings with various civic groups and 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 and 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 are not limited to:

- 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 list;
- Posting notifications of meetings, public hearings and open houses in county health departments, senior centers, local community centers, post offices and churches;

Updated June, 2021

- Publishing notifications of meetings, public hearings and open houses in Spanish;
- RTC Advisory members to include representatives from low-income housing authorities, directors of senior centers, public transportation officials, etc.;
- Including speakers/guests at committee meetings to discuss public transportation issues and pedestrian issues for minority and low-income populations in their communities.

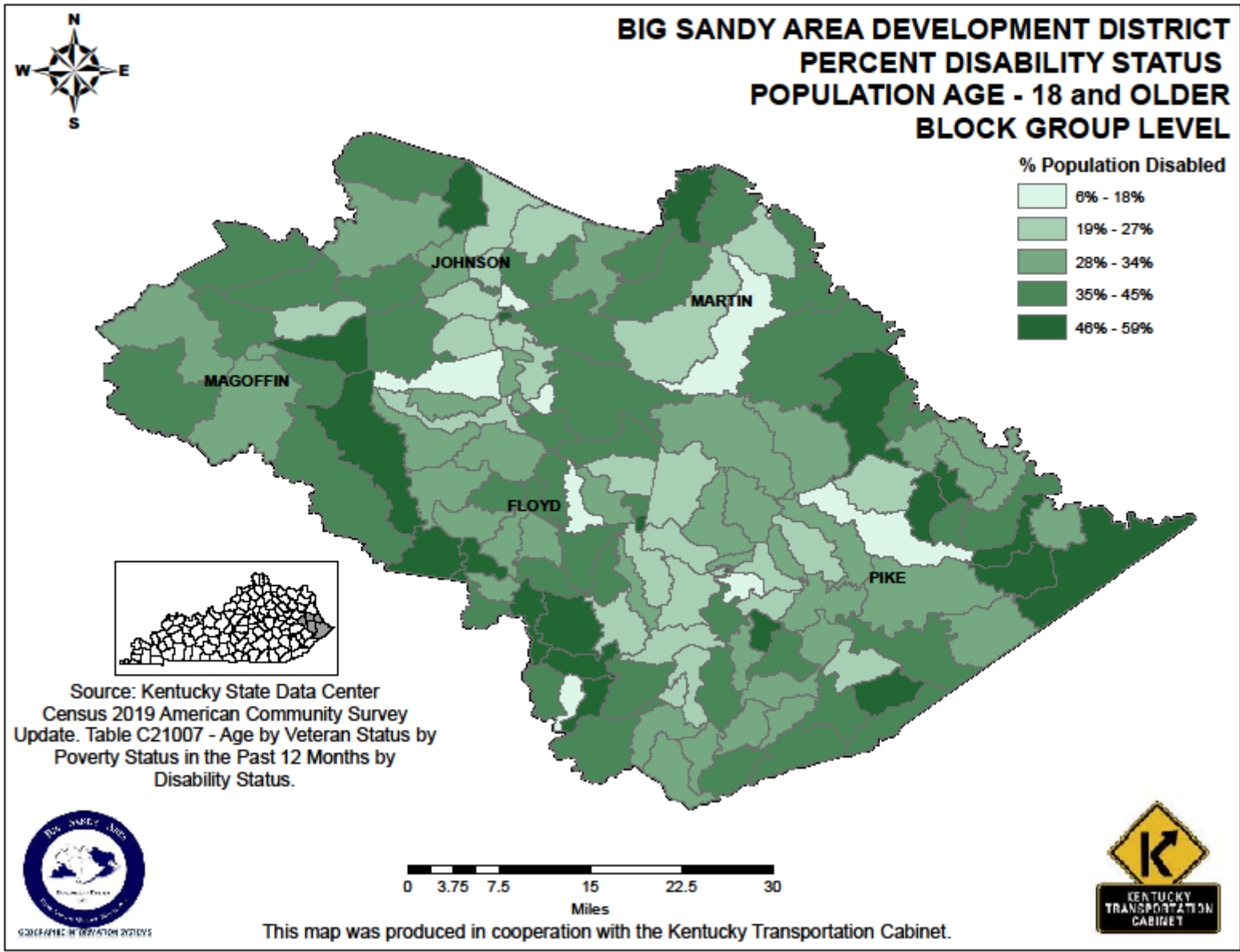
4.2 Demographic Information

The concentrations of underserved populations in the BSADD region are considerably lower than statewide trends at a regional level. For the purpose of this plan, Census data is reviewed for the following categories: total population by race, elderly populations (age 65 and over), low-income or poverty status, disabled populations (5 years and over) and populations who speak English less than very well.

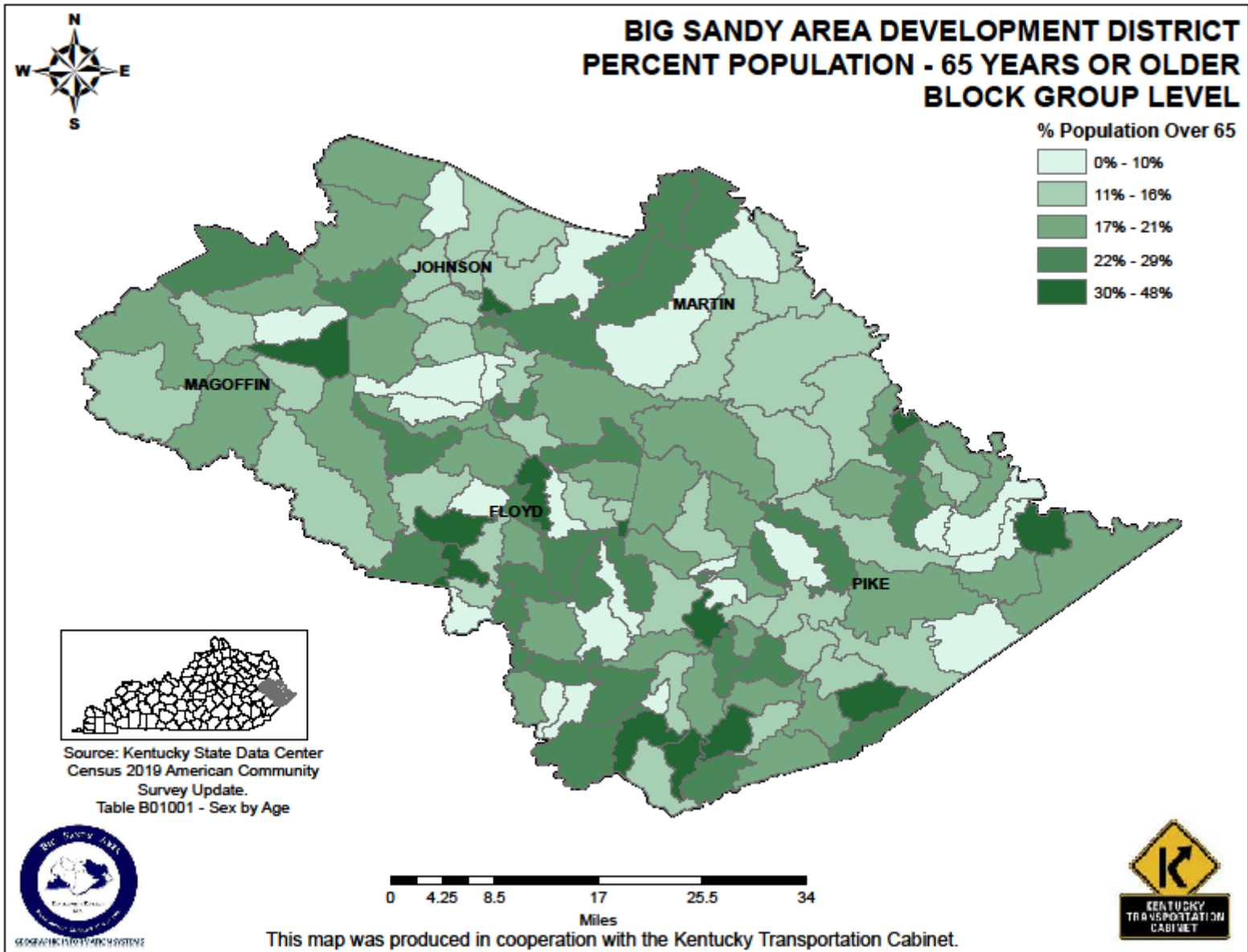
According to the Census 2019 American Community Survey 5 Year Data (2015-2019), the BSADD region comprised 3.1% of the state population. In comparing percentages of the overall minority population in the region to the state, the region's percentage (3.0%) is lower than the state (14.92%). The region has a slightly higher percentage of elderly population (18.0%) than the state (15.20%). However, the percentage of low-income persons for the region (25.0%) is much higher than the state (18.27%). The region also has a much higher rate of persons with a disability age 18 to 64 compared to the state; the BSADD region's disability rate is 28.4% compared to the Kentucky rate of 21.08% for the same age group. Statewide, the percentage of Kentucky's population over five years old who speak English "less than very well" is 2.21%. The percentage in the BSADD region is considerably lower at 0.8%.

4.3 Census Maps

Maps have been created on the following pages to demonstrate concentrations of underserved populations in the BSADD region at the census block group level. Maps are provided for disabled populations, elderly populations (age 65 and older), populations who speak English less than very well, minority populations, and low-income populations.



Updated June, 2024

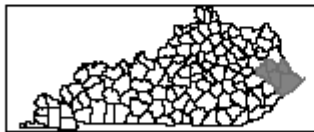
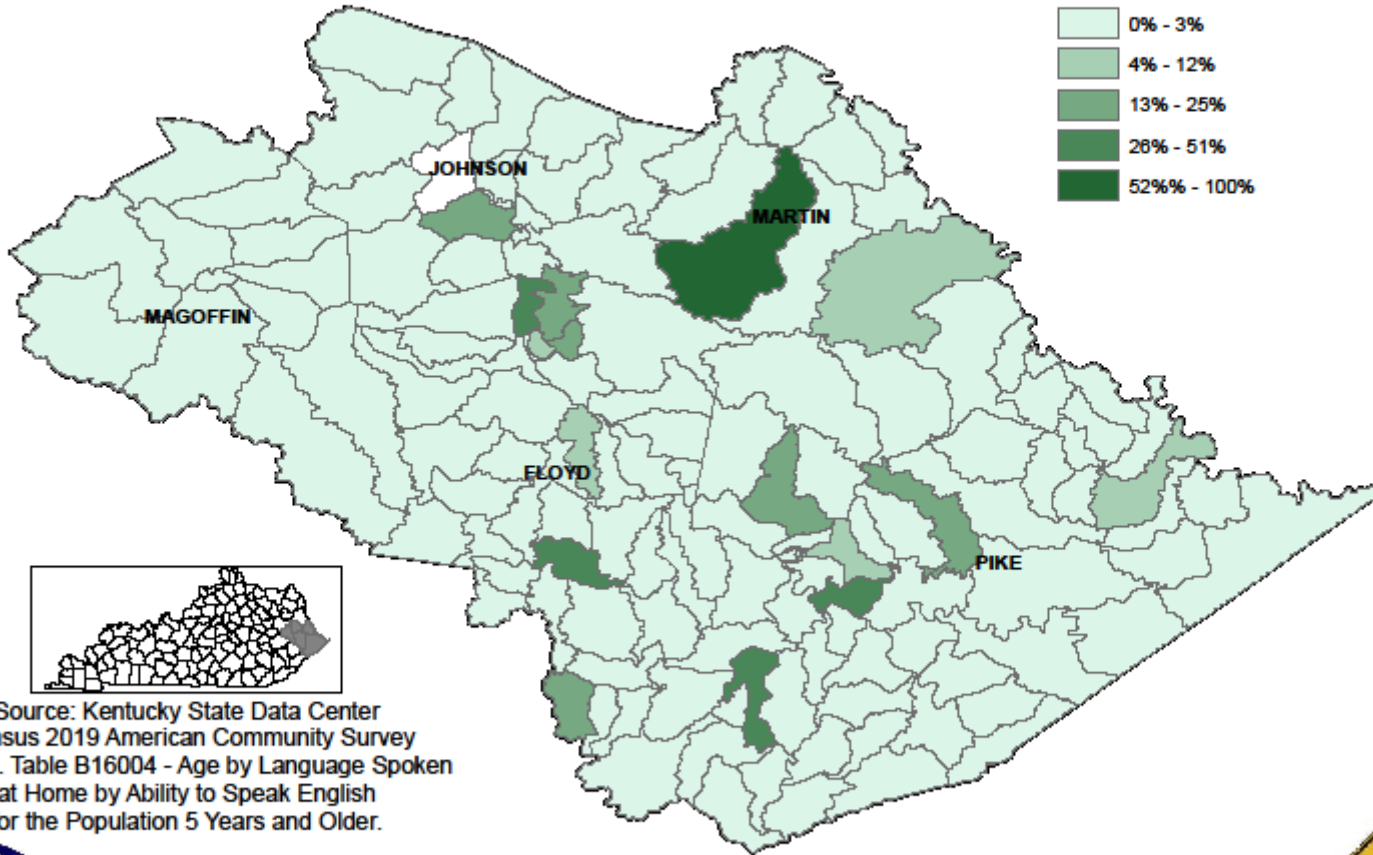
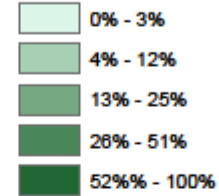


Updated June, 2024



BIG SANDY AREA DEVELOPMENT DISTRICT PERCENT SPEAK ENGLISH "LESS THAN VERY WELL" 5 YEARS AND OLDER - BLOCK GROUP LEVEL

% Population Speak English LTVW



Source: Kentucky State Data Center
Census 2019 American Community Survey
Update. Table B16004 - Age by Language Spoken
at Home by Ability to Speak English
for the Population 5 Years and Older.



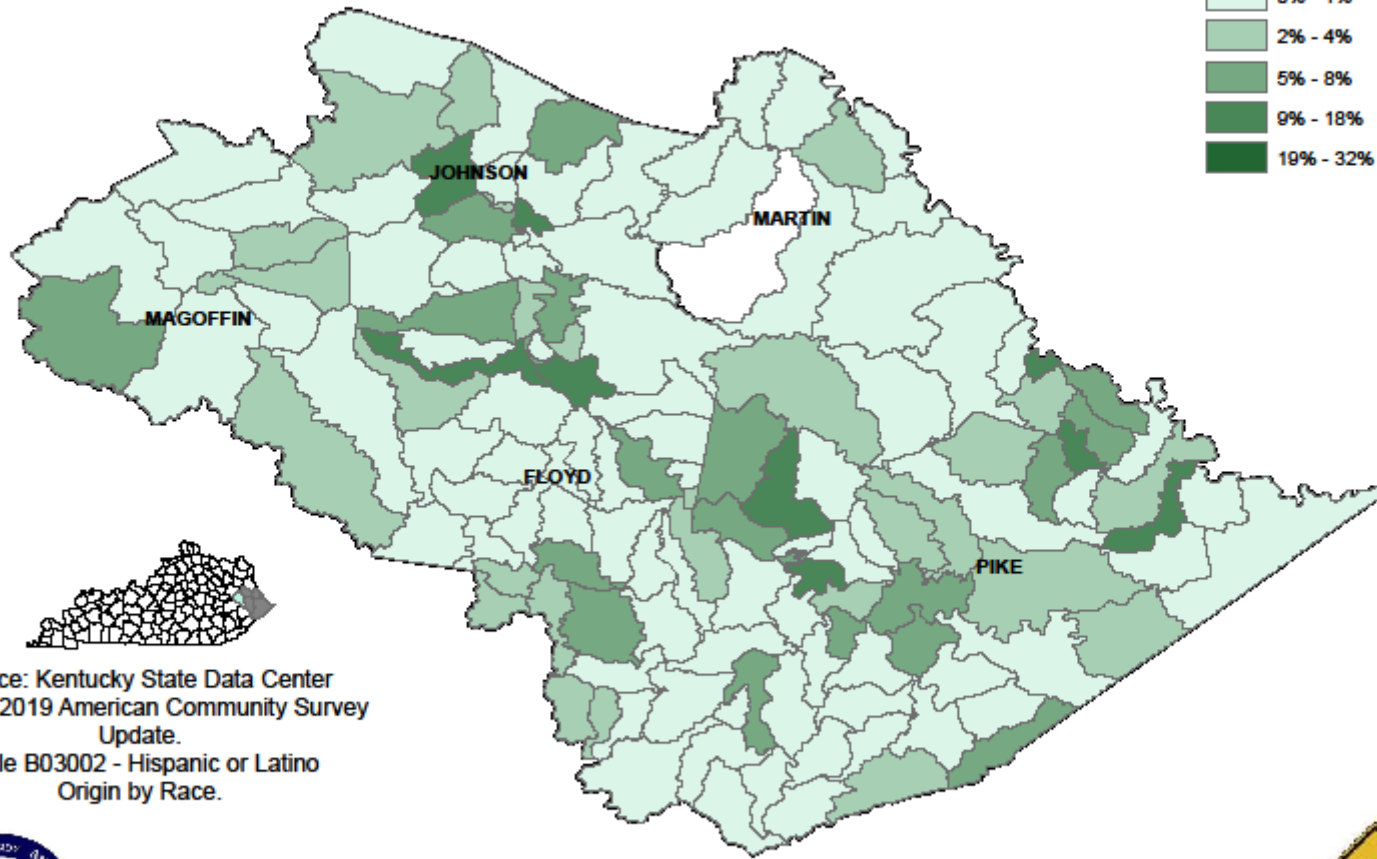
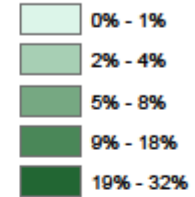
This map was produced in cooperation with the Kentucky Transportation Cabinet.





BIG SANDY AREA DEVELOPMENT DISTRICT PERCENT MINORITY POPULATION - BLOCK GROUP LEVEL

% Population Minority



Source: Kentucky State Data Center
Census 2019 American Community Survey
Update.
Table B03002 - Hispanic or Latino
Origin by Race.



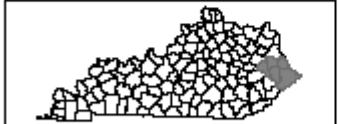
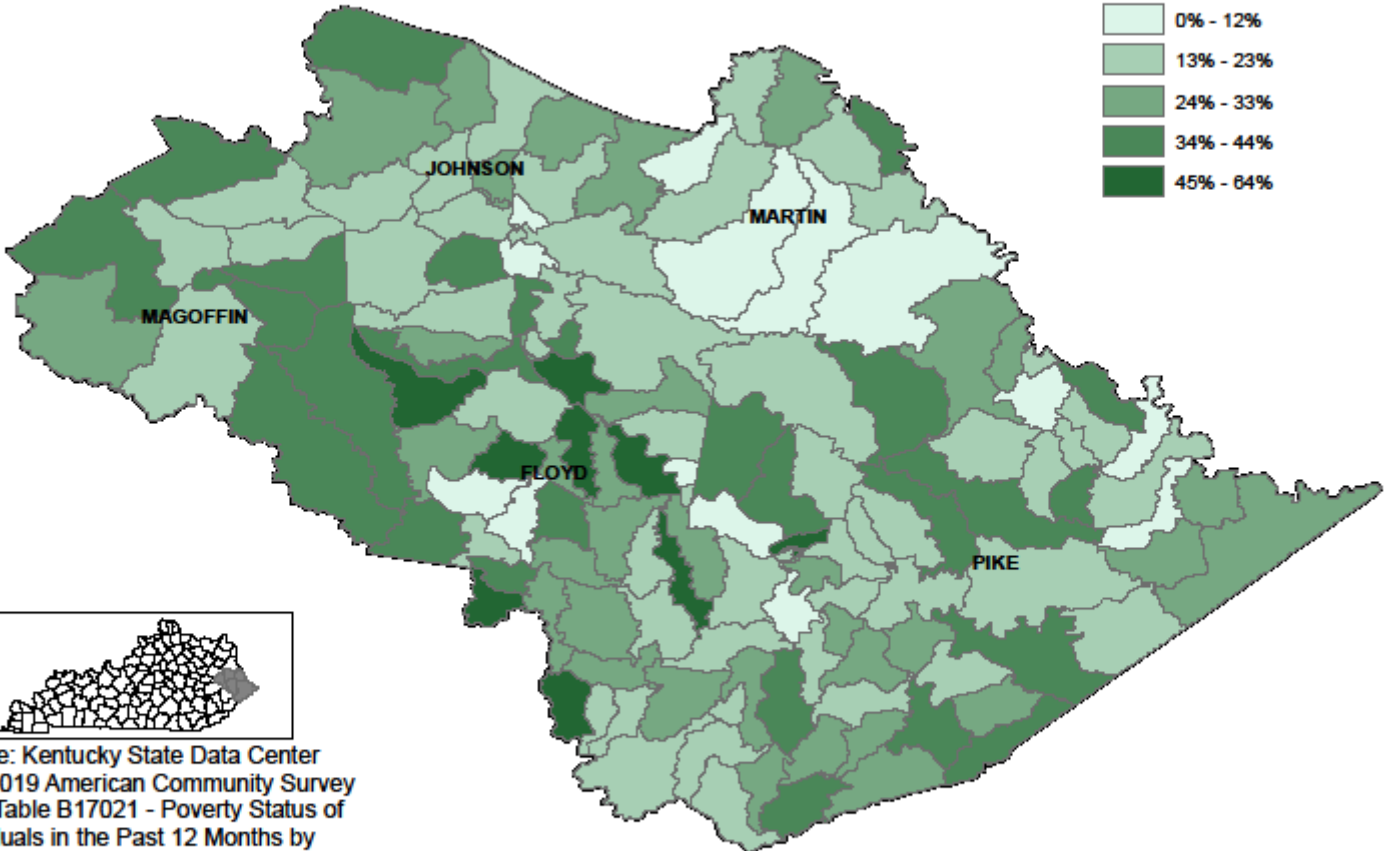
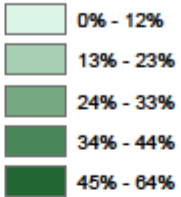
This map was produced in cooperation with the Kentucky Transportation Cabinet.



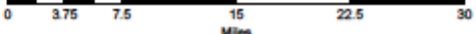


BIG SANDY AREA DEVELOPMENT DISTRICT PERCENT POVERTY STATUS of INDIVIDUALS - BLOCK GROUP LEVEL

% Population Poverty Status



Source: Kentucky State Data Center
Census 2019 American Community Survey
Update. Table B17021 - Poverty Status of
Individuals in the Past 12 Months by
Living Arrangement.



This map was produced in cooperation with the Kentucky Transportation Cabinet.

Updated June, 2024

4.4 Summary Quick Facts

The Big Sandy Area Development District (BSADD) is composed of five counties: Floyd, Johnson, Magoffin, Martin, and Pike. In the 2019 ACS survey, the BSADD region was estimated to comprise 3.1% of the state's population.

BSADD Quick Facts

BSADD Quick Facts

The BSADD region contains:

- 0.42% of the state's Black population;
- 0.88% of the state's Asian population;
- 0.78% of the state's Hispanic population;
- 5.00% of the state's below poverty population;
- 3.3% of the state's population aged 65 and over;
- 5.40% of the state's disabled population aged 18 to 64, and;
- 0.8% of the state's population who speak English less than very well.

BSADD Counties Quick Facts:

- Pike County remains the largest county in the region, in both area and population.
- Martin County has the highest Black population in the region with 636.
- Pike County has the highest Asian population in the region with 331.
- Pike County has the highest Hispanic population in the region with 571.
- Pike County has the highest elderly population in the region with 10,761.
- Floyd County has the highest low-income population in ratio to total population, at 30.70%.
- Magoffin County has the highest concentration of disabled persons of working age (18-64) of the region with 33.2% disabled. The other 4 counties were all at 27%.
- Floyd County has the highest concentration of persons who speak English less than "very well" with 56.
- The populations of the BSADD counties, in descending order are Pike (57,876), Floyd (36,456), Johnson (22,188), Magoffin (12,161) and Martin (11,195).
- In the 2019 ACS 5-Year Estimate, the populations of the BSADD counties decreased by a total of 2,809. Each county's population decreased as follows: Pike (1,029), Floyd (707), Johnson (418), Magoffin (358) and Martin (297).

CHAPTER 5: MULTIMODAL CONTACTS

5.1 Introduction

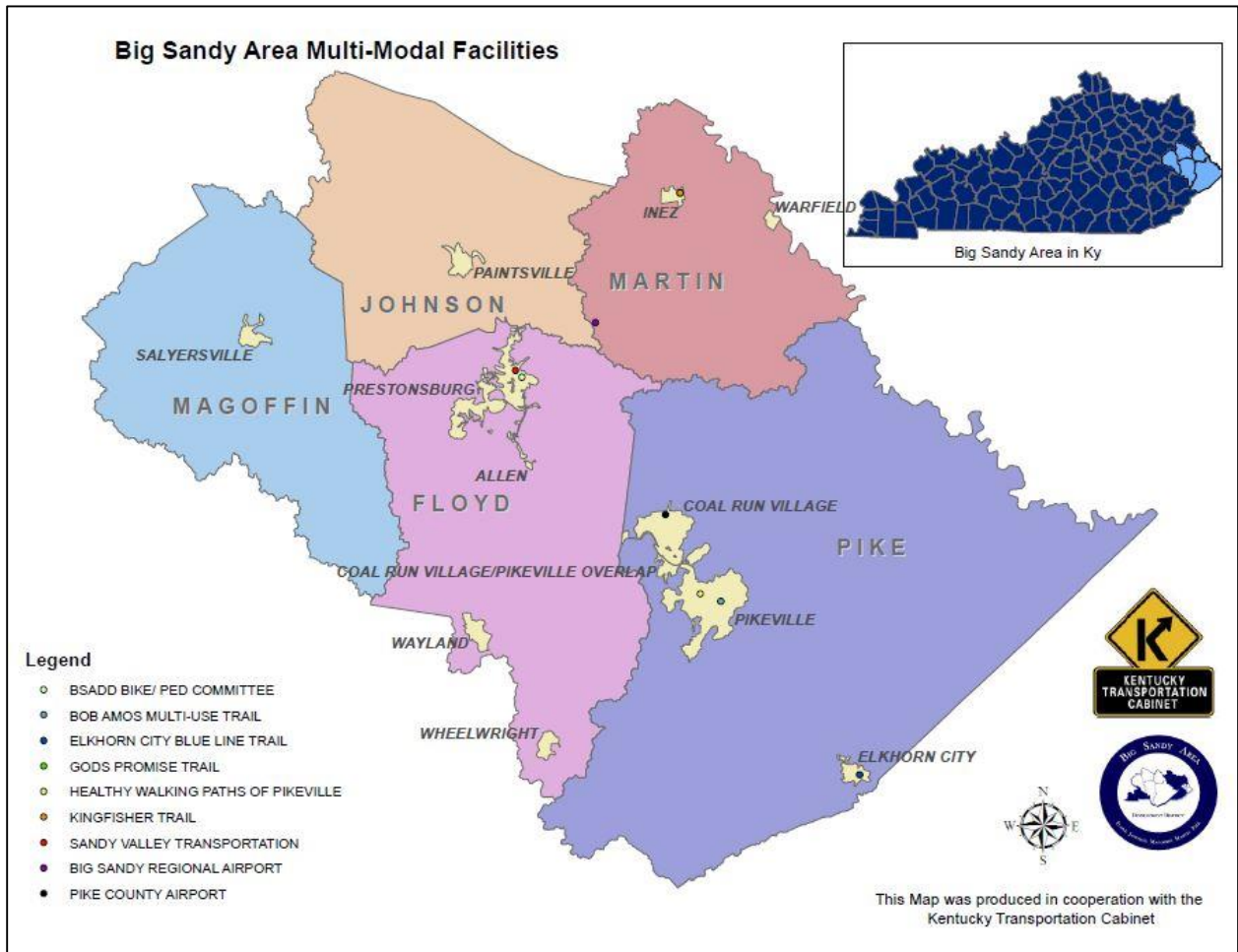
During the course of business it may become necessary to contact area stakeholders and/or industry experts in order to garner local input on transportation issues or opportunities affecting the area. The BSADD maintains a contact list and email distribution list for those who have interests in the region.

Updated June, 2021

ORGANIZATION	CONTACT	CITY	PHONE	EMAIL
Big Sandy Bike/Ped Committee	Don Fields	Prestonsburg, KY	606-886-8604	
Big Sandy Regional Airport	Gary Cox	Debord, KY	606-298-5930	bigandyregional@bellsouth.net
CSX Corporation		Lexington, KY	859-231-9027	smcoaldev@csx.com
God's Promise Trail	Cindy Mills	Inez, KY	606-298-7870	Cindy_mills@rcccenter.com
Kingfisher Trail	Cindy Mills	Inez, KY	606-298-7870	Cindy_mills@rcccenter.com
Bob Amos Multi-use Trail	Minta Chaney	Pikeville, KY	606-444-5284	Minta.trimble@pikevilleky.gov
Elkhorn City Blueline Trail	Rodney Ruth	Elkhorn City, KY	606-754-4708	lcoach41522@yahoo.com
Healthy Walking Paths of Pikeville	Paula Compton	Pikeville, KY	606-509-5503	Paulaa.compton@ky.gov
Pikeville/Pike County Airport	Matt Ray	Pikeville, KY	606-437-5386	
Pine Mountain Trail	Paul Hopkins	Whitesburg, KY	606-437-5500	Paul.hopkins@ky.gov
Sandy Valley Transportation	Joyce Hinkle	Prestonsburg, KY	800-444-RIDE	smckinney@svtransport.org

Updated June, 2021

5.2 Map of BSADD Multimodal Facilities



Updated June, 2021

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 transportation cabinets, economic development cabinets, energy and environmental protection and education departments, as well as the general public, to have easy access to this information.

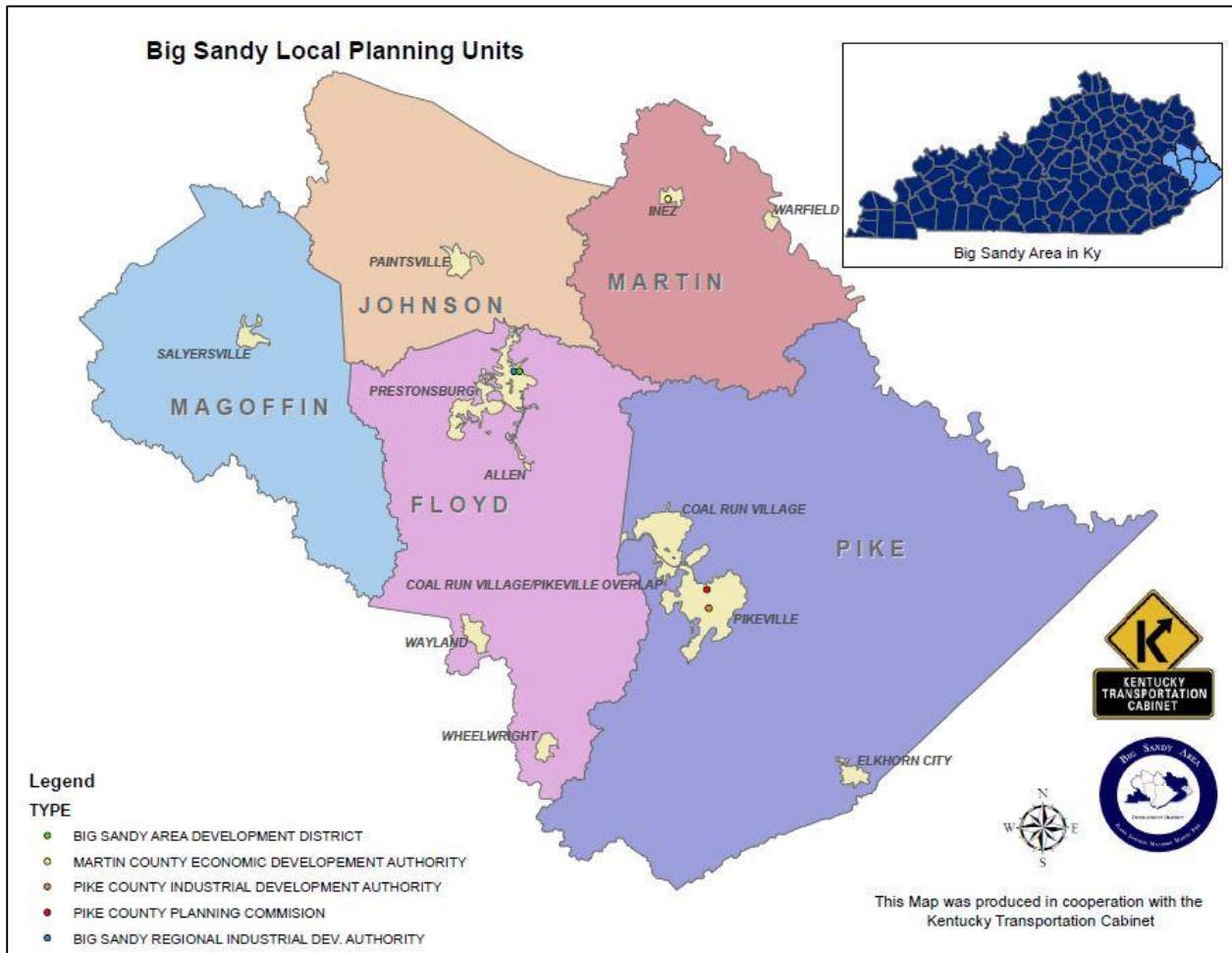
Comprehensive planning is a decision-making tool for officials and citizens in guiding the future growth and development of communities in an orderly manner, to prevent “sprawl”. In Kentucky, state laws mandate that any city or county with zoning regulations first adopt a comprehensive plan. This plan must be updated at a minimum of once every five years. The comprehensive plan contains a land use component as well as a transportation component. This land use element is important in establishing policy guidance’s that will be used in making decisions about the compatibility and appropriateness of individual developments within the context of the 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’s transportation network, considering not only facilities for automobiles but other modes of transportation as well, such as pedestrian facilities and bicycle improvements, freight movements, water transportation and any other mobility issues applicable to the community as a whole. 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; the two are inexorably connected. Everything that happens to land use has transportation implications, and vice versa. 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 travel time or distance. Mobility is directly affected by the layout of the transportation network and level of service it offers. Land development generates travel, and travel generates the need for new facilities, which in turn increases accessibility and attracts future development.

The Big Sandy ADD maintains an inventory of land use plans, planning commissions and/or zoning agencies and ordinances. If detailed information is needed, please contact the BSADD. The following map illustrates areas that have local planning units with the Big Sandy Region:

Updated June, 2021

6.2 Map of BSADD Local Planning Units



Updated June, 2021

CHAPTER 7: TRANSPORTATION TERMS AND ACRONYMS

A

Adequacy Rating

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

American Association of State Highway and Transportation Officials (AASHTO)

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

American Public Transit Association (APTA)

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

Americans with Disabilities Act of 1990 (ADA)

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

Area Development District (ADD)

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

Arterial

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

Association of Metropolitan Planning Organizations (AMPO)

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

B

Bicycle Facilities/Amenities

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

Bicycle Lane (Bike Lane)

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

Bicycle Route (Bike Route)

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

Bikeway

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

C

Census Defined Urbanized Area (UZA)

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

Coal Haul

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

Collector

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

Continuous Highway Analysis Framework (CHAF)

CHAF is an online application enabling users to collect, track, and analyze identified transportation needs. CHAF also provides a means to sponsor, score, and rank projects as part to 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.

Updated June, 2021

E

Environmental Justice (EJ)

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

Extended Weight

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

F

Federal Highway Administration (FHWA)

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

Federal Transit Administration (FTA)

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

Fixing America’s Surface Transportation Act (FAST Act)

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

Functional Classification

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

G

Geographic Information 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.

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

Updated June, 2021

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

M

Metropolitan Planning Organization (MPO)

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

Metropolitan Statistical Area (MSA)

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

Updated June, 2021

Project Identification Form (PIF)

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

R

Pavement Rideability Index (RI)

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

Right-of-Way (ROW)

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

S

Safe, Accountable, Flexible and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU)

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

Scenic Byways

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

Shared Use Path

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

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.

Small Urban Area (SUA)

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

Updated June, 2021

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).

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 are: 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; and, it is dependable.

System Classification/Functional Classification

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

Surface Transportation Program (STP)

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

T**Traffic Volume**

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

Transportation Enhancement Funds (TE)

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

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

Updated June, 2021

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

Transportation Improvement Program (TIP)

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

U

Unscheduled Project List (UPL)

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

Urban Area (UA)

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

V

Volume to Service Flow Ratio (V/SF)

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