

Pennyrile Area Development District Public Involvement Plan 2021



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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. Most recently 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. 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 Needs List (UNL) for possible inclusion in the KYTC Six-Year Highway Plan.

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

development of a comprehensive transportation program utilizing local, regional, and statewide agencies.

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

1.2 Map of ADD, MPO, HDO Boundaries



1.3 Purpose of Public Involvement Plan

The purpose of the PADD Public Involvement Plan is to describe 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 in an effort to reach more sectors of the public. Public awareness is a very important element in gaining public input. Emphasizing the importance of communicating and coordinating with other agencies and interests is also vital to the public involvement process. Ultimately, public

involvement enhances the ability to implement transportation solutions that improve safety and efficiency, protect natural and human environments, and contribute to community vitality. In order to gain cooperation in implementing transportation improvements, government, industry, commerce and citizens need to understand what the problems are, what improvements are necessary, what the effects will be and when each element of the program will be ready for public use and/or input. Opening transportation planning to the public through advisory committees and publishing and distributing the transportation improvement program are ways to inform the public of such issues. To be effective, it is essential that government agencies understand a given community's values and it is equally important for the community to understand the tradeoffs and constraints associated with project planning. This mutual understanding can only be achieved through early, frequent, and continued communication. When the public is engaged in the process, their insight helps assure projects suit community needs. The true test of a successful public participation plan is the level of public awareness and feedback. Too often, public participation does not occur until after the community-at-large becomes aware of an unpopular decision.

The entire planning process and the identification of transportation needs throughout the region, utilizes input from the KYTC Central Office, KYTC HDO, input from the city mayors, county judges, RTC, state legislators, and other interested parties that could include:

- citizens
- affected public agencies
- representatives of public transportation
- private providers of transportation
- representatives and users of pedestrian walkways and bicycle transportation facilities
- representatives from elderly populations, minority populations, low-income populations and those with disabilities
- representatives of freight transportation services
- and any other interested parties

CHAPTER 2: DEVELOPMENT, REVIEW AND RANKING OF PROJECT IDENTIFICATION FORMS

2.1 Introduction

The development, review and ranking of the Project Identification Forms (PIFs) is a process that involves identification of transportation needs, based on local official and public input. The PIF is used to document available data on each need creating a useful resource for reviewing projects and considering local and regional priorities or rankings. Applicable information stored in the PIFs is used to create the KYTC Unscheduled Needs List (UNL). The project identification and evaluation process through the use of the PIF is an on-going task that is coordinated with the respective HDO planner. This statewide transportation planning identification, prioritization and ranking process complies with federal reauthorization and legislation requirements to inform, solicit input from and consult with transportation users, publicly elected officials, and representatives from all transportation modes and underserved populations.

Development, Evaluation & Maintenance

Suggested needs that have been proposed or identified are reviewed for necessity through field visits, analysis available data sources as provided by the KYTC for analytical purposes. If deemed appropriate, a PIF shall be developed in partnership by the ADD and HDO planners. KYTC's Division of Planning (DOP) is consulted prior to final inclusion in the UNL. All information is housed in the KYTC Online PIF application. The ADD and HDO are responsible for maintaining all information in the application. Additionally, the ADD and HDO are responsible for the quality, clarity, and completeness of needs specific to their boundaries. DOP coordinates and oversees the PIF application. The needs identified from this process are recorded in the UNL database until all project phases are advanced into the KYTC Highway Plan with full funding, are completed through other means, or are voted out for lack of RTC and HDO support. The highway plan is the KYTC's programming document submitted to and approved by the Kentucky General Assembly every two years.

The ADD reviews all UNL items in relation to other identified needs or projects and if necessary, make revisions to project descriptions, termini, mile-points, or other information as may be required. Special attention is given to adequately describing the issue to be addressed in the project description, citing the available data to help document the need. Projects which are not data driven, do not appear to have a definite purpose or need and a history of low priorities are considered for removal from the active UNL. If a fully documented need cannot be determined, the ADD in conjunction with the HDO and with concurrence of the RTC can recommend the need be moved to "Inactive" status.

Prioritization

In FY 2018 the KYTC introduced a new concept for prioritization of projects being considered for implementation into the proposed highway plan. A model was developed to create a more data-driven, objective and collaborative approach to selecting high priority projects. This model is called the Strategic Highway Investment Formula for Tomorrow (SHIFT). SHIFT uses

quantitative data – measures such as crashes, fatalities, traffic volumes, delays, employment – to assess the benefits of planned projects and compare them to each other. Using the SHIFT formula (developed by transportation engineers) KYTC will score projects and share rankings with local transportation leaders (ADDs, MPOs, and HDOs). KYTC ranks projects with statewide importance and through the local collaboration, priorities are set for regional projects.

The guidelines and schedule for the prioritization and ranking process are established by the DOP. Generally needs are prioritized on a local (respective county/city), regional (ADD), HDO and state (DOP) level. The ADD is responsible for obtaining the local and regional priorities. The prioritization process is documented by the ADD and reported to the KYTC. The documentation report is a record of the public involvement process utilized to prioritize the UNL, including all efforts to educate/inform the RTC and the public and any methods used to build consensus for priorities and rankings.

For a project to be considered, it first must be included on the sponsorship list. The projects that are sponsored at the regional (ADD) and HDO level are submitted to KYTC for scoring in the SHIFT formula. KYTC determines the number of projects that can be sponsored by using a formula that includes the number of counties, population and lane miles in a region and HDO. Once projects have been scored and the statewide selection process completed, regional lists are developed from projects not selected at the state level. The regional lists are reviewed by the ADD RTC and HDO. Both can select 25% of the projects to apply boost points to the scores, creating the regional and HDO priority lists. These projects are considered in the development of the recommended highway plan provided to the governor and ultimately presented to the General Assembly for approval.

2.2 UNL List

The UNL is the unconstrained list of all potential needs or deficiencies identified or suggested for consideration for future implementation. These projects represent identified needs that may or may not have data supported deficiencies for which conceptual projects may have been developed, but for which there are no current funding commitments.

The UNL is divided into two lists called the active list and inactive list. The active list will contain the needs that are followed and monitored closely and the list from which projects are prioritized and ranked. A need on the inactive list is one that historically had a low priority or no longer is considered a need. These needs are no longer monitored, but they are not deleted from the database in case the respective need once again becomes valid. It is possible, as needs change or new needs are identified, to move from the active list to the inactive list. Likewise, if determined to be a valid need, then there can be movement from the inactive list to the active list.

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 and SAFETEA-LU 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 ADD 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 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 PADD Transportation Planner and provided to the KYTC Division of Planning.

The PADD 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.

PADD 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 PADD Board of Director's meetings
- Utilizing the PADD 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 PADD Web Site to post transportation projects / information / comments and providing a link for public feed back
- Address civic groups, chamber meetings, government meetings concerning the statewide transportation process
- Attending fiscal court and city council meetings requesting input for the UNL. This would include obtaining information relative to identifying new projects, evaluating existing UNL and prioritization information. This process allows the PADD 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

In order to expand participation opportunities, the ADD has initiated a list of resources for general and targeted outreach methods for the region. All of the items listed may not be used at the same time or may not be used at all, but could be used in the future by the 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 Pennyryle 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 in an effort to make documents and forms electronically accessible formats for easy viewing.

4. Newspapers

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

5. Radio

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

6. Television

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

7. Traveling Exhibits

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

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

3.3 Tentative Groups to Address

Pennyriple ADD Tentative Groups to Address

A component of the Public Involvement Plan (PIP) that the Pennyriple ADD is required to comply with as part of the SAFETEA-LU (Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users) involves the PADD staff attending various civic and government meetings and requesting speaking opportunities to inform the public about the transportation planning process.

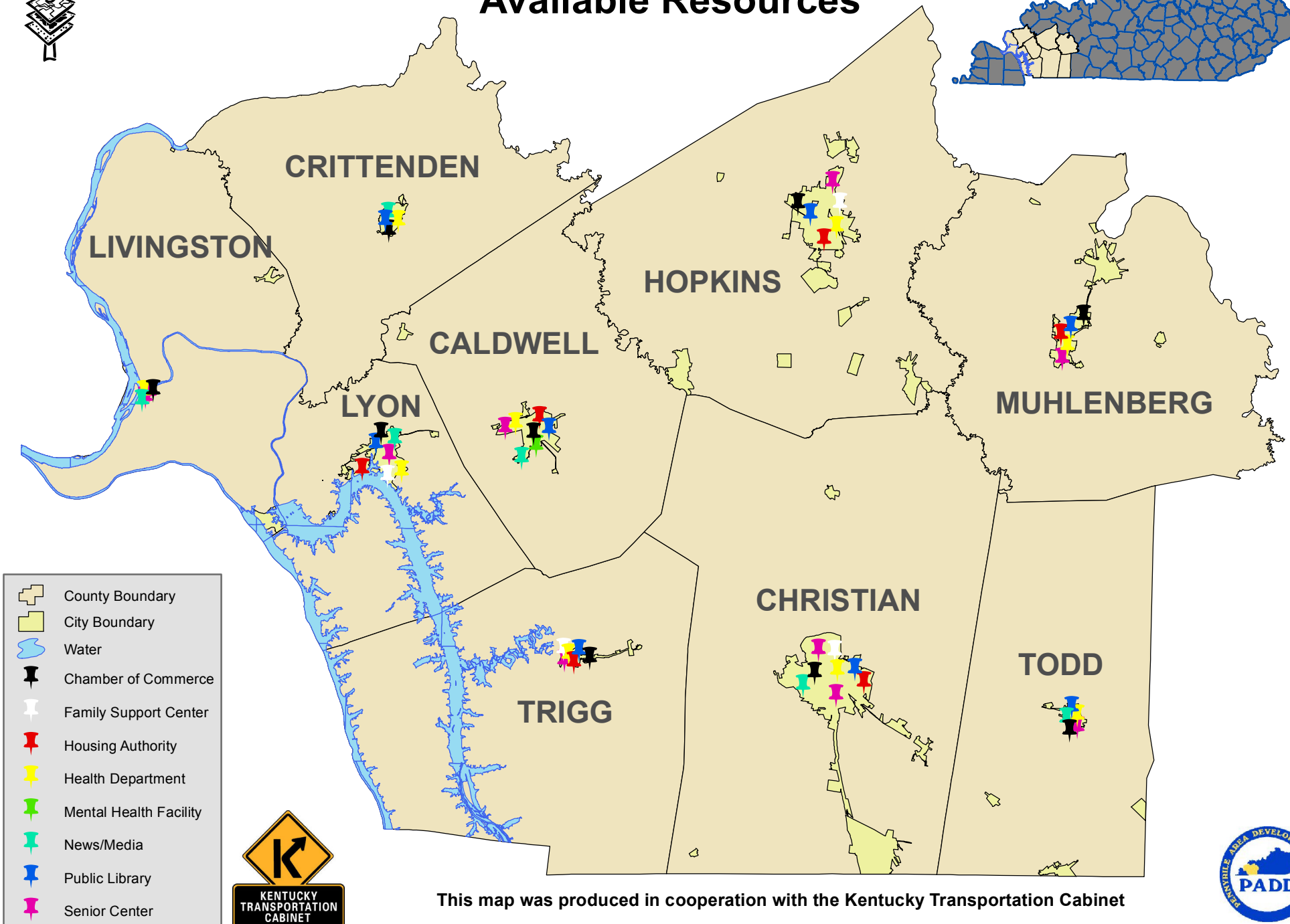
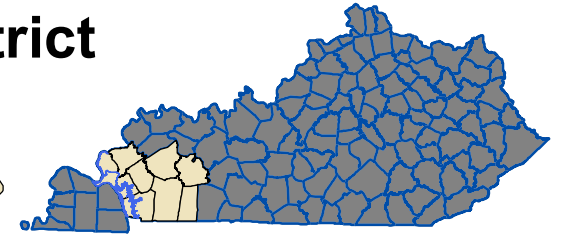
The following is a list of the originations that the Pennyriple ADD staff plans on addressing in FY 2021 to provide a presentation on the statewide planning process, as well as regional state transportation planning projects. This is a tentative list and these meetings may be adjusted.

- 1) Pennyriple ADD Board Meeting
Hopkinsville, KY
Tentative Date: Aug 9, 2021
- 2) Greater Muhlenberg Chamber of Commerce's
Greenville, KY
Tentative Date: October 20, 2021

- 3) Princeton Planning Commission Meeting
Princeton, KY
Tentative Date: February 17, 2022
- 4) Crittenden County Chamber
Marion, KY
Tentative Date: March 11, 2022



Pennyryle Area Development District Available Resources



This map was produced in cooperation with the Kentucky Transportation Cabinet

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.

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 2010 Census Tract boundaries

4.3 Summary Quick Facts

The concentration of underserved population within the Pennyryle 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 Pennyryle Area Development District is composed of nine (9) counties: Listed by population from largest to smallest.

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

ADD Quick Facts

The Pennyryle Area Development District consists of the following percentages in relation to the entire state:

- 6.9% of the Black Population (2010).
- 2.9% of the Asian/Pacific Islander Population (2010).
- 6.7% of the American Indian/Alaskan Native Population (2010).
- 5.0% of the Hispanic Population (2010).
- 5.5% of the Population 65 years of age or older (2010).
- 5.2% of the Population below the National Poverty Line (2000).
- 5.3% of the Population of disabled persons over the age of 5 (2000).
- 4.8% of the Population that speak English “less than well” (2000).

PADD Quick Facts by County

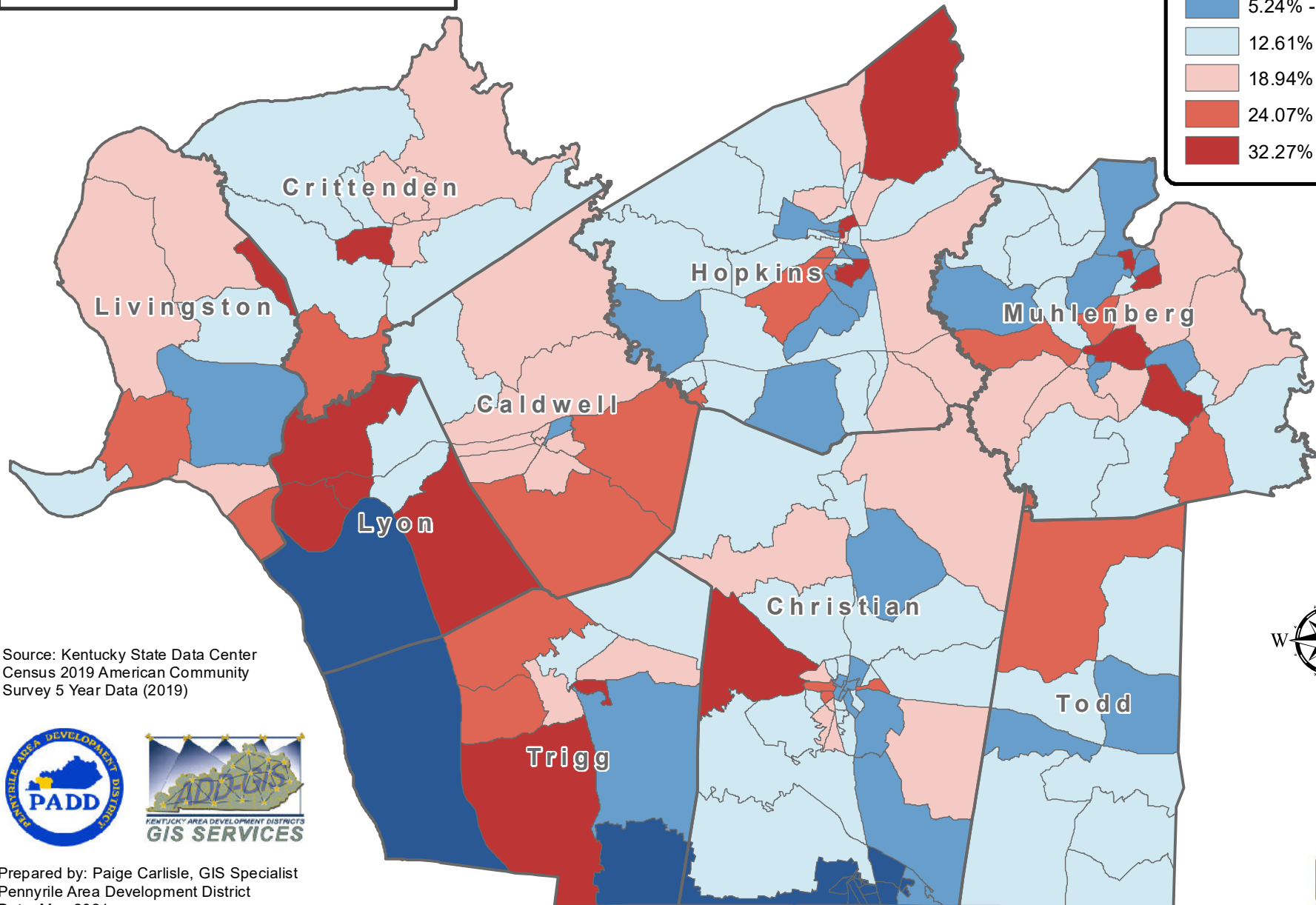
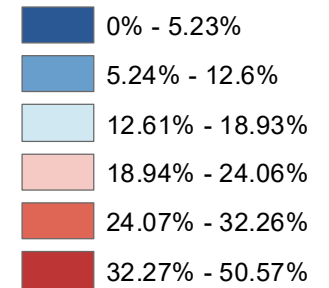
- Christian County has the largest percentage of all ethnic groups within the district.
- Muhlenberg County has the highest percentage of persons below the national poverty line at 19.1%, which represents 6002 individuals within its total population.
- Trigg County has the districts highest percentage of individuals 65 years and older at 19.4%, which represents 2727 individuals within its total population.
- Caldwell County has the lowest percent of American Indians in the district at .098%, which represents 13 individuals within its total population.
- Todd County has the highest percentage of population that speaks English “Less than Well” at 2.6%, which represents 322 individuals within its total population.
- Livingston County was the districts only county not to have any Asian/Pacific Islanders.

- Crittenden County had the districts lowest percentage of Hispanic persons at .5%, which represents 47 individuals within its total population.
- Lyon County had the districts highest percentage of disabled persons over the age of 5 at 24.5%, which represents 2036 individuals within its total population.

**Pennyriple Area Development District
Percent Population
Age 65 Years and Older
Block Group Level**



**Population
Percent 65 and Older**



Source: Kentucky State Data Center
Census 2019 American Community
Survey 5 Year Data (2019)

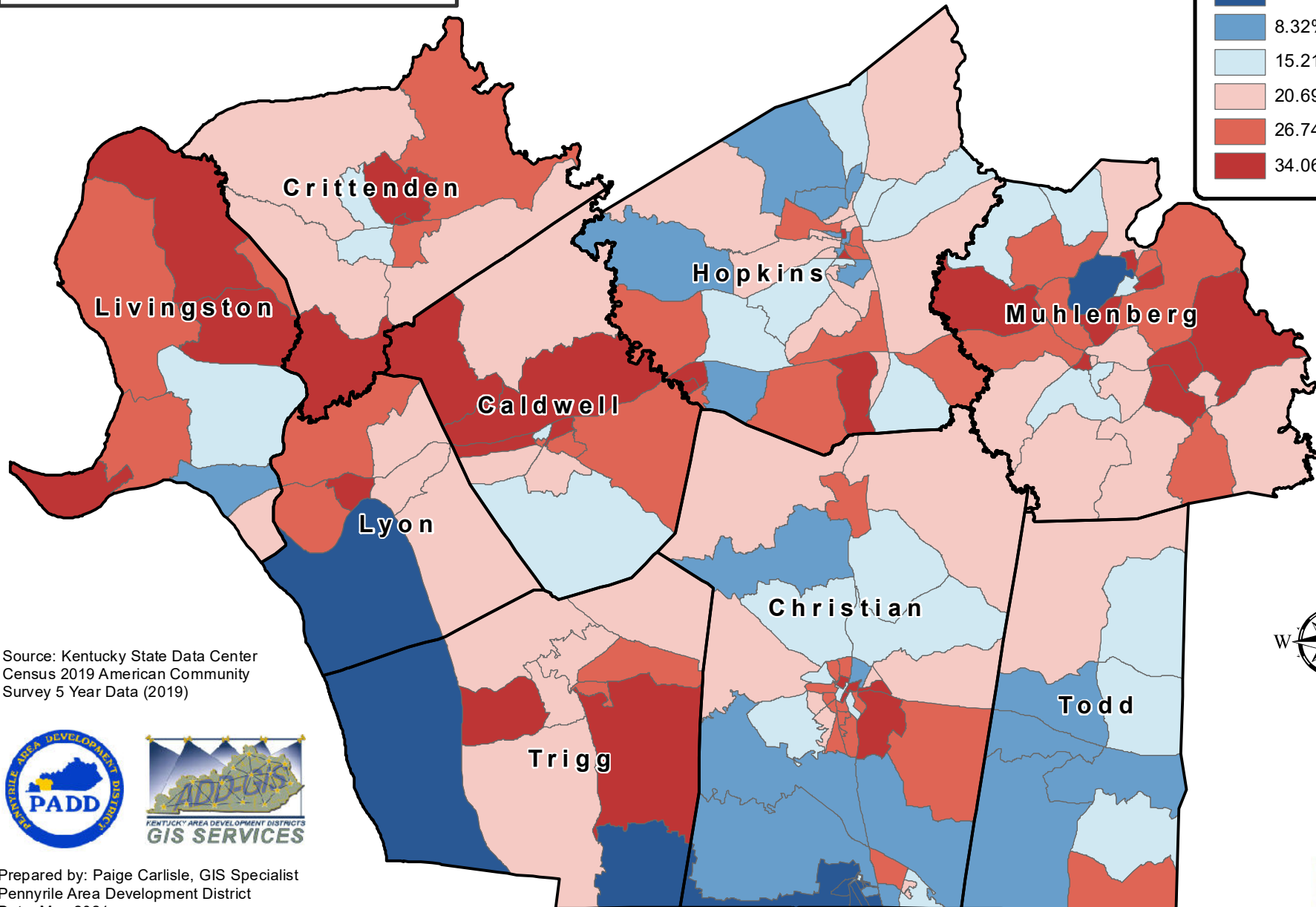
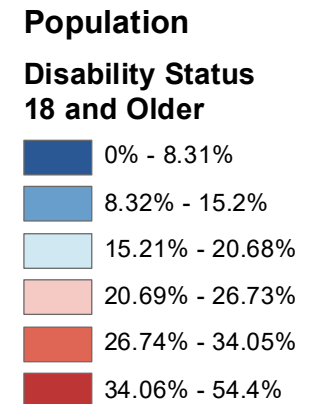


Prepared by: Paige Carlisle, GIS Specialist
Pennyriple Area Development District
Date: May 2021
File: PADD-2021 - 65 and Older.mxd



This map was produced in cooperation with the Kentucky Transportation Cabinet

**Pennyriple Area Development District
Percent Disability Status
Population Age 18 Years and Older
Block Group Level**



Source: Kentucky State Data Center
Census 2019 American Community
Survey 5 Year Data (2019)

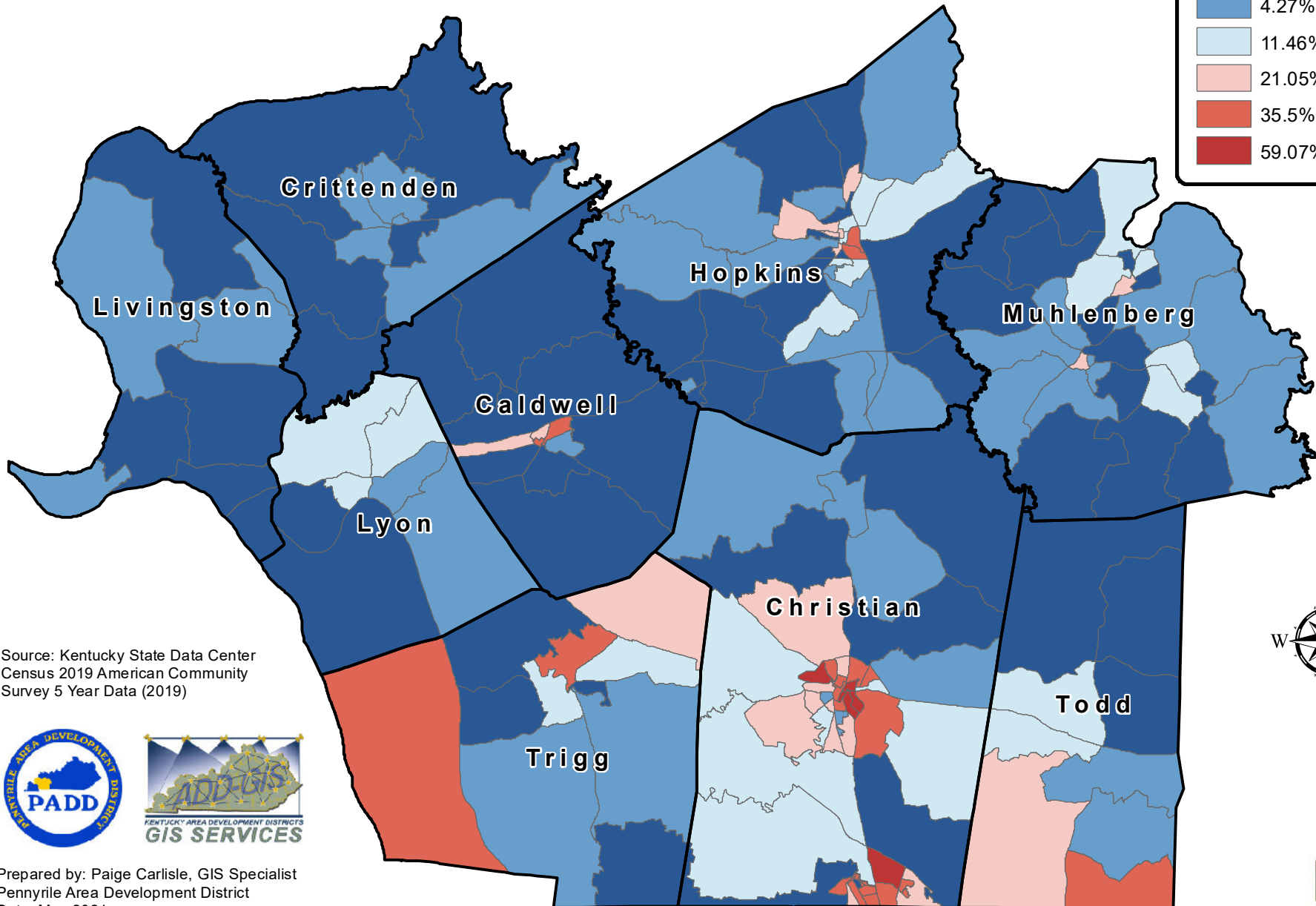
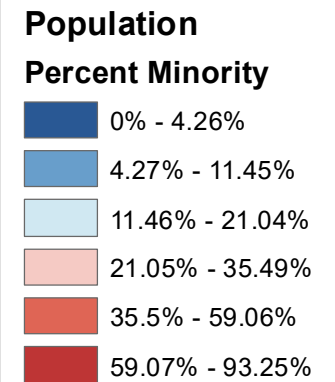


Prepared by: Paige Carlisle, GIS Specialist
Pennyriple Area Development District
Date: May 2021
File: PADD-2021 - Disability Status.mxd



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**Pennyrile Area Development District
Percent Minority Population
Block Group Level**



Source: Kentucky State Data Center
Census 2019 American Community
Survey 5 Year Data (2019)

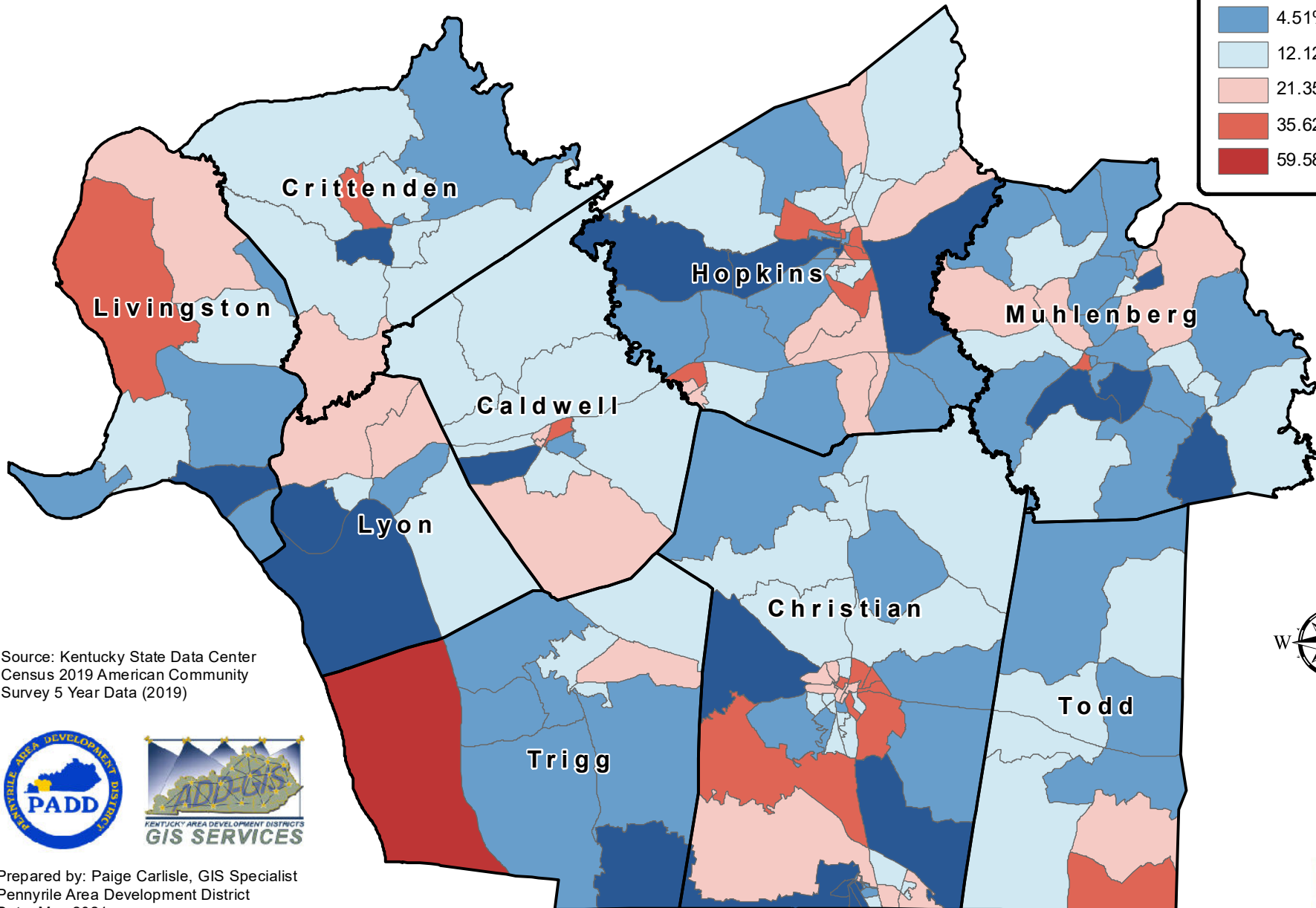
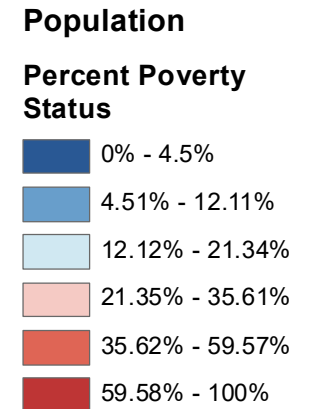


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Pennyrile Area Development District
Date: May 2021
File: PADD-2021 - Minority Population.mxd



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Pennyryle Area Development District Percent Poverty Status of Individuals Block Group Level



Source: Kentucky State Data Center
Census 2019 American Community
Survey 5 Year Data (2019)

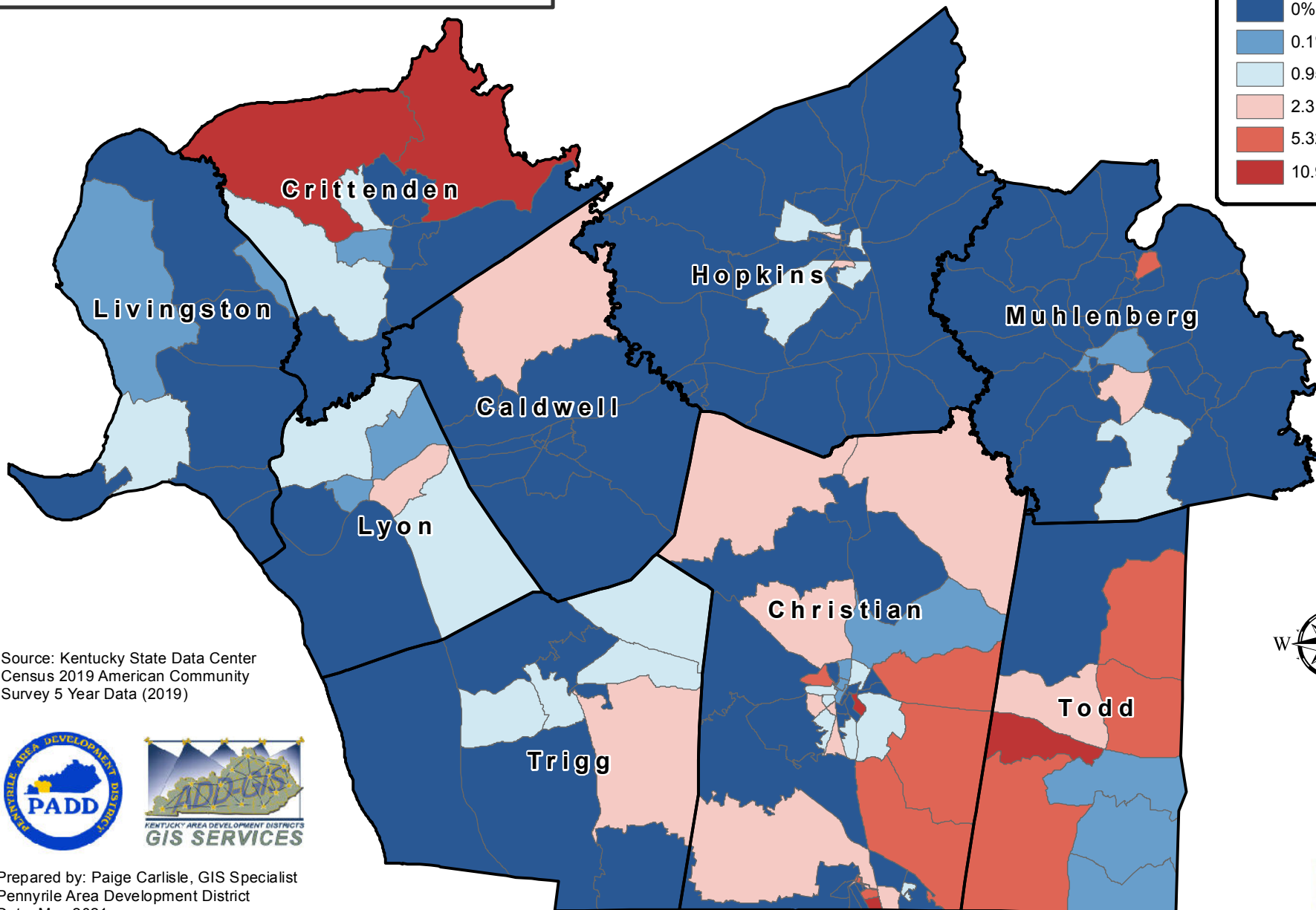
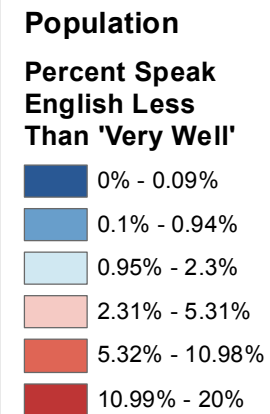


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Pennyryle Area Development District
Date: May 2021
File: PADD-2021 - Percent Poverty.mxd



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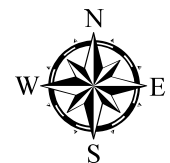
**Pennyriple Area Development District
Percent Speak English Less Than 'Very Well'
Age 5 Years and Older
Block Group Level**



Source: Kentucky State Data Center
Census 2019 American Community
Survey 5 Year Data (2019)



Prepared by: Paige Carlisle, GIS Specialist
Pennyriple Area Development District
Date: May 2021
File: PADD-2021 - Speak English Not Very Well.mxd



This map was produced in cooperation with the Kentucky Transportation Cabinet

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

Ownership: Publicly-owned

Owner: KY DEPT OF PARKS
CAPITAL PLAZA TOWER
FRANKFORT, KY 40601
Phone 502-564-2172

Manager: JOHN RITTENHOUSE
PO BOX 790
CADIZ, KY 42211
Phone 270-924-1131

Ownership: Publicly-owned

Owner: DAWSON SPRINGS
320 E ROSEDALE LANE
DAWSON SPRINGS, KY 42408
Phone 270-797-4561

Manager: HERBERT CHANEY
320 E ROSEDALE LANE
DAWSON SPRINGS, KY 42408
Phone 270-797-4561

Ownership: Publicly-owned

Owner: ELKTON-TODD ARPT BOARD
101 HOWARD CIRCLE
ELKTON, KY 42220
Phone 270-885-2296

Manager: KEITH SHARP
101 HOWARD CIRCLE
ELKTON, KY 42220
Phone 270-885-2296
FBO; JOHNSON AERONAUTICAL; CALL (270) 265-9292.

Ownership: Publicly-owned

Owner: MUHLENBERG COUNTY
MUHLENBERG CO COURTHOUSE
GREENVILLE, KY 42345
Phone 270-754-9929

Manager: DANIEL TAYLOR
400 AIRPORT ROAD
GREENVILLE, KY 42345
Phone 270-338-9419

Ownership: Publicly-owned

Owner: CITY OF HOPKINSVILLE

MUNICIPAL BLDG
HOPKINSVILLE, KY 42240
Phone 270-887-4000
AND CHRISTIAN COUNTY.

Manager: AL ECKLES
300 MEMORIAL FIELD DRIVE
HOPKINSVILLE, KY 42240
Phone 270-887-4157
SECOND LINE 270-887-4166

Ownership: Publicly-owned

Owner: CITY OF MADISONVILLE
CITY HALL
MADISONVILLE, KY 42431
Phone 270-824-2110
MADISONVILLE MAYOR.

Manager: EDWARD GOODE
162 AIRPORT ROAD
MADISONVILLE, KY 42431
Phone 270-821-3453

Ownership: Publicly-owned

Owner: MARION-CRITTENDEN CTY APT BRD
291 AIRPORT RD
MARION, KY 42064
Phone 270-965-4242

Manager: JAMES JOHNSON
291 AIRPORT RD
MARION, KY 42064
Phone 270-965-4242
AIRBOARD CHAIRMAN.

Ownership: Publicly-owned

Owner: PRINCETON-CALDWELL CO ARPT BD
MUIRFIELD DR
PRINCETON, KY 42445
Phone 270-365-3523

Manager: KERRY CREASEY
100 MUIRFIELD DR
PRINCETON, KY 42445
Phone 270-365-3523
AIRPORT BOARD CHAIRMAN.

Ownership: U.S. Army

Owner: US ARMY ATCA-ASO
9325 GUNSTON ROAD
FT BELVOIR, VA 22060
Phone 502-798-7146

RIVERPORTS

Lyon County Riverport Authority

978 PORT AUTHORITY RD

Eddyville, Kentucky 42038

Contact: Lilburn Denney, 270-388-9671

RAILROADS

Short Line Partners: Short Line Directory - Profile

Short Line Profile

Shortline Code: PAL
Shortline Name: Paducah & Louisville Railroad
Website Address: www.palrr.com 
Contact Name: [Larry Davis](#)
Contact Phone: 270-444-4339
Contact Fax: 270-444-4388
Contact Address: 1500 Kentucky Avenue
Paducah, KY 42003
States Operating In: KY
Junction Points: KY, Madisonville
KY, Louisville
Settlement Type: Interline Settlement
Holding Company: Paducah & Louisville

CSX Contact: [David Martin](#)
904-359-7419

Business Headquarters

Corporate Headquarters
500 Water Street, 15th Floor
Jacksonville, FL 32202
904-359-3200

CSX Transportation Inc.
500 Water Street
Jacksonville, FL 32202
904-359-3100

[CSX Intermodal Inc.](#) 
301 West Bay Street
Jacksonville, FL 32202
904-633-1000

[The Greenbrier](#) 
300 West Main Street
White Sulphur Springs, WV 24986
304-536-1110

CSX Transportation

Jim Adams
Resident Vice President – State Relations
11492 Bluegrass Parkway
Louisville, KY 40299
(502) 815-1865
James_L_Adams@CSX.com
www.csx.com

Paducah and Louisville Railway

Tony Reck
1500 Kentucky Avenue
Paducah, KY 42003
(270) 444-4341
(270) 444-4388 – fax
avreck@palrr.com
www.palrr.com

Fredonia Valley Railroad

Fritz R. Kahn
1920 N Street NW
8th Floor
Washington D.C. 20036
(202) 263-4152
(202) 331-8330 – fax

National Defense Railroad

Mr. Michael Bowers
Transportation Officer
AEZB-DLTO
Fort Campbell, KY 42223

Bike, Pedestrian and Greenway Contact List

- 1) Little River Bike and Walking Trails
Park and Cemeteries Superintendant
530 N. Main St
Hopkinsville, KY 42240
(270) 887-4071

This asphalt bike and walking trail runs along the Little River in the City of Hopkinsville

- 2) Muhlenberg County Rails-to-Trails
Judge Ex. Rick Newman
P.O. Box 137
Greenville, KY 42345
(270) 338-2520

This is a asphalt bike and walking trail that goes through the cities of Central City, Greenville and Powerly

- 3) Brizendine Brothers Nature Walking Trail
Brizendine Brothers Nature Park
Mr. Ben van Hooser
City of Greenville
P.O. Box 289
Greenville, KY 42345
(270) 338-3966

This trail is in the City of Greenville

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

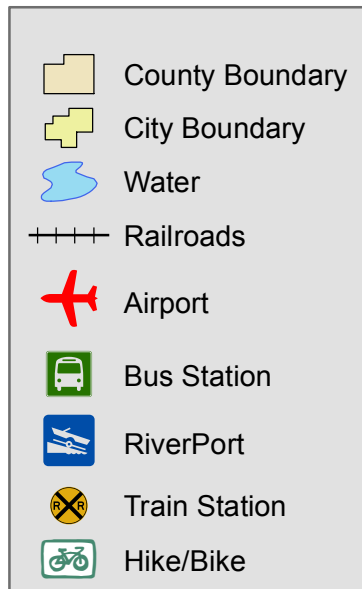
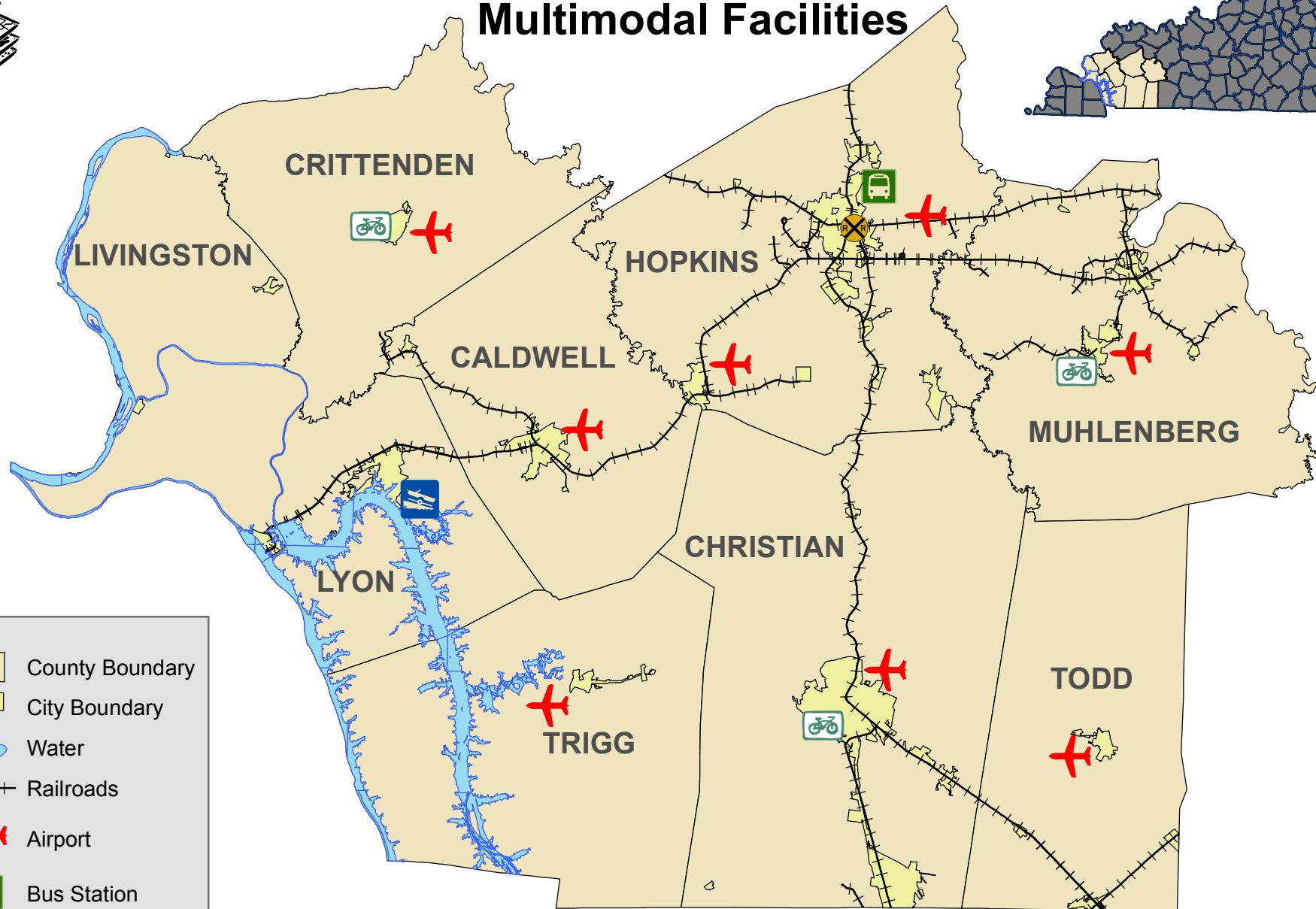
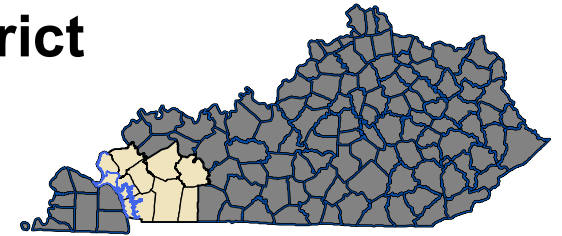
This trail is a 1 ½ mile asphalt bike and walking trail in the City of Marion.

5.2 Map of Multimodal Facilities

The following map indicated the multimodal facilities the Pennyrile Add region.



Pennyryle Area Development District Multimodal Facilities



This map was produced in cooperation with the Kentucky Transportation Cabinet



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

Princeton (City) Planning Commission

Diane Knox, Administrator
206 N. Jefferson Street
Princeton, KY 42445
Phone: 270-365-9575

Hopkinsville-Christian County Planning Commission

Steve Bourne, Director
PO Box 1125
Hopkinsville, KY 42240
Phone: 270-887-4285

Marion Planning Commission

Alton Dykes
108 E. Bellville St.
Marion, KY 42064
Phone: 270-965-2266

Hopkins County Joint Planning Commission

Ted Adkins, Director
56 N. Main St.
Madisonville, KY 42431
Phone: 270-825-4457

Eddyville-Kuttawa-Lyon County

Tony Ramey, Chairman
PO Box 744
Eddyville, KY 42038
Phone: 270-388-2221

Muhlenberg County Planning Commission

David Rhoades, Chairman
PO Box 414
Greenville, KY 42345
Phone: 270-338-2474

Elkton (City) Planning Commission

Laura Brock, Administrator
PO Box 5
Elkton, KY 42220
Phone: 270-265-9877

Guthrie (City) Planning Commission

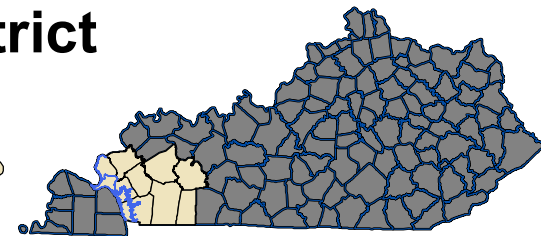
James Corns
PO Box 338
Guthrie, KY 42234
Phone: 270-483-2511





Cadiz-Trigg County Planning Commission

Bob Brame, Chairman
PO Box 952
Cadiz, KY 42211
Phone: 270-522-6035



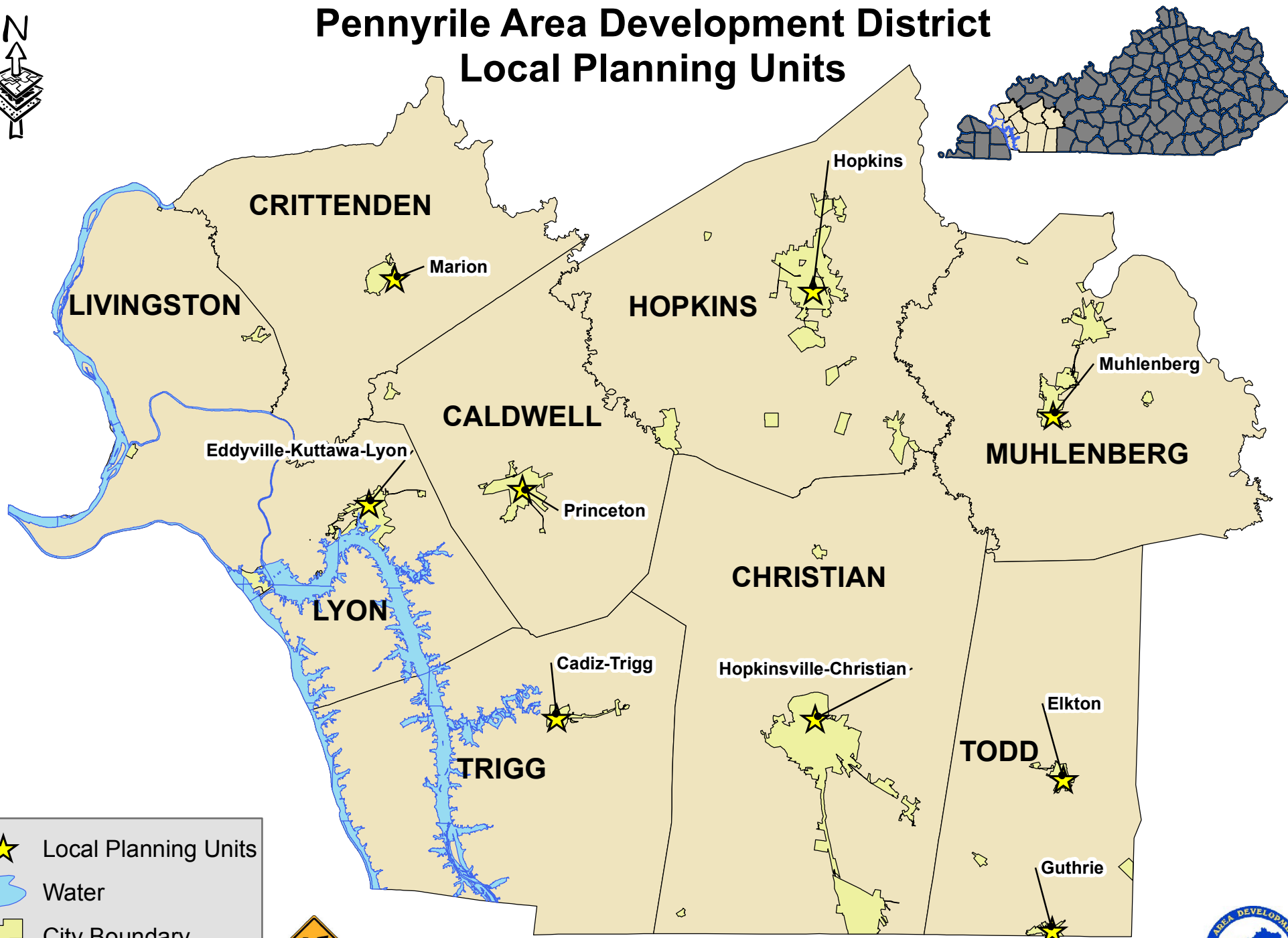
Pennyriple Area Development District Local Planning Units



-  Local Planning Units
-  Water
-  City Boundary
-  County Boundary



This map was produced in cooperation with the Kentucky Transportation Cabinet



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.

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

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.

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

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.

Project Identification Form (PIF)

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

R**Pavement Rideability Index (RI)**

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

Right-of-Way (ROW)

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

S

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

Scenic Byways

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

Shared Use Path

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

Small Urban Area (SUA)

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

State Implementation Plan (SIP)

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

Six Year Highway Plan (SYP)

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

Statewide Transportation Improvements Program (STIP)

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

Strategic Highway Corridor Network (STRAHNET)

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

System Classification/Functional Classification

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

Surface Transportation Program (STP)

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

T**Traffic Volume**

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

Transportation Enhancement Funds (TE)

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

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

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

Transportation Improvement Program (TIP)

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

U**Unscheduled Needs List (UNL)**

The unconstrained list of all potential needs or deficiencies identified or suggested for consideration for future additions to the KYTC Unscheduled Projects List (UPL). These potential projects represent qualitatively identified or perceived needs and / or deficiencies, which may not be supported with data, for which conceptual projects may have been developed but not included in the prioritized UPL.

Unscheduled Project List (UPL)

The prioritized list of potential projects used for consideration in future versions of the KYTC Highway Plan. These projects represent identified needs with data supported deficiencies for which conceptual projects may have been developed, but for which there are no current funding commitments.

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.

CHAPTER 8: RAIL FREIGHT LOADING/UNLOADING FACILITIES

8.1 Introduction

The purpose of this inventory is to assist the KYTC in identification of rail facility locations, intermodal connectors and providing information for the statewide rail plan. This helps serve the KYTC goal of promoting the safe efficient movement of goods and services throughout the state. KYTC has GIS data on known railyards within in the state. The ADDs assisted in identification of these locations, creating this list in FY10. In FY17, KYTC developed from the rail yard inventory and other informational sources, a draft list of data and locations utilized as freight loading / unloading facilities. The data provided included all information available such as the name, location and function (e.g. bulk transfer, container yard, classification yard) of the facility.

Each year the ADD reviews this listing for minor revisions. During this process, if facilities are discovered that are not identified or had a change in operation (new, expansion, closed) the ADD planner records the name, location, and updates the database and map providing the information to KYTC. At a minimum the facility name, county, lat/long, and comments section are provided to KYTC. The ADD should contact the yard master to find out what type of freight activity is occurring: transfer to other modes such as river, rail or truck; transfer of grain, chemicals, fertilizer, coal, rock or other bulk materials; transfer or storage of containers from river, rail, or truck; transfer or storage of motor vehicles for distribution across the country.

Contacts and local knowledge should be cultivated regarding the region's rail yards and updates submitted to KYTC on an as needed basis. During the course of business it may become necessary to contact local stakeholders and/or industry experts in order to garner local input on transportation issues or opportunities affecting the area. The PADD maintains this list of rail yards in order to know where improvements to intermodal connections may be warranted in order to promote the safe and efficient movement of goods and services.

APPENDIX A

PENNYRILE AREA DEVELOPMENT DISTRICT REGIONAL TRANSPORTATION COMMITTEE BYLAWS

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 Pennyryle Area Development District Transportation Planning Committee, an advisory committee of the Pennyryle Area Development District Board of Directors, hereinafter called the Transportation Committee. The area of service for the committee is the nine (9) Pennyryle 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 Pennyryle Area Development District Board of Directors. The Transportation Committee shall be governed by these Bylaws, as amended.

Section III: Purpose

The purpose of the Pennyryle 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 Pennyryle 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, or the Mayor of any city which is a county seat.
2. The County Judge Executive of each county
3. The Chairperson of each Planning Commission or his/her designee.
4. The Chairperson of each Chamber of Commerce

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.
Pennyrile Area Development District Highway Safety Coordinator
Metropolitan Planning Organization (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 Pennyrile 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 Pennyriple 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 Pennyriple 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 bi-monthly, and on call 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 majority of duly appointed committee members qualified to vote and present at the meeting. 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 two-thirds (2/3) 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.