



32 FIVCO COURT • GRAYSON, KY 41143  
(606) 929 - 1366

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# PUBLIC INVOLVEMENT PLAN



PREPARED IN COOPERATION WITH THE KENTUCKY TRANSPORTATION CABINET (KYTC)

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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 21<sup>st</sup> Century (TEA-21) enacted in 1998, set the policy directions for more comprehensive public participation in federal and state transportation decision-making. The Safe, Accountable, Flexible and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) passed in 2005. SAFETEA-LU addressed challenges such as improving safety and reducing traffic congestion, improving efficiency in freight movement, increasing intermodal connectivity, and protecting the environment. Moving Ahead for Progress in the 21<sup>st</sup> Century Act (MAP-21) passed in 2012. MAP-21 built on and refined many of the highway, transit, bike, and pedestrian programs and policies established in the previous bills.

Most recently the Fixing America's Surface Transportation Act (FAST Act) passed in 2015. The FAST Act maintains a focus on safety, and also 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/public involvement in developing 3-yr 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 outline 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 ADD Public Involvement Plan is to describe actions the ADD Regional Transportation Committee (RTC) shall take to provide opportunities for the public to be involved in the statewide transportation planning process. It serves as a guide 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 counties, cities, towns, and neighborhoods. The best government policy decisions are made with 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 doesn't 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, minority, and low-income populations and those with disabilities
- representatives of freight transportation services
- and any other interested parties

## **CHAPTER 2: REGIONAL TRANSPORTATION COMMITTEE**

### **2.1 INTRODUCTION**

The Regional Transportation Program funded by the Kentucky Transportation Cabinet brings local involvement to the table in the decision making process. The Fivco Regional Transportation Committee (RTP) is responsible for identifying, evaluating, and prioritizing transportation needs in Carter, Elliott, and Lawrence Counties. The Committee was established as an advisory body to the Fivco Board of Directors. The RTP consists of representatives who are interested in improving transportation from each of the counties in the Fivco Region. The committee should consist of representatives from: local municipalities, counties, private citizens, civic organizations, chamber of commerce, economic development commissions, trucking industry, agriculture industry, emergency and police officials, bicycle groups, school transportation officials, public transit authority, and family resources.

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

In partnership with the residents of the communities in the region, the mission of the RTP is to promote the efficient, economical, and safe movement of people, goods, and services throughout the FIVCO region by linking population centers with accessible transportation facilities that will enhance economic development and improve the quality of life. 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 that are received will be documented by the FIVCO Transportation Planner and provided to the KYTC Division of Planning.

### **2.2 REGIONAL TRANSPORTATION COMMITTEE BYLAWS**

#### **1) PURPOSE OF THE REGIONAL TRANSPORTATION PLANNING COMMITTEE**

- a) The purpose of the Regional Transportation Planning Committee (RTPC) is to advise, provide technical guidance, provide local/regional public input, develop goals and objectives for the regional transportation system and identify/address concerns of the transportation system within the FIVCO ADD Region.
- b) The RTPC may define additional and specific responsibilities from time to time.
- c) RTPC Bylaws, when approved, should be forwarded to KYTC and considered part of AWP for upcoming fiscal year.

#### **2) FUNCTIONS OF THE REGIONAL TRANSPORTATION PLANNING COMMITTEE**

- a) Develop, review, and revise goals, objectives, and policies for the regional transportation planning process.
- b) Review and provide input to the development of short/long-range transportation plans, studies, and other work elements as required by the transportation planning process.
- c) Facilitate coordination, communication, and understanding between the public, policy/decision-makers, transportation related agencies, and other parties' involved in/or affected by the transportation planning process.
- d) Carry out any other tasks as required by the transportation planning process.

#### **3) SUBCOMMITTEES OF THE REGIONAL TRANSPORTATION PLANNING COMMITTEE**

The RTPC may create subcommittees; formed on an as needed basis to address specific situations.

#### **4) COMPOSITION OF THE MEMBERSHIP**

##### **a) VOTING MEMBERSHIP**

- a) The RTPC shall consist of representatives from each county and city within Carter, Elliott and Lawrence Counties and others as appointed by the Board of Directors of FIVCO ADD.
- b) Membership should be comprised of persons with special training and experience in various fields or modes of transportation to assure continuity in transportation planning decisions.
- c) Membership may include (where possible) representatives from the following areas:  
Private/public sector; Local government officials; Transportation providers, including school bus transportation, human service delivery brokers, etc.; Bikeway & greenway coordinators; Business/economic development; Law enforcement, Emergency services, Environmental interests; Minority and low-income populations; the transportation disadvantaged; Airport, river port, and rail industry, Planning/Zoning commissions, Citizens at large.

##### **b) ALTERNATE MEMBERS**

- a) Each RTPC member shall designate an alternate to represent them in their absence.
- b) A letter of official designation shall be submitted to the FIVCO ADD Regional Transportation Planner, in order that the alternate shall be accorded all voting rights of the member.

##### **c) MEMBERSHIP BY SPECIAL APPOINTMENT**

The RTPC, at any time it deems necessary, may appoint a member, or change voting status of any current member.

##### **d) NON-VOTING MEMBERSHIP**

The RTPC, at any time it deems necessary, may appoint a person as a non-voting member.

#### **5) REMOVAL OF MEMBER**

RTPC may remove any member for any reason whatsoever by majority vote of members present at any regular/special meeting of committee.

**6) STATEMENT OF MEMBER RESPONSIBILITY**

Each member of the RTPC is expected to carry out the purpose and functions prescribed above in accordance with the policies of the agency or organization represented, but should remain cognizant of the needs of the entire transportation planning area.

**7) OFFICERS OF THE TRANSPORTATION PLANNING COMMITTEE**

- a) The officers of the RTPC shall consist of a Chair, a Vice-Chair and an Executive Secretary.
- b) The Chair will serve until December 31<sup>st</sup> every year and then the Vice-Chair will become the new Chair and the RTPC voting members will elect and new Vice-Chair. Officers shall come from the three counties that are represented (Carter, Elliott, and Lawrence).
- c) Staff will serve in the position of the Executive Secretary. If no officers are present at the meeting, the FIVCO ADD Regional Transportation Planner will serve as temporary Chair.

**8) DUTIES OF OFFICERS**

- a) **CHAIR:** It is the responsibility of the Chair to preside at all meetings of the RTPC, facilitate proper adherence to adopted procedures, call special meetings as required, and appoint subcommittees as needed.
- b) **VICE-CHAIR:** It is the responsibility of the Vice-Chair to assist the Chair in the performance of their duties, and to perform the duties of the Chair in his/her absence.
- c) **EXECUTIVE SECRETARY:**
  - a) It is the responsibility of the Executive Secretary to notify RTPC members of meetings, record the minutes and attendance, and disseminate the agenda, reports, and other materials to RTPC members.
  - b) The Executive Secretary must also provide staff services to the committee as required to carry out all work necessary and incidental to goals and objectives of the Regional Transportation Planning Program

**9) MEETINGS OF THE REGIONAL TRANSPORTATION PLANNING COMMITTEE**

- a) The regular meeting of the RTPC shall be held as deemed necessary, but at a minimum on a quarterly basis.
- b) The Chair, Vice Chair, the Executive Secretary, or majority of voting membership may call special meetings.

**10) QUORUM AND ATTENDANCE**

- a) A quorum shall consist of the majority present of the voting membership of the committee and/or their designated alternates in attendance at any regular or special meeting.
- b) A sign-in sheet shall be circulated at each meeting to determine quorum number so that business may be conducted.
- c) Record of committee attendance will be maintained/reviewed periodically to determine if members should be replaced
- d) A majority vote of the voting membership shall be required for committee action.
- e) Attendance is required at all RTPC meetings.

**11) VOTING PROCEDURES**

- a) The Chair or any voting member may make a motion for a vote on any issue, provided it is seconded and it is within the purposes set forth in these By Laws.
- b) Each voting member shall have one (1) vote.
- c) A majority vote of the voting members (or their designated alternates) present shall be sufficient for approval of matters coming before the RTPC.

**12) PUBLIC PARTICIPATION**

- a) Attendance at RTPC meetings is open to the public.
- b) Membership is not required for an individual to attend, observe, and/or provide input at a RTPC meeting.

**2.3 REGIONAL TRANSPORTATION COMMITTEE GOALS & 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 Northeast in providing a transportation infrastructure and transportation service for the 21<sup>st</sup> 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:**
  - Providing a *safe and secure* system
  - Maintaining and improving *existing infrastructure* on a continual basis
  - Ensuring *dependable, effective, and efficient* facilities
  - Improving local, regional, and global *connectivity* and access
  - Including all appropriate modes of transportation within a *fully-integrated system*
  - Dependable *access* to markets, jobs, and resources
  - Consideration of *human and natural resources*
  - Efficient and flexible *use of available resources*
  - *Transparent decision-making* process

The RTP Program follows suit with the KYTC's Vision and Mission Statements and Goals, therefore the ADD's when crafting their Goals and Objectives shall continue with this thought and direction. A regional transportation vision was adopted by the ADD's RTC to reflect the KYTC. In turn, the Regional Goals and Objectives are to be broad over-arching goals which will help guide the identification of improvements and the selection of projects. Regional Goals and Objectives shall be reviewed and updated annually and approved by the RTC.

**Goal #1:** Improve access (highway, rail, waterway, pedestrian, bicycle, transit, intermodal) to the FIVCO Region.

Objective: Support all transportation projects that improve access to the FIVCO ADD region.

Strategies

- Continue to support projects in the Six-Year Highway Plan, Regional & MPO Top 10 Lists of the Unscheduled Projects Lists.
- Continue to promote the efficiency in movement of people, goods, and services throughout the Region.
- Support the incorporation of bicycle/pedestrian facilities with all design/construction on new roadways.
- Coordinate and work closely with Highway District Office 9 (Flemingsburg) and 12 (Pikeville) and adjoining ADDs in the development and implementation of transportation studies.
- Support transportation projects designed to alleviate traffic congestion and improve traffic mobility.

**Goal #2:** Encourage economic development and tourism in the FIVCO region.

Objective: Support improved access to the region to encourage economic development and tourism.

Strategies

- Coordinate and participate in local and regional planning activities/meetings.
- Promote improved access to the region's Industrial Park (East Park).
- Coordinate/participate with the local Chamber of Commerce agency, Tourism Councils/Bureaus, State Parks, etc.
- Evaluate social, economic, and environmental effects of transportation decisions.
- Continue to monitor the air quality status and address issues in the region.
- Promote transportation projects that improve access to tourist/recreational facilities in the region.

**Goal #3:** Improve safety of the region's transportation system

Objective: Reduce fatality rate and improve safety on the region's transportation system.

Strategies

- Support programs that will reduce the highway fatality rate in the region by continuing to work with the Kentucky Transportation Cabinet and area enforcement agencies.
- Continue supporting the efforts of the Kentucky Statewide Safety Program
  - ❖ Identify and address concerns (sight distance, seat belt usage, intersections, schools, etc.)
- Support transportation projects that would minimize hazards on roadways within the FIVCO ADD.

**Goal #4:** Utilize the transportation system to enhance the quality of life

Objective: Promote planning studies and public meetings for community involvement.

Strategies

- Review and investigate the impact (cultural/environmental) the transportation projects and/or systems may have
- Coordinate public meetings or outreach programs to determine if the community supports the project.

**Goal #5:** Improve intermodal access within the FIVCO region.

Objective: Support all existing and future improvements for intermodal access within the FIVCO region.

Strategies

- Promote existing intermodal operations to assist in enhancing economic development and provide more efficient movement of people, goods, and services.

**Goal #6:** Expansion of aviation services in the FIVCO region.

Objective: Support the expansion of aviation services in the FIVCO region.

Strategies

- Support development of a "Regional Airport" to improve commercial and industrial service to the FIVCO region.
- Support and work with general aviation facilities to obtain funding for upgrades and other projects.
- Continue to rank and support projects identified in the Kentucky Aviation System Plan.

**Goal #7:** Enhancement of the public transportation system in the FIVCO region.

Objective: Support the region's public/private transportation system.

Strategies

- Promote and assist the region's public/private transportation systems in the region.
  - ❖ Ride Share Programs, Elderly/Disabled/Medical Programs, Amtrak, Ashland Bus System, & CSX
- Provide information to interested cities/counties/citizens/etc., concerning development of the public/private transportation systems.

## 2.4 REGIONAL TRANSPORTATION COMMITTEE MEMBERSHIP

### ADMINISTRATIVE GROUP (5)

Gayle Smith  
Jim Skaggs  
Kelly T. Ward  
Eric Patton  
Sherry McDavid

Chairman, Carter County  
Vice – Chairman, Elliott County  
FIVCO ADD Regional Transportation Planner  
FIVCO ADD GIS Planner  
FIVCO ADD Executive Director

### CARTER COUNTY (15)

*Honorable Mike Malone*  
*Honorable George Steele*  
*Honorable Kenny Fankell*  
Casey Brammell  
David Carroll  
Jason Carroll  
Roger Dunfee  
Bobby Hall  
Grant Harper  
Kevin McDavid  
Larry McDavid  
Chris Perry  
Gayle Smith  
Tommy Thompson  
Keith Walker

*Carter County Judge Executive*  
*Mayor of Grayson*  
*Mayor of Olive Hill*  
Carter County Sheriff  
Northeast Community Action Agency Director  
Carter County Code Enforcement  
Carter County Emergency Management Director  
Olive Hill Police Chief  
Carter County Schools Transportation Director  
Grayson Police Chief  
Carter County Road Crew Supervisor  
Carter Caves State Park Manager  
Citizen Member  
Carter County e911 Director  
Citizen Member

### ELLIOTT COUNTY (6)

*Honorable Carl Fannin*  
*Honorable Robby Adkins*  
John Clevenger  
Jim Skaggs  
Ronnie Stephens  
Debbie Wagoner

*Elliott County Judge Executive*  
*Mayor of Sandy Hook*  
Citizen Member  
Elliott County Disaster & Emergency Services  
Elliott County Sheriff  
Elliott County Emergency Management Director

### LAWRENCE COUNTY (8)

*Honorable John Osborne*  
*Honorable Harold Slone*  
Tim Ellis  
Greg Fugitt  
David McGuire  
Garrett Roberts  
Missy Kennedy  
Mike Woods

*Lawrence County Judge Executive*  
*Mayor of Louisa*  
Lawrence County 911 Director  
Louisa Police Chief Clyde Johns, Citizen Member  
Public Works Director  
Lawrence County Sheriff  
Yatesville Lake State Park Manager  
Lawrence County Emergency Management Director

### TECHNICAL GROUP (7)

Joe Callahan  
Don Sammons  
Michael Murriell  
Terri Sicking  
Brent Wells  
Mark Westfall  
Kent Morrison

KYTC HDO #9  
EK Bikeway President  
KY State Police PAO  
KYOVA Interstate Planning  
KYTC HDO #9  
KYTC HDO #12  
ACE Bicycle Club

### ADVISORY GROUP (8)

Jerry Anglin  
Bart Bryant  
Keith Damron  
Bernadette Dupont  
Greg Rawlings  
Charlie Spalding  
Larry Tincher  
Lisa Wilson-Plajer

Director of Business Development, AEI Inc.  
Chief District Engineer KYTC HDO #9  
Transportation Engineer, AEI Inc.  
Federal Highway Administration  
Federal Highway Administration  
KYTC Geoprocessing Specialist  
KYTC Special Assistant  
Business Development Leader, AEI Inc.

**TOTAL MEMBERSHIP AS OF JUNE 30<sup>TH</sup>, 2016                      49 MEMBERS**



## **2.5 REGIONAL TRANSPORTATION COMMITTEE PLAN OF ACTIVITIES**

As agreed upon by the KYTC and the FIVCO ADD, the FIVCO ADD RTC will supply the KYTC with a committee involvement plan, as set forth in Work Element 2a of the Annual Work Plan (AWP), Public Involvement Plan (PIP): Regional Transportation Committee. This document details The RTC proposed activities to be undertaken throughout the fiscal year.

As required by SAFETEA-LU, and upheld in MAP-21 and the FAST Act, the FIVCO ADD will maintain a Regional Transportation Committee (RTC). The main duties of the Regional Transportation Planner is to provide direct consultation to the RTC, solicit committee input in preparing the regional Goals/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 RTC should be a group that reflects various demographic groups, as well as a broad spectrum of livelihoods, governed by the RTC By-Laws.

This plan below for RTC activities is subject to change based on time available for activities, availability of any speakers/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. The **PROPOSED PLAN OF RTC ACTIVITIES FOR FY 2017:**

### **1. July 1 - SEPTEMBER 30, 2016**

- Major construction work updates by HDOs 9 & 12
- PIF Prioritization Process
- Review/approval of RTC By-Laws and RTC Goals & Objectives

### **2. OCTOBER - DECEMBER 31, 2016**

- Major construction work updates by HDOs 9 & 12
- PIF Prioritization Process
- Review Local Planning Units Survey

### **3. JANUARY 1 – MARCH 31, 2017**

- Major construction updates by HDOs 9 & 12
- PIF Prioritization Process
- Review Freight Loading/Unloading Locations

### **4. APRIL 1 – JUNE 30, 2017**

- Major construction updates by HDOs 9 & 12
- Provide the HDO's & KYTC the PIF Prioritization Rankings
- Review Major Freight Users/Major Traffic Generators & Freight Network
- Review Truck Parking Inventory & Intermodal Connector Listing
- Review Bike/Ped Data Collection
- Review Regional Transportation Asset Review & Public Involvement Plan

## **CHAPTER 3: PUBLIC INVOLVEMENT**

### **3.1 INTRODUCTION**

The 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 whole process is developed with a spirit of cooperation by working with KYTC, Federal Highway Administration (FHWA), the local city and county governmental agencies, 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, FIVCO 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.

FIVCO PIP will use a broad-brush approach since there's 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 of the traditionally underserved. Widespread use of radio, newspapers, and television can be used to help 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 FIVCO Transportation Planner and provided to the KYTC Division of Planning. FIVCO will hold local/regional public information/input meetings as requested by KYTC or by the RTC to provide additional opportunities for public comments related to transportation issues and planning process.

FIVCO Public Involvement activities include:

- Regularly scheduled RTC meetings
- Local or regional public/information meetings as requested by the KYTC or RTC
- 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:

- 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 FIVCO to be part of the meeting agenda, and allows local citizens the opportunity to also provide comments.
- Utilizing local newspapers to reach more public sectors and provide education on the transportation planning process.
- Conduct public meetings at county courthouse, city hall, or local community centers
- 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, FIVCO ADD has initiated a list of resources for general/targeted outreach methods. All items listed may not be used at the same time or 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. FIVCO ADD maintains a detailed listing of contact information and may be obtained by contacting the ADD transportation planner.

1. **THIRD PARTY GROUPS:** The 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 their service population. Groups include, but not limited to the following:

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

2. **PUBLIC MEETINGS:** The 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. **ADD WEBSITE:** The ADD Website ([www.fivco.org](http://www.fivco.org)) has a link dedicated to the regional transportation planning process. It provides an explanation of the planning process and its purpose, several documents and maps for review and upcoming meeting dates. 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/forms electronically accessible for easy viewing.
4. **NEWSPAPERS:** Information can be sent to the local newspapers. While none are identified as targeting specific traditionally underserved audiences, all have potential to have traditionally underserved subscribers. Information can be

distributed to newspapers relating to media releases with announcements of meeting dates/locations, announcements of documents available for public review and comment, and information about the statewide planning process.

5. **RADIO:** Information can be sent to local radio stations. 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:** May be used to display information about public meetings, review of statewide documents and the statewide planning process. The following locations may be utilized:

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

### 3.3 TENTATIVE GROUPS TO ADDRESS

Carter County Fiscal Court	Carter County Chamber of Commerce	Elliott County Fiscal Court
Elliott County Chamber of Commerce	Grayson City Council	Grayson Chamber of Commerce
Lawrence County Fiscal Court	Louisa City Council	Olive Hill City Council
Sandy Hook City Council		

## CHAPTER 4: SOCIOECONOMIC PROFILES

### 4.1 INTRODUCTION

The ADD Transportation Planner will develop a plan to encourage participation by minority and low-income populations in the public involvement process, 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.

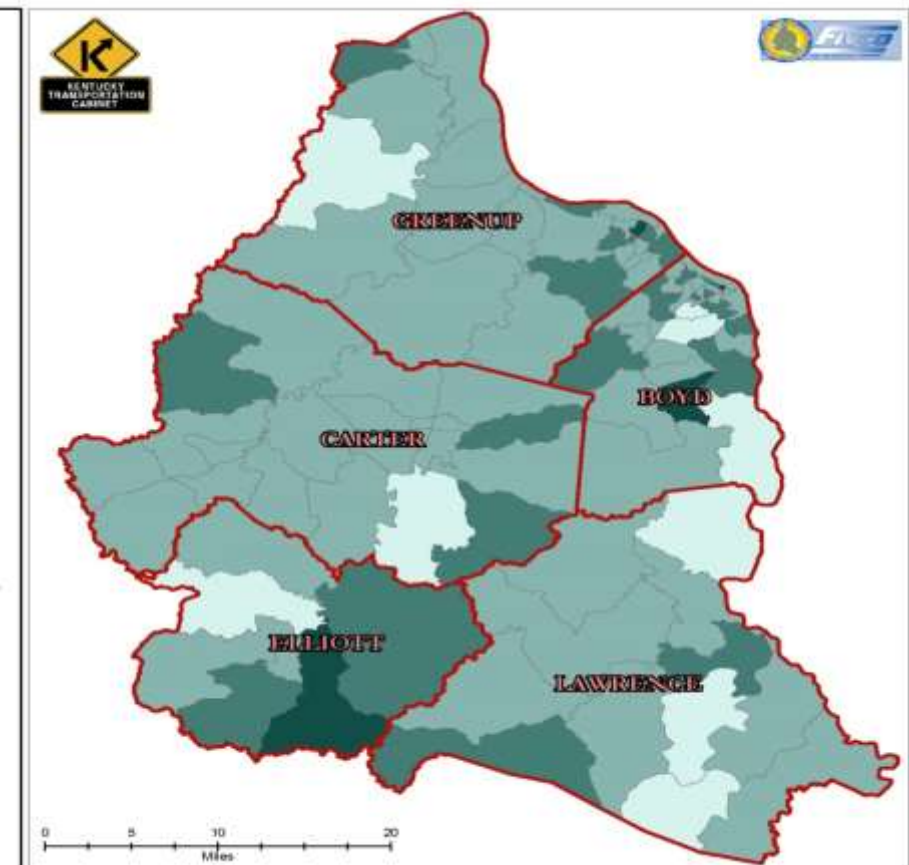
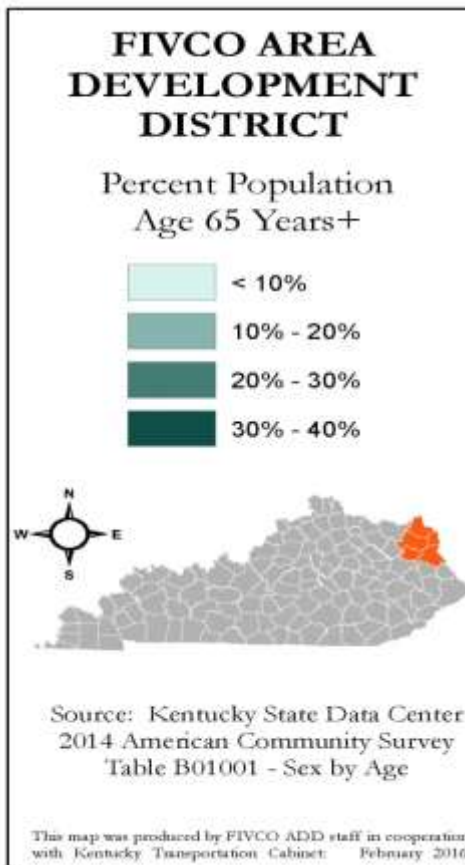
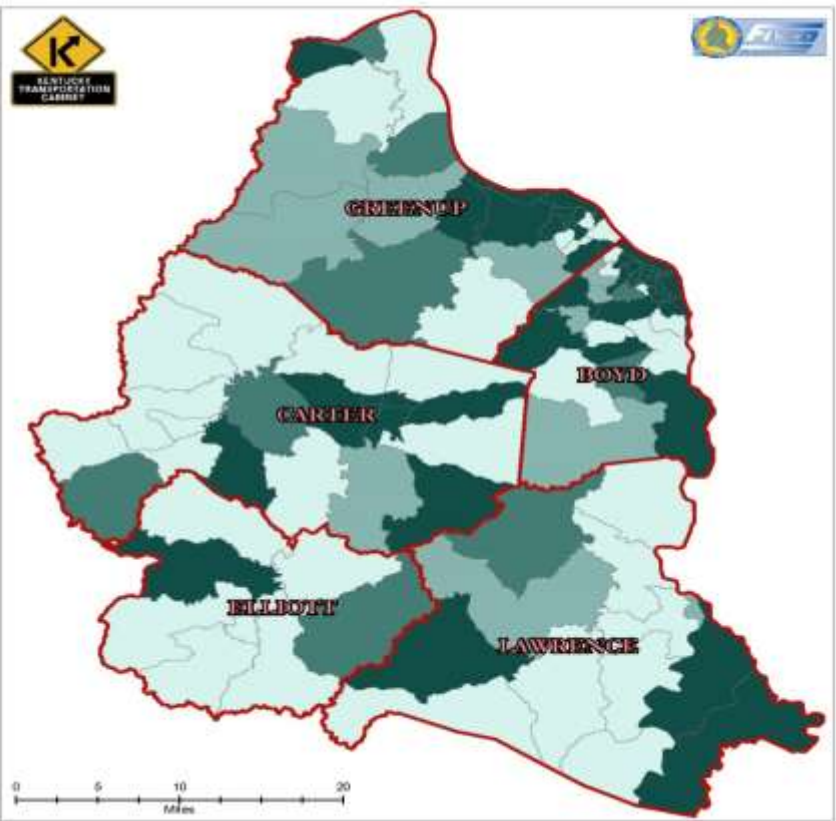
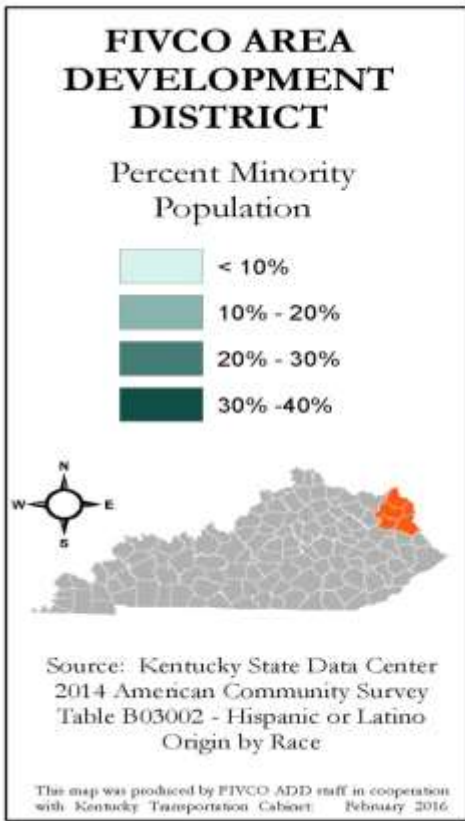
Title VI was enacted as part of the Civil Rights Act of 1964. It prohibits discrimination on the basis of race, color, and national origin in programs and activities receiving federal financial assistance. Public Outreach activities will include efforts to involve the traditionally underserved groups (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. 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

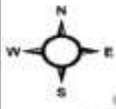
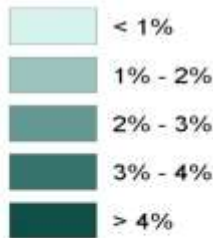
For the purpose of this plan, Census data is reviewed for the following categories: Total Population by Race, Elderly Population (Age 65 and Over), Low-Income or Poverty Status, and Disabled Population. According to the 2015 Census, FIVCO comprises 3.2% of the state population. In comparing percentages of FIVCO's minority population to that of the state, FIVCO shows a consistently lower percent of minority races. Regionally, FIVCO has a slightly higher percentage of people aged 65 years and older. Overall, poverty is slightly lower in the FIVCO region than the state average.

4.3 CENSUS MAPS



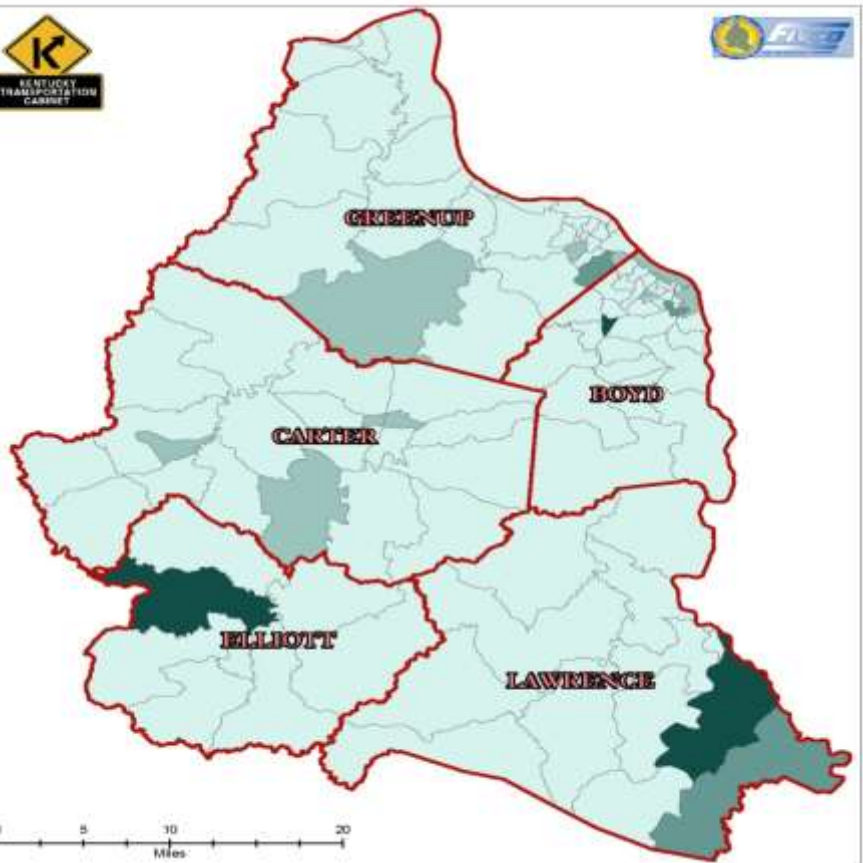
## FIVCO AREA DEVELOPMENT DISTRICT

Percent Limited English Proficiency Age 5 and Over



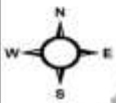
Source: Kentucky State Data Center  
2014 American Community Survey  
Table B16004 Age by Language Spoken at Home, By Ability to Speak English for the Population 5 Years and Younger

This map was produced by FIVCO ADD staff in cooperation with Kentucky Transportation Cabinet. February 2016.



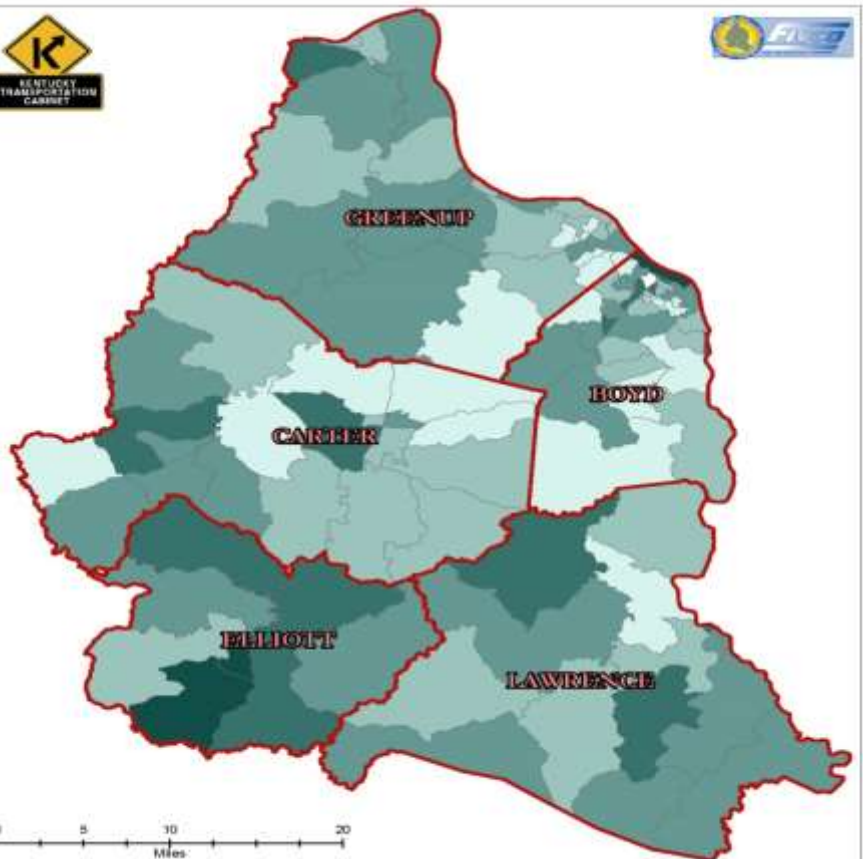
## FIVCO AREA DEVELOPMENT DISTRICT

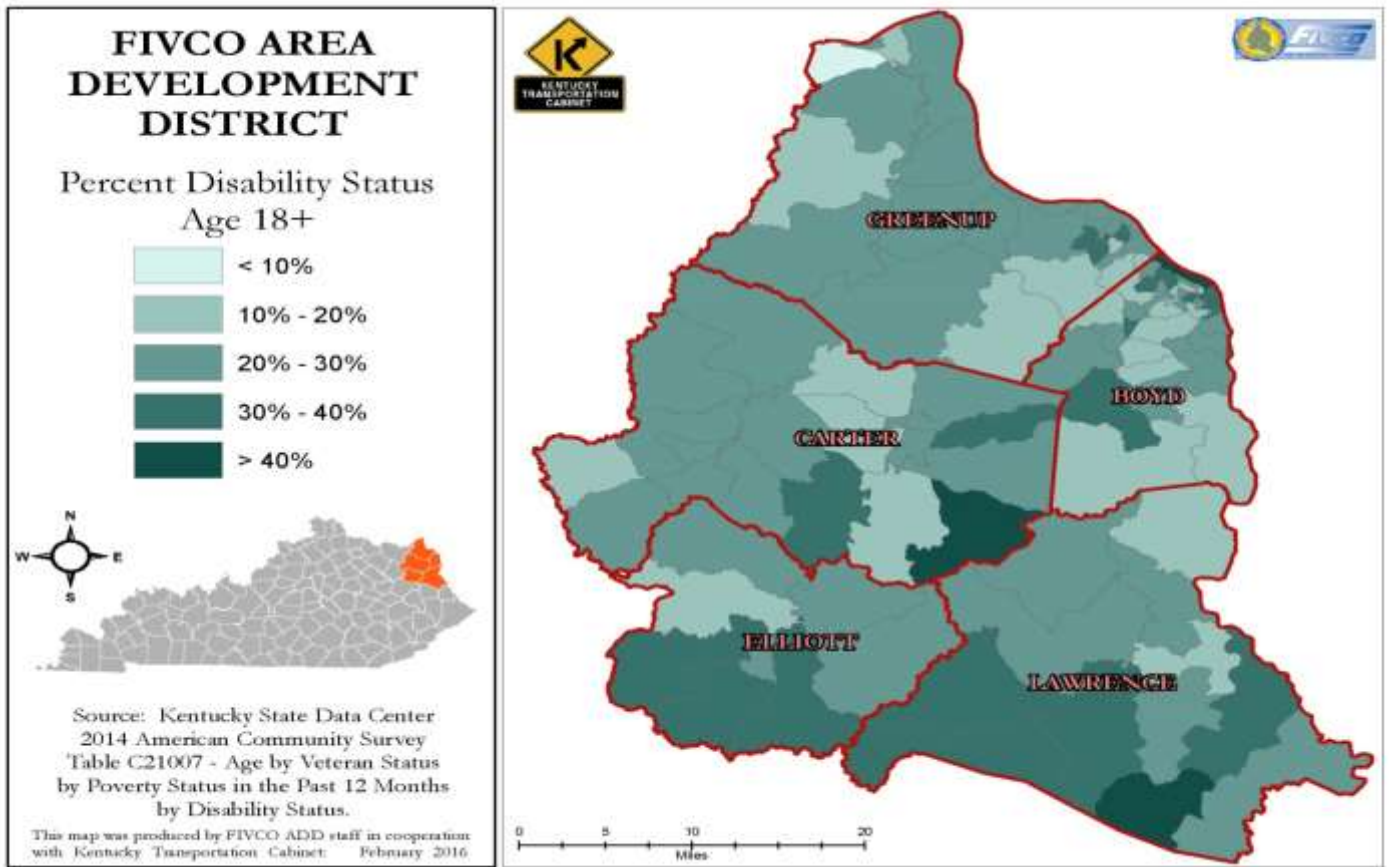
Percent Poverty Status of Individuals



Source: Kentucky State Data Center  
2014 American Community Survey  
Table B17021 - Poverty Status of Individuals in the Past 12 Months by Living Arrangement

This map was produced by FIVCO ADD staff in cooperation with Kentucky Transportation Cabinet. February 2016.





#### 4.4 SUMMARY QUICK FACTS

The concentrations of underserved populations in FIVCO is lower than, statewide trends at a regional level.

The FIVCO Area Development District is composed of five counties: **Boyd, Carter, Elliott, Greenup, and Lawrence**

In 2015, FIVCO comprised 3.2% of the state's population.

#### FIVCO ADD REGION QUICK FACTS

Statewide, FIVCO ADD Region contains:

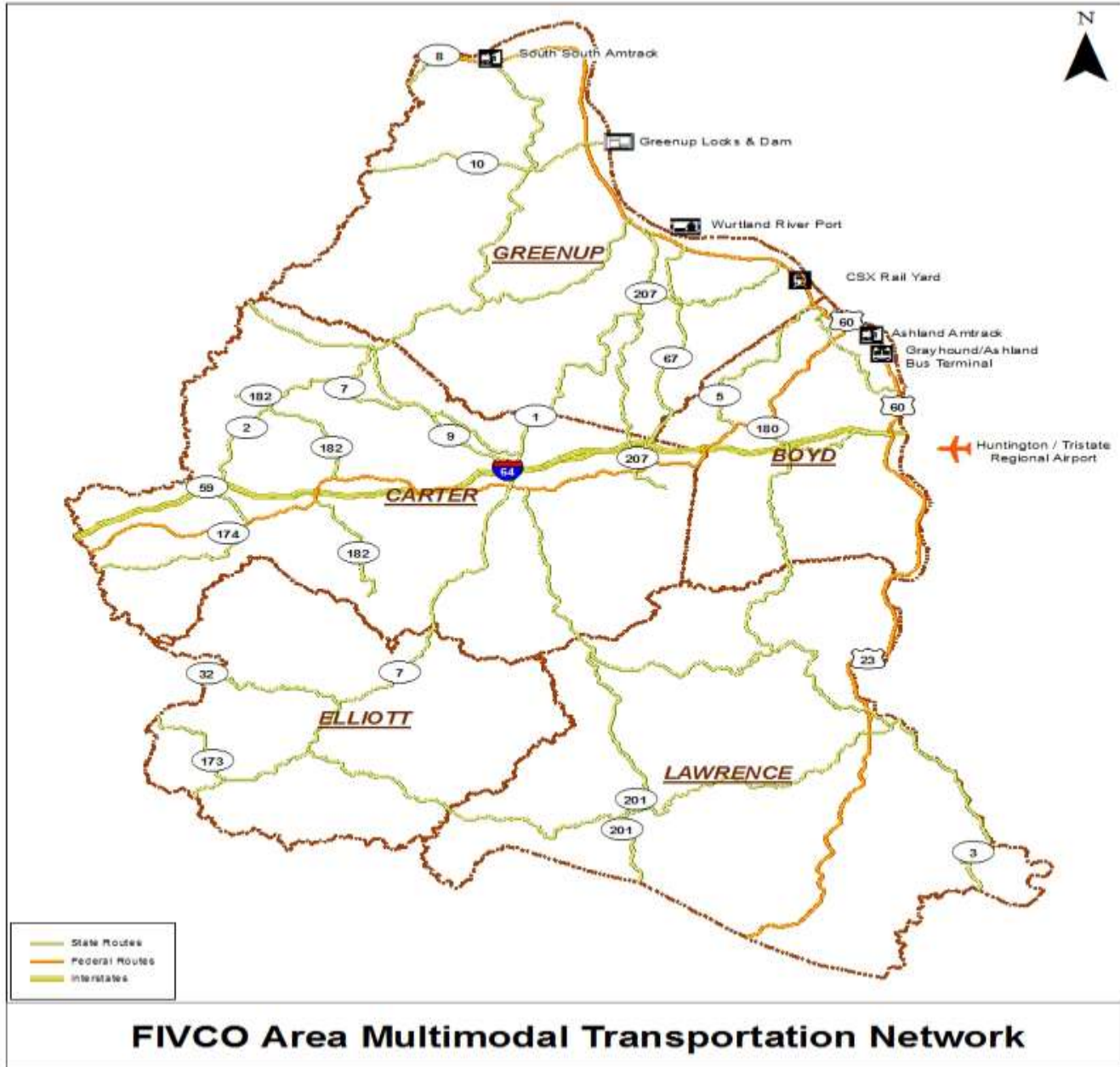
- 0.56 % of the Black population
- 0.79 % of the Asian American population
- 0.50 % of the Pacific Islander population
- 0.95 % of the American Indian / Alaskan Native population
- 1.09 % of the Hispanic population
- 3.80 % of the age 65 years old and over population
- 3.90 % of disabled persons reside in the FIVCO region

## CHAPTER 5: MULTIMODAL CONTACTS

### 5.1 INTRODUCTION

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

## 5.2 MAP OF MULTIMODAL FACILITIES



## CHAPTER 6: INVENTORY OF LOCAL PLANNING UNITS

### 6.1 INTRODUCTION

Land use planning is conducted by local planning units (planning commissions) for cities and counties. As part of their planning process, some develop comprehensive plans, zoning ordinances, and/or subdivision regulations. They are intended to guide community decisions about future land use, development, community facilities, transportation, and infrastructure. It's 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. Kentucky state laws mandate that any city/county that has zoning regulations, adopt a comprehensive plan (updated at least once every five years). It contains a land use element plus 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.

A fundamental concept in transportation is the connection between transportation and land use. 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 by travel time or distance). Mobility is directly influenced by the layout of the transportation network and the level of service it offers. Land development generates travel, and travel generates the need for new facilities, which in turn increases accessibility and attracts further development.

## 6.2 MAP OF LOCAL PLANNING UNITS

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

