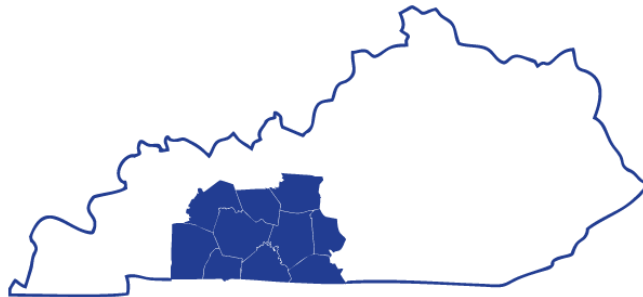


Barren River Area Development District

Public Involvement Plan

Updated: June 2025

BARREN RIVER



AREA DEVELOPMENT DISTRICT

177 Graham Avenue
Bowling Green, Kentucky

Phone: (270) 781 - 2381

Fax: (842) 842-0768

www.bradd.org



Contents

Chapter 1 INTRODUCTION	1-4
1.1 History of the Program.....	1-4
1.2 Map of ADD, HDO, MPO Boundaries	1-5
1.3 Purpose of the Public Involvement Plan	1-6
Chapter 2 REGIONAL TRANSPORTATION COMMITTEE.....	2-8
2.1 Introduction	2-8
2.2 Regional Transportation Committee Bylaws	2-8
2.3 Regional Transportation Committee Goals and Objectives.....	2-8
2.4 Regional Transportation Committee Voting Membership by County	2-11
2.5 Committee Plan of Activities.....	2-14
Chapter 3 PUBLIC INVOLVEMENT	3-16
3.1 Introduction	3-16
3.2 List of Resources	3-18
3.3 Tentative Groups to Address	3-20
3.4 Speaking Engagements	3-23
Chapter 4 SOCIOECONOMIC PROFILES.....	4-25
4.1 Introduction	4-25
4.2 Methodology.....	4-25
4.3 Summary of Analysis.....	4-25
4.4 Maps of Underserved Population Groups	4-29
Chapter 5 MULTIMODAL CONTACTS	5-35
5.1 Introduction	5-35
5.2 Airports	5-35
5.3 Railroads.....	5-35
5.4 Ferry Boats	5-35
5.5 Intermodal Connectors	5-36
5.6 Public Transportation.....	5-36
Chapter 6 LOCAL PLANNING UNITS	6-38
6.1 Introduction	6-38
6.2 Local Planning Units Charts.....	6-39

Chapter 7 APPENDIX	7-40
7.1 Glossary of Terms and Acronyms.....	7-40
7.2 RTC Bylaws	7-48

Chapter 1 INTRODUCTION

1.1 History of the Program

Kentucky has maintained a statewide transportation planning process since the 1970s through the 15 Area Development Districts (ADDs). In 1995 Kentucky expanded and formalized a public involvement process for the statewide transportation planning process in response to the directives of the Intermodal Transportation Efficiency Act of 1991 (ISTEA). ISTEA and its successor, The Transportation Equity Act for the 21st Century (TEA-21) enacted in 1998, set the policy directions for more comprehensive public participation in federal and state transportation decision-making. The Safe, Accountable, Flexible and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) passed in 2005. SAFETEA-LU addressed challenges such as improving safety and reducing traffic congestion, improving efficiency in freight movement, increasing intermodal connectivity, and protecting the environment. Moving Ahead for Progress in the 21st Century Act (MAP-21) passed in 2012. MAP-21 built on and refined many of the highway, transit, bike, and pedestrian programs and policies established in the previous bills. The Fixing America's Surface Transportation Act (FAST Act) passed in 2015. The FAST Act maintains a focus on safety, keeps intact the established structure of the various highway-related programs and continues efforts to streamline project delivery. It also provides, for the first time, a dedicated source of federal dollars for freight projects. Federal legislation is a major part of the framework that guides the rural transportation planning process. On November 15, 2021, the Infrastructure Investment and Jobs Act (IIJA) (Public Law 117-58, also known as the "Bipartisan Infrastructure Law") was signed into law. The IIJA/BIL authorized funding over fiscal years 2022 through 2026 in new Federal investment in surface transportation and other infrastructure projects. The IIJA builds on previous legislative initiatives including Fixing America's Surface Transportation Act (FAST Act), the Moving Ahead for Progress in the 21st Century (MAP 21) Act; the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU); the Transportation Equity Act for the 21st Century (TEA-21); and, the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA). These historical transportation bills create the framework for local transportation planning.

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 10 Metropolitan Planning Organizations (MPOs). The ADDs and MPOs are responsible mainly for the analysis of data and transportation systems, identification and evaluation of needs in their planning area, the coordination of public input for the STIP, and the subsequent evaluation and prioritizing of identified needs during the SHIFT process for possible inclusion 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, HDO, MPO Boundaries



1.3 Purpose of the Public Involvement Plan

The purpose of the ADD Public Involvement Plan is to describe actions the ADD Regional Transportation Committee (RTC) shall take to provide opportunities for the public to be involved in the statewide transportation planning process. It serves as a guide for the ADD to follow in planning public involvement opportunities. True public involvement is central to good decision making. Without meaningful public involvement, there is a risk of making less than optimal decisions. With it, there can be a lasting contribution to the regional well-being of our neighborhoods, towns, cities, and counties. The best policy decisions by the 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, and
- representatives of freight transportation services as well as any other interested parties.

The best policy decisions by the government are made in the context of public participation. The 1991 Intermodal Surface Transportation Efficiency Act (ISTEA) and its successors, the Transportation Equity Act for the 21st Century (TEA-21) of 1998 and Moving Ahead for Progress in the 21st Century (MAP-21), set policy directions for greater public participation in federal and state transportation decision-making. The mandates of ISTEA and TEA-21 have fostered a more concentrated effort to develop and maintain comprehensive and effective public outreach programs in accordance with Title VI of the Civil Rights Act of 1964.

The Barren River Area Development District (BRADD) Regional Transportation Committee created this Public Involvement Plan to provide guidelines for establishing and maintaining optimum public involvement with assessment tools to evaluate the effectiveness of the program. Public involvement is more than just one hearing or a single meeting near the end of a project. Exemplary public involvement begins early in the planning process and continues throughout each of the planning stages, helping to avoid, minimize, and mitigate project impacts while providing the best engineering solutions.

The objectives of the BRADD Transportation Committee Public Involvement Plan are to:

- **INVITE** all communities in the BRADD region to participate in the transportation planning process. This invitation should have a special emphasis on those communities who have been underrepresented and/or underserved.
- **INFORM** all communities of their role in the transportation planning and decision-making process.
- **INVOLVE** all communities by providing opportunities early and often in the transportation planning and decision-making process.
- **IMPROVE** continuously the public involvement process in the efforts to accomplish the objectives to invite, inform, and involve the communities within the BRADD region.

Because the development, adoption, and amendment of plans and programs are subject to the Public Involvement Plan, the BRADD Transportation Committee will review it annually to ensure the planning process provides full and open access to all segments of the BRADD region.

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 BRADD Regional Transportation Committee (RTC) is responsible for identifying, evaluating, and prioritizing transportation needs in Allen, Barren, Butler, Edmonson, Hart, Logan, Metcalfe, Monroe, Simpson, and Warren Counties. The Committee was established as an advisory body to the BRADD Board of Directors. The RTC consists of representatives who are interested in improving transportation from each of the counties in the BRADD Region. The committee should consist of representatives from: local municipalities, counties, private citizens, civic organizations, chambers of commerce, economic development commissions, trucking industry, agriculture industry, emergency and police officials, bicycle groups, school transportation officials, public transit authority, and family resources.

The RTP is responsible for:

- Establishing direction for the regional transportation program,
- Reviewing and providing input into finalizing planning documents, and
- Prioritizing transportation improvement projects from the regional perspective.

RTC meetings will be open to the public and the meeting agenda will include a public comment period. This action will be made available to allow the public ample opportunities to provide information, concerns, and issues for consideration by the regional committee. Any comments received will be documented by the BRADD Transportation Planner and provided to the KYTC Division of Planning.

2.2 Regional Transportation Committee Bylaws

The BRADD Regional Transportation Committee's current bylaws were passed originally on August 25, 2005. These bylaws were revised most recently on August 25, 2005. The RTC voted to re-adopt the existing bylaws, without any changes, on September 11, 2024. These bylaws can be found in the Appendix of this document.

2.3 Regional Transportation Committee Goals and Objectives

The BRADD Regional Transportation Committee voted to adopt the following Regional Goals and Objectives on September 11, 2024. These Goals and Objectives are taken directly from BRADD's Comprehensive Economic Development Strategy (CEDS), which is developed in collaboration with local officials and is the driving force behind BRADD's Community & Economic Development efforts, including transportation planning.

CEDS Objectives Listing: Transportation

Name	Objective	Objective Type	Start Date	Due Date	County	Status
Goal 1: Promote a transportation system that will provide the highest possible level of mobility to all potential users.						
BRADD T.1.1	By December of 2027, preserve the mobility and capacity of the district's existing transportation system by supporting initiatives to implement access management programs, and continue to participate in planning educational programs pertaining to highway access management and the inter-relationships between land development and highway system.	Technical Assistance	2022-10-19	2027-12-01	Region	
BRADD T.1.2	By December of 2027, improve and expand the capacity of the District's highway system to accommodate future increased traffic by supporting highway projects designed to alleviate traffic congestion and improve overall mobility of people and goods.	Technical Assistance	2022-10-19	2027-12-01	Region	
BRADD T.1.3	By December of 2027, participate in the prioritization of transportation needs for the Statewide Transportation Plan, Highway Plan, and the Unscheduled Highway Needs List, and off-system Bridge Replacement Program.	Technical Assistance	2022-10-19	2027-12-01	Region	
BRADD T.1.6	By December of 2027, support the establishment of electric vehicle infrastructure across the region by researching funding options, providing training/education opportunities and materials, and convening regional focus groups.	Research	2022-10-19	2027-12-01	Region	
Goal 2: Work to enhance the integration and connectivity of the transportation system, across and between modes of travel for people and goods to develop a system that supports and strengthens the economic vitality and competitiveness of the district, and which supports economic development initiatives.						
BRADD T.2.1	By December of 2027, support the maintenance and enhancement of the movement of freight to markets between and within the District, Commonwealth, Country, and World by expanding the National Truck Network System.	Technical Assistance	2022-10-19	2027-12-01	Region	
BRADD T.2.2	By December of 2027, support the maintenance and development of a transportation system (including bike and pedestrian transportation modes) that promotes maximum tourism access and enjoyment by assisting local governments to secure adequate signage on major routes or routes directing visitors to the tourist attractions of the area.	Technical Assistance	2022-10-19	2027-12-01	Region	
BRADD T.2.3	By December of 2027, work with KYTC Districts 3 and 4, local elected officials, and other area stakeholders to increase access to recreational and tourism facilities within the district including exploring public and pedestrian transit options to assist with connections.	Technical Assistance	2022-10-19	2027-12-01	Region	
BRADD T.2.4	By December of 2027, work with KYTC Districts 3 and 4, local elected officials, and other area stakeholders to fully develop and maintain regional scenic highways.	Technical Assistance	2022-10-19	2027-12-01	Region	

Goal 3: Support the development and maintenance of community transit systems throughout the BRADD region in order to ensure residents and workers access key goods, services, and amenities—such as schools, fresh foods and other shopping, open space and recreation, health care, libraries, and other services—and major employment centers and other regional destinations.

BRADD T.3.3	By December of 2027, work with regional partners to create and disseminate a toolkit for developing vibrant neighborhoods in rural communities, including resources related to walkability, transit, neighborhood greenspace and greenways, and placed-based initiatives (Also Supports SP.2 & H.3)	Create Resource/Template	2022-10-19	2027-12-01	Region	
BRADD T.3.4	By December of 2027, seek out funding to support vibrant neighborhoods in rural communities, including funding projects related to walkability, transit, neighborhood greenspace and greenways, and placed-based initiatives (Also Supports SP.2 & H.3).	Find Funding	2022-10-19	2027-12-01	Region	
BRADD T.3.5	By June of 2025, work with communities to identify locations for potential creation of or enhancement to neighborhood greenways in order to provide park-like connections to natural areas, parks, schools, business districts and other community destinations. These attractive neighborhood streets and trails make it safer and more fun to walk and bike in the community, while also treating stormwater (Also Supports I.2).	Technical Assistance	2022-10-19	2025-06-01	Region	

Goal 4: Expand and enhance the Region's rail access and assets to promote increased freight and

BRADD T.4.1	By December of 2027, support maintenance and development of the railroad system of the district for both freight and passenger transportation by providing technical support and researching funding opportunities for implementation.	Technical Assistance	2022-10-19	2027-12-01	Region	
BRADD T.4.2	By December of 2027, work with railroad companies and cities with abandoned rail lines to develop Rails to Trails non-motorized pedestrian trails throughout the region.	Find Funding	2022-10-19	2027-12-01	Region	
BRADD T.4.3	By December of 2027, work with railroad companies to remove obsolete rail crossings and upgrade all other rail crossings to meet current safety standards.	Technical Assistance	2022-10-19	2027-12-01	Region	

Goal 5: Support the maintenance and development of pedestrian systems, bicycle systems, and waterway systems throughout the District.

Goal 6: Support maintenance and development of the air transportation system in the BRADD Region.

BRADD T.6.1	By December of 2027, work with local airport boards, cities, and counties to upgrade existing airports in the BRADD Region in keeping with existing comprehensive airport master plans.	Technical Assistance	2022-10-19	2027-12-01	Region	
BRADD T.6.2	By December of 2027, work with the Bowling Green-Warren County Airport to secure commercial air travel for the airport and support funding of necessary improvements for commercial air traffic use (both passenger and freight).	Technical Assistance	2022-10-19	2027-12-01	Region	

Goal 7: Promote the safety and security of the transportation system within the BRADD Region.

BRADD T.7.2	By July of 2024, provide education and training on implementation measures that improve operating efficiency, crash management, and motorist information systems. (An example would be the intelligent transportation system highway message boards in Warren County).	Training/Education	2022-10-19	2024-07-01	Region	
BRADD T.7.3	By December of 2025, develop and maintain programs that will prepare local jurisdictions to address the operation of our transportation system during natural disasters, hazardous materials spills, or other emergencies of local, state, and national significance.	Create Resource/Template	2023-01-01	2025-12-01	Region	

2.4 Regional Transportation Committee Voting Membership by County

The BRADD Regional Transportation Committee voted to approve the following Membership Listing on December 4, 2024.

Name	Title/Organization	County	City/County
Dennis Harper	Judge Executive	Allen	Allen County
Johnny Hobdy	Executive Director Scottsville-Allen County Industrial Authority	Allen	Allen County
Shelly King	Scottsville-Allen Co. Planning Commission	Allen	Allen County
David Burch	Scottsville City Mayor	Allen	Scottsville City
Maureen Carpenter	Barren INC.	Barren	Barren County
Kevin Myatt	Joint City-County Planning Commission of Barren Co.	Barren	Barren County
Jamie Bewley Byrd	Judge Executive	Barren	Barren County
Jamie Degraff	Road Supervisor	Barren	Barren County
Dwayne Hatcher	Mayor	Barren	Cave City
Guy Howie	Chief of Police	Barren	Glasgow
Lucas Tinsley	Fire Chief	Barren	Glasgow
Henry Royse	Mayor	Barren	Glasgow
Ryan Emmick	Butler Co. Public Schools Transportation	Butler	Butler County
Sara Embry	EMS Director	Butler	Butler County
Tim Flener	Judge Executive	Butler	Butler County
Scottie Ward	Sheriff	Butler	Butler County

Billy Phelps	Mayor	Butler	Morgantown City
Mark Meeks	District 1 Magistrate	Edmonson	Edmonson County
Scott Lindsey	Judge Executive	Edmonson	Edmonson County
John Bunnell	Chairman Hart County Industrial Authority Association	Hart	Hart County
Joe Choate	Judge Executive	Hart	Hart County
Wesley Meadows	Road Supervisor	Hart	Hart County
Randall Curry	Mayor	Hart	Horse Cave City
Donna Blake	Mayor	Logan	Adairville City
Mike Hughes	Mayor	Logan	Auburn City
Kathy Stewart	Mayor	Logan	Lewisburg City
Brooke Waldrup	Executive Director Logan Economic Alliance for Development (LEAD)	Logan	Logan County
Tom Harned	Board of Directors Citizen Member, Former LEAD Director	Logan	Logan County
Phil Baker	Judge Executive	Logan	Logan County
Mark Stratton	Mayor	Logan	Russellville City
Jason Henderson	Public Works Director	Logan	Russellville City
Moe Hensley	Superintendent of Public Works	Metcalfe	Edmonton
Adam Bennett	Emergency Management Director	Metcalfe	Metcalfe County

Larry Wilson	Judge Executive	Metcalfe	Metcalfe County
Bob Greer	Mayor	Monroe	Gamaliel City
Mitchell Page	Judge Executive	Monroe	Monroe County
Micheal Bowe	Mayor	Monroe	Tompkinsville City
Jessie Varner	BRADD Aging Council Chairman	Regional	Regional
Marissa Butler	Cave Country Trails	Regional	Regional
Larry Dixon	Mayor	Simpson	Franklin City
Mason Barnes	Judge Executive	Simpson	Simpson County
Bobby Groves	Road Superintendent/public works	Simpson	Simpson County
Tim McWorter	Assistant Director of WKU Transit	Warren	Bowling Green City
Christian Howard	Bowling Green Area Chamber of Commerce	Warren	Bowling Green City
Todd Alcott	Mayor	Warren	Bowling Green City
Jason Franks	Chief of Police	Warren	Smiths Grove
Susan Harmon	Bowling Green/Warren County Airport	Warren	Warren County
Carroll Duckworth	Bowling Green/Warren County MPO Coordinator	Warren	Warren County
Ben Peterson	City County Planning Commission of Warren Co.	Warren	Warren County
Vanisha Stewart Amoh	International Center	Warren	Warren County
Doug Gorman	Judge Executive	Warren	Warren

2.5 Committee Plan of Activities

The Barren River ADD Regional Transportation Committee meets on a quarterly basis, with meetings generally scheduled the first Wednesday of the last month of each quarter at 11:00 am CST, though meeting dates and times may vary on occasion. Additional special-called meetings may be held when necessary. Meeting agendas, meeting minutes, and more information can be found at <https://www.bradd.org/transportation-planning/>.

All committee meetings include a call to order, review & approval of previous minutes, period for open discussion/public comment, and adjournment. In addition, the following agenda items were scheduled for discussion at the FY25 RTC meetings:

September 11, 2024:

- Guest Speaker
 - *Troy Hearn with the KY Cabinet for Health and Family Services discussed walkable communities.*
- Project Updates
- Review and Approval of Regional Goals and Objectives
- Review and Approval of Committee Bylaws
- Update on Local Bicycle and/or Pedestrian Plans
- Major Traffic Generators Inventory
- Truck Parking Inventory
- NHS Intermodal Connectors Review
- KY Highway Freight Network

December 4, 2024:

- Guest Speaker
 - *Jim DeCesare with the DeCesare Group discussed Transportation Improvement Districts.*
- Project Updates
- Contacts/Resources Update
- Committee Membership

March 5, 2025:

- Guest Speaker
 - *Regional Transportation Planner Ethan Bates spoke about FAST Act Transit grant programs and how various organizations can apply for them.*
- Project Updates
- Park & Ride Inventory Update
- Major Freight Users Inventory Update
- Title VI Updates
- Bike/Ped Updates
- SHIFT 2025 Prioritization

June 4, 2025

- Guest Speaker
 - *Katie Rowe with consulting firm Gresham Smith spoke on BRADD's ongoing Feasibility Study for the Bowling Green to Mammoth Cave Trail.*
- Project Updates
- Socioeconomic Profiles
- Review and Approval of Public Improvement Plan
- Review and Approval of Regional Transportation Assets Inventory
- SHIFT 2025 Prioritization

Chapter 3 PUBLIC INVOLVEMENT

3.1 Introduction

The BRADD will provide public involvement opportunities to allow all persons to be included in transportation planning and to 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 BRADD and/or the KYTC. The BRADD will make every effort to include the transportation disadvantaged and under-served populations (e.g. 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 BRADD Regional Transportation Committee (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 MAP-21 requirements for public involvement the BRADD 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 BRADD Public Involvement Plan (PIP) will use a broad-brush approach when there is no overwhelming population center for the traditionally underserved, and the size of these populations is relatively small. Third party group members will be identified across the ten-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 BRADD Transportation Planner and provided to the KYTC Division of Planning.

The BRADD 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.

BRADD 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 BRADD Board of Director's meetings
- Utilizing the BRADD quarterly newsletter to reach, educate and inform the public on various transportation programs/issues.
- Social Networking – utilizing web-based networks such as Facebook, Instagram, and X 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 BRADD Web Site to post transportation projects / information / comments and providing a link for public feedback.
- Address civic groups, chamber meetings, government meetings concerning the statewide transportation process.
- Attending fiscal court and city council meetings requesting input for the UNL. This would include obtaining information relative to identifying new projects, evaluating existing UNL and prioritization information. This process allows the BRADD 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 courthouses, city hall, or local community centers.
- Utilize existing services/programs at the BRADD 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 BRADD 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 BRADD to include those persons who have been traditionally underserved by the existing transportation system and for the general participation procedures. The BRADD maintains a detailed listing of contact information and may be obtained by contacting the BRADD transportation planner.

1. **Third Party Groups**

The BRADD 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 BRADD 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. **BRADD Website**

The BRADD Website is located at www.bradd.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 Center
- Special Event Locations
- Other Locations Identified through the Process

3.3 Tentative Groups to Address

The following list is an overview of groups located in the BRADD Region that are local government entities, transportation providers, groups that serve elderly/minority/disabled individuals, economic development agencies, and other groups that BRADD staff have identified as stakeholders in the transportation planning process. BRADD will work to maintain an active relationship with these groups, and, when appropriate, include them in RTC meetings, public engagement processes, and speak at their meetings/events.

AMERICAN ASSOCIATION OF RETIRED PERSONS (AARP)

Participate in 50 Over 50 Community Training, organized by the City of Bowling Green's Department of Community and Neighborhood Development, to inform older Americans about the transportation planning process in Kentucky.

CITY COUNCILS/COMMISSIONS

Meet with these groups to inform them as to the purpose and activities of the Regional Transportation Committee and attempt to gain their support in upcoming transportation efforts. The mayor will determine when these meetings will occur.

CITY MAYORS

As with the County Judge/Executives, efforts will be made to encourage the city mayors to attend the committee meetings. The majority of Mayors within the BRADD area are privately employed in addition to their tenure as a public official. Mayors are often unable to attend Regional Transportation Committee meetings. Private meetings will continue with these individuals to ensure that they remain involved in the planning process.

CHAMBERS OF COMMERCE

All Chambers of Commerce in the BRADD area will receive information on the Statewide Transportation Planning Process. As invited, presentations will be made to these groups. Additional correspondence will be pursued with the subject cities for the Bike/Ped database this year.

COMMUNITY ACTION OF SOUTHERN KENTUCKY

Community Action of Southern Kentucky, Inc. is a public non-profit corporation. Federal, state, and local government funding, private contributions and user fees enable the agency to provide a comprehensive range of human services to residents in the Barren River area, especially those

confronting issues of poverty. Community Action also provides limited transportation services via Section 5310 vehicle programs. Meetings will be held with Community Action transportation officials to ensure that transit needs are being met within the Barren River area.

COUNTY FISCAL COURTS

Meet with these groups to inform them of the purpose and activities of the Regional Transportation Committee and attempt to gain their support in our upcoming transportation efforts. The County Judge/Executive will determine when these meetings occur.

COUNTY JUDGE/EXECUTIVES

Efforts will be made to encourage these individuals to attend Regional Transportation Committee meetings. Judge/Executive attendance of RTC to the meetings is generally good, with more than half of the area's rural Judge/Executives attending at least one RTC meeting.

LOGAN ECONOMIC ALLIANCE FOR DEVELOPMENT (LEAD)

The Logan Economic Alliance for Development is charged with a mission to lead community and economic development initiatives for the citizens of Logan County and its four incorporated cities.

NATIONAL ASSOCIATION FOR THE ADVANCEMENT OF COLORED PEOPLE (NAACP)

This organization is a civil rights organization traditionally representing racial minorities in the United States, but has expanded to include members of every race, gender, lifestyle orientation, age, education level, and other factors.

VARIOUS CIVIC ORGANIZATIONS

Seek civic organizations that represent underserved socioeconomic and demographic sectors throughout the BRADD area.

WESTERN KENTUCKY REFUGEE MUTUAL ASSISTANCE ASSOCIATION, INC.

This organization works with various foreign nationals that move to the BRADD area. The majority of Bowling Green's refugee populations are natives of Mexico, Vietnam, Cambodia, Laos, and Bosnia. The BRADD maintains an open relationship with the Western Kentucky Refugee Mutual Assistance Association, and provides information and presentations as requested.

WESTERN KENTUCKY UNIVERSITY ALIVE CENTER FOR COMMUNITY PARTNERSHIPS

The WKU ALIVE Center and Institute for Citizenship & Social Responsibility houses information about programs across the Community. BRADD will distribute information about the transportation planning process by partnering with the ALIVE Center to reach a diverse group of community members.

WESTERN KENTUCKY UNIVERSITY INTERNATIONAL CENTER

The goal of the Western Kentucky University International Center is to build a global community by orienting, advising, and advocating for international students and ensuring compliance with federal regulations governing international educational exchange. Many of WKU's international students do not obtain driver's licenses while living in the United States and rely solely on

alternate forms of transportation. The BRADD maintains an open relationship with the WKU International Center and provides information and presentations as requested.

WESTERN KENTUCKY UNIVERSITY URBAN PLANNING STUDENTS

Students enrolled in WKU's Urban Planning track within the geography program come from diverse backgrounds and locations. The BRADD maintains a relationship with staff and students from WKU's Department of Geography and will seek to actively educate students on the transportation planning process in Kentucky. This process may also take place through meetings with small groups of students interested in working with Transportation Planning specifically.

3.4 Speaking Engagements

BRADD Transportation Planning staff attended the following meetings in Fiscal Year 25:

Regional Transportation Committee Meetings

BRADD Transportation Planning staff held Regional Transportation Committee Meetings on the following dates:

- September 11, 2024
- December 4, 2024
- March 6, 2025
- June 4, 2025

Coordinated Transit Meeting

BRADD Transportation Planning staff held the annual Coordinated Transit Meeting in conjunction with the March 6th, 2025, RTC meeting. This meeting discussed weaknesses and opportunities facing transit providers in the region and informed providers about Section 5310 funding opportunities.

City / County Government Meetings

BRADD Transportation Planning staff attended the following meetings with city/county officials on the following dates:

- 10/28/24 Woodburn Technical Assistance Meeting
- 11/05/24 Woodburn City Council Meeting
- 11/08/24 Park City Technical Assistance Meeting
- 11/20/24 Monroe County Steering Committee
- 01/03/25 Franklin Technical Assistance Meeting
- 02/03/25 Woodburn City Council Meeting
- 02/18/25 KYTC Glasgow Square Scoping Study Meeting
- 02/24/25 Scottsville Technical Assistance Meeting
- 03/10/25 Scottsville Technical Assistance Meeting
- 06/16/25 KYTC Glasgow Square Scoping Study Meeting

Bowling Green – Mammoth Cave Trail Study

BRADD is actively administering a Federal Lands Access Program grant to conduct a feasibility study for a trail connecting Bowling Green to Mammoth Cave. The BRADD Regional Transportation Planner serves as the Project Manager. The project team, which consists of

members of BRADD, KYTC, the BG-WC MPO, Mammoth Cave National Park, and consultant partners meet monthly to discuss the project's progress and direction.

A large part of the study is public engagement. BRADD Staff hosted a public meeting held on Wednesday, June 4th where the public could learn about the project and ask questions to any member of the project team. BRADD Transportation Planning staff also gave media interviews with media outlets WBKO, the Bowling Green Daily News, and Spectrum News 1 to encourage public involvement and knowledge about the project.

Bowling Green – Warren County MPO Meetings

The BRADD Transportation Planner is a member of the BG-WC MPO's Technical Advisory Committee (TAC) and Bicycle and Pedestrian Action Committee (BPAC) and regularly attends both meetings. BRADD staff attended the following meetings:

- 08/26/24 TAC
- 10/14/24 BPAC
- 10/28/24 TAC
- 11/18/24 TAC
- 02/10/25 BPAC
- 02/24/25 TAC
- 03/24/25 TAC
- 04/14/25 BPAC
- 04/28/25 TAC
- 06/09/25 BPA

County SHIFT Sponsorship Planning Meetings

BRADD Transportation Planning staff met with each county's Judge/Executive and KYTC District 3 & 4 staff to discuss SHIFT sponsorships. Mayors, state legislators, and other key personnel were also invited to attend. Meetings were held on the following dates:

- 02/28/25 Allen
- 02/03/25 Barren
- 02/10/25 Butler
- 02/11/25 Edmonson
- 02/17/25 Hart
- 02/21/25 Logan
- 02/18/25 Metcalfe
- 03/03/25 Monroe
- 02/27/25 Simpson

Chapter 4 SOCIOECONOMIC PROFILES

4.1 Introduction

As per Title 23 Chapter 1 Subchapter E Part 450 B 450.210 Interested parties, public involvement and consultation; the statewide transportation planning process shall at a minimum include a process for seeking out and considering the needs of those traditionally underserved by existing transportation systems, such as low-income and minority households, who may face challenges accessing employment and other services as part of the public involvement process. The development of socioeconomic profiles for the entire ADD to be included in the public involvement plan is an exercise in identifying those traditionally underserved communities so that public outreach efforts can be accomplished in those communities.

4.2 Methodology

Socioeconomic data is collected annually by the United States Census Bureau with the American Community Survey. The ADD will coordinate with The State Data Center to develop a comprehensive GIS file containing pertinent Socioeconomic and Title VI information on an annual basis. This collection should include but not be limited to: population, population by race, income, age, disabilities, underserved populations, and other data as needed for consideration of potential transportation impacts on the region.

The data for this document comes from the American Community Survey 5-year Estimates. This estimate includes data from the years 2019-2023, unless otherwise stated, and is currently the most up-to-date information available. The information on the following pages is displayed at the Census Tract level for the BRADD region as a whole and the Census Block Group level for individual counties and cities. The information displayed at the Census Block Group level was made available to the ADDs through the combined efforts of the Kentucky Transportation Cabinet and the Kentucky State Data Center.

4.3 Summary of Analysis

RACIAL MINORITY POPULATION

The largest racial group in the BRADD region is white, with 81.96% of the region's population being white and no other race. This is very consistent with Kentucky's statewide percentage of 81.33%. The next largest racial groups in the region are black and Asian, at 6.14% and 2.53%, respectively. No other racial group is more than two percent of the region's population, though 3.73% of the population belong to two or more racial groups. Warren County is the most racially diverse, with 27.36% of the county's population being non-white. Edmonson County is the least diverse county, with 5.23% of its population being non-white.

Source: Census Bureau Data Table P9: Hispanic or Latino, and Not Hispanic or Latino by Race (2020 Decennial Census)

POVERTY

The BRADD region has 17.77% of its population in poverty, which is a higher than the nationwide rate of 12.4% as well as Kentucky's statewide rate of 16.4%. Logan County has the lowest percentage of its population in poverty in the BRADD region at 14.04%. Metcalfe County features the largest percentage of population below the poverty line at 25.66%.

Source: Census Bureau Data Table S1701: Poverty Status in the Past 12 months

ELDERLY POPULATION

There are 50,610 individuals aged 65 or older within the BRADD region, which amounts to 15.99% of the total population. This is slightly below both the national average of 17.7%, and Kentucky's statewide mark of 17.8%. This is in large part due to Warren County, by far the largest in the region, being much younger than average, with only 13.2% of the county's population being age 65 or older. Edmonson County is the oldest county in the region, with 21.5% of the population over age 65. The other 8 counties range between 16% elderly (Simpson) and 19% (Butler), which is in line with state and national averages.

Source: Census Bureau Data Table S0101: Age and Sex

DISABLED POPULATION

17.21% of the BRADD region's population is disabled, which is below Kentucky's statewide mark of 18.1%, though both are well above the nationwide 13.6%. However, Warren County is below all of this, with 13.5% of the county's population having a disability. Eight counties in the region have disability rates higher than the statewide average, the highest of which is Monroe County with 23.3%.

Source: Census Bureau Data Table S1810: Disability Characteristics

LIMITED ENGLISH PROFICIENCY

12,338 individuals in the BRADD region speak English "less than very well", which amounts to 4.15%. This is above Kentucky's mark of 2.8%. Warren, Butler, and Allen counties have much higher rates of Limited English Proficiency than the rest of the region, with 7.11%, 5.02%, and 3.92%, respectively. The other seven counties in the region range between 0.59% and 1.67%. Warren County's high mark is likely due to its large international population and diversity, though it's not immediately clear why Allen and Barren would have such high levels of Limited English Proficiency.

Source: Census Bureau Data Table S1601: Language Spoken at Home

HISPANIC POPULATION

The BRADD region’s population is 4.87% Hispanic or Latino, which is slightly higher than the statewide mark of 4.62%. The county with the highest rate of Hispanic/Latino population is Warren at 7.02%, which is well above the state average. Meanwhile, the state with the lowest rate is Edmonson, with just 1.29% of the county’s population being Hispanic/Latino.

Source: Census Bureau Data Table P9: Hispanic or Latino, and Not Hispanic or Latino by Race (2020 Decennial Census)

POPULATION DISTRIBUTION INFLUENCES

The City of Bowling Green and Warren County are the most populous in the BRADD region by a significant margin. The city had a 2020 population estimate of 72,294 and is one of the fastest-growing areas of the state. The city is an educational, commercial, and industrial hub for the region, home to Western Kentucky University and the Kentucky Transpark. Western Kentucky University is the third-largest university in the state and had an estimated enrollment of 20,000 in the Spring 2024 semester. University students often live and work in the city even after their graduation, contributing significantly to growth. Among other commercial and industrial areas, the Kentucky Transpark has millions of square feet of industrial facilities serving dozens of different companies, serving as a significant employer within and beyond Warren County.

The region’s population distribution is heavily influenced by roadway infrastructure. Interstate 65 runs vertically through the region. The cities of Bowling Green and Franklin benefit tremendously from their proximity to Nashville via I-65 and are the fastest-growing cities in the region as a result. Other cities in the region are connected by I-165, the Cumberland Parkway, US-31W, and US-231, all of which are major roadways with significant traffic and freight counts that contribute heavily to population distribution.

In 1955, Cal Turner, a native of southern Kentucky, introduced the first Dollar General in downtown Scottsville, Kentucky. Now, Dollar General has grown into a national chain with over 11,000 facilities. Although the corporate headquarters have moved to Goodlettsville, TN, the distribution center is still located in Scottsville and provides many jobs in the BRADD Region.

The BRADD Region is largely a karst region and is home to Mammoth Cave, the world’s largest cave system and a National Park. The park is the premier tourist attraction in the region and attracts over 700,000 visitors annually. The cities of Park City, Cave City, and many other surrounding communities greatly benefit from the tourism and employment opportunities provided by Mammoth Cave.

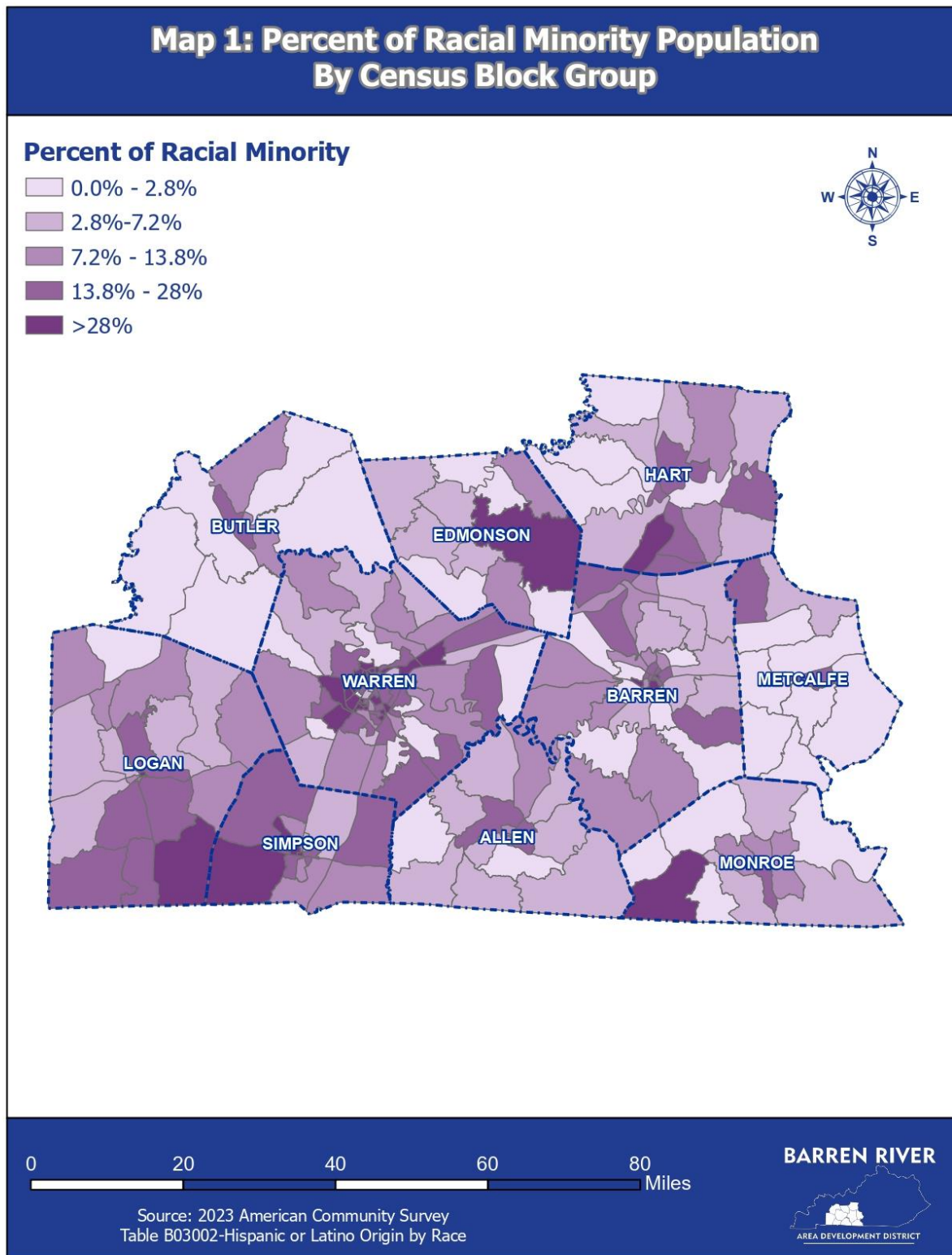
POPULATION AND PERCENTAGE OF CHANGE FOR BRADD COUNTIES, BRADD REGION AND KENTUCKY 2010-2020

	2010	2020	Percent Change
Allen County	19,956	20,588	3.16%
Barren County	42,173	44,485	5.48%

Butler County	12,690	12,371	-2.5%
Edmonson County	12,161	12,126	-0.28%
Hart County	18,199	19,288	5.98%
Logan County	26,835	27,432	2.22%
Metcalfe County	10,099	10,286	1.85%
Monroe County	10,963	11,338	3.4%
Simpson County	17,327	19,594	13.1%
Warren County	113,792	134,554	18.24%
BRADD	284,195	312,062	9.8%
Kentucky	4,339,367	4,505,836	3.8%

Source: Census of Population, 2020

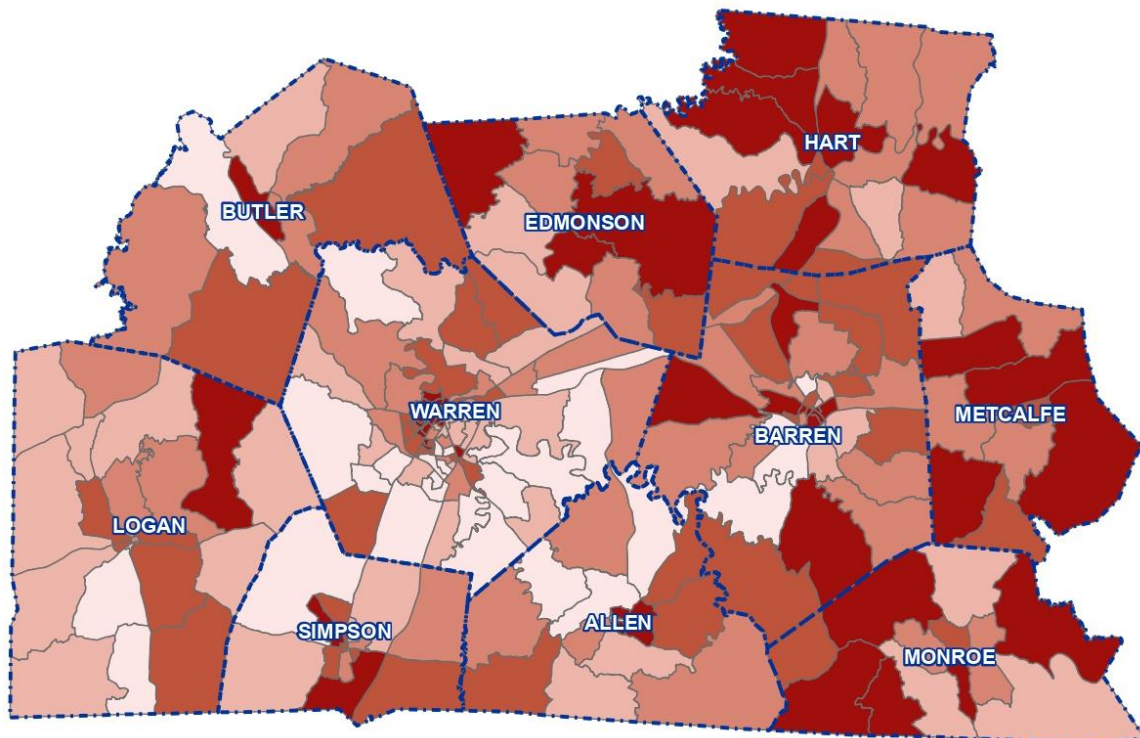
4.4 Maps of Underserved Population Groups



Map 2: Percent of Population Under Poverty Line By Census Block Group

Percent of Population in Poverty

- 0.0% - 5%
- 5% - 11%
- 11% - 17.9%
- 17.9% - 28.3%
- >28.3%



0 5 10 20 30 40 50 60 Miles

Source: 2023 American Community Survey
Table B17021- Poverty Stats of Individuals in the Past 12 Months

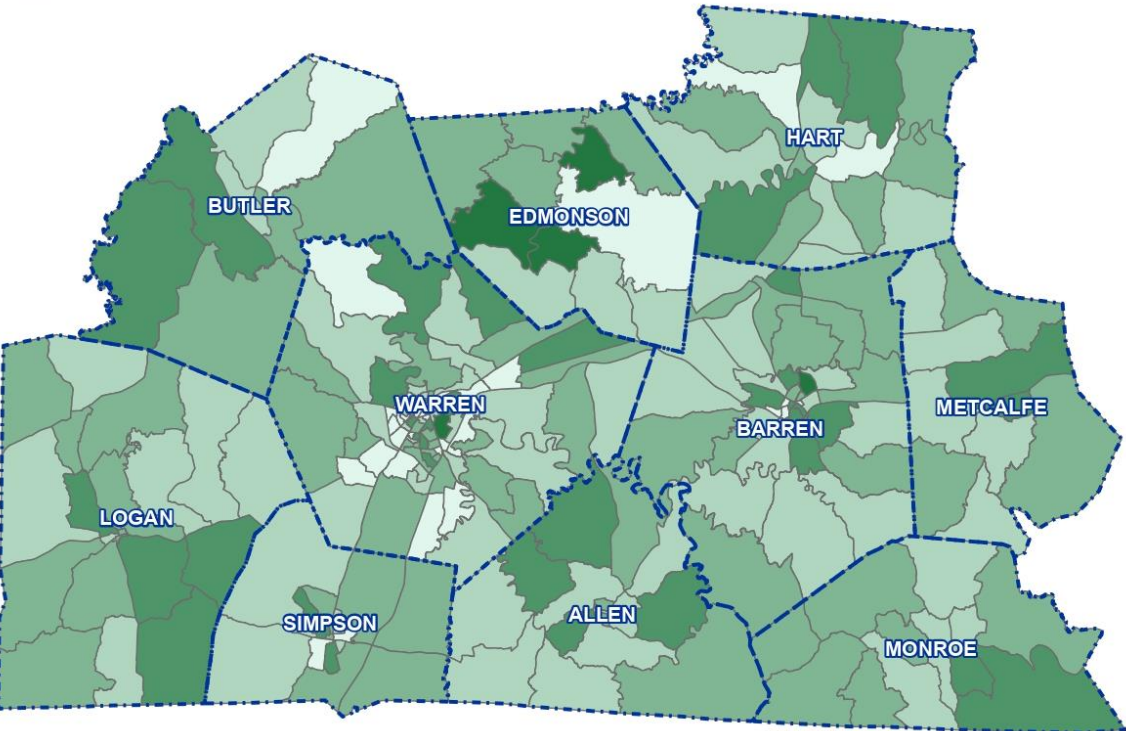
BARREN RIVER



Map 3: Percent of Population Over 65 Years of Age By Census Block Group

Percent of Population Over 65

- 0% - 9.4%
- 9.4% - 16.5%
- 16.5% - 24.1%
- 24.1% - 35.9%
- >35.9%

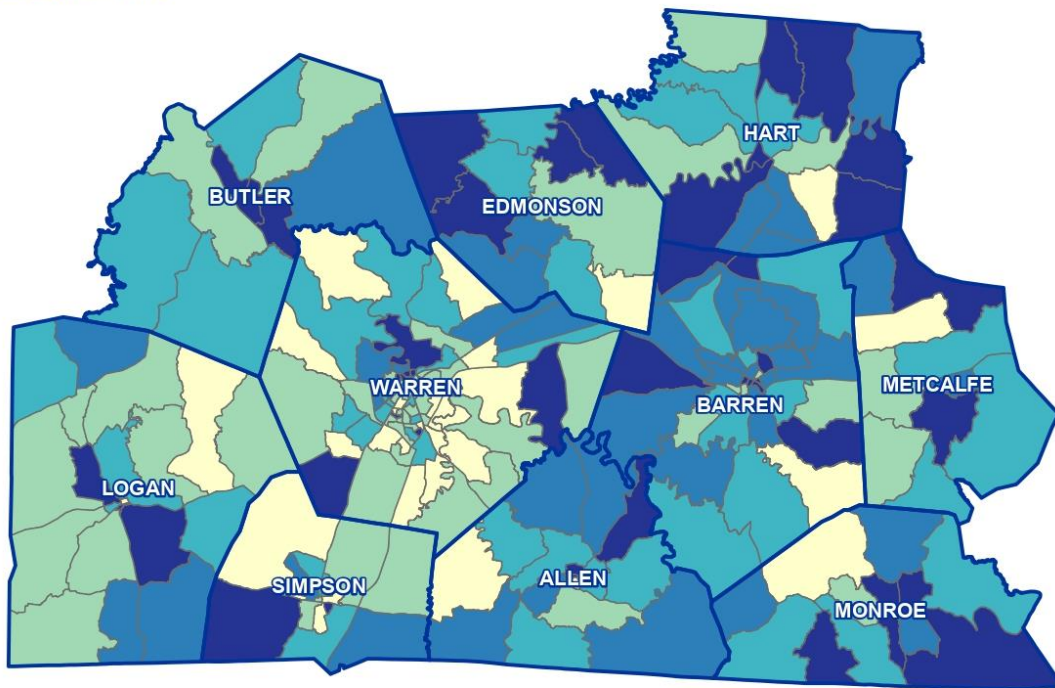
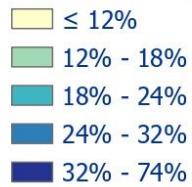


Source: 2023 American Community Survey
Table B01001-Sex by Age



Map 4: Percent of Population of Adults with a Disability By Census Block Group

Percent of Population with a Disability



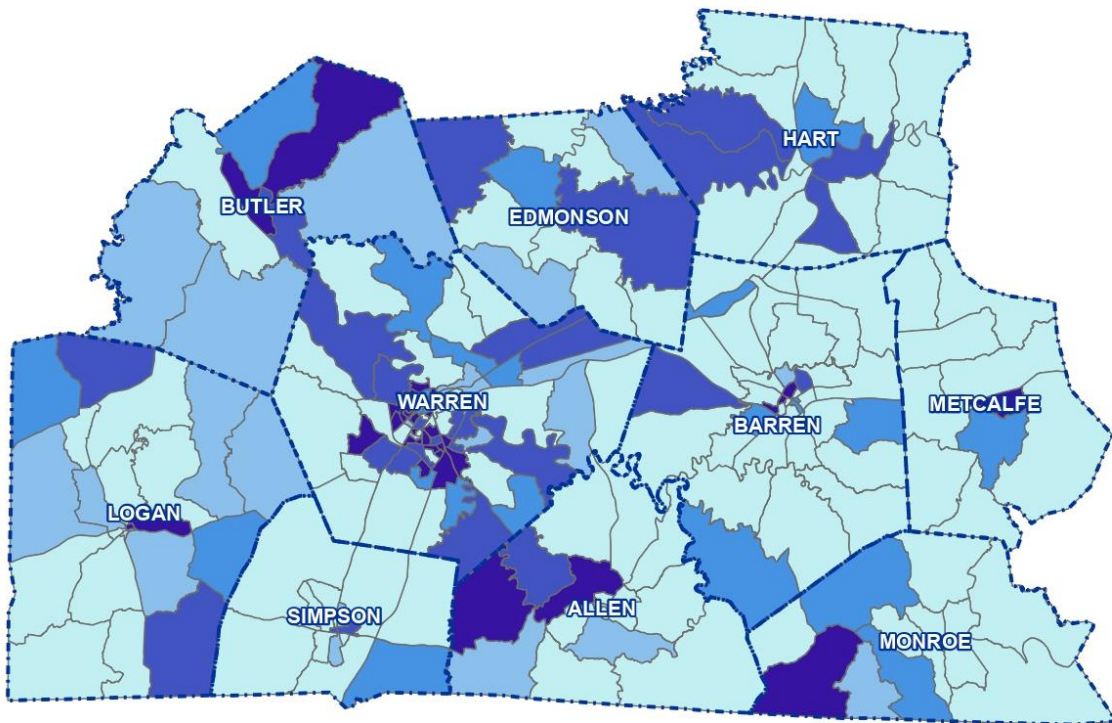
Source: 2023 American Community Survey
Table C21007- Disability Age 18 Years and Older

BARREN RIVER



Map 5: Percent of Population Over 5 Years with Limited English Proficiency (LEP) By Census Block Group

Persons Over 5 with LEP



BARREN RIVER

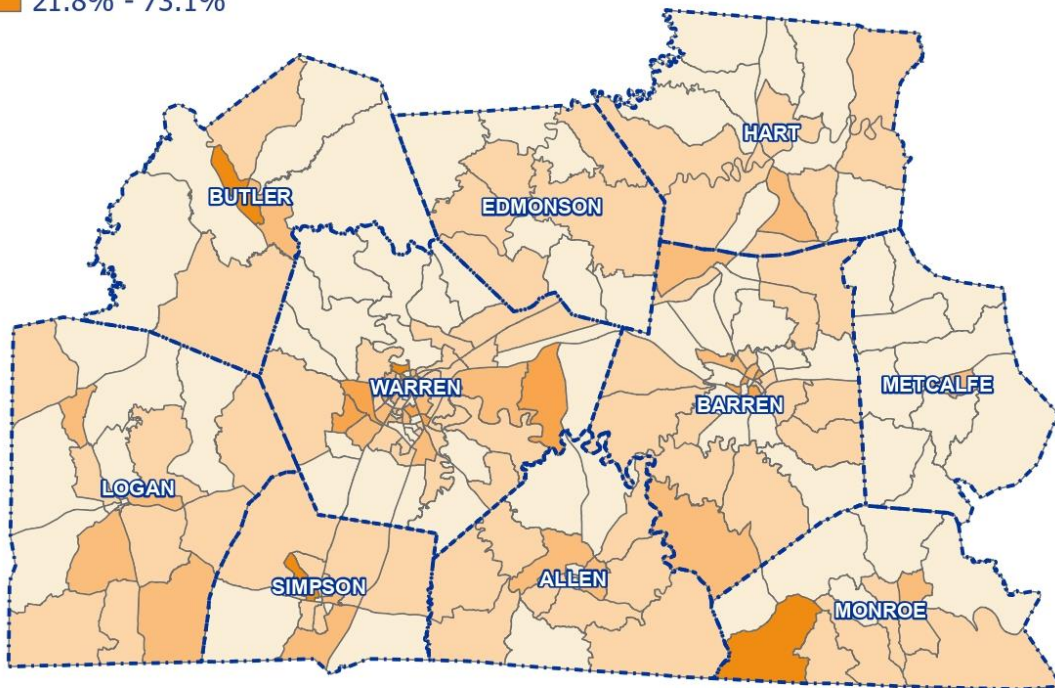


Source: 2023 American Community Survey Table B16004-
Age by Language Spoken at Home by Ability to Speak English
for Population 5 Years and Over

Map 6: Percent of Population of Hispanic or Latino Origin By Census Block Group

Percent Hispanic or Latino Population

- 0%
- 0.1% - 7.2%
- 7.2% - 14.6%
- 14.6% - 21.8%
- 21.8% - 73.1%



0 5 10 20 30 40 50 60 70 Miles

Source: 2023 American Community Survey
Table B03002-Hispanic or Latino Origin by Race

BARREN RIVER



Chapter 5 MULTIMODAL CONTACTS

5.1 Introduction

It may become necessary to contact area stakeholders and/or industry experts 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 section provides an overview of the total transportation system for the BRADD region including airports, railroads, ferry boats, intermodal facilities, public transportation, park and ride initiatives, carpooling initiatives, and highway systems.

5.2 Airports

At present, there are four airports in the Barren River region. These airports are located in Barren, Logan, Monroe and Warren Counties. Contact information for these airports can be found below.

Airport	Identifier	Contact	Phone	Address	City	Zip Code
Bowling Green/Warren County Regional Airport	BWG	Susan Harmon	270.842.1101	1000 Woodhurst ST	Bowling Green	42103
Glasgow Aviation	GLW	Clara or Edward Begley	270.678.4469	390 Airport RD	Glasgow	42141
Russellville/Logan County Airport	4M7	Carol Sobey	270.726.3214	348 Airport RD	Russellville	42276
Tompkinsville/Monroe County Airport	TZV	Marshall Hodges	270.487.0678	82 Lyons Chapel RD	Tompkinsville	42167

5.3 Railroads

Railroads have played an important part in the history of the Barren River Area Development District for the movement of passengers and freight. Presently, passenger rail does not exist in the BRADD area. Freight rail lines in the Barren River area are operated by both CSX and RJ Corman. CSX operates the Bowling Green-Memphis Junction yard in Warren County. This yard serves as the primary rail facility in the Barren River area. CSX holds contracts with several private yards within the area that are privately owned and serve individual industries.

Rail Line Company	Phone	Contact	Address	City	Zip Code
CSX-Bowling Green	270.843.3381	N/A	275 Dishman Lane	Bowling Green	42101
RJ Corman Distribution Center	270.542.7300	Bobby Guffy	4107 Hardison Road	Woodburn	42170

5.4 Ferry Boats

The Barren River ADD has more in-use ferry boats than any other Area Development District in Kentucky. There are five ferries in the BRADD providing access across both the Cumberland and Green Rivers. Two ferries are located in Butler County, two are in Edmonson County within the borders of Mammoth Cave National Park, and one ferry is in Monroe County. Contact information for ferry boat owners and operators in the BRADD can be found below.

Ferry Name	Roadway	River	Owner	Contact	Phone	Address	City	Zip Code
Turkey Neck Bend	KY 214	Cumberland	State of Kentucky	Kevin Geraldts	270.746.7898	900 Morgantown RD	Bowling Green	42101
Rochester	KY 369	Green	Butler & Ohio Counties	Judge Tim Flener	270.526.3433	P.O. Box 626	Morgantown	42261
Reeds	KY 269	Green	Butler County	Judge Tim Flener	270.526.3433	P.O. Box 626	Morgantown	42261

5.5 Intermodal Connectors

An intermodal connector is defined by the Federal Highway Administration (FHWA) as facilities which provide for the transfer of freight or passengers from one mode to another. Criteria for intermodal connectors are based on annual passenger volumes or freight volumes or daily vehicular traffic on one or more of the principal routes which serve the facility. A secondary set of requirements includes factors which underscore the importance of an intermodal facility within a specific state. The secondary criteria are specifically related to intermodal terminals that handle more than 20 percent of freight or passengers by mode within that state and have significant highway interface.

In 2025, the Barren River ADD reviewed the region for intermodal connectors in collaboration with KYTC, during which the last-mile connection between I-65 and the multimodal Kentucky TransPark was identified as an intermodal connector. This intermodal connector was submitted to the FHWA to be added to the National Highway System, which was approved 04-17-25. The connector information is found below.

Facility	Connector Description	Length	Facility ID
KY Transpark Facilities	I-65/KY3145 interchange to KY Transpark (CS 1800)	3.906	KY25R

5.6 Public Transportation

Public Transportation includes transportation by bus, rail, or other conveyance, either publicly or privately owned, which provides service to the public general or special service on a regular and continuing basis. Each county in the BRADD region features some level of public transportation, but the level of service varies greatly in scale and availability.

The cities of Bowling Green, Glasgow, Morgantown, and Scottsville operate public transit bus systems. Bowling Green's GoBG service requires riders to pay a fare or purchase a bus pass, while the others are free. Morgantown's MOGO Transportation is an on-demand service, while the others are fixed routes.

System	City Served	Route Type	Hours of Operation
Glasgow Transit	Glasgow	Circular Fixed Route	M-F 6:45 AM – 6:30 PM
GoBG*	Bowling Green	Circular Fixed Routes	M-F 6:30 AM – 4:30 PM
MOGO Transportation	Morgantown	On-Demand	M-F 9:00 AM – 2:00 PM, Sat 8:00 AM – 12:00 PM
Scottsville Transit	Scottsville	Deviated Fixed Route	M-F 7:00 AM – 6:00 PM

Western Kentucky University operates a public transit system in and around its Bowling Green-based campus while the Spring and Fall semesters are in session.

System	City Served	Route Type	Hours of Operation
Topper Transit	Bowling Green (WKU)	Circular Fixed Route	M-F 7:30 AM – 5:30 PM (During Spring and Fall Semesters)

All other forms of public transit in the BRADD operate on a demand-response model and are provided by various semi-public and private providers. The Barren River Area Development District works with local transportation operators providing transit services to elderly and disabled clients to apply for FTA Section 5310 funding to support the purchase of transportation equipment. BRADD offers limited transportation services to the elderly through the senior centers they operate throughout the region.

Chapter 6 LOCAL PLANNING UNITS

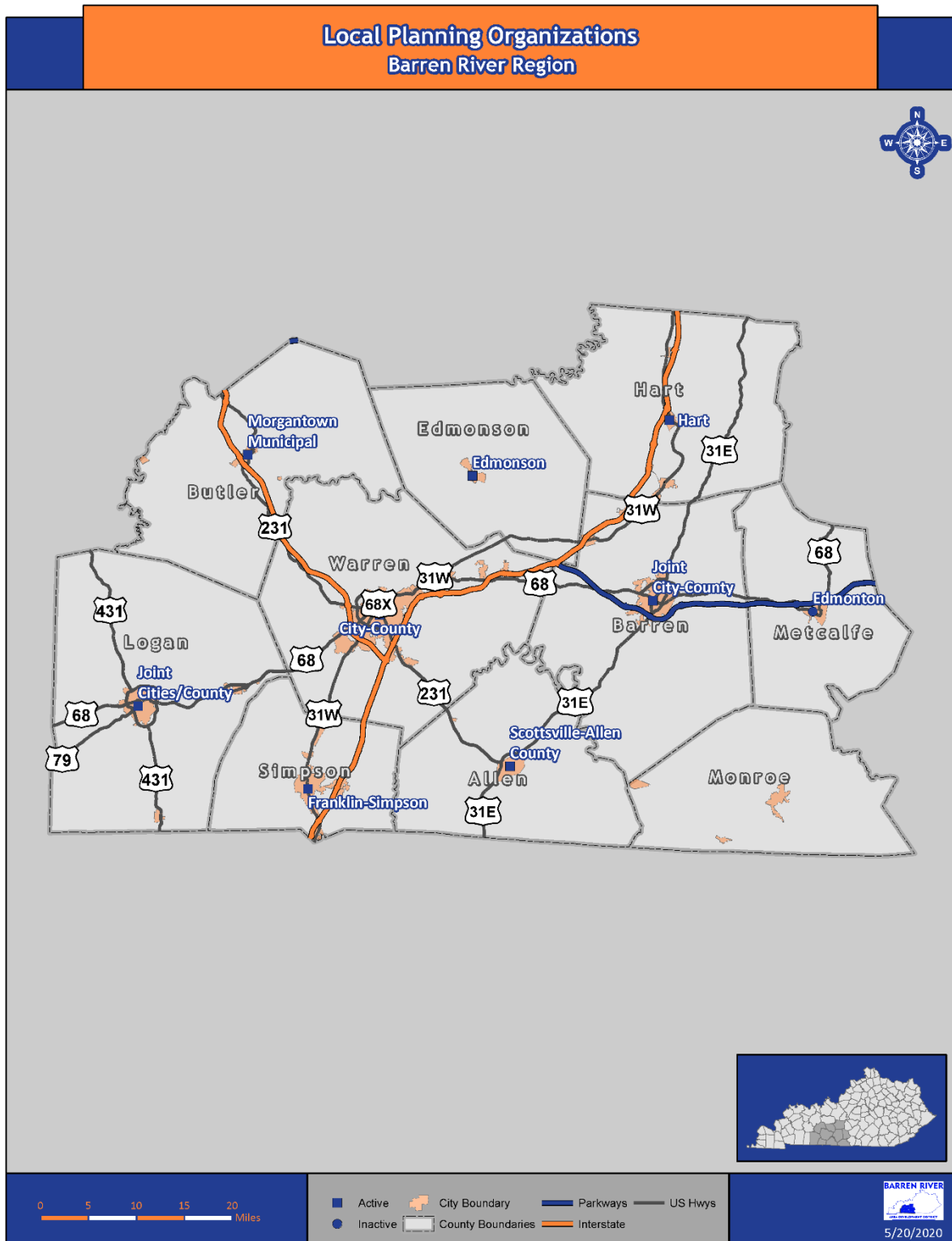
6.1 Introduction

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 Local Planning Units Charts



Chapter 7 APPENDIX

7.1 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.

Continuous Highway Analysis Framework (CHAF)

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.

E

Extended Weight

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

F

Fixing America's Surface Transportation Act (FAST Act)

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

Federal Highway Administration (FHWA)

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

Federal Transit Administration (FTA)

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

Functional Classification

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

G

Geographic Information System (GIS)

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

H

Highway District Office (HDO)

Kentucky has twelve district highway offices located throughout the state.

Highway Information System (HIS)

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

I

Intermodal

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

Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA)

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

International Roughness Index (IRI)

International Roughness Index is a measure of pavement roughness.

K

Kentucky Transportation Cabinet (KYTC)

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

L

Level of Service (LOS)

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

Local Roads

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

Long-Range Statewide Transportation Plan

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

M

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

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

Metropolitan Planning Organization (MPO)

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

Metropolitan Statistical Area (MSA)

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

Mile Point (MP)

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

N

National Highway (NHS)

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

National Truck Network (NN)

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

P

Pedestrian

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

Poverty Level

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

R

Pavement Rideability Index (RI)

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

Right-of-Way (ROW)

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

S

Safe, Accountable, Flexible and Efficient Transportation Equity Act: A Legacy for Users

(SAFETEA-LU) The federal transportation reauthorization legislation, enacted August 10, 2005, as Public Law 109-59. SAFETEA-LU authorizes the Federal surface transportation programs for highways, highway safety, and transit for the 5 year period 2005-2009 and continued many of

the provisions of TEA-21, but also further emphasized and elevated the importance of safety and security, further coordination of statewide planning with the metropolitan areas, consultation with local elected officials, and continued public involvement.

Scenic Byways

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

Shared Use Path

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

Small Urban Area (SUA)

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

State Implementation Plan (SIP)

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

Six Year Highway Plan (SYP)

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

Statewide Transportation Improvements Program (STIP)

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

Strategic Highway Corridor Network (STRAHNET)

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

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.

7.2 RTC Bylaws

The following Bylaws are the most recently adopted bylaws by the BRADD Regional Transportation Committee.