

KENTUCKY TRANSPORTATION CABINET

**THE PUBLIC PARTICIPATION PLAN FOR
STATEWIDE TRANSPORTATION PLANNING**

Interested Parties, Public Involvement, and Consultation Process

The Kentucky Transportation Cabinet (KYTC) has established procedures for the development of the Long Range Statewide Transportation Plan (LRSTP) and the Statewide Transportation Improvement Program (STIP) as mandated by the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA), the Transportation Equity Act for the 21st Century (TEA-21), the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), and the Moving Ahead for Progress in the 21st Century Act (MAP-21), the Congressional Acts that authorized ongoing federal-aid transportation programs. In developing these procedures, the KYTC complied with 23 CFR 450.210 for “Interested Parties, Public Involvement, and Consultation” processes by providing opportunities for public review and comment at key decision points. At this writing, regulations have not yet been fully developed for implementation of MAP-21. However, the KYTC is attempting to be “pre-compliant” with MAP-21 regulations to the practical extent.

Within this document, the KYTC has established the following procedures to cover the LRSTP, the STIP and the Consultation Process. These procedures include the identification of interested parties, the use of the Area Development District (ADD), Metropolitan Planning Organization (MPO), and KYTC Central and District Offices in engaging the public, and the consultation process for the identification and prioritization of transportation needs. Located in Appendix A, this Public Participation Plan includes a visual interpretation of public engagement for the LRSTP, the STIP, and the Consultation Process. Located in Appendix B, this document includes a visual interpretation of the diversity of the state’s population as it relates to public engagement.

1. INTERESTED PARTIES

The KYTC LRSTP and the KYTC STIP are developed with the mission to provide a safe, secure, and reliable transportation system that ensures the efficient mobility of people and goods, thereby enhancing both the quality of life and the economic vitality of the Commonwealth of Kentucky.

The entire process is developed with a spirit of cooperation by working with the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), Metropolitan Planning Organizations (MPOs), Area Development Districts (ADDs), local city and county governmental agencies, and other interested parties located throughout the Commonwealth of Kentucky.

The entire planning process and the identification of transportation needs throughout the Commonwealth, utilizes input from the KYTC Central Office Divisions, the 12 KYTC Highway District Offices, city mayors, county judges, MPOs, ADDs, state legislators, and

through written comments and requests from a variety of sources such as:

- Citizens.
- Affected public agencies.
- Representatives of public transportation employees.
- Freight shippers.
- Providers of private transportation services.
- Representatives of the disabled.
- Representatives of users of pedestrian walkways and bicycle transportation facilities.
- Representatives of users of public transportation.
- Providers of freight transportation services.
- Other interested parties.

2. PUBLIC INVOLVEMENT PROCESS

The KYTC is working in concert with the ADDs and MPOs to ensure that public involvement processes are utilized that provide opportunities for public review and comments throughout the LRSTP and STIP document development and the project identification, prioritization, and development process.

2.1. ADD PUBLIC INVOLVEMENT PROCESS

The ADD public involvement is centered on the following major points.

Supplemental to the Cabinet's public involvement efforts are the public involvement procedures utilized by the ADDs. Each ADD documents their process and those documents may be available on the individual ADD Office website as well as being available upon request.

In addition, a "transportation committee" for the area has been established. The membership of this committee includes a diverse group of interests that impact or are impacted by the transportation system. These committees are charged with setting goals and objectives for the regional transportation system; evaluating the transportation systems; identifying needs; and evaluating, prioritizing, and ranking transportation needs every two years as input to Kentucky's transportation project selection process. Efforts are made in establishing these committees to identify and involve the underserved populations, such as low-income and minority households, to ensure that their needs are considered.

ADD Transportation Committee meetings are held several times each year to continually evaluate the regional transportation system and to educate committee members about the statewide transportation planning process and current transportation issues and projects.

The ADDs may attend public meetings and various civic meetings to discuss the statewide transportation planning process and to solicit direct input from interested individuals or groups at key decision points as required.

Minutes of committee meetings and public meetings are maintained. These minutes are available upon request and are posted on the websites of the ADD and MPO offices. The process is periodically reviewed to determine its effectiveness. Revisions are made as deemed appropriate.

Each ADD incorporates members with a specific interest in highway safety on their transportation committees to ensure that safety-conscious planning is continually incorporated into the transportation planning process.

2.2. MPO PUBLIC INVOLVEMENT PROCESS

The MPO public involvement process is centered on the following major points.

Supplemental to the Cabinet's public involvement efforts are the public involvement procedures utilized by the MPOs in the development of their respective Metropolitan Transportation Plans (MTPs) and their Transportation Improvement Programs (TIPs). All activity pursuant to development of the MPOs TIPs is considered part of the STIP and complies with 23 CFR 450.324 "Development and Content of the Transportation Improvement Program (TIP)." In addition, each MPO is required to develop a Public Participation Plan that defines reasonable opportunities for interested parties to be involved in the MPO transportation planning process. MPO documents are available electronically on the respective MPO's web pages, as well as being available upon request.

MPO meetings are held several times each year to continually evaluate the metropolitan transportation system and to educate committee members about the metropolitan transportation planning process and current transportation projects and issues. The MPO members may attend various civic meetings to discuss the metropolitan planning process and to solicit direct input from interested individuals and groups. Minutes of committee meetings are maintained, are available upon request, and may be posted on the MPO web pages. The process is periodically reviewed to determine its effectiveness. Revisions are made as deemed appropriate.

2.3. KYTC PUBLIC INVOLVEMENT PROCESS

The KYTC public involvement process is centered on the following major points.

In carrying out the statewide transportation planning process, including development of the LRSTP and the STIP, the KYTC has developed a public involvement process that provides opportunities for public review and comment at key decision points.

Through assistance from the ADDs and MPOs, the KYTC will pursue appropriate measures to reach the general public including those traditionally underserved within the state. The ADDs, MPOs, and the KYTC may hold public meetings in places where these populations are comfortable gathering. As citizen concentrations are identified, the KYTC will include a process for seeking out and considering the needs of those traditionally underserved. The notices concerning public review and comments on the LRSTP and the STIP shall be advertised

within statewide, significant regional and demographically targeted newspapers as appropriate. The notices for public review and comments may be advertised within statewide newspapers including the:

- Lexington-Herald Leader
- Louisville Courier-Journal
- Kentucky Enquirer
- Paducah Sun, and others as appropriate

Based upon the demographic diversity of the state as indicated through an analysis of the most recent census data, efforts will be made for an effective outreach to the broad spectrum of citizens based upon their age, race, and income level.

To reach minority or underserved populations within the state, notices may be published in the:

Minority Newspapers

- Cincinnati Herald
- Key News Journal – Lexington
- Louisville Defender, and others as appropriate

Spanish Newspapers

- Al Día en America – Louisville
- La Jornada Latina – Cincinnati
- La Voz de Kentucky – Lexington, and others as appropriate

These newspaper advertisements will specify the number of calendar days for the public review and comment period, will identify an individual to whom comments can be sent, and will inform the public of the appropriate web site address. The KYTC will consider other accommodations upon request as required.

The number of calendar days for public review and comment periods is based upon the following schedules:

- | | |
|--|------------------|
| • Interested Parties, Public Involvement & Consultation Process Document | 45 calendar days |
| • New LRSTP or STIP | 30 calendar days |
| • Amendments to LRSTP or STIP | 15 calendar days |
| • Administrative Modifications to LRSTP or STIP | Not Required |

2.3.1. KYTC Interested Parties, Public Involvement & Consultation Process Document

The KYTC continuously evaluates ways of reshaping current public involvement procedures to comply with 23 U.S.C., 450.210 “Interested Parties, Public Involvement, and Consultation” processes. As the STIP is updated every two years, the effectiveness of the public involvement process will be reviewed and revised as appropriate. The KYTC will

allow a minimum of 45 calendar days for public review and written comments before revisions to the public involvement process are adopted. The final document will be posted to the KYTC web site (www.transportation.ky.gov) as part of the Cabinet's commitment to the use of visualization techniques.

2.3.2. New LRSTP or STIP

The formal LRSTP document will cover a minimum 20-year planning horizon, and periodically the KYTC will evaluate, revise, and update the LRSTP as appropriate. The MPOs Metropolitan Transportation Plans will be incorporated into the LRSTP by reference.

The formal STIP document may be prepared on a biennial basis (every two years) to coincide with state legislative approval of the biennial update of the Transportation Cabinet's Highway Plan, will cover no less than four years, and will be updated at least once every four years. The MPOs TIPs will be incorporated into the STIP by reference to their specific federally-required documents.

As required by the Kentucky Revised Statutes, Chapter 176, the KYTC submits the recommended Highway Plan to the Kentucky General Assembly in February of even-number years for their review and approval. As per KRS, the General Assembly by law has the authority to make revisions, additions, and deletions of highway projects, along with having the responsibility of voting on and approving a Highway Plan by the middle of April of even-number years. As per KRS, the approved Highway Plan serves as a supplement to the Commonwealth's Executive Branch Biennial Budget, and the entire Highway Plan process is repeated every two years.

Derived from the approved Highway Plan, the listing of highway improvement projects in the STIP consists of projects that have gone through an extensive identification process and where the public has been provided the opportunity to comment at various key decision points such as project identification and prioritization. In addition, the general public and concerned citizens have the opportunity to contact their legislators prior to the approval of the Highway Plan by the Kentucky General Assembly.

Upon completion of the approved Highway Plan, the final stages of preparing the new STIP begins. Around the first of May in even-number years, the process to prepare the Draft STIP begins in which projects from the approved Highway Plan are incorporated into the document. Once the entire process of having the 30-day public review and comment period, as well as the review and approval of the Draft STIP and final STIP by FHWA and FTA is completed, the final approved STIP document is printed and distributed in September of even-number years.

The process of preparing the STIP information, in conjunction with preparing the Highway Plan, begins in the winter of odd-number years and continues through the approval of the STIP by October 1 of even-number years.

As required by 23 CFR 450.216 (e), Federal Lands Highway Program TIPs shall be included without change in the STIP, directly or by reference, once approved by the FHWA.

To ensure that the public has ample opportunity to review and comment on the LRSTP and STIP documents, the KYTC will allow a minimum of 30 calendar days for public review and written comments for each proposed new LRSTP and each proposed new STIP. Notice of the 30-day public review and comment period will be advertised in statewide, significant regional and demographically targeted newspapers throughout the Commonwealth of Kentucky through assistance from the ADDs and MPOs as appropriate.

During this 30-day review and comment period, the FHWA and FTA will be provided the Draft LRSTP and Draft STIP documents for their review and comment.

The Draft LRSTP and Draft STIP will be publicly displayed in the KYTC Central Office, each of the 12 Highway District Offices, each of the 15 ADD Offices, and each of the 9 MPO Offices. Upon release of the Draft LRSTP and Draft STIP, a letter providing information on the availability of these documents will be sent to:

- Transit providers.
- FTA.
- USDA Forest Service.
- FHWA Eastern Federal Lands Highway Division.
- Other federal, regional, and state agencies responsible for land use management, natural resources, environmental protection, conservation, and historic preservation.
- All county judge/executives.
- Mayors of all communities over 5,000 in population.
- Any individuals who ask to be included on an official mailing list maintained by the KYTC.

Public outreach will be considered in those instances where the complexity of the LRSTP and STIP, or magnitude of public response indicates to the KYTC the need for additional public information.

The Draft LRSTP or Draft STIP document will be posted to the KYTC web site. An electronically accessible format of the Draft LRSTP and Draft STIP will be available to search and print as appropriate. An electronic process will be established for those reviewing the Draft LRSTP and Draft STIP to submit electronically their comments and questions to the KYTC. According to 23 CFR 450.210 (a)(1)(v), visualization techniques will be used to the maximum extent practicable to describe the Draft LRSTP and Draft STIP documents.

In reviewing a Draft LRSTP or Draft STIP, the KYTC shall involve various interagency groups that represent environmental, traffic, ridesharing, parking, transportation safety and enforcement, airports, port authorities, toll authorities, and appropriate private transportation provider concerns. The KYTC will also involve city officials as appropriate, as well as local,

state, and federal environmental resources and permit agencies. In each case, the reviewing entity will be expected to provide comments within the specified review period. As noted in Section 1 – Interested Parties and Section 3 – Consultation Process, the various state, federal, and local agencies are involved in the development process of the LRSTP and STIP at key decision points throughout the entire process.

Review of the Draft LRSTP and Draft STIP may consist of public meetings held at convenient and accessible locations and times, notices to neighborhood associations, legal notices in local newspapers, or any additional efforts that will significantly enhance the public's understanding of the planning-level recommendations being presented by the LRSTP or STIP document. The number, time, and location of any public meetings will be tailored to fit the circumstance being addressed. If such public outreach is deemed necessary, the Draft LRSTP or Draft STIP comment period may be extended to allow adequate time for receipt of post-meeting comments. Whenever possible, ADD and MPO public involvement processes will be coordinated with the statewide process to enhance public consideration of the issues, plans, and programs, and to reduce redundancies and costs.

For the LRSTP, the following apply:

After the initial 30-day public review and comment period, the KYTC will aggregate comments, prepare responses, and finalize the LRSTP document. Copies of the final edition of the LRSTP document will be made available for public information and also to both the FHWA and FTA. The final LRSTP document will be posted on the KYTC web site.

For the STIP, the following apply:

After the initial 30-day public review and comment period, the KYTC will aggregate comments, prepare responses demonstrating explicit consideration and response to public input, and finalize the STIP document. Copies of the final edition of the STIP document will be made available to both the FHWA and FTA for review and comment. When the FHWA and FTA comments have been addressed, the final STIP document will be prepared and will include a copy of the joint approval letter from FHWA and FTA. Copies of the final STIP will be prepared and copies will be available for public information and distribution. Copies of the final STIP will be made available to the consulting partner agencies (in the list noted earlier in this section) and to any individuals who ask to be included on an official mailing list maintained by the KYTC. Also, the final approved STIP document will be posted on the KYTC web site.

2.3.3. Revisions to the LRSTP or STIP

On various occasions revisions may be required to the LRSTP or STIP. Revisions to a LRSTP or STIP may involve a minor revision or may involve a major revision. On a case-by-case basis, the KYTC, FHWA and/or FTA determines whether the revision is minor or major as per definition of “Administrative Modification” and the definition of “Amendment” outlined in 23 CFR 450.104. The KYTC, FHWA, and FTA will utilize the applicable requirements and

classifications of projects that are not considered to be of appropriate scale for individual identification in a given program year as outlined in 23 CFR 771.117 (c) and (d) and/or 40 CFR part 93.126 “Exempt Projects” and 93.127 “Projects Exempt from Regional Emissions Analysis.” These appropriately identified projects may be grouped by function, work type, and/or geographic area into the ZVarious programs and other program placeholders to determine if a STIP revision is required.

2.3.4. Administrative Modifications to STIP

Administrative modifications are minor revisions to the STIP that include minor changes to:

- Projects/project phase costs.
- Funding sources of previously included projects.
- Project phase initiation dates.
- The delineation of projects in program placeholder which include:
 - Congestion Mitigation and Air Quality (CMAQ) projects
 - Transportation Alternatives (TA) projects
 - High Cost Safety Improvement (HSIP-HCS) projects

An administrative modification is a revision that does not require:

- Public review and comment.
- Redemonstration of fiscal constraint.
- A conformity determination (in air quality conformity nonattainment and maintenance areas).

For administrative modifications to the STIP, the official STIP mailing list will be utilized to distribute information pertaining to the revision. As STIP administrative modifications are made, each administrative modification will be posted on the KYTC web site. Each of these documents will be provided in an electronically accessible format with the means to search and print as appropriate.

2.3.5. Amendments to the STIP

Amendments are revisions to the STIP that include major changes to a project included in the STIP. This includes a major change in:

- Project cost.
- Project/project phase initiation dates.
- Design concept or design scope (e.g., changing project termini or the number of through traffic lanes).
- The addition or deletion of projects, except those types of projects not considered to be of appropriate scale for individual identification as outlined in 23 CFR 771.117 (c) and

(d) and/or 40 CFR part 93.126 “Exempt Projects” and 93.127 “Projects Exempt from Regional Emissions Analysis,” which are the grouped projects listed in the ZVarious programs and other program placeholders.

An amendment is a revision that requires:

- Public review and comment.
- Redemonstration of fiscal constraint.
- A conformity determination (in air quality nonattainment and maintenance areas).

For STIP amendments that have not undergone public involvement through the MPO process or the Highway Plan process, a 15-day public review period will be provided and public notice advertisements will be placed in statewide, significant regional, and demographically targeted newspapers. Selected newspapers will be identified through assistance from the corresponding ADDs and MPOs. In addition, other possible public outreach efforts targeted to the specific region of the state directly affected by the proposed STIP amendment may be required and will be determined on a case-by-case basis.

The proposed amendment will be displayed at the KYTC Central Office as well as the appropriate Highway District, ADD, and MPO offices for public review and comment. KYTC will make available to the public the description of project, location of project, proposed project phases, proposed type of funding, and scheduled fiscal year of each phase that KYTC wants to amend into the STIP. Also, KYTC will revise the “Fiscal Constraint” tables outlined in the STIP to reflect the required funding for the proposed new project vs. available funding. KYTC will provide hard copies of the information and the information will be made available on the KYTC STIP website. The public will be provided the means to submit written and electronic review comments on proposed STIP amendment.

At the conclusion of the 15-day review period, public comments will be addressed, additional public outreach may be conducted as necessary, and the final STIP amendment will be provided to FHWA and FTA for approval. For amendments to the STIP from areas within MPO boundaries, the public involvement process conducted for the respective MPO TIP will suffice as the required public involvement for the STIP.

As STIP amendments are approved, each amendment will be posted on the KYTC website. Each of these documents will be provided in an electronically accessible format with the means to search and print as appropriate.

3. CONSULTATION PROCESS

The KYTC receives numerous requests each year from the 12 KYTC Highway District Offices, input from city mayors, county judges, MPOs, ADDs, state legislators, and through written comments and requests from the general public and concerned citizens. The KYTC has established guidelines in place for ADDs, MPOs, local city and county elected officials, and other interested parties located throughout the Commonwealth of Kentucky to identify and recommend new projects.

The requests are considered on a case-by-case basis, and each requestor may be provided with written correspondence explaining what can be done at the current time and recommendations for future actions. These requests are assembled within an electronic transportation needs database (Project Identification Form (PIF) database) along with maintaining hard copies of project requests and corresponding project information. This listing of identified transportation needs is referred to as the “Unscheduled Needs List (UNL).”

The KYTC maintains the “Unscheduled Needs List (UNL),” and these projects may include highway, bikeway, pedway, intermodal access, and intelligent transportation system (ITS) projects. Safety projects, bridge projects, other operations and maintenance projects may be noted as such and referred to the appropriate KYTC District Office. Each newly suggested project will be checked against the current STIP, Highway Plan, and UNL to make sure that the project is not already identified.

As projects are being identified, all project requests should include the following information to be considered as a UNL project:

- Route number or “new route”
- A clear problem statement that describes the need for the project in terms that can be verified by data analysis or from professional studies
- A thorough description of the project and location (including road or street names, if applicable)
- Beginning and ending termini milepoints for projects located on state- maintained roads
- Length of project to the nearest tenth of a mile
- Any existing data concerning the condition, safety, or capacity of the roadway
- Any other information available to describe the purpose, need, and/or justification for this project
- Cost estimates for the proposed project which are prepared by the Highway District Offices

Through this consultation process, individual projects or needed corridor improvements are identified and may be assigned relative priorities and rankings by local officials, ADDs, and MPOs. Relative priorities and rankings may then be applied by Highway District Office and Central Office staff to needs district-wide and statewide, respectively. Those projects that rank consistently high at the local, regional, highway district, and statewide levels, and meet other data-driven selection criteria, may be recommended for inclusion in the Highway Plan from which the STIP is developed. This prioritization process is repeated every two years to ensure that the KYTC keeps the transportation needs current and assures a continuing and proactive planning process.

3.1 DETERMINATION OF CONSULTATION EFFECTIVENESS

In accordance with 23 CFR 450.210, at least every 5 years the KYTC will review and solicit comments from non-metropolitan local officials and other interested parties for a period of not less than 60 calendar days regarding the effectiveness of the KYTC statewide transportation planning consultation process including proposed changes. The KYTC will send specific requests for comments to the Kentucky Association of Counties, Kentucky League of Cities, regional planning agencies, or directly to non-metropolitan local officials as to the effectiveness of the KYTC consultation process and any proposed changes.

Upon receiving the comments and proposed changes, the KYTC will review the comments and proposed changes, and at its discretion, determine whether to adopt any of the proposed changes. If a proposed change is not adopted, the KYTC will make publicly available its reasons for not accepting the proposed change, including notification to non-metropolitan local officials or associations. If the KYTC elects to revise their current public involvement process to include any of the proposed changes, a 45-day public review and comment period will be conducted prior to officially adopting the proposed changes to the public involvement process.

4. CONTACT INFORMATION

As a method to capture comments for this plan, please click on the following “Your Turn” website link and then click on the link to a brief survey of four questions concerning this Public Participation Plan (PPP). This survey link will be active from Monday, September 30, 2013 to Friday, November 15, 2013.

<http://yourturn.transportation.ky.gov>

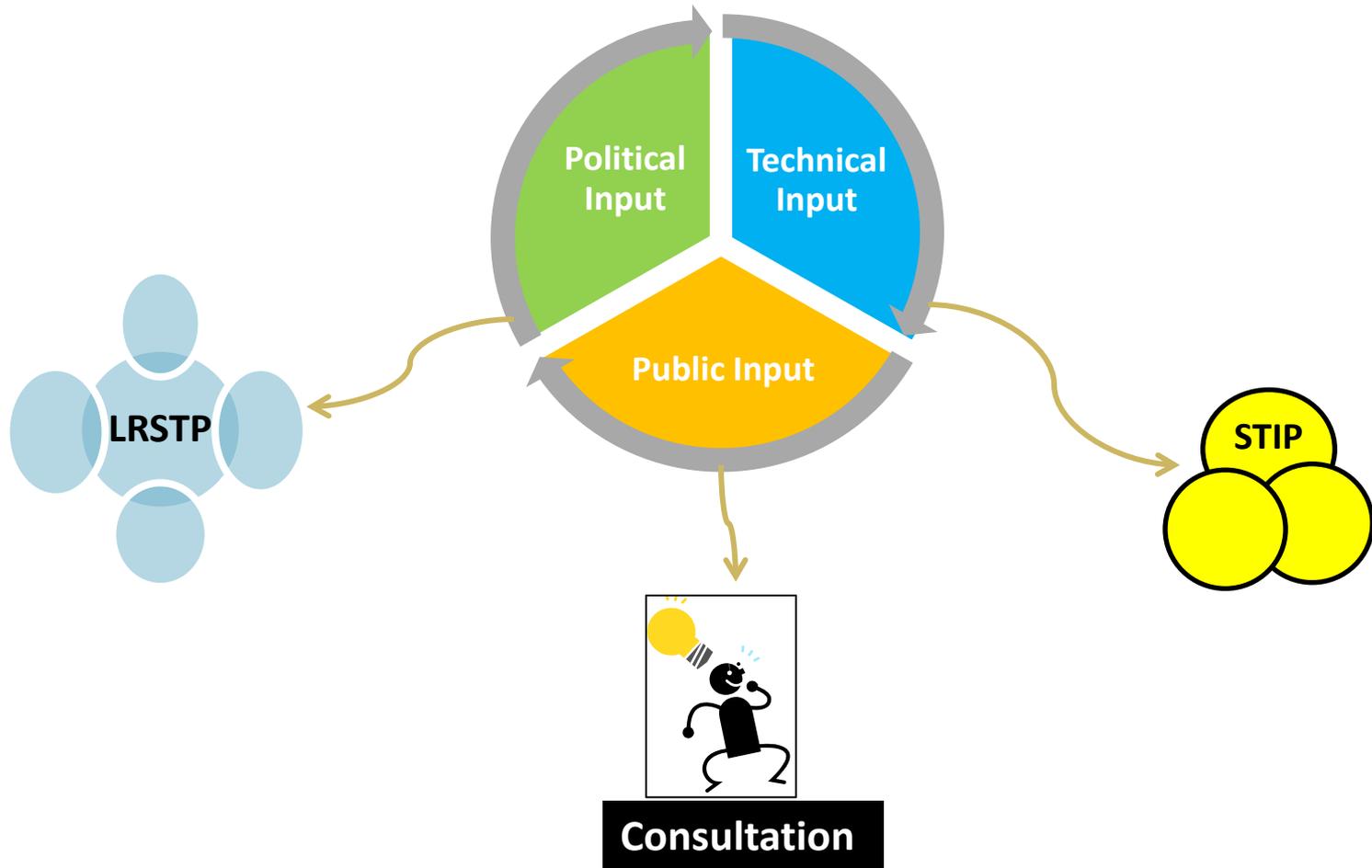
Additionally, any individual, agency, or organization may provide written comments to:

Steve Waddle, P.E.
State Highway Engineer
Department of Highways
Transportation Cabinet Office Building, 6th Floor
200 Mero Street
Frankfort, Kentucky 40622
E-mail: kytc.ppp@ky.gov

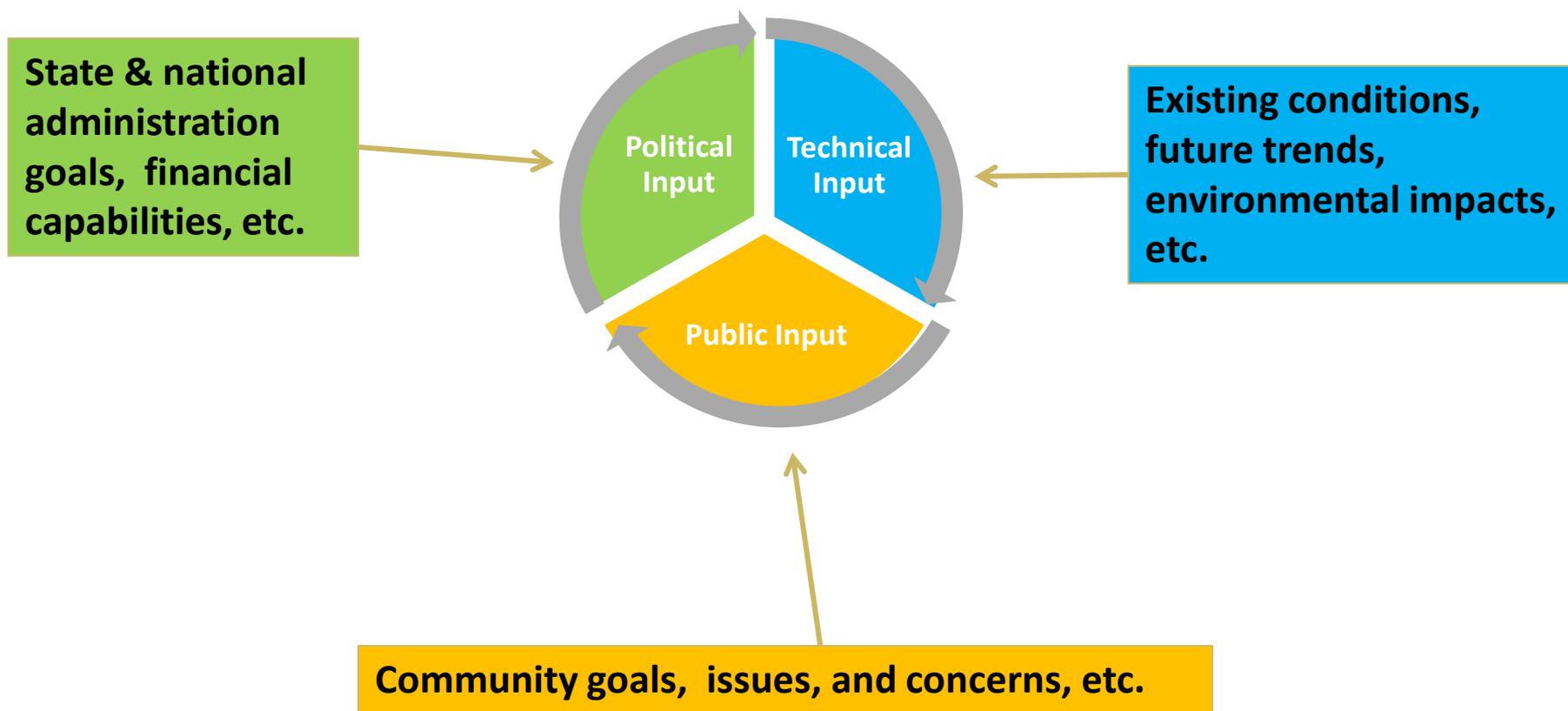
For special accommodations or additional information, please contact KYTC Division of Planning at 502-564-7183.

APPENDIX A

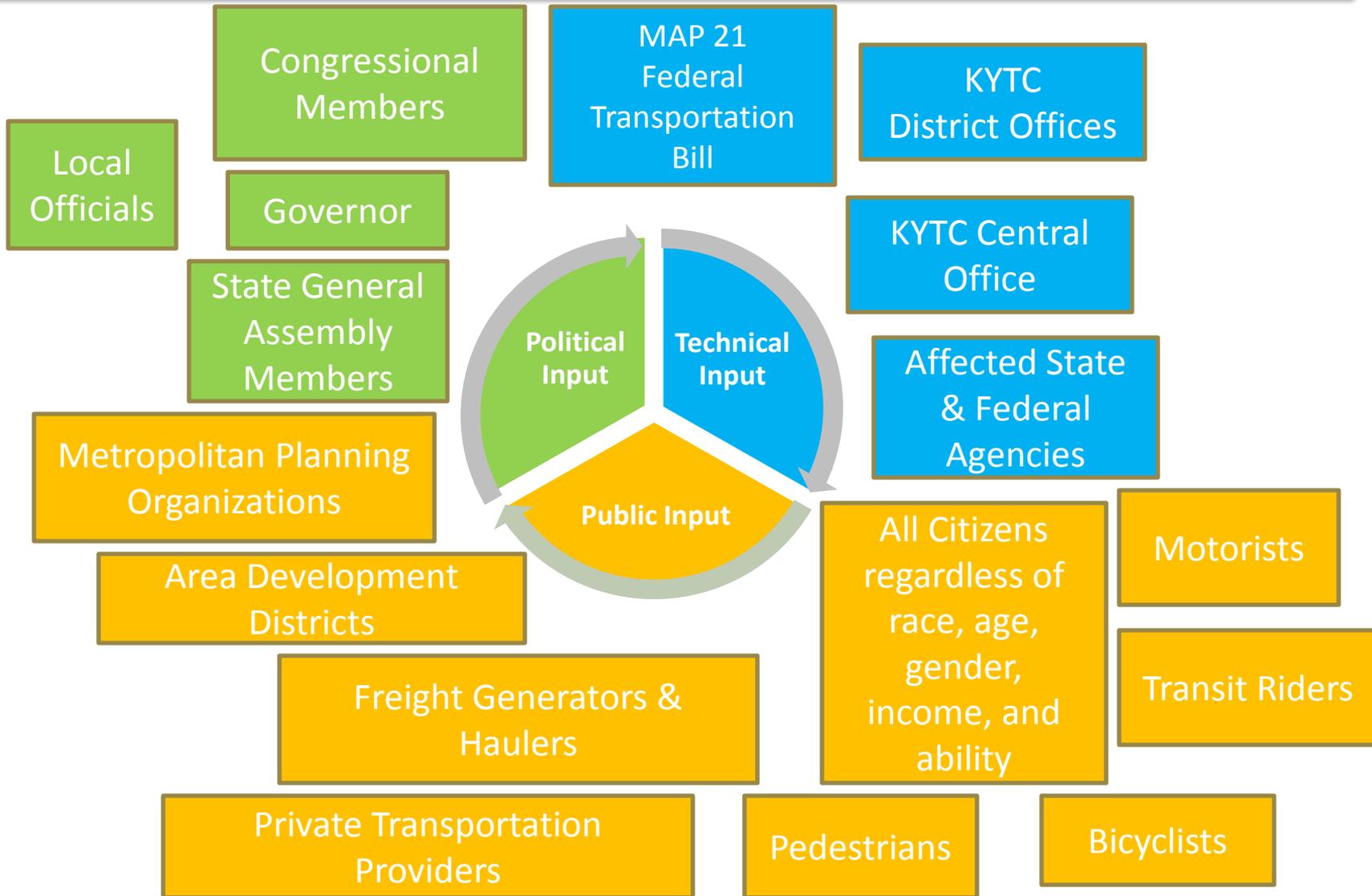
Interested Parties, Public Involvement, and Consultation Process: A Visual Guide



Input is what fuels the process!



SOURCES OF INPUT INTO THE PROJECT IDENTIFICATION, PRIORITIZATION, AND DEVELOPMENT PROCESS



LRSTP & STIP: What are they?

Long Range Statewide Transportation Plan (LRSTP)



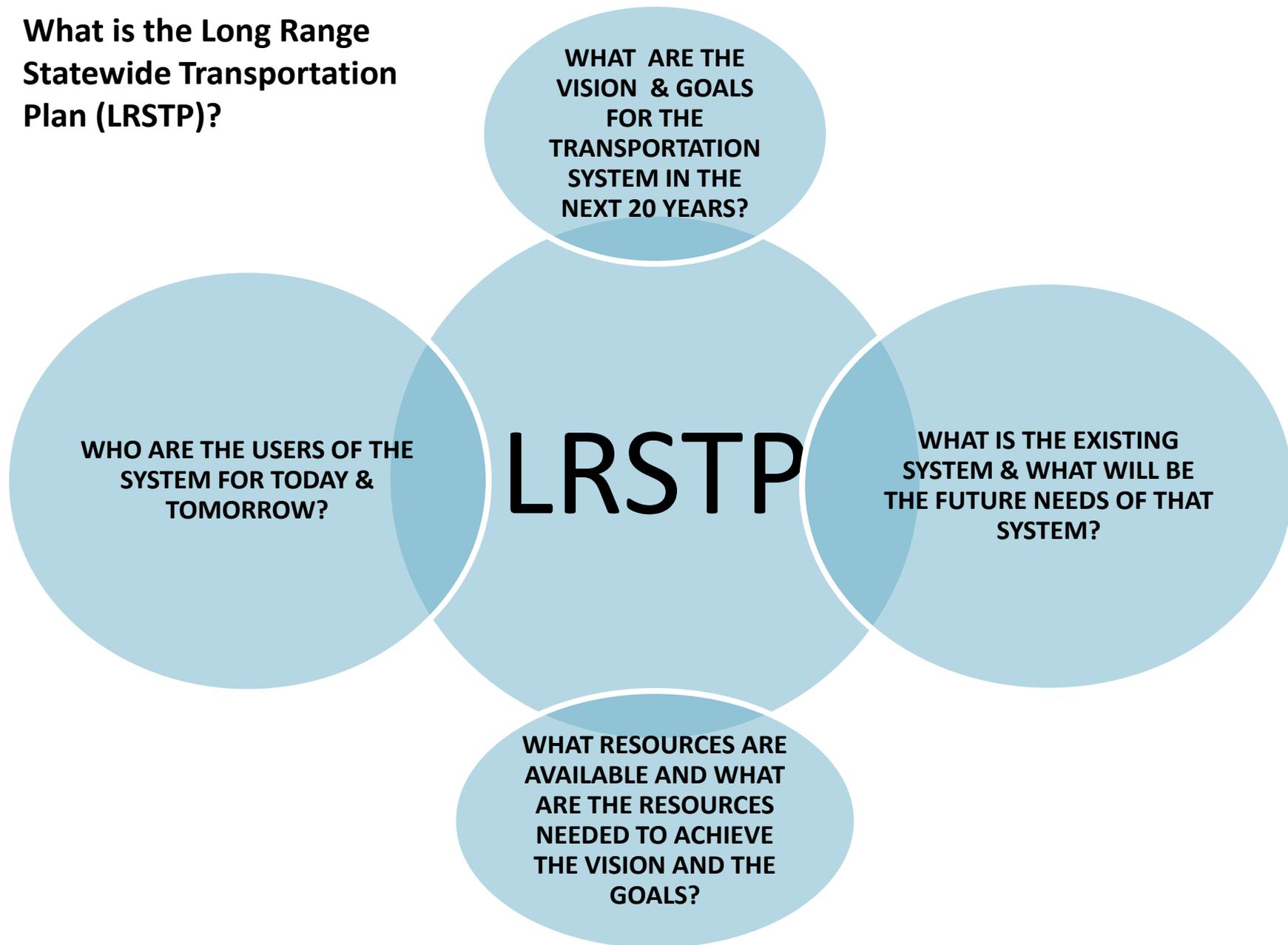
A policy plan with a 20 Year scope that sets the vision for the state transportation system and defines the goals which support its development.

Statewide Transportation Improvement Program (STIP)

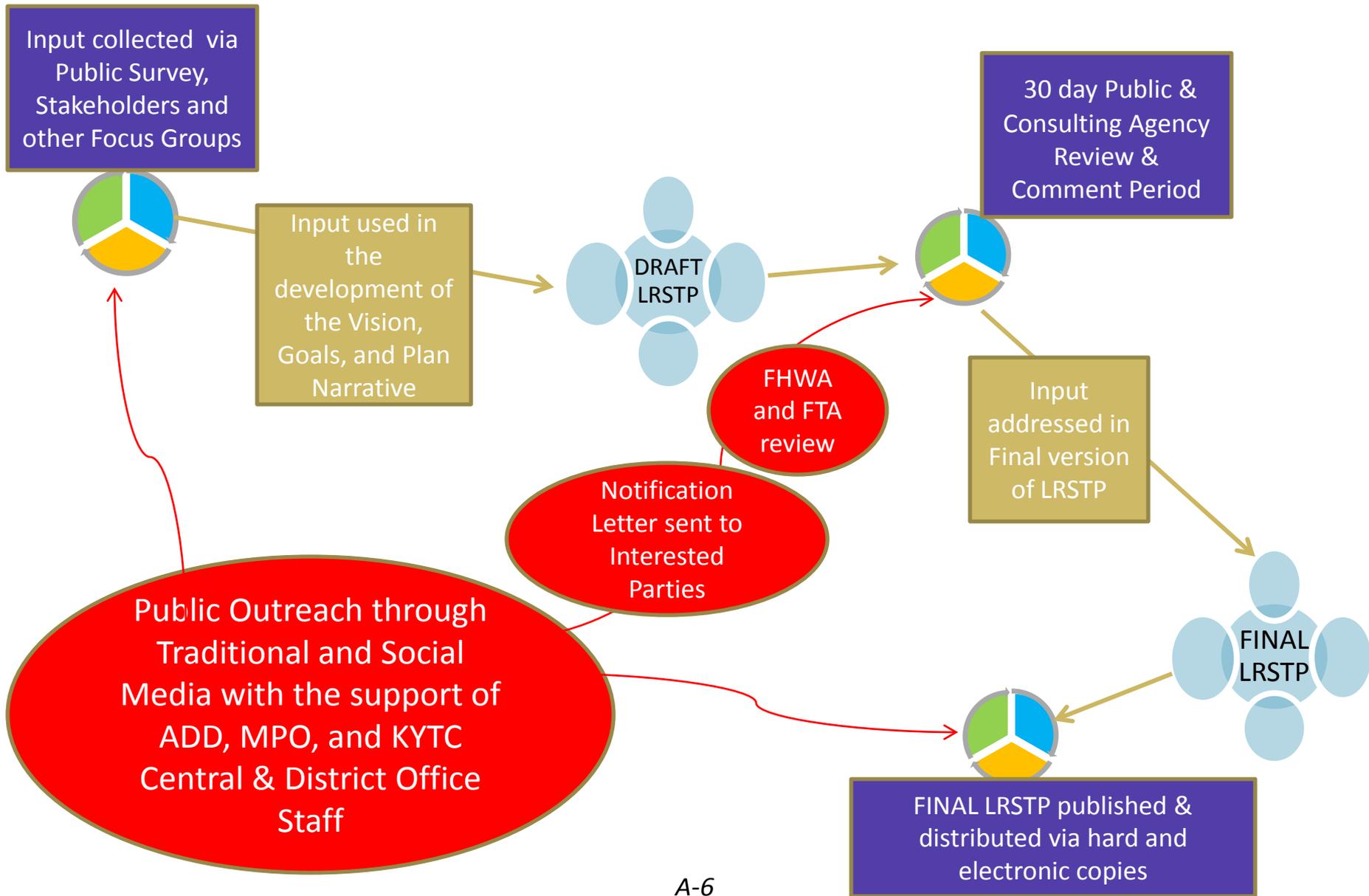


A document with a 4 Year scope which is the implementation of the LRSTP and includes a list of projects which are funded and scheduled from the State Highway Plan (Six Year Plan).

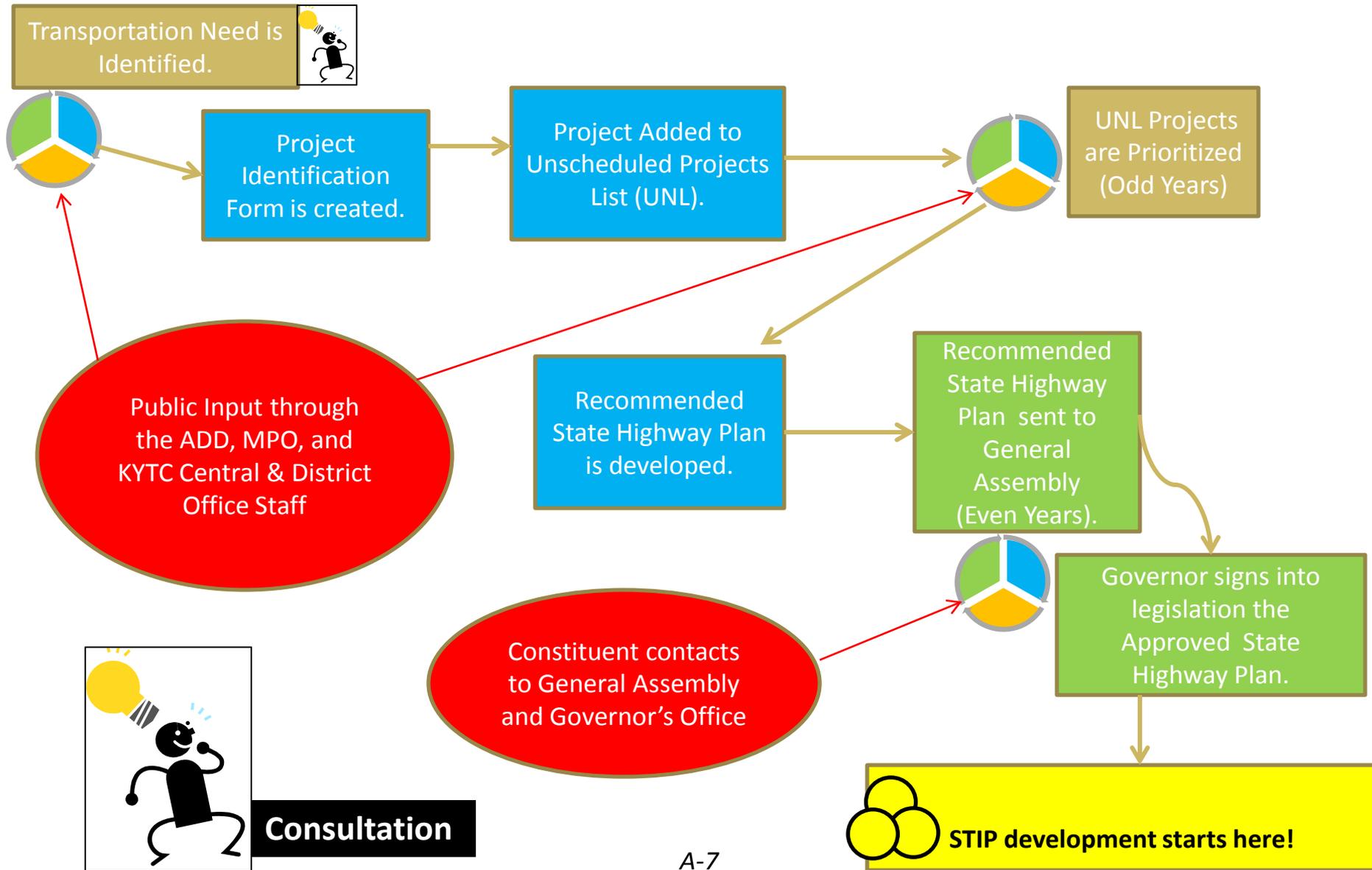
What is the Long Range Statewide Transportation Plan (LRSTP)?



Public Participation in the development of the LRSTP

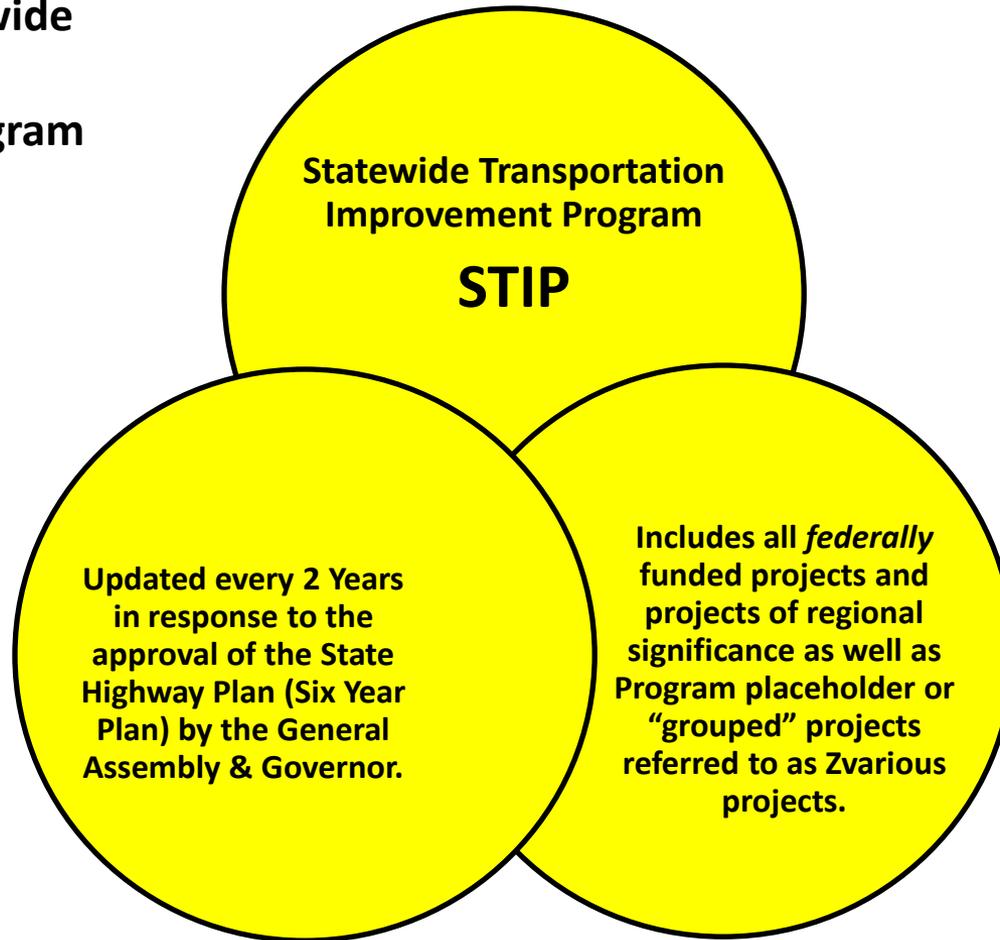


Public Participation in the Consultation Process

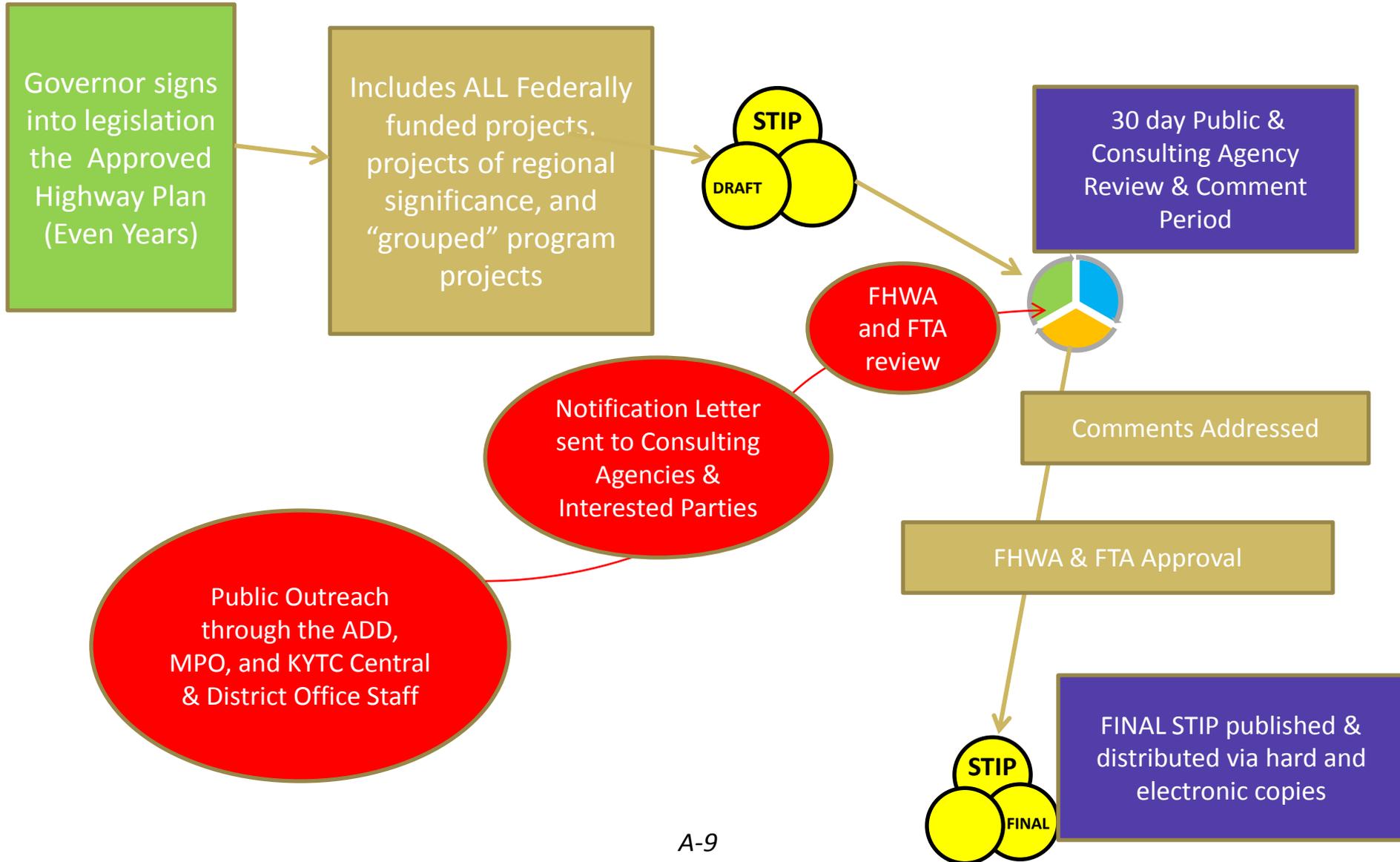


Public Participation in the development of the STIP

What is the Statewide
Transportation
Improvement Program
(STIP)?



Public Participation in the Development of a New STIP





What are ADMINISTRATIVE MODIFICATIONS to the STIP?

ADMINISTRATIVE MODIFICATIONS are *minor* revisions to the STIP that include *minor* changes to:

- Projects/project phase costs.
- Funding sources of previously included projects.
- Project phase initiation dates.
- The delineation of projects in a program placeholder which include:
 - Congestion Mitigation and Air Quality (CMAQ) projects
 - Transportation Alternatives (TA) projects
 - High Cost Safety Improvement (HSIP-HCS) projects

An ADMINISTRATIVE MODIFICATION is a *minor* revision that does not require:

- Public review and comment.
- Re-demonstration of fiscal constraint.
- A conformity determination (in air quality conformity nonattainment and maintenance areas).



What are AMENDMENTS to the STIP?

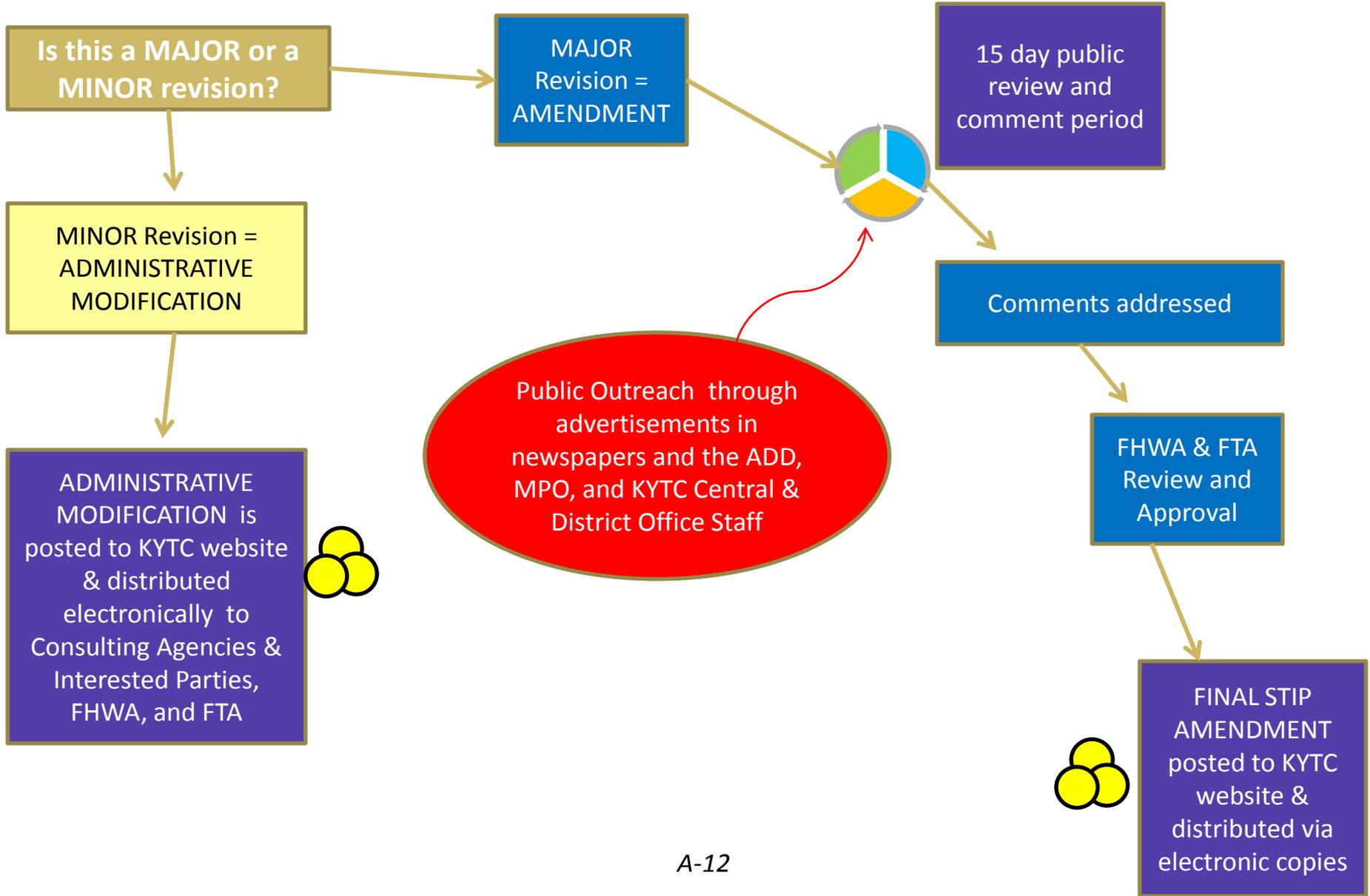
AMENDMENTS are *major* revisions to the STIP that include *major* changes to a project included in the STIP. This includes a *major* change in:

- Project cost.
- Project/project phase initiation dates.
- Design concept or design scope (e.g., changing project termini or the number of through traffic lanes).
- The addition or deletion of projects, except those types of projects not considered to be of appropriate scale for individual identification as outlined in 23 CFR 771.117 (c) and (d) and/or 40 CFR part 93.126 “Exempt Projects” and 93.127 “Projects Exempt from Regional Emissions Analysis,” which are the grouped projects listed in the ZVarious programs and other program placeholders such as the Transportation Alternatives (TA) and Congestion Mitigation and Air Quality (CMAQ).

An AMENDMENT is a revision that requires:

- Public review and comment.
- Re-demonstration of fiscal constraint.
- A conformity determination (in air quality nonattainment and maintenance areas).

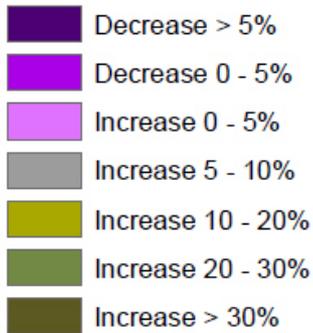
Public Participation in *Revisions* to the STIP



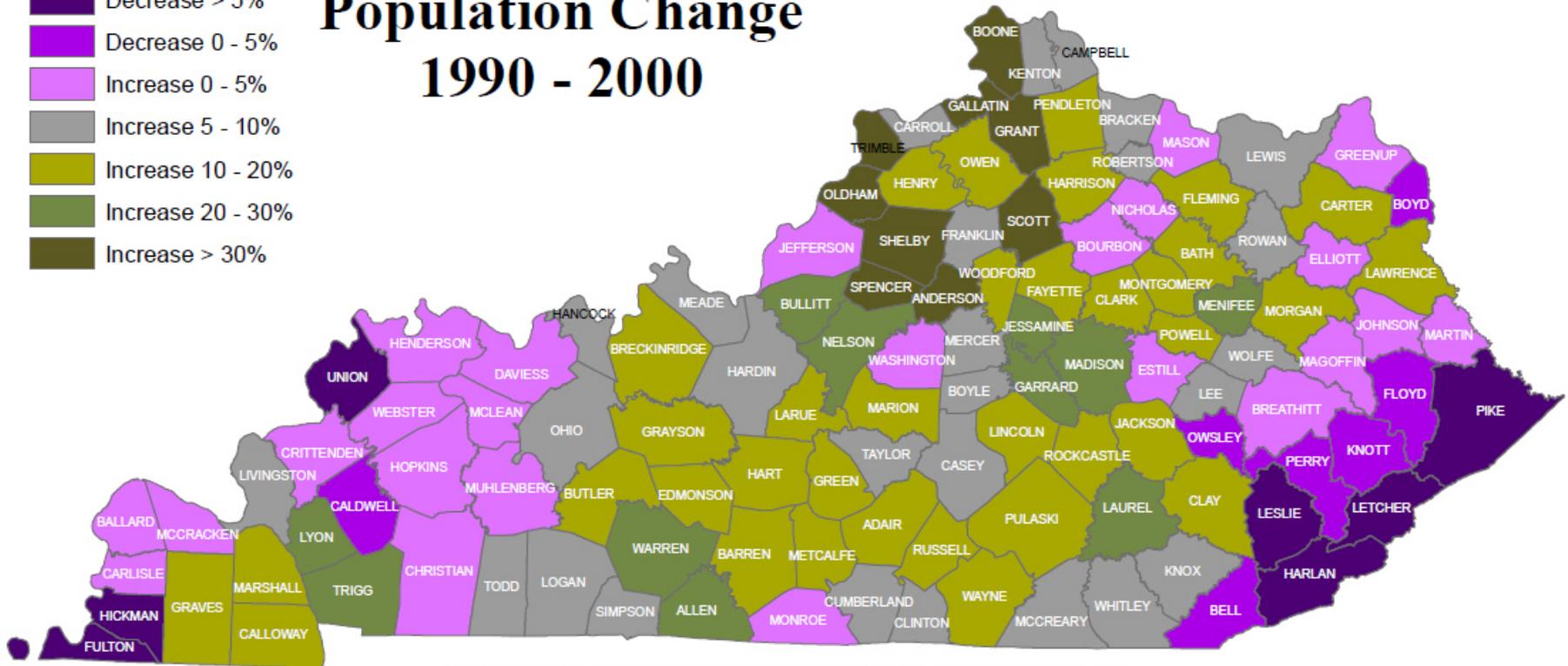
APPENDIX B

WHO ARE WE?
A DEMOGRAPHIC
OVERVIEW OF
KENTUCKY

Where Did We Live from 1990 to 2000?



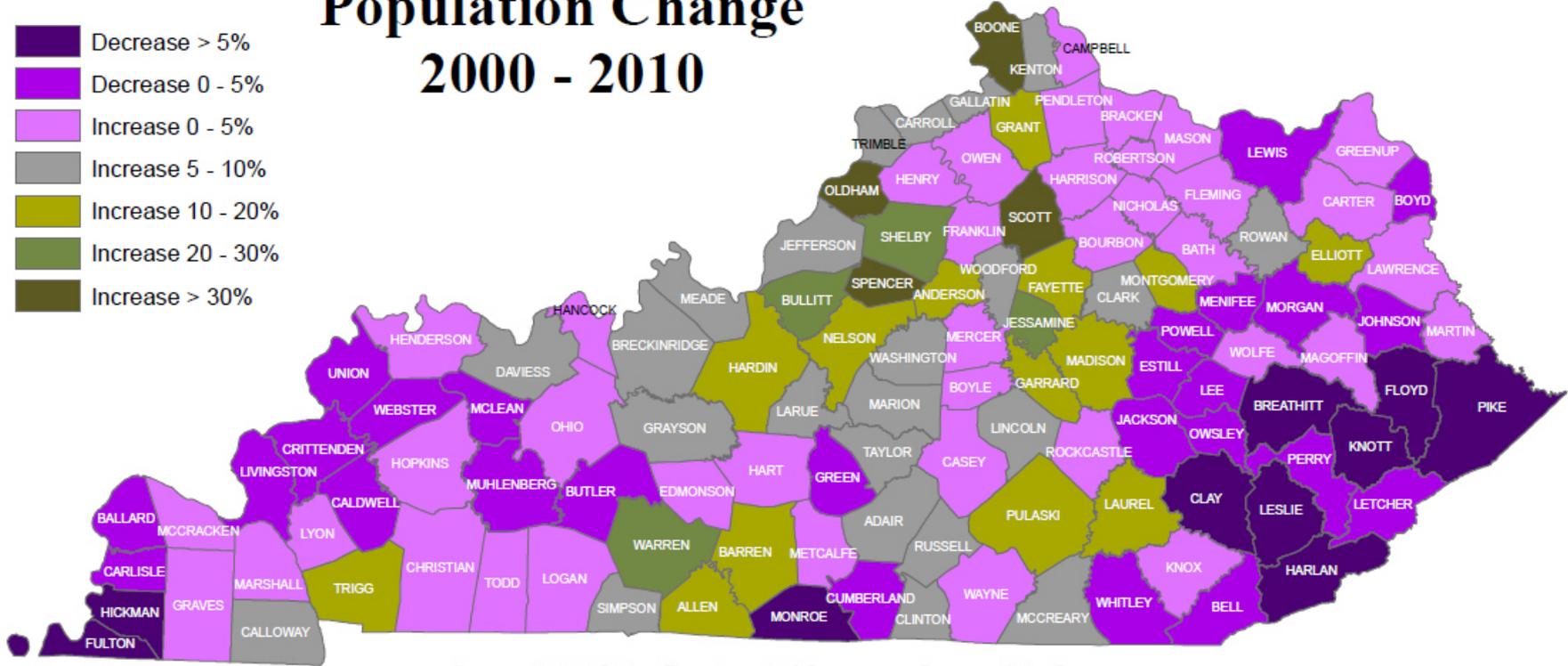
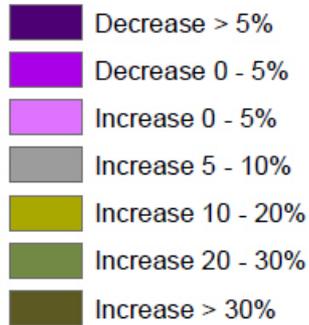
Population Change 1990 - 2000



Source: United States Department of Commerce, Bureau of the Census

Where Did We Live from 2000 to 2010?

Population Change 2000 - 2010



Source: United States Department of Commerce, Bureau of the Census

Population by Race for the State and the Top 5 Counties for each Race Category

	Kentucky	Jefferson	Fayette	Kenton	Boone	Warren
<u>Total Population</u>	4,316,040	735,804	292,370	159,008	117,216	111,843
<u>Race</u>						
	Kentucky	Jefferson	Fayette	Kenton	Boone	Warren
White	3,808,381	543,367	223,665	145,097	107,977	94,236
	Kentucky	Jefferson	Fayette	Christian	Hardin	Warren
African American	336,628	150,759	41,965	15,725	12,298	10,256
	Kentucky	Jefferson	Fayette	Christian	Boone	Warren
American Indian/ Alaskan Native	8,913	1,221	703	385	375	369
	Kentucky	Jefferson	Fayette	Warren	Boone	Hardin
Asian	47,754	15,901	9,849	2,884	2,415	2,231
	Kentucky	Hardin	Christian	Jefferson	Fayette	Hopkins
Hawaiian/Pacific Islander	2,403	397	311	296	194	175
	Kentucky	Jefferson	Fayette	Warren	Hardin	Christian
Hispanic	124,593	30,393	19,057	4,999	4,979	4,509
	Kentucky	Fayette	Jefferson	Kenton	Warren	Shelby
Other	42,767	9,319	7,937	1,836	1,819	1,663

Source: 2011 American Community Survey 5 Year Data

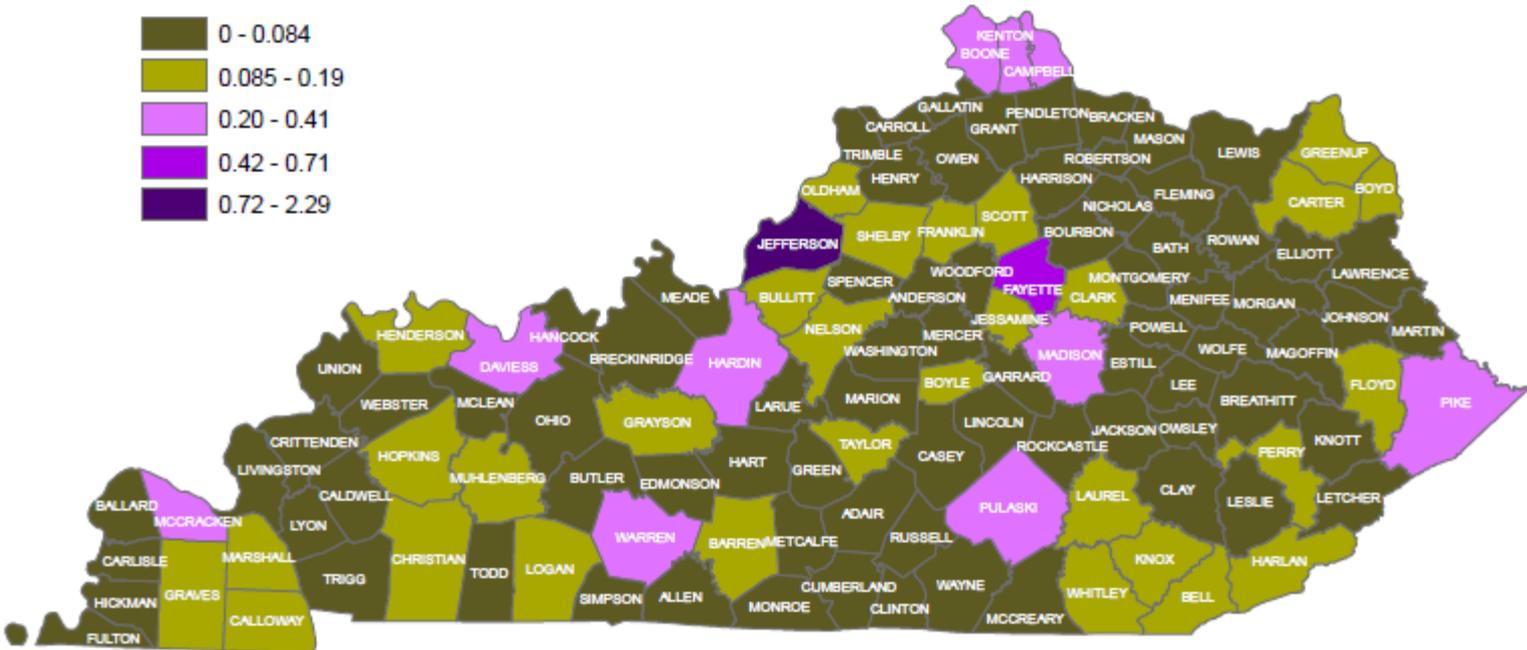
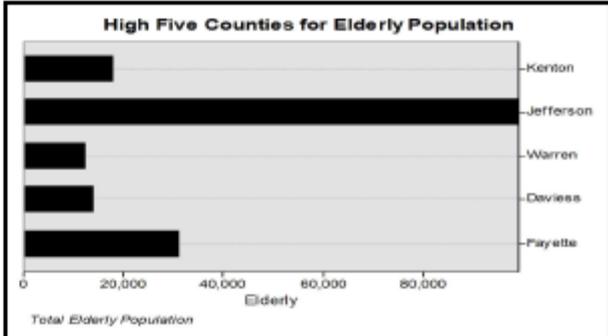
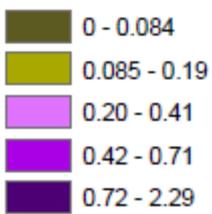
Population by Age for the State and the Top 5 Counties for each Age Category

<u>Age</u>	STATE	COUNTY	COUNTY	COUNTY	COUNTY	COUNTY
	Kentucky	Jefferson	Fayette	Kenton	Boone	Hardin
Infants/Children (Age 0-4)	279,529	48,215	18,780	11,531	8,929	7,546
	Kentucky	Jefferson	Fayette	Kenton	Warren	Boone
Young People (5-24)	1,155,128	189,587	85,198	42,406	36,721	33,039
	Kentucky	Jefferson	Fayette	Kenton	Boone	Warren
Adult (25- 64)	2,310,527	399,965	157,846	87,326	64,224	55,928
	Kentucky	Jefferson	Fayette	Kenton	Daviess	Warren
Elderly (Age 65+)	570,856	98,037	30,546	17,745	13,939	12,047

Source: 2011 American Community Survey 5 Year Data

2013 Long Range Plan Public Involvement Demographic Analysis

Percentage of Elderly
of State Population



1. Classes separated using Natural Breaks method.

Source: United States Department of Commerce, Bureau of the Census

Percentage of Population by Income Level for the Top 5 Counties

<u>Income Level</u>					
	Wolfe	Owsley	Martin	Clay	Knox
Highest Percentage Below Poverty Level	42.1%	39.3%	37.6%	36.5%	36.4%
	Campbell	Bullitt	Oldham	Boone	Spencer
Lowest Percentage Below Poverty Level	11.3%	10.0%	7.3%	7.2%	6.1%
	Breathitt	Wolfe	Jackson	Clay	Owsley
Lowest Median Household Income	\$ 22,304	\$ 21,968	\$ 21,448	\$ 20,206	\$ 19,344
	Oldham	Boone	Spencer	Scott	Shelby
Highest Median Household Income	\$ 82,578	\$ 68,087	\$ 61,921	\$ 57,967	\$ 56,417

Source: 2011 American Community Survey 5 Year Data

Level of Vehicle Ownership & Commuting Behavior for the State and by the Top 5 Counties

	STATE TOTAL	County	County	County	County	County
	Kentucky	Jefferson	Fayette	Kenton	Warren	Boone
Total Housing Units	1,921,067	336,184	134,069	68,901	46,802	45,694
	Kentucky	Jefferson	Fayette	Kenton	Warren	Campbell
Occupied Units with No Vehicle	132,566	30,728	9,897	5,469	2,812	2,758
	Kentucky	Jefferson	Fayette	Kenton	Boone	Warren
Commute by Vehicle, Drive Alone	1,836,432	278,593	119,449	64,125	50,650	42,784
	Kentucky	Jefferson	Fayette	Kenton	Campbell	Boone
Commute by Public Transportation	21,622	11,278	2,361	1,952	882	778
		Pendleton	Robertson	Edmonson	Jackson	Spencer
Commute Time in Minutes		37	33.7	33.1	32.9	32.5

Source: 2011 American Community Survey 5 Year Data

Population by English Proficiency for the State and the Top 5 Counties

English Proficiency						
	Kentucky	Jefferson	Fayette	Warren	Boone	Kenton
Do Not Speak English at Home	191,271	53,083	30,413	9,911	6,553	6,183
	Kentucky	Jefferson	Fayette	Warren	Boone	Kenton
Do Not Speak English at Home, Speak English Less than "Very Well"	169,112	48,716	28,576	11,882	6,158	4,882
	Kentucky	Jefferson	Fayette	Warren	Kenton	Shelby
Speak Spanish, English Less Than "Very Well"	49,793	13,360	8,967	2,723	1,700	1,648

Source: 2011 American Community Survey 5 Year Data

Low Literacy Population of the State and the Top 5 Counties

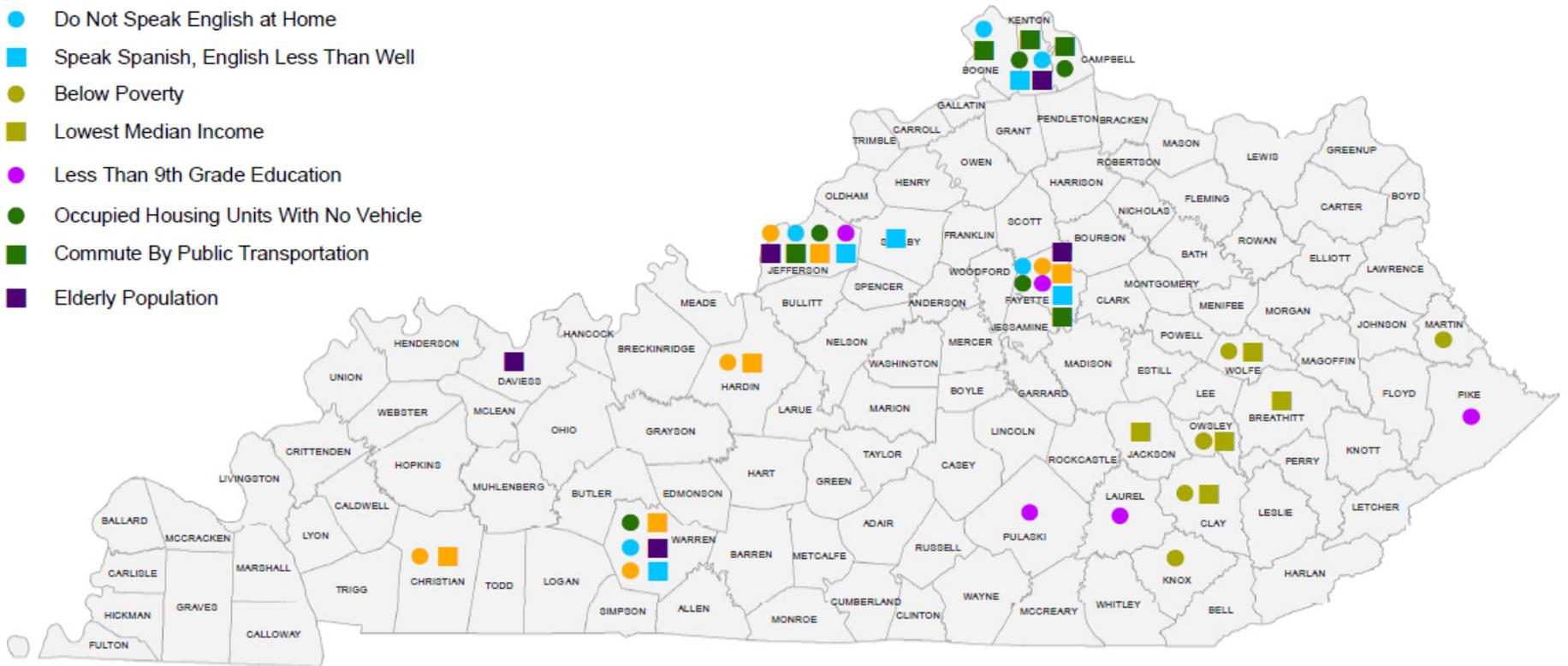
<u>Education Level</u>						
	Kentucky	Jefferson	Fayette	Pike	Pulaski	Laurel
Less than 9th Grade	227,766	19,635	8,178	6,651	5,066	4,786

Source: 2011 American Community Survey 5 Year Data

Traditionally Underserved Populations

Five Most Populated Kentucky Counties Per Category

- African American
- Hispanic
- Do Not Speak English at Home
- Speak Spanish, English Less Than Well
- Below Poverty
- Lowest Median Income
- Less Than 9th Grade Education
- Occupied Housing Units With No Vehicle
- Commute By Public Transportation
- Elderly Population



Source: 2011 American Community Survey 5 Year Data