

Appendix A
County Meeting Summaries

KYTC District 4 Accessibility and Connectivity Studies

2017 County Officials Meeting Summaries

Introduction

To gather information for the Accessibility and Connectivity Study within KYTC District 4, meetings were held with city and county representatives, as well as KYTC district and consultant staff, within each county over the course of August – September 2017. The purpose of these meetings was to determine existing transportation patterns and needs, as well as anticipated needs. The discussions were structured with the following questions:

- Where are the county residents going for jobs, healthcare, recreation, etc.?
- What issues prevent residents from getting where they want to go?
- Where is the county growing?
- What issues prevent the county from growing?

Transportation Needs and Problems

While each county had unique circumstances, some common needs, desires, and problems were identified as a result of the data gathered from the 11 counties.

- **Bypass:** Several counties (Hart, Marion, Taylor, Grayson) identified a need for a bypass to alleviate congestion associated with industries and schools. Some of these counties want to remove industry-related traffic from their downtown areas and help reduce conflicts with industrial traffic.
- **Corridor Spot Improvements:** Multiple counties cited specific corridor spot improvements that could alleviate specific safety and congestion concerns. These corridor improvements include widening existing lanes (Hart, Hardin-Meade, Green); adding turn lanes (Hardin-Meade); widening shoulders (Marion, Green); truck lanes (Green); passing lanes (Green, Washington); and other safety/spot improvements (Hardin-Meade, Green). Green County also indicated a need to raise the weight limits on KY 88.
- **Additional Facilities:** Several counties indicated a need for additional transportation facilities (including Breckinridge); some were specifically to provide connectivity to other counties (Hardin-Meade, Larue). Some facilities are needed to improve connectivity within the counties (Nelson, Larue).
- **Interstate Access:** Multiple counties indicated a need for improved interstate access, particularly to I-65, stating that their current access discourages industries and businesses from locating to their counties (Green, Washington, Taylor).
- **Specific Roadways:** Specific roadway problems were identified as areas of congestion, causing safety problems, having poor geometry, or as barriers to development: US 150 (Nelson, Washington); KY 84 (Larue); South Lincoln Boulevard (Larue); KY 152 (Washington); KY 555 (Taylor). Some counties stated that a four-lane roadway is needed to induce industries to locate or expand. The existing KY 210 and KY 55 corridors could be expanded (Taylor) and a new four-lane roadway is needed (Washington).
- **Maintenance Issues:** Funding constraints for maintenance of the existing roadways was also noted (Green); for one county, a particular roadway issue consumes a disproportionate amount of the maintenance budget (Marion).

Factors Limiting County Growth

Many counties expressed common factors that limit their growth, some of which were intertwined with the transportation network.

- **Lack of Infrastructure:** The need for expanded sewer lines, natural gas, and/or water lines, most often outside of the city limits, was cited as a hindrance to both housing development and industrial growth (Hart, Breckinridge, Grayson, Nelson, Larue, Taylor, Green). In some cases, low housing density in the county make it difficult to financially justify the expense, but it also limited the amount of residential development (such as subdivisions) outside the city limits.
- **Lack of Housing:** A lack of infrastructure at times also contributed to a lack of affordable housing, or a general housing shortage overall (Marion, Nelson, Green).
- **Internet Availability:** Limited internet access was cited by several counties as an obstacle to businesses and industries locating in their area (Hardin-Meade, Marion, Taylor, Washington). Both Taylor and Washington Counties mentioned projects that are expected to their improve internet access.
- **Roadway Access:** Several counties cited a need for improved access to industries/manufacturing (Grayson, Marion, Washington). A need for improved access to national parks, state parks, and similar recreational areas was also noted by some counties (Larue, Grayson).
- **Other Transportation Access:** Two counties stated that they lost potential industries due to a lack of rail access (Taylor, Green). Others stated that they needed improved bicycle/pedestrian, public transportation, and other transit facilities (Hardin-Meade, Larue, Breckinridge).
- **Workforce:** Several counties stated that they need to improve the quality of their workforce to attract employers (Hardin-Meade, Marion, Green). One county cited high healthcare costs among their employees as a detriment to attracting new businesses (Taylor). A shortage of workers due to the low pay scale was also noted (Taylor). One county noted that their lack of amenities, such as a mall, hospital, and recreation opportunities, discouraged people from moving to the area (Washington).
- **Population Trends:** Several counties identified population trends as a hindrance to growth, including an aging population/lower birth rate (Hart); stagnant population growth (Breckinridge, Grayson); and movement from the city to the county (Breckinridge).

Conclusion

The 11 counties within KYTC District 4 have a range of accessibility and connectivity issues, which emerge into patterns based on the existing industry and transportation networks.

For those counties that already have well-established industries, the primary need appears to be to better accommodate industry traffic and move it away from residential and high-density areas, potentially with the addition of a bypass. Some of these counties need wider roads, turn lanes, and other improvements to provide safer travel conditions for the various vehicle types on their roads. Their growth could improve with access to rail and public transportation facilities.

Counties with poor prospects for industry and business growth tend to have a lack of access to a nearby interstate; their roadway network is often comprised of two-lane facilities with poor geometrics.

Among all counties, there are overlapping needs for improved utility infrastructure outside of the city limits, including internet access. Workforce readiness is a common concern as well. Many counties cited a need to improve or construct a specific roadway to improve connectivity and attract development opportunities.



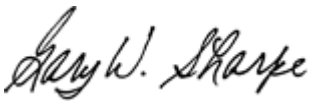
Meeting Minutes

TO: Mikael Pelfrey
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Eileen Vaughan
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Charlie Allen
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FROM: Gary Sharpe
Project Manager for District 4
Palmer Engineering



DATE: July 25, 2017

SUBJECT: KYTC District 4 Accessibility and Connectivity Studies
Washington County Pilot Meeting

The Washington County Officials Meeting was held at the Washington County Courthouse in Springfield, Kentucky on July 12, 2017 at 10:00 A.M. EDT. The following individuals were in attendance:

- | | |
|----------------|--|
| Mikael Pelfrey | KYTC – Central Office Planning |
| Charlie Allen | KYTC – District 4 Planning |
| Kevin Young | KYTC – District 4 Planning |
| John Settles | Washington County Fiscal Court |
| Daniel Carney | Springfield-Washington Co Economic Development Authority |
| Brian Aldridge | Stantec Consulting Services Inc. |
| Gary Sharpe | Palmer Engineering |
| Ashley McLain | Palmer Engineering |

Mikael Pelfrey, Charlie Allen, and Gary Sharpe welcomed everyone to the meeting, noting that the goal was to identify the transportation needs of Washington County to aid in improving mobility between Washington County and adjoining county seats. It was noted that the issues discussed could ultimately be used to develop a needs list used in the SHIFT process. Gary Sharpe added that Washington County served as 1 of 2 pilot county meetings (Menifee County in District 10 serves as the other pilot county), and that following the meeting, feedback would

be used to modify the discussion before returning to visit with the remaining county officials in District 4.

As part of this process, the Kentucky Statewide Travel Demand Model will be updated from the feedback received during the meeting. Mikael Pelfrey added that we want to make changes to the KYSTM in a rational manner, to reflect what is actually occurring/anticipated in Washington County.

The following summarizes the ensuing discussion:

Where are Washington County residents going for jobs, healthcare, recreation, etc?

- There is a reversing trend from employees going out of county for work. 68% were commuting in 2013/2014 but that has likely gone down a little. It is estimated that over 50% of the workforce still commute outside of the county.
- A large population commute to Ford in Louisville. There are some commuters to Toyota in Georgetown, some to Lexington, and some to Mercer County. There is significant commuters to Frankfort. The eastern portion of the county commutes to Hitachi in Harrodsburg, but there isn't a good route.
- Marion County commutes through Washington County for work.
- Washington County is significantly intertwined with Mercer County.
- There are people in Washington County who have moved to the county for seclusion. There are engineers, professors, lawyers etc. who live in the county for seclusion but have no connectivity to Springfield. These people live in the north end of the county near Willisburg, and have close proximity to the Bluegrass Parkway.
- There is no hospital in Washington County, so traffic is siphoned in 3 directions for emergency health care and hospital access. If being routed by ambulance, the patient must be routed to the nearest facility which is in Lebanon (south), unless otherwise requested. Residents also use facilities in Harrodsburg (east), Danville (east), and Bardstown (west).
- There are 4 or 5 clinics in Washington County (1 in Willisburg) and 2 or 3 private clinics.
- There is significant outflow for healthcare needs.
- St. Catharine College *may* reopen as an educational facility, but unsure of the likelihood of this occurring. It has been closed for a year.
- There is a branch of the Elizabethtown Community and Technical College in Springfield. There are approximately 300 students when school is in session, with a lot of commuters from outside the county. Most of the commuters are coming from the North and South, with very view from the East.
- There are no shopping malls in Washington County. For shopping, residents go online, or to Louisville, Lexington, Danville, Elizabethtown for mall type shopping.
- For everyday shopping (Walmart type shopping), residents go to Lebanon, Bardstown, and Danville. Willisburg has a very successful Dollar store.
- Washington County has a state park and golf course, Lincoln Homestead State Park, which generates significant traffic from outside of the county.

- There is no distillery in Washington County, but the county still gets a lot of traffic from the Bourbon Trail. The Maker's Mark facility is just outside of the Washington County line.
- Willisburg Lake is not a significant draw.
- Tourism is a big generator in Washington County, with the Lincoln homestead.
- There are 4 outfitters in Washington County for recreational hunting/lodging (3 are in the eastern portion of the county, 1 is in the northern portion).

What issues prevent residents from getting where they want to go?

- The major corridors in the county are US 150 (East-West), KY 55/KY 555 (North-South), and, to a lesser degree, KY 53. Other roads are feeders to these main corridors.
- The biggest issue and bottleneck to Washington County is the US 150 corridor.
- US 150, to the east of Springfield, is a good road.
- KY 555 has passing lanes at selected locations. KY 55 does not have passing lanes in Washington County.
- KY 152 (smaller traffic) toward Mackville is restrictive. At the Beech Bridge, the roadway becomes very curvy. The term "snaky" was used to describe KY 152 in this area. This area has become stagnant in terms of population, growth, etc.
- Because routes out of Springfield towards I-65 to the west are problematic, most residents go to Lexington.
- A lot of large companies have trucks that would need to get to Washington County from I-65.
- Access to I-65 is critical.
- Alltech facility uses US 150 heavily.
- There isn't a good route from Springfield to Harrodsburg.
- It all comes back to US 150 for Washington County.

Where is Washington County growing?

- There are 2 major agricultural suppliers in Washington County. Southern States is now a regional facility. Clements Ag Supply also serves multiple counties from the Washington County location.
- The stockyards have doubled in business. Traffic comes from all over to the stockyards.
- Agriculture is still big in Washington County, but the change in tobacco has made a big change to the agriculture industry in the county.
- The overall number of jobs shown in the KYSTM seemed reasonable.
- The zones with 101 and 94 jobs shown in the western portion of the county seemed high. Where would these additional jobs come from? There is no zoning outside the city limits and there is no natural gas in these zones.

- The zones with 264, 129, and 389 (Springfield) jobs shown in the southern/central portion of the county seem low. There is the potential for some small growth in Willisburg (showing 4 additional jobs).
- The change in number of people seemed reasonable with the exception of 28 people in Willisburg and 25 people in Mackville. There should be more growth in Willisburg and less growth in Mackville.
- The change in number of households seemed reasonable. Mackville, in the eastern portion of the county, showing 2 additional homes, is the area least likely for growth. West of Springfield, showing 68 additional homes, is the area most likely for growth in households.
- There is a possibility of a new subdivision off the US 150 Bypass.

What issues prevent the county from growing?

- Availability of broadband internet prevents some growth. People don't want to come because of the speed of the internet. The county is on the last leg of the project for getting broadband installation.
- Lack of amenities keep the county from growing. There is no hospital, mall, movies, recreation, etc.
- What keeps industry from locating in Washington County? US 150 needs to be improved.
- Industry always asks what the distance is to a 4 lane highway. Bluegrass Parkway is the closest.
- KY 555 is a good road but could benefit from additional passing opportunities. US 150 is more of a concern.
- The county needs improved access and travel times to manufacturing facilities.
- Toyotomi is the biggest manufacturer in Washington County.
- Reduced travel time to just-in-time facilities.
- Washington County is hurt because it is farther away from the interstate than other locations and it has poor access to the interstate.
- A lot of the transportation issues in Washington County come back to US 150. This involves US 150 in both Washington and Nelson counties. It does not help much to have a 4 lane facility along US 150 in Washington County, if US 150 in Nelson County is not also improved.
- If the bottom of the auto industry falls out, then all of this changes. Washington County is trying not to put all their eggs in one basket, and trying to have things in multiple areas.
- There is 3.6% unemployment currently in Washington County.

Next Steps

It was noted that following the conclusion of the Washington County meeting, a 2nd Project Team Meeting (KYTC and consultants) will be scheduled to discuss how the pilot county meetings (Washington and Menifee) went. This meeting has been scheduled for August 3,



2017. Changes will be made if necessary, and the remaining county officials meetings will occur between August and November. In March 2018, the project team will reconvene with all of the county officials in District 4 and have a Districtwide “Wrap-Up” Meeting to discuss the outcomes of the study.

Pilot County Comments

The Washington County officials provided the following comments for the remaining meetings with county officials:

- Economic Developers should be invited to the meetings
- There should be more emphasis on the future of economic development
- Safety needs to be addressed somehow

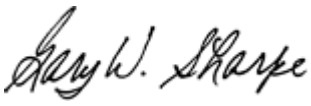


Meeting Minutes

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FROM: Gary Sharpe
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 Palmer Engineering 

DATE: August 28, 2017

SUBJECT: KYTC District 4 Accessibility and Connectivity Studies
 Breckinridge County Meeting

The Breckinridge County Officials Meeting was held at the Breckinridge County Courthouse in Hardinsburg, Kentucky on August 28, 2017 at 1:00 P.M. CST. The following individuals were in attendance:

- | | |
|----------------|----------------------------|
| Charlie Allen | KYTC – District 4 Planning |
| Kevin Young | KYTC – District 4 Planning |
| Maurice Lucas | Breckinridge County |
| Gary Sharpe | Palmer Engineering |
| Stephen Sewell | Palmer Engineering |

Charlie Allen and Gary Sharpe welcomed everyone to the meeting, noting that the goal was to identify the transportation needs of Breckinridge County to aid in improving mobility between Breckinridge County and adjoining county seats. It was noted that the issues discussed could ultimately be used to develop a needs list used in the SHIFT process. Gary Sharpe added that District 4 served as 1 of 2 pilot districts (District 10 serves as the other pilot district).

It was also noted that, as part of this process, the Kentucky Statewide Travel Demand Model will be updated from the feedback received during the meeting. Changes to the KYSTM will be to reflect what is actually occurring/anticipated in Breckinridge County.

The following summarizes the ensuing discussion:

Where are Breckinridge County residents going for jobs, healthcare, recreation, etc.?

- Around 40% of the population commutes out of the county to work; they travel to Hancock County (Hallsville), Leitchfield, Elizabethtown, and Louisville. KY 86 is used by commuters to travel to Elizabethtown and is the most heavily used route.
- Approximately 8,000 people are employed within Breckinridge County.
- Jobs may be moving toward Cloverport.
- The local hospital and clinic are used for triage, and residents utilize Hardin Memorial Hospital in Elizabethtown or travel to Louisville for emergency medical care. They may travel to Leitchfield or Owensboro as well.
- Elizabethtown is the primary destination for healthcare, which makes KY 86 a priority.
- Rough River Lake is the primary destination for recreation, and a boon to Breckinridge County. A lot of tourists come from Louisville using KY 79 and KY 259; there is a noticeable increase in traffic in the summer.
- To a lesser degree, people travel to Ohio for recreation.
- The older population tends to work within the county, while the younger population travels outside of the county for work.
- Connectivity to other counties is a key concern since so many workers travel.

What issues prevent residents from getting where they want to go?

- The lack of transportation facilities, dependable vehicles, and public transportation are major obstacles to travel. Options are needed to assist people to get to their jobs.
- A lot of the older population does not travel well.

Where is Breckinridge County growing?

- There are tool and die businesses throughout the county, and a vocational program for tool and die work.
- The industrial park near Cloverport consists of 20 acres and is planning to purchase 50 more.
- The Rough River area, north of Cloverport, could be an area of growth. West of Irvington could also increase due to good ground.

What issues prevent the county from growing?

- There are no prospects for industry in the area at this time.
- There have been no major changes in population growth. There is a small degree of subdivision growth in Hardinsburg.
- A lot of people are moving to the county to get away from the city, which is a residual effect of Fort Knox. A small percentage of these people are from Fort Knox.

- Sewer is not available in all parts of the county, and availability of land is another impediment to growth. Water is available throughout most of the county, but not all.

Next Steps

It was noted that following the conclusion of the Breckinridge County meeting, the remaining District 4 county officials meetings will occur in September. In March 2018, the project team will reconvene with all of the county officials in District 4 and have a Districtwide “Wrap-Up” Meeting to discuss the outcomes of the study.



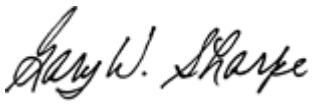
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FROM: Gary Sharpe
Project Manager for District 4
Palmer Engineering



DATE: August 28, 2017

SUBJECT: KYTC District 4 Accessibility and Connectivity Studies
Grayson County Meeting

The Grayson County Officials Meeting was held at the Grayson County Courthouse in Leitchfield, Kentucky on August 28, 2017 at 9:00 A.M. CST. The following individuals were in attendance:

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|------------------|--|
| Charlie Allen | KYTC – District 4 Planning |
| Kevin Young | KYTC – District 4 Planning |
| William Thomason | City of Leitchfield |
| Kevin Henderson | Grayson County Judge |
| Lori Hoosley | City of Leitchfield |
| Joe Brand | Bel Brands USA |
| Dudley Cooper | Leitchfield/Grayson County Independent Development Corporation |
| Bryan Langdon | Leitchfield Police Department |
| Melinda Skaggs | Leitchfield Police Department |
| Wesley Shull | City of Leitchfield Superintendent |
| Gary Sharpe | Palmer Engineering |

Charlie Allen and Gary Sharpe welcomed everyone to the meeting, noting that the goal was to identify the transportation needs of Grayson County to aid in improving mobility between Grayson County and adjoining county seats. It was noted that the issues discussed could

ultimately be used to develop a needs list used in the SHIFT process. Gary Sharpe added that District 4 served as 1 of 2 pilot districts (District 10 serves as the other pilot district).

It was also noted that, as part of this process, the Kentucky Statewide Travel Demand Model will be updated from the feedback received during the meeting. Changes to the KYSTM will be to reflect what is actually occurring/anticipated in Grayson County.

The following summarizes the ensuing discussion:

Where are Grayson County residents going for jobs, healthcare, recreation, etc?

- Around 20% of the residents are travelling to Elizabethtown, Bowling Green, and Louisville for jobs.
- There are Park and Rides at the Parkway and Clarkson.
- There are currently 300 jobs open within Grayson County – many of them require a CDL license, most are industrial in nature, and most require drug testing. These pay an average of \$16/hour but some pay from \$65,000 up to \$100,000/year.
- Healthcare facilities include the TwinLake Medical Center, where specialists are available once a week. Otherwise, people travel to Elizabethtown, Bowling Green, and Louisville for their specialist care.
- Routine and preventative care is available in Grayson County. Residents from Edmonson, Hart, and Breckinridge Counties come to the hospital in Grayson County.
- Recreational facilities include the Nolan and Rough River Lakes. Drivers will travel from Indiana, Ohio, and Louisville to visit these areas.
- The aquatic center has a 900-person capacity, and people travel from Edmondson and Hart Counties to use the facility.
- A lot of people utilize Veterans Memorial Park for softball and baseball games.
- Travelers from Edmonson County use KY 259 and KY 187; this creates a lot of boat traffic as people travel to the lake.

What issues prevent residents from getting where they want to go?

- Bel Cheese sends out 8-10 trucks per day, which blocks traffic on KY 54. They plan to double their production by 2025. They need better accessibility from the Parkway, such as a bypass.
- Greater accessibility to the factories is needed. Trucks traveling to and from the factories can get stuck in downtown traffic.
- The Grayson County High School has 1,300 people; gridlock becomes a problem because of the school. A bypass is also seen as the best solution for this problem.
- There are probably 5 accidents each week between the “Y” and City Hall.
- The quarry and asphalt plant are a source of jobs; they have enough rock for 40 years and just purchased an additional 128 acres. Their trucks currently have to use KY 54.
- A wider entrance is needed into Plasticon; they make 400 daily trips to supply Toyota. They need a turn lane on KY 259.

- Salt River Road/KY 920 also has a high number of trucks due to the industries there (Core Mark, Campbell Hausfeld, Leggalt & Platt.
- Baillie Lumber is looking to expand by 35 acres. They will need an improved entrance from Highway 269 to the Industrial Park.
- The detention center off of US 62 is also expanding and will add another 30 employees.
- There is also a problem with sight distance/a blind spot on Kenneth Goff Drive from KY 259; around 100 employees work there.

Where is Grayson County growing?

- There are 4 companies currently wanting to expand in Grayson County.
- Grayson County hopes to add another 1,000 jobs, with 250 added within the next 2-3 years.
- The Industrial Park has another 100 acres available for development.

What issues prevent the county from growing?

- Transportation and the workforce skillset are concerns for the companies that want to expand in Grayson County.
- Job growth is not likely to move from one county zone to another except for Clarkson, which could shift to Leitchfield.
- Utility infrastructure is a big concern. There is no sewer outside the city limits. All residents have city/county water.
- Traffic associated with Bel Cheese, Craster, and the high school are all considered high priority issues; a bypass is preferred over improvements to US 62 to address these issues. There is currently \$100,000 designated for a bypass in the proposed budget (currently with the budget committee).
- No subdivisions have been started within the city limits.

Next Steps

It was noted that following the conclusion of the Grayson County meeting, the remaining District 4 county officials meetings will occur in September. In March 2018, the project team will reconvene with all of the county officials in District 4 and have a Districtwide “Wrap-Up” Meeting to discuss the outcomes of the study.

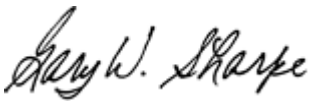


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FROM: Gary Sharpe
 Project Manager for District 4
 Palmer Engineering 

DATE: September 6, 2017

SUBJECT: KYTC District 4 Accessibility and Connectivity Studies
 Hardin-Meade County – MPO Technical Committee Meeting

The Hardin-Meade County Meeting with the MPO Technical Committee was held at the Lincoln Trail Area Development District (LTADD) in Elizabethtown, Kentucky on September 6, 2017 at 10:00 A.M. EDT. The District 4 Accessibility and Connectivity Study was added to the MPO Technical Committee’s regularly scheduled meeting. The following individuals were in attendance:

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|----------------|----------------------------------|
| Charlie Allen | KYTC – District 4 Planning |
| Kevin Young | KYTC – District 4 Planning |
| Mark Richerson | Fort Knox DPW |
| Barry House | KYTC – Central Office Planning |
| Adam King | Hardin County Planning |
| Chris Mayhew | City of Vine Grove |
| Ed Poppe | City of Elizabethtown |
| Murray Wanner | City of Radcliff |
| Joe Redmon | TACK |
| Mike Skaggs | Radcliff/Elizabethtown MPO/LTADD |
| Gary Sharpe | Palmer Engineering |
| Ashley McLain | Palmer Engineering |

Charlie Allen and Gary Sharpe noted that the goal of the District 4 Accessibility and Connectivity Study was to identify the transportation needs of Hardin and Meade Counties to

aid in improving mobility between these counties and the adjoining county seats. It was noted that the issues discussed could ultimately be used to develop a needs list used in the SHIFT process. Gary Sharpe added that District 4 was serving as 1 of 2 pilot districts for the study (District 10 serves as the other pilot county). District 4 was specifically chosen as a pilot district for the study since it contained the Hardin-Meade MPO. He noted that we would use feedback from the Hardin-Meade MPO process to modify future coordination with MPO's across the state.

It was noted that, as part of this process, the Kentucky Statewide Travel Demand Model will be updated from the feedback received during the meeting. Changes to the KYSTM will be to reflect what is actually occurring/anticipated in Hardin and Meade Counties.

The following summarizes the ensuing discussion:

A general concern of the Hardin-Meade MPO Technical Committee is why the Kentucky Statewide Model figures for employment and population growth do not align more closely with the MPO Model for Hardin and Meade Counties. *Following the meeting, Palmer Engineering discussed the differences in the model with the KYTC Central Office Planning Staff. One of the biggest differences between the two models is that the Hardin-Meade model is more current (and has been vetted with the Hardin-Meade MPO) relative to the KY Statewide model. As a result of this study, the KYTC Central Office Planning Staff has aggregated socioeconomic (SE) data from the Hardin-Meade model for integration into the KY Statewide Model. This new SE data shows less growth in population and employment. This new SE data is currently being analyzed for potential reallocation of growth based on the following information discussed during the meeting.*

Where are Hardin/Meade County residents going for jobs, healthcare, recreation, etc.?

- The public school system is the biggest employer in Meade County.

What issues prevent residents from getting where they want to go?

- The road network in Hardin and Meade Counties is in very good shape. Residents are able to get where they need and want to go currently.
- From a roadway network, many of the improvements that are needed are centered around widening existing facilities, additional turn lanes, and safety improvement centered. These improvements are more “spot-improvement” as opposed to “corridor” related.
- In order to get people to the available jobs, the connectivity to outer counties needs to improve. The connectivity within Hardin and Meade Counties is pretty good, but the connectivity to other counties needs to be improved.

Where are Hardin and Meade Counties growing?

- The “Glendale Super Site” is an area where significant employment growth is expected. The Glendale zone, and the surrounding zones, should be showing a lot of growth.

- There should be very little to no growth in employment shown in the western portion of Hardin County, near the Breckinridge County line.
- Sewer has been added along KY 313 in the western portion of Hardin County to help facilitate growth in the area.
- Generally speaking, the zones along KY 313 in Hardin County, between US 31W and Meade County, should be showing employment growth.
- Several of the zones along US 31W in Radcliff should be showing more employment growth.
- All of the employment growth shown for Fort Knox should be shown in one zone (between KY 447 and US 31W). The other Fort Knox zones that are showing growth have artillery, etc.
- There should be employment growth near I-65 Exit 94. This area has several hotels and the potential for a future convention center.
- Most of the growth in Hardin County should be centered around Elizabethtown and Radcliff. The farther away from these locations, the less growth should be shown.
- The population growth shown in the southwestern portion of Hardin County, near the Grayson County line is too high, as is the population growth in the southern portion near Larue County.
- There are multiple locations that were identified as being residential or commercial zones that need to have their growth adjusted to reflect the actual usage of the property.

What issues prevent the counties from growing?

- In order to *compete* with other large cities, Elizabethtown needs enhancements and amenities to keep their city and county growing.
- Amenities such as bicycles and pedestrian facilities, and even transit facilities are needed.
- Fort Knox has the ability to bring people in, but the area needs to be able to have something available that attracts these people to stay in the area.
- The Hardin/Meade area has available jobs, but they need to be able to attract people to work those jobs. Plants will not want to locate to the area if people are not available to work those jobs.
- The area needs better internet availability. Is the internet availability/speed currently preventing growth in the county?

Next Steps

It was noted that following the conclusion of the Hardin-Meade County – MPO Technical Committee meeting, a 2nd Meeting with the Hardin – Meade County – MPO Policy Committee will be scheduled. The remaining county officials meetings will then occur by the end of September. In March 2018, the project team will reconvene with all of the county officials in District 4 and have a Districtwide “Wrap-Up” Meeting to discuss the outcomes of the study.

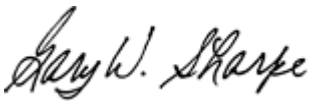


Meeting Minutes

TO: Mikael Pelfrey
 Co-Project Manager for District 10
 KYTC Central Office
 200 Mero Street
 Frankfort, KY 40622

Eileen Vaughan
 Co-Project Manager for District 4
 KYTC Central Office
 200 Mero Street
 Frankfort, KY 40622

Charlie Allen
 Co-Project Manager
 KYTC District 4
 634 E Dixie Avenue
 Elizabethtown, KY 42701

FROM: Gary Sharpe
 Project Manager for District 4
 Palmer Engineering 

DATE: September 7, 2017

SUBJECT: KYTC District 4 Accessibility and Connectivity Studies
 Green County Meeting

The Green County Officials Meeting was held at the Green County Courthouse in Greensburg, Kentucky on September 7, 2017 at 1:30 P.M. CST. The following individuals were in attendance:

- | | |
|----------------|----------------------------|
| Charlie Allen | KYTC – District 4 Planning |
| Kevin Young | KYTC – District 4 Planning |
| John Frank | Green County Fiscal Court |
| Lisle Cheatham | Mayor – City of Greensburg |
| Gary Sharpe | Palmer Engineering |
| David Lindeman | Palmer Engineering |

Charlie Allen and Gary Sharpe welcomed everyone to the meeting, noting that the goal was to identify the transportation needs of Green County to aid in improving mobility between Green County and adjoining county seats. It was noted that the issues discussed could ultimately be used to develop a needs list used in the SHIF'T process. Gary Sharpe added that District 4 served as 1 of 2 pilot districts (District 10 serves as the other pilot district).

It was also noted that, as part of this process, the Kentucky Statewide Travel Demand Model will be updated from the feedback received during the meeting. Changes to the KYSTM will be to reflect what is actually occurring/anticipated in Green County.

The following summarizes the ensuing discussion:

Where are Green County residents going for jobs, healthcare, recreation, etc.?

- The 2017 population for Green County is approximately 12,400, and a loss of 2,000 is expected by 2040. The population of Green County is dropping due to aging.
- Job growth in Green County has been approximately 3.5% for the last 3-4 years, with an average of about 1% per year. The total number of jobs in Green County is less than what is shown (4,669); there are approximately 1,200 jobs in the city of Greensburg. The number of jobs added by 2040 is going to be less than the 1,090 shown.
- Approximately 70% of workers commute to other counties. The primary employers in Green County are education and healthcare facilities.
- There are nine healthcare practices in Greensburg, but residents in the southern portion of the county often travel to Glasgow for healthcare needs.
- The county area is mostly agriculture; there is a pallet mill near Summersville along KY 61, which has added some jobs.
- There is not a lot of lake traffic on US 68 or US 61, but there is some to the Green River.
- Most doctors who work at the hospital live out of the county; 3 or 4 live in Green County.
- There is an equal amount of commuters traveling out of the county via KY 88 West as US 68 East. US 61 is split as far as the number of travelers going North and South.

What issues prevent residents from getting where they want to go?

- A primary need is to reach the Cumberland Parkway and interstate more quickly. A two-lane road to the interstate needs to be added to the roadway network.
- Truck traffic lanes, widening, and passing lanes should be added to KY 61, US 68, KY 88, and KY 323. In particular, US 68 is a main corridor for trucks and needs a passing lane on the way to Campbellsville, as well as spot widening and shoulders. US 61 to Hodgenville is lower priority. KY 88 needs higher weight limits.
- There is a lack of funding for maintenance of existing roads.

Where is Green County growing?

- No areas of Green County are experiencing growth at this time.
- A local welding program and vocational education are opportunities for job growth and workforce development.

What issues prevent the county from growing?

- Any producers in Green County need to route their products through South I-65. There are no rail transportation options in Green County.
- Utilities need to be improved throughout the county: water needs to be added throughout; sewer needs to be extended throughout the city limits of Greensburg and Summersville; and natural gas should be made more widely available.
- The roadway network hinders housing development. There are very few new subdivisions, and houses are being taken out of stock more quickly than they are being added. There are 100-120 empty houses/lots in Greensburg.
- There is a lack of workforce readiness that prevents new businesses from located in Green County.

Next Steps

It was noted that following the conclusion of the Green County meeting, the remaining District 4 county officials meetings will occur throughout September. In March 2018, the project team will reconvene with all of the county officials in District 4 and have a Districtwide “Wrap-Up” Meeting to discuss the outcomes of the study.

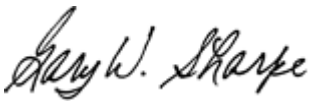


Meeting Minutes

TO: Mikael Pelfrey
 Co-Project Manager for District 10
 KYTC Central Office
 200 Mero Street
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Eileen Vaughan
 Co-Project Manager for District 4
 KYTC Central Office
 200 Mero Street
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Charlie Allen
 Co-Project Manager
 KYTC District 4
 634 E Dixie Avenue
 Elizabethtown, KY 42701

FROM: Gary Sharpe
 Project Manager for District 4
 Palmer Engineering 

DATE: September 7, 2017

SUBJECT: KYTC District 4 Accessibility and Connectivity Studies
 Hart County Meeting

The Hart County Officials Meeting was held at the Hart County Courthouse in Munfordville, Kentucky on September 7, 2017 at 10:00 A.M. CST. The following individuals were in attendance:

- | | |
|----------------|----------------------------|
| Charlie Allen | KYTC – District 4 Planning |
| Kevin Young | KYTC – District 4 Planning |
| Terry Martin | Hart County Fiscal Court |
| John Freeman | Mayor of Munfordville |
| Randall Curry | Mayor of Horse Cave |
| Gary Sharpe | Palmer Engineering |
| David Lindeman | Palmer Engineering |

Charlie Allen and Gary Sharpe welcomed everyone to the meeting, noting that the goal was to identify the transportation needs of Hart County to aid in improving mobility between Hart County and adjoining county seats. It was noted that the issues discussed could ultimately be used to develop a needs list used in the SHIFT process. Gary Sharpe added that District 4 served as 1 of 2 pilot districts (District 10 serves as the other pilot district).

It was also noted that, as part of this process, the Kentucky Statewide Travel Demand Model will be updated from the feedback received during the meeting. Changes to the KYSTM will be to reflect what is actually occurring/anticipated in Hart County.

The following summarizes the ensuing discussion:

Where are Hart County residents going for jobs, healthcare, recreation, etc.?

- Approximately 40% of employees live in Hart County. Approximately 60% of employees in Hart County travel in from other counties.
- Workers come to Hart County from Adair and Green Counties utilizing KY 218 and KY 88.
- Recreational destinations include Horse Cave, Mammoth Cave, and Nolin Lake
- Horse Cave is working to become a trail town. Munfordville and Cave City are already trail towns.
- There is a medical center and health department in Munfordville, and a hospital in Horse Cave. People will also travel to Glasgow, Bowling Green, Elizabethtown, Louisville, and Nashville for medical care.
- KY 728 is taken to Cub Run Highway to get to the Medical Center.
- There is an industrial park at Cave City.
- Logging is big for the county and there are sawmills utilizing KY 88, US 31W, and KY 359.

What issues prevent residents from getting where they want to go?

- The east-west corridors are a problem due to narrow lanes, leading drivers to run off the road.
- Metcalfe and Green Counties are doing a good job enhancing connectivity in a similar situation.
- The log trucks in Munfordville are involved in some wrecks.
- A bypass to Horse Cave is needed.

Where is Hart County growing?

- The job growth shown (1,739 additional jobs by 2040) may be low.
- There are currently 200 job openings at Dart, as well as 100 openings and an expansion at Marzetti. There are about 2,900 manufacturing jobs throughout the county.
- The Industrial Authority looked at the old Main Street in Munfordville, near City Street, for a potential fix. There are log trucks using the road now.
- There is sewer and water throughout the county.
- There is more growth out in the county right now, particularly along the Nolin River.
- Housing is increasing, particularly along US 31W, because restrictions for subdivisions have been lightened. Nolin Lake has added 50-60 new houses, but no businesses yet.
- The southwest area of the county has been growing due to the Amish population.

- Farms are being consolidated and some will possibly be converted to solar farms.

What issues prevent the county from growing?

- The Bonnieville interchange area needs infrastructure, including gas, water, and sewer.
- There is sewer in the county along I-65, US 31W, at the Hart County High School, and at the Horse Cave interchange.
- KY 728 to US 31W need to be widened; they are used to travel to the lake and to Mammoth Cave. There are trailers with horses that use these roads as well.
- The aging population and lower birth rate keep the county from growing.

Next Steps

It was noted that following the conclusion of the Hart County meeting, the remaining District 4 county officials meetings will occur throughout September. In March 2018, the project team will reconvene with all of the county officials in District 4 and have a Districtwide “Wrap-Up” Meeting to discuss the outcomes of the study.

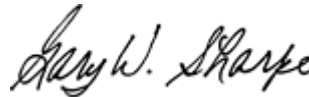
Meeting Minutes

TO: Mikael Pelfrey
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KYTC Central Office
200 Mero Street
Frankfort, KY 40622

Eileen Vaughan
Co-Project Manager for District 4
KYTC Central Office
200 Mero Street
Frankfort, KY 40622

Charlie Allen
Co-Project Manager
KYTC District 4
634 E Dixie Avenue
Elizabethtown, KY 42701

FROM: Gary Sharpe
Project Manager for District 4
Palmer Engineering



DATE: September 20, 2017

SUBJECT: KYTC District 4 Accessibility and Connectivity Studies
Larue County Meeting

The Larue County Officials Meeting was held at the Larue County Courthouse in Hodgenville, Kentucky on September 19, 2017 at 1:30 P.M. EDT. The following individuals were in attendance:

Charlie Allen	KYTC – District 4 Planning
Kevin Young	KYTC – District 4 Planning
Tommy Turner	Larue County
Kenny Devore	City of Hodgenville
Bob Sims	Laure County Economic Development
Gary Sharpe	Palmer Engineering
Ashley McLain	Palmer Engineering

Charlie Allen and Gary Sharpe welcomed everyone to the meeting, noting that the goal was to identify the transportation needs of Larue County to aid in improving mobility between Larue County and adjoining county seats. It was noted that the issues discussed could ultimately be used to develop a needs list used in the SHIFT process. Gary Sharpe added that District 4 served as 1 of 2 pilot districts (District 10 serves as the other pilot district).

It was also noted that, as part of this process, the Kentucky Statewide Travel Demand Model will be updated from the feedback received during the meeting. Changes to the KYSTM will be to reflect what is actually occurring/anticipated in Larue County.

The following summarizes the ensuing discussion:

Where are Larue County residents going for jobs, healthcare, recreation, etc?

- 78% of residents travel outside of the county to work. Of this 78%, approximately 70% travel to Elizabethtown along the Lincoln Parkway (and then may branch out further to Louisville or Fort Knox from there), 10% travel to Bardstown along US 31E, and the remaining 20% travel to Greensburg, Lebanon, Campbellsville, etc.
- 50% of jobs in Larue County are held by out of town residents. These out of town employees are from multiple locations, with the majority from the Hart / Green / Taylor area.
- Larue County is considered the top 1 or 2 underserved counties in the state from a medical standpoint. There is a 1:14,000 doctor to patient ratio in Larue County.
- There is no hospital in Larue County. Most residents go to Hardin Memorial in Hardin County. The largest admittance to Hardin Memorial is from Hardin County, with the second largest admittance from Larue County. Larue County residents tend to be very loyal to Hardin Memorial.
- The EMS goes to Hardin Memorial by default, unless requested otherwise, since it is the closest hospital to any location in the county. The residents in the eastern portion of the county tend to migrate to the hospital in Campbellsville.
- There are two national park sites in Larue County – Lincoln’s birthplace and Lincoln’s boyhood home. The national park at Lincoln’s birthplace sees an annual attendance of approximately 300,000 people.
- Agriculture is still strong in Larue County.
- There is a lot of logging near the Marion / Green / Taylor border.
- Some of the grain grown in the county is being transported to Nelson and Marion Counties to distilleries.
- Larue County has a good school system (ranked in the top 10) and have teachers that come in from other counties. A lot of residents seem to move to the county for the school system, but end up having to drive elsewhere to get a job with the pay they want.
- The school system is probably the largest employer in the county.
- First Nationwide has approximately 300 employees.
- Larue County no longer has a distillery, but the county still has Bourbon Trail traffic.
- Tourism – Lincoln boyhood home and birthplace attract many visitors.
- Larue County has the National Scenic Byway which attracts tourists.

What issues prevent residents from getting where they want to go?

- There needs to be corridor improvement for employment travel. There needs to be an improved route from Hodgenville to Lebanon. There are even some people who travel through Larue County from Hardin County to get to Lebanon.

- Lebanon recruits heavily in the Larue newspaper for jobs.
- It is currently a 45 minute drive to get to Lebanon (“as the crow flies” is approximately 28 miles). It would be an expensive corridor to construct.
- KY 84 is currently a good road (from a surfacing standpoint) but has some geometry issues (winding) that causes the increased travel time to Lebanon.
- If could get an improved route to Lebanon, Danville and Stanford traffic would also be attracted to the corridor because from a distance standpoint, it is much closer.
- There are numerous accidents and high congestion along South Lincoln Boulevard. There is a section that the county would like to see the speed limit reduced from 45 mph to 35 mph.
- The eastern side of South Lincoln Blvd has a nice sidewalk and storm drains, but the west side is difficult for pedestrians.
- There is an aesthetics issue coming in from US 31E where the sidewalks are tore up, and there has been little to no maintenance for years.

Where is Larue County growing?

- An Urgent Care Clinic (Hardin Memorial Branch) is fixing to have a groundbreaking.
- Larue County has plenty of jobs available, but need to be able to attract the workers.
- It is anticipated that there would be growth due to the “Mega Site” in Glendale, Hardin County. This site is just outside of the Larue County limits. Eventually, Larue County would have to be able to provide traffic to the “Mega Site”.
- The population maps shown at the meeting seem reasonable based on recent magistrate redistricting.
- The employment maps seem fairly reasonable. The zone with LGE could be a little low for growth, whereas the zone with the nursing home may be a little high.

What issues prevent the county from growing?

- Larue County seems to suffer from being so close to Elizabethtown. It is hard to attract hotels, restaurants, etc. when Elizabethtown is so close.
- Larue County would like to attract a hotel.
- Larue County thinks more money should be spent to improve access to the national parks. The routes, specifically the middle of the route, needs improvement.
- The county has water lines pretty much throughout the county at this point.
- The city sewer extends beyond the city limits. The sewer could not currently handle a lot of additional growth (for example, the existing system could not handle a large auto plant without an expansion).
- Aesthetics of the roadway is very important to Larue County from a tourism perspective.
- Access to and from the national park sites are important.

Next Steps

It was noted that following the conclusion of the Nelson and Larue County meetings on September 19, 2017, that all of the District 4 county officials meetings will have been



conducted. In March 2018, the project team will reconvene with all of the county officials in District 4 and have a Districtwide “Wrap-Up” Meeting to discuss the outcomes of the study.

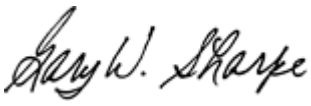


Meeting Minutes

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 Frankfort, KY 40622

Charlie Allen
 Co-Project Manager
 KYTC District 4
 634 E Dixie Avenue
 Elizabethtown, KY 42701

FROM: Gary Sharpe
 Project Manager for District 4
 Palmer Engineering 

DATE: September 20, 2017

SUBJECT: KYTC District 4 Accessibility and Connectivity Studies
 Nelson County Meeting

The Nelson County Officials Meeting was held at the Nelson County Courthouse in Bardstown, Kentucky on September 19, 2017 at 10:30 A.M. EST. The following individuals were in attendance:

- | | |
|----------------|----------------------------|
| Charlie Allen | KYTC – District 4 Planning |
| Kevin Young | KYTC – District 4 Planning |
| Dean Watts | Nelson County Fiscal Court |
| Brad Spalding | Nelson County Fiscal Court |
| John Greenwell | Nelson County Fiscal Court |
| Gary Sharpe | Palmer Engineering |
| Ashley McLain | Palmer Engineering |

Charlie Allen and Gary Sharpe welcomed everyone to the meeting, noting that the goal was to identify the transportation needs of Nelson County to aid in improving mobility between Nelson County and adjoining county seats. It was noted that the issues discussed could ultimately be used to develop a needs list used in the SHIFT process. Gary Sharpe added that District 4 served as 1 of 2 pilot districts (District 10 serves as the other pilot district).

It was also noted that, as part of this process, the Kentucky Statewide Travel Demand Model will be updated from the feedback received during the meeting. Changes to the KYSTM will be to reflect what is actually occurring/anticipated in Nelson County.

The following summarizes the ensuing discussion:

Where are Nelson County residents going for jobs, healthcare, recreation, etc?

- Approximately 30% of Nelson County residents travel to other counties to work.
- Approximately 20% of Nelson County workers travel in from other counties.
- Nelson County residents use the hospital in Nelson County, Hardin County (Hardin Memorial), Jefferson County, and some use the facilities in Fayette County.
- With the exception of the Bourbon Trail, there are not any big recreational activities in Nelson County.
- Some people in the northern end of the county will travel outside to Taylorsville Lake. This is not a significant draw.

What issues prevent residents from getting where they want to go?

- The US 150 bridge and corridor over the Bluegrass Parkway is highly congested. This would be the 1st priority project from the county's perspective.
- The county's 2nd priority project would be a Bypass Connector Road from US 62 to KY 245.
- The county's 3rd priority project would be along KY 245, to the county line.
- The county feels that the first and second project are necessities, but the third project is not necessary at the moment.
- The county feels that a connector between US 62 and the Bluegrass Parkway is not needed. The growth in this area does not seem to be there. Instead, the county feel a better route would be from KY 245 to US 150 North, which would provide better connectivity through the county.
- A major problem is US 150, between the courthouse and McDonald's. There is significant congestion.
- Approximately 40% - 50% of crashes are unreported.

Where is Nelson County growing?

- Nelson County had a population of approximately 43,000 in 2010 and 45,000 in 2017.
- Hardin Memorial is investing millions of dollars into a new facility in downtown Bardstown.
- There should be very little growth shown in the Bloomfield area.
- There were several areas that were noted as having too great of a population change. Some of these areas have no developments or no sewer / no plans for sewer.
- The growth in population in the northeast segment of the county can be reduced by 90%. Very little growth is anticipated in this area.
- Comments were provided on certain zones on the employment and population maps. These maps are attached to the meeting minutes.

- Nelson County has zoning. This zoning should be used to focus on where job and population growth is anticipated.
- The population and employment maps should be looked at in conjunction with the comprehensive map.

What issues prevent the county from growing?

- The 2040 population seems a little high.
- It is anticipated that there will be a shortage of homes in Nelson County in the next 5 – 8 years. This is due to lack of sewer and natural gas in the outer rural areas. There is already some shortage in housing. What can Nelson County do to fix this?
- There will be obstacles to overcome in order to reach the mid-50k population level.
- There is no sewer or gas south of the Bluegrass Parkway.

Next Steps

It was noted that following the conclusion of the Nelson and Larue County meetings on September 19, 2017, that all of the District 4 county officials meetings will have been conducted. In March 2018, the project team will reconvene with all of the county officials in District 4 and have a Districtwide “Wrap-Up” Meeting to discuss the outcomes of the study.



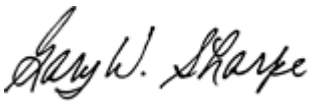
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 200 Mero Street
 Frankfort, KY 40622

Charlie Allen
 Co-Project Manager
 KYTC District 4
 634 E Dixie Avenue
 Elizabethtown, KY 42701

FROM: Gary Sharpe
 Project Manager for District 4
 Palmer Engineering



DATE: September 25, 2017

SUBJECT: KYTC District 4 Accessibility and Connectivity Studies
 Marion County Meeting

The Marion County Officials Meeting was held at the Marion County Courthouse in Lebanon, Kentucky on September 15, 2017 at 10:00 A.M. EDT. The following individuals were in attendance:

- | | |
|-----------------|--|
| Charlie Allen | KYTC – District 4 Planning |
| Kevin Young | KYTC – District 4 Planning |
| David Daugherty | Marion County Fiscal Court |
| Tom Lund | Marion County Economic Development Authority |
| Scott Spalding | Marion County Board of Education |
| Jimmy Mudd | Marion County Water District |
| John Thomas | City of Lebanon |
| John Thompson | City of Lebanon |
| Gary Sharpe | Palmer Engineering |
| Eric Fischer | Palmer Engineering |

Charlie Allen and Gary Sharpe welcomed everyone to the meeting, noting that the goal was to identify the transportation needs of Marion County to aid in improving mobility between Marion County and adjoining county seats. It was noted that the issues discussed could

ultimately be used to develop a needs list used in the SHIFT process. Gary Sharpe added that District 4 served as 1 of 2 pilot districts (District 10 serves as the other pilot district).

It was also noted that, as part of this process, the Kentucky Statewide Travel Demand Model will be updated from the feedback received during the meeting. Changes to the KYSTM will be to reflect what is actually occurring/anticipated in Marion County.

The following summarizes the ensuing discussion:

Where are Marion County residents going for jobs, healthcare, recreation, etc?

- Around 45% of the people in Marion county commute to another county to work. The main places where workers commute are Louisville, Lexington, and Bardstown. Louisville has the Ford plant, however, people also work lots of other places there.
- About 40% of the people working in Marion County commute in from other counties. The percentage is nearly the same as those that commute out to work, but the counties they come from are different. Workers primarily come in from Green, Taylor, and Casey Counties.
- The large employers in Marion County are primarily automotive component manufacturers that serve the automotive industry. They serve a variety of automobile manufacturers in various cities. Marion County has 650 trucks per day serving Ford and Toyota in Louisville and Georgetown. There are also shipments to Bowling Green (General Motors) and Murfreesboro (Nissan).
- Because of the Just-In-Time-Delivery system that the automotive industry uses, the trucking companies are very sensitive to the condition of trucking routes. The main routes that affect Marion County are KY 55, US 68, KY 555, US 150, and KY 49.
- A new school on KY 84 has changed traffic patterns. There have been accidents and there is suspicion as to whether the two may be related.
- Marion County High School (947 students) is on US 68 just east of the center of Lebanon. This extended campus is shared with the Marion County Area Technology Center (enrollment unknown), Lebanon Middle School (454 students), and Glasscock Elementary School (434 students).
- St. Charles Middle School is on KY 327 between KY 84 and KY 49. Its enrollment has increased from 250 last year to 476.
- West Marion Elementary School (429 students) is on KY 49 close to Loretto.
- Lebanon Elementary School (388 students) is on US 68 SW of the center of Lebanon. Marion County is getting ready to close Lebanon Elementary.
- Calvary Elementary School (250 students) is on KY 208 south of Lebanon. Marion County is constructing a new Calvary Elementary at the same location and it will have a capacity of 400 students.
- The industrial park employees 1300 people.
- The hospital in Marion County does many outpatient procedures, so people drive in and leave.
- There are two nursing homes in Lebanon and one in Loretta.

- In Kentucky, people live where they want to live and then work where they have to work to pay for it.
- The connectivity boundaries are the Bluegrass Parkway and the Cumberland Parkway. Not many people are going to Harrodsburg to work at Hitachi.

What issues prevent residents from getting where they want to go?

- Lebanon needs the Campbellsville Bypass because trucks going south on US 68 are held up at the left turn in Campbellsville. Even though the Campbellsville Bypass would not be in Marion County, it would really help the truck traffic to and from the factories in Marion County.
- More maintenance money is spent on KY 84 for slides than for other roads in Marion County.
- There are concerns on KY 52, from KY 49 to the Makers Mark distillery, because the road is narrow with minimal shoulders and if you meet a truck, it is dangerous.
- KY 49 needs improvements because of all the traffic to Louisville.
- A Southside Bypass would be a big asset to Lebanon. Continue the Bypass around to US 68 to the east.

Where is Marion County growing?

- ITG off Mercer Avenue has the potential to add 150 employees.
- The jail population is booming. Marion County has 340 inmates in a jail that has a capacity for only 295. Only 65 of those are locals. There is talk of reopening a prison west of Lebanon that had been closed.
- People are going to be commuting on US 150 to the new auto industry related manufacturing plant in Bardstown.
- A new subdivision south of Lebanon on US 68/KY 55 is planned to have 300 homes.
- The consensus of the group was that the gain of 1,910 jobs by 2040 seems too small.
- The population growth distribution seems correct, but the amount seems too low.
- The recently completed solid waste plan for the county used a population growth rate of 0.879% per year.

What issues prevent the county from growing?

- Broadband internet over Wi-Fi is causing problems with Marion County's police, fire, and EMS radios. The initial switch from analog to digital radios went smoothly. More recent FCC rules have restricted the radio frequency bandwidth available to the emergency radios and allowed broadband internet over Wi-Fi on adjacent frequencies. Since this change went into effect, Marion County has been having problems with the radios used by their emergency services. Marion County needs the KY Wired Initiative for wired broadband to expand into the area and replace the Wi-Fi broadband.

- The county needs improved access and travel times to manufacturing facilities.
- Reduced travel time to just-in-time facilities.
- Marion County is hurt because it is farther away from the interstate than other locations and it has poor access to the interstate.
- Marion County School District is having trouble hiring enough school bus drivers. Drivers are being hired from surrounding counties. Two drivers moved here from Virginia Beach.
- During the recession, the local builders, plumbers, carpenters, electricians, and other tradespeople either left or retired. Now it is hard to find skilled labor.
- The factories need workers trained in robotics and machine tools. Other skilled tradespeople are also needed to build and maintain facilities.
- Marion County is working on getting dual credit from some of the community and technical colleges to prevent students that take these classes in high school from having to retake the same classes for credit in vocational school. This costs the students time and money and it discourages them.
- About 45% of Marion County residents rent. Young people are not buying homes. Marion County does not have enough affordable housing. Most new homes are upscale \$225,000 and up. What is needed is a subdivision of starter homes that young people can afford.

Next Steps

It was noted that following the conclusion of the Marion County meeting, the remaining District 4 county officials meetings will occur throughout September. In March 2018, the project team will reconvene with all of the county officials in District 4 and have a Districtwide “Wrap-Up” Meeting to discuss the outcomes of the study.

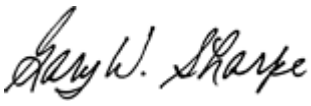


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Charlie Allen
 Co-Project Manager
 KYTC District 4
 634 E Dixie Avenue
 Elizabethtown, KY 42701

FROM: Gary Sharpe
 Project Manager for District 4
 Palmer Engineering 

DATE: September 25, 2017

SUBJECT: KYTC District 4 Accessibility and Connectivity Studies
 Taylor County Meeting

The Taylor County Officials Meeting was held at the Taylor County Courthouse in Campbellsville, Kentucky on September 15, 2017 at 1:30 P.M. EDT. The following individuals were in attendance:

- | | |
|---------------|---|
| Charlie Allen | KYTC – District 4 Planning |
| Kevin Young | KYTC – District 4 Planning |
| Eddie Rogers | Taylor County Fiscal Court |
| Tony Young | City of Campbellsville |
| Ron McMahan | Team Taylor County Economic Development Authority |
| Gary Sharpe | Palmer Engineering |
| Eric Fischer | Palmer Engineering |

Charlie Allen and Gary Sharpe welcomed everyone to the meeting, noting that the goal was to identify the transportation needs of Taylor County to aid in improving mobility between Taylor County and adjoining county seats. It was noted that the issues discussed could ultimately be used to develop a needs list used in the SHIFT process. Gary Sharpe added that District 4 served as 1 of 2 pilot districts (District 10 serves as the other pilot district).

It was also noted that, as part of this process, the Kentucky Statewide Travel Demand Model will be updated from the feedback received during the meeting. Changes to the KYSTM will be to reflect what is actually occurring/anticipated in Taylor County.

The following summarizes the ensuing discussion:

Where are Taylor County residents going for jobs, healthcare, recreation, etc?

- Campbellsville is both an education center and a healthcare center.
- Out of county people make up 42% of the hospital's workforce.
- Out of county people make up 46% of the hospital's admissions.
- Secretary Gill gave a presentation recently that showed 31% of the people working in Taylor county commute in from other counties, primarily Green and Adair and 21% of the residents of Taylor County that work commute to other counties to do so, primarily Marion, Jefferson, and Fayette. The commuting maps are attached to the end of these minutes.
- Industrial prospects looking at Taylor County want to get to I-65.
- Industrial prospects looking at Marion County want to get to I-75.

What issues prevent residents from getting where they want to go?

- Amazon sends 100-150 trucks per day through downtown Campbellsville. The Campbellsville Bypass would help reduce their travel time. The Campbellsville Bypass is also a high priority item for Marion County.
- A northern Bypass leg would provide additional access for the hospital, and could be a development corridor for medical related businesses.

Where is Taylor County growing?

- As shown on the employment map the increase in approximately 4,000 jobs over time looks reasonable.
- From 2012 to 2017 Taylor County had 19 new or expanding industry announcements with \$37.8 million in investments and added 600 jobs.
- Taylor County currently has between 11,500 and 12,000 people employed full time. The 2017 number of 14,877 total jobs may be high if it represents only full time jobs.
- The employment map shows 0 jobs along KY 210, NW of Campbellsville. This number should be increased, as this area has a shopping center with a Wal-Mart.
- The largest employment growth is seen within Campbellsville in the industrial park and hospital.
- There is a possible growth area south of Campbellsville on KY 55.
- Current new business developments, such as hotels, want to be by Wal-Mart and Kroger along KY 210 NW of town.

- If the Campbellsville Bypass is built, then there will probably be development along that road.

What issues prevent the county from growing?

- Amazon would like to see KY 210 improved, but will not put this in writing because they do not want it to be called the Amazon Highway. Amazon might build a new 1 million square foot warehouse if KY 210 was in better shape, but we cannot get them to say so in writing. KY 210 is not a state priority due to budgetary constraints, but if a number of industries would go on record saying they need it upgraded, then maybe it would become a priority. Unfortunately, they do not want to go on record.
- Amazon has asked if KY 555 could be extended from the Bluegrass Parkway up to I-64.
- Many places in the county do not have city water and it is uneconomical to extend the lines. Rock is close to the surface so it is relatively expensive per foot to lay the lines. Because the houses are very spread out there is no way for the city to recoup the expense of laying the lines and the homeowners cannot afford it. This stifles development.
- Taylor County taxes are low, and while that can maintain the infrastructure they have, it does not allow for expanding the infrastructure in anticipation of future growth.
- Taylor County had a chicken processing plant interested in bringing 250 jobs to Campbellsville right after Union Underwear left. They could have used the building as well as plenty of water (generating business for the water treatment plant). However, their process would generate effluent with more organic load than the sewage treatment plant could handle. The upgrade was more than Taylor County could afford with the current tax structure.
- Availability of broadband internet prevents some growth. Businesses do not want to come because of the speed of the internet. The Kentucky Wired Initiative should help the broadband access.
- KY 55 and KY 210. Trucking companies turn down contracts in Taylor County because they can make money easier on a 4-lane highway or in urban areas. Trucking companies refer to KY 210 as a “Pig Path.” KY 55 is a nicer road, but it is still not 4-lane. When industries look for a site, they have a clipboard and a stopwatch and mark down every traffic light they have to go through as well as any place they cannot maintain 55 mph between the interstate and the potential factory site. The current gold standard is no more than 5 miles or 5 minutes. This leads to Marion County wanting the Campbellsville Bypass more than Taylor County does. Their trucks are slowed down going through Campbellsville. Marion County coordinates a lot with Taylor County.
- Big national site selection consultants steer companies away from Taylor County because no interstate highways run through the county.
- Taylor County does not have rail access. Korean prospect was interested in Taylor County, but went to another county that gave them land next to I-65 with rail access.
- Kentucky has high numbers of prescriptions per employee compared to companies on the west coast. This adds to a company’s health care costs.

- Taylor County has a shortage of workers, but it is a function of pay. Campbellsville had one employer that could not find enough employees so they increased what they were paying to nearly double and 50 workers came back from Marion County.
- Taylor County is investing in vocational training and workforce development with the Work Ready Skills Initiative. In Taylor County, we train 557 students and 180 adults annually.

Next Steps

It was noted that following the conclusion of the Taylor County meeting, the remaining District 4 county officials meetings will occur throughout September. In March 2018, the project team will reconvene with all of the county officials in District 4 and have a Districtwide “Wrap-Up” Meeting to discuss the outcomes of the study.