

3 GOALS AND PERFORMANCE MEASURES

The KFP serves as an independent document that supports the implementation of the commonwealth’s LRSTP. The KFP’s goals are consistent with the LRSTP’s goals and objectives and the goals of the National Freight Policy. In addition to the goals, the KFP identifies a set of objectives and performance measures that articulate KYTC’s freight investment priorities to help define freight system investment needs and identify the desired future performance of the system.

3.1 2014 LONG-RANGE STATEWIDE TRANSPORTATION PLAN GOALS

In 2013-2014, KYTC undertook a significant effort to engage Kentuckians to develop an overall transportation vision and goals for Kentucky’s future. Through input from the public and focus groups, the LRSTP identified the following vision for Kentucky’s future transportation system:

A well-maintained, multimodal transportation system that delivers safe and reliable trips which improve Kentucky’s quality of life.

To support this vision, two unique sets of goals were established: project goals and process goals. Project goals are used to measure the effectiveness of proposed system improvements. Process goals set performance standards for methods and practices to be used to deliver improvements and to maintain the system. These goals were established for both passenger and freight transportation, and they are shown in **Table 3-1**. Therefore, the KFP has adopted these same goals. This will reinforce the long-term viability and implementation of the LRSTP and KFP as they support Kentucky’s transportation vision.

Table 3-1: LRSTP and KFP Project and Process Goals

| Project Goals |
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| Providing a safe and secure system |
| Maintaining and improving existing infrastructure on a continual basis |
| Ensuring dependable, effective and efficient facilities |
| Improving local, regional and global connectivity and access |
| Including all appropriate modes of transportation within a fully-integrated system |
| Process Goals |
| Dependable access to markets, jobs and resources |
| Consideration of human and natural resources |
| Efficient and flexible use of available resources |
| Transparent decision-making processes |

3.2 ALIGNMENT WITH NATIONAL FREIGHT POLICY GOALS

The KFP goals were established after reviewing the National Freight Policy goals from MAP-21. By focusing on these national goals, the KFP can be used to serve as a framework for future (federally required) performance measure development.

Goals in the National Freight Policy established in 23 U.S.C. 167

1. Improving the contribution of the freight transportation system to economic efficiency, productivity, and competitiveness
2. Reducing congestion on the freight transportation system
3. Improving the safety, security, and resilience of the freight transportation system
4. Improving the state of good repair of the freight transportation system
5. Using advanced technology, performance management, innovation, competition, and accountability in operating and maintaining the freight transportation system
6. Reducing adverse environmental and community impacts of the freight transportation system

Table 3-2 demonstrates the alignment of Kentucky's LRSTP and KFP goals with the National Freight Policy goals.

Table 3-2: Alignment of KFP Goals with National Freight Policy Goals

| KFP Goals | National Freight Policy Goals | | | | | | |
|--|-------------------------------|------------------------------|----------------------|---------------------|------------------------------|---------------------|---------------|
| | Economic Competitiveness | Safety, Security, Resiliency | State of Good Repair | Advanced Technology | Performance & Accountability | Economic Efficiency | Environmental |
| Project Goals | | | | | | | |
| Providing a safe and secure system | | X | | X | | | |
| Maintaining and improving existing infrastructure on a continual basis | X | X | X | | X | | |
| Ensuring dependable, effective and efficient facilities | X | X | X | | X | X | |
| Improving local, regional, and global connectivity and access | X | | | | X | X | X |
| Including all appropriate modes of transportation within a fully-integrated system | X | X | X | | X | X | X |
| Process Goals | | | | | | | |
| Dependable access to markets, jobs, and resources | X | X | | | | X | |
| Consideration of human and natural resources | | X | | | | | X |
| Efficient and flexible use of available resources | | X | | X | X | X | X |
| Transparent decision-making processes | | | | | X | | |

3.3 OBJECTIVES AND PERFORMANCE MEASURES

The KFP identifies a set of objectives that articulate KYTC's freight goals, help define freight system investment needs, and identify the desired future performance of the freight network. Specifically, performance measures can be used to quantifiably assess freight infrastructure investment. In addition, performance measures can be used to increase communication with the general public, freight stakeholders, and elected officials. Internal to KYTC, performance measures can serve three specific purposes:

PLANNING: Performance measures can be used as a tool to evaluate proposed projects and scenarios to gauge their effectiveness in achieving the KFP's goals. These high-level metrics can create an evaluation of alternatives.

IMPLEMENTATION: Performance measures can be used as a tool to emphasize KFP goals within the policy development, budgeting, programming, and project selection processes. For example, the measures might assist decision-makers in the project selection process by providing metrics about their potential effectiveness.

ACCOUNTABILITY: Performance measures can be used as a tool to facilitate tracking and reporting KYTC's progress in achieving the KFP's goals to support accountability for plan implementation and results.

Performance measures are a tool to achieve the plan, not a grade. They must be applied to something within KYTC's control—otherwise a performance measure has no value and only presents a risk of KYTC being held accountable for results it cannot influence. The potential performance measures listed below are tied to quantitative information where available. They are intended to guide future investment decisions and can also be used to assess the progress of the KFP's implementation. A guiding principal in developing performance measures is that they utilize existing performance data and leverage current (or planned) data collection activities.

In addition to the performance measures, indicators are identified. Indicators are important data points to monitor the status of the freight system; however, they are outside of the control of KYTC. The performance measures and indicators will be further defined in forthcoming planning activities by KYTC. Additionally, the FHWA continues to develop national management standards for the NHS, which encompasses a large portion of Kentucky's freight transportation system. The KFP goals, objectives, performance measures, and indicators are listed in **Table 3-3**. Each measure is designed to track progress towards a pre-determined target.

Table 3-3: KFP Goals, Objectives, Performance Measures, and Indicators

| Goal 1: Providing a safe and secure system | |
|---|---|
| Objectives | Performance Measures |
| <ul style="list-style-type: none"> ■ Reduce rates of crashes, injuries, and fatalities involving freight-carrying vehicles on the highway network ■ Provide adequate truck parking availability | <ul style="list-style-type: none"> ■ Commercial vehicle crash rate ■ Grade crossing crash/incident rate |
| | <p>Indicators</p> <ul style="list-style-type: none"> ■ Number of public truck parking spaces ■ Railroad incidents/near-misses ■ Inland waterway crashes/incidents ■ Aviation crashes/incidents ■ Change in tonnage/value/miles ■ Resiliency - recovery |
| Goal 2: Maintaining and improving existing infrastructure on a continual basis; Ensuring dependable, effective and efficient facilities | |
| Objectives | Performance Measures |
| <ul style="list-style-type: none"> ■ Keep Kentucky's state highway pavement, bridges, and highway-related assets in good condition ■ Assist modal partners in achieving state-of-good repair for aviation, riverports, rail, and navigable waterway infrastructure ■ Maintain a program of public, highway-rail at-grade crossing evaluations | <ul style="list-style-type: none"> ■ Percent of structurally deficient bridges on freight network ■ Percent of freight network meeting pavement condition targets ■ Number of weight-restricted bridges on the freight network ■ Number of vertical restrictions on the freight network ■ Congestion of the freight network (level of service or volume/capacity) ■ Reliability (buffer index/planning index) |
| | <p>Indicators</p> <ul style="list-style-type: none"> ■ Percent of publically-owned airports meeting the commonwealth's standards ■ Rate of dredging ■ Condition of locks and dams |
| Goal 3: Improving local, regional and global connectivity and access; Including all appropriate modes of transportation within a fully-integrated system; Dependable access to markets, jobs and resources | |
| Objectives | Performance Measures |
| <ul style="list-style-type: none"> ■ Improve the efficiency of freight transportation and the capacity of freight-related infrastructure throughout Kentucky ■ Improve freight network access ■ Address bottlenecks on the freight network ■ Improve access to freight generators, including energy activity areas and freight-related businesses | <ul style="list-style-type: none"> ■ Congestion on intermodal connectors and roads leading to major energy/manufacturing centers ■ Pavement and bridge ratings on intermodal connectors and roads leading to major energy/manufacturing centers ■ Reliability on intermodal connectors |

| Goal 4: Consideration of human and natural resources | |
|---|---|
| Objectives | Performance Measures |
| <ul style="list-style-type: none"> ■ Reduce the environmental impacts of building, maintaining, and operating Kentucky’s transportation system | <ul style="list-style-type: none"> ■ MPO air quality ratings |
| | Indicators <ul style="list-style-type: none"> ■ Number of freight crashes that require environmental cleanup ■ Change in freight ton-miles ■ Change in freight tonnage movement by mode |
| Goal 5: Efficient and flexible use of available resources; Transparent decision-making processes | |
| Objectives | Indicators |
| <ul style="list-style-type: none"> ■ Minimize congestion on the freight network ■ Minimize the time the freight network suffers interruption from an incident | <ul style="list-style-type: none"> ■ The percentage of miles on freight network in an uncongested condition ■ Hours of downtime on freight network resulting from incidents |