

## ***Vision, Mission and Goals***

The Kentucky Transportation Cabinet (KYTC) is charged with the task of providing a safe and environmentally sound transportation system as reflected in the Cabinet's Mission Statement below. As a state agency, we must satisfy our customers. For the Kentucky Transportation Cabinet, this translates into listening to their needs so that we can effectively meet their expectations. Following this course, we have learned our customers expect safer roads, smoother pavements, and improved traffic flow across the Commonwealth.

### **Cabinet's Vision**

*Working together to lead the Southeast in providing a transportation infrastructure and transportation services for the 21<sup>st</sup> century that deliver new economic opportunities for all Kentuckians.*

### **Cabinet's Mission**

*To provide a safe, efficient, environmentally sound and fiscally responsible transportation system that delivers economic opportunity and enhances the quality of life in Kentucky*

In preparation for the *Long-Range Statewide Transportation Plan*, the Kentucky Transportation Cabinet reviewed and considered several basic documents, guiding principles and a visioning process to assist in the development of the goals and objectives for this long-range plan and to set the direction for Kentucky's transportation system over the next twenty-five years. Those documents and findings are listed and detailed below.

- ⇒ **FEDERAL HIGHWAY ADMINISTRATION "MOVING AHEAD" REPORT** – A report, prepared by the Federal Highway Administration (FHWA) in February 2001, found that the public has substantial dissatisfaction with travel delays due to heavy traffic and expects continuing efforts to improve highway safety and pavement conditions. This report recommends smarter road management and operation and asserts that building more highways is a lower public priority.
- ⇒ **FEDERAL HIGHWAY ADMINISTRATION STRATEGIC GOALS** – At the federal government level, the FHWA has embraced the public's desires to improve safety, upgrade pavement conditions, and improve traffic flow as critical elements of the national highway program strategy. FHWA has included these elements in its "Vital Few" strategic goals.

- ⇒ **KENTUCKY TRANSPORTATION CABINET (KYTC) STRATEGIC PLAN** – In conjunction with the Cabinet's Vision and Mission Statement, KYTC has adopted four major goals and a set of objectives by which the KYTC plans to meet these goals. The Strategic Plan identified the following four major goals:
- *Improve Mobility and Access*
  - *Deliver Economic Opportunities*
  - *Continually Improve Organizational Performance*
  - *Strengthen Customer and Stakeholder Relationships*
- ⇒ **TRANSPORTATION EQUITY ACT for the 21<sup>st</sup> CENTURY (TEA-21) PLANNING FACTORS** – Section 135(c) of the federal transportation reauthorization legislation required that each state carry out a transportation planning process that provides for consideration of projects and strategies that address seven planning factors as follow:
- ✓ *Support economic vitality*
  - ✓ *Increase safety and security for motorized and non-motorized users*
  - ✓ *Increase accessibility and mobility for people and freight*
  - ✓ *Protect and enhance the environment and improve the quality of life*
  - ✓ *Enhance the integration and connectivity of the transportation system, across and between modes for people and freight*
  - ✓ *Promote efficient system management and operation*
  - ✓ *Emphasize the preservation of the existing transportation system*
- ⇒ **SAFE, ACCOUNTABLE, FLEXIBLE AND EFFICIENT TRANSPORTATION EQUITY ACT: A LEGACY FOR USERS (SAFETEA-LU)** – The current federal transportation reauthorization act was passed in August 2005, and reaffirmed the planning factors from TEA-21 as stated above. However to place more emphasis on safety and security, SAFETEA-LU separated the second planning factor into two factors as shown below:
- *Increase the safety of the transportation system for motorized and nonmotorized users*
  - *Increase the security of the transportation system for motorized and nonmotorized users*

- ⇒ **REGIONAL GOALS AND OBJECTIVES** – Each of the fifteen Area Development Districts (ADDs) and the nine Metropolitan Planning Organizations (MPOs) in Kentucky maintains a Transportation Committee composed of locally elected officials, various transportation providers and users, public citizens, and KYTC Highway Department District Staffs. These committees meet at least bimonthly to identify transportation needs, analyze data, and develop projects. The transportation committees develop a vision for their specific region. Each ADD and MPO then develop broad direction-setting goals and objectives for their region's transportation system, based on the long-range vision for their specific region and the vision and goals of the KYTC. The identification and prioritization of projects are then based on and measured against these goals. KYTC reviewed, considered, and incorporated these concepts into the goals of the Long-Range Statewide Transportation Plan.

Several similarities were apparent when reviewing the goals and objectives for all 24 regional planning organizations – to promote and encourage:

- ✓ **Safe** movement of people and goods
- ✓ **Access** and connections from communities to regional transportation networks
- ✓ **Economic** development and tourism
- ✓ **Utilization** of other modes - air, bikeway, pedestrian, public, rail, and water transportation
- ✓ **Opportunity** for public input

- ⇒ **VISIONING PROCESS (User/ Modal groups)** – In preparation for the development of the current Statewide Transportation Plan, the KYTC invited 25 stakeholders with backgrounds and interests ranging from economic development to the various transportation modes to provide input into the development of a twenty-five year vision of Kentucky's transportation system. These participants, including public and private representatives, the regional planning agencies, several Kentucky State Government Agencies, FHWA, and several statewide transportation organizations representing all transportation modes met to brainstorm the most important areas of consideration for a long-range transportation vision. The group focused on identifying the values and goals for Kentucky's transportation system and then considered how they related to the Cabinet's strategic goals and the planning factors as set out by TEA-21 – the federal reauthorization legislation. The work of this focus group resulted in a set of priorities very similar to those already mentioned:

- ✓ Decrease congestion
- ✓ Improve safety
- ✓ Maintain the current system or the existing transportation infrastructure

As a result of the Cabinet's comprehensive effort noted above, the following goals have been developed to guide Kentucky's transportation system and project selection over the next twenty-five years and provide the policy direction for Kentucky's 2006 Update of the *Statewide Transportation Plan*.

## Goals and Objectives of the *Kentucky Long-Range Statewide Transportation Plan*

### Safety and Security

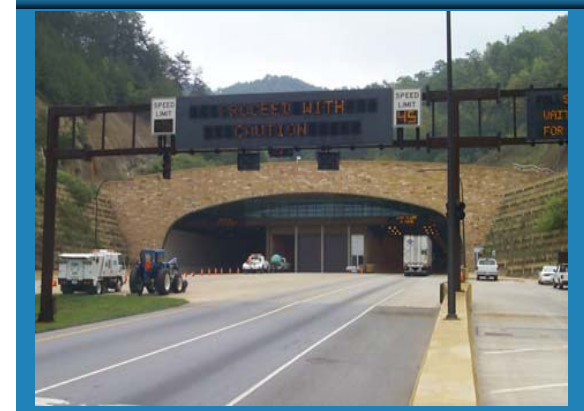
Improving safety and security remains the public's highest concern for Kentucky's transportation system. Coordination among all agencies is necessary to address the many factors related to improving safety and security. Some of those factors include: increasing the use of safety equipment, improving driver skills and driver awareness, improving road and pavement conditions, decreasing congestion through innovative traffic control methods, monitoring and addressing roadway conditions under inclement weather conditions, deployment of Intelligent Transportation Systems (ITS) to facilitate traffic flow, and increasing communication to the public. All of these factors also serve to increase the security of our transportation systems.

Crashes on Kentucky's roadways have increased from 127,653 in 1995 to 128,685 in 2005. Fatalities have also increased from 856 in 1995 to 985 in 2005, although the number of fatalities declined sharply in 2006 to 913. If this twenty-year trend continues, Kentucky can expect crashes to reach a level of about 150,000 and fatalities to reach a high of 1250 in the year 2025.

Therefore, Kentucky must focus on highway improvement priorities and develop more aggressive efforts to decrease the number of fatalities and injuries, minimize response times to crashes and other emergency situations, increase the safe traffic flow, protect the security and ensure the safety of Kentucky's transportation infrastructure.



### Hazmat Identification for Cumberland Gap Tunnel





## System Preservation

KYTC has invested billions of dollars in building and enhancing roads, bridges, airports, transit facilities and other elements of the transportation system. However, sufficient maintenance and improvements are required to keep these assets operating efficiently, extend their useful life, and delay the substantial cost of reconstructing or replacing them.



Since 2002, more of Kentucky's highway pavement is in "fair or poor" condition than is in "good" condition. Kentucky has not sustained a sufficient investment to maintain the 60% of "good" condition pavements that was preserved through the 1990s.

Around 1997 the percentage of roads having a "good" rating began to decrease. With the deterioration of our roadways and the continuing increase in the vehicle miles traveled, we have also seen a dramatic increase in the number of fatalities on Kentucky's roadways.

Kentucky must aggressively invest more funding and efforts in the maintenance and preservation of the transportation infrastructure to provide an acceptable level of service for present and future traffic volumes. Kentucky must increase its emphasis on preservation of all modal systems and encourage multimodal use and opportunities. The state must also identify, develop, and preserve a system of strategic transportation corridors as a focal point for improvement of the Kentucky transportation system with less focus on the expansion of the existing system, thus following long-range planning for the state system.



## **Economic Opportunity and Mobility**

Kentucky's economy prospered between the early 1990s and 2004 making considerable progress toward reducing poverty and increasing access to information technology during this period. Our poverty rate fell slightly from 19 percent in 1989 to 17.7 percent in 2004. The per capita personal income rose from \$18,514 in 1994 to \$27,151 in 2004, approximately \$8,600 per capita over the ten-year period, reflecting an average annual growth rate of 4.66 percent, compared to the national average annual growth rate of 4.63 percent. Manufacturing remains Kentucky's largest industrial sector with 19.8 percent of Kentucky's gross state product in 2004, although this sector has declined from 27.8 percent in 1997 as a percentage of Kentucky's economy.



Considering Kentucky's geographic location as a crossroads state, its natural features, human resources, and existing infrastructure, it is clear that an efficient, interconnected transportation system is key to its economic prosperity, and enabling the state to fully capitalize on the New Economy of the 21<sup>st</sup> Century. The state has taken many positive steps to help realize this full potential, but there are some challenges that must be overcome in order to increase its ability to compete in the national and global economies.

Kentucky's interstate highway and parkway systems, rail network, airports, and riverports provide the primary infrastructure for long-distance movement of goods from New Orleans to Florida, to the northeast and Canada, and from the eastern seaboard to the western United States and Mexico. Strategic investments to expand today's transportation system and improve access to and from riverports, airports, rail facilities, intermodal facilities, major freight distribution points, and military installations will only provide for increased freight movement and strengthen Kentucky's economy, creating more jobs for Kentucky's residents in the future.