

Air Transportation

Kentucky has five major air carrier airports providing scheduled passenger and freight service, including two International Airports, located at Erlanger (Northern Kentucky) and Louisville. Fifty-five regional or city airports are located throughout the state providing commuter, private passenger and cargo services. Approximately 21 million passengers and over 4.5 billion pounds of freight are handled annually through Kentucky's airports.

Kentucky also has two airports which serve major hub operations including Comair and Delta at the Northern Kentucky International Airport and United Parcel Service (UPS) operating its major international hub at the Louisville International Airport. Louisville International-Standiford Field was ranked as having the third largest amount of cargo (domestic and foreign) landing by aircraft dedicated to freight transportation in 2006. The annual service volumes of the major air carrier airports are indicated below.



Annual Service Volumes of Major Commercial Airports		
Airport	Number of Passengers (2006)	Pounds of Freight Handled (2006)
Cincinnati/No. Ky. International	16,245,000	95,456,000
Louisville	3,663,000	4,372,564,000
Lexington	1,025,600	500,780
Paducah	52,848	41,919
Owensboro	9,312	NA

Source: Kentucky Department of Aviation

Kentucky's airport needs at this time total approximately \$200 million, including airport construction projects and operational enhancements. Improvements at the major commercial airports are not included in this total since such improvements would be dependent upon major discretionary funding. Kentucky funds the aviation program with up to \$10 million annually from the Kentucky Airport Development Fund (KADF), whose revenues are derived from a portion of the sales tax levied on the sale of jet fuel. These funds are used primarily to match Federal Aviation Administration (FAA) funds.

Aviation projects are selected based on the following priorities:

- ✈ Match federal grants
- ✈ Enhance safety
- ✈ Meet legislative mandates
- ✈ Promote economic development
- ✈ Other

During 1998, Kentucky completed its last major update to the Kentucky Aviation System Plan (KASP), which is incorporated in this Plan by reference.



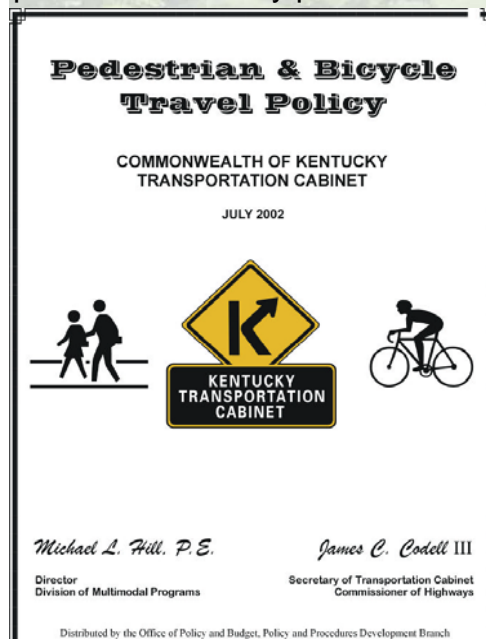
The KASP provides a guide for developing, maintaining, and promoting airports in Kentucky, with an emphasis on General Aviation Airports. The Plan, which recommends airport development projects over a 20-year planning period, is not scheduled for update at this time, but is typically updated on a ten-year cycle

Bikeways and Pedways

The bicycle and pedestrian transportation systems are concentrated largely in Kentucky's metropolitan areas, although this system is expanding into Kentucky's rural and recreational regions as well. The bicycle transportation system is composed of shared roadways (bicycle and motorized vehicles share the roadways), bicycle lanes (a part of the roadway) or multiuse paths (bicycle and pedestrian), and bicycle paths (separated from the roadway). Kentucky has designated a series of statewide bicycle routes, which are mapped and also provide guidance for bicycle travel. Most of the metropolitan areas in Kentucky also have their own bicycle plans, as do many regional and local planning agencies.



The KYTC also has designated a full-time Pedestrian and Bikeway Coordinator to coordinate and ensure that all pedestrian/bikeway policies are implemented and updated.



Kentucky developed and adopted a Pedestrian and Bicycle Travel Policy in 2002 which provides policy and guidelines for incorporating pedestrian and bicycle facilities on all new or reconstructed state-maintained roadways and also requires accommodating bicycle and pedestrian transportation when planning the resurfacing of roadways, including shoulders. Kentucky plans to update this policy plan during 2007.

The Pedestrian and Bicycle Travel Policy Plan has been incorporated into this document by reference.



Public Transportation

Kentucky has 21 rural public transportation services located throughout the state and eight city bus/transit systems. Kentucky's urban bus systems provide service for approximately 21 million urban transportation passengers annually.

Since 1999, Kentucky has implemented a regional coordinated human service delivery program in an effort to coordinate the funding and the services for the various human service transportation systems throughout the state. The coordinated transportation delivery program consists of 15 service regions, providing transportation services for all 120 counties. Kentucky's regional coordinated transportation system provided over 2.6 million trips in 2006 for the purpose of non-emergency medical transportation, including providing transportation services for almost three million elderly and handicapped passengers annually.



Railways

Rail service in Kentucky is provided through 2,790 miles of railroad track, including 2,262 miles of Class 1 track. Four major, one regional, and nine short line railroads operate in Kentucky, including CSX, Norfolk Southern, Canadian National Railway Company, and the Paducah and Louisville Railway.

Kentucky is home to six intermodal facilities. The rail industry in Kentucky transported 283 million tons of cargo in 2004. In 2005, over 7,000 passengers passed through Kentucky's four Amtrak stations, located at Ashland, Maysville, South Shore and Fulton.

In 2002 the Kentucky Transportation Cabinet updated the Kentucky Statewide Rail Plan (KSRP), which is incorporated into this Plan by reference. The KSRP identified system-wide strategies and policies, developed specific goals and objectives for this system, and provided a vehicle to identify future rail issues to meet Federal Railroad Administration requirements for federal funding, as it may become available.

The goals established through the preparation of this Rail Plan are as follows:

- Preserve the existing rail system to the extent the Kentucky Transportation Cabinet can influence the largely privately owned and operated Kentucky Rail System.
- Support economic development by providing Kentucky's rail system connectivity to the national rail system and Kentucky's transportation system.
- Strengthen customer relationships with the rail industry through coordination and cooperation in the transportation planning process.
- Enhance rail transportation safety and convenience to ensure mobility and access.

Kentucky does not currently have a source of funding to implement specific rail improvement projects. However, the specific action plan identified for each of the above goals does provide long-range direction for policy and program activities for rail transportation in Kentucky.

Waterways

There are more miles of navigable inland waterways in Kentucky than in any of the contiguous states in the United States. Kentucky has 1,090 miles of navigable waterways, second only to Alaska in the US and a total of 49,100 miles of rivers, creeks, streams, and tributaries. The Ohio River alone flows 664 miles along the northern border of Kentucky.

The freight movement through Kentucky's nine public riverports and over 160 private terminals in the Ohio River Basin represents 25 percent of the nation's waterborne commerce. Four of Kentucky's public riverports have been included in the Latin America Trade and Transportation Study as key riverport locations for trade. Kentucky's riverports offer transloading equipment, storage facilities, and access to rail and major highway corridors, placing products within one day's ground transportation of



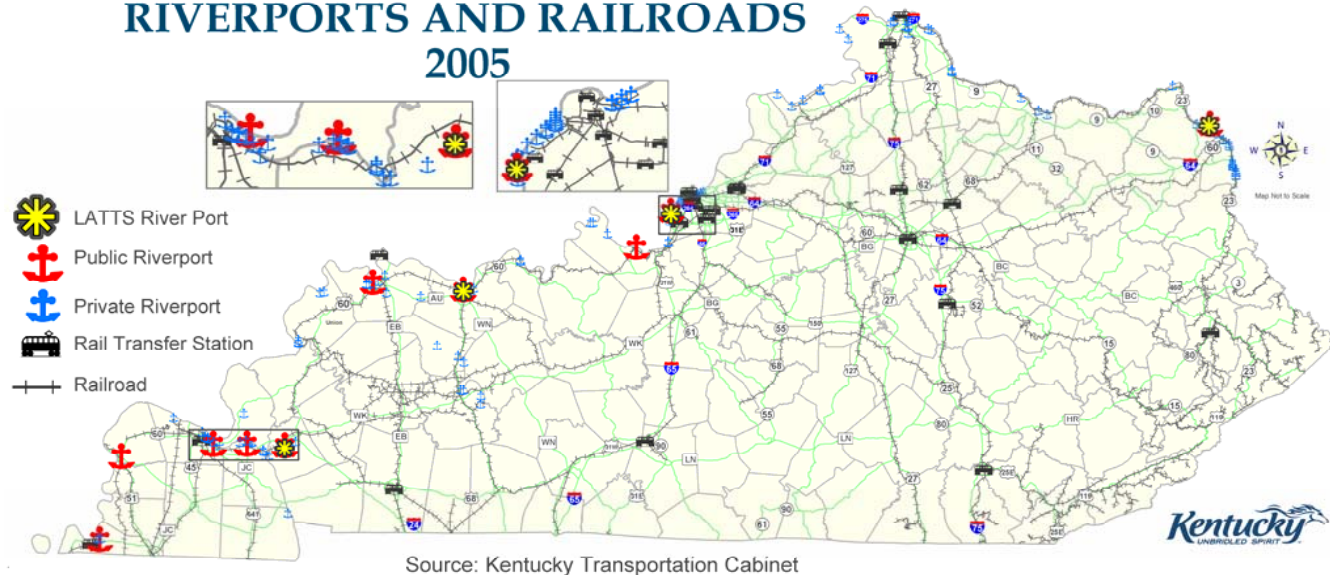
65 percent of the U.S. population. Some Kentucky riverports also offer value added services, such as the Paducah Riverport in western Kentucky. The total domestic waterborne commerce in Kentucky each year exceeds 90 million tons, with a value of over \$10 billion.

There are also ten ferry operations located in Kentucky, two of which are operated by the state and eight are operated by private operators.

In 1999 the *Kentucky Water Transportation Corridors, Public Riverport Development, and Intermodal Access Study* was completed. This study was mandated by the Kentucky General Assembly to determine the development and intermodal access needs of the public riverports. Specific capital and access needs were identified for each public riverport.



RIVERPORTS AND RAILROADS 2005



Although no state funds have been provided for port projects in Kentucky, KYTC does evaluate the highway access to riverports and rail lines, from which specific projects are developed and included in the Unscheduled Projects List for consideration of future funding and possible implementation.

A subsequent study on Kentucky's Public Riverports and Waterways was completed in 2004 which identified public riverport issues and the economic impact of the riverports, as well as identifying some long-range funding scenarios.