

0.0 Executive Summary

Transportation is the way we move people and things from one place to another. The environment, education, economy, health care, and the time we enjoy with our families and friends are all, to varying degrees, affected by and dependent upon our transportation system. A safe and reliable transportation system is vital to Kentucky's future economic growth, national competitiveness and overall quality of life.

To provide a safe and reliable transportation system for the next twenty years, state and regional transportation planning must be both coordinated and comprehensive. The development of an effective transportation plan must take into consideration Kentucky's unique geographic and demographic challenges as well as evolving transportation systems and the demands of the 21st Century.

The *2014 Long-Range Statewide Transportation Plan (LRSTP)* provides a basis for meeting the vision for Kentucky's transportation system over the next twenty years by clearly identifying goals, policies and needs as well as the necessary analysis tools. This Plan sets the table for the future of Kentucky's transportation system. The full meal with all its amenities will need to be prepared through the concerted efforts of the KYTC, United States (U.S.) Congress, the Kentucky General Assembly, local governments, stakeholders and the citizens.

The 2014 LRSTP serves as a resource for statewide organizations, policymakers, and local communities to use as a way to understand the initiatives, priorities, and strategies needed to lead Kentucky's present transportation system toward the year 2035. A dynamic global economy, rapidly developing technologies, security concerns, congestion and safety issues, coordinated land

use, limited funding and escalating costs are some of the most significant factors considered in the development of this Plan.

While the KYTC cannot foresee all challenges Kentucky's transportation system will encounter over the next twenty years, this Plan represents its policy, priorities, and direction for addressing, within funding limitations, the major issues and obstacles it may face through 2035. The 2014 LRSTP has captured the historical & collective efforts in the public and private sectors of the transportation system dedicated to providing safe and reliable trips for people and goods.

Implementing this Plan involves a significant amount of effort, much of which is already underway in the development and maintenance of the present system. The KYTC is committed to successful implementation of this Plan & will focus on the appropriate resources to achieve that success particularly through the Performance Based Planning and Programming (PBPP) process and the Plan-Do-Check-Act (PDCA) cycles throughout the process. Through data collection and analysis and the communication of lessons learned, the PDCA cycle will be used to confirm that the outputs (improvements to the transportation system) support the desired outcomes---the goals and the vision.

Input from the general public, focus groups, along with guidance from MAP-21 were used in the development of the 2014 LRSTP vision and goals. A vision for the state's transportation system was defined as "a well-maintained, multimodal transportation system that delivers safe and reliable trips which improve Kentucky's quality of life." Goals of two distinct types were developed to address the challenges facing Kentucky's transportation system: project goals and process goals.

Project goals are used to measure the effectiveness of proposed system improvements. These goals, for both people and freight, include:

- 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 set performance standards for methods and practices to be used to deliver improvements and to maintain the system. These process goals include consideration of:

- Dependable access to markets, jobs and resources
- Consideration of human and natural resources
- Efficient and flexible use of available resources
- Transparent decision-making processes

Together these goals provide the framework of the decision-making process for project identification, prioritization, development, delivery, and maintenance.

As we look toward 2035, the conclusion is that future transportation system will be built upon the present transportation infrastructure. The reality is that transportation systems are never “completed” and can only function effectively when adequate investment is made to continuously develop and maintain the system. This future system will:

- Include a greater emphasis upon investments that last longer and therefore cost less per year to operate.
- Include emerging technologies that continue to improve its operation and state of good repair
- Be responsive to the needs of a growing population that will be older, more urban, and more diverse than ever before in the state’s history.
- Strive to be increasingly safer as is reflected in the past trend of the decreasing number of traffic fatalities along the state’s roadway network.
- Be challenged by inadequate financial resources across all modes that require innovation in raising revenues.

For safe and successful trips to continue over the next twenty years, it will require efficient use of all the KYTC resources to support the critical publicly-owned elements of the transportation system as well as close working partnerships with private sector owners of other transportation system components such as rail, aviation and waterways. This investment of resources does not necessarily mean that the KYTC controls or funds all the elements of the transportation system.

This quilting together of public and private resources could be the step toward a more holistic State Transportation Fund rather than the current State Road Fund and the myriad of other funding mechanisms. For such a State Transportation Fund to be fully effective then all modes across the public and private sectors will need to incorporate the Performance Based Planning and Programming (PBPP) process into the selection and prioritization of future improvements to appropriately target Kentucky’s transportation needs.

KENTUCKY TRANSPORTATION AT A GLANCE

120 Counties

15 Regional Area Development Districts (Rural Planning) / 9 Metropolitan Planning Organizations / 12 KYTC Highway Districts

2010 Census Population of 4,339,367

Land area of 39,728 square miles

Airways (2013)

- 6 air carrier airports -
 - 5 passenger air carrier airports including two int'l airports
 - 1 unscheduled passenger air carrier airport
- 53 general aviation airports
- Over 10.2 million passengers annually
- Over 5.53 million tons of air cargo transported annually
- Only state that is headquarters for 2 major air cargo companies



Public Transportation (2013)

- 25 rural public transportation services
- 9 urban bus/transit systems
- Regional coordinated human service delivery program with 15 regions
- Over 31 million passengers annually
- Approximately 3 million elderly and disabled passengers annually



Highways (2013)

- Over 79,598 miles of public roads and streets
- 10 interstate highways and ten state parkways
- 27,625 miles of state-maintained highways
- 47.2 billion vehicle miles of travel annually (2012)
- 3,691 miles of Federal/State Truck Network in Kentucky with an average of 14% trucks on this network
- Over 14,000 bridges including 9,000 state-maintained bridges
- 3,294 miles on the National Highway System
- 2,989,812 licensed drivers with 120,203 being CDL holders
- 275 million tons of freight hauled by truck annually (2011)
- 487 miles of Trans American bike route US-BR-76



Waterways (2013)

- 95 million tons of cargo transported (2012)
- Over 1,900 miles of USACE designated navigable waterways
- 12 public riverports (7 active and 5 developing)
- Over 100 private terminals
- 10 ferry operations
- 14 locks and dams for navigation
- 8th in the nation for tons moved on waterways (2012)



Railways (2011)

- 13 freight railroads: 5 Class I, 1 regional, and 7 local
- 2,648 miles of railroad track (2013)
- 267 million tons carried by rail annually through Kentucky
- 2,038 Highway-Railroad at-grade crossings
- 4 Amtrak stations + 1 Amtrak bus to rail station
- 11,016 Amtrak passengers annually (2013)