

6.0 How do we get there?

6.1 Conclusion

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. With the understanding that Kentucky's quality of life and economic future is dependent upon transportation services, 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.

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 into the future. 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 Congress, the Kentucky General Assembly, local governments, stakeholders and the citizens.

The future transportation system will be built upon the present transportation infrastructure. This 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.

As we look to the future, 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 investment of resources does not necessarily mean that the KYTC controls or funds all the elements of the transportation system. 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 quilting together of 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.

Implementing this Plan involves a significant amount of effort, much of which is already underway in the development and maintenance of the present system. This significant effort will be used to accomplish the 2014 LRSTP's long-range goals and to achieve the destination postcard.

Within the PBPP process, the 2014 LRSTP project goals will be 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.

Additionally, process goals will set performance standards for the 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.

Figure 6.1 A provides a graphical representation for the utilization of both the process and project goals as it relates to the selection of projects.

The Gatekeeper and the Stick



The determination of what transportation investments are ready for implementation is similar to the common screening used in amusement parks to determine whether a child is “tall enough to ride this ride.” The Gatekeeper and the Stick are a visual interpretation of the distinction between project and process goals. Transportation investments are embodied by the Child. The Stick represents the project goals which measure the effectiveness of potential improvements to the transportation system. The Gatekeeper embodies the process goals that focus on how THE KYTC will deliver these improvements.

Figure 6.1 A – KYTC Goals Implementation

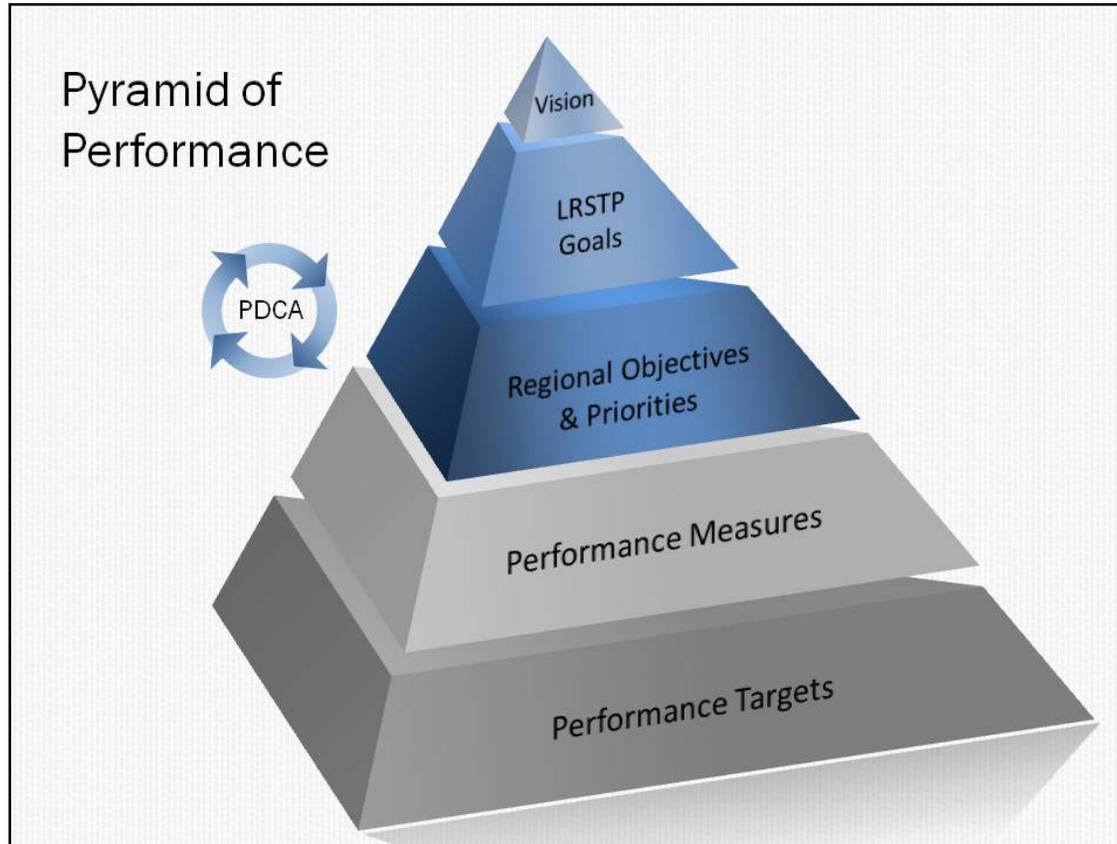


Figure 6.1 B – The Role of the Plan-Do-Check-Act Cycle in Performance-Based Planning & Programming

The KYTC is committed to successful implementation of this Plan & will focus on the appropriate resources to achieve that success particularly through the 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.

Figure 6.1 B illustrates the integration of the PDCA at all levels of the PBPP in the Pyramid of Performance. The KYTC is daring to use PBPP process appropriately and well in its efforts to attain the destination postcard for the 2014 LRSTP: ***a well-maintained, multimodal transportation system which will deliver safe and reliable trips that will improve the quality of life for all Kentuckians.***