



# Planning for the Future Health of Kentucky Transportation:

## Kentuckians for Better Transportation

**KBT**

A sure sign of a successful and strong economy is a healthy transportation system--a system that is adequately maintained and funded to ensure sustainability. Vigilance and insightful planning will keep Kentucky heading in the right direction, according to Kentuckians for Better Transportation (KBT.)

2007 marks KBT's 31st year advocating for the health of transportation in Kentucky. Are we meeting the current needs of our infrastructure and are we planning adequately for future demands? The answer will impact the economic well-being of the Commonwealth, citizen safety as well as the environment.

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*"A fundamental problem facing the nation and Kentucky is the sustainability of our transportation system."  
--Jack Fish, KBT President*

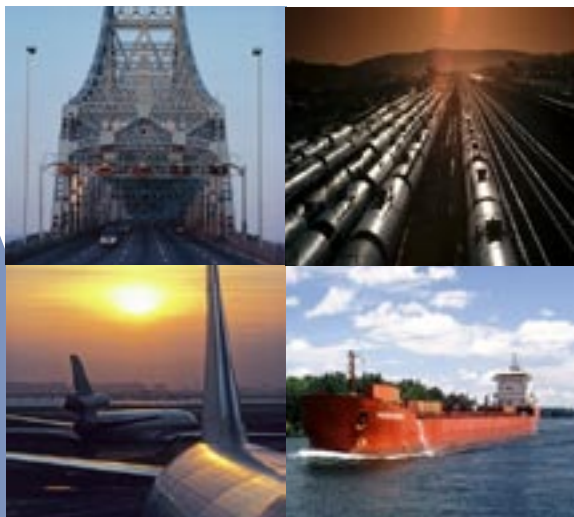
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Jack Fish,  
President, KBT.

### About KBT

KBT, founded in 1977, has a long history of being a catalyst for transportation solutions in the state. Not only has it been involved in funding measures at the state and national level, but it has also contributed to major state highway safety legislation, such as the primary seat belt law enacted in 2006.



As a statewide association of involved business people, transportation professionals, and civic and political leaders some 350 members strong, KBT has an ambitious mission--to "create public and legislative understanding of and commitment to an effective and efficient multi-modal transportation system as necessary and vital to the economic development and growth of Kentucky and the nation and for the well-being of our citizenry." "Today, more than ever, the voice of transportation information authority is KBT," stated Kevin Westray, current KBT Chairman,

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“And, KBT will continue to provide accurate, direct, and educational information in the future.” This effort may be just what the doctor ordered for the long-term health of the state’s infrastructure.

**Future of Our Economy**

Our transportation system is critical to the economy of Kentucky today as well as the future income of our citizens. “Good jobs and a strong economy are dependent upon a good education system and a good transportation system,” said Fish.

Although the importance of education is clear to most Kentuckians, transportation’s role in the economy is often taken for granted. A map of the state (below) illustrates the close relationship between road quality and the gross state and local product. Kentucky’s businesses are dependent upon fast receipt of inventory and rapid shipment of goods to customers. “Take a look at Ford Motor Company in Louisville, one of North America’s largest automotive plants,”

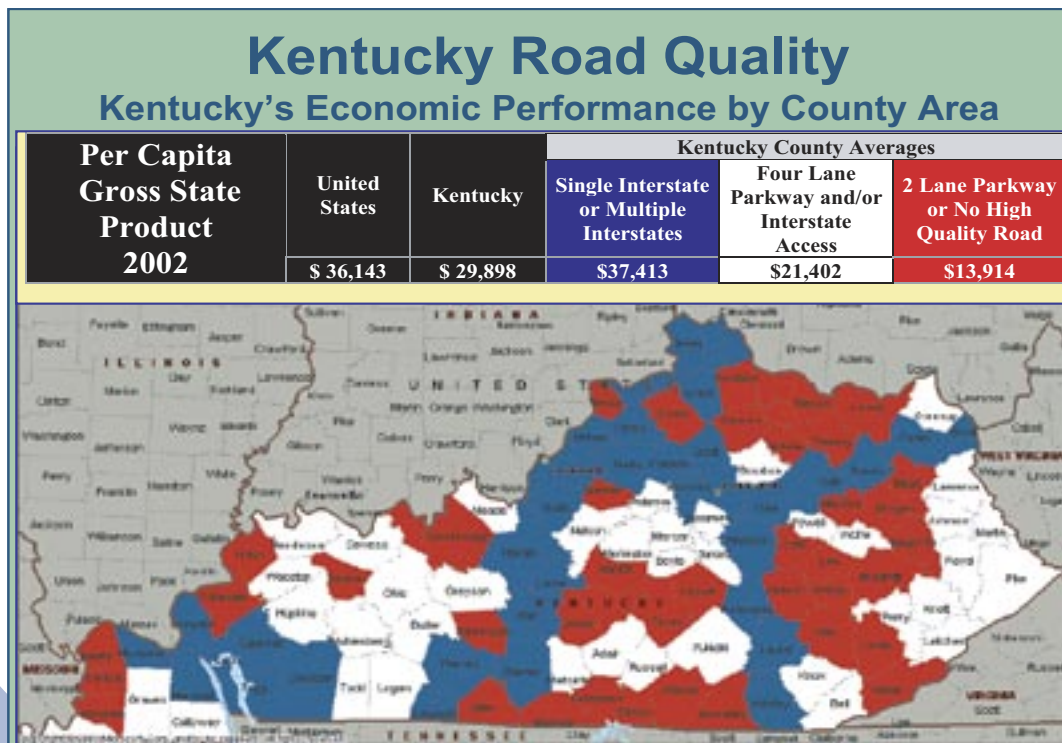
adds Fish, “They depend on getting materials in there with a one hour window. If there are crashes or construction delays on one of Louisville’s bridges, they can’t get their supplies in or their products out--this has a big impact on whether they stay here in Kentucky or go somewhere else.”

This is true, as well, for businesses in cities and counties across Kentucky. Per capita gross product for counties served by interstate highways is nearly three times that of counties that do not have good four-lane highways.



“Boone County is consistently one of the fastest growing counties in the state,” stated

*Judge/Executive Gary Moore, Boone County*



Source: Kentucky Cabinet for Economic Development

County Judge/Executive Gary Moore, “The accessibility of our transportation system is a key factor for continued growth in Boone County.”

But this productivity, whether it is a small business or a Fortune 500 company, requires continuing, adequate investment in public facilities to move both goods and people. “We need to invest in and manage this critical resource--today, tomorrow and into the future,” urges Paul E. Toussaint, Director of the Kentucky Transportation Center, who sees KBT as an important ally in Kentucky’s



*Paul E. Toussaint,  
Director, Kentucky  
Transportation Center.*

transportation industry. Our airports, highways and streets, riverports and public transit systems, are the backbone of the economy, and will serve as the heartbeat of future growth--maintaining the vitality of Kentucky businesses and the financial security of our citizens.

### **Future of Citizen Safety**

The demands placed on Kentucky’s transportation arteries are ever increasing, while work remains to be done on road projects and bridges. A closer examination reveals critical implications for public safety. According to KBT, Kentucky has the third-highest percentage (behind VA, WV) of major roads with lane width of ten feet or less – and no shoulder. Kentucky is among the top five states in fatalities resulting from roadway hazards, and more than 40 percent of these deaths result from collisions with fixed objects along the roadway – trees, rock walls, bridge

abutments.

The recent tragedy in Minnesota has brought the nation’s attention to bridge construction and maintenance. Kentucky has 13,637 bridges. Of these, 4,289, some 32 percent, are structurally deficient or functionally obsolete. “A major disaster like the bridge in Minneapolis is a terrible thing, but it helps people focus on the problem, and when people understand the problem, they can come up with ways to solve it,” observes Fish.

The educational component of KBT serves to build awareness in Kentucky of our transportation needs, while positively advocating solutions. In fact, there is

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*--Paul E. Toussaint, Director  
Kentucky Transportation Center*

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good news about Kentucky highway safety. Although 913 people were killed in traffic crashes in Kentucky in 2006, this is down from the record 985 in 2005. These results are due in part to KBT’s work with the administration and legislative leaders in 2006 enacting major highway safety legislation which included a primary seat belt law, “quick clear” of highway crashes; and an improved graduated driver’s license. KBT advocates vigilance maintaining transportation assets to avoid potential hazards in the system.

### **Future of the Environment**

“Our great state and our country face ever increasing transportation and infrastructure needs,” observes Kevin Westray, KBT Chairman. High demand on

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Kentucky's transportation infrastructure not only has economic and safety concerns, but also environmental ones. KBT points out that highway traffic in Kentucky has increased fifty percent in the last ten years and Kentucky drivers spend twenty-three hours each year stuck in traffic. Increased idle time equals more exhaust and degradation of air quality, not to mention increased fuel usage and costs.



KBT predicts highway congestion in Kentucky to increase again by fifty percent by 2020. Similar growth is anticipated in other modes as well. "The US DOT has projected the demand for waterborne commerce will more than double by the year 2025," added Fish. These clogged transportation arteries contribute to air pollution; cost business millions of dollars in delays and operating costs; and increase the likelihood of traffic crashes.

**Future Funding & Sustainability**

"A fundamental problem facing the nation and Kentucky," emphasizes Fish, "is the long range sustainability of our transportation system." Kentucky's current six-year highway construction plan is under-funded by \$1.8 billion. There are some \$7.2 billion in projects in the FY 07-12 plan and projected revenues of only \$5.4 billion (including authorized bonds) to fund them. These projects -- identified by local officials, together with regional and state planners -- include reconstruction and widening of highways, new connectors, bridge improvements, and other facilities needed to continue economic growth, save lives and reduce environmental impact.

**INVESTING IN KENTUCKY'S TRANSPORTATION SYSTEM**

Every \$1 invested in transportation leads to \$6 in economic benefits  
 -- reduced delays,  
 improved safety,  
 lower operating costs.

\$100 million investment = \$600 million in economic benefits for business, industry and the public.

*--Kentuckians for Better Transportation*

"Each of us assumes that the transportation system will always be at our service regardless of the care that we provide to it," remarked Paul E. Toussaint, Director of the Kentucky Transportation Center. "We expect it to survive the onslaught of more cars and trucks without a responsible action to keep it in service. Like the air we breathe and the water we drink, our transportation system is being destroyed from over use and neglect."

"The tragedy is that we know the remedy for this problem," continues Toussaint, "We need to invest in and manage this critical resource -- today, tomorrow and into the future." The health and well-being of our transportation system; and the future of Kentucky depend on it.

*KBT has twice been named the national, private sector winner of the "highest award given for excellence in the field of public relations programs in transportation," given annually by AASHTO and the National Better Roads & Transportation Council of America. For more information on Kentuckians for Better Transportation, visit <http://www.kbt.net>, org, 10332 Bluegrass Parkway Louisville, KY 40299 or phone (502) 491-5600. ■*