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*Mr. Bryant is a 1965 graduate of Eastern Kentucky University with a degree in Social Science. His career in state government includes 12 years as a manager in the Department of Personnel where he began after two years in the private sector. Mr. Bryant also has worked as a trainer for the Governmental Services Center, the training agency for Kentucky State Government.*

**MORNING GENERAL SESSION**  
**Tuesday, October 3, 1995**

**David R. Bryant**  
**Transportation Administrative Branch Manager**  
**Division of Management Services, Employee Development**  
**Branch, Kentucky Transportation Cabinet**

**ON THE HORIZON—ASPHALT TECHNOLOGIST/  
TECHNICIAN PROGRAM**

I have been privileged to be part of a group of people that has been working for the last two years to develop a training program of which you can be proud. It is going to lead to significant improvements in the quality of asphalt and roadways in Kentucky.

Let me give you some background. For several years, people in the Highway Department and the asphalt industry have been talking about the possibility of a certification program, and a training and testing program to go along with it. A couple of years ago, Mac Yowell, State Highway Engineer, appointed a training committee to look into this possibility in earnest. He appointed Phil Anderson and Gene Hardy (from the industry itself), Dean Blake (Plantmix Asphalt Association), Jorge Villacres (The Asphalt Institute), Dudley Brown (FHWA), Dwight Walker, Bob Lewis, Jim Upchurch, Dexter Newman, Paul Gravely, Larry Epley, and myself (employees of the Transportation Cabinet). We started meeting approximately two years ago; it sounds like a long time but the wheels turn slowly when you are dealing with a project of this magnitude.

The first thing that we did was to decide what we wanted to accomplish, so we wrote the following goals for the certification program:

1. To maintain the quality of hot mix asphalt pavements, in general, and to improve pavement quality for certain traffic needs.
2. Improve the expertise of state and industry personnel.
3. Keep industry and state personnel up to date with new technology.
4. Improve the confidence of state and industry personnel and each other and improve public confidence in both.
5. To improve communication and uniformity of operations.

We thought these were noble goals that would fit right in with what is happening in the work world. Our committee developed these objectives and goals, and then set about discussing the feasibility and advisability and other logistical questions. Everybody had a different angle and everyone had his/her own agenda, but there was a lot of free and open discussion during these meetings. While that was going on, the FHWA handed down a quality assurance mandate that fit right in with this program and reinforced the need for it. After much discussion, it was decided that neither the state nor the asphalt industry had the resources to conduct this massive training program.

Over the years, as training manager for the Cabinet, I have prevailed upon the Kentucky Transportation Center to do some difficult things for us, things that we didn't have any other way of doing. They always helped us out at a reasonable cost, and this was no exception. We laid this program in their lap and asked them to administer it. We provided them, through the Division of Materials and others, with tons of resource materials, and let them study them. They came back to us with what they called a business plan—a complete “who, what, when, where, and why.” We found it to be very well done, very complete. We discussed the program with them and made some modifications. We now have a proposal ready to sign that we think will work very well in training our inspectors who are working in the industry itself in hot mix design and those who are involved in asphalt testing. That is the background.

Now I will talk about where we are today. Center staff will conduct, at a private laboratory in Frankfort, a number of these programs over the next two years. There will be about 11 *plant technician workshops* (three-and-a-half days each) at a projected cost of approximately \$635 per participant. This training will affect approximately two hundred and sixty-three state and asphalt industry employees. Also, the plan is to deliver six *mix design technologist workshops*, at the same lab in Frankfort, at a cost of approximately \$740 per participant for a four-and-a-half-day workshop. That will affect approximately one hundred and twenty-three participants.

We are not exactly sure when this is going to start, but it is eminent. My guess, based upon what Calvin Grayson and Patsy Anderson at the Transportation Center told me, is that they will offer the first workshop

sometime before the first of the year. We will use our own instructors from the Transportation Cabinet (specifically the Division of Materials) and the industry. Also, I am sure Calvin will have instructors through the University of Kentucky. So, we have the very best materials, and I think we have an excellent group of people to coordinate the program. We have turned it over to the expert hands of the Center because we know they will do a good job. We now have to merely wait and evaluate and tweak and adjust.

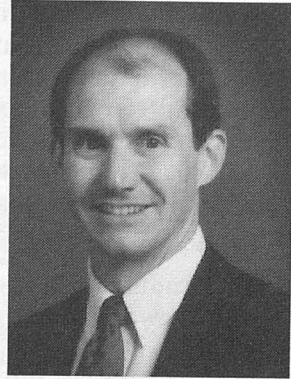
That is the past, present, and future of the program. We are very excited about it. It is the biggest technical program I have ever been involved in and it has been very interesting to watch it all come together.

Two things I want to say personally. One is that Larry Epley retired from the Cabinet a month or so ago. Everybody in this room knows Larry—he is a gentleman that I am proud to know. He really pushed this program, and the last week he was on the job, he was still putting the finishing touches on the proposal. It was his dedication and hard work that made this program come to life. I owe him a debt of gratitude for his leadership and for what he has taught me. I think the asphalt industry and certainly the Highway Department owe Larry a lot as well.

The last thing I want to say is that it is so good to hear so many people talk about the changing world of work because, as a trainer, I see this material everyday and know for a fact that the times are changing and this huge battleship (a word that John Carr and Secretary Kelly like to use as an analogy) is slowly turning. Sometimes you have to look back at the wake of the ship to see where it has been and just how much it has changed its course, but we are slowly but surely headed in the right direction. These people are talking about the new ways of working and one of many new ways is partnering. We have seen many positive outcomes of partnering—people getting together and deciding what they want to accomplish and how they are going to accomplish it. It is amazing to see representatives from all corners of the transportation world working together. Everybody had a slightly different perspective based upon his/her own particular agenda, but there was communication and cooperation like I don't believe I have ever seen before. I think we are well on our way to doing some really nifty things in the way of highway design, construction, and maintenance, and I am really glad to be part of it. Thanks for having me here.

*John Leonard Carr has served as Deputy State Highway Engineer in the Office of Intermodal Planning at the Kentucky Transportation Cabinet since 1994. Prior to that, he served as Director of the Division of Specialized Programs and several other positions with the Cabinet since 1972.*

*Mr. Carr is involved in professional associations and served on AASHTO's 1995 Reauthorization Steering Committee for ISTEA. In 1992, he was responsible for developing the Cabinet's Professional Services Procurement Manual to implement House Bill 157, which revised the consultant engineering selection process. He also served as co-founder and charter coordinator for Kentucky Engineering Exposure Network (KEEN).*



## MORNING GENERAL SESSION

Tuesday, October 3, 1995

John Carr

Deputy State Highway Engineer for Intermodal Planning  
Kentucky Transportation Cabinet

### ON THE HORIZON—CHANGING THE STATE TRANSPORTATION PLANNING PROCESS

Before I begin my talk, I would like to tell you that as a senior in high school, I had an opportunity to interview Calvin Grayson, who was then Assistant State Highway Engineer for Planning at the Cabinet. I was a scholarship student and Calvin spent an hour and a half talking with me about transportation. I heard the excitement in his voice and saw the fire in his eyes as he talked about the future, and the role that planning and transportation play not only within our region and our state, but in our country. That was very eventful for me because I learned a lot and it helped give me direction. It wasn't as eventful for Calvin because he doesn't remember that, but it was for me. The point I want to make is that sometimes some of the things that we do as managers, as parents, as people, are very uneventful to us because it is just another part of our day. But, it makes an impact on the direction of a young person's life. For those of you who are managers, or are in any type of leadership role, I urge you to believe that. I really appreciate you, Calvin, for taking the time 20 years ago to do that for me.

The Intermodal Surface Transportation Efficiency Act (ISTEA) that was passed in 1991 dramatically changed the transportation planning process for not only Kentucky but the rest of the nation. ISTEA promised full funding for transportation and highway needs. ISTEA promised flexibility. ISTEA promised more local input and control so that the type and needed transportation of a state, region, or locality could be developed by those who know best.

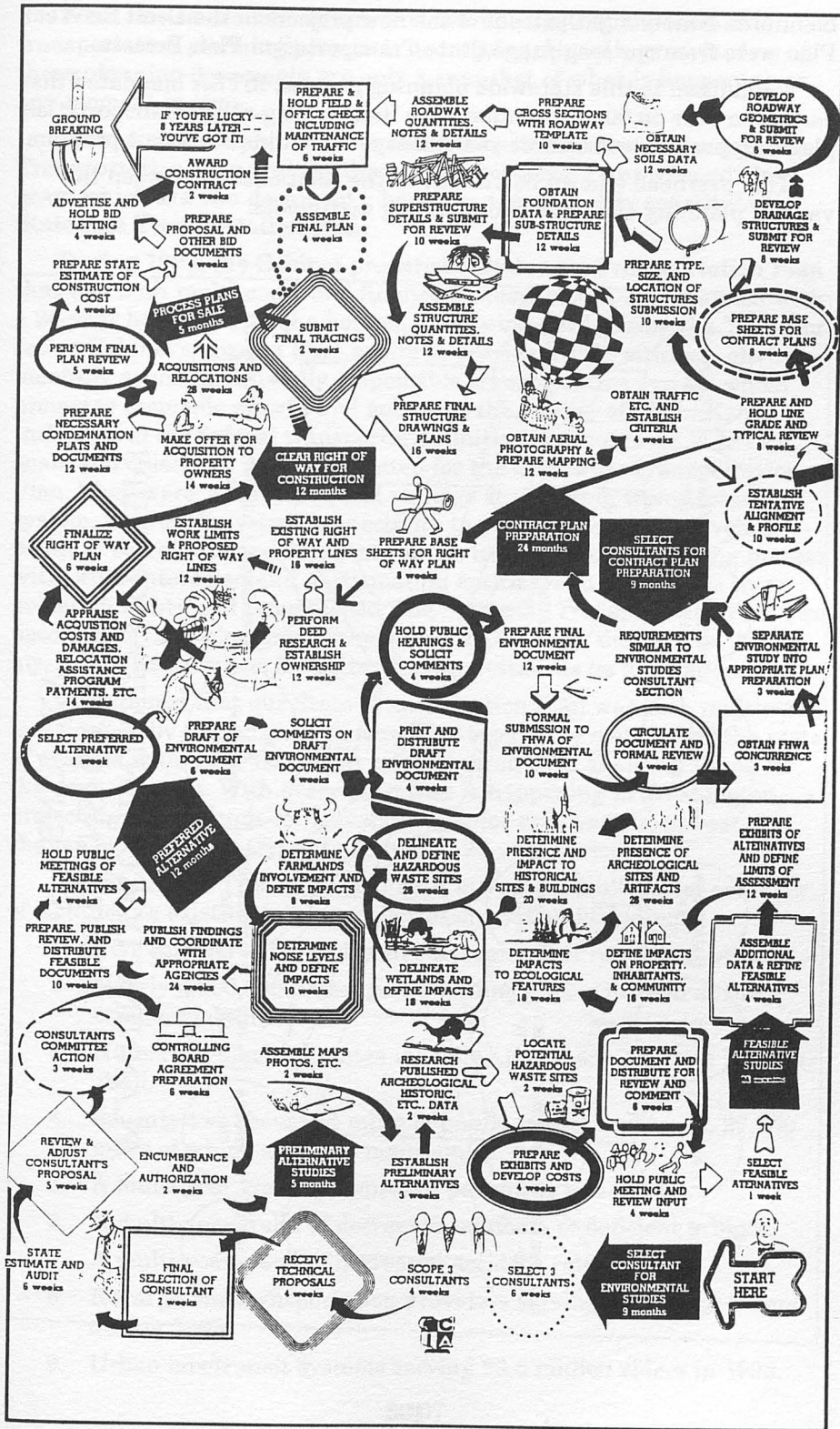
For its many promises, ISTEA has given us:

- Funding that has returned to Kentucky 73 cents for every dollar in highway funds we send to Washington.
- Funding that has returned to Kentucky 48 cents for every dollar in gas tax for public transit that we send to Washington.
- Eighty funding categories with mandated "flexibility" where to spend our funds. I am not for sure what flexibility is when it is mandated.
- Overall, Kentucky is \$141 million short between what ISTEA promised and what our state has received.
- And, a process that is more complicated from conception of a highway need to ribbon cutting. (See overhead on next page)

In times of less funding and fewer available resources, there is a greater need to do more involved planning with emphasis on "involved." We need to do more planning—planning not in a vacuum, but involved planning—to determine what type of improvements should be made to our transportation system and when they should be made. For all its shortcomings in funding, ISTEA gave us this opportunity to do more planning to determine the direction of Kentucky's transportation program.

Kentucky has not historically conducted *multimodal* or *intermodal* statewide transportation planning, but rather, we have focused our efforts on planning for individual modes. The Cabinet has biannually prepared a Six-Year Highway Improvement Program. In recent years, we also have prepared a multi-year Airport Improvement Program. Also, the Cabinet has prepared a biannual Public Transportation Projects Improvement Program.

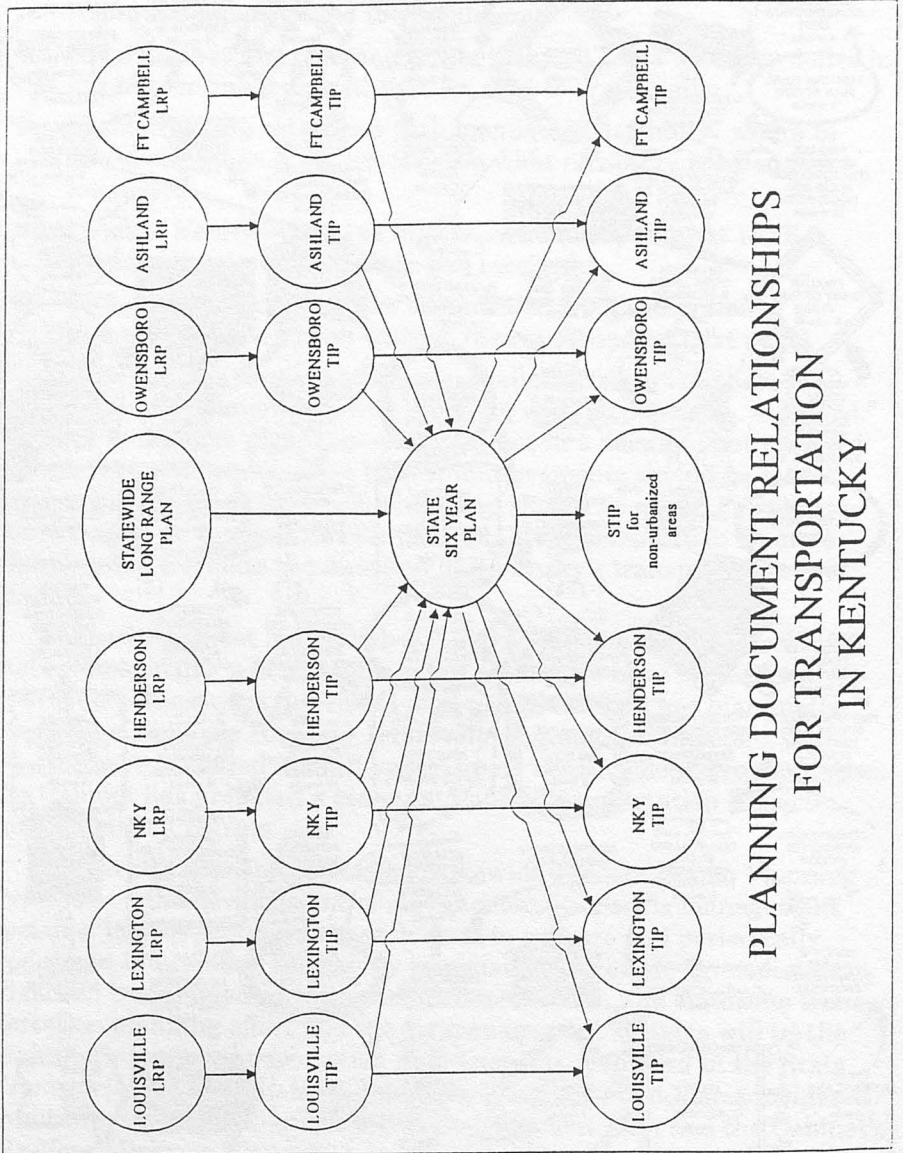
ISTEA requires an Intermodal Statewide Transportation Planning Process and the development of six functionally specific management systems. ISTEA also requires each state to prepare and periodically update an intermodal, financially responsible Statewide Transportation Plan and State Transportation Improvement Plan. The statewide transportation planning effort and the six management systems will be the major sources for transportation improvements identified in the State Transportation Plan. In turn, the State Transportation Plan provides input into the State Transportation Improvement Plan and the Cabinet's Six-Year Highway Plan which we present to the Legislature every



biennium. Ninety-eight percent of the new projects in the Draft Six-Year Plan were from our long-range State Transportation Plan Process.

In addition to this statewide planning process, ISTEA mandated that each area over 50,000 population have its own long-range transportation planning process and a three-year transportation improvement program.

This overhead (shown below) shows the relationship between the various planning elements and planning documents.



What one can conclude from this overhead is that the statewide transportation planning process is an ongoing dynamic process. Any of these planning documents are only a snapshot of what is happening at any moment in time.

Let me concentrate for a few minutes on the Statewide Long-Range Transportation Plan and the State Transportation Improvement Program which are two documents; however, together they constitute the Statewide Transportation Plan.

During 1994, the Cabinet prepared a Statewide Transportation Plan that was both multimodal and financially responsible. It is planned with a 20-year horizon, with the horizon year being 2014. Using the Transportation Cabinet's mission ("We aspire to provide a safe, efficient, environmentally sound, and fiscally responsible transportation system which promotes economic growth and enhances the quality of life in Kentucky.") and the federal transportation initiatives contained in ISTEA, goals and objectives were formulated for the Statewide Transportation Plan. They were: 1) preserve and manage the existing transportation system, 2) provide system connectivity to promote economic development, 3) coordinate and cooperate in the transportation planning process with other interested and participating entities, and 4) enhance transportation safety and convenience. The Statewide Transportation Plan also used the corridor planning documents of the Cabinet, the General Assembly, and of Kentuckians for Better Transportation as its foundation.

I mentioned that our State Transportation Plan was both multimodal and financially responsible. Financially responsible means that the costs of projects within the document are compared with available funds for the next 20 years. With everything that is happening in Washington, projecting future funds for transportation for next year is, at best, a challenge, much less trying to do it on a 20-year horizon.

The Statewide Transportation Plan includes a multimodal overview of Kentucky's existing total transportation system including:

1. Five commercial airports and 58 regional or municipal airports.
2. Nearly 8,000,000 passengers boarding planes in 1993 at the commercial airports.
3. Numerous bikeway routes including the Trans-America Bikeway Trail.
4. Seventy-two thousand miles of public streets and roads, 27,000 miles of which are state maintained.
5. A multi-year trend of improved pavement rideability.
6. A multi-year trend of decreased numbers of deficient bridges.
7. A multi-year trend of decreased accident rates.
8. Rural public transportation providers serving 1.5 million riders during 1993.
9. Urban bus/transit systems serving 23.6 million riders in 1993.



10. Sixteen railroads operating on 2,900 miles of track.
11. Two hundred and fifty million tons of freight carried by these railroads.
12. Nearly 1,100 miles of commercially navigable waterways.
13. Six public riverports and approximately 180 privately owned port facilities.
14. Eight ferry operations.
15. Three major rail/truck facilities for general freight.

The Statewide Transportation Plan also describes the public participation activities which were used to identify and prioritize transportation needs, especially highway needs. The Plan provides transportation improvement funding information, in particular the projected sources and estimated amounts for major funding categories of air, bicycle and pedestrian, highway, and public transportation improvements. Finally, the Plan identifies planned short-term and long-term transportation improvements over a 20-year period including short-term public transportation improvements, long-term airport improvements, and long-term highway improvements.

The goal of ISTEA was to have our state transportation plans focus on the delivery of projects as opposed to the delivery of policies. Our Statewide Transportation Plan is a project-focused document. Kentucky is only one of two states nationwide that was able to develop a project-oriented document. The public transportation improvements in the Plan were identified by the Division of Multimodal Programs (which is responsible for the Cabinet's Public Transit Program). Airport improvement needs were identified by the Division of Aeronautics which is responsible for the Cabinet's Airport Program. Long-term highway improvement needs for fiscal years 2001 through 2014 were identified through the unscheduled highway needs process.

Let me explain our unscheduled needs process. Approximately six years ago, the Cabinet began to actively seek to identify and document unscheduled highway improvement needs. As a result, a list of identified, but unscheduled, highway needs was established. Basic information was developed for each identified need such as a complete description, a cost estimate, and information regarding system relationships. Local, district, and statewide priorities were assigned to each highway need. Local priorities were established by local elected officials with coordination efforts provided by the area development districts (ADDs). District problems were established by the Cabinet's highway district offices. Statewide priorities were established by the Division of Transportation Planning with input from other offices within the Cabinet. Consideration of projected funding availability, the unscheduled needs for highway improvements, relative established priorities, and geographic considerations resulted in the Statewide Transportation Plan that is both financially responsible and geographically balanced.

ISTEA envisions not a statewide transportation plan but a statewide transportation planning process which is ongoing and subject to constant and dynamic refinements and improvements.

To date, no presidential candidate or candidate for governor has said publicly that we need to add employees to government. The Cabinet has less than 5,800 employees. We are consistently doing more with less. We are becoming so good at this, soon we will be able to do everything with nothing. We need to rethink what and how we do what we do. Instead of "more with less" we need to do "less with less."

Realizing that adding staff to the Cabinet, either in Frankfort or in the districts, was not possible, we decided that the Statewide Transportation Planning Process was best served if done by a partnership between the Cabinet and the area development districts.

This partnership enhances our state transportation planning efforts. Through this partnership with the ADDs, the Cabinet has funded the equivalent of a full-time transportation planner in each ADD. These folks serve as extensions of our staff. They work within the role which is defined by the Cabinet at monthly meetings of Cabinet and ADD planners.

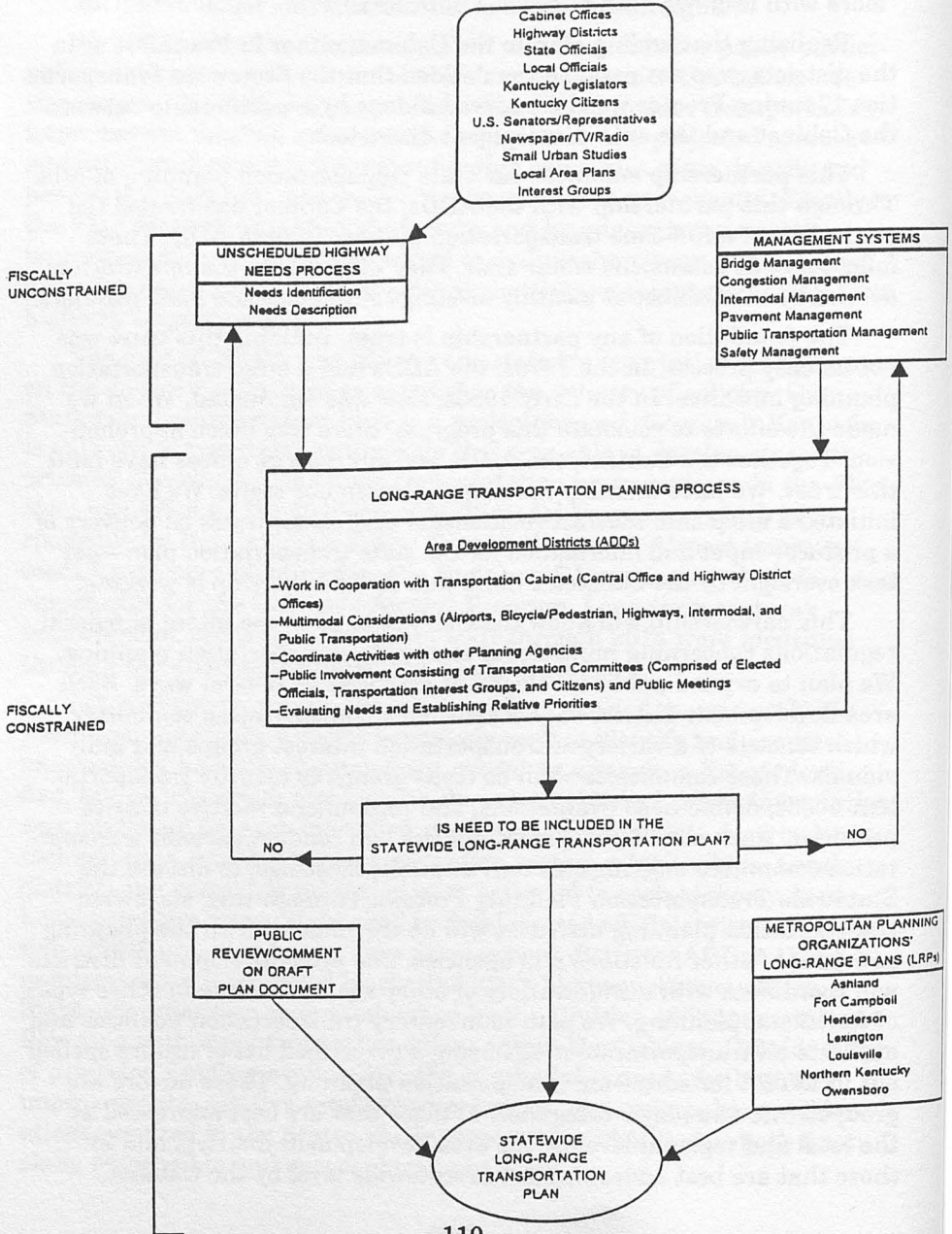
The foundation of any partnership is trust. Building this trust was not an easy process. In the 1970s, the ADDs had a large transportation planning initiative. In the early 1980s, that was eliminated. When we made the efforts to reinstate this program, there was much apprehension. Together the Cabinet, the ADDs and our district offices have built this trust. We have monthly meetings between our staffs. We have initiated a lump-sum contract relationship that concentrates on delivery of a product—input and information for the state transportation plan—not task oversight by the Cabinet. I think that this partnership is working.

This partnership will allow the Cabinet to meet the intent of federal regulations concerning multimodal statewide transportation planning. We plan to expand public involvement activities in several ways. Each area development district has established a transportation committee which consists of a variety of transportation interest groups and individuals. These committees shall be focus groups to identify transportation needs, define need evaluations, and recommend relative district priorities. Each area development district will conduct periodic transportation committee meetings, as well as public meetings, to discuss the Statewide Transportation Planning Process. Through this, statewide transportation planning activities will be coordinated with the planning activities of other functions and agencies. The area development districts will coordinate with a wide variety of other agencies active in other types of functional planning. We plan to inventory transportation facilities and evaluate all transportation needs using a prescribed list of factors spelled out in ISTEA for statewide transportation planning. These factors are grouped into two major categories: 1) those that are best addressed at the local and regional level by the area development districts and 2) those that are best addressed at the statewide level by the Cabinet.

Overhead 3 (below) shows the role that the ADDs and the districts have in our process.

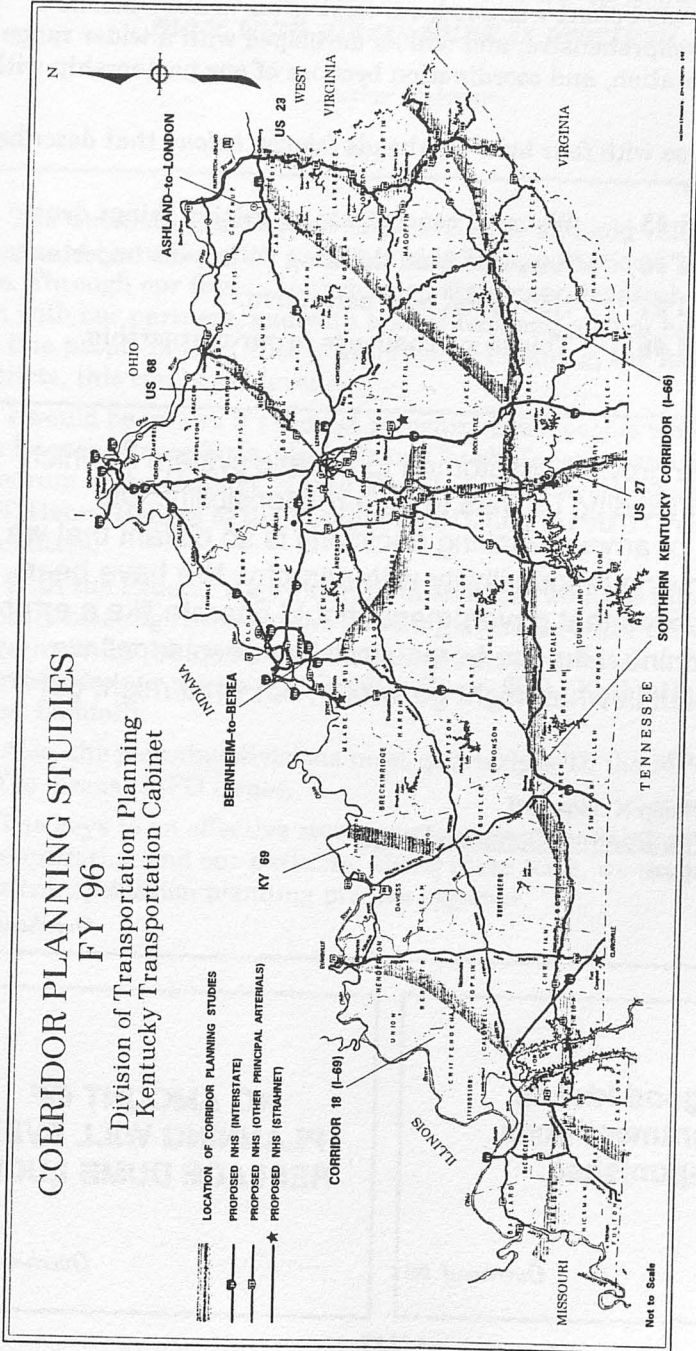
In addition to this grassroots input into our process, the Cabinet has initiated a corridor planning effort. The purpose is to look at transportation corridor improvements to promote and enhance mobility, tourism,

### STATEWIDE LONG-RANGE TRANSPORTATION PLANNING PROCESS



and economic development. The ADDs are involved in identifying issues for these corridors. These are the corridors we are studying during FY 1996 (see below).

We plan to use the results of the enhanced Statewide Transportation Planning Process involving the area development districts and the highway district offices, the Cabinet's corridor planning efforts, and the



results of the six federally mandated management systems to develop a list of long-rang or long-term transportation improvement needs for the next update of the Statewide Transportation Plan that is scheduled for 1997. We will utilize our established public-involvement process at the statewide level which allows for public review and comment of future draft Statewide Transportation Plan documents.

While our 1994 effort was good, our next effort in 1997 will be better, more comprehensive, and will be developed with a wider range of input, cooperation, and coordination because of our partnership with the ADDs.

Let me close with four brief overheads (*shown below*) that describe our philosophy.

- Overhead #5**      We must concentrate on getting things done.
- Overhead #6**      Keeps us from thinking we are too important.
- Overhead #7**      No reality, only perception.
- Overhead #8**      This is my challenge to our partnership.

"We have grown accustomed to a static system in which no one, including us, has to take responsibility. Our memory of anyone making decisions is so distant that we equate giving responsibility with anarchy. We have been led to believe that government should operate like a error-free machine. Like the bureaucrats we despise, all we think about is what might go wrong, not what might get done."

Phillip K. Howard  
The Death of Common Sense  
1994

*Overhead #5*

**No good idea in  
government goes  
unpunished.**

*Overhead #6*

**NO AMOUNT OF  
PLANNING WILL EVER  
REPLACE DUMB LUCK!**

*Overhead #7*

## **EXCELLENCE**

***To attain excellence, you must care more than others think is wise, risk more than others think is safe, dream more than others think is practical***

*Author unknown*

*Overhead #8*

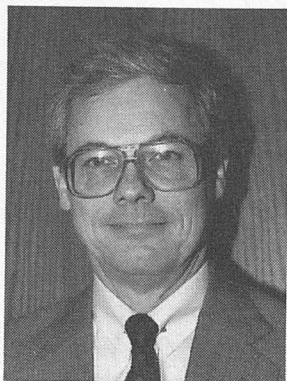
The Cabinet's goal is to achieve excellence and add value to the citizens of Kentucky with our Statewide Transportation Planning Process. Through our focus of our mission statement, leadership, cooperation with our partners, and with a little luck and a lot of hard work of the fine people in the Office of Intermodal Planning, the ADDs and the districts, this can be achieved.

I would be remiss if I did not recognize some people who have made this happen: Bruce Siria, Carl Dixon, Chuck Knowles, and Robert Woodrum of the Cabinet, Nancy Miracle is the newest member of our staff, Henry Hodges of the Purchase ADD, and the ADD Transportation Committee.

With the Federal Highway Administration, we have initiated monthly meetings between the planning divisions and FHWA to discuss concerns and solve problems before they become crisis. For this effort, let me recognize our partners at FHWA: Glenn Jilek, Kathy Hainer, and Grant Zammitt.

Also, the planning divisions meet quarterly with the MPO technical staff to discuss MPO issues.

The keys to an effective state transportation planning process is communication and our partners. Using these tools, we are building our state transportation planning process together.



*Tom Layman, Project Manager, has over 30 years' experience with the Kentucky Transportation Cabinet where he held positions as Director for the divisions of Planning, Bridges, and Programming. Before retirement, he was Assistant State Highway Engineer for Construction.*

*He is currently working part-time for the engineering firm of American Consulting Engineers, PLC, and for the University of Kentucky Transportation Center.*

## MORNING GENERAL SESSION Tuesday, October 3, 1995

Tom Layman, P.E.  
Director of I-66 Corridor Project  
Kentucky Transportation Center

### **ON THE HORIZON—I-66 CORRIDOR PROJECT**

#### **Introduction**

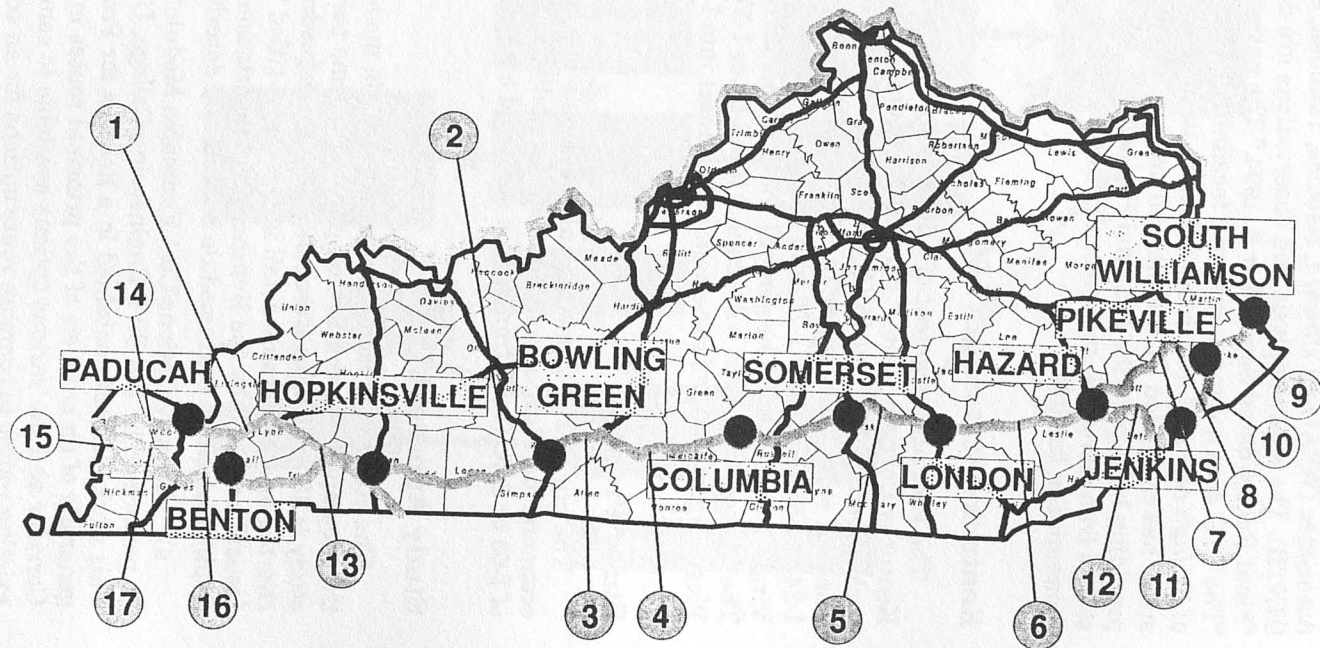
The citizens of the Commonwealth are very fortunate, we have the opportunity to determine if a new highway through the southern tier of counties is economically justified. This highway investigation has been discussed for some time but now we have the funds and opportunity to obtain answers to the important question of "...is it economically justified" and financially attainable?

To help you understand the purpose and scope of this study, please allow me to share this brief explanation and report on the Kentucky segment of the Interstate-66 corridor study.

#### **Background**

The 1991 Appropriations Act of the U.S. Department of Transportation provided funding for an "Interstate-66 Feasibility Study" which also is referred to as the Transamerica Transportation Corridor (TTC). The TTC is defined as a transcontinental route extending from the East Coast to the West Coast. It is generally located between I-70 and I-40. In Kentucky, this corridor is located in the southern tier of counties generally described by the cities of Paducah, Benton, Hopkinsville, Bowling Green, Columbia, Somerset, London, Hazard, Jenkins, Pikeville, and Williamson, West Virginia (see map next page).

# ROUTES TENTATIVELY SELECTED TO BE A PART OF THE SOUTHERN KENTUCKY CORRIDOR STUDY





## **National Transamerica Transportation Corridor (I-66)**

The National TCC feasibility study was conducted by Wilbur Smith Associates (WSA) and Howard, Needles, Tammen, and Bergendorf (HNTB). The study analysis and observations are documented in the "Final Report dated September 8, 1994." The national study concluded, "The TTC does not meet economic feasibility criteria, generally because of its *high cost and low travel demands in some segments.*" However, the study has concluded that additional analysis of individual segments providing linkage to the National Highway System or key elements of a state's transportation system could find that some of the segments are economically feasible.

### **Kentucky Segment of I-66**

The Kentucky segment of I-66 is being referred to as the "Southern Kentucky Corridor (I-66)." For analysis purposes, the Southern Kentucky Corridor (I-66) or (SKC (I-66)) is divided into four sub-segments. The four sub-segments are: (a) Kentucky/Missouri State Line to I-24, (b) I-24 to I-65, (c) I-65 to I-75, and (d) I-75 to Kentucky, West Virginia or Virginia State Line. The general width of this corridor is about 50 miles. The Missouri segment will connect into I-55 or I-57 in Missouri and the West Virginia/Virginia segment will connect into I-81 in Virginia.

### **Study Purpose**

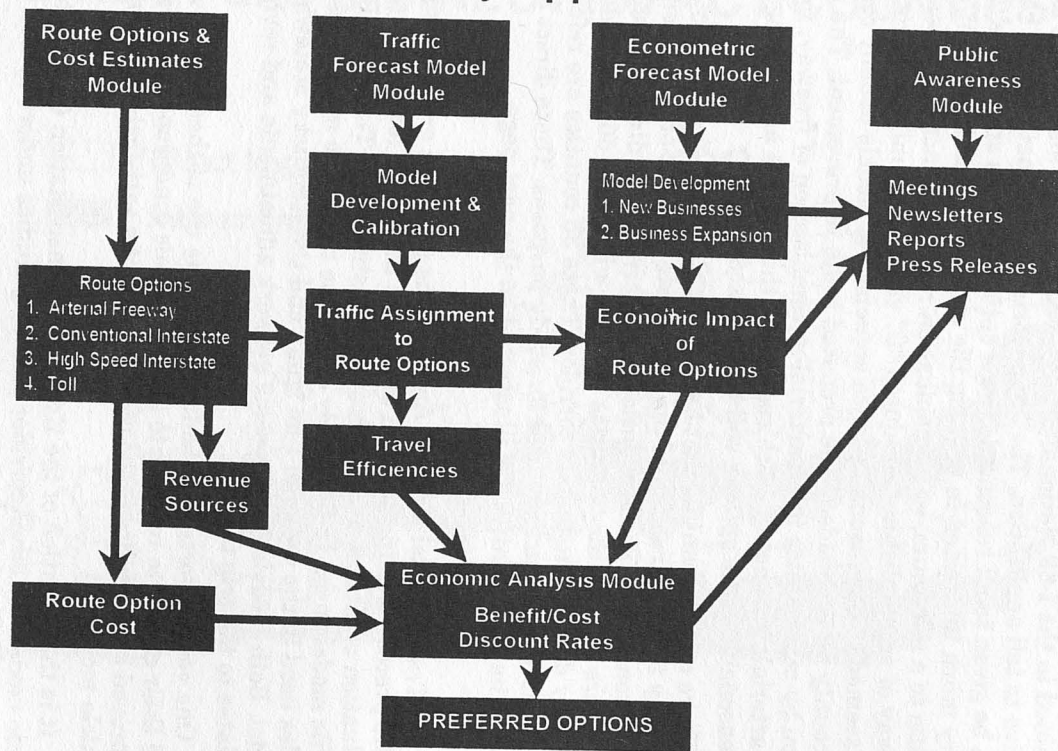
The purpose of this study, as previously mentioned, is to determine economic justification and financial feasibility of the Kentucky segment of I-66 or SKC (I-66) from both a state and a national perspective.

### **Study Approach**

The study approach consists of five main modules as illustrated on the accompanying chart (next page). The time period for completing the study is 18 months or December 1996. Each module is described and charted in considerable detail in the report titled "Study Approach and Issues" prepared by the Kentucky Transportation Center, dated September 1995. Each module is generally described below:

a) Highway Options/Cost Estimates Module: This work element will be performed by the Civil Engineering College, University of Kentucky. This work element contained in a Request for Proposal (RFP) consists generally of an analysis of the principal routes in the Southern Kentucky Corridor and the various options available to connect and improve these existing routes to compose route options for an economic justification and financial feasibility analysis. Considerable effort will be expended on route options and cost estimates. Several route options are available for consideration such as freeways (fully controlled access) and combination

# SOUTHERN KENTUCKY CORRIDOR Study Approach



of freeways, toll roads, and arterials (partial access control). The initially defined options are: (1) a combination arterial/freeway with a design speed somewhere between 55 and 65 miles per hour, (2) a conventional freeway with a 65-to-70-mile-per-hour design speed, and (3) a high-speed freeway with an 80-mile-per-hour design speed (similar to the option contained in the I-69 National Study). The freeways also will be analyzed relative to toll application. The Transportation Cabinet advised consideration be given to all reasonable route options for this study. The Cabinet is very much interested in keeping the cost portion of the benefit/cost (B/C) ratio to a minimum, so a combination route that includes arterials is one way of accomplishing a reduced "C" value. A 50-mile-wide corridor also seemed to be reasonable since econometric models usually consider one county on each side of the proposed route improvement. The participation by other states in an arterial or combination of freeway, tollway, and arterials was not of much concern to the Cabinet at this stage since all reasonable route options will be analyzed.

There are 28 counties that have a likelihood of being directly impacted by the construction of the SKC route by right-of-way or environmental conditions. These counties are referred to as direct impact counties. There are 35 other counties that are within the 50-mile width that generally defines the impact corridor. These 35 counties are referred to as the indirect impact counties for study purposes. These direct and indirect impact counties are illustrated on the next page.

b) **Traffic Model Module:** An RFP was prepared and a consultant is in the process of being selected to provide the traffic forecasts used in the evaluation of alternatives for economic justification. There will be two traffic models used in this study effort: the interstate model and trip tables used in the national I-66 study and the Kentucky statewide traffic model. Both models require some network adjustments and revisions and updates to the trip tables.

One very important consideration in the use of these traffic models and their ability to respond to socio-economic conditions that result from improved accessibility is the development of a satisfactory commercial vehicle model.

It is the intention of the Kentucky Transportation Cabinet to utilize these models for other corridor planning studies underway and proposed for initiation in the near future.

The base and forecast years for this study effort are 1995 and 2025, respectively.

c) **Econometric Model Module:** An RFP has been prepared to solicit proposals from consultants for the development of models that can: 1) be utilized by the Transportation Cabinet in other corridor studies, 2) be used in identifying new and expanding/contracting industries, and



3) separate economic impact analysis at the state and national levels (due to different criteria in displacement and relocation of industries as a result of transportation efficiencies). The econometric and traffic models have to be coordinated in geographic units (county boundaries) and input/output variables (vehicle miles and vehicle hours of travel, as well as magnitude of travel by auto and truck).

Travel times and employment are the critical relationships that serve the economic analysis conditions. The employment stimulation can be used as a principle ingredient into a statewide economic development plan that looks at all economic sections, such as tourism, wholesale warehousing, manufacturing, etc. This Southern Kentucky Corridor (I-66) Study will be evaluating 63 (direct and indirect) counties in Kentucky for economic impacts. That is over half of the Commonwealth's counties.

d) Economic Analysis Module: The facility costs determined in item (a) and the benefits determined in item (c) "Economic Impacts," and "Transportation Efficiency" benefits determined in item (b) will be used with an appropriate rate of return to determine the net present value of cost and various benefits to compute the benefit cost number for the route options for the Cabinet's review and final decision regarding the route selection approvals from both a state and a national perspective.

The economic analysis portion of the study effort will either be developed by the econometric model consultant or by the University of Kentucky College of Business and Economics.

e) Public Involvement Module: This work element will consist of newsletters, Advisory Committee meetings, technical meetings with Kentucky Transportation Cabinet staff, and University of Kentucky Transportation Center staff. Also included will be press releases and at least eight meetings with the Area Development District Boards and/or Transportation Committees.

## Project Deliverables

This Southern Kentucky Corridor (I-66) Study will be well documented through a series of seven reports. Documentation is very important to this study effort because the study intent has two purposes: 1) to determine the economic justification and financial feasibility of I-66 through Kentucky, and 2) to document a procedure to be followed by the Kentucky Transportation Cabinet for conducting other Transportation Corridor studies.

1. Study Approach and Issues (September 1995)
2. Existing Conditions
3. Highway Options and Cost Estimates
4. Traffic Model and Travel Efficiencies

5. Econometric Model Findings
6. Financial Resources
7. Economic Justification and Financial Feasibility  
Including Executive Summary

### **Status**

The route location effort will be completed in January 1996 and the traffic model will be ready to forecast travel conditions on the three highway options by February 1996. This schedule should allow for the econometric model to produce personal income, tax, and employment information by June 1996. The benefit/cost indicators should be analyzed by August 1996, with the reports completed thereafter.

This study is truly a great opportunity for the Commonwealth to fully evaluate the potential impact of an improved Southern Kentucky Corridor (I-66) on the state economy. The states of Kansas and Virginia also are evaluating their sections of I-66 for possible national and Kentucky linkage.