



Commonwealth of Kentucky
Transportation Cabinet
Frankfort, Kentucky 40622

James C. Codell, III
Secretary of Transportation

Paul E. Patton
Governor

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Deputy Secretary

June 7, 2000

**TO: Recipients of the Kentucky Transportation Cabinet's Approved
FY 2001-2002 Biennial Highway Plan and Identified Projects
for FY 2003-2006**

This booklet represents the Fiscal Year 2001-2006 Six Year Highway Plan document ordered for printing by the 2000 General Assembly. In conformance with KRS 176, the information provided herein is presented as the final product of the biennial Six Year Highway Plan update process. The 2000 General Assembly Conference Committee approved only the FY 2001-2002 biennial element of the Six Year Highway Plan. Projects for FY 2003-2006 have been identified and are included in this document as a separate section. The projects remaining for FY 2000 are also included as a separate section.

The Approved FY 2001-2002 Biennial Highway Plan matches anticipated annual funding and existing cash drawdowns against estimated project costs. Actual revenue assumptions and projections are included in this document. The \$1.7 billion in highway improvements contained in the biennial element are in addition to the \$0.5 billion the Kentucky Transportation Cabinet expects to spend over the biennium for routine maintenance of the existing state road system. The expected revenues do not match the identified project costs for FY 2003-2006. The projects were originally recommended as a package supported by an additional 6 cents per gallon in state motor fuels tax. This revenue enhancement did not win approval by the 2000 General Assembly, and therefore the out-four years of the Six Year Highway Plan are not fully supported by the revenue stream.

As shown in Figure 1, both federal and state Six Year Highway Plan revenue sources have been considered and projections made based on the most reliable financial information available. The relative proportions of federal and state highway funds made available to the Kentucky Transportation Cabinet for major highway projects are displayed in Figures 2 and 3. These charts show that state funds comprise one-half of the total dollars expected to be made available for major highway improvements in Kentucky between 2001 and the Year 2006. Again, it should be stressed that these revenues are not sufficient to support all of the projects shown for FY 2003-2006.



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The Approved FY 2001-2002 Biennial Highway Plan and the Identified Projects for FY 2003-2006 contain over 1,360 major projects across the Commonwealth. In addition to the revenue assumptions and individual project listing by county, the following pages include a set of maps that illustrate the locations of many of the major highway improvements in both rural and metropolitan areas. The maps further illustrate the highway system involved by segregating projects into two primary categories, "system preservation" and "access and mobility." The maps are not sufficiently detailed to precisely locate every project but do indicate the extensiveness and relative statewide distribution of planned project activity.

To show how the Six Year Highway Plan fits into the Cabinet's longer-range Statewide Transportation Plan, the "access and mobility" maps also reflect the major long-range plan projects which the Cabinet intends to pursue beyond the Year 2006. The long-range plan is updated periodically and is geared to stay within forecasted funding limitations. We believe that it is important to acknowledge that the long-range plan constitutes the principal source for new projects that are added to the biennial updates of the Six Year Highway Plan.

Consistent with past trends and current forecasts, the 2000 edition of the Six Year Highway Plan is being developed with the expectation that future federal and state revenues will grow. Federal fund revenues are difficult to predict due to annual adjustments to multi-year federal transportation legislation enacted by Congress. For the purposes of this plan, federal fund revenue estimates were based on the return to Kentucky under the federal Transportation Equity Act for the 21st Century (TEA-21), enacted in 1998. State Road Fund receipts show only modest growth.

It is very important to acknowledge that Governor Patton has challenged the Kentucky Transportation Cabinet to improve Six Year Highway Plan project delivery systems to better meet targeted costs and schedules. The Cabinet is placing maximum emphasis on schedule monitoring and cost containment. Many of the schedules set by the 2000 General Assembly will be difficult to meet because of the time required to conform to current environmental regulations and time required to adhere to legal procedures often associated with right-of-way acquisitions. We have evaluated each project and established a realistic schedule based on predicated environmental, right-of-way, and other relevant issues and included these dates alongside the dates set by the 2000 General Assembly. As we work to improve delivery performance, we will be diligent to meet FY 2001-2002 Biennial Highway Plan schedules to the maximum extent possible.


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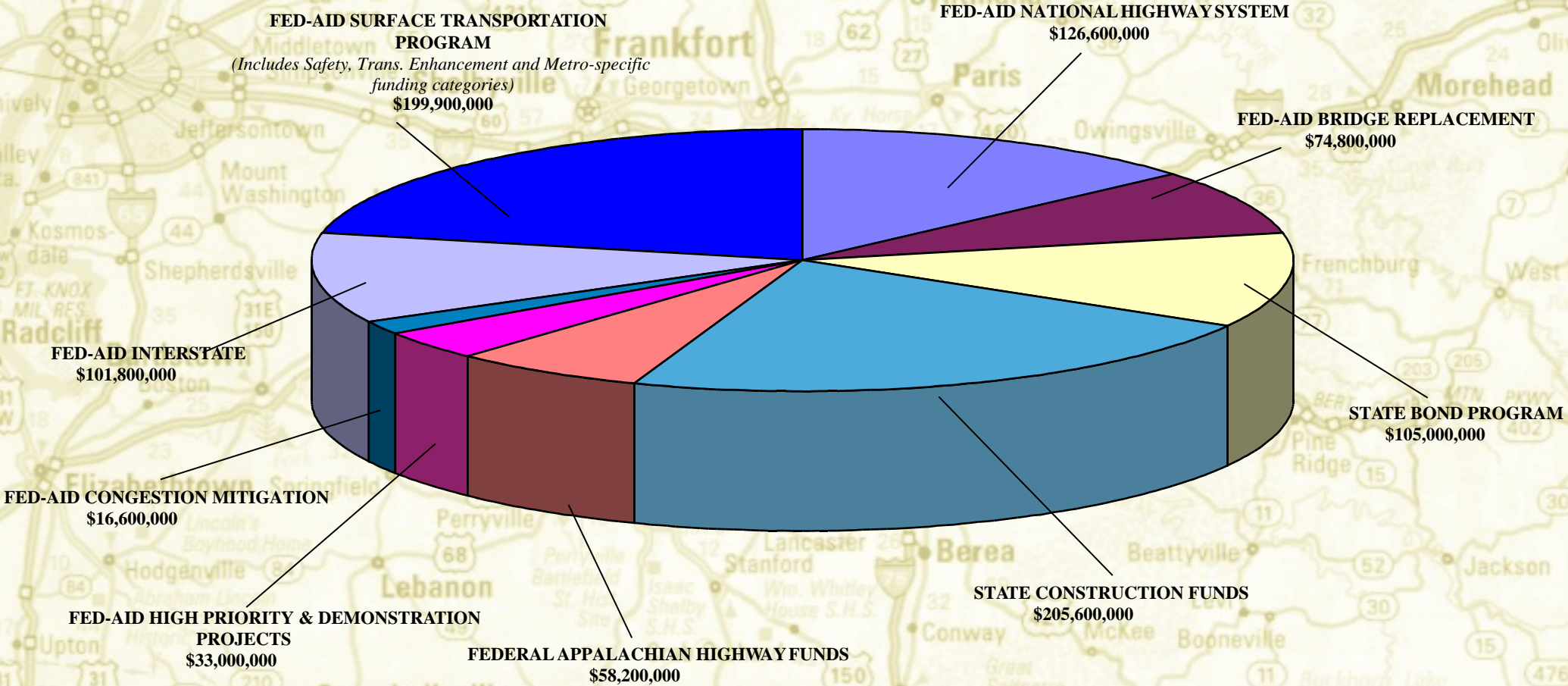
Certainly, reductions in state fund appropriations or significant shortfalls in federal transportation program funding will result in a corresponding reduction in the Cabinet's ability to deliver all Biennial Highway Plan projects on schedule. Governor Patton has worked to ensure that the 2001-2002 Biennial Highway Plan is fiscally responsible and that a good faith effort has been made to adhere to the commitments made in the 1998 Plan. We remain confident that this plan constitutes a reasonable and prudent course for short-range highway system improvements throughout the Commonwealth.

Sincerely,


James C. Codell, III
Secretary

JCC:JMY:MWH:DCC

ESTIMATED FY 2000 FEDERAL-AID AND STATE HIGHWAY CONSTRUCTION PROGRAM FUNDING LEVELS



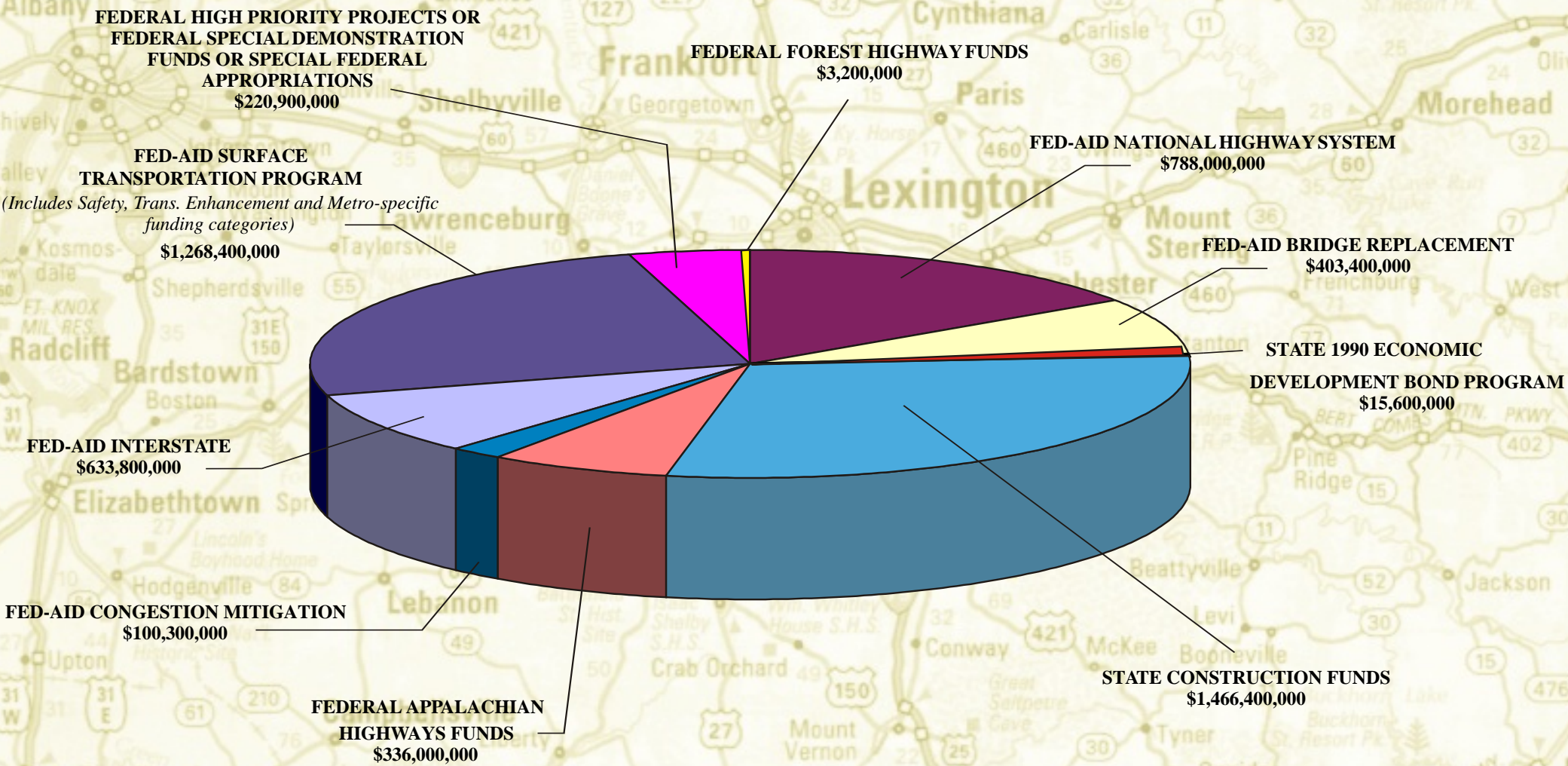
TOTAL ESTIMATED FY 2000 PROGRAM = \$921.5 MILLION

NOTE: FEDERAL-AID FUNDING LEVELS INCLUDE STATE MATCHING FUND COMPONENT

FIGURE 1

APPROVED 2000-2002 BIENNIAL HIGHWAY CONSTRUCTION PROGRAM AND IDENTIFIED PRECONSTRUCTION PROGRAM PLAN FOR FY 2003 THROUGH FY 2006

ANTICIPATED FUNDING LEVELS



TOTAL ESTIMATED 2001-2006 SIX YEAR PROGRAM= \$5.2 BILLION

NOTE: FEDERAL-AID FUNDING LEVELS INCLUDE STATE MATCHING FUND COMPONENT

FIGURE 2

FEDERAL AND STATE HIGHWAY FUNDING LEVELS

FROM 2001 THRU 2006

In millions (as estimated by the Kentucky Transportation Cabinet)

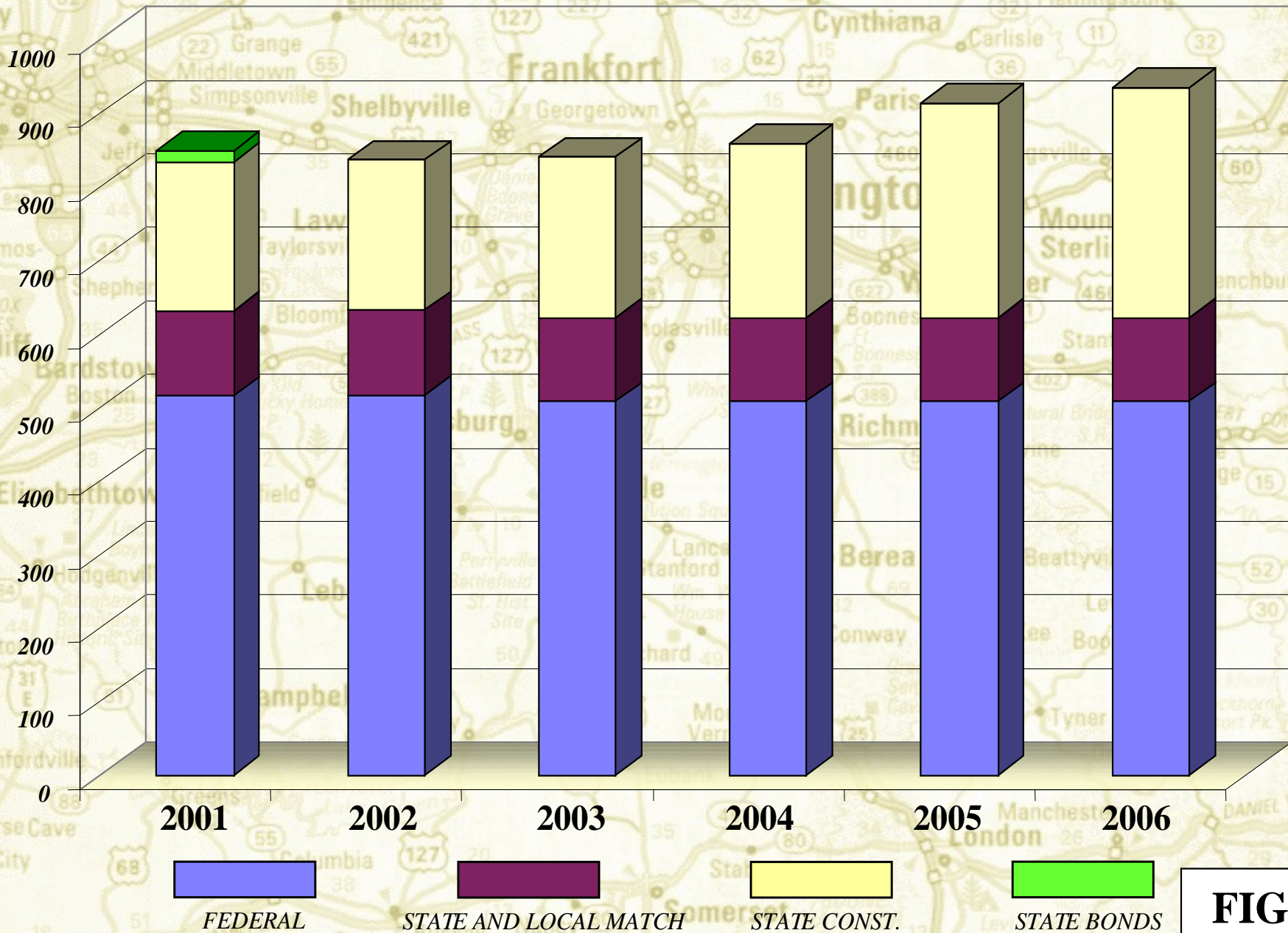


FIGURE 3