



TRANSPORTATION CABINET

Frankfort, Kentucky 40622
www.transportation.ky.gov/

Steven L. Beshear
Governor

Michael W. Hancock, P.E.
Secretary

January 17, 2012

TO: Recipients of the Kentucky Transportation Cabinet's
2012 Recommended Highway Plan

On behalf of Governor Steve Beshear, the Kentucky Transportation Cabinet (KYTC) is pleased to present the *2012 Recommended Highway Plan*. As required by the *Kentucky Revised Statutes, Chapter 176*, this Plan is the vehicle through which major highway improvement project phases scheduled for the next six years are recommended to the Kentucky General Assembly during the 2012 Session. The *2012 Recommended Highway Plan* outlines scheduled project phases for FY 2012 through FY 2018.

As we assess the Transportation Cabinet's ability to meet future highway needs, we must recognize that when budgets are tight and projects cost more, careful choices must be made about the type and extent of road system improvements we pursue. Kentucky's highway infrastructure represents a huge public capital investment that must be protected. Accordingly, the *2012 Recommended Highway Plan* contains many priority operational, maintenance, safety, pavement restoration, and bridge repair projects. As important as upgrading our existing infrastructure is today, the need is also great to adequately provide for the economy of tomorrow.

Including the remaining dollars for Fiscal Year 2012 and looking ahead through the Year 2018, the *2012 Recommended Highway Plan* is based on expectations that \$7.49 billion of traditional state and federal highway dollars, augmented by approximately \$880 million of previously approved state road bond and federal GARVEE bond proceeds, will be available to address transportation needs throughout the state during that timeframe. It is necessary to note that the annual funding expectations for this edition of the Highway Plan have been roughly balanced against projects scheduled for that year for every category except the State Construction Program (SP). As a result of Executive and Legislative Branch decisions dating back to the Year 2000, the SP Account has not been fiscally balanced for the past six editions of the Highway Plan.



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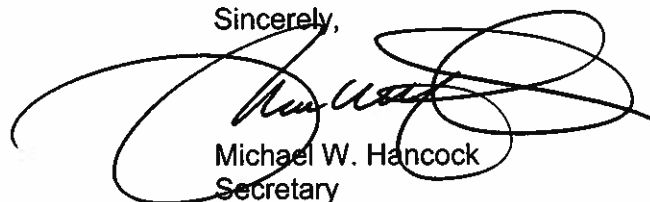
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Our efforts to also factor inflation into the costs of projects throughout the *2012 Recommended Highway Plan* have now yielded an SP Account that contains over \$1.70 billion more in projects than funding exists to finance. In truth, the inclusion of SP Account projects essentially provides a "15 to 20-Year Plan" rather than a "Six-Year Plan," for state-funded highway projects.

Providing a safe and reliable transportation system that delivers economic opportunity and enhances the quality of life for all Kentuckians is the objective of the KYTC. The *2012 Recommended Highway Plan* provides a group of projects built around this objective in order to responsibly address our transportation system priorities within the funding resources available. It is the desire of Governor Beshear that we manage the responsibility for Kentucky's road network effectively and above reproach. We assure the citizens of the Commonwealth that we are working honorably, every day, to build trust and credibility in Kentucky's highway programs.

Sincerely,

A handwritten signature in black ink, appearing to read "Michael W. Hancock", is written over a circular stamp. The signature is fluid and cursive, with a large loop at the end.

Michael W. Hancock
Secretary

