



COMMONWEALTH OF KENTUCKY

**Matthew G. Bevin**  
Governor

**Greg Thomas**  
Secretary

January 17, 2018

TO: Recipients of the Kentucky Transportation Cabinet's  
2018 Recommended Highway Plan

As required by the *Kentucky Revised Statutes, Chapter 176*, the *2018 Recommended Highway Plan* is the means by which major highway improvement projects for the next six years are recommended for consideration by the Kentucky General Assembly during the 2018 Legislative Session. The *2018 Recommended Highway Plan* outlines scheduled highway project activities for FY 2018 through FY 2024.

The Kentucky Transportation Cabinet's (KYTC) mission is to provide a safe, efficient, environmentally sound, and fiscally responsible transportation system that delivers economic opportunity and enhances the quality of life in Kentucky. In developing Kentucky's *2018 Recommended Highway Plan*, KYTC adopted a "Safety First" approach, prioritizing asset management projects across the Commonwealth. KYTC is responsible for managing and maintaining 27,500 miles of roadway and over 14,000 bridges. In recognizing the growing backlog of pavement and bridge needs, "Safety First" emphasizes allocating funds to address the critical backlog of infrastructure maintenance and repairs. The prioritization of roads and bridges in need of repair will allow for continued economic growth and commerce throughout Kentucky.

The plan increases funding to address the backlog of deficient bridges from \$122 million annually to \$179 million annually, representing nearly a 50 percent increase in combined state and federal funding. The plan also increases funding to address pavement needs from \$175 million annually to \$324 million annually, representing an 85 percent increase in combined state and federal funding.



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Governor Bevin charged KYTC to develop a data-driven process to prioritize roadway projects across the Commonwealth. Working with legislators, Area Development Districts (ADD), and Metropolitan Planning Organizations (MPO), the "Strategic Highway Investment Formula for Tomorrow (SHIFT)" prioritization process was developed by blending best practices from other states and utilizing resident Kentucky experience. The result is an objective and collaborative approach to assist in ranking projects across the Commonwealth on a statewide and regional basis. The SHIFT scoring formula is based on safety, asset management, economic growth, congestion, and benefit/cost analysis.

The *2018 Recommended Highway Plan* is based on a total of \$6.6 billion, consisting of \$2.3 billion to address the backlog of pavement and bridge needs, \$1.1 billion in federally dedicated funds, and another \$0.6 billion for federal GARVEE debt service payments. Beyond these obligations, there is \$2.6 billion left for SHIFT funding through FY 2024. The plan consists of projects to address bridge and pavement needs, as well as critical roadway safety improvements, road widening, reconstruction, construction of new routes, and interchange improvements. SHIFT scoring resulted in a reduction of projects identified as "priority" from \$14.6 billion to \$8.6 billion. As noted above, this year's plan, while balanced, contemplates only \$2.6 billion in available SHIFT funding, leaving a gap of \$6 billion for needed priority projects that lack funding. These projects are listed in the appendix of this document.

The *2018 Recommended Highway Plan* provides a core group of projects to responsibly address infrastructure priorities within the constraints of the funding resources available. The Kentucky Transportation Cabinet is proud to present a balanced, fiscally responsible, prioritized highway program.

Sincerely,



Greg Thomas  
Secretary