



FREQUENTLY ASKED QUESTIONS

Why did we need to make a change in the current approach to prioritizing and funding transportation projects?

The current approach to transportation funding produces a Highway Plan with far more promises than we can keep. It includes nearly 10 times as many state projects as we have dollars to support. We need a data-driven approach that allows us to set realistic priorities and make dependable decisions.

Does SHIFT take decision-making power away from the Governor and General Assembly?

No. Under state law, the Governor and General Assembly enact the Highway Plan. SHIFT is an important tool that combines objective data and input from state and local leaders to prioritize more than 1,200 projects across the state. SHIFT provides the Governor and the General Assembly with more information than ever before to help them allocate funding.

How did SHIFT prioritize current projects in the design, right-of-way, and/or utility phase? What about current projects ready for construction?

We used SHIFT's data-driven approach to guide decisions as we made the transition from the current Highway Plan. We also considered other factors when determining priority projects, such as projects with considerable prior investments, project commitments, completing significant corridors and the impact to communities.

Will all of the available transportation funds be allocated to SHIFT projects?

No. SHIFT will be used to help prioritize funding for safety improvements, road widening, reconstruction, new routes and interchanges. Funds will be allocated to projects outside of the SHIFT process. This includes local projects under the Rural and Municipal Aid program, federally dedicated projects including preservation projects on pavements and bridges, federally designated urban projects, highway safety, bike/pedestrian improvements and congestion funding.

What is the difference between statewide and regional projects?

Projects of statewide significance are interstates and highways essential to move people and goods from one Kentucky region to another and to other states. They are a subset of all Kentucky projects in the National Highway System. Regional projects include state highways and other roadways that have more regional and local benefits. National Highway System projects not selected in the statewide list may be included in regional priority lists.

How are statewide and regional projects scored under SHIFT?

Statewide projects are scored solely on quantitative data, the SHIFT formula that measures safety, congestion, economic growth, asset management and cost-benefit ratios. Regional projects are scored

using both the SHIFT formula and input from regional transportation leaders. The scores for regional projects are weighted – 70 percent quantitative and 30 percent qualitative.

What percentage of available funding for the Highway Plan was allocated for SHIFT projects?

Out of the \$6.6 billion available state and federal funding, \$2.6 billion dollars is allocated for SHIFT projects.

Will SHIFT balance the needs of both urban and rural communities?

Yes. The two categories of projects – statewide and regional – will help us balance the needs of different parts of the Commonwealth. Funding allocations for each of those categories have not yet been set, but KYTC is working to ensure to allocate limited transportation dollars in reasonable ways.

Will this approach result in more or less bonding/borrowing for transportation projects? Will it allow more large-scale projects to move forward?

SHIFT is a tool that will help Kentucky live within its means. However, decisions about spending levels and financing are distinct from this process. SHIFT scores will show what projects we could take on if we had additional revenue.

Does the Recommended Highway Plan still include more projects than we have funding to cover?

No. The 2018 Recommended Highway Plan is a balanced \$6.6 billion plan based on anticipated state and federal funding. \$2.6 billion is allocated for SHIFT priority projects in the Plan. The appendix includes \$6 billion in unfunded projects we identified as priority projects but would require additional revenue to fund.

How is the Recommended Highway Plan different than the last Highway Plan?

The 2018 Recommended Highway Plan is a balanced highway plan based on anticipated available state and federal dollars. Plans in the past have been over-programmed with more projects than we had available dollars to fund. Projects that could be funded if additional dollars are available are listed in Appendix A of the Plan. The Recommended Highway Plan features an unprecedented investment in asset management with \$1 billion dedicated to improve safety and support economic development through bridge and pavement repairs.

Did major construction projects such as the I-69 Ohio River Crossing (Henderson/Evansville) and Brent Spence Bridge (Northern Kentucky/Cincinnati) get priority consideration in the Recommended Highway Plan?

These large-scale mega projects will require additional funding sources to finance. The I-69 ORX appears in the Recommended Highway Plan with \$500,000 of funding in FY 2019 to continue work on the design phase of the project, \$19 million of funding in FY 2021 for the right-of-way phase, and \$8 million of funding in FY 2022 for the utility phase of the project. A recent study of The Brent Spence corridor confirmed the need for a new bridge, in addition to improvements to I-275. To continue investing in the current structure, funds have been dedicated to paint the bridge in 2019 and an economic development focused study of an eastern bypass concept. No funds have been allocated for any phases of the Brent Spence Bridge Project.

How much funding will be available for repairing and replacing aging roads and bridges?

An additional \$206 million a year will be added to repair aging bridges and roads. This will help reduce the growing backlog of more than \$2 billion in pavement and bridge maintenance to address current needs across the Commonwealth. More than one third of the state's 1,000 bridges in need of repair will

be rehabilitated in the FY 2018 – FY 2020 biennium, unlocking transportation barriers for school buses, emergency services, and the movement of freight. The remainder of the bridges will be addressed in future Highway Plans. Pavement investments rose nearly 85 percent to fund more than 200 pavement projects that improve safety and minimize traffic delays.

How can citizens have a voice in the prioritization process?

The SHIFT process included input for state and local transportation leaders to add collaboration and transparency. Citizens may also contact their state legislators to share their views. Once the 2018 Recommended Highway Plan is enacted and signed into law by the Governor, the KYTC will shortly after begin the SHIFT process for the next 2020 Highway Plan.

We update the plan every two years (necessity, something changes in the community that necessitates additional improvements).