



## \$20 Million Allocated to Support Runway Improvement Projects

Continuing his commitment to the aviation industry, Gov. Matt Bevin announced select general aviation airports across the state will receive \$20 million over the next two years to fund overdue airport pavement renovations.

“Every year, hundreds of individuals and companies consider bringing their business to Kentucky. Many of them travel here on corporate jets and land at one of our non-commercial airports,” said Gov. Bevin. “First impressions about Kentucky’s business communities are made starting from the moment an aircraft touches down. For this reason, investing in general aviation airport infrastructure is not merely cosmetic — it’s vital to strengthening the health of Kentucky’s economy.”

In total, 34 general aviation airports are slated to begin pavement improvement projects on aged runways, taxiways and aprons. The funds will pay for the restoration and maintenance of pavements in poor condition.

Pavement conditions will ultimately determine how funding is spent on airport projects, which range from crack repair to a complete overlay. If warranted, some runways, taxiways or aprons may receive a complete reconstruction.

A study was conducted in 2011 and updated in 2014 by Applied Pavement Technology to rate the condition of all runways, taxiways and aprons. Inspectors visited each airport to physically examine and grade the overall pavement condition. The Kentucky Department of Aviation (KDA) used

the results from the study to determine the order of priority for projects.

Ten projects are slated for Fiscal Year 2017. The first five projects will be approved for design and construction while the second set of projects will be in the design phase only. The second set will proceed to the construction phase as funding permits. Some construction projects may also shift to Fiscal Year 2018 depending on available funding.

These general aviation airports are scheduled:

- Big Sandy Regional Airport (Prestonsburg) \$2,400,000
- Tompkinsville-Monroe County Airport \$1,100,000
- West Liberty Airport \$750,000
- Russellville-Logan County Airport \$1,600,000
- Wendell H. Ford Airport (Hazard) \$750,000
- Morehead-Rowan County Airport \$250,000
- Williamsburg-Whitley County Airport \$250,000
- Sturgis Municipal Airport \$1,325,000
- Harlan Airport \$750,000
- Georgetown-Scott County Airport \$1,500,000

All projects are administered through the KDA. Funding was made possible by Gov. Bevin and the 2016 General Assembly.

*Excerpted from: Ryan Watts, KYTC, July 27, 2016*  
<http://transportation.ky.gov/Pages/PressReleasePage.aspx?&FilterField1=ID&FilterValue1=191>

### About The KYTC

The goal of the KYTC DBE Program is to ensure a “level playing field” on which DBEs can compete fairly for US DOT-assisted contracts, improve the flexibility and efficiency of the DBE program and reduce burdens on small businesses.

KYTC provides support for its certified DBE firms through the DBE Supportive Services Program with the intent to improve economic growth and future of Kentucky DBE firms by utilizing the following tactics:

- Expanding business knowledge
- Increasing project quality
- Enhancing abilities
- Creating marketability of Kentucky DBEs

### About The DBE Program

The Construction Estimating Institute (CEI) works with Kentucky Transportation Cabinet (KYTC) as the statewide provider of the federally funded Disadvantaged Business Enterprises (DBE) Supportive Services Program.

We want to increase the number of certified DBEs participating in highway and bridge construction, as well as assist DBEs in growing and eventually becoming self-sufficient.

Additionally, CEI provides supportive services by assisting prime contractors and consultants with identifying DBEs for subcontracting opportunities on priority projects.

## Update on KYTC 2016 Highway Plan

The 2016 Highway Plan is based on expectations that \$5.7 billion of traditional State Road Funds and Federal-aid Highway Funding will be available to address transportation needs throughout the state during that timeframe. It is necessary to note that the annual Federal-aid Highway Funding expectations for this edition of the Highway Plan have been over-programmed by approximately \$55 million against projects scheduled in the FY 2016-2018 Biennium federal program categories, and over-programmed by approximately \$492 million against projects scheduled in the FY 2019- 2022 federal program categories in the four out years of the Plan. The State Bond 2009 (SPB) and State Bond 2010 (SB2) categories are over-programmed by approximately \$266 million, and the State Priority Project (SPP) category is over-programmed by approximately \$1.1 billion in this Highway Plan. A total of \$3.8 billion of other projects are shown as State Projects (SPs), and no funding is available for the scheduled SP projects in the 2016 Highway Plan.

By making careful choices and by prioritizing project funding, the KYTC will preserve and shore up the Road Fund cash balance. The current low cash balance requires halting the start of new state-funded projects in all

phases of projects (design, right-of-way, utility relocations, and construction) for the first year in the FY 2016-2018 Biennium, and the KYTC may be limited to \$50 million to spend on new projects in the second year of the Biennium depending upon the actual State Road Fund cash balance.

State construction Road Fund expenditures have been more than \$1 billion over the last 3 fiscal years, and the required KYTC maintenance expenditures have also increased during the past 2 fiscal years.



Kentucky's FY 2016-2022 Highway Plan  
"Connections to the Future"

The unspent but obligated balance of active State Road Funded projects at the end of FY 2016 is projected to be approximately \$860 million compared to \$506.6 million at the end of FY 2012. The maintenance costs for FY 2016 have increased and are projected to be approximately \$400 million, which is over budget. All of these considerations require the KYTC to take appropriate

measures to constantly monitor State Road Fund expenditures and to appropriately monitor and manage the overall State Road Fund program cash balance as required by statute.

KYTC will continue its ongoing commitments to "Mega-Projects" including 1-69 improvements, the Mountain Parkway, US 68/ KY 80 roadway improvements, and the Louisville Bridges. With the Congressional approval of the FAST Act, which was signed into law by the President on December 4, 2015, the federal funding levels are sustainable (approximately \$704 million per year).

The KYTC will proceed on new federally-funded projects including the widening of 1-75 in Rockcastle County, a new 1-65 interchange in Bullitt County, and upgrading the William H. Natcher Parkway to interstate standards in order to establish the Interstate Spur Route between Bowling Green and Owensboro. The resurfacing program will continue to be a priority, and the local county and city governments will continue to utilize the Flex Fund and Bridge Replacement Programs.

Excerpted from  
Greg Thomas, KYTC, June 17, 2016

<http://transportation.ky.gov/Program-Management/Highway%20Plan/2016HighwayPlanCoverLetter.pdf>

## Supportive Services Offered



- Estimating Training
- Building Capacity
- Mobilization Financing
- Bonding Assistance
- Marketing Plan Development
- Creating a Business Plan
- Building a Website
- Plan Reading



CEI is an educational organization providing the highest quality construction training in the industry. Over 100,000 owners, estimators, project managers, field supervisors, office support staff, foremen, laborers, and key management personnel have attended courses that are offered nationwide. The courses provide students with construction skills training and the critical information needed to be effective within their companies and organizations.

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CEI, 5016 Calle Minorga, Sarasota, FL 34242