



KYTC releases data-driven list of statewide transportation projects to guide decisions on next Highway Plan



The Kentucky Transportation Cabinet (KYTC) today released a data-driven list of projects that are candidates for state transportation funding, using initial results from the State Highway Investment Formula for

Tomorrow (SHIFT). The results will be a key component in developing the upcoming 2020 Highway Plan.

The statewide list includes 49 high-ranking projects under consideration for funding – interstates and highways that move people and goods from one Kentucky region to another and to other states – as well as 74 committed projects that are highly ranked enacted projects from the 2018 Recommended Highway Plan.

The 123 projects will receive priority consideration as KYTC develops the Recommended Highway Plan, a six year outline for transportation spending, presented to the 2020 General Assembly to guide decision-making.

SHIFT is a formula-based process that uses objective data on safety, congestion, asset management, economic growth and benefit-cost ratios. It is the product of Gov. Matt Bevin’s pledge to create a more balanced, data-driven, transparent approach to prioritizing the Commonwealth’s transportation funding.

SHIFT 2018 helped Kentucky leaders develop the most balanced, responsible and objective Highway Plan in modern times,” said Transportation Secretary Greg Thomas. “With the help of local transportation leaders, lawmakers and the cabinet’s transportation professionals, we will continue to chart a dependable path forward for our citizens.”

The next step will be development by local officials and transportation leaders (Area Development Districts, Metropolitan Planning Organizations and KYTC District Offices) of priority projects that will have a regional impact. Leaders in four broad geographic regions of the state – each including three KYTC districts – will gather to discuss priorities for their areas from a list of more than 1,000 regional projects and statewide projects that did not advance to the statewide list.

Later this fall, the statewide and regional lists developed under SHIFT 2020 scoring will guide formulation of the Recommended Highway Plan. The plan will also include funding for priorities outside of SHIFT, including projects already underway and federally designated programs such as the Transportation Alternative Program and the Congestion Mitigation Air Quality program funded through the Office of Local Programs.

For more information about SHIFT 2020 and to view the statewide projects list, visit <http://transportation.ky.gov/SHIFT>.

To Read More: <https://transportation.ky.gov/NewsRoom/SHIFT%202020%20Statewide%20List.pdf>



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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.

How to Use Driver Accountability to Increase Profitability

Why drivers that are held to a clear, unbiased standard perform better for the company & themselves



For any company with a fleet of light- or medium-duty vehicles, from service contractors to vendors and those in the transportation industry, increasing profitability often comes down to fostering an

environment of greater employee accountability.

The concept of accountability is defined as “the obligation of an individual to account for his/her activities, accept responsibility for them and to disclose the results in a transparent manner.”

Implied in this definition is the ability to verify task are completed as expected, on time, efficiently and per company policy. For fleet managers, this can only be accomplished through real-time GPS tracking devices on all vehicles.

After all, it is an established fact that drivers that know they are being monitored by such systems are less likely to make unnecessary detours or stops for personal reasons, may avoid spending unnecessary time at jobsites and/or avoid idling the engine while filling out paperwork in the vehicle.

But accountability is not about discovering what a driver is doing wrong; it is actually more about what the driver is doing right. Through GPS tracking, drivers can take more ownership for their jobs, have more clarity of tasks and results, can self-correct and improve, and do not have to be micromanaged.

Even well-intentioned drivers may discover that there are areas of improvement and efficiencies that could make them more productive.

There are indirect benefits as well. When all drivers are monitored, those not pulling their weight can be identified faster, and more productive employees do not have to pick up the slack with extra deliveries or service visits.

Finally, with greater accountability, higher performing employees are more likely to be recognized and rewarded

(raises anyone?) based on verifiable performance.

So, with a host of benefits for the employee, fleet managers that have avoided the “leap” to GPS tracking are missing out on a win-win scenario. After all, more accountable drivers lead to greater efficiency overall, which means increased profits. It’s an argument that is hard to deny, particularly as GPS tracking continues to improve while the cost of entry plummets.

Holding Drivers to a Higher Standard

Although GPS trackers have been around for some time, advances in the technology allow for more real-time tracking and simplified reporting. After all, fleet managers don’t want to spend all day on their computers sifting through complex analytical data. Instead, they want simplified, easy-to-read reports that summarize what they need to know. Fortunately, such systems exist today and at rates less than \$20 per vehicle. These advanced units allow real-time and historical tracking of each vehicle in a fleet. This, in turn, allows dispatchers to assign the closest vehicle to a job, which expedites the service work or delivery and saves gas, labor, and vehicle wear and tear. It also allows historical routing analysis, which enables even greater routing efficiencies to be determined on an individual or fleetwide basis.

However, the greatest improvements in fleet management are apparent when GPS tracking devices are used to hold drivers to a clear, unbiased standard to encourage better performance for the company and themselves.

For example, when Reilly Construction & Development implemented their first GPS tracking system last year, the Vero Beach, Florida-based residential and commercial construction company benefited from significant productivity gains and operational efficiencies.

To Read More, See Excerpt: <https://www.constructionbusinessowner.com/fleet/fleet-management/how-use-driver-accountability-increase-profitability>

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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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