

Gov. Bevin Submits 2016-22 Recommended Highway Plan to General Assembly

Gov. Matt Bevin submitted his 2016-2022 Recommended Highway Plan to members of the General Assembly.

“This plan provides a common sense approach to prioritizing our infrastructure needs over the next few years,” said Gov. Bevin. “We must be accountable to our citizens by investing in transportation projects that promote safety and economic opportunity.”

The Plan, if enacted, includes \$6 billion in state and federal funds to address the critical transportation needs across the state. Lawmakers will have nearly \$1 billion less to work with over the next six years. Due in part to declining gas prices, less money from a reduction in Road Fund receipts will be available to lawmakers to spend on projects.

Bevin noted that Kentucky bridges have been ignored, and that the issue must be addressed. Bevin calls for no less than 15% of available state highway dollars to be allocated to the preservation and maintenance of these structures.

Statewide, the Cabinet is responsible for over 14,000 bridges, some of which are structurally deficient or functionally obsolete. These bridges are safe for traffic, but require extra maintenance funding, weight limits and other restrictions to maintain safe travel.

Other highlights include:

- Upgrade the William H. Natcher Parkway to interstate standards in order to establish the “I-565” Spur Route between Bowling Green and Owensboro
- Widening of I-75 to six lanes in Rockcastle County
- Maintenance and upkeep of the Brent Spence Bridge while a regional mobility study is performed
- Expand U.S.641 to four lanes from Murray to the Tennessee state line
- Widen U.S. 421/KY 80 to four lanes in Clay County

Excerpt: KYTC Office of Public Affairs 1/27/16



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.

U.S. Transportation Secretary Foxx Announces Notice of Funding Availability for Infrastructure Projects

U.S. Transportation Secretary Anthony Foxx today announced the availability of credit assistance for critical infrastructure projects across the country through the Transportation Infrastructure Finance and Innovation Act (TIFIA) program. Secretary Foxx encouraged states and cities across the country to submit letters of interest for direct loans, loan guarantees, and standby lines of credit through TIFIA as a result of the recently enacted Fixing America's Surface Transportation Act (FAST Act).

"The TIFIA credit program has a strong record of success in stimulating local economies and bringing critical transportation projects to communities that need them," said U.S. Transportation Secretary Anthony Foxx. "This year, the added flexibility and streamlined review process should make it easier for a variety of applicants to take advantage of the funding opportunities, and to bring significant infrastructure developments to their neighborhoods."

The FAST Act authorizes \$1.435 billion in capital over five years for the TIFIA credit assistance program. Historically, one dollar of TIFIA Program funds supported a TIFIA loan of approximately 14 dollars and resulted in infrastructure

investment of up to 40 dollars, when taking into account other state, local and private sector investments. A wide range of surface transportation infrastructure is eligible for TIFIA credit assistance, including highways, passenger and freight rail, public transit, intermodal freight facilities, and international bridges and tunnels. The FAST Act expands eligibility to include transit-oriented development and the capitalization of a rural projects fund within a state infrastructure bank.

In addition, for eligible small projects, the FAST Act allows TIFIA to reserve funding to offset the fees charged to applicants by TIFIA for financial and legal services. Because of the flexibility provided by the TIFIA programs, many qualified, small-scale and large-scale projects that might otherwise be delayed or shelved can move forward quickly, providing an immediate boost to jobs while laying a foundation for continued economic growth.

To date, the TIFIA program has provided \$22.7 billion in credit assistance to support more than \$82.5 billion in transportation infrastructure investments to help build 56 major transportation projects around the country. Updated information regarding TIFIA's loan portfolio is available here.

DOT's Build America Transportation Investment Center (BATIC), which was announced in 2014, has expanded TIFIA's ability to meet the needs of the nation's transportation system. BATIC serves as a single point of contact and coordination for states, municipalities, and project sponsors looking to utilize federal transportation expertise, apply for federal transportation credit programs, and explore ways to access private capital in public private partnerships (P3s). Since BATIC's formation, DOT has closed over \$8 billion in financing to support \$21 billion in projects.

BATIC has also increased the number of non-traditional DOT credit program applicants, most significantly TIFIA-eligible inside-the-gate port projects. BATIC has facilitated interdepartmental coordination for mega-projects that need to access multiple DOT credit programs. It is also providing project finance capacity building resources for states and municipalities in conjunction with the BATIC Institute: An AASHTO Center for Excellence, which includes best practices papers, a P3 case study webinar series, and peer to peer exchanges on finance and development.

Excerpt: U.S. Dept. of Transportation, 4/4/16

Supportive Services Offered



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

Call 800-423-7058 or visit us online at www.kydbce.com

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