



COMMONWEALTH OF KENTUCKY
OFFICE OF THE GOVERNOR

MATTHEW G. BEVIN
GOVERNOR

700 CAPITOL AVENUE
SUITE 100
FRANKFORT, KY 40601
(502) 564-2611
FAX: (502) 564-2517

VETO MESSAGE FROM THE
GOVERNOR OF THE COMMONWEALTH OF KENTUCKY
REGARDING HOUSE BILL 304 OF THE
2016 REGULAR SESSION

PART 1
OPERATING BUDGET
TRANSPORTATION CABINET
GENERAL ADMINISTRATION AND SUPPORT

I, Matthew G. Bevin, Governor of the Commonwealth of Kentucky, pursuant to the authority granted under section 88 of the Kentucky State Constitution, do hereby veto the following:

- Page 1, line 27, after "that", delete the rest of the line.
- Page 2, line 1, delete in its entirety.
- Page 2, line 2, delete "Section 1".
- Page 2, line 3, after "Program" delete the rest of the line.
- Page 2, lines 4 through 9, delete in its entirety.

The Kentucky Transportation Cabinet produces a document that combines the sections for ease of finding projects over the six-year plan. This language bifurcates the projects making it more difficult to fully envision how the projects come together in the plan.

PART 1
OPERATING BUDGET
TRANSPORTATION CABINET
HIGHWAYS

- Page 5, line 6, after "Account.", delete the rest of the line.
- Page 5, line 7, delete in its entirety.
- Page 5, line 8, delete "support the Kentucky Pride Fund created in KRS 224.43-505."

This language is too restrictive and directs more than double the historical amount given to the Kentucky Pride Fund despite difficult financial times.

- Page 5, line 9, delete "Shortline".

The Kentucky Transportation Cabinet needs greater latitude to use the funds for all railroads. The Government should not be influencing the market by playing favorites.

Page 5, line 10, after "safety" delete the rest of the line.
Page 5, lines 11 through 12, delete in its entirety.

The Kentucky Transportation Cabinet has no criteria to accurately measure service improvements and needs the flexibility to require a higher percentage of private matching funds.

Page 6, line 19, after "July 1, 2016.", delete the rest of the line.
Page 6, line 20, delete in its entirety.

The Kentucky Transportation Cabinet already submits a report that forecasts into the next two to three years. Forecasting monthly into year 2022 is not useful because it would be based on too many assumptions and unidentifiable variables.

Page 7, lines 7 through 9, delete in its entirety.

The State Resurfacing Program is included in the Highways Road Fund and should be based on needs and priorities rather than on an arbitrary figure.

Page 8, lines 4 through 6, delete in its entirety.

KRS 176.430 already requires the Kentucky Transportation Cabinet to provide this information in a monthly road plan status report. These provisions are over-burdensome and redundant.

Page 8, line 8, after "study", delete the rest of the line.
Page 8, line 9, delete "classifications".

A study for certain job classifications is warranted, however, conducting a study on all merit employees would be time consuming, costly and inefficient.

Page 8, line 13, after "Revenue", delete the rest of the line.

The Personnel Cabinet suggests that the study could take up to two years for completion. Removing this provision permits the Kentucky Transportation Cabinet more flexibility to conduct a thorough study.

Page 8, line 14, delete "Mountain Parkway Extension and" and "Notwithstanding"

Page 8, lines 15 through 27, delete in its entirety.

Page 9, line 1 through 2, delete in its entirety.

Page 9, line 3, after "shall", delete the rest of the line.

Page 9, line 5, delete "full" and "Mountain Parkway expansion and".

A planning study for the extension of the Mountain Parkway is already included in the 2016-2022 Highway Road Plan. The Kentucky Transportation Cabinet already has cost estimates for the projects and currently works with the Secretary of the West Virginia Department of Transportation on the common goals of the two states with regard to transportation.

Page 9, line 6, delete "before".

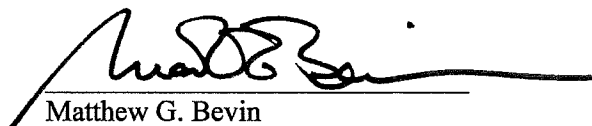
Page 9, line 7, delete in its entirety.

Removing this provision permits the Kentucky Transportation Cabinet more flexibility to conduct a thorough study.

Page 9, lines 8 through 11, delete in its entirety.

Economic development should be considered with great weight in determining the prioritization of projects but with recent reports of the Commonwealth's crumbling infrastructure, safety should be our most pressing concern. Further, this language leaves uncertainty as to whom or what determines which projects improve economic development.

This the 27th day of April, 2016

A handwritten signature in black ink, appearing to read "Matthew G. Bevin", written over a horizontal line.

Matthew G. Bevin
Governor