

KENTUCKY

Current Condition of Transportation:

- 15% of KY's major roads are in poor condition¹
 - ASCE grade of D²
 - Costs each Kentucky motorist \$339 a year in extra maintenance³
 - A total of 3,656 lives were lost on KY's highways from 2009 to 2013⁴
- Vehicle travel on KY's highways increased 40% from 1990-2013⁵ while the state population grew by 19% in that time⁶
- 57% of Kentucky's major highways are congested⁷
 - Congestion in America costs motorists \$121b annually in wasted fuel

Commerce:

- Each year, 68% of the \$242b in goods shipped within KY traveled by truck across the state's vast highway infrastructure⁸

Need for Federal Investment:

- 64% federal share of Kentucky Highway Capital Program⁹
- National Interstate Backlog of \$185.24b on 47,575 miles of interstate¹⁰
 - National Highway System (NHS) backlog of \$424.5b on 227,224 miles of the NHS

FAST Act **→** *What this does for Kentucky*

Prioritize bridge reconstruction and safety:

- Expands funding eligibilities to bridges off the NHS in order to reach the growing number of deteriorating bridges:
 - KY's 1,191 structurally deficient bridges - 31% of Kentucky's bridges are rated as structurally deficient or functionally obsolete¹¹
 - Current ASCE bridge grade of D¹²

¹ TRIP

² ASCE

³ TRIP

⁴ FHWA

⁵ TRIP

⁶ US Census

⁷ TRIP

⁸ TRIP

⁹ AASHTO

¹⁰ AASHTO and FHWA

¹¹ FHWA

¹² ASCE

Improves Commerce:

- Over the life of the bill (FY2016-FY2020), KY will receive \$106,478,496 in addition to growth of the existing programs for freight.
- This new formula-based Freight Program will ensure federal dollars for the state by prioritizing spending on interstate for projects in the national economic interest.
- In addition to the National Freight Program, KY, through the Nationally Significant Freight and Highway Projects (NSFHP), a \$4.5 billion discretionary grant program, will be able to compete for funding to address major projects of high importance to a community, a region, or the country. This will provide much needed funding for projects that are too big to get off the ground due to constraints on traditional funding. Furthermore, NSFHP has a rural set-aside and equitable geographic distribution of funds. This will ensure a balance of where federal dollars are directed, making sure rural projects see the light of day as well as the major projects that will greatly benefit the national economy.

Long-Term 5-Year Certainty:

- Total share over 5 years of the FAST Act: \$3,793,154,962 that the state would not get otherwise.
- 100 projects are at risk with lack of federal investment¹³
- Major State Projects that can benefit from the FAST Act:
 - a. **Brent Spence Bridge** - connects **KY** and OH over the Ohio River
 - i. Built in 1963(more than 50 years old)and designed to carry 85,000/day, but by 2025 it is expected to carry 200,000/day
 - ii. In 2011 chunks of concrete fell from the upper deck down to the lower deck of the bridge
 - iii. Project to significantly improve safety and mobility will **cost nearly \$3B**
 - b. Bridge on KY-20 over Woolper Creek SE of Stone Creek Ln: replacement of bridge needed¹⁴
 - c. Millersburg Bypass¹⁵: construction of new Millersburg Bypass needed
- FAST delivers 5 years of certainty. 35 short term extensions since SAFETEA-LU have impeded on KY's ability to properly plan and budget for transportation projects.
- Building off NEPA reforms accomplished in MAP-21, DRIVE is cutting red tape and accelerating project delivery to increase KY's ability to efficiently finish projects.
- FAST gives KY the ability to prepare for the next 50 years. With a focus on innovation, KY can better deploy technology to improve the state transportation network.

¹³ AASHTO

¹⁴ AASHTO

¹⁵ AASHTO