KENTUCKY

Current Condition of Transportation:
- 15% of KY’s major roads are in poor condition\(^1\)
  - ASCE grade of D\(^2\)
  - Costs each Kentucky motorist $339 a year in extra maintenance\(^3\)
  - A total of 3,656 lives were lost on KY’s highways from 2009 to 2013\(^4\)
- Vehicle travel on KY’s highways increased 40% from 1990-2013\(^5\) while the state population grew by 19% in that time\(^6\)
- 57% of Kentucky’s major highways are congested\(^7\)
  - 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 infrastructure\(^8\)

Need for Federal Investment:
- 64% federal share of Kentucky Highway Capital Program\(^9\)
- National Interstate Backlog of $185.24b on 47,575 miles of interstate\(^10\)
  - National Highway System (NHS) backlog of $424.5b on 227,224 miles of the NHS

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**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 obsolete\(^11\)
  - Current ASCE bridge grade of D\(^12\)

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\(^1\) 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 investment\(^\text{13}\)
- 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 needed\(^\text{14}\)
  c. Millersburg Bypass\(^\text{15}\): construction of new Millersburg Bypass needed
- FAST delivers 5 years of certainty. 36 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, FAST 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.

\(^\text{13}\) AASHTO
\(^\text{14}\) AASHTO
\(^\text{15}\) AASHTO