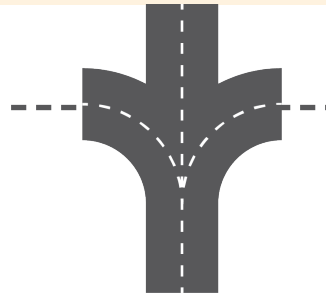




Transportation Funding in Kentucky

Local needs grow as state and federal funding shrinks

55% of the state's population currently lives in a city, but state and federal funds only provide about one-third of the cost of maintaining city streets.



Since 2009, Kentucky cities have spent 62% more on city streets, but state and federal funding declined more than 4%.



Traffic volume has increased 5% since 2013.

Since 2011, commute times have increased by 6.3%.



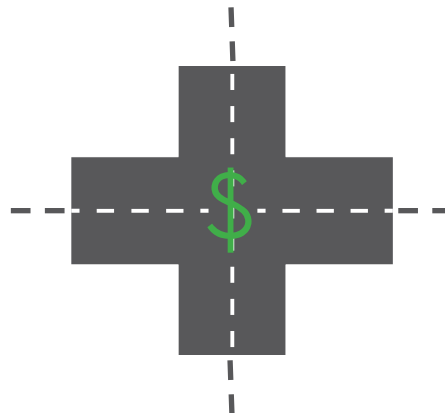
The average driver in Kentucky pays \$444 a year in costs due to driving on roads in need of repair.

Kentucky has some of the highest highway fatality rates in the nation, especially on our rural roads.

The American Society of Civil Engineers gave Kentucky a C- grade for our bridges and a D+ for roads.

Many city streets are on a 40-year replacement cycle, nearly triple the industry standard of 15 years. Funding would have to double for cities to reach the industry standard.

Fixing all the current transportation needs in Kentucky cities would require roughly \$75 million more each year.



\$900 million per year is needed for state projects, and another billion dollars for onetime projects, such as the Brent Spence Bridge.

Kentucky needs an estimated \$35 million per year to modernize and maintain other transportation areas, such as transit and riverports.

Cities spend more than \$340 million a year to maintain and build streets. Municipalities are responsible for more than 10,000 miles of public streets. City streets are more expensive to build and maintain.

