



Kentucky Transportation Legislation

Proposed legislation (SB15 by Sens. Dorsey Ridley and Jerry Rhoads and HB102 by Rep. Don Pasley) would create a public statewide infrastructure authority, a first step in developing new revenue for projects such as the Ohio River Bridges Project, the Brent Spence Bridge and the I-69 project.

Build the Bridges Coalition strongly supports the concept and many provisions of SB15 and HB102 but encourages an amendment to allow local and bi-state authorities in addition to a statewide authority. A local or bi-state authority would represent the communities where the projects are located. Project financing and other issues would be resolved at the local level under a detailed development agreement with the state.

Senate Bill 15 and House Bill 102 highlights

- Establishes the Kentucky Public Transportation Infrastructure Authority (KPTA)
- The authority is comprised of state officials and citizen members. SB15 stipulates an 11-member authority; HB102 calls for a 12-member authority with one “revolving member” from a project area
- Eligible projects must cost at least \$300 million under SB15 and \$500 million under HB 102
- Permit tolls and directs how tolls and other revenue can be used
- Permit the authority to contract with the Kentucky Department of Transportation for construction and operation of the project
- Authorize the issuance of bonds that would not be considered state debt and requires project ownership to revert to the Commonwealth when the bonds are retired
- Require activity of the Authority to be evaluated and be part of the state’s road plan

Build the Bridges Coalition Amendment

- A local or bi-state authority over a specific project could be authorized by the state authority based on an application by the Chief Executive holding elected office in the jurisdiction of the project. If a project Record of Decision has been authorized, a local or bi-state authority is to be granted.
- The local or bi-state authority would have the same powers and duties as the state authority.
- Membership would include the Mayor or County Judge of the project jurisdiction in Kentucky. A bi-state authority would also include the elected official of the largest non-Kentucky jurisdiction. Five citizen members would also serve. On a bi-state authority, three would be appointed by the Mayor or County judge from the Kentucky jurisdiction and two would be appointed by the local elected official from the partner state.
- A state, local or bi-state authority would enter into a development agreement with the Kentucky Department of Transportation addressing project financing, construction and revenue including anticipated state and federal funding and toll revenue including a per vehicle toll fee.
- Project design-build contracting is an option.
- Toll revenue from one project cannot be diverted to help pay for another project. Any reserve funds after bond payments can be used only for project maintenance.