



Legislation to Build Bridges and Roads in Kentucky

An urgent need

For the Ohio River Bridges Project and other large transportation projects to move forward, the Kentucky General Assembly must adopt legislation in this session allowing new funding options for major projects

Proposed legislation – SB15 and HB102 – establishing a statewide infrastructure authority as a new option to help generate revenue is a needed first step.

We strongly support the concept and many provisions of SB 15 and HB 102 but we encourage an amendment allowing local and bi-state authorities in addition to a statewide authority.

Build the Bridges Coalition will do everything possible to ensure effective legislation, Kentucky and Indiana agreement and an accelerated project schedule with reduced costs.

Why a local or bi-state authority?

For a project like the Bridges Project – which covers two states that are each providing funding – a local or bi-state authority provides the best option for putting the project on a fast track and reducing costs.

A local or bi-state authority would be comprised of local citizens and elected officials who are accountable and motivated to see the project successfully completed.

Project finances including toll rates that have the greatest impact on the local communities can be decided at the local level.

A local or state authority presents an OPTION – it is not required and local communities do not have to use an authority if the legislation is adopted.

High-speed, all-electronic tolls

Modern tolling means no stopping and rates can be structured so that local traffic and commuters pay reduced amounts.

Toll revenue would be used only to help pay for the project being tolled. After debt is paid off, reserve funds could be used only for project maintenance.

Kentucky needs new revenue

Kentucky's highway plan has a \$3 billion shortfall. State officials say the Bridges Project and other large projects will not be built if the Kentucky General Assembly does not authorize new revenue sources

Other states have new revenue

Indiana has its \$1.1 billion to cover Bridges Project costs, largely from the state's lease of a toll road in the northern part of the state.

Public authorities are growing in use and consideration: Tex., Penn., N.J., Va., Fla. and Calif. recently authorized or seriously considered public authorities.

Nineteen regional toll authorities operate in 12 states (S. Car., Ala., Fla., Va., Mich., Ind., Ill., Col., Tex., N.J., Mass., and Calif.)

Forty percent of major new roads in the past decade relied on toll revenue