



KCJEA Todd Ruckel, Executive Director/ Amy Greenwell, Executive Assistant
KMCA JC Young, Executive Director/ Lauren Germond, Association Manager

December 4, 2020

County Judge/Executives, County Magistrates and County Commissioners,

We hope this correspondence finds you well.

The purpose of the enclosed document, "Transportation Infrastructure Toolkit", is to provide you with information regarding the resolutions being passed about the state/city/county road funding initiative. This toolkit contains a county by county breakdown of what each county would be available to receive, based on previous legislation, if the legislature were to take action. The document also contains a list of talking points you could share with your local media or constituents if needed or desired. The legislature convenes in less than 30 days for a very short session and they have a great deal of work to do and we look forward to working with them on this issue.

Please call with any questions or comments.

It's truly our honor to serve.

Todd Ruckel
Executive Director
KY County Judge/Executive Association

JC Young
Executive Director
KY Magistrates & Commissioners Association

Counties Support Transportation Infrastructure Toolkit

What's inside:

- Talking points for county leaders
- KickStart Kentucky fact sheet
- County by County: County road aid projected net new revenue
- State gas tax fact sheet
- Sample county resolution in support of increased transportation funding



Stronger Counties. Stronger Kentucky.

Counties Support Transportation Infrastructure Toolkit

Talking points for county leaders

This resolution demonstrates your county's support of increased investment in transportation infrastructure throughout the state.

- State and county transportation needs are funded by the gas tax paid when we fill up our gas tanks. The amount of funding counties get depends on the price per gallon of gas.
- Since 2014, gas prices have trended downward and have remained low. As a result, revenues have declined by almost \$200 million each year.
- Each passing year Kentucky does not make an investment in infrastructure, we play catch-up on economic development and safety.
- State, county and city transportation funding needs far outpace the revenues generated to keep up with the estimated \$1.057 billion per year needed for road maintenance and projects.
- Counties own and are responsible for maintaining HALF of the 80,000 miles of roads in Kentucky and a third of all the bridges in our state.
- Traffic delays, along with wear and tear on their cars from poor road conditions, cost the average Kentuckian \$400/year.
- Kentucky's gas tax is among the lowest of surrounding states at 26.2 cents per gallon. For example: Illinois (52 cents), Indiana (48 cents), Ohio (38 cents) and West Virginia (36 cents).



TRANSPORTATION NEEDS IN KENTUCKY

Estimates provided by the Kentucky Transportation Cabinet (KYTC)

We must act now to fix Kentucky's transportation systems. If we do nothing, the amount of money needed for roads and bridges will keep increasing, traffic will get worse, and our roads will continue to decline in safety. Investing in infrastructure is an investment in our economy.

HOW MUCH IS NEEDED FOR ROADS AND BRIDGES?

\$1.057 billion per year is needed by counties, cities and state governments to modernize and maintain Kentucky's roads and bridges

- State transportation needs (KYTC) = \$900 million/year
- County road funding needs = \$82 million/year
- City road funding needs = \$72 million/year

HOW MUCH IS NEEDED FOR OTHER TRANSPORTATION SYSTEMS?

\$35 million per year is needed to modernize and maintain Kentucky's other forms of transportation including aviation, transit, rail and riverports

- Used to pay state match on federal funding and to pay for operational needs

HOW MUCH IS NEEDED FOR MEGA PROJECTS?

\$1.062 billion is needed to pay for one-time mega projects across the Commonwealth

- Brent/Spence I-75 Project \$143 million (*\$1.7 billion total cost*)
- I-69 Corridor/Henderson Bridge Project \$476 million (*\$876 million total cost*)
- Mountain Parkway Expansion \$343 million
- US 460 Corridor Completion \$100 million

*Not included: Northern Kentucky Outer Loop \$2.2 billion

Members of the Kentucky Infrastructure Coalition urge the legislature to increase funding for transportation needs and help Kentucky's economy get back on track in 2021.



County Road Aid Projections

County	2018-20 Budgeted Annual County Road Aid	FY 2019 Projected County Road Aid	Net Gain in Projected Revenue
Total	\$127,422,900	\$189,537,900	\$62,115,000
Adair	\$1,313,356	\$1,953,579	\$640,223
Allen	\$1,172,199	\$1,743,612	\$571,413
Anderson	\$785,502	\$1,168,412	\$382,910
Ballard	\$812,997	\$1,209,310	\$396,313
Barren	\$1,611,062	\$2,396,409	\$785,347
Bath	\$910,085	\$1,353,725	\$443,640
Bell	\$1,127,968	\$1,677,821	\$549,852
Boone	\$772,318	\$1,148,800	\$376,483
Bourbon	\$830,774	\$1,235,753	\$404,979
Boyd	\$701,120	\$1,042,896	\$341,776
Boyle	\$682,675	\$1,015,460	\$332,785
Bracken	\$725,822	\$1,079,639	\$353,817
Breathitt	\$1,269,560	\$1,888,434	\$618,874
Breckinridge	\$1,565,859	\$2,329,170	\$763,311
Bullitt	\$1,000,991	\$1,488,946	\$487,955
Butler	\$1,195,277	\$1,777,940	\$582,663
Caldwell	\$974,191	\$1,449,081	\$474,890
Calloway	\$1,413,560	\$2,102,630	\$689,070
Campbell	\$685,990	\$1,020,391	\$334,401
Carlisle	\$667,744	\$993,250	\$325,506
Carroll	\$569,368	\$846,918	\$277,551
Carter	\$1,453,722	\$2,162,370	\$708,648
Casey	\$1,312,730	\$1,952,648	\$639,918
Christian	\$1,790,137	\$2,662,777	\$872,640
Clark	\$813,538	\$1,210,114	\$396,576
Clay	\$1,388,639	\$2,065,560	\$676,922
Clinton	\$756,220	\$1,124,855	\$368,635
Crittenden	\$1,010,701	\$1,503,389	\$492,688
Cumberland	\$888,701	\$1,321,917	\$433,216
Daviess	\$1,505,887	\$2,239,963	\$734,076
Edmonson	\$973,275	\$1,447,718	\$474,443
Elliott	\$817,120	\$1,215,442	\$398,322
Estill	\$887,910	\$1,320,741	\$432,831
Fayette	\$751,471	\$1,117,792	\$366,321
Fleming	\$1,064,638	\$1,583,618	\$518,980
Floyd	\$1,460,808	\$2,172,910	\$712,102
Franklin	\$795,162	\$1,182,780	\$387,618
Fulton	\$661,017	\$983,244	\$322,227
Gallatin	\$506,496	\$753,399	\$246,902
Garrard	\$881,533	\$1,311,255	\$429,722

County Road Aid Projections

County	2018-20 Budgeted Annual County Road Aid	FY 2019 Projected County Road Aid	Net Gain in Projected Revenue
Grant	\$900,191	\$1,339,008	\$438,817
Graves	\$1,794,669	\$2,669,518	\$874,849
Grayson	\$1,494,452	\$2,222,955	\$728,502
Green	\$951,045	\$1,414,653	\$463,607
Greenup	\$1,137,913	\$1,692,613	\$554,700
Hancock	\$694,998	\$1,033,789	\$338,791
Hardin	\$1,838,951	\$2,735,387	\$896,436
Harlan	\$1,244,737	\$1,851,510	\$606,773
Harrison	\$994,724	\$1,479,623	\$484,899
Hart	\$1,258,556	\$1,872,066	\$613,510
Henderson	\$1,322,194	\$1,966,726	\$644,532
Henry	\$921,297	\$1,370,402	\$449,106
Hickman	\$754,380	\$1,122,119	\$367,739
Hopkins	\$1,450,202	\$2,157,134	\$706,932
Jackson	\$1,138,131	\$1,692,937	\$554,806
Jefferson	\$603,218	\$897,269	\$294,051
Jessamine	\$728,871	\$1,084,175	\$355,304
Johnson	\$1,004,699	\$1,494,461	\$489,762
Kenton	\$525,140	\$781,131	\$255,991
Knott	\$1,086,164	\$1,615,638	\$529,474
Knox	\$1,276,440	\$1,898,667	\$622,228
Larue	\$898,868	\$1,337,040	\$438,172
Laurel	\$1,640,093	\$2,439,591	\$799,498
Lawrence	\$1,219,819	\$1,814,445	\$594,626
Lee	\$764,213	\$1,136,745	\$372,532
Leslie	\$1,132,025	\$1,683,855	\$551,830
Letcher	\$1,186,783	\$1,765,306	\$578,523
Lewis	\$1,286,123	\$1,913,071	\$626,948
Lincoln	\$1,203,947	\$1,790,837	\$586,890
Livingston	\$978,167	\$1,454,995	\$476,828
Logan	\$1,526,494	\$2,270,616	\$744,122
Lyon	\$786,863	\$1,170,436	\$383,573
Mccracken	\$940,561	\$1,399,058	\$458,497
Mccreary	\$1,237,955	\$1,841,422	\$603,467
Mclean	\$810,621	\$1,205,776	\$395,155
Madison	\$1,477,659	\$2,197,976	\$720,316
Magoffin	\$993,583	\$1,477,926	\$484,343
Marion	\$1,049,136	\$1,560,560	\$511,424
Marshall	\$1,301,367	\$1,935,746	\$634,379
Martin	\$802,154	\$1,193,182	\$391,027
Mason	\$771,410	\$1,147,450	\$376,040
Meade	\$1,194,518	\$1,776,812	\$582,293
Menifee	\$693,921	\$1,032,187	\$338,267

County Road Aid Projections

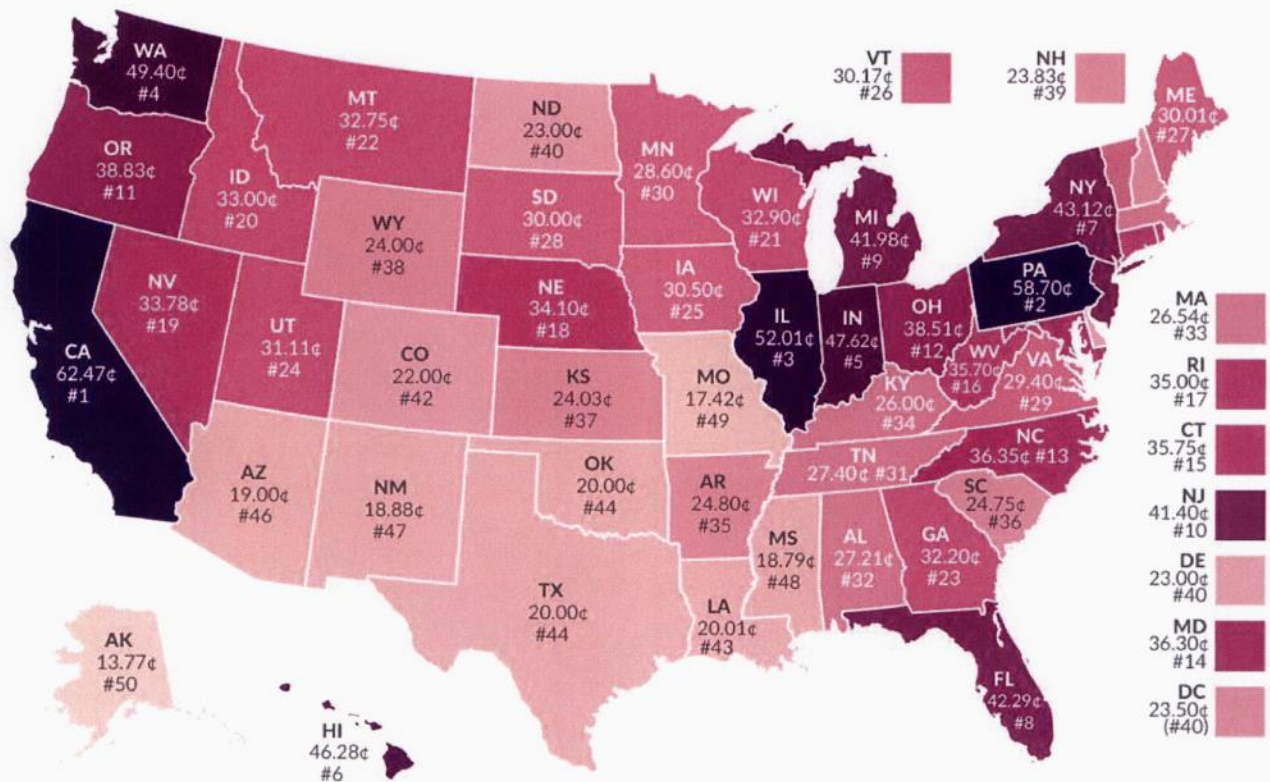
County	2018-20 Budgeted Annual County Road Aid	FY 2019 Projected County Road Aid	Net Gain in Projected Revenue
Mercer	\$881,197	\$1,310,755	\$429,558
Metcalfe	\$946,421	\$1,407,774	\$461,353
Monroe	\$995,475	\$1,480,740	\$485,265
Montgomery	\$761,004	\$1,131,972	\$370,968
Morgan	\$1,118,884	\$1,664,307	\$545,424
Muhlenberg	\$1,439,831	\$2,141,707	\$701,876
Nelson	\$1,337,006	\$1,988,758	\$651,752
Nicholas	\$670,471	\$997,307	\$326,835
Ohio	\$1,598,321	\$2,377,456	\$779,136
Oldham	\$653,563	\$972,156	\$318,593
Owen	\$1,011,121	\$1,504,014	\$492,893
Owsley	\$684,172	\$1,017,686	\$333,514
Pendleton	\$950,184	\$1,413,372	\$463,187
Perry	\$1,243,596	\$1,849,813	\$606,217
Pike	\$2,499,670	\$3,718,187	\$1,218,517
Powell	\$707,921	\$1,053,012	\$345,091
Pulaski	\$2,140,073	\$3,183,297	\$1,043,224
Robertson	\$436,004	\$648,543	\$212,539
Rockcastle	\$1,076,682	\$1,601,533	\$524,851
Rowan	\$1,035,168	\$1,539,783	\$504,615
Russell	\$1,023,837	\$1,522,929	\$499,091
Scott	\$932,510	\$1,387,082	\$454,572
Shelby	\$1,163,682	\$1,730,943	\$567,262
Simpson	\$822,956	\$1,224,123	\$401,167
Spencer	\$854,527	\$1,271,084	\$416,557
Taylor	\$965,594	\$1,436,293	\$470,699
Todd	\$1,049,972	\$1,561,803	\$511,831
Trigg	\$1,365,894	\$2,031,728	\$665,834
Trimble	\$636,043	\$946,095	\$310,053
Union	\$1,026,822	\$1,527,368	\$500,546
Warren	\$1,743,167	\$2,592,911	\$849,744
Washington	\$913,241	\$1,358,420	\$445,179
Wayne	\$1,328,127	\$1,975,551	\$647,424
Webster	\$956,742	\$1,423,126	\$466,384
Whitley	\$1,493,513	\$2,221,558	\$728,045
Wolfe	\$767,301	\$1,141,339	\$374,037
Woodford	\$666,831	\$991,892	\$325,061

FY 2020 County Road Aid, 100% allocation to counties, based on revenue projections for HB 609 which proposed an increase in the gas tax of 10 cents per gallon and created new fees for hybrid and electric cars.

Counties Support Transportation Infrastructure Toolkit

Gas Tax Rates by State, July 2020

Total State Taxes and Fees on Gasoline, July 2020 (cents per gallon)



Note: These rates do not include the 18.4 cent/gallon federal excise tax rate on gas. The American Petroleum Institute has developed a methodology for determining the average tax rate on a gallon of fuel. Rates may include any of the following: excise taxes, environmental fees, storage tank taxes, other fees or taxes, and general sales taxes. In states where gasoline is subject to the general sales tax, or where the fuel tax is based on average sale price, the average rate determined by API is sensitive to changes in the price of gasoline. D.C.'s rank does not affect states' ranks, but the figure in parentheses indicates where it would rank if included. Data as of July 2020.

Source: American Petroleum Institute, "Notes to State Motor Fuel Excise and Other Taxes."

Total State Taxes and Fees on Gasoline, July 2020 (cents per gallon)



_____ COUNTY FISCAL
COURT RESOLUTION NO. _____

**SUPPORT TO ADDRESS THE MODERNIZATION OF KENTUCKY'S TRANSPORTATION
FUNDING MECHANISMS TO ADDRESS TRANSPORTATION FUNDING NEEDS
THROUGHOUT THE COMMONWEALTH**

WHEREAS, all of Kentucky benefits from an interconnected, multi-modal transportation network that contains 57 airports, 2,600 freight rail miles, 8 operating public river ports, a statewide transit network, more than 14,000 bridges, and nearly 80,000 center-line miles of roadways.

WHEREAS, safe, efficient transportation is deemed an essential public service provided to all Kentucky communities.

WHEREAS, all Kentucky communities depend on a safe, reliable transportation network to enhance economic development opportunities.

WHEREAS, all Kentuckians depend on the transportation network for access to education, health care, employment, and other necessities.

WHEREAS, since 2015, due to falling gas prices and reduced fuel tax revenues, state transportation funding dropped nearly \$200M per year.

WHEREAS, in _____ County, our road funding has decreased from \$ _____ in 20__ down to \$ _____ this year.

WHEREAS, according to the Kentucky Transportation Cabinet, Kentucky's road fund requires an additional \$900 million per year to address current maintenance and construction needs.

WHEREAS Kentucky's airports, railroads, river ports and transit system require sustained, adequate investments for maintenance and improvements.

WHEREAS, _____ County affirms and supports in the strongest terms House Resolution 826 filed by Representative Sal Santoro urging the Kentucky General Assembly to adequately fund transportation in the Commonwealth.

NOW, THEREFORE, BE IT RESOLVED that the _____ County Fiscal Court supports legislation to modernize Kentucky's transportation funding mechanisms to increase existing sources of funding to generate revenues needed for maintenance and construction on all modes of transportation.

BE IT FURTHER RESOLVED that the _____ County fiscal Court strongly encourages the Kentucky General Assembly to act as soon as possible in the 2021 session to address all of Kentucky's transportation funding needs *to* avoid further erosion of the transportation network, and .

ADOPTED by the _____ County Fiscal Court in its regular meeting of _____ 20__.

ATTEST: