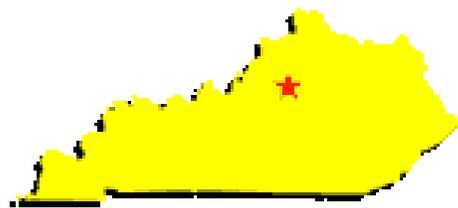


## Spending on Transportation Projects in

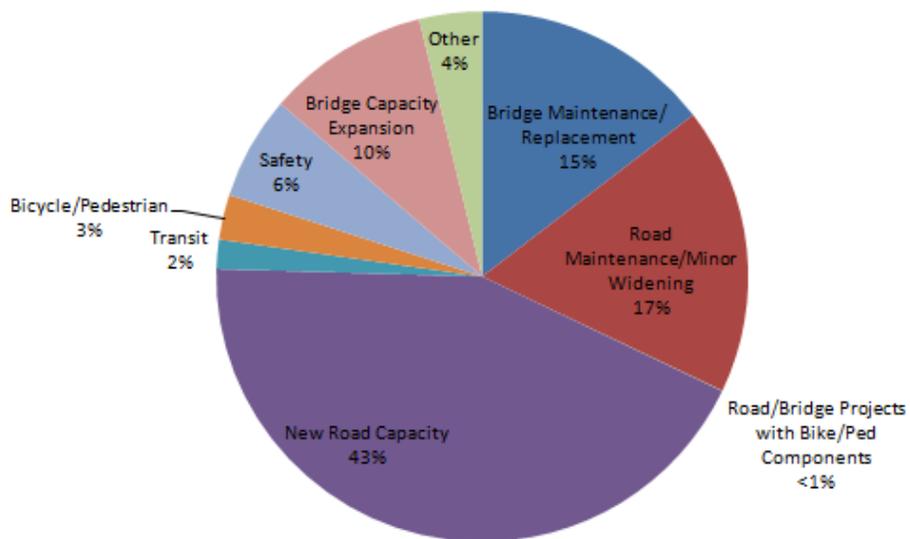
# Kentucky



An examination of Kentucky's 2011-2014 Statewide Transportation Improvement Program reveals that new road capacity projects account for the largest chunk of proposed spending (43 percent). Road maintenance/minor widening projects follow, making up 17 percent of the spending. Bridge maintenance/replacement projects account for 15 percent and include the bridges over Lake Barkley and Kentucky Lake. Bridge capacity expansion projects, such as the Louisville Bridges project, make up 10 percent of the STIP. Safety projects account for 6 percent of the planned spending, and projects classified as “other” 4 percent. Bicycle/pedestrian projects are 3 percent, and transit projects comprise 2 percent of the planned expenditures. Road or bridge projects with bicycle/pedestrian components (such as adding sidewalks when reconstructing a roadway) account for less than 1 percent of the STIP.

## Proposed Spending, FY 2011-2014

Project Type	Cost (\$millions)
Bridge Maintenance/Replacement*	624.43
Road Maintenance/Minor Widening	747.16
Road/Bridge Projects with Bike/Ped Components	1.12
New Road Capacity	1,855.83
Transit**	75.78
Bicycle/Pedestrian*	117.3
Safety*	269.59
Bridge Capacity Expansion	423.11
Other	164.13
<b>Total**</b>	<b>\$4,278.45</b>



\* \$59.19 million in projects classified as “Safety Priority” by the KYDOT are bridge maintenance/replacement or bicycle/pedestrian projects.

\*\* Transit total does not include \$360,000 in ferry operating funds.

These summary sheets were produced by the Tri-State Transportation Campaign, a non-profit organization working toward more balanced, transit-friendly and equitable transportation policies in Connecticut, New York and New Jersey. The full report is available at [Trackstatedollars.org](http://Trackstatedollars.org). The analysis was conducted using the Statewide Transportation Improvement Plan (STIP). TSTC staff analyzed each individual project listing in the STIP, categorizing projects by either an assigned project type where available, or by the project description and supporting documentation. States are required to list all transportation projects that receive federal aid in the STIP, though many states also include projects that only receive state dollars as well. However, there may be certain projects not included in the STIP, such as those undertaken by toll road authorities of state infrastructure banks. All percentages have been rounded. For more information on the methodology utilized, please contact TSTC. Image of Kentucky from 50states.com. This project was made possible by support from the Rockefeller Foundation.

