



KBT

**KENTUCKIANS FOR BETTER TRANSPORTATION
2017 WASHINGTON DC FLY IN**



Kentuckians for Better Transportation educates and advocates for all modes of transportation to promote a safe, sustainable transportation network that brings economic growth and improved quality of life to all Kentucky communities.

KBT's members include Kentucky's airports, railroads, riverports, transit providers, consulting engineers, contractors, local elected officials, and users of the transportation network that depend on a safe, reliable transportation system for the movement of freight and people.



For nearly 40 years, KBT has been advocating for a safe sustainable transportation infrastructure that brings improved economic development opportunities and quality of life to all Kentucky communities.

2017 KBT FLY IN ATTENDEES

Hollis Alexander
Trigg County Judge Executive

Dr. Joe Crabtree
Kentucky Transportation Center,
Executive Director

Paul DelRio
PAIKY, Marketing Director

Jill England
Scotty's Contracting & Stone

Eric Fister
GRW, Inc, PE

Clint Goodin
Vaughn & Melton, Project Manager

Les Haney
EA Partners, Managing Partner

Kevin Holloway
Quality Stone & Ready Mix, Vice President

M. Chad LaRue
KAHC, Executive Director

John Mahre
Christian County Judge Executive Assistant

Greg Pritchett
Henderson County Riverport, Executive
Director

Ferdinand Risco
TARC, Assistant Executive Director

Brad Schneider
Henderson County Judge Executive

Richard Sutherland
Stantec, Senior Principal

Bryce Walker
The Walker Co., Vice President

Brian Wright
Owensboro Riverport Authority, President

Greg Bernard
Roadway Construction Products, President

Chuck Craycraft
Lochner, Vice President

Ellen Dunning
Caldwell County Judge Executive

Rod England
Scotty's Contracting & Stone, CFO

Grant Gabbard
The Allen Company, Executive Vice
President

Richard Hamilton
Nally & Gibson, President

Lori Harper
Rogers Group, Vice President-WKY

Jeff Houchin
Intech Contracting, Project Manager

Anne Lawson
Elizabethtown Flying Services, Vice
President

Randy Palmer
Palmer Engineering, Vice President

Gary Reece
KYTC Rural and Municipal Aid
Commissioner

Andy Rodabaugh
Mountain Enterprises, Estimator

Greg Smith
KCA, Director of Paving Technology

Asa James Swan
KYTC, Chief of Staff

Dr. Wilma Walker
Madison County Airport Board, Chair

Joe Yoerg
Whayne Supply Company, VP/CFO

James Codell III
AECOM, Marketing Director

Michael Cansler
Rogers Group, Area Sales Mgr

Shirley Cummins
RTEC, Executive Director

Leslie Elmore
Site-Safe, LLC, Sales

Tony Estes
Brandeis Machinery, Senior VP

Blake Gilley
Mountain Enterprises, General Manager

Mike Hancock
HMB, Principal-In-Charge

David Haydon
Haydon Materials, President

Morgan Judy
Judy Construction, Executive Vice President

Mark Litkenhus
Stantec, Senior Principal

Freda Parsons
RTEC, Administrator

Kenny Reynolds
Scotty's Contracting & Stone, Vice President

Nick Rodgers
KCSA, Executive Director

Chuck Stinnett
Kyndle, VP of Chamber Services & Public
Relations

Jason Vincent
Pennyrile Area Development District,
Executive Director

Mark Willis
Stantec, Principal

Rich Liebe
Christian County Fiscal Court

EVERY MODE OF TRANSPORTATION NEEDS ADEQUATE FUNDING

AIR

Kentucky is home to a strong aviation community that includes 53 public use General Aviation (GA) Airports and 6 Commercial Airports. Our GA airports serve corporate flyers, the agricultural community, emergency medical evacuation providers, and the military. Our Commercial airports provide scheduled passenger service and in 2015 moved more than 10 million passengers. While passenger movement is important, Kentucky is also home to several air freight corporations who move nearly 6 million tons of freight annually.

All of these airports depend on funding derived from the Federal Aviation Administration. Without that funding, Kentucky's airports could not make necessary improvements or perform required maintenance.

KBT supports the passage of a multi-year, adequately funded Federal Aviation Administration Authorization so our airports can complete needed maintenance and improvement projects.

RAIL

Kentucky's freight railroads cover more than 2,500 freight rail miles, connecting our Commonwealth to the rest of the global marketplace. Kentucky's 13 freight rail lines move Kentucky mined materials, Kentucky manufactured automobiles, Kentucky grown agricultural products, and a variety of other goods.

Our railroads depend on a variety of federal grant programs and tax credits that help offset the costs of maintenance and major improvements.

KBT supports continuing grant programs like TIGER to provide an opportunity for railroads to make major investments in their rail lines.

KBT supports the establishment of a permanent Short Line Tax Credit (45G) to help short line railroads invest in projects crucial to maintaining rail service across Kentucky.

TRANSIT

Public transit in Kentucky is crucial for delivering a qualified workforce to employers, students to educational opportunities, and for providing access to those in need of health care.

Kentucky's transit network provided more than 30 million trips last year. More than one half of these trips are related to employment.

Kentucky's urban and rural transit services depend on federal funding to replace out-dated and over-age equipment. Currently, several transit authorities must use buses that have extremely high mileage levels, are inefficient, and required major improvements to run.

KBT supports long-term, increased investment in public transit that allows for the replacement of aging and over-age equipment and keeps the entire transit system in a state of good repair.

EVERY MODE OF TRANSPORTATION NEEDS ADEQUATE FUNDING

WATER

Kentucky is surrounded by more than 1,500 miles of navigable inland waterways. These inland waterways are served by 8 operating public ports and more than 100 private ports and terminals, and are responsible for moving millions of tons of freight including agricultural products, chemicals, coal, and aggregates.

The inland rivers are made navigable by a series of canals and locks, many of which are in varied states of disrepair.

KBT supports continued, increased investment so we can modernize our nation's inland river infrastructure so critical commodities like coal, petroleum products, agricultural products, and aggregates can reach both the domestic and export markets.

KBT supports the regular biennial passage of water resources bills so important provisions in those bills can be implemented on a timely basis.

HIGHWAYS/ROADS/BRIDGES

Kentucky has nearly 80,000 miles of roadways and more than 14,000 bridges. These roads and bridges connect Kentucky citizens and companies to the rest of the world. Our roadways and bridges have largely been paid for with user fees generated by the motor fuels tax which has not increased since 1993. Now, the Federal Highway Trust Fund is insolvent and does not provide the revenues needed to maintain and improve our nation's roads and bridges we have while building the additional roads and bridges we need.

KBT supports a reliable funding solution to ensure the solvency of the Federal Highway Trust Fund. This solution should address the short term insolvency of the Federal Highway Trust Fund. Additionally, a long term solution that addresses the impact of improved efficiencies and changes in technology should be developed. All funding solutions should provide stable funding so states can plan for and implement transportation projects that lead to employment and economic development opportunities.

KBT supports innovative financing solutions like public private partnerships (P3) for major infrastructure projects. Additional resources that assist local governments in implementation of public private partnerships are needed.

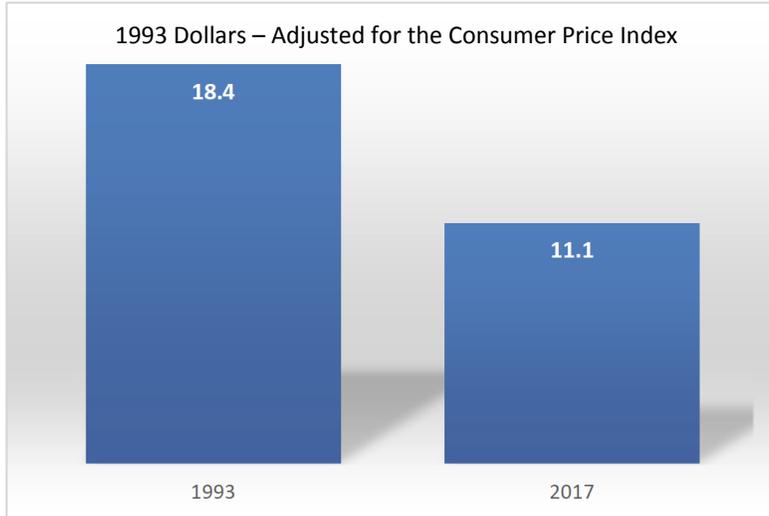
KBT supports transportation grant programs that provide opportunities for states and communities to apply for and receive revenues in addition to those allocated to states in the Federal Program. The TIGER, FASTLANE, MTD/ACC programs encourage innovation and provide an opportunity for local and state governments to access additional federal funds.

KBT fully supports an infrastructure program of the magnitude suggested by President Trump.

RESTORING THE FEDERAL GAS TAX

In 1993, the Federal Gas Tax was set at 18.4 cents per gallon. The average Consumer Price Index for that year was 144.5, while the average fuel economy for light duty vehicles was 28.4 mpg for passenger cars and 21.0 mpg for light trucks. Therefore, the average motorist paid 0.65 cents per mile driven for a passenger car and 0.88 cents per mile for a light truck.

The Federal Gas Tax in Cents per Gallon



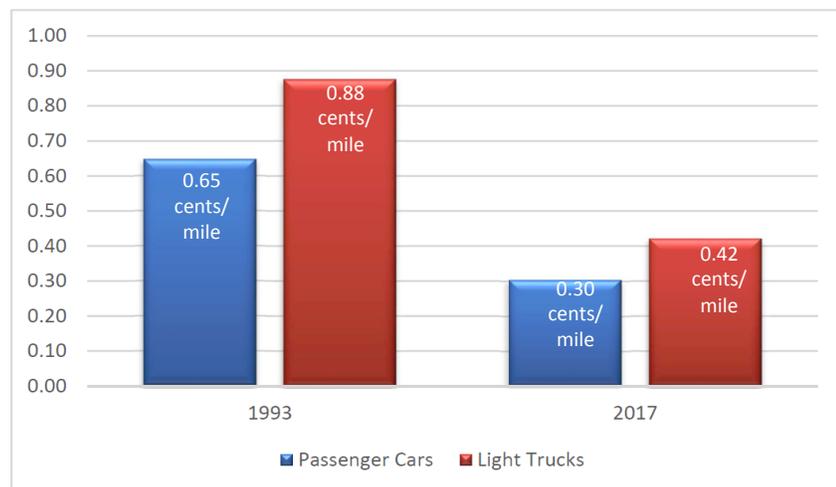
In 2017, the Federal Gas Tax is still at 18.4 cents per gallon. The average Consumer Price Index is 240.0 (average for 2016), while the average fuel economy for light duty vehicles has risen to 36.4 mpg for passenger cars and 26.3 mpg for light trucks. Thus, in terms of 1993 dollars, the average motorist is currently paying 0.30 cents per mile driven for a passenger car and 0.42 cents per mile driven for a light truck. In both cases, the tax is less than half of what it was in 1993. Is it any wonder that we have had to transfer money from the General Fund in order to keep the Highway Trust Fund solvent?

The reason why the Federal Highway Trust Fund has lacked sufficient funding to match the need is quite simple; the primary source of revenue for the Trust Fund has not been adjusted for either inflation or increased fuel economy for well over 20 years. Simply restoring the Federal Gas Tax to its 1993 level would go a long way toward solving our transportation infrastructure woes.

If the Federal Gas Tax is adjusted to 39.5 cents per gallon, the average driver of a passenger car will pay exactly what the average driver paid in 1993, which is 0.65 cents per mile driven (in 1993 dollars). The average driver of a pickup truck will pay 0.90 cents per mile driven (in 1993 dollars), compared to 0.88 cents in 1993.

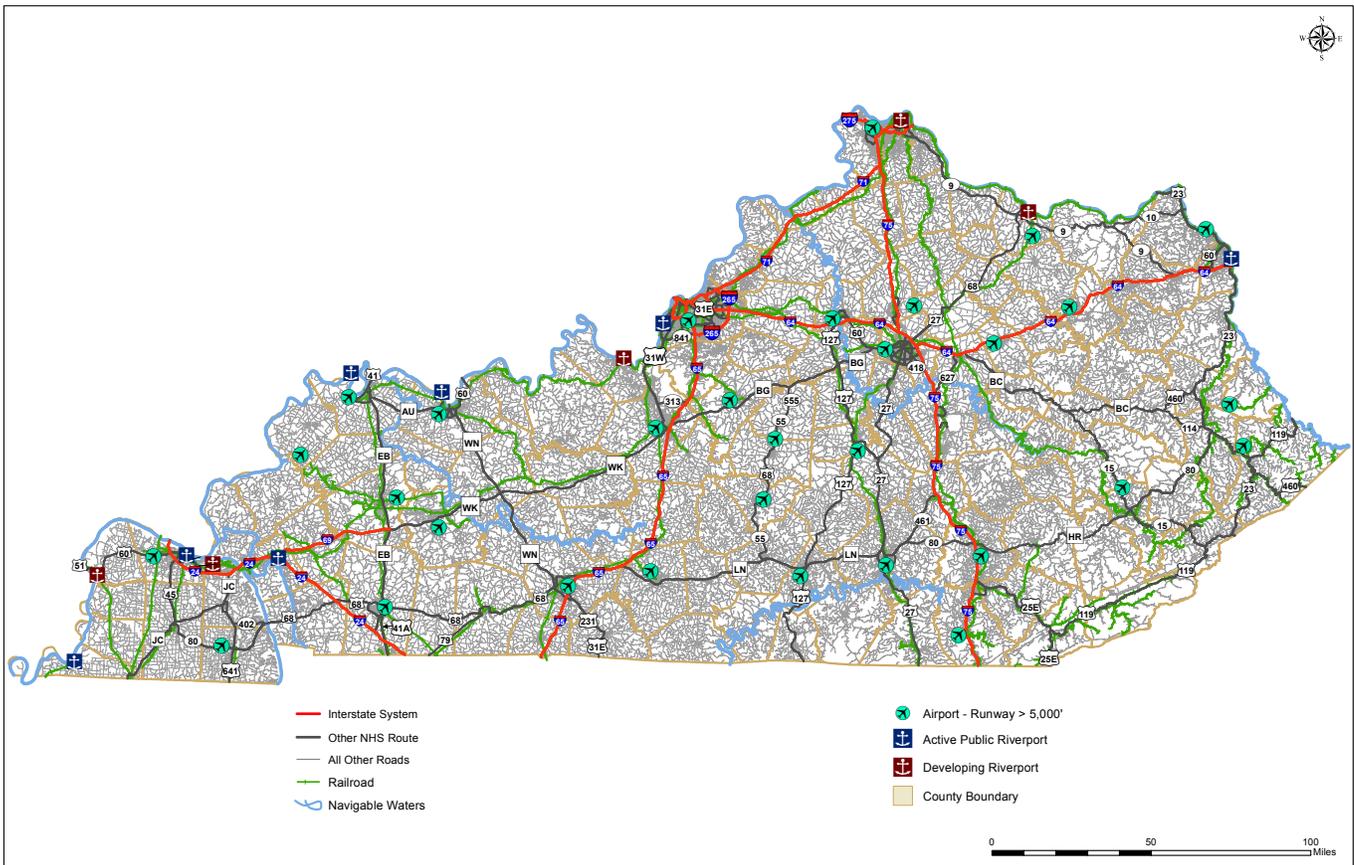
This restoration of the Federal Gas Tax to its 1993 level would generate an additional \$35 billion for the Federal Highway Trust Fund each year.

The Federal Gas Tax in Cents per Mile Driven (adjusted for inflation and fuel economy)



MANY MODES ONE WAY FORWARD

Kentucky's transportation network connects Kentucky's citizens and companies to the rest of the world.



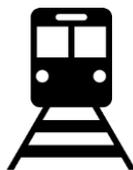
AIR

Kentucky is 3rd in the nation in freight movement via air. In 2013 nearly 6 million tons of freight moved through Kentucky airports.



TRANSIT

Kentucky's transit agencies provided 31 million trips in 2015. These trips took Kentuckians to work, school, and medical facilities.



RAIL

Kentucky's rail network consists of 2,600 freight rail miles that carry nearly 270 million tons of freight.



WATER

More than 100 million tons of freight moved on Kentucky's waterways - ranking our state 7th nationally.



ROADS & BRIDGES

More than 558,492,900 tons of freight moved by truck on Kentucky Highways in 2011.

Kentuckians for Better Transportation

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