



U.S. Chamber of Commerce

Kentucky

About the Infrastructure Network

In the state of Kentucky:



Roads

79,676 miles of roads, with **29%** in poor or mediocre condition



Bridges

7.5% of **14,590** bridges are deemed structurally deficient



Rail

3,061 miles of freight rail; **243** miles of passenger rail



Transit

33 transit providers serve **over 16 million** riders annually



Ports and Waterways

576 waterways throughout the state

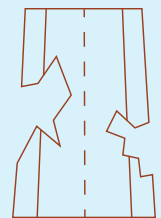


Airports

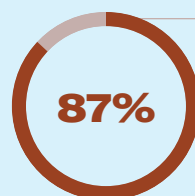
290 airports in the state

Moving People and Goods

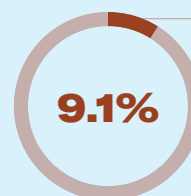
Driving on deteriorated roads costs Kentucky motorists **\$1.7 billion**, or **\$558 per driver**, in the form of additional repairs, accelerated vehicle depreciation, and increased fuel consumption and tire wear.



Commuting:



of workers in Kentucky commute by driving

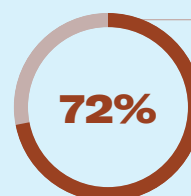


use transit, walking, biking, or other modes of transportation

Freight:

\$260 billion

in domestic trade is shipped from the state each year



of that volume moved by truck

Economic Impact



4,116
direct

and

51,786
indirect

transportation jobs generate
over \$3 billion in wages
each year within Kentucky.

Safety



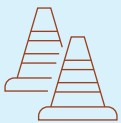
3,739

people died on Kentucky highways
from 2020 through 2025, an
average of **748** fatalities per year.



1.36 > 1.1

Kentucky traffic fatality rate of
1.36 fatalities per **100** million
vehicle miles traveled is **higher**
than the national average of **1.1**.



56 work zone fatalities
occurred in Kentucky between
2020–2024.



**1,088 structurally
deficient bridges**
pose safety risks if not addressed.

Federal Funding for Infrastructure

31%

Federal funding accounts for
31% of spending
on road and bridge projects...

40%

and provides
40% of the revenue
that keeps transit systems
operating and investing in
new projects.



IIJA Allocation (2021–2026)

Kentucky has received approximately
\$5.09 billion in federal transportation
funding under the Infrastructure
Investment and Jobs Act.



What's at Stake

Without reauthorization at current or
increased levels, **Kentucky risks
losing federal funding** needed
to maintain key corridors like I-64 and
I-75, connect communities to jobs and
essential services, and support the
manufacturing and logistics networks
that power the state's economy.

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