

**Purchase Area Development District
Transportation Committee Meeting Minutes
December 12, 2018**

Transportation Committee Members present (categorized by representation):

Committee members' attendance, asterisk denotes absent

City/County Government

Kenny Wilson
Tommy Hodges
Bethany Cooper
Josh Sommer
David Roberts*
Eddie Clyde Hale
Jerome Jenkins

Intermodal/ Freight

Bill Miller*
Richard Roof
Greg Curlin

Commerce/Economic Development

Mark Manning*

Local Roads

Josh Glover*
Wendy Greer*
Randy Williams*

Public & School Transportation

Arthur Boykin
Kenney Etherton
Jason Riley*

Citizen Members

Jimmy Henley
Dwayne Stice
Stanley Hunt
Tim Choate
Buddy Upshaw
Tony Smith*
Jim LeFevre

KYTC

Kyle Poat
Jessica Herring*
Chris Kuntz
Eileen Vaughn
Shane McKenzie
Maridely Loyselle

Purchase ADD Staff

Stacey Courtney
Mark Davis
Bjarne Hansen

Kim Toon

Guests

Marissa Stewart, City of Murray
Jeremy Buchanan, City of Murray
Fran Johnson, Paducah Chamber of Commerce
Mayor Rita Dodson, City of Benton
Hannah Chretien, Ballard County EDC
Tracey Hobbs, Ballard County EDC

I. WELCOME AND INTRODUCTIONS

Chairman Kenny Wilson welcomed the guests and members of the Transportation Committee to the meeting.

II. APPROVAL OF MINUTES

Chairman Wilson referred the Committee to the minutes of September 12, 2018 meeting as printed on pages 1-4 of the meeting packet. **Mr. Kenney Etherton made a motion to accept the Minutes as presented and was seconded by Mr. Richard Roof. The motion passed unanimously.**

III. CONNECTED AND AUTONOMOUS VEHICLES (CAV)

Chairman Wilson called on Mr. Stacey Courtney to introduce Ms. Shane McKenzie. Mr. Courtney introduced Ms. McKenzie from the Kentucky Transportation Cabinet who was here to speak on connected and autonomous vehicles. Ms. McKenzie shared that recent technological advances have brought the implementation of connected vehicles and autonomous vehicles (CVs, AVs, or self-driving vehicles; also often referred to together as CAVs) closer to reality. The most well-known effort, the Google Self-Driving Car Project, is being tested in California and Texas. Ford and Volvo both have plans to develop and manufacture CAVs. With these efforts, it appears increasingly likely that driverless technology will phase into public use in the U.S. in the near future. CAVs offer many benefits to transportation systems. They reduce crashes, alleviate congestion, diminish pollution and increase mobility while improving travel time.

CAVs can be used for personal/family transportation in suburban areas, on-demand personal-mobility services in urban areas, short-term rental vehicles, fleet ownership by corporations or for cooperative use, local delivery services or to transport persons with disabilities. This report provides an overview of connected and autonomous vehicles, what consumers can expect, how state departments of transportation may regulate these vehicles and what efforts federal and state agencies have put forth to establish laws and regulations.

Federal and state vehicle policy implications make it crucial for legislators, policymakers and regulators to understand how the presence of CAVs will restructure the operation of roadway networks. Policymakers may consider regulating vehicle capabilities, testing and certification and insurance requirements.

Connected and autonomous vehicles (CAVs) have the potential to increase the safety and efficiency of vehicle travel. Despite the advantages, policymakers will have to consider the potential drawbacks CAV technology brings, including an increase in vehicle miles traveled (VMT), job loss in the transportation industry and costs that may initially be too high for many consumers. There are privacy concerns over the collection and use of data as well as costs governments will have to bear.

IV. STRATEGIC HIGHWAY INVESTMENT FORMULA FOR TOMORROW (SHIFT) 2020

Chairman Wilson called on Stacey Courtney to introduce Ms. Eileen Vaughn. Mr. Courtney introduced Ms. Vaughn who works for the Kentucky Transportation Cabinet and came to speak on SHIFT. Ms. Vaughn

reported that in 2016, Gov. Matt Bevin directed the Kentucky Transportation Cabinet (KYTC) to develop a process to better allocate the Commonwealth's limited transportation funds. The Strategic Highway Investment Formula for Tomorrow (SHIFT) was the result -- a data-driven, objective approach to compare capital improvement projects and prioritize transportation spending.

SHIFT helps reduce over-programming and provides a clear road map for construction in the coming years. The formula applies to all transportation funding that is not prioritized by other means, such as maintenance work, local government projects and dedicated federal projects.

The 2018 Highway Plan represents a “shift” in the right direction -- a significantly less over-programmed plan compared to previous years with a focus on preserving what we have based on available funding.

Outlining transportation priorities for the next six years (FY 2018-FY 2024), the Plan includes an investment of \$2.3 billion in funding to repair more than 1,000 bridges and 5,000 miles of pavement motorists and businesses depend on across the Commonwealth. In the biennium, more than a third of those 1,000 bridges will be replaced or repaired.

The six-year plan includes \$8.5 billion for more than 1,400 projects such as safety improvements, road widening, reconstruction and new routes and interchanges. The Plan includes \$4.6 billion for mobility and safety projects, \$2.3 billion for bridge and pavement repairs, \$1 billion in federally dedicated programs (such as transportation enhancements and congestion reduction programs) and \$600 million for federal GARVEE debt service payments.

For more than 18 months, Kentucky Transportation Cabinet (KYTC) staff and local transportation leaders evaluated and scored more than 1,100 projects across the state. The model was a useful guide in prioritizing projects. Other factors, such as completing significant corridors, fulfilling previous commitments and evaluating impacts to communities were also considered.

After the 2018 Highway Plan was enacted, the Cabinet began work on SHIFT 2020 to prioritize projects and develop the 2020 Recommended Highway Plan. A workgroup comprised of technical experts from KYTC, Area Development Districts (ADDs), Metropolitan Planning Organizations (MPOs) and the Kentucky Transportation Center worked over the summer and fall of 2018 to refine the scoring metrics and prioritization process. The Cabinet also consulted an advisory group to solicit feedback on SHIFT, including how best to educate leaders and citizens on this comparative prioritization process.

In conclusion, Ms. Vaughn stated that local input is critical to the success of SHIFT as projects must be sponsored to be scored in SHIFT. The sponsorship process for SHIFT 2020 occurs from January 2019 through mid-March 2019.

V. OTHER BUSINESS

Mr. Courtney directed attention to page 5 of the meeting packet to the resolution supporting addressing the modernization of Kentucky's Transportation funding mechanisms to address transportation funding needs throughout the Commonwealth. Mr. Courtney explained that KBT has asked the Area Development District's to pass a support resolution, to send to our legislators, to encourage them to find funding mechanisms for transportation projects.

Mr. Jerome Jenkins made a motion to recommend to the PADD Board of Director's to endorse the Resolution as presented. Mr. Dwayne Stice seconded the motion and it passed unanimously.

VI. PUBLIC COMMENT

Chairman Wilson congratulated Mr. Mark Davis for his service, to the community, through his work at the Purchase Area Development District office over the past 30 plus years. Mr. Davis will be retiring at the end of the month.

Mr. Richard Roof made a motion that The Regional Transportation Committee hereby expresses its appreciation and honors to Mark Davis for his 32-year support for the committee's activities on

behalf of the residents of the Purchase counties. Mr. Dwayne Stice seconded the motion and it passed unanimously.

VII. ADJOURN

Mr. Jerome Jenkins made a motion to adjourn and was seconded by Mr. Jimmy Henley. The motion passed unanimously.