**Kentucky Public Transportation Infrastructure Authority**

**(KPTIA)**

**Kentucky Transportation Building**

**200 Mero Street**

**Frankfort, Kentucky**

**Meeting No. 21 – July 29, 2015**

**1:00 P.M. EST**

The meeting was called to order by Chairman Michael W. Hancock. A roll call was done and a quorum was present.

KPTIA members in attendance were: Michael W. Hancock, Lori Flanery, Steve Austin, Michael Walker, Dana Mayton, Don Kelly, Glenn B. Mitchell, Charles Buddeke, and Harold W. McKinney.

Secretary Hancock welcomed Judge Harold McKinney as a new member to KPTIA. A motion was made by Ms. Mayton and seconded by Mr. Mitchell to approve the meeting minutes of April 21, 2015. The minutes were approved as written.

Secretary Hancock asked for public comments from those in attendance. Jay Huber, President of the Kentucky Motorcycle Association, asked that toll rates be set at a different rate for motorcycles than for cars and trucks. He noted that motorcycles take up less space and do not have the impact of damage to the highways and he also spoke of some design issues concerning motorcycles. Secretary Hancock asked Andy Barber, Project Engineer, to work with the organization on their design concerns.

The next item on the agenda was the Louisville-Southern Indiana Ohio River Bridges Project.

1. Project Construction Update: Andy Barber stated that the project is on budget and on schedule and that design is essentially complete, with construction being approximately 70% complete. He noted that the first stay cables were installed in December, 2014, that all three towers reached their finished heights in June, 2015, and that the deck of the new bridge will be poured in the fall of 2015. Mr. Barber reported that the new downtown bridge will open to two-way traffic by January, 2016 and there will be an additional $22 million in improvements for Kennedy Bridge in 2016.
2. Environmental Justice Update: David Waldner reviewed measures that are underway and committed as a part of the Tolling Mitigation Plan. These include providing $20 million to TARC for capital investments, a free-flow connection of the U.S. 31 corridor to I-65 connecting the EJ community to easier interstate access across a non-tolled structure, and monitoring traffic diversion that may occur as a result of tolling. Additional measures to be implemented will include toll-free crossing to TARC vehicles, a transponder-related mitigation strategy to ensure that EJ bridge users are able to have access to the lowest tolling rates, managing user accounts, deploying signage in EJ areas identifying routes to the un-tolled bridges, and monitoring the effectiveness of transponder-related measures.
3. Tolling Updates: David Talley stated that Kapsch TrafficCom was awarded the contract for the Toll Service Provider and the company has been on the project for approximately two months. He introduced two Kapsch representatives in attendance - Don Hicks, Director of Sales, and Peter Aczel, Program Manager.
4. Introduction of Kapsch TrafficCom: Mr. Hicks highlighted projects that Kapsch is currently working on in North America and around the world and gave an overview of Kapsch as an organization. Mr. Hicks stated that Kapsch is an end-to-end tolling solution provider. Mr. Aczel discussed the specifics on the project. He noted the team is in the design and customization phase that should be completed by November, 2015. Testing will then be conducted and should be completed by April, 2016. Tolling is scheduled to commence at the end of October, 2016.

The next item on the agenda was discussion of the Resolution of KPTIA to join the E-ZPass Group. David Talley stated that the concept behind joining E-ZPass is that it is customer-friendly and reduces the operating costs to the project. He noted there is a one-time fee of $75,000 to join, and that because there are no toll revenues to cover the fee, a Memorandum of Agreement is in place between KYTC and KPTIA whereby KYTC will cover the cost of the membership. Any ongoing membership costs associated with the Louisville Bridges Project will be divided evenly between Indiana and Kentucky. Mr. Clint Murphy noted that the Indiana Department of Transportation plans to join the E-ZPass Group in 2016.

Mr. Talley recommended the approval of the Resolution of KPTIA to join the E-ZPass Group. A motion was made by Mr. Buddeke and seconded by Mr. Walker to approve the Resolution. The motion was unanimously approved.

Standard Operating Procedures were discussed by Mr. Talley. He noted the agenda item was intended to introduce Standard Operating Procedures to the Authority which were developed as an outgrowth of the 2014 audit of KPTIA. Auditors recommended that Standard Operating Procedures be developed to help ensure consistency. Mr. Talley asked that the Authority review these and give feedback to him but that no vote for approval was necessary.

Under Old Business, Mr. Mitchell asked for an update on the federal Transportation Authorization Act. Mr. Hancock stated that the U.S. House has indicated a desire for a three-month extension of MAP-21 and the U.S. Senate desires to produce a long-range transportation bill that will give states the ability to better plan and implement programs over time. Mr. Austin asked that if funding becomes available, that the Western Kentucky I-69 project be considered.

Mr. Buddeke asked for an update on the Brent Spence Bridge. Secretary Hancock stated that Kentucky is working closely with Ohio, but there are numerous issues that still need to be addressed.

A motion was made by Mr. Mitchell and seconded by Mr. Austin to adjourn the meeting.

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(Minutes were taped and transcribed by Terri Pelosi, Court Reporter, this the 13th day of August, 2015.)