



Green River Area Development District

300 GRADD Way
Owensboro, Kentucky
42301-0200

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**MEETING OF THE
TECHNICAL ADVISORY COMMITTEE
AND THE POLICY COMMITTEE
OF THE
OWENSBORO-DAVIESS COUNTY
METROPOLITAN PLANNING ORGANIZATION**

Tuesday
August 30, 2022
10 a.m.

Room 406
Owensboro City Hall
Zoom link will be available

A-G-E-N-D-A

- I. CALL TO ORDER Owensboro Mayor Thomas H. Watson
Policy Committee Chairman
- II. CONSIDERATION OF MINUTES

Minutes of the May 31, 2022, Meeting (Attachment 1) Mayor Watson
- III. OLD BUSINESS

None
- IV. NEW BUSINESS
 - A. Safe Streets for All Tom Lovett
 - B. Carbon Reduction Program Tom Lovett
 - C. Congestion Mitigation & Air Quality Improvement Bernadette Dupont
- V. PUBLIC COMMENTS
- VI. UPDATES
 - A. Highway District Office Update Deneatra Henderson
 - B. MPO Update Tom Lovett
- VII. OTHER BUSINESS
- VIII. ADJOURNMENT



Brad Schneider, Chairman | Al Mattingly, Jr., Vice Chairman | Steve Henry, Secretary | Adam O'Nan, Treasurer | Joanna Shake, Executive Director

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Serving the Municipal and County Governments of Daviess, Hancock, Henderson, McLean, Ohio, Union, & Webster





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May 31, 2022

M-I-N-U-T-E-S

The Technical Advisory Committee (TAC) and the Policy Committee of the Owensboro-Daviess County Metropolitan Planning Organization (MPO) met in a joint meeting with the Green River Area Development District's Regional Transportation Committee at 10 a.m. Tuesday, May 31, 2022, at the GRADD office. Quorums for both MPO committees were present with the members, as listed:

TAC MEMBERS PRESENT

Nate Pagan, Owensboro City Manager, Chairman
Brian Howard, Owensboro Metropolitan Planning Commission
Tristan Durbin, Owensboro-Daviess County Regional Airport
Mark Brasher, Daviess County Engineer
Kevin Collignon, Owensboro City Engineer (represented by Dirk Dooper)
Brian Wright, Owensboro Riverport Authority
Scott Atherton, Kenergy
Sgt. Aron Contratto, Owensboro Police Department
Sgt. Tyler Free, Daviess County Sheriff's Office
Tim Lyons, Owensboro Municipal Utilities
Joanna Shake, Green River Area Development District
Nick Hall, Kentucky Transportation Cabinet District 2
Charlie Castlen, Daviess County Commissioner
Isidro Delgado, KYTC Division of Planning
Bernadette Dupont, Federal Highway Administration (via Zoom)

TAC MEMBERS ABSENT

Pamela Canary, Owensboro Transit System
Garrett Gordon, Regional Water Resource Agency
Vickie Bourne, KYTC Office of Transportation Delivery (represented by Mike Shelton)

Brad Schneider, Chairman | Al Mattingly, Jr., Vice Chairman | Steve Henry, Secretary | Adam O'Nan, Treasurer | Joanna Shake, Executive Director



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Joint Meeting of the Technical Advisory Committee and Policy Committee Minutes
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Brittaney Johnson, Greater Owensboro Economic Development Corporation
Candance Brake, Greater Owensboro Chamber of Commerce

POLICY COMMITTEE MEMBERS PRESENT

Al Mattingly, Daviess County Judge/Executive, Chairman

Tom Watson, City of Owensboro Mayor, Vice-Chairman
Deneatra Henderson, Kentucky Transportation Cabinet District 2

POLICY COMMITTEE MEMBERS ABSENT

Todd Jeter, KY Division Administrator, FHWA
Yvette Taylor, Regional Administrator, FTA

GUESTS AND STAFF PRESENT

Suzanne Miles, Kentucky State Representative, representing U.S. Rep. Brett Guthrie

D.J. Johnson, Kentucky State Representative
Steve Henry, Webster County Judge/Executive
Curtis Dame, McLean County Judge/Executive
Justin Harrod, KYTC
Donnie Mayton, Bicycle Owensboro
Doug Boom, Henderson County engineer
Jimmy Van Cleve, Area 3 Coordinator
Keirsten Jagers, KYTC District 2
Matt West, KYTC District 2
Doug Taylor KYTC
Kevin McClearn, AEI
John Licht GRADD RTC
Blake Edge GRADD
Gina Boaz, GRADD
Tom Lovett, GRADD
Max Gee, GRADD

I. CALL TO ORDER

Policy Chair Al Mattingly called the meeting to order at 10 a.m.

II. CONSIDERATION OF MINUTES

The minutes of the April 26, 2022, joint Technical Advisory Committee and Policy Committee meeting were presented for approval.

A motion was made by Charlie Castlen and
seconded by Nate Pagan to approve the minutes of
the April 26, 2022, Technical Advisory/Policy

Committee meeting. A vote was taken and the motion carried.

III. OLD BUSINESS

None.

IV. NEW BUSINESS

A. Policy Committee Chair Election

A motion was made by Al Mattingly and seconded by Deneatra Henderson to nominate Tom Watson as chairman of the Policy Committee. A vote was taken and the motion carried.

B. Electric Vehicles

Mr. Justin Harrod of the Kentucky Transportation Cabinet presented a report on the development of an electric vehicle plan for Kentucky so the state can participate in the National Electric Vehicle Infrastructure (NEVI) formula program.

Mr. Harrod told the members the NEVI program is a federal initiative with a goal of placing DC fast charger sites along federal interstates at 50-mile intervals, with the charger located within a mile of the interstate. The goal is for this infrastructure to take place over the next five years.

He began by explaining the different types of electric vehicles. The new NEVI program is focused on the battery-only vehicles and DC fast charging stations, which will charge a vehicle in roughly 30 minutes, which is considered a Level 3 charger.

Mr. Harrod is part of the team developing a plan determining which roads in Kentucky should be part of the NEVI initiative and making preliminary determinations of where the chargers could be located to meet the 50-mile requirement. Kentucky's plan includes all the interstates that pass through Kentucky and the state's parkways.

He explained if an area already has the infrastructure in place to carry the needed electrical capacity, the cost will be about \$800,000. If not, the cost is projected to be \$1.2 million per station.

Mr. Harrod told the members the federal government has allocated \$69.5 million over five years to the state, with a local match of \$17.4 million, for a total allocation of \$86.9 million. The state has divided its plan into four phases.

- Phase 1 is focused on placing chargers on the primary interstates. It is scheduled to extend into early FY 2024 at a cost of \$16.8 million.
- Phase 2 will take place concurrently, with a focus on the state's parkways and other free ways at a cost of \$20.4 million.
- Phases 3 and 4 will begin in 2024 and extend through 2026, with Phase 3 focusing on other priority highways and Phase 4 focusing

on community and park charging (Level 2 chargers.) The cost for these phases has yet to be determined.

Mr. Harrod explained the board is using five criteria to evaluate interchanges as DC fast-charging sites:

- Station location and corridor coverage – meeting compliance with the 50-mile requirement and looking at locations that could potentially serve more than one corridor;
- Travel volumes and long-distance traffic –assessing where the heaviest traffic flows in and through the state are located;
- Power availability and reliability –assessing where needed infrastructure already is in place;
- Amenities and services –assessing what else is available (restaurants, shopping, etc.) at interchanges that could be home to a charging station;
- Rural and underserved communities –ensuring the state's disadvantaged communities have access to electric charging facilities.

Mr. Harrod shared the plan he is developing is due to the federal government by August 1. The plan will be accepted or rejected by September 30, and funds could be disbursed as soon as October 1.

He then opened the floor for questions.

- Max Gee of the Regional Transportation Committee asked what the region can be doing now to prepare. Mr. Harrod replied communities can begin identifying potential locations for Tier 2 and Tier 3 charging stations.
- Commissioner Charlie Castlen asked how many charging ports each station would have to cut the wait time. Each station will have a minimum of four ports. Technology is already in the works to reduce charging time. It may take a few years but charging time will decrease over time.
- GRADD Regional Transportation Committee (RTC) Chairman, Steve Henry asked if he correctly understood how the charging rate would be set. Mr. Harrod said the problem is if only one vehicle uses a station, then the demand charge will be high. The more a station is used the lower the charge cost will be.
- RTC Chairman Henry also asked whether there is any requirement within the program that the power company supplying a station have a certain amount of renewable energy in its portfolio. He was told no, there is such requirement.
- Mr. Harrod was asked if each station would contain different ports for different vehicles. He replied the stations will be nonproprietary. Owners of a Tesla, for example, might have an adapter plug allowing the car to plug into the public port.

V. PUBLIC COMMENT

There was no public comment.

VI. UPDATES

A. Highway District Office Update

Deneatra Henderson provided the following update:

- The 2022 highway plan has been approved, and the District Office is moving forward with scheduling projects. She added construction is going well and the weather is cooperating, for the most part. Some projects are a little behind because of rain.
- Some routine resurfacing projects are being delayed because of an increase in material costs. Bids are coming in too far over engineers' estimates. Those projects will be rebid.
- The district is also being affected by a shortage in concrete.

B. MPO Update

Mr. Lovett provided the following updates:

- OTS is preparing for its Triennial Review with Federal Transit Administration
- The MPO has done some budget revisions for OTS
- The MPO is updating the OTS Safety Plan
- The MPO has purchased a vehicle counter which will be arriving shortly

VII. OTHER BUSINESS

None.

VIII. ADJOURNMENT

There being no further business, the meeting adjourned at 10:55 a.m.

/tl