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**MINUTES OF THE PENNYRILE ADD  
REGIONAL TRANSPORTATION COMMITTEE  
Wednesday, May 6, 2026 at 10:00 AM (CDT)\***

*\*In accordance with the 2026 amendments to KRS424 under HB869, the meeting times are also shown in Central Standard Time (CST) 9:00 AM and Eastern Standard Time (EST) 10:00 AM.*

**ATTENDING:**

Voting Participants

Brock Thomas	Rachel McCubbin	Jaime Green-Smith	Tiffany Groves
Jerry Gilliam	Perry Newcom	Travis Cobb	Scott Marshall
Nikki Steger	Jack Whitfield	Matt Cartwright	Stan Humphries
Brian Ahart	Dylan Ashby	Ed DeArmond	Jack Lingenfelter
Tom Britton	Michael Williams	Leslie Cornette	John Oliphant
Taylor Hayes	Terry Teitloff	Arthur Green	

Advisory Members (Non-Voting)

Carter Hendricks	Amanda Davenport	Jim LeFevre	Jon Dietzel
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KYTC Staff

Deneatra Henderson	Joe Plunk	Jessica Waddle	Greg Meredith
Nick Hall	Ben Hunt		

Elected Officials

Rep Walker Thomas	Morgan Alvey
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PeADD Staff

Angela Herndon	Amy Frogue	Melissa Thompson	Jason Vincent
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Other

Chief Monty Strode	Clint Anderson
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**AGENDA**

CALL MEETING TO ORDER

The Meeting was called to order. The quorum was established with the arrival of a representative from Caldwell County. Judge Young (Caldwell County) joined the meeting via Zoom.

INVOCATION/PLEDGE

**A REGIONAL PLANNING & DEVELOPMENT AGENCY**

Caldwell Christian Crittenden Hopkins Livingston Lyon Muhlenberg Todd Trigg

The Pledge of Allegiance was led by Judge Todd Mansfield. The Opening Prayer was led by Judge Michael Williams.

### MINUTES

The minutes from the February 18, 2026 meeting were presented. Judge Whitfield moved to approve the minutes; seconded by Mayor Green. The motion carried unanimously.

### UPCOMING DELIVERABLES

The Planner led a discussion on the upcoming deliverables that would be submitted to the KYTC as a part of the transportation planning program year. The relevant portions of the Annual Work Program were provided as a part of the packet to further explain to the attendees the expectations and purpose of the deliverables.

For the month of May, the Planner indicated the focus is on the public involvement plan components, including speaking engagements and Title VI compliance tracking. The regional Title VI plan for the upcoming year has been officially approved.

For the month of June, the Planner indicated Local leaders were requested to coordinate dates for Angela to speak to local community groups (Chambers, Rotary, Kiwanis, etc.) regarding the regional transportation planning process. Under Work Element 1A (Administration) the Planner indicated includes the final quarterly progress report, staff review billing invoices, the second annual performance assessment with Nathan Ridgway (KYTC), and an update to the public-facing Cost Allocation Plan. The Public Involvement Plan Update is also due in June and includes several digital maps that are being updated by the GIS department using current socioeconomic profile data. The Regional Transportation Asset Review Inventory is also due which is a culmination of the year's tracking datasets (including CHAF projects, SHIFT parameters, freight networks, and pedestrian infrastructure) will be published digitally to the PeADD website.

The July deliverables include mapping out the new fiscal year's work elements, matching tasks to staff members, and allocating operational costs.

### SS4A UPDATE AND DISCUSSION

Adam Kirk from the Kentucky Transportation Center provided an analytical overview of the newly delivered draft Safety Action Plan.

He gave an overview of the program for context. He explained that the SS4A is a federal grant program established under the bipartisan infrastructure law routing safety infrastructure funds directly to local levels. Kentucky has achieved 100% safety plan coverage across all Area Development Districts. The draft plan incorporates regional crash data analysis and 243 local community survey responses (the highest response rate among participating state ADDs). PeADD's regional safety audit mapped nearly 2,000 localized risk points. Rather than expensive realignments at single locations, the plan prioritizes proactive, low-cost maintenance safety measures along critical corridors. Targeted actions include high-visibility edge striping, curve-ahead signage, vegetation removal, and wet-weather friction

mitigations. Analysis revealed that roughly 95% of fatal or severe injury crashes occur on just 20% of the region's localized county roadways (e.g., in Lyon County, 95% of severe crashes are concentrated on only 18 miles of their 180-mile system). This data allows local road departments to strategically prioritize constrained maintenance funding. Local officials must review the draft plan's county-specific road lists to verify local naming accuracy and cross-reference pending community projects. Adopting these finalized plans which includes a community "Vision Zero" commitments is a mandatory baseline requirement to unlock subsequent federal implementation grants and state HSIP local road set-asides.

#### District 1 Highway Project Update

District 1 Representatives were unable to attend the meeting due to a prior obligation in Frankfort.

#### District 2 Highway Project Update

District 2 updates were provided by Deneatra Henderson.

#### 2026 Enacted Highway Plan:

KYTC is working off the legislative bill text passed out of the General Assembly. Leadership is finalizing funding stream matching before releasing the formal digital copy of the 2026 Enacted Highway Plan later this month. Resource limitations require projects to be prioritized over staggered timelines.

Christian County / Caldwell County (I-24): Pavement rehabilitation construction is ongoing utilizing a specialized concrete breaking and asphalt layering technique. Initial design study estimates for widening I-24 to six lanes came back significantly higher than anticipated due to inflation and fuel contingencies, averaging approximately \$16 million to \$20 million per mile if started immediately. The highest traffic and crash zones are concentrated near Paducah and the Tennessee state line near Oak Grove.

Oak Grove Interchange (KY 115): \* Construction has been underway since December on a second bridge over I-24 to expand the crossing to four lanes to handle upcoming commercial development. Buc-ee's is funding and building three connection roundabouts via an encroachment permit process. Engineering design reviews are ongoing to prevent compounding public infrastructure burdens. A secondary state project (Item 2-10.1) will evaluate modifications to the western roundabout and long-term economic development access for Walter Garrett Lane and the adjacent 700-acre megasite.

Pembroke Connector & KY 115 Corridors: Preliminary design is wrapped up for all three coupled segments. Right-of-way tracking for the Pembroke Connector is nearing final clearance with a construction letting target moved to June. The northern section of the KY 115 widening went to let in March and has a scheduled completion window at the close of 2027. The southern widening section connecting back to I-24 is currently drawing up property owner offers within the right-of-way phase.

Hopkins County:

Midtown Boulevard (Madisonville): Partial right-of-way funding has been allocated to begin property appraisals on Section 3 (the connecting gap). Construction is budgeted in the biennium for 2028 using state funds, though right-of-way acquisition is being targeted for completion by the end of this year. North Main Street: High-growth corridor funding is secure, but letting remains delayed due to complex engineering reviews with CSX Railroad regarding utility trenching under the active rail overpass.

I-69 Emergency Mine Remediation: Following a sudden subterranean roadbed collapse under the northbound fast lane near Madisonville prior to Easter, KYTC entered an emergency contract with Geotechnical Specialties. Crews are drilling on a 10-to-20-foot grid pattern along the shoulders to build containment walls with low-slump concrete before pumping high-slump grout under active travel lanes to completely fill the irregular abandoned voids. Clovers Lane: Letting is scheduled for May. The project contains rigid, non-negotiable interim closure windows restricted to summer, winter, and spring breaks to minimize school traffic impacts.

Muhlenberg County (Exit 58 Cloverleaf Interchange): Moving out of early design into a contract modification for final design to calculate specific material quantities and pavement structural needs. Letting dates will not be set until roadway and utility coordination phases advance. Work Zone Speed Enforcement: In response to safety concerns, PeADD requested state police radar trailers and extra patrols for the I-24 work zones, financed directly out of project funds. Statewide equipment availability is restricted, but I-24 remains prioritized on the procurement list.

#### District 3 Highway Project Update

Mr. Joe Plunk, with KYTC District 3, provided the updated for District 3.

Todd County (US 79 Widening): Construction bidding closed last July, and widening activities will remain under active construction through October or November, causing ongoing local traffic disruptions.

US 79 Secondary Phase: Design funding is secured in the active highway plan for the next continuous leg extending from Novellus through Logan County.

KY 848 Bridge: Active design continues for the weight-restricted bridge under the statewide bridge program. Construction funding is slated for the next fiscal year, putting the project roughly one year away from active site deployment.

Local Access Road Program (LARP): The competitive grant funding agreements (formerly discretionary municipal road funds) will be distributed by the Commissioner of Rural Roads within the coming months. Municipalities must pass matching local resolutions once agreements land; standard execution typically tracks across July.

Rural Secondary Funding: Finalized allocation numbers and flexible fund metrics are expected in the next two weeks, after which KYTC will schedule annual coordination meetings with county Fiscal Courts.

### Public Comment

State Representative Thomas reflected on the recent legislative session, indicating that the General Assembly intentionally tightened the state road plan to match projects with verified, available revenue streams. While this results in a visually leaner project book, it ensures that budgeted projects are fully funded to avoid historical patterns of over-promising.

The group discussed concerns with the Gas Tax Emergency Declaration. The committee entered an extended discussion regarding a pending state-level emergency declaration proposing a 10-cent cut to the state gasoline tax. Financial Impact: Members raised severe alarms regarding immediate local revenue erosion. Counties already sustained a substantial reduction in county road aid cooperative cash receipts this past February, exhausting several local road maintenance budgets early. The emergency mechanism dictates that the tax cut automatically expires after 30 days unless local county and city officials vote to extend it locally. Local leaders noted this creates an "administrative nightmare," shifting immense political pressure onto local judges and mayors right before an election cycle. It would result in a fragmented tax landscape across Kentucky's 120 counties and 450 cities, further squeezing municipal road funds that operate on lower base allocations. Following a motion by Scott Marshall and a second by Judge Whitfield, the committee voted unanimously to draft a formal advocacy letter outlining these unintended local fiscal consequences and administrative concerns to be circulated to the full body for final signature.

Morgan Alvey with Senator McConnell's Office extended a standing offer to write formal letters of congressional support for any local communities submitting direct federal grant applications. Reported that the Department of Homeland Security (DHS) budget impasse has concluded. Full federal funding has resumed for DHS agencies, excluding ICE which is being handled in a distinct reconciliation track. FEMA operations have officially returned to standard administrative status, which should resolve recent local coordination and grant processing delays.

It was noted the next meeting of the RTC is scheduled for August 5, 2026, at 10:00 AM local time.

### Adjournment

Judge Newcom asked if there was a call for adjournment, Mayor Green made the motion to adjourn. The motion was seconded by Scott Marshall. All Ayes. Motion carried.

Minutes Drafted & Submitted By:

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Angela Herndon, Regional Planner

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Date

Minutes Approved By The Transportation Committee:

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Judge Perry Newcom, Chair

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Date

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