

INTERIM JOINT COMMITTEE ON APPROPRIATIONS AND REVENUE

Budget Review Subcommittee on Transportation

Minutes of the 2nd Meeting of the 2019 Interim

July 9, 2019

Call to Order and Roll Call

The second meeting of the Budget Review Subcommittee on Transportation of the Interim Joint Committee on Appropriations and Revenue was held on Tuesday, July 9, 2019, at 10:00 AM, in Room 131 of the Capitol Annex. Senator Jimmy Higdon, Chair, called the meeting to order, and the secretary called the roll.

Present were:

Members: Senator Jimmy Higdon, Co-Chair; Representative Sal Santoro, Co-Chair; Senators Stan Humphries, Christian McDaniel, and Max Wise; Representatives Chris Fugate, Thomas Huff, John Sims Jr, and Ken Upchurch.

Guests: Representative Jason Nemes; Commissioner Matt Henderson, Department of Vehicle Regulation, KYTC; Commissioner Todd Bloch, Department of Aviation, KYTC; and, Craig Farmer, State Aviation Engineer, KYTC.

LRC Staff: Tammy Branham, Justin Perry, and Spring Emerson.

Approval of Minutes

A motion was made by Co-Chair Santoro to approve the minutes of the June 4, 2019 meeting. The motion was seconded by Senator Wise, and the minutes were approved by voice vote.

ConfIDENT – REAL ID

Commissioner Matt Henderson provided a brief overview and update of the implementation of the REAL ID program.

In response to questions from Senator McDaniel, Commissioner Henderson said Kentucky is currently under an extension from the US Department of Homeland Security for the REAL ID requirement, and the standard drivers' license will remain an acceptable means of identification for federal purposes until October 1, 2020. The rollout began in Franklin and Woodford counties, and is planned for Hart and Anderson counties next, as they are smaller and issuance time should be faster. The rollout to Jefferson and Fayette counties has been paused until software issues are fixed, due to higher populations in those

areas. It is safe to say the program will be complete by the end of the calendar year. Commercial drivers' license holders would be required to supply the same documentation, but will not have the option for a four-year credential.

In response to questions from Co-Chair Santoro, Commissioner Henderson said the average waiting time for a REAL ID credential is approximately 15 minutes. With repeated use of the new system and increased familiarity, the waiting time should decrease.

In response to questions from Representative Nemes regarding the constitutional obligations of circuit court clerks, Commissioner Henderson said the KYTC is actively working with the Circuit Clerks Association to assist in moving the program forward without interfering with the operations of the courts.

In response to questions from Chair Higdon, Commissioner Henderson said the standard credential only requires the current drivers' license for renewal, and the REAL ID requires more documentation. If the name on a birth certificate or social security card is different than the person's current name, a bridging document will be required, such as a marriage certificate. Chair Higdon commented that not everyone is required to have the federally-compliant REAL ID credential, and it is imperative that the public be educated on their options, as it can be very confusing.

Department of Aviation

Commissioner Todd Bloch provided a brief overview and update of aviation projects throughout the state.

In response to questions from Senator Humphries, Commissioner Bloch said out of the 57 publically-owned airports, 51 of those are for general aviation use only and not for commercial airline use. All 57 are eligible for state funding, and four of those are owned by the state. Fifty-one are managed by volunteer boards, led by a local mayor or judge-executive. Those boards could possibly take advantage of Public-Private Partnerships (P3s) or other financing opportunities.

Representative Fugate expressed his appreciation of the resurfacing and lighting projects that were completed recently at the Hazard airport. The relocation of the Eastern Kentucky University aviation mechanic program to Hazard would prove to be very beneficial to the southeastern Kentucky region, as well.

In response to a question from Chair Higdon regarding the funding of T-hangars, Commissioner Bloch said the Federal Aviation Administration (FAA) does not fund anything that generates money, and T-hangars can be a major source of revenue for general aviation airports. A ten-bay T-hangar would cost approximately \$600,000 to \$750,000 to construct. Each categorized airport receives federal funding in the amount of \$150,000 per year for safety projects as required by the FAA, and any remaining funds could be spent

on an as-needed basis. The airport could save up those federal funds, and at the end of four years would have enough to construct a T-hangar; however, oftentimes that money is used for other needs. Most of the general aviation airports have waiting lists for airplane storage.

In response to a question from Chair Higdon regarding local taxing districts and the use of those revenues, Commissioner Bloch replied that he will provide more information at a later date.

In response to a question from Co-Chair Santoro, Commissioner Bloch said the majority of communities in Kentucky can support their local airports, but there are a few that are at risk due to a lack of leadership at the airports and the loss of federal funding. Mr. Farmer added that they are working with local governments in applying for grants and other means of funding, such as P3 opportunities.

Adjournment

There being no further business before the subcommittee, a motion was made by Co-Chair Santoro to adjourn. The motion was seconded by Representative Upchurch, and the meeting was adjourned at 11:16AM without objection.