



Greetings Friends and Happy New Year to 2017!

2017 is here. Wow. 2017....

2001 Space Odyssey. Recall that movie? That was a futuristic film. And now, here we are at 2017. Imagine 2017 Space Odyssey.... If they made that movie, could you imagine...?

When I was young, I often imagined what the future would be like. I also watched a lot of movies and shows about it too. Would the human race find a way to live in a Utopian society? We could all live in floating buildings in the clouds and ride around in flying cars like the Jetsons? Or would artificial intelligence rise up and war with the human race as in the Terminator series? With respect to the Terminator, that 1984 movie predicted Skynet would become self-aware August, 1997 and at that time launch the doomsday attack. That would be 20 years ago.

So, let's fast forward to now. It is 2017. It is 16 years after the Space Odyssey and 20 years after the Terminator apocalypse. We are into the future, and 2017 seems pretty futuristic. I have thought about this and I have seen a lot of shows and films about the future. I have got to say it. "Where are the flying cars?" Most futuristic movies have flying cars, spaceships, flying robots, or other technology along those lines. In Back to the Future 2, Marty McFly had a flying skateboard.

(continued on next page)

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So, let's pretend there were flying cars. This obviously would pose some challenges to our profession. Would there no longer be right of way acquisitions? Or would right of way evolve to the buying of air rights off people? Is there still a need for airports if cars can fly? Utility easements would also change. I do not recall seeing a single utility pole in any Jetson episode. This stated, to be fair, it has been a long time since I have watched the Jetsons. Maybe there are utility lines but I just did not notice them as a kid. Note, Jetsons is set in 2062. Thus, our local power companies still have some time to figure this one out.

So 2017, besides sounding very much into the future based on a lot of TV and movies, the only thing futuristic is having our phones be better than our computers.

True, we have the internet and the cloud, advances in medicine, but my house was built in mid 1950s and sits on dirt. I drive a car that is basically the same as cars made 50+ years ago, 4 wheels and a gas motor. I think overall, we can safely say, Hollywood got it wrong!

I'm kidding of course, but I think it is interesting to look back as well as project forwards and reflect on changes over time and how this has impacted right of way. These changes are not as drastic as flying cars. But, there is a trend in the US and worldwide for increasing urbanization.

With the use of high strength steel material and the high-speed elevator, sky scrapers were born which allowed people in the late 1800s/early 1900s to flock to urban areas from rural America to find greater opportunity with the industrialism that occurred during this time period. Also rail and boat handled the bulk of long distance transportation at that time.



After the Great Depression and WW II, many residents of more urban city locations moved to the suburbs. There was significant demand for new housing and a perceived safer and higher quality of life which new suburban communities seemed to offer young families as well as older retirees. Cars became more affordable and popular plus the cost of living in large cities was becoming increasingly expensive. As a result, suburban flight began. The standard North American pattern of growth was driven by an increasing demand for affordable properties with much larger living space, improved transportation systems (i.e., better access to cars, roads, and freeways, buses, subways, trains, boats, and planes), and a much better efficiency by builders and contractors to deliver mass-produced housing tracts, multi-family apartments, and retail shopping centers. The Highway Act of 1956 and Civil Rights Movement also played a major role in shaping the landscape of suburban America.

Another change occurred in the 1990s, with the internet and affordable home computers. This allowed for remote office locations, home offices, and other decentralized working arrangements to evolve. More recently, online shopping is allowing people to live further from supporting retail centers. This also impacts the supply chain management and retail sectors, traffic patterns, and the modern mall.

While this history and these technological advances would predict further suburban and even rural expansion, this is not the current trend.

The worldwide urban rate is currently about 54%. According to the UN, more than 1 million people move to cities globally every week and 6.3 billion will be living in cities by 2050. Based on these projections, this will be 67% of the world's population. To put this into context, United States has upwards of 81% of the population living within cities, suburbs, or other regions with population centers

above 50,000 residents. This is an increase from 79% in 2000. Overall the Sunshine States are seeing the most growth.

People moved out towards suburbia for increased living space, less population density and traffic, perception of greater safety or better schools or services, and more affordable living options. These suburban communities became so popular that more people and businesses later were attracted outward from the big cities to suburbia as well. Multi-family apartments, mini-storage warehouses, retail shopping centers, and low to mid-rise office buildings have been built at a much faster pace out in suburbia partly since the land sites were more affordable for the developments than within the larger and more congested metropolitan cities and also because Planning and Zoning Departments in newer suburban regions tended to be more “pro-growth” since they desired increasing revenues. As a result, development flourished at a much faster pace in suburban regions. The popularity of the more desirable suburbs has led to increased population and development density within them, more than that which was originally planned (some not all), which has caused traffic and other infrastructural issues for right of way professionals to solve.

Also, with the suburban sprawl, in-fill development has increased and there has been more redevelopment, especially in the residential sector, occurring closer to the core business districts of cities. Real estate developers are designing more walkable communities in larger urban regions where residences are either attached or near commercial centers. And rather than having private yards, there are shared community space and parks. The benefit is convenience and proximity to entertainment, services, work, and other lifestyle places. The challenge posed for right of way professionals is to redesign cities originally built at the turn of the 1900 century to accommodate the lifestyle needs, population, and technologies of modern society. This ranges from parking and street traffic, to fiber optic / cellular technological capabilities, as well as water/sewer and power usage.

Overall, there has been increased transportation (both people and goods) as well as higher fuel/energy, grocery costs, entertainment costs, and most especially housing, business, and tax costs. While technology could allow people to move to less densely developed locations, the reality is that people are moving to the more desirable suburbs and in-fill, urban development closer and more convenient to entertainment, services, and other lifestyle places. Overall, there is increasing levels of urbanization. Cities are also getting better linked to other cities on a macro market level, and alternative energy is also becoming more and more prevalent. Will passenger rail travel re-emerge in areas like the Mid-West? All this present new challenges and opportunities to right of way professionals.

It should be exciting times as society continues to evolve and right of way professionals continue to proactively plan and also respond to our society’s infrastructure needs. I hope everyone has a wonderful and blessed year!

To end, if any doomsday event were to occur, as predicted in Terminator; hopefully the Gun Awareness event helped in our training. I will not name names but several of our members do have an arsenal that would make Sarah Connor proud. I am only slightly kidding of course. Happy New Year and look forward to seeing everyone at upcoming events.

Best Regards,

Matt Chapman

President, IRWA Chapter 25



“LIKE” us on
Facebook at
www.facebook.com/IRWA25

***Disclaimer:** The views and opinions expressed in this publication are those of the authors and do not necessarily reflect the official policy or position of the organization.*

Welcome our New Chapter 25 Members!

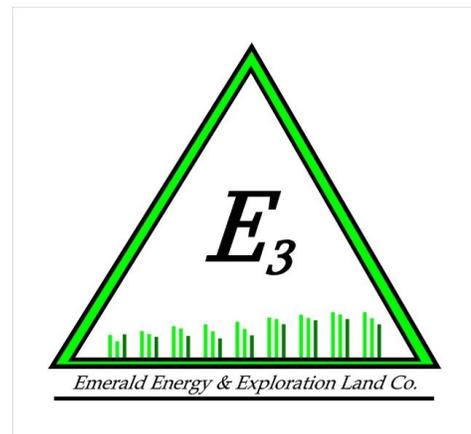
LISA BURNS, Dunrobin Associates, Operations Manager

SETH RODRIGUEZ, Associate Member – Percheron, Manager

SHARON GRAY, Transfer Member from Chapter 6 – Percheron



“New Year, New You” may sound cheesy, but it is never too late to embrace the opportunity for growth. What are your professional goals for 2017? A promotion? To master the art of negotiation? Earn a new certification? Maybe you have one big goal or just a few small ones. Whatever it is, take a few minutes to think about what you’d like to accomplish this year. I like to write these down where I’m reminded of them. Next, think about what it’s going to take to achieve your goal (s) – write down these objectives underneath each goal. This is your roadmap to successfully becoming a “new you”. Pull out your list at the end of each month or so to stay focused, check off your objectives as you conquer them and reflect on what is next. Good luck!



EMERALD ENERGY is currently looking for well-qualified individuals for Right-of-Way Acquisition in the Kentucky, Virginia and West Virginia region.

If you would like to be part of the Emerald team in a growing industry we would like to hear from you. Please submit your resume to Chris Music at cmusic@e3co.land.

CALL FOR ARTICLES!

\$100 will go to the Article of the Year (awarded at the Christmas Party).

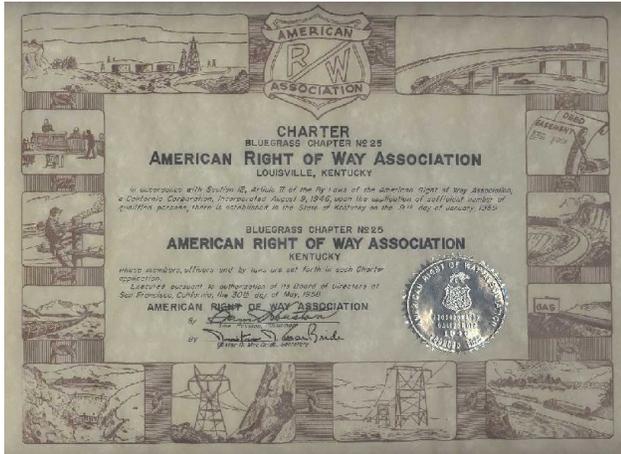
To submit a piece, email Delana.Gideons@lge-ku.com.



BACK TO THE BASICS: WHO ARE WE?

Delana Gideons | Newsletter Chair

We eat, we sit through day-long classes and dread one day studying for the SR/WA exam, we socialize. But our General Membership Meetings are more than just an opportunity to gather together and eat, right? After all, there is **no** such thing as a free lunch. So this begs the question, Who Are We?



Who are we? Bluegrass Chapter 25 was chartered in 1959. We are Appraisers, Attorneys, Engineers, Relocation Specialists, Right of Way Agents, Surveyors and the like. We are professionals in the business of providing services that assist in infrastructure development. Not just hotels and highways, but also parks, schools and bike lanes. Additionally, we are teachers, leaders and even retirees whom have been so gracious to maintain membership and support the organization.

Where are we? While Chapter 25 is the Bluegrass Chapter, we also have Associate members who may conduct business across many different states. In the bigger picture, Chapter 25 is just one of the seven states that make up Region 5 (shown on right) under the International umbrella. IRWA is present in 15+ countries around the world.

Why are we? What is the purpose of the chapter? When you corral 115+ like-minded industry professionals in one spot, think of all there is to learn from one another! The Chapter gives us a chance to meet others in the right of way industry that we would not otherwise have had the chance. Hopefully you find these relationships valuable, and who knows, maybe someday you will call another member up to pick his/her brain on a topic. I know I sure have. Chapter events serve as an assembly that allows us to have discussions, share ideas and tell stories. The quarterly meetings and the newsletter are efforts to assist in that, since we simply cannot meet every month to have the face-to-face interaction.

To answer the “Why are we?” in a more formal sense, IRWA uses the Mission statement:

“We empower professionals by elevating ethics, learning, and a standard of excellence within the global infrastructure real estate community.”



See you at the next meeting!



**A JOYOUS HATS OFF TO CHAD
CUTSINGER AND DERRICK YOUNG WHO
ACHIEVED THEIR SR/WA**



Chad Cutsinger



Derrick Young

**ALSO, A ROUND OF APPLAUSE FOR THE MEMBERS
WHO RECEIVED THEIR RE-CERTIFICATION:**

Bill Busch ◦ Glen Taylor ◦ Otto Spence

UPDATE TO IRWA'S CREDENTIALING PROGRAM:

- Industry Certification Program—10-yr course expiration for RWP and SR/WA Certifications.
- Effective July 1st, 2017— there will be a 3 recertification credit unit allocation for the Industry & Generalist Certifications.

Email BANDMBUSCH@ATT.NET for any information on certification or assistance on evaluating your education needs.

Email MIKE.PENICK@LOUISVILLEKY.GOV to get information on Classroom courses that may be available in the area.

IN MEMORIAM



MICHAEL JOE STEVENS, 39, passed away on October 26, 2016, in Lexington, KY.

He was born on September 23, 1977, in Danville, KY, to Kathie Hampton Stevens and Dwight Stevens, who survive. Michael was an avid sports fan and loved the UK Wildcats, Cincinnati Reds and Bengals. He was a Senior Acquisition Agent for Percheron Field Services and supervisor on a project for Eastern Kentucky Power Cooperative. Prior to joining Percheron in March 2015, he was a Senior Acquisition Agent for Service Resources Corporation, where he started his right of way career in 2004. Michael graduated from high school in Laurel County, London, KY, and attended Eastern Kentucky University.

Michael was preceded in death by his grandparents, Lester and Marcelene Stevens; his aunt, Margaret Huber, and uncle, Darrell Stevens.

Also surviving are his sister, Kelly Stevens Gregory and husband Earl; brother, Daniel Stevens and fiancé Brandi Ratliff; Michael's fiancé Tracy Murray and her daughter, Zoe Murray; grandparents, Jeanette and Gale Hampton; niece, Summar Gregory; nephew, Ashton Gregory, and a host of family and friends who will all mourn his sudden passing.

In memory of Michael Joe Stevens, who died Oct. 26 in Lexington, KY, a memorial fund to benefit the Right of Way International Education Fund has been established.



GARY SLACK joined the association in 1992 and was an active member on the board until he suffered a massive stroke in March of 2011. Those who knew him, know that he brightened up a room with his personality and

humor. He could talk to anybody about most anything. He would tell you that he loved being a Right of Way agent. He loved the challenge and he loved to negotiate on everything. Right of Way was perfect for him and it showed.

I met Gary in 1992/93 when we worked together setting out traffic count machines and we immediately made a connection. It was at that moment, that I realized that I have met another human being who had the capacity to not only give me a run for my money when it came to talking (which is a heck of a feat), but could make me laugh while doing so. In 1997 I decided that I wanted to take a shot at being a Right of Way agent. Over the next 14 years, Gary showed me the ropes and I learned more from working with him than I ever could have learned from a book. We traveled across the State of Kentucky and sometimes in other states, working on various projects together in various capacities, most of the time sharing a hotel room. There were a lot of long car rides that flew by, because we kept each other company with nonstop storytelling and laughter. He was a standup guy and a family man. If you needed help with anything, he would help you. He loved his wife and kids, doing yard work, three card poker, southern rock, getting a good deal and riding his motorcycle.

He was my boss but more than that, he was also my friend.

He will be greatly missed.

- Written by Chad Cutsinger

RECENT CHAPTER EVENTS



President Matt Chapman converses with Eric Monhollon at the **KYTC Partnering Conference** in September 2016. Bill Busch, SRWA and Matt Chapman, MAI represented the chapter at the IRWA booth.



Mike Penick taking the mike at our **2nd Annual Chapter 25 Fall Symposium** this past October at LG&E, where attorneys Chad McTighe and Pam Clay-Young were also present to speak.



Marjorie Busch, shown shooting on the left, and taking a break along with Jessica Grivna on the right at the **Gun Awareness Event** at Knob Creek. Vice President Otto Space is cooking breakfast for all the shooters in the back!

CHRISTMAS PARTY

Monte Carlo Night at the Brown Hotel



Jim and Mary Braun enjoy delicious Christmas fare.



Matt and Michelle Chapman spread the Holiday Cheer.



IRWA members enjoy the fun and games at Monte Carlo Night at the Brown Hotel.



Henry and Jackie Ford enjoy the festive occasion.



Wayne and Tish Kimbel and Leigh Karr win a few rounds.

WINNING

President, Matt Chapman, presented Don Brent with the Lifetime Membership Award.



Wally McConnell won a crisp \$100 bill from President, Matt Chapman for submitting the best newsletter article in 2016.



Ohio Chapter member, Christine Deacon, was the lucky winner of the Christmas Country Ham.

IS A ROAD STILL A ROAD?

Mike Penick, SR/WA, RW-EC | Education Chair

In the industry of transportation, utilities, rails and freight, we often times use words describing the roads interchangeably. While this isn't necessarily a bad thing, it's also important to the right-of-way agent that they have a clear understanding about the actual type of road that they will be improving. For example, is the right-of-way you are about to purchase for a 2+1 road, or is it a turnpike? Is this a high-capacity highway, or non-major arterial? Well, let's discuss the differences.

Generally, there are three types of roadway: Low capacity, medium capacity, and high capacity. Each one of these roads can be public, private, or both (toll-ways). Low capacity roads have a lower speed limit, usually no greater than 40MPH. The average vehicular speed of these roads is approximately 30MPH, and they contain up to four total traffic lanes (with some exceptions). Medium capacity highways are usually between 35MPH to 55MPH, and usually have no less than three lanes (again, exceptions). Finally, high capacity highways have high speed limits, many traffic lanes, and there are usually barriers and/or medians to keep opposite lanes separate. A traffic lane is defined as a lane traveled by an actual vehicle; there is no stopping, biking, or parking in a traffic lane.

LOW CAPACITY	MEDIUM CAPACITY	HIGH CAPACITY
Alley, avenue, backroad, boulevard, terrace, byway, court, circle, cul-de-sac, dirt, drive, rue, way, frontage, lane, road, route, place, carriageway, service, street, strut, trail, winter-roads (iceways), this-on-that (ex: Stoke-on-Trent)	Arterial, alternate, collector, loop, highway, junction, lane, pike, road, route, thoroughfare, travel way, turnpike, county-road, state-road, run, beltway, innerbelt, parkway, 2+1	Expressway, freeway, turnpike, parkway, controlled-access, interstate, outerbelt, limited-access, highway, motorway, skyway, speedway, thruway, autobahn, autostrasse, autostrada, supertwo, modal, U.S.##

Source: Engineering Encyclopedia, <http://www.enggpedia.com/component/tag/Roads>. Retrieved 2013.

Clear as mud, eh? It's easy to see how we can use a lot of these terms synonymously. Nevertheless, it's okay as long as whoever you are discussing roadway improvements with understands the exact type of road that is going to be widened, added or constructed. Also, having a good understanding of the types of roads can help with any pre-planning or travel that you have to do.

And, if you're sitting in traffic, you probably don't care what type of road it is.



SAVE *the* DATE

03 MAR

Friday, March 3rd

Chapter 25 Spring General Membership Meeting *

At Mesh in Louisville — with Guest Speaker, Linda Solley-Kanipe.

28 APR

Friday and Saturday, April 28-29th

Region 5 Spring Forum *

To be held at the Rosemont in Chicago, Illinois.

05 APR

Wednesday and Thursday, April 5-6th

The International Public Agency Committee

Des Moines, Iowa — Visit www.irwaonline.org > News and Events.

TBD

Spring 2017

Date TBD

Chapter 25 Spring Picnic

02 JUNE

Friday, June 2nd

Chapter 25 Installation of Officers and Membership Meeting

At BBC Four Roses Bourbon Barrel Loft, Louisville — Details to come.

11 JUNE

Sunday—Wednesday, June 11-14th

IRWA's 63rd Annual International Education Conference

Anchorage, Alaska — Registration is now open at www.irwaonline.org.

* = See attached flier .

BOARD MEETING SCHEDULE

FEB 3RD — 1pm at Qk4

MAR 3RD — 10:30am at Mesh Restaurant

APR 14TH — 1pm at Louisville Water Company

MAY 12TH — 1pm at Qk4

JUNE 2ND — 10:30am at BBC Four Roses Bourbon Barrel Loft

JULY 14TH — Noon at Louisville Water Company

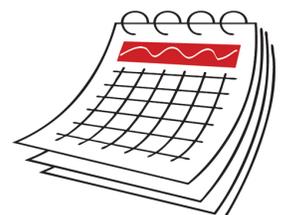
AUG 4TH — 10:30am at Parklands, Beckley Creek

SEP 8TH — 1pm at Qk4

OCT 6TH — 1pm, Location TBD

NOV 3RD — Noon at Qk4

DEC — No Board Meeting





2017 Spring General Membership Meeting
Friday, March 3, 2017
Mesh Restaurant
3608 Brownsboro Road, Louisville, KY 40207

The Bluegrass Chapter extends an invitation to you to attend the Spring General Membership Meeting. The meeting will begin at noon and include a presentation from special guest Linda Solley-Kanipe. Lunch will be served during the presentation. Pre-Registration and payment will be online and is encouraged! You may also use the following page for mail-in registration.



Featured Speaker: Linda Solley-Kanipe
Louisville Regional Airport Authority Relocation Office

Linda Solley-Kanipe has been a licensed real estate broker in the State of Kentucky for over 30 years and is an experienced manager of acquisition and relocation programs for a number of federally funded programs. Since 1991, she has managed the Louisville Regional Airport Authority's Residential Acquisition and Relocation Services. Over 3,700 (of the 3,740) residential properties have been purchased and their occupants relocated by the Louisville Airport's relocation office, along with many small businesses, churches and vacant tracts of land. Of the 3,740 residential properties, 1,581 residential properties were a part of the Louisville Airport Improvement Program (to expand the airport in the early 1990's) and 2,159 of those properties are a part of the Voluntary Residential Relocation Program, funded under the FAA's Part 150 Noise Abatement Program. She helped develop and manage the Louisville Airport's Heritage Creek Relocation/Swap Program, an innovative replacement housing program which has moved a City and relocated 419 families, as a part of the Voluntary Residential Relocation Program. She has handled other airport relocation programs in Owensboro and Evansville, an Urban Renewal program in Louisville, along with right-of-way and easement acquisitions for airports, utilities and other government entities. She is familiar with all of the associated laws and policies that govern federally funded acquisition/relocation programs.



International Right of Way Association Chapter 25

IRWA General Membership Meeting Friday, March 3, 2017: Noon – 2:30

Speaker will begin at 12:15 p.m.
Lunch begins at 1:00 p.m.

**Featured Speaker: Linda Solley-Kanipe
Airport Relocation Office**

Location: Mesh Restaurant
3608 Brownsboro Road
Louisville, KY 40207
Phone: (502) 632-4421

***Use one form if more than one attends from same company please.**

1) Name _____ Title _____
 2) Name _____ Title _____
 3) Name _____ Title _____
 Company _____ Address _____
 City _____ State _____ Zip Code _____
 Phone _____ Fax _____ E-mail _____

**Cost: \$20.00 per Member/KYTC Staff
\$35 per Non-Member**

Total Enclosed \$ _____

Make check/money order payable to:
IRWA Kentucky Chapter 25
And mail to:

**Jessica Grivna
Qk4
1046 East Chestnut Street
Louisville, KY 40204**

PREFER TO USE YOUR CREDIT CARD? WE GOT PAYPAL!

GO TO <http://www.irwa25.org>, and look for this meeting!