

SHIFT 2020 Workgroup – Minutes

8/24/2018 - Rm C107 – 10:00 -11:30



Attendees:

Last Name	First Name	Representing
Eileen	Vaughan	KYTC CO Planning
Maridely	Loyselle	KYTC CO Planning
Steve	DeWitte	KYTC CO Planning
Amanda	Spencer	KYTC CO Planning
Jonathan	Reynolds	KYTC CO Planning
Chad	Shive	KYTC CO Maintenance
Joshua	Rogers	KYTC CO Maintenance
Jill	Asher	KYTC CO Highway Design
Travis	Thompson	KYTC D5
Steven	Drake	KYTC CO Planning
Tonya	Higdon	KYTC CO Planning
Jason	Blackburn	KYTC D10
Larry	Chaney	KIPDA
Charles	Allen	KYTC D4
Mike	Skaggs	LTADD
Anthony	Norman	KYTC CO Planning
Jeff	Thelen	NKADD
Stacey	Courtney	Purchase ADD
Michael	Vaughn	KYTC CO HSIP
Nathan	Ridgeway	KYTC CO HSIP
Shane	McKenzie	KYTC CO Planning

Summary of issues for further consideration

- The group would like to look at secondary SBFs in a formula
- The group would like to see the split of ratios of travel time benefits and safety benefits
- The group wants to see if we can include extended weight trucks

Meeting Minutes

SHIFT 2020 Workgroup: Benefit Cost Committee

- Nathan Ridgeway and Mike Vaughan talked about the new Safety Benefit Factors.
 - Discussed possibility of logic checks when selecting project types. i.e. if you select one type then you can't select certain improvement types.
 - Mike described his thought process on how the new factors were developed. He then talked about the final list of new improvements.
 - There were questions on what to pick when you have multiple improvement types in one project.
 - Discussion began around having primary and secondary improvements. The group wanted to look at nesting the secondary improvement type selection based on a primary improvement type selection.
 - The option of a secondary improvement type will be checked during the data phase of the workgroup.
 - Discussion around what could be considered a secondary improvement. It was generally considered that bike/ ped was a secondary improvement.
 - A question was asked about safety benefit relating to freight. Mike said that he did not see a lot safety improvements with improvements in truck radii. The improvements for freight usually come with improved travel time.
- Maridely Loyselle talked about project costs.
 - CHAF costs are now escalated similarly to Precon/ SYP.
 - There is a KTC study to improve cost estimates. It is not complete yet. They will start using ASHTOware in the fall and will use data from that program to improve estimating methods in the study.
- Maridely Loyselle talked about Travel Time Savings Benefits
 - Modeled projects will get tweaks: new alignments, major facility upgrades, and new routes. They will exclude weekends and use the growth rate from the area.
 - The question was asked, "Why are weekends excluded?" Weekends are excluded because traffic patterns change so much and we do not have good data for estimates.
 - Non-modeled projects will also exclude weekends. They will use an annual growth rate of 1.25%. We will continue to use VSF for segments, which is informed by the travel time index from the congestion study.
 - There was discussion on why the modeled projects used the growth rate of the area vs the non-modeled projects used the growth rate of 1.25% - the modelers and the districts felt it was more accurate to use the area growth rates when appropriate. It is not feasible to customize the growth rates by the counties.
- Discussion on splitting the ratios of travel time benefits and safety benefits. The team felt that we could better see the effect of each component if they were separate. They want to see the data.

Freight Committee

- Shane McKenzie gave an update on recommendations that the team had been working on since June.
- Steve Drake talked about the Coal Haul Routes and how you are added to it. – All that is needed is to haul 50,000lbs in 1 yr and you can be added.

- If you want to initiate a coal haul route you initiate an agreement with all entities in the area. They will issue a bond to bring roads up to good condition to support the extra weight.
- The coal haul route and the freight network do not match up.
- Suggestion from the team is to add a coal haul tier.
- Jason Blackburn suggested adding an extended coal haul tier > 80,000lbs. The team felt that they did not have the data for this. We can show what data we do have, but we know we do not have it for all roads that carry extended weight.
- Suggestion was to put out a list of official extended weight routes and use that.
- A question was asked about accounting for logging trucks. The answer was that they are not in the extended weight category.
- The next topic was including reliability in freight. We can parse out the truck information and use that.
- It was asked if school buses were included with trucks. Yes they are. Buses do more damage to a roadway than a truck because of concentrated weight.
- We have the data to include reliability in the statewide formula, but not enough to include it in the regional formula.