

Appendix E
2019 Final Prioritization Plans
Area Development Districts

Barren River Area Development District



SHIFT 2020 Prioritization Plan

Final

July 31, 2019

Prepared by: Emily Hathcock, Tyler Graham

Introduction/Overview

The purpose of this document is to provide a plan to the Kentucky Transportation Cabinet (KYTC) for the prioritization of projects in the 2019 Prioritization Process. The prioritization will be used as input for the Recommended Highway Plan, to be submitted to the next session of the Kentucky General Assembly in 2020.

The KYTC has developed a more data-driven, objective and collaborative approach to determine the state's transportation funding priorities. The Strategic Highway Investment Formula for Tomorrow (SHIFT) is a prioritization model that will bring balance and dependability to Kentucky's over programmed highway plan. SHIFT uses quantitative data such as crashes, fatalities, traffic volumes, delays, employment to assess the benefits of planned projects and compare them to each other. The program also includes collaboration with local leaders throughout the process to help shape regional funding priorities. Through this collaboration, projects will be selected for prioritization by being sponsored at the regional or Area Development District (ADD) level, Highway District Office (HDO) level and Metropolitan Planning Organization (MPO) level.

The current Highway Plan and the Continuous Highway Analysis Framework (CHAF) identify approximately 4,000 transportation projects. In an effort to make this large list of projects more manageable for prioritization purposes, KYTC developed a formula using the 2010 Census numbers, public road lane miles and number of counties per agency to determine the number of projects each ADD, HDO and MPO will sponsor. The result was approximately 1,200 projects statewide selected for sponsorship into SHIFT by the ADDs, HDOs, and MPOs. Using this formula, it was determined by KYTC that the BRADD Regional Transportation Committee (RTC) was allotted 40 projects for regional sponsorship.

Timeline

- January and February – Local Meetings Held
- March - RTC members approved sponsorship projects and submitted to KYTC
- June – Regional Scoring
- July 24th- RTC met to identify 25% of projects for boost points and complete regional prioritization
- August 14th– submit final regional project list to KYTC

Project Selection Criteria/Methodology

LOCAL INPUT PROCESS

During January and February, BRADD and District 3 staff met with local officials in each county to review the county CHAF projects and determine county priorities. Discussion took place during each of the nine local meetings on how the RTC might determine projects for regional sponsorship.

REGIONAL INPUT PROCESS

The BRADD sponsorship list and sponsorship formula was shared with the RTC members. Sponsored projects were entered in the CHAF Database in March 2019. The sponsored projects were scored using the SHIFT formula previously mentioned in the introduction.

The Regional Transportation Committee met on July 24, 2019, to review the regional list of project scores provided by the Cabinet. The scores were developed using the SHIFT formula. The RTC reviewed the list and selected 25% of the projects to award with boost points. Upon selection, the scores were adjusted and the final list approved by the committee.

Project Boost Criteria/Methodology

Upon completion of the KYTC's statewide selection process, a regional list of projects was provided to the RTC for prioritization input. The RTC met on July 24th, 2019 to complete this phase of the regional prioritization process.

For the 2019 Prioritization Process, the BRADD RTC was given 20 local boosts (of 15 SHIFT points each) to apply to projects of its choosing. In the interest of fairly dividing the available boosts, the RTC approved at its July 24th meeting a proposal to allocate points based upon how

much higher or lower a county's individual median SHIFT score was from the total, region-wide average. This method was executed through the following process:

1. Compile all non-MPO county SHIFT projects and determine a median SHIFT score for each county. This year, the county median scores were as follows:
 - a. Allen County: 29.8
 - b. Barren County: 35.55
 - c. Butler County: 30.7
 - d. Edmonson County: 25.9
 - e. Hart County: 24.5
 - f. Logan County: 25.25
 - g. Metcalfe County: 35.25
 - h. Monroe County: 22
 - i. Simpson County: 29.5
2. Find the mean (average) of the median scores. This year, the mean SHIFT score across all n
3. Find the standard deviations for all median scores from the mean, rounding to a single digit. This allows us to determine how far away – positively or negatively – a county's score is from the running average.
4. Correspond the standard deviations to positive values. In this case, our standard deviations ranged from -5 to 5, which corresponded to 1 through 11 (0 is not used to ensure that all counties receive one point). These values between 1 and 11 are now our "Base Points".
5. Add the "Base Points" together, and divide by 20, the total number of points that need to be divided. The result leaves a denominator to use.
6. Divide the "Base Points" by the denominator (in this case, 2.75).
7. Round the resulting values from Step 6 up or down accordingly to find final point values.

As a result of this method, our counties' Boost Points were allocated as follows:

- Allen County: 2
- Barren County: 4
- Butler County: 3
- Edmonson County: 1
- Hart County: 1
- Logan County: 1
- Metcalfe County: 4
- Monroe County: 1
- Simpson County: 3

Originally, our method (and necessary rounding) resulted in Allen and Simpson Counties both receiving 3 boost points, which would have exceeded the limit of 20 total boost points. This tie was broken by the fact that Simpson County's SHIFT project scores were, overall, higher than Allen County's, with Simpson County's highest-scoring project being a 51 and Allen County's

highest-scoring project being a 47.1. Additionally, despite both counties having the same number of projects, Allen County's lowest-scoring project was a 13.0, which was one of the lowest-scoring projects in the entire BRADD. This meant that, overall, Simpson County had more projects with a higher chance of receiving funding than Allen County and, as such, was given the extra point.

Public Involvement/Feedback

BRADD continually seeks Public Involvement in all of its activities. For the purposes of the SHIFT project prioritization, BRADD outreach activities included:

- Regularly scheduled RTC meetings
- Local or regional public/information meetings as requested by the KYTC or RTC
- Transportation Committee Reports during the monthly BRADD Board of Director's meetings
- Utilizing the BRADD quarterly newsletter to reach, educate and inform the public on various transportation programs/issues
- Social Networking – utilizing web based networks such as Facebook and Twitter to post information about meetings and other transportation related issues
- Conducting local transportation meetings with local officials and interested community leaders
- Using e-mail lists to provide transportation information materials to interested persons and agencies
- Using advisory committees/groups as an extension of the regional transportation committee to include a more diverse group of individuals and representation of the region. This extension group allows for the public involvement/input process to expand beyond the regular committee members
- Projects selected for Boosting are currently under public comment/review on BRADD's website. No comments have been received to date.

Conclusion

Local and Regional input is incremental in the prioritization of road projects. Local elected officials, transportation stakeholders, and local citizens are a wealth of information that often goes untapped through traditional data collection methods. The SHIFT process combines local input and statistical analysis to reach a pivotal balance, thus creating the most accurate depiction of the needs of the community as it pertains to the improvements of existing infrastructure and the development of new roads throughout the region.

Big Sandy Area Development District



"turning vision into reality..."

SHIFT 2020 Prioritization Plan

Final

August 13, 2019

Prepared by: Barry Davis

Introduction/Overview

The purpose of this document is to provide a plan and methodology to the Kentucky Transportation Cabinet (KYTC) for the Big Sandy Area Development District's Regional Transportation Committee's (BSADD RTC) process for sponsorship and prioritization of highway projects in the 2020 Statewide Prioritization Process. This prioritization process will be used as input for the Kentucky Draft Recommended Highway Plan, to be submitted to the next session of the Kentucky General Assembly in 2020.

As a result of over-programming, Kentucky's 2016 highway plan promised more than \$6 billion in unfunded transportation projects. The cost was ten times greater than the state funds available. This overpromising undermined public confidence in the highway plan and the planning process. As a result, citizens could not depend on the plan as a reliable guide for improvements.

To address these deficiencies in the planning process, in 2017 KYTC developed a more data-driven, objective, and collaborative approach in determining the state's transportation funding priorities. The Strategic Highway Investment Formula for Tomorrow (SHIFT) is a prioritization model that brings balance and dependability to Kentucky's highway plan.

SHIFT combines a quantitative analysis of objective measures with the qualitative insights of local leaders to select the projects that will best meet our transportation needs. The top

priorities in this selection process are; improving safety, preserving existing infrastructure, reducing congestion, fueling economic growth, and spending tax dollars wisely. SHIFT uses quantitative data such as crash rates, fatalities, traffic volumes, delays, and impact on potential job growth to assess the benefits of planned projects and compare them to each other. Transportation project types to be prioritized using SHIFT include:

- Safety Improvements
- Road Widening
- Reconstruction
- New Routes and Interchanges

The program also includes collaboration with local leaders throughout the process to help shape regional funding priorities. In the first phase of this collaboration, local leaders identified regional projects that were scored in the SHIFT quantitative analysis. In the second phase of collaboration, local leaders, acting through their Regional Transportation Committees, reviewed the scored projects and awarded local priority points to projects most important to their region. This final priority list was then submitted to KYTC for development of the Draft Recommended Highway Plan.

Timeline

- January – The BSADD Transportation Planner provided an overview of the SHIFT process to local leaders at the BSADD newly elected officials meeting.
- February – BSADD and Highway District Offices 10 and 12 staff met with local officials to select up to 4 projects per county (and up to 3 for the City of Pikeville) to be sponsored.
- February 26th 2019 -The BSADD Regional Transportation Committee met to prepare the Preliminary DRAFT Prioritization Plan including a process for applying Local Input Points. The Committee approved to schedule a special meeting on August 13th, 2019 to assign boost points. Sponsored projects were submitted to the KYTC database on February 28, 2019 and DRAFT 2019 Prioritization Plan was made available on the BSADD website
- July – BSADD RTC meeting notices were emailed on July 30, 2019
- August- BSADD RTC meeting notices were emailed on August 6 and August 12, 2019
- August 13th – BSADD RTC met to assign Boost Points to projects to adjust priorities and all scores were submitted to KYTC on August 13, 2019
- August – November – KYTC Central Office Develops Draft Recommended Highway Plan
- November – KYTC delivers Draft Recommended Highway Plan to the Governor

Project Selection Criteria/Methodology

In the first phase of the process, projects were identified for quantitative analysis. At the state level, KYTC identified a number of priority projects for inclusion in the analysis pool. At the same time, local leaders identified additional projects by sponsoring projects that are important to their cities, counties, and region. These local priority projects were selected for consideration, or “sponsored,” at one of the following levels:

- District Level - selected by the 12 KYTC Highway District Offices
- Regional Level - selected by local leaders within the 15 Area Development Districts (Including each county, and any city with a population of 5,000 or more).

Using a statewide formula, KYTC determined the number of projects each ADD, HDO, and MPO could sponsor. This sponsorship formula was based on the 2010 Census data, public road lane miles, and the number of counties per agency. For 2019, KYTC determined the following number of project sponsorships available to each agency serving the Big Sandy Region:

- Highway District 10: 38 sponsorships
- Highway District 12: 60 sponsorships
- BSADD Region: 38 sponsorships

Throughout February the BSADD Transportation Planner and Highway District Office planners met with local officials in each county to review the current highway plan and CHAF Database to determine county priorities. Each county in the Big Sandy region selected up to 4 projects for sponsorship. Additionally, the City of Pikeville (with a population of more than 5,000) selected up to 3 projects for sponsorship. These sponsored projects were entered into the KYTC database on February 28, 2019 in order to undergo quantitative analysis in Phase 2.

During Phase 2, KYTC analyzed the selected projects and assigned each a quantitative score based on; safety, asset management, congestion, economic growth, and benefit/cost, with a focus on regional importance. These scores were sent to the district and regional levels for additional local input. At this point Regional Transportation Committees and Highway District Offices assigned additional Local Input Points, known as “Boost Points” to adjust quantitative scores to reflect regional priorities. The final list was then returned to KYTC for development of the Draft Recommended Highway Plan.

Project Boost Criteria/Methodology

After KYTC returned the scored project list, the Highway District Office and the Regional Transportation Committee are able to assign 15 Local Input Points to the quantitative scores of their highest priority projects in order to “boost,” that is, to improve their ranking, on the scored list.

The KYTC SHIFT Prioritization Process calls for each Regional Transportation Committee to select 25% of the scored Project List to boost. It is up to each Committee to determine its criteria for assigning Local Input Points. On February 26, 2019, the BSADD RTC met and approved the *Draft Plan for Prioritization* and selected the following criteria for Local Input Point allocation:

The Big Sandy Area Regional Transportation Committee selected its projects for boosting using criteria derived from its duly enacted *Committee Goals and Objectives*. Specifically, the Committee was to select projects that:

- Facilitate economic development for the region;
- Improve access and roadways by improving and/or constructing connector projects, widening existing roadways, and maintaining bridges;
- Decrease congestion and improve mobility, and;
- Improve safety and security by improving rural intersections and eliminating rock fall hazards.

The Big Sandy Regional Transportation Committee met on Tuesday, August 13, 2019 to select the 25% of projects to boost. The final project was submitted to the Cabinet on August 13th, 2019 and was selected by the RTC by a simple majority vote.

Public Involvement/Feedback

The BSADD solicited public input throughout the prioritization process by consulting with local officials, transportation stakeholders, and the BSADD Board of Directors and RTC. Information and updates on the SHIFT process were communicated via email, RTC meetings, and at the monthly BSADD Board of Directors meetings. All meetings were open to the public and were attended by one citizen from Johnson County and one citizen from Floyd County.

Conclusion

During the BSADD RTC meeting on August 13, 2019, BSADD staff showed a video from KYTC that gave a brief overview of the SHIFT 2020 Prioritization Process. The Committee was given a ranked list of the regional projects arranged by raw SHIFT score that also included a notation of projects already boosted by HDO 12. The Committee was instructed that the region had been given a boost budget of ten projects (25% of the region's sponsored projects) which logically suggested two boosted projects for each of the five counties. The Committee was asked to divide into county groups and each group was given a county-specific list of projects ranked by raw SHIFT score and were given time to discuss the projects. HDO 12 and 10 staff as well as ADD staff were on hand to answer questions and to pull up maps and project data during the discussion.

At the end of the discussion, each county group reported two projects that they had selected for the Local Boost. After the projects were identified the committee unanimously voted to approve each county's two selections for the Local Boost.

Bluegrass Area Development District



SHIFT 2020 Prioritization Plan

Final

August 21, 2019

Prepared by: Natalie Flores-Esquivel

Introduction and Overview:

The purpose of this document is to provide Bluegrass Area Development District's (BGADD's) plan for the Strategic Highway Investment Formula for Tomorrow (SHIFT) 2020 prioritization process to the Kentucky Transportation Cabinet (KYTC). The prioritization process will be used as input for the Recommended Six Year Highway Plan, to be submitted during the next session of the Kentucky General Assembly in 2020.

KYTC developed a more data driven, objective, and collaborative approach to determining the State's priorities for funding. SHIFT is a prioritization model that aims to bring balance and dependability to Kentucky's previously over-programmed highway plan. The SHIFT scoring process uses quantitative data, such as crashes, congestion, and freight traffic, to assess potential transportation projects.

Timeline:

Major dates are as follows:

- January 11 – Began SHIFT 2020 review with Highway District Office (HDO) and Metropolitan Planning Organization (MPO) staff
- January 22 to March 8 – Met with Legislators, Judge Executives and Mayors to discuss local projects
- March 11 – Presented recommended sponsorship list to the Bluegrass Regional Transportation Committee (RTC)
- March 15 – Submitted sponsored projects into the Continuous Highway Analysis Framework (CHAF) database
- March 26 – Discussed projects with KYTC and engineers for modeling purposes
- May 7 – Submitted Preliminary Draft Prioritization Plan to KYTC

- May 13 – Presented Preliminary Draft Prioritization Plan to the Bluegrass RTC
- June 25 – SHIFT 2020 project scores were released
- June 26 to August 9 – Discussed project prioritization with the BGADD Community Planning Department, Lexington Area MPO and KYTC (HDOs) 5 through 10
- July 8 - Presented and discussed SHIFT 2020 project scores and boost allotment to Bluegrass RTC
- July 24 - Presented and discussed SHIFT 2020 project scores and boost allotment to Bluegrass Executive Board
- August 12 – Presented draft boosts to specially-called RTC meeting for approval
- August 14 – Submitted projects receiving local boost
- August 21 – Submitted Final Priority Plans
- September 9 – Discussed finalized boosts and prioritization plans with Bluegrass RTC

Project Selection Criteria and Methodology:

In order for projects to move forward in the SHIFT process, they must be selected from those active in the CHAF database to be scored. The BGADD was given 67 project sponsorship allotments for this purpose. These projects were decided on based on the following criteria:

- Legislative support
- Local needs as described by County Judge Executives and Mayors
- How the project supports regional connectivity
- Stage of project development
- Data metrics obtained through the past SHIFT scoring process

Project Boost Criteria and Methodology:

Once projects were scored, the ADDs, HDOs, and MPOs selected a number of their projects to be “boosted.” The BGADD’s RTC members gave each of its counties the ability to select one project to add additional points to. This project was chosen based on coordination with the HDO for that county, with consideration to the conversations previously had with the County Judge Executive, Legislators and Mayors for this process. The remaining projects capable of receiving a “boost” were determined based on the following criteria:

- Local input
- Regional significance
- Stage of project development
- How well a project improves connectivity
- Data metrics provided through the current SHIFT scoring process

During the July 8th RTC meeting, it was decided that as much as was possible, the ADD should attempt to boost along with the HDO, providing that the projects suggested were locally supported, were supported by data and/or were a continuation of investment in a project. This led to 27 out of the 28 ADD boosts going directly to projects which were already boosted by the respective HDO, with 1 project being changed to support a Franklin County project at the request of the RTC members and Representative Graviss at the specially-called RTC meeting on August 12th. The full and finalized boost list is summarized at the end of the document.

Public Involvement and Feedback:

Public involvement was included throughout the SHIFT 2020 prioritization process. The BGADD consulted with elected officials, transportation stakeholders and the RTC to solicit public input. SHIFT information was provided through email, phone calls, direct meetings with elected officials, RTC meetings and the ADD's monthly Board of Director's meetings. Meetings were held with each county to review the SHIFT process and gain insight on projects considered for sponsorship. Input for project sponsorship, selection criteria and determining which projects to boost was also discussed at the RTC meetings.

Conclusion:

The SHIFT 2020 prioritization process proved to be successful in terms of enhancing BGADD's ability to consider local and community transportation concerns from a regional perspective. Through this process, input was offered from several sources including: residents, local officials, RTC members, Lexington Area MPO, legislators, KYTC personnel and HDOs. This variety of sources and perspectives allowed the ADD to make knowledgeable decisions about sponsoring and boosting projects while considering the unique issues that affect each of our counties.

Buffalo Trace Area Development District



SHIFT 2020 Prioritization Plan

Final

August 21, 2019

Prepared by: Melissa Hardy

Introduction/Overview

The purpose of this document is to provide a plan to the Kentucky Transportation Cabinet (KYTC) for the sponsorship and prioritization of projects in the 2019 Statewide Prioritization Process. The prioritization will be used as input for the Recommended KYTC Highway Plan, to be submitted to the next session of the Kentucky General Assembly in 2020.

KYTC has developed a more data-driven, objective and collaborative approach to determine the state's transportation funding priorities than in the past. Strategic Highway Investment Formula for Tomorrow (SHIFT) is a prioritization model that brings balance and dependability to Kentucky's previously over-programmed highway plan. SHIFT uses quantitative data such as crashes, fatalities, traffic volumes, delays, employment to assess planned projects and compare them to each other. The program also includes collaboration with local leaders throughout the process to help shape regional funding priorities. Through this collaboration, projects are selected for prioritization by being sponsored at the regional or Area Development District (ADD) level, Highway District Office (HDO) level and Metropolitan Planning Organization (MPO) level.

The current KYTC Highway Plan and Continuous Highway Analysis Framework (CHAF) project database identify approximately 4,000 transportation projects. In an effort to make this large list of projects more manageable for prioritization more manageable for prioritization purposes, KYTC developed a formula based on 2010 Census numbers, public road lane miles and number

of counties per agency to determine the number of projects each ADD, HDO and MPO could sponsor. The result was approximately 1,200 projects statewide selected for sponsorship into SHIFT by the ADDs, HDOs, and MPOs. Using this formula with the numbers in the Buffalo Trace Area Development District (BTADD), it was determined that the BTADD Regional Transportation Committee (RTC) would be allotted 16 projects for regional sponsorship.

The projects selected for regional sponsorship were submitted to the KYTC Central Office (CO) Planning and loaded into the SHIFT formula. This process calculates the project scores based on safety, asset management, congestion, economic growth and benefit/cost. KYTC will identify which projects make the Statewide List, based on SHIFT scores, available funding inclusion on the National Highway System (NHS) and prior commitment. Projects not receiving a high enough Statewide score are sent back to the RTC for Regional review. This additional review will allow the RTC to add priority points to the scored projects in an effort to increase the scores above the cut line.

Projects on the Regional list are scored in the SHIFT Regional model, using weighted values for data available in the following criteria: safety, asset management, congestion, economic growth, benefit/cost ratio, HDO priorities and Local (ADD / MPO) priorities. Twenty-five percent (25%) of the projects on the regional lists can be selected to receive a boost of 15 priority points. Projects not selected get zero additional points. Projects selected by both the HDO and the ADD get a “turbo boost” (the maximum combined 30 points). Projects identified to receive priority points should meet the selection criteria identified by the HDO and ADD and documented prioritization plans developed by the HDO and ADD.

Coordination Efforts

Throughout the prioritization process, coordination efforts between BTADD, HDO 6, and 9 and KYTC CO Planning were necessary to ensure the process of setting priorities and having clear communication regarding SHIFT guidelines and identifying the more important projects was understood. Good communication between BTADD and HDO 6, and 9 was extremely critical during the sponsorship phase and the boost phase in order to maximize the potential for projects to receive future funding.

Selection Criteria for Boost Points

Upon completion of KYTC’s Statewide selection process, a Regional list of projects was provided to the RTC for prioritization input. The RTC met in August 2019 to complete this Regional phase of the prioritization process. The RTC selected 25% of the projects from the list to boost.

Projects were presented in an order of highest score to lowest score determined by the KYTC scoring method. Based on those scores, the top 25% (before boost points) were highlighted for beginning discussion. After reviewing the top 25%, the committee agreed to select those to boost.

Public Input

The ADD solicited public input throughout the prioritization process by consulting with local officials, transportation stakeholders, and the BTADD Board of Directors (BOD) and RTC. Information on SHIFT has been provided through the ADD's Constant Contact, email, RTC meetings and BOD monthly meetings. Meetings were held in each county to review SHIFT and projects to be considered for sponsorship to SHIFT and obtain input on those projects. Input was obtained on sponsorship projects, selection criteria and priority boost points at the RTC meetings. All BOD and RTC meetings are advertised through local media and are open to the public.

Local Input Process

During January and February, BTADD and HDO staff met with local officials in each county to review the county CHAF projects and determine county priorities. Each county in the BTADD ranked its top 5 projects in the CHAF. The local input received by the rankings resulted in 20 CHAF projects identified for submission to the RTC. The RTC reviewed the local rankings and selected the 16 Regional sponsored projects.

Regional Input Process

At the March 7, 2019 RTC meeting, the committee selected their 16 sponsorship projects. The committee also approved using a subcommittee made up of the 5 County Judge Executives to make necessary changes to the selected projects for sponsorship should something change before the submission date.

August 6, 2019 the RTC met to review the Regional list of project scores provided by the Cabinet. The scores were developed using the SHIFT formula. The RTC reviewed the list and selected 25% of the projects to award with boost points. Upon selection, the scores were adjusted and the final list approved by the committee.

Conclusion

The 2020 SHIFT process combined data driven project analysis with local input to sponsor, score and boost projects. This allowed participants to look at the transportation network from a regional perspective as well as consider unique local issues. The process is under continual review and update and will be used for input in the next Recommended Highway Plan.

Cumberland Valley Area Development District



SHIFT 2020 Prioritization Plan

Final Draft

August 15, 2019

Prepared by: Jessica Bray

Introduction/Overview

The purpose of this document is to provide a plan and methodology to the Kentucky Transportation Cabinet (KYTC) for the sponsorship and prioritization of projects in the 2019-2020 Statewide Prioritization Process. The prioritization will be used as input for the Draft Recommended KYTC Highway Plan, to be submitted to the next session of the Kentucky General Assembly in 2020.

KYTC, beginning in 2017, developed a more data-driven, objective and collaborative approach to determine the state's transportation funding priorities. SHIFT – Strategic Highway Investment Formula for Tomorrow – is a prioritization model that brings balance and dependability to Kentucky's previously over programmed highway plan. SHIFT uses quantitative data such as crashes, fatalities, traffic volumes, delays, and employment to assess planned projects and compare them to each other. The program also includes collaboration with local leaders throughout the process to help shape regional funding priorities.

The Prioritization Process was divided into two phases. In Phase 1, Area Development Districts (ADD), Highway District Offices (HDO) and Metropolitan Planning Organizations (MPO) selected projects to sponsor from the Highway Plan and Continuous Highway Analysis Framework (CHAF) projects database. KYTC Central Office determined the number of projects to be sponsored based on population and lane miles for each organization.

KYTC HDO 8 sponsored 45 Projects. KYTC HDO Office 11 sponsored 37 projects. Rockcastle County is within HDO 8, whereas Bell, Clay, Harlan, Jackson, Knox, Laurel, and Whitley Counties are within HDO 11. Leslie County is within HDO Office 11, but is covered by the Kentucky River ADD. The Regional Transportation Planner met within each HDO Office Planner and Chief District Engineer to assist in their sponsorship project list on January 25, 2019. There is not an MPO in the CVADD area.

Cumberland Valley Area Development District sponsored 38 projects. Each of the 8 counties in CVADD sponsored 3-4 projects and the remaining will be projects of regional significance. Local

meetings were held in January 2019 - February 2019 to determine county priorities. The sponsored projects received a score based on safety, asset management, congestion, economic growth and benefit/cost. The remaining projects of regional significance were approved at the February 20, 2019 Regional Transportation Committee (RTC) meeting. Those projects included Hal Rogers Parkway improvements, as well as improvements to regional routes such as US-421, US-25, US-119, KY-92, and more.

The projects selected for sponsorship were submitted to KYTC Central Office Planning to be scored by the SHIFT formula. This model calculated statewide project scores based on weighted values using data available for the following criteria: safety, asset management, congestion, freight, economic growth, and benefit/cost ratio. The result was a list of projects selected based upon projected schedules and available funding for project phases to be identified in the Recommended Highway Plan.

KYTC also produced regional lists not selected through the statewide process. These projects were scored in the SHIFT regional model, based on weighted values using data available for the following criteria: safety, asset management, congestion, freight, benefit/cost ratio, District priorities and Local (ADD / MPO) priorities. Twenty-five percent (25%) of the projects on the regional lists were selected to receive 15 priority points. Projects not selected get zero points. Projects selected by both the District and the ADD got a “turbo boost” (the maximum combined points). Projects identified to receive priority points met the selection criteria identified by the prioritization plans developed by the District and ADD.

Timeline

- January 25, 2019: CVADD met with KYTC HDO 8 & 11 to discuss projects prior to meeting with local officials
- January 2019 - February 2019: Met with local officials on transportation concerns and input on potential projects for the Recommended Highway Plan
- February 20, 2019: CVADD RTC Meeting held to discuss local meetings and approve Sponsored project list to submit to KYTC.
- February 21, 2019: CVADD submitted list of sponsored projects to KYTC
- February – May 2019: CVADD updated project data in CHAF with correct mile points, purpose and need statements, descriptions, etc.
- March 29, 2019: Conference call with KYTC on project modeling
- April 17, 2019: Attended KYTC Statewide Planners Meeting to discuss prioritization
- May 1, 2019: CVADD submitted Draft Prioritization Plan
- June 25 2019: CVADD received list of projects of statewide significance, as well as project scores, from KYTC Central Office
- August 14, 2019: RTC met and reviewed the following documents and identified and submitted 25% of projects for priority boost points for regional prioritization:
 - Draft Prioritization Plan
 - List of Sponsored Projects

- Maps of Project Area
- August 14, 2019: CVADD met with HDO 8 & 11 prior to HDO's Regional Summit to discuss projects of importance to the area
- August 21, 2019: CVADD submitted Final Local Priorities Plan to KYTC
- September 2019: CVADD and HDO 8 & 11 meet with local Legislative Officials to discuss projects selected in our area so that they will have a better understanding of the concerns from local communities

Project Selection Criteria/Methodology

From January to February 2019, CVADD and HDO 8 & 11 staff met with local officials in each county to review the county projects and determine county priorities. Each county in the CVADD area identified the top 3-4 projects in the county.

At the February 20, 2019, RTC meeting, Eileen Vaughn and Maridely Loyselle from KYTC Central Office gave a presentation on the SHIFT process. During that meeting, the committee reviewed and selected 38 projects for Regional Sponsorship. The committee selected each county's top 3-4 projects in addition to the Hal Rogers Parkway improvements, and I-26 Planning Study. Those not sponsored by the CVADD RTC were sponsored by each of the HDOs for their respective counties. New transportation studies proposed were sponsored by the HDO. The 38 sponsored projects by the CVADD RTC were scored using the SHIFT formula previously mentioned.

CVADD Regional Transportation Planner and RTC Chair met with HDO 8 and 11 staff to determine the best course of action for selecting the top 25% projects to boost. We discussed to see which projects is construction ready, as well as to provide balance to include those that need to start in the planning and design phases. Those projects of regional importance connecting communities were first in consideration.

On August 14th, the RTC met to review the regional list of project scores provided by the KYTC Central Office. The RTC reviewed the list and selected 25% of the projects to award with boost points. Upon selection, the scores were adjusted and the final list was approved by the committee.

Project Boost Criteria/Methodology

Upon completion of KYTC's statewide selection process, a regional list of projects was provided to the RTC for prioritization input. The RTC met August 14, 2019 and completed this phase of the regional prioritization process. The RTC selected 25% of the projects from the list to boost. Projects were presented in an order of highest score to lowest score determined by the KYTC scoring method. Based on those scores, the top 25% (before boost points) were highlighted for beginning discussion.

The following criteria served as the basis for project boosting points consideration:

- **Construction Ready Projects:** Projects from the current Highway Plan with project phases in or beyond the Right-of-Way Phase that have reached a certain level of commitment that make it difficult to disregard for future funding. Coordinating with KYTC HDO 8 and 11, we identified projects with existing phases to have a better opportunity to maximize the potential benefit of a turbo boost.
- **Master Plans:** Communities that have Master Comprehensive Plans for their county/city showed the impact of road construction to provide improvements in the community. A project should also meet the Goals and Objectives for the CVADD and HDO.
- **Regional Connectivity:** The RTC reviewed the list for potential boost projects that improved the region's major routes, such as I-75, Hal Rogers Parkway, and US Highways in our region.
- **Project Cost:** Understanding that transportation funding is limited, selecting lower cost projects was considered. A lower cost project during limited funding cycles would increase the chances of being selected for future implementation if additional funds became available.
- **Analysis of Data:** As a final option for selecting boost projects, the RTC reviewed the data components compiled by KYTC for SHIFT evaluations. The individual components (congestion or traffic counts, safety or critical rate factor, freight percentages, asset management or roadway characteristics) as a whole, maybe did not score high, but as a single factor may have scores that ranked the project in the more critical range for a roadway of its type.

The RTC utilized the above identified selection criteria as the justification for choosing projects to award boost points, making the selected project a higher priority. It was important to consider, as a possibility, the KYTC SHIFT scoring process did eliminate lower score projects from regional consideration. If the project score as low enough, it was determined that a boost/turbo boost would not yield a score high enough to place it in the top 25% projects.

Public Involvement/Feedback

The ADD solicited public input throughout the prioritization process by consulting with local officials, transportation stakeholders, Chamber of Commerce officials, the CVADD Board of Directors, and the CVADD RTC. Information on SHIFT was provided through the ADD's email list, website (www.cvadd.org), Facebook page (www.facebook.com/cumberlandvalleyadd), Regional Transportation Committee meetings and Board of Directors meetings.

Meetings were held in each county to review SHIFT and projects to be considered for sponsorship to SHIFT and obtain input on those projects. Input was also obtained on sponsorship projects, selection criteria and priority boost points at the RTC meetings. All of the state legislators that represent the counties in the CVADD were invited to each of the meetings.

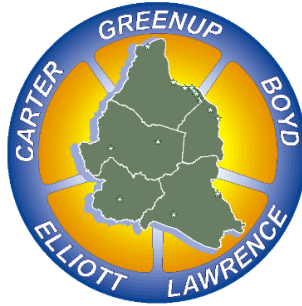
CVADD RTC members from each county were invited to attend as well.

All Board of Directors and RTC meetings were advertised through local media, website, Facebook, and email update. These meetings were open to the public. RTC Minutes were posted on the website.

Conclusion

It was very important for all parties to work together in the road prioritization process. The CVADD Regional Transportation Planner and RTC worked well with the Highway District Offices in planning. Collectively, we were able to identify the needs of our communities and the best options to complete those projects. The CVADD and HDO 8 & 11 also discussed with local legislative officials and let them know the concerns of the communities so they have a better understanding of the transportation needs in the area.

FIVCO Area Development District



SHIFT 2020 Final Prioritization Plan

August 12, 2019

Prepared by: Vicki Green

Introduction/Overview

The Kentucky Strategic Highway Investment Formula for Tomorrow (SHIFT) is a data driven tool developed by KYTC to identify projects that are a priority at both the local and state level.

Timeline

- February 11th – Lawrence County Joint SHIFT Meeting with KYTC District 12
- February 12th – Carter County Joint SHIFT Meeting with KYTC District 9
- February 15th – Elliott County Joint SHIFT Meeting with KYTC District 9
- February 18th – Conducted Rural Transportation Committee (RTC) meeting at FIVCO ADD and selected sponsored projects
- June 26th- received the 2020 regional scores
- July 1st – Emailed the scores to all RTC members for review prior to meeting
- July 12th- Received email from Highway District Office 9 on which projects they boosted.
- July 15th – Conducted RTC meeting at FIVCO ADD and selected projects to “boost”
- August 1st – Entered boost points into the CHAF
- August 2nd – Received email from HDO 12 on which projects they boosted.

Project Selection Criteria/Methodology

During the first phase of SHIFT, FIVCO worked with our three counties to identify projects that were important to our region. We had 16 total sponsorships given to us by KYTC. The RTC voted to allot 5 projects to each county for a total of 15 projects. The 16th sponsorship was given to

the single project that KYTC had identified that needed to be sponsored to continue in the highway plan.

Project Boost Criteria/Methodology

Our RTC met and reviewed the 2020 regional scores for each of our submitted projects and HDO 9's projects they already boosted. The boosting process was explained to those present and that we had 7 projects we were allowed to boost.

Discussion was held with the members of the RTC with input from HDO 9 and HDO 12 staff and their chief engineers. It was first voted on to boost the 3 projects that HDO 9 had chosen. HDO 12 told the RTC that they were waiting to see what the RTC chose in their district. Further discussion was held with the RTC members and each remaining project was reviewed. The RTC voted to boost a minimum of 2 projects in each county, with Carter County getting 3.

Public Involvement/Feedback

The public is always invited to attend and participate in the RTC meetings. The meeting dates and times are announced in advanced on the FIVCO Webpage and Facebook Page. Only RTC members, KYTC staff, and advisory members attended this boost meeting.

Conclusion

Our RTC has accomplished each step that KYTC has set before them. All projects selected to prioritize and then to boost after regional scoring were unanimously voted on by all RTC members present. All RTC members looked at each project as to how it would benefit our district as a whole, not just their individual counties.

Green River Area Development District



SHIFT 2020 Prioritization Plan

FINAL

August 20, 2019

Prepared by: Gina Boaz

Introduction/Overview

The purpose of this document is to provide a plan and methodology to the Kentucky Transportation Cabinet (KYTC) for the Green River Area Development District (GRADD) 2020 Prioritization Plan. The prioritization process is used as local input for the Recommended Kentucky Highway Plan, to be submitted to the next session of the Kentucky General Assembly in 2020.

KYTC has developed a more data-driven, objective, and collaborative approach to determine the state's transportation funding priorities. The Strategic Highway Investment Formula for Tomorrow (SHIFT) is a prioritization model that will bring balance and dependability to Kentucky's over-programmed highway plan. SHIFT uses quantitative data such as crashes, fatalities, traffic volumes, delays, and employment to assess the benefits of planned projects and compare them to each other. The program also includes collaboration with local leaders throughout the process to help shape regional funding priorities. Through this collaboration, projects are selected for prioritization, or "sponsored", at the regional or Area Development District (ADD) level, Highway District Office (HDO) level, and the Metropolitan Planning Organization (MPO) level.

The current KYTC Highway Plan and the KYTC Continuous Highway Analysis Framework (CHAF) application identified approximately 4000 transportation projects. Projects are housed in the (CHAF) projects database. In an effort to make this large list of projects more manageable for prioritization purposes, KYTC developed a formula based on 2010 Census numbers, public road lane miles, and number of counties per agency to determine the number of projects each ADD,

HDO, and MPO could sponsor. The result was approximately 1,200 projects statewide selected for sponsorship into SHIFT by the ADDs, HDOs, and MPOs. Using this formula with the numbers in the GRADD, it was determined that the GRADD Regional Transportation Committee (RTC) would be allotted twenty-three (23) projects for regional sponsorship.

The twenty-three (23) projects selected for regional sponsorship were submitted to the KYTC Central Office Planning and loaded into the SHIFT formula. This process calculated the project scores based on safety, asset management, congestion, economic growth, and benefit/cost. The result was a list of projects selected based upon projected schedules and available funding for project phases to be identified in the 2020 Recommended Highway Plan.

KYTC produced regional lists of project, not selected through the statewide process. These projects were scored in the SHIFT regional model, which used weighted values of available data: safety, asset management, congestion, freight, benefit/cost ratio, District, and Local (ADD/MPO) priorities. Twenty-five percent (25%) of the projects on the regional lists were selected to receive an additional fifteen (15) priority points. Projects not selected received zero (0) points. Projects selected by both the District and the ADD received a “turbo boost”, an additional thirty (30) points (the maximum combined points). Projects identified to receive priority points met the selection criteria identified by the prioritization plans developed by the HDO and ADD.

Timeline

- January & February – Local meetings were held in Hancock, McLean, Ohio, Union, and Webster counties with GRADD and HDO staff to gather local priorities for sponsorship
- February 27 – GRADD RTC approved 23 sponsored projects and projects sponsored were submitted to KYTC
- May – GRADD RTC Draft Prioritization Plan was submitted to KYTC, discussed and approved at the February 27th RTC Meeting
- July 24 – GRADD RTC met to identify 25% of the projects for boost points and complete regional prioritization
- August 6 – Priority Boost points were input into CHAF
- August 13 – Submitted final regional project list to KYTC
- August 20 – Submitted FINAL Prioritization Plan to KYTC

Project Selection Criteria/Methodology

From January through February, GRADD, and the HDO staff met with the County Judge/Executives of Hancock, McLean, Ohio, Union, and Webster counties to review their CHAF projects and determine county priorities. Discussion was held during each of the local meetings on how the RTC might determine projects for regional sponsorship. In the past, regional priorities were selected evenly amongst the counties. This method was presented at the local

meetings. However, it was determined during the local meetings that the number of county priority projects varied due to the nature of the projects. GRADD RTC approved twenty-three (23) regional projects to sponsor at its February 29 meeting. Each county had a total of eight (8) projects sponsored in coordination with the HDO's sponsorship.

Project Boost Criteria/Methodology

Upon completion of KYTC's statewide selection process, a regional list of projects was provided to the RTC for prioritization input. The GRADD RTC met on July 24 to complete this phase of the regional prioritization process. The RTC selected twenty-five percent (25%) of the projects from the regional list to boost. Projects were presented in an order of highest to lowest score determined by the KYTC scoring method.

The following criteria served as the basis of project consideration for boost points:

- Regional Significance: Projects that improve the region's major routes.
- Highway Plan Projects: Projects from the current Highway Plan with project phases in or beyond the Right-Of-Way phase.
- Analysis of Data: Review of the components of safety improvements, traffic volumes, delays, freight percentages, asset management, roadway improvements, economic development, and cost/benefit.
- RTC members also considered their expertise and knowledge of local and regional conditions that might not be reflected in the SHIFT process.

Public Involvement/Feedback

GRADD solicited public input throughout the prioritization process by consulting with local officials, transportation stakeholders, and the GRADD Board of Director's (BOD), and RTC. Information on SHIFT was provided through the ADD's email, RTC meetings, and BOD bi-monthly meetings. Meetings were held in each county to review SHIFT and projects to be considered for sponsorship to SHIFT and obtain input on those projects. Input was also obtained on sponsorship projects, selection criteria, and priority boost points at the RTC meetings. All BOD and RTC meetings were advertised on GRADD's website, social media, email, e-newsletter, and monthly media notices. These meetings were open to the public.

Conclusion

The GRADD RTC voted at its February 27 meeting to sponsor twenty-three (23) projects in the counties of Hancock, McLean, Ohio, Union, and Webster. Each county had a total of eight (8) projects sponsored in coordination with the HDO's sponsorship.

The RTC voted at its July 31 meeting to boost eleven (11) projects. Each county had a least two (2) projects boosted by the ADD.

Gateway Area Development District



SHIFT 2020 Prioritization Plan

Final

August 9, 2019

Prepared by: Jocelyn Gross

Introduction/Overview

The purpose of this document is to provide a plan to the Kentucky Transportation Cabinet (KYTC) for the sponsorship and prioritization of projects in the 2019 SHIFT Statewide Prioritization Cycle. The prioritization will be used as input for the Recommended KYTC Highway Plan, to be submitted to the next session of the Kentucky General Assembly in 2020.

KYTC has developed a data-driven, objective, and collaborative approach to determine the state's transportation funding priorities. The Strategic Highway Investment Formula for Tomorrow (SHIFT) is a prioritization model that brings balance and dependability to Kentucky's previously over-programmed highway plan. SHIFT uses quantitative data such as crashes, fatalities, traffic volumes, delays, and employment to assess planned projects and compare them to each other. The program also includes collaboration with local leaders throughout the process to help shape regional funding priorities. Through this collaboration, projects will be selected for prioritization by being sponsored at the Regional/Area Development District (ADD) level, Highway District Office (HDO) level, and Metropolitan Planning Organization (MPO) level.

The previous KYTC Highway Plan and Continuous Highway Analysis Framework (CHAF) projects database identify approximately 4,000 transportation projects. In an effort to make this list of projects more manageable for prioritization purposes, KYTC developed a formula based on 2010 Census numbers, public road lane-miles, and number of counties per agency to determine the number of projects each ADD, HDO, and MPO can sponsor. The result is approximately 1,200 projects statewide selected for sponsorship into SHIFT by the ADDs, HDOs, and MPOs.

Using this formula with the numbers in Bath, Menifee, Montgomery, Morgan, and Rowan Counties, the Gateway Area Development District (GWADD) Regional Transportation Committee (RTC) were allotted 18 projects for Regional sponsorship.

The projects selected for Regional sponsorship were submitted to the KYTC Central Office Planning and loaded into the SHIFT formula. This process calculates the project scores based on safety, asset management, congestion, economic growth, and benefit/cost. Once the scores were returned, the RTC convened to apply additional points to projects to adjust priorities.

Timeline

- January 2019 RTC Sub-Committee (County Judge Executives) agreed to keep the Local Input/Point Methodology established in 2017
- February/March – Local Meetings
- March 8 RTC meeting to approve sponsorship project listing and submit to KYTC
- August 9 RTC meeting to approve boost project listing and complete Regional prioritization
- August 14 submit boosts to KYTC
- September submit final regional project list to KYTC

Project Selection Criteria/Methodology

During the January 31, 2017 RTC meeting, the Committee determined that each county would receive three (3) project sponsorships, for a total of 15. The remaining three (3) project sponsorships would be used for Regional projects. The RTC moved to establish a sub-committee comprised of the five (5) County Judge/Executives. The Sub-Committee was tasked with establishing and recommending, to the RTC, a draft methodology to be used in the assignment of additional points during the prioritization process. Representatives from the three KYTC HDOs in the region served as advisory members. The aforementioned process was changed to project Boosts. The methodology for utilizing Boosts was determined at the April 25, 2017 RTC meeting.

In January 2019, GWADD staff contacted all Sub-Committee members and verified that the Sub-Committee recommended the use of the methodology established in 2017 for the current SHIFT cycle.

GWADD is allotted 18 project sponsorships. Each county received three (3) project sponsorships, for a total of 15. The remaining three (3) project sponsorships were used for Regional projects and required approval by the Committee.

Project Boost Criteria/Methodology

To assign additional points during the prioritization process to adjust priorities, each County received an equal number of Boosts based on the total number of Boosts allotted to the Gateway region (assuming 10 total Boosts). Boosts were applied to projects identified by the RTC members for each respective county and that met the Committee's Goals and Objectives by considering the following: maintain and support the development of state primary routes, safety issues, enhance routes with high traffic flow, regionalism, and economic development. If the Gateway region were to receive greater than 10 Boosts, all Boost(s) over 10 would be considered Regional Boost(s) and require Committee action and approval to apply the Boost(s) to a project(s). If a situation occurred where a County did not require its full share of Boosts, the unused Boost(s) would be considered a Regional Boost(s) and require Committee action and approval to apply the Boost(s) to a project(s).

In the event that there were fewer than 10 Boosts, each County would receive at least one Boost and the remaining Boosts would be considered Floating Boost(s) that must be distributed as evenly as possible between the Counties. If a situation occurred where a County did not require a Floating Boost, the unused Boost(s) must first be distributed to a County(ies) that has only one boost. Any additional Floating Boost(s) would be considered a Regional Boost(s). All Floating Boost(s) would require Committee action and approval to apply the Boost(s) to a project(s).

In the event a County was not represented by a Judge Executive or Mayor(s) during the regional prioritization meeting where Boosts would be assigned to projects to adjust priorities, and a proxy is not designated by the aforementioned RTC voting members, ADD staff would serve as the proxy to assign Boosts to projects for an absent County.

Public Involvement/Feedback

The ADD will solicit public input throughout the prioritization process by consulting with local officials, transportation stakeholders, and the GWADD Board of Director's (BOD) and RTC. Information on SHIFT will be provided through the ADD's email, RTC meetings, and BOD monthly meetings. Meetings will be held in each county to review SHIFT and projects to be considered for sponsorship to SHIFT and obtain input on these projects. Input will also be obtained on sponsorship projects, selection criteria, and priority boost points at the regional transportation committee meetings. All BOD and RTC meeting are advertised through social media and ADD email. These meetings are open to the public. The sponsorship listing will be published on the GWADD website and available to the public.

Conclusion

In February and March 2019, GWADD staff met with local officials and KYTC Highway District staff to review project listings and determine county priorities. On March 8, 2019 the Committee reviewed and approved the 18 ADD sponsored projects determined by the local officials.

In July and August 2019, GWADD staff met and/or completed conference calls with local officials and KYTC Highway District staff to review project scores and determine local priority for boosts. On August 9, 2019 the Committee reviewed and approved 9 ADD boost projects determined by the local officials.

KIPDA Area Development District



SHIFT 2020 Prioritization Plan

Final

August 21, 2019

Prepared by: Randall Embry

Introduction/Overview

The document purpose documentation to the Kentucky Transportation Cabinet (KYTC) for the KIPDA Area Development District's (ADD's) 2019 Project Prioritization Process. The prioritization will be used as input for the Recommended Six-Year Highway Plan, to be submitted to the next session of the Kentucky General Assembly in 2020.

KYTC has developed a more data-driven, objective and collaborative approach to determine the state's transportation funding priorities than in the past. The Strategic Highway Investment Formula for Tomorrow (SHIFT) is a prioritization model that brings balance and dependability to Kentucky's previously over-programmed highway plan. SHIFT uses quantitative data such as crashes, fatalities, traffic volumes, delays, and employment to assess planned projects and compare them to each other. The program also includes collaboration with local leaders throughout the process to help shape regional funding priorities.

Timeline

- January 16, 2019 - Attended KYTC Statewide Planners meeting to discuss KYTC SHIFT process and timeline.
- January 24 - KIPDA Regional Transportation Council (RTC) members were giving an overview and timeline of the KYTC prioritization process from the KIPDA ADD Transportation Planner and the KYTC District 5 Planner.
- February - Local meetings were held in the KIPDA ADD counties to receive input and prioritize projects.

- February-April - KIPDA staff updated project data in the KYTC Continuous Highway Analysis Framework (CHAF) database correct purpose and need statements, project descriptions along with mile points and maps.
- March 4 - Meetings were held at KYTC Highway District Office (HDO) 5 on HDO project sponsorships and county rankings in the KIPDA ADD region.
- March 14 - KIPDA staff submitted the list of sponsored projects to KYTC.
- March 26 - Attended conference call with KYTC on project modeling.
- April 17 - Attended KYTC Statewide Planners meeting to discuss prioritization.
- May 7 - KIPDA submitted Draft Prioritization Plan
- June 25 - KIPDA to receive list of projects of Statewide significance along with regional project scores.
- July 25 - KIPDA RTC reviewed project scores and identify 25% of projects to boost for Regional prioritization.
- August 6 - KIPDA to boosted 10 projects in the KYTC CHAF database
- August 21 - KIPDA submitted this Final Prioritization Plan to KYTC Division of Planning

Local Meetings

In January 2019, KIPDA staff contacted local elected officials by phone and email to set up local meetings for the CHAF projects. All four county judge executive, one mayor in the designated urban area (cities with a population of 5,000 or more) including Shelbyville and mayors of other KIPDA ADD cities were notified. The KIPDA ADD staff and HDO 5 Planning staff held local prioritization meetings with local elected officials, road supervisors, and planning and zoning officials for the counties of Henry, Shelby, Spencer and Trimble. During these local meetings in February, Six-Year Highway plan projects and CHAF projects were reviewed and prioritized (on a scale of one through ten) to determine the county priorities. At these local meetings, there were projects added to the KYTC CHAF database. Project limits (mile points) and project descriptions changed as a result of these local meetings. During the local meetings, KIPDA staff provided local officials with a spreadsheet of active CHAF highway projects and along with project maps for each of the four counties of Henry, Shelby, Spencer and Trimble.

Listed below are the dates (2019) the local meetings occurred:

- February 12 - Spencer County Courthouse, Taylorsville
- February 13 - Shelby County Courthouse, Shelbyville
- February 21 - Trimble County Courthouse, Bedford
- February 22 - Henry County Courthouse, Shelbyville

After the four county local prioritization meetings, HDO 5 Planning staff held internal prioritization meetings with the Chief District Engineer, the Project Development Branch Manager, the Branch Managers for Project Delivery and Preservation, the Design Section Supervisor, the District Environmental Coordinator and Maintenance personnel from each

county. At the March HDO 5 meetings, projects were ranked numerically in each county and were then indicated for HDO 5 sponsorship. The KIPDA ADD staff attended and provided input at the HDO 5 sponsorship meetings.

Regional Transportation Council Meetings

RTC meeting notifications were posted on the KIPDA website, sent out electronically to committee members and to the members of the public who signed up for the news and events on the KIPDA website. In addition to the meeting notification, a link was provided in the RTC meeting packet (agenda, minutes, etc.). The RTC meeting dates and times were also announced at the KIPDA Board of Directors BOD meeting

Three KIPDA RTC meetings included discussion of the SHIFT prioritization process, the dates (2019) and locations of these meetings were:

- January 24 - KIPDA small conference room
- March 28 - KIPDA small conference room
- July 25 - KIPDA small conference room

At the RTC meeting on January 24, the KIPDA ADD Transportation planner gave an overview and timeline of the prioritization process of KYTC SHIFT to committee members.

During the RTC meeting on March 28, the KIPDA ADD transportation planner explained to council members that KYTC Central Office determined the number of projects to sponsor based on population and lane miles for the ADD's, MPO's, and HDO's. The KIPDA ADD was allowed to sponsor 22 projects for the four rural counties. The KIPDA RTC members determine the 22 sponsorships by using the county local rankings from the local meetings that had been held in February. They selected five sponsored projects each from Henry and Trimble and they selected six projects each from Spencer and Shelby counties to sponsor. More projects were chosen from Spencer and Shelby Counties due to their larger populations. In Spencer and Shelby Counties, there were six projects sponsored in each county because of their larger populations.

At the RTC meeting on July 25, KIPDA ADD staff spoke to RTC members about the Statewide projects list of scored projects that were on the National Highway System. KYTC selected projects on a Statewide basis. The projects not funded by KYTC in the Statewide process were Regionally scored and returned to the ADD's for the opportunity to "boost" 25% of those projects by adding 15 points to the individual project score. KIPDA RTC members received the Regional scores list and boosted 10 projects in the four rural counties. RTC members selected two projects in each in Henry and Trimble counties and three projects each in Spencer and Shelby counties to receive extra boost points.

Project Boost Criteria/Methodology

The KIPDA ADD Transportation planner attended and participated at the HDO 5 boost meeting on July 15. The KIPDA ADD received a list of Regional projects that were boosted by HDO 5. At the July 25 RTC meeting, KIPDA RTC members received a handout spreadsheet of considered criteria such as presence in the current Six-Year Highway plan, safety, congestion, economic development, access management, and local county rankings, when choosing projects to “boost”. Based on population, council members decided to boost three highway projects each in Shelby and Spencer counties and two highway projects each in Henry and Trimble counties.

KIPDA ADD Coordination with KIPDA MPO Prioritization Process

KIPDA ADD staff participated in the KIPDA MPO’s SHIFT Prioritization Process to bring greater coordination between the urban and rural processes. KIPDA ADD staff gave input at the KIPDA MPO’s working group consisting of Transportation Technical Coordinating Committee (TTCC) members in which projects were discussed and selected for prioritization in the SHIFT process for the three urban counties in the KIPDA region: Bullitt, Jefferson, and Oldham. This working group meeting was held on July 16, 2019 in the KIPDA Burke Room.

Public Involvement

KIPDA staff will be posting on the KIPDA website the KYTC PowerPoint presentation on the overall SHIFT prioritization process and will also post the KIPDA ADD Prioritization Plan and the list of all sponsored and prioritized projects.

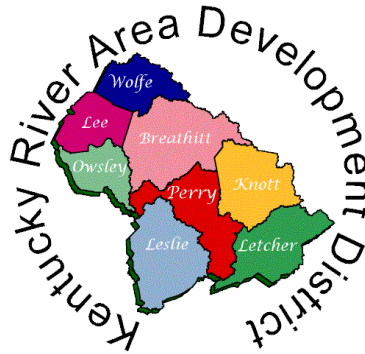
The KIPDA ADD planner and KYTC District 5 Office spoke to legislative officials and received feedback on transportation needs in the KIPDA area during the month of March.

On June 12, the KIPDA ADD Transportation planner presented to Shelby County Seniors on the overall KYTC SHIFT prioritization process and the sponsored Shelby County highway projects. During this meeting, KIPDA ADD sought input from Shelby County Seniors on the Shelby County CHAF highway projects.

Conclusion

KIPDA Regional Transportation Council members, KYTC Highway District 5 and the KIPDA ADD continue to work together on the SHIFT prioritization process and to improve the KIPDA region.

Kentucky River Area Development District



SHIFT 2020 Prioritization Plan

Final

August 19, 2019

Prepared by: Eunice Holland

Introduction

The purpose of this document is to provide a final plan to the Kentucky Transportation Cabinet (KYTC) for the sponsorship and prioritization of projects in the 2019 Statewide Prioritization Process. The prioritization will be used as input for the Recommended KYTC Highway Plan, to be submitted to the next session of the Kentucky General Assembly in 2020.

KYTC has developed a more data-driven, objective and collaborative approach to determine the state's transportation funding priorities. The Strategic Highway Investment Formula for Tomorrow (SHIFT) is a prioritization model that brings balance and dependability to Kentucky's previously over-programmed highway plan. SHIFT uses quantitative data such as crashes, fatalities, traffic volumes, delays and employment to assess planned projects and compare them to each other. The program also includes collaboration with local leaders throughout the process to help shape regional funding priorities. Through this collaboration, projects were selected for prioritization by being sponsored at the regional or Area Development District (ADD) level, Highway District Office (HDO) level and Metropolitan Planning Organization (MPO) level.

The current KYTC Highway Plan and Continuous Highway Analysis Framework (CHAF) projects database identify approximately 4,000 transportation projects. Projects are housed in the CHAF application. In an effort to make this large list of projects more manageable for prioritization purposes, KYTC developed a formula based on 2010 Census numbers, public road-lane miles and number of counties per agency to determine the number of projects each ADD, HDO and

MPO could sponsor. The result was approximately 1,200 projects statewide selected for sponsorship into SHIFT by the ADDs, HDOs, and MPOs. Using this formula with the numbers in the Kentucky River ADD (KRADD), it was determined that the KRADD Regional Transportation Committee (RTC) be allotted 29 projects for regional sponsorship.

The projects selected for regional sponsorship were submitted to the KYTC Central Office (CO) Planning and loaded into the SHIFT formula. This process calculated the project scores based on safety, asset management, congestion, economic growth and benefit/cost. The result is a list of projects selected based upon projected schedules and available funding for project phases to be identified in the Recommended Highway Plan.

KYTC produced Regional lists, not selected through the Statewide process. These projects were scored in the SHIFT Regional model, which used weighted values for data available for the following criteria: safety, asset management, congestion, freight, benefit/cost ratio. District and Local (ADD/MPO) priorities. 25% of the projects on the Regional lists were selected to receive 15 priority points. Projects not selected get zero additional points. Projects selected by both the District and the ADD get a 'turbo boost' (maximum 30 combined points). Projects identified to receive priority points met the selection criteria identified in the Preliminary Prioritization Plans developed by the HDO and ADD.

Timeline

- January - March – Local Officials Meetings were held
- March 13th – RTC approved sponsorship projects and submitted to KYTC; RTC discussed and approved the Draft Prioritization Plan
- May 7th – Submitted DRAFT Prioritization Plan to KYTC May 8th – Provided update on prioritization process to the RTC to prepare for regional prioritization
- August 7th – RTC identified 25% of the projects for boost points to complete Regional prioritization and submitted final Regional project list to KYTC
- August 19th – Submitted FINAL Prioritization Plan to KYTC

Throughout the prioritization process, coordination efforts between the KRADD, HDOs 10, 11 & 12, and KYTC Central Office Planning were necessary to ensure the process of setting priorities and having clear communications regarding SHIFT guidelines and project priorities.

Project Selection Criteria/Methodology

From January to March, KRADD and HDO staff met with the County Judge Executives of each county and reviewed their CHAF projects to determine county priorities. Discussions took place during each of the local meetings on how the RTC might determine projects for regional sponsorship. In the past, regional priorities were selected evenly amongst the counties. This method was presented at the local meetings and all county judges agreed. Each of the 8

counties in KRADD sponsored 3 projects for a total of 24. The RTC met on March 13, 2019 and reviewed the local rankings obtained at the local meetings. The RTC approved the 24 projects for regional sponsorship. These sponsored projects were then submitted to KYTC. The sponsored projects were scored using the SHIFT formula previously mentioned in the introduction. Also at the March meeting, the RTC discussed and approved the DRAFT Prioritization Plan. The plan details the SHIFT process.

Project Boost Criteria/Methodology

Upon completion of KYTC's Statewide project selection process, a Regional list of projects was provided to the RTC for prioritization input. The RTC met August 7, 2019 to complete this phase of the Regional prioritization process. The RTC selected 10 of the projects from the list to boost. A project was selected from each of the eight KRADD counties and the two remaining boosts were regional projects. Projects were presented by county in order of highest score to lowest score determined by the KYTC Regional scoring method.

The following criteria served as the basis for project boost points consideration:

- Regional Significance: Projects that improve the region's major routes.
- Highway Plan Projects: Projects from current Highway Plan with project phases in or beyond the Right-of-Way (R) phase (could also be in Utility (U) Relocation phase or Construction (C) phase): These projects have already reached a certain level of commitment that make it difficult to disregard for future funding. Coordination efforts with the HDOs revealed these criteria will be an important factor in their selection process.
- Analysis of Data: The RTC reviewed the project location, cost estimate and the data components compiled by KYTC for SHIFT scores. The sum of the individual components (congestion or traffic counts, safety or critical rate factor, freight percentages, asset management or roadway characteristics) maybe did not score high together, but a single component could rank the project in a more critical range for a roadway of its type.

Public Involvement/Feedback

The ADD solicited public input throughout the prioritization process by consulting with local officials, transportation stakeholders, and the KRADD Board of Director's (BOD) and RTC. Information on SHIFT was provided through the ADD's email, RTC meetings and BOD monthly meetings. Meetings were held in each county to review SHIFT and projects when considering sponsorship to SHIFT. Input was obtained on all projects. Input was also obtained on sponsorship projects, selection criteria and priority boost points at the RTC meetings. All BOD and RTC meetings were advertised through social media, ADD email, and KRADD Monthly Updates. These meetings were open to the public.

Conclusion

Throughout the KRADD Prioritization Process, local officials and the RTC selected sponsorship projects and assigned boost points to projects that are locally and regionally significant. Communication between the KRADD and the HDOs was extremely critical during the sponsorship phase and the boost phase in order to maximize the potential for projects to receive future funding.

Lake Cumberland Area Development District



SHIFT 2020 Prioritization Plan

Final

August 21, 2019

Prepared by: Kasey Hoskins

Introduction/Overview

The purpose of this document is to provide a final plan to the Kentucky Transportation Cabinet (KYTC) for the sponsorship and prioritization of projects in the 2019 Statewide Prioritization Process. The prioritization will be used as input for the Recommended KYTC Highway Plan, to be submitted to the next session of the Kentucky General Assembly in 2020.

KYTC has developed a more data-driven, objective and collaborative approach to determine the state's transportation funding priorities. Strategic Highway Investment Formula for Tomorrow (SHIFT) is a prioritization model that brings balance and dependability to Kentucky's previously over programmed highway plan. SHIFT uses quantitative data such as crashes, fatalities, traffic volumes, delays, and employment to assess planned projects and compare them to each other. The program also includes collaboration with local leaders throughout the process to help shape regional funding priorities. Through this collaboration, projects are selected for prioritization by being sponsored at the Regional or Area Development District (ADD) level, Highway District Office (HDO) level and Metropolitan Planning Organization (MPO) level.

The KYTC Continuous Highway Analysis Framework (CHAF) identifies approximately 3000 active transportation projects. In an effort to make this large list of projects more manageable for prioritization purposes, KYTC developed a formula based on 2010 Census numbers, public road lane miles and number of counties per agency to determine the number of projects each ADD, HDO and MPO could sponsor. The result is approximately 1,200 projects statewide selected for sponsorship into SHIFT by the ADDs, HDOs, and MPOs. Using this formula with the numbers in the Lake Cumberland Area Development District (LCADD), it has been determined that the LCADD Regional Transportation Committee (RTC) has been allotted 43 projects for regional sponsorship.

The projects selected for regional sponsorship were submitted to the KYTC Central Office (CO) Planning and loaded into the SHIFT formula. This process calculates the project scores based on

safety, asset management, congestion, economic growth and benefit/cost. This resulted in a list of projects selected based upon projected schedules and available funding for project phases to be identified in the Recommended Highway Plan.

KYTC also produced Regional lists, not selected through the Statewide process. These projects have been scored in the SHIFT regional model, which used weighted values for data available: safety, asset management, congestion, economic growth, benefit/cost ratio, and District and Local (ADD/MPO) priorities. Twenty-five (25%) of the projects on the Regional lists have been selected to receive an additional 15 priority points. Projects not selected get zero additional points. Projects selected by both the HDOs and the ADD get a “double boost” (the maximum combined 30 points). Projects identified to receive priority points meet the selection criteria identified by the prioritization plans developed by the HDO and ADD.

Timeline

- February– Local Meetings
- March 7th – RTC Meeting approve sponsorship projects and submit to KYTC; discuss and approve Preliminary DRAFT Prioritization Plan
- May – Submit DRAFT Prioritization Plan to KYTC
- June 6th – Provide update on prioritization process to RTC to prepare for Regional prioritization
- August 1st – RTC Meeting to identify 25% of the Regional projects for boost points and complete Regional prioritization
- August 1st – Submit final Regional project list to KYTC
- August 21st – Submit FINAL Prioritization Plan to KYTC

Project Selection Criteria/Methodology

Throughout the prioritization process, coordination efforts between the LCADD staff, local officials, transportation stakeholders, HDOs 4 & 8, and KYTC CO Planning were necessary. These efforts helped to ensure clear communications for following SHIFT guidelines, for setting priorities and for identifying the projects that are more important to the region. Good communication between the LCADD and the HDOs was extremely critical during the sponsorship and boost phases in order to maximize the potential for projects to receive future funding.

During February, LCADD and the HDO staff met with the County Judge Executives of each county to review their active CHAF projects and determine county priorities. Discussion took place during each of the local meetings on how the RTC might determine projects for Regional sponsorship. In the past, Regional priorities were selected evenly between the counties. This method was presented again at the local meetings. LCADD selected 43 projects to sponsor. Each of the 10 counties in LCADD sponsored up to 4 projects and the remaining 3 were projects of Regional significance. The RTC reviewed the local priorities and approved the Regional sponsored projects.

Project Boost Criteria/Methodology

Upon completion of the KYTC's Statewide selection process, a Regional list of projects was provided to the RTC for prioritization input. The RTC met August 1, 2019 to complete this phase of the Regional prioritization process. The RTC selected 25% (21 projects) from the Regional list to boost. Projects were presented in an order of highest score to lowest score determined by the KYTC scoring method. The proposed boost listing from each HDO began the discussion on potential projects to select for boost points.

The following criteria served as the basis of project consideration for boost points:

- **Regional Significance:** The RTC should review the list for potential boost projects that improve the region's major routes.
- **Highway Plan Projects:** Projects from current Highway Plan with significant money already spent on project phases. These projects have already reached a certain level of commitment that makes it difficult to disregard for future funding. Coordination efforts with the HDOs revealed these criteria will be an important factor in their selection process.
- **Coordination of efforts with the HDOs to "double boost"** when possible to better help projects gain a higher total overall score.
- **Analysis of Data:** As a final option for selecting boost projects, the RTC can review the data components compiled by KYTC for SHIFT evaluations. The individual components (congestion or traffic counts, safety or critical rate factor, freight percentages, asset management or roadway characteristics) as a whole, maybe did not score high, but as a single factor could have scores that rank the project in the more critical range for a roadway of its type.

The RTC reviewed the proposed boost listing and considered the above criteria during their discussion.

Public Involvement/Feedback

The ADD solicited public input throughout the prioritization process by consulting with local officials, transportation stakeholders, the LCADD Board of Director's (BOD) and RTC. Information on SHIFT was provided through the ADD's email, RTC meetings and BOD monthly meetings. Meetings were held in each county during February 2019 to review SHIFT and projects to be considered for sponsorship to SHIFT and obtain input on those projects. All local officials, transportation stakeholders and HDOs were invited to these county meetings to provide input on the need for new projects, significance of current projects, review of recently completed projects, and any other transportation related issues in the county. Input was also obtained on sponsorship projects, selection criteria and priority boost points at the RTC meetings. All BOD and RTC meetings are advertised by, LCADD email, LCADD online calendar and LCADD Monthly Updates. These meetings are open to the public.

Conclusion

The LCADD RTC and staff were able to coordinate with KYTC, HDOs, local officials, and transportation stakeholders to determine significant projects in the LCADD 10-county area to sponsor and to boost. The Committee was able to unanimously select 43 projects to sponsor and 21 projects to boost that will be a benefit to the LCADD area by evaluating the input from all involved parties.

Lincoln Trail Area Development District



SHIFT 2020 Prioritization Plan Final August 21, 2019 Prepared by: Mike Skaggs

Introduction/Overview

The Kentucky Transportation Cabinet (KYTC) has developed a more data-driven, objective and collaborative approach to determine the state's transportation funding priorities. The Strategic Highway Investment Formula for Tomorrow (SHIFT) is a prioritization model that brings balance and dependability to Kentucky's previously over-programmed highway plan. SHIFT uses quantitative data such as crashes, fatalities, traffic volumes, delays and employment to assess proposed transportation projects and compare them to each other. The program also includes collaboration with local leaders throughout the process to help shape regional funding priorities.

The purpose of this plan is to contribute to the local and regional input component of the Recommended Six-Year Highway Plan. It is a compilation of the Regional Scoring Criteria and local leadership efforts to prioritize projects accordingly.

The six rural counties in the Lincoln Trail Area Development District (LTADD) selected 30 projects to sponsor. The projects selected for sponsorship were submitted to the KYTC Division of Planning and entered into the SHIFT formula. This model calculates project scores based on weighted values for the data available in the following areas: safety, asset management, congestion, freight, economic growth, and benefit/cost ratio. The result will be a list of projects selected based upon projected schedules and available funding for project phases to be identified in the Recommended Highway Plan. In June, LTADD received a final list of projects for our area. From that list, LTADD boosted 25% of those projects (8 projects).

Timeline

- February 2019 – Local Meetings
- March 06 – Regional Transportation Committee (RTC) approved the sponsored projects and the list of sponsored projects was submitted to KYTC
- May 07 – Preliminary Draft Prioritization Plan submitted to KYTC
- June 26 - RTC met to identify and approved eight (8) projects for boost points and completed the regional prioritization portion of the process

Project Selection Criteria/Methodology

REGIONAL SCORING CRITERIA	
<u>Criteria</u>	<u>Components for Point Distribution</u>
	KYTC Score
Safety/Access Mgmt.	Local Officials and/or residents concerned about safety
Project Already Underway	Project identified as a result of a study Scoping or Planning Study completed for this project One or more project’s phases started or completed
Growth Corridors/Corridor Connectivity	Significant growth currently occurring or anticipated along this route This project enhances connectivity along a major corridor This project is located on a regionally significant corridor
Tourism Initiatives/Multimodal Accommodations	Local tourism initiative and/or accessibility to a local tourist attraction is enhanced by this project Project includes a multimodal element (bicycle, pedestrian, transit)
Significant Regional Project	Project significant to the region as a whole

Project Boost Criteria/Methodology

When discussing the sponsored projects on June 26, 2019, the Lincoln Trail RTC based its determinations for “boosting” on the following criteria: the current highway plan, safety, congestion, economic development, and access management.

Public Involvement/Feedback

The ADD solicited public input throughout the prioritization process by consulting with local officials, transportation stakeholders, the LTADD Board of Director's, and the RTC. Information on SHIFT was provided through LTADD's Lincoln Log, a monthly newsletter, as well as monthly Board of Director's (BOD) meetings. Meetings were held in each county to review SHIFT and projects to be considered for sponsorship to SHIFT and obtain input on those projects. Input was also obtained on sponsored projects, selection criteria and priority boost points at the RTC meetings. All BOD and RTC meetings are advertised through local media, the Lincoln Log, and the LTADD website. These meetings are open to the public.

The following information is posted on the LTADD website: overall SHIFT process, the LTADD Prioritization Plan, list of all sponsored projects, and the projects selected to be boosted.

Conclusion

Local and Regional input is instrumental in the prioritization of road projects. Local elected officials, transportation stakeholders, and local people provide input about issues that may be undetectable through traditional data collection and data driven modeling. The SHIFT process combines local input and statistical analysis to reach a pivotal balance, thus creating the most accurate depiction of the needs of the community as it pertains to the improvements of existing infrastructure and the development of new roads throughout the region.

Northern Kentucky Area Development District



SHIFT 2020 Prioritization Plan

Final

August, 21, 2019

Prepared by: Jeff Thelen

Introduction

The purpose of this document is to provide a plan and methodology to the Kentucky Transportation Cabinet (KYTC) for the Northern Kentucky Area Development District (NKADD) 2020 Prioritization Plan. The prioritization process will be used as input for the Recommended Kentucky Highway Plan, to be submitted to the next session of the Kentucky General Assembly in 2020.

KYTC has developed a more data-driven, objective and collaborative approach to determine the state's transportation funding priorities than in the past. The Strategic Highway Investment Formula for Tomorrow (SHIFT) is a prioritization model that brings balance and dependability to Kentucky's previously over-programmed highway plan. SHIFT uses quantitative data such as crashes, fatalities, traffic volumes, delays, and employment to assess planned projects and compare them to each other. The program also includes collaboration with local leaders throughout the process to help shape regional funding priorities. Through this collaboration, projects will be selected for prioritization by being sponsored at the regional or Area Development District (ADD) level, Highway District Office (HDO) level and Metropolitan Planning Organization (MPO) level.

The projects selected for sponsorship were submitted to the KYTC Central Office (CO) Planning and entered in the SHIFT formula. This model will calculate project scores based on weighted values from the data available for the following criteria: safety, asset management, congestion, freight, economic growth, and benefit/cost ratio. The result will be a list of projects selected based upon projected schedules and available funding for project phases to be identified in the Recommended Highway Plan.

KYTC will also produce regional lists, not selected through the statewide process. These projects are scored in the SHIFT regional model, which uses weighted values for data available for the following criteria: safety, asset management, congestion, freight, economic growth, benefit/cost ratio, District priorities and local (ADD, MPO) priorities. Twenty-Five percent (25%) of the projects on the regional lists can be selected to receive 15 additional priority points. This means an additional 9 projects from the NKADD list will get 15 points added to the score. Projects selected by both the District and the ADD will get a “turbo boost” (the maximum combined points) which is 30 points. Projects identified to receive priority points should meet the selection criteria identified in the prioritization plans developed by the District and the ADD.

Timeline

- January - Local Meetings
- February 25 – Regional Transportation Committee (RTC) meeting, KYTC CO Planning Presentation on SHIFT
- March 6 – Meeting with KYTC District 6 to discuss SHIFT process moving forward
- March 11 – RTC meeting to approve the sponsored projects and submit to KYTC
- March 27 – Conference call with KYTC and Highway District Office (HDO) 6 to discuss the NKADD Sponsored projects
- June 24 – RTC meeting to discuss the scored SHIFT projects
- July 24 – Meeting with HDO 6 for a preliminary plan for Boosting projects
- August 12 – RTC meeting to add Boost points to projects after scoring is completed

Project Selection

SHIFT uses quantitative data such as crashes, fatalities, traffic volumes, delays and employment to assess planned projects and compare them to each other. Transportation project types to be prioritized using SHIFT include:

- Safety Improvements
- Road Widening
- Reconstruction
- New Routes and Interchanges

Coordination Efforts

Throughout the prioritization process, coordination efforts between NKADD, HDO 6 and KYTC CO Planning were necessary to ensure the process of setting priorities and having clear communication regarding SHIFT guidelines and identifying the important projects was understood. Good communication between NKADD and HDO 6 was extremely critical during the sponsorship phase and the boost phase to maximize the potential for projects to receive future funding.

Public Input

The ADD solicited public input throughout the prioritization process by consulting with local officials and the RTC. Information on SHIFT was provided through email and RTC meetings. Meetings were held at the HDO office or the ADD office. The meetings were open to the public and advertised in the NKADD monthly newsletter.

Local and Regional Input Process

During the week of January 23 – 29, NKADD and HDO 6 held meetings with local officials at the HDO. Each County was represented by the County Judge Executive and various local officials. Each county was presented with the projects in their county and determined which projects were the most important to be moved along through the SHIFT scoring process and prioritization.

Over the course of the next few weeks I had one-on-one conversations and emails with each County Judge Executive. Each of NKADD's 5 counties submitted their top five projects to be considered for SHIFT for a total of 25 projects

The February 25th RTC meeting helped participants understand the SHIFT process. Eileen Vaughan and Maridely Loyselle from KYTC CO Planning presented a PowerPoint on the SHIFT process and went over some of the updates to the scoring formulas that were discussed and updated the previous fall.

On March 6th I met with HDO 6 to discuss the upcoming SHIFT process and get a general plan on how and when we would move forward with the process.

At the March 11th RTC meeting we selected our 23 allotted projects for sponsorship from the previous 25 projects selected earlier in the process. We selected our projects based on local and regional importance. This was a good point to continue the understanding of the SHIFT process especially since there were new judges and local officials. When it came to the final few projects, we considered projects that had also gone through the process before that may score well. I will say that my committee always tries to see the big picture and regional outlook, which they did again this year.

On March 27th I participated in a conference call with KYTC CO Planning and HDO 6 to discuss the NKADD Projects. There were no changes made to any of the projects that were going forward in the scoring process.

On June 24th the NKADD held the next RTC meeting. This meeting was to discuss the initial scoring of the projects in the NKADD region. Unfortunately, the scores did not come out until the next day on June 25th. I then emailed the scores to the RTC Committee.

Project Boost

On NKADD RTC members added points based on the following criteria:

- Currently funded in the Kentucky Highway Plan
- Projects that are ready for construction
- Regional significance
- Safety
- Economic development
- Maximization of Points

July 24th the ADD met again with the HDO to discuss how to proceed with the process. We also discussed how the next RTC meeting should work and how we wanted to add Boost points to the projects. With the help of HDO 6, I came up with a preliminary list of which projects to Boost.

On August 12th we held the next RTC meeting to add the Boost points to 9 projects that had been scored through KYTC. We started with the list of projects that had been scored with added Boost points from the District and the NKADD. We had a good discussion on the projects. There was discussion on one project from Grant County that they potentially wanted Boost points in place of another. In the end it was determined to stick with the original recommendation. The RTC approved the Boost points.

On August 12th I completed the NKADD SHIFT process by entering the Boost points for the 9 selected projects into the Continuous Highway Analysis Framework (CHAF) projects database.

Public Involvement

The ADD solicited public input throughout the prioritization process by consulting with local officials and the RTC. Information on SHIFT was provided through email and RTC meetings. Meetings were held at the HDO or the ADD office. The meetings were open to the public and advertised in the NKADD monthly newsletter.

Conclusion

In conclusion, the process from the last SHIFT cycle worked well for the NKADD and the RTC. The overall process was a little easier than last cycle because this was the second time through. Although there were three new Judges, my committee always looks at the process regionally as best they can. This also makes the process work more efficiently. I anticipate future cycles to continue to evolve and improve.

Pennyriile Area Development District



SHIFT 2020 Prioritization Plan

Final

Aug 15, 2019

Prepared By: Craig Morris

Introduction/Overview

The purpose of this document is to provide an overview to the Kentucky Transportation Cabinet (KYTC) of the Pennyriile Area Development District (PADD) 2019 Prioritization Process. Our highway project prioritizations will be used as input for the Recommended Six-Year Highway Plan, to be submitted to the next session of the Kentucky General Assembly in 2020.

KYTC has developed a more data-driven, objective and collaborative approach than in the past to determine the state's transportation funding priorities. The Strategic Highway Investment Formula for Tomorrow (SHIFT) is a prioritization model that brings balance and dependability to Kentucky's previously over-programmed highway plan. SHIFT uses quantitative data such as crashes, fatalities, traffic volumes, and delays. The program also includes collaboration with local leaders throughout the process to help shape regional funding priorities.

Project Selection Criteria/Methodology

The Prioritization Process was divided into two phases. In Phase 1, Area Development Districts (ADDs), Highway District Offices (HDOs) and Metropolitan Planning Organizations (MPOs) selected projects to sponsor from the Highway Plan and the Continuous Highway Analysis Framework (CHAF) projects database. KYTC allowed the PADD to Sponsor 41 highway projects based on population and lane miles. Each of the 9 counties in PADD was allowed to sponsor 2 projects and the remaining projects were divided by a formula based on the population and state highway mileage in each county. This was the same formula KYTC used to determine how many projects each ADD could sponsor.

Project Boost Criteria/Methodology

In Phase 2, ADDs, HDOs and MPOs received a listing of regional projects for their area that were scored based on the data-driven SHIFT formula. The PADD was allotted 19 highway projects to add BOOST Points to as part of the SHIFT process. A boost adds 15 additional points to a project's score. If both ADD and HDO boost a project, then 30 additional points are allocated for a "Turbo Boost". The PADD Regional Transportation Committee met on July 24, 2019 to complete this phase of the regional prioritization process by allocating the Boost Points to projects.

The Boost Points were allocated with each PADD county receiving a minimum of one (1) highway project to add Boost Points to per county. With nine (9) counties in the Pennyriple ADD, this left ten (10) additional projects that could receive Boost Points from the original 19 provided. The other ten (10) projects we allocated by what counties had the highest overall scores in the list of 41 sponsored projects that were scored under the SHIFT scoring process. With the highest scored projects as a starting point, a PADD sub-committee allocated four (4) additional Boosts to Hopkins County, five (5) additional Boosts to Christian County, and one (1) additional Boost to Muhlenberg County.

Prior to the July 24, 2019 RTC meeting, PADD Staff met with representatives from our HDOs to discuss allocation of Boost Points, and to have a discussion on the highway projects each HDO planned on Boosting. The HDOs provided a list of highway projects each was tentatively planning on Boosting and this information was provided to the Regional Transportation Committee (RTC) members prior to the July 24th RTC meeting with an email discussing some general information on Boost Points and the SHIFT scoring process. At the July 24th RTC Meeting, all the members from each County sat in groups to discuss which highway projects their county would pick for the number of Boost Points they were allocated. One member of each County Group, turned in a sheet that identified the highway projects chosen for Boost Points at the end of this meeting.

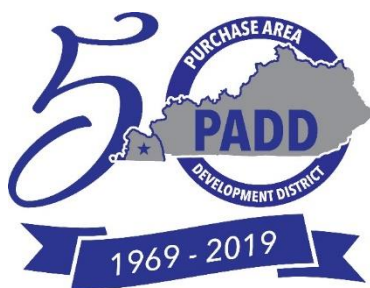
Public Involvement/Feedback

The July 24 RTC meeting was open to the public and public notices were emailed to the local newspapers and radio stations prior to the meeting. This RTC meeting was also posted on our Facebook web site, and listed on our ADD's meeting notices in our July Board of Directors meeting. There were members of the general public that attended the RTC meeting as a result of these notices.

Conclusion

The 2020 SHIFT process combined data driven project analysis with local input to sponsor, score and boost projects. This allowed participants to look at the transportation network from a regional perspective as well as consider unique local issues. The process is under continual review and update and will be used for input in the next Recommended Highway Plan.

Purchase Area Development District



SHIFT 2020 Prioritization Plan

Final

July 31, 2019

Prepared by: Jim LeFevre

Introduction/Overview

The purpose of this document is to provide a plan to the Kentucky Transportation Cabinet (KYTC) for the sponsorship and prioritization of projects in the 2019 Statewide Prioritization Process. The prioritization will be used as input for the Recommended KYTC Highway Plan to be submitted to the next session of the Kentucky General Assembly in 2020.

In 2017, KYTC developed a data-driven, objective and collaborative approach to determine the state's transportation funding priorities. The Strategic Highway Investment Formula for Tomorrow (SHIFT) is a prioritization model that brings balance and dependability to Kentucky's previously over-programmed highway plan. SHIFT uses quantitative data such as crashes, fatalities, traffic volumes, delays, and employment data to assess planned projects and compare them to each other. The program also includes collaboration with local leaders throughout the process to help shape regional funding priorities. Through this collaboration, projects will be selected for prioritization by being sponsored at the regional or Area Development District (ADD) level, Highway District Office (HDO) level and Metropolitan Planning Organization (MPO) level.

SHIFT utilizes a KYTC developed formula based on population, public road lane miles and number of counties per agency to determine the number of projects each ADD, HDO and MPO can sponsor. The result will be approximately 1,200 projects statewide selected for sponsorship into SHIFT by the ADDs, HDOs, and MPOs. Using this formula with the numbers in the Purchase Area Development District (PADD), the PADD Regional Transportation Committee (RTC) was allotted 36 projects for regional sponsorship.

The projects selected for sponsorship were submitted to KYTC Central Office (CO) Planning and entered into the SHIFT formula. This model calculates project scores based on weighted values for the data available in the following criteria: safety, asset management, congestion, freight, economic growth, and benefit/cost ratio. The result will be a list of projects selected based upon projected schedules and available funding for project phases to be identified in the 2020 Recommended Highway Plan.

KYTC also produced regional lists which were not selected through the statewide process. These projects were scored in the SHIFT regional model using weighted values for data available in the following criteria: safety, asset management, congestion, economic growth, and benefit/cost ratio, District priorities and Local (ADD / MPO) priorities. Twenty-five percent (25%) of the projects on the regional lists can be selected to receive 15 priority points. Projects not selected get zero points. Projects selected by both the District and the ADD get a “double boost” (maximum combined points of 30). Projects identified to receive priority points met the selection criteria identified by the prioritization plans developed by the HDO and ADD.

Timeline

- February – Conducted local meetings with elected officials in each county
- March 20 meeting – RTC approved sponsorship projects and submitted to KYTC
- March 20 meeting – RTC reviewed and approved FY19 draft prioritization plan based on FY17 final prioritization plan
- May 14 – RTC subcommittee met to review FY19 draft prioritization plan and determined that one of the criteria for adding boost points to projects on the regional list should be modified
- May 14 – provided by e-mail the modified draft prioritization plan with the recommended change to boost point criteria to RTC subcommittee for review and/or comment
- Jul 31 – RTC met and approved FY19 final prioritization plan and identified 25% of projects for boost points
- Aug 7 – Entered boost points for selected projects into Continuous Highway Analysis Framework (CHAF) projects database to complete regional prioritization

Project Selection Criteria/Methodology

During February, PADD and HDO 1 staff met with local officials in each county to review the county CHAF projects and determine county priorities. Each county in the Purchase selected ten (10) projects either by proposing new projects (to be entered in CHAF) or selecting projects already in CHAF. The local input resulted in 80 projects identified for possible regional sponsorship. The RTC reviewed the 80 projects and selected 36 projects to sponsor.

Discussion took place during each of the eight local meetings on how the RTC might determine projects for regional sponsorship. The chosen method was based on RTC actions to sponsor 36 projects during the 2017 KYTC Priority Process. In 2017, the RTC selected the top five projects from each county. From these 40 projects, the RTC selected 36 projects for sponsorship. This method also worked for the 2019 sponsorship process by selecting the top 5 projects from each county and thus identifying 40 projects from which to select the 36 projects for regional sponsorship.

The RTC met on March 20, 2019 to review the 80 projects identified at the local input meetings. The RTC reviewed and selected 36 projects for regional sponsorship. These sponsored projects were submitted to KYTC to be scored using the SHIFT formula previously mentioned in the introduction.

Project Boost Criteria/Methodology

Having been introduced to the SHIFT prioritization process in FY17, the committee was familiar with how the prioritization process works. Any questions or concerns about the FY19 process were answered or addressed by PADD staff and/or KYTC District 1. The committee discussed and approved utilizing a subcommittee to review and make any necessary recommendations for changes to the criteria or bonus priority point distribution process for adding points to the sponsored projects in SHIFT.

At the March 20 meeting, the chairman of the PADD RTC was authorized to appoint a subcommittee, with one representative from each county, to assist PADD staff in reviewing the draft FY19 selection criteria for boost points. The subcommittee was to meet separate from the full committee to discuss options and any needed changes to draft FY19 criteria to determine the best course of action for selecting the top 25% projects for boost points. PADD staff and HDO 1 staff were to serve the subcommittee in a technical advisor role.

On May 14, 2019 the RTC subcommittee met at the PADD and reviewed the draft FY19 selection criteria and recommended a change to the FY19 criteria for awarding boost points. The recommended change was to consider for boost points projects from the current Highway Plan with any authorized phase rather than just projects from the current highway plan with project phases in or beyond the right-of-way phase. The revised selection criteria was approved and utilized by the RTC, at the July 31, 2019 RTC meeting, to identify projects for boost points and complete the regional prioritization process.

Upon completion of KYTC's statewide selection process, a regional list of projects was provided to the RTC for prioritization input. The RTC met July 31, 2019 to complete this phase of the regional prioritization process. The RTC selected 25% of the projects from the list to boost. Projects were presented in an order of highest score to lowest score determined by the KYTC SHIFT scoring method. Based on those scores, the top 25% (before boost points) were highlighted for beginning discussion.

The following criteria served as the basis to consider a project for boost points:

- Projects from current Highway Plan with any authorized phase. These projects have already reached a certain level of commitment that make it difficult to disregard for future funding. Coordination efforts with District 1 have determined that this will be an important factor for the District selection process; therefore, projects with existing phases have a better opportunity to maximize the potential benefit of a “double boost.”
- Regional Connectivity. The RTC should review the list for potential boost projects that improve the region’s major routes such as I-24, Purchase Parkway (I-69) and US highways. Since the promotion of our regional multi-modal assets is important, the committee should also consider projects that improve access to the riverports, airports, rail facilities and industrial parks.
- Project Cost. Understanding transportation funding is faced with the challenge of limited funds, selecting projects based on lower costs should be considered. A lower cost project during limited funding cycles could increase the chances of being selected for future implementation if additional funds become available.
- Analysis of Data. As a final option for selecting boost projects, the RTC can review the data components compiled by KYTC for SHIFT evaluations. The individual components (congestion or traffic counts, safety or critical rate factor, freight percentages, asset management or roadway characteristics) as a whole, may not have scored high, but one or more of the factors could have scores that rank the project in the more critical range for a roadway of its type.

The RTC utilized the identified selection criteria as the justification for choosing projects to award boost points and thus making the selected project a higher priority. It was considered, as a possibility, the KYTC SHIFT scoring process could eliminate lower score projects from regional consideration. If the project score was low enough, it might have been determined that a “double boost” would not yield a score high enough to place it in the top 25% projects.

On July 31, 2019 the RTC met to approve the final FY19 prioritization plan along with associated selection criteria and reviewed the regional list of project SHIFT scores provided by the Cabinet. The RTC reviewed the list and selected 25% of the projects to award with boost points based on the final FY19 selection criteria. Upon selection, the scores were adjusted and the final list was approved by the committee.

Public Involvement/Feedback

The ADD solicited public input throughout the prioritization process by consulting with local officials, transportation stakeholders, and the PADD Board of Director’s (BOD) and RTC. Information on SHIFT was provided through the ADD’s Constant Contact, email, RTC meetings and BOD monthly meetings. Meetings were held in each county to review SHIFT and projects to be considered for sponsorship in SHIFT and obtain input on those projects. Input was also obtained on sponsorship projects, selection criteria and priority boost points at the RTC meetings. All BOD and RTC meetings were advertised through local media, Constant Contact,

PADD Monthly Updates and Quarterly Newsletters. These meetings were open to the public. Public comment was encouraged and requested at every RTC meeting.

Conclusion

Throughout the prioritization process, coordination efforts between the PADD, HDO 1, and KYTC CO Planning were necessary to ensure clear communication about understanding SHIFT guidelines and the process of setting priorities. Good communication between the PADD and HDO 1 was extremely critical during the sponsorship phase and the boost phase to maximize the potential for projects to receive future funding.