

**Appendix E**  
**2019 Final Prioritization Plans**  
**Metropolitan Planning Organizations**



## **Bowling Green-Warren County Metropolitan Planning Organization**

### **SHIFT 2020 Prioritization Plan**

#### **Final Plan**

**August 15, 2019**

**Prepared by: Karissa Lemon, MPO Coordinator**

#### **Introduction/Overview**

The purpose of this document is to outline the Bowling Green-Warren County Metropolitan Planning Organization's (MPO) plan for the prioritization of transportation projects for the Governor's Recommended 2020 Highway Plan. Through a collaborative, data-driven process called SHIFT 2020, projects were selected for prioritization by being sponsored and boosted by the Highway District Office (HDO) and/or MPO.

#### **Timeline**

- January 2, 2019 – March 15, 2019: Project Sponsorship Period; Local Meetings
- February 27, 2019: MPO Policy Committee approved ten (10) sponsor projects
- March – May, 2019: Data Verification for sponsored projects
- May 7, 2019: Draft Prioritization Plan submitted to Central Office
- June 25, 2019: Central Office distributed project scores to HDOs, MPOs, and ADDs
- July 2, 2019 – Local jurisdiction project score review meeting
- July 22, 2019: MPO Technical Advisory Committee reviewed scored projects; recommended seven (7) boost projects to MPO Policy Committee
- August 6, 2019: MPO Policy Committee approved seven (7) boost projects
- August 8, 2019: MPO submitted boost projects through the Continuous Highway Analysis Framework (CHAF) projects database

## **Project Selection Criteria/Methodology**

The MPO staff and committees reviewed all CHAF projects in the context of the 2040 Metropolitan Transportation Plan (MTP) project priorities. Local knowledge, previously completed transportation studies, 2018 SHIFT priority projects, and an analysis of high growth areas guided the selection for the MPO's sponsor projects. Factors that were considered included, but were not limited to: safety, congestion, access management, connectivity and mobility, multimodal improvements (transit, bike, pedestrian), economic development, and land use trends. TAC members submitted priority levels (low, medium, high) for all projects. The ranked projects were then vetted based on the factors listed above. The MPO worked in close collaboration with District 3 to sponsor the MPO/D3 priority projects for Warren County.

## **Project Boost Criteria/Methodology:**

City, County, State, and MPO representatives met to review scores and discuss the respective agency's priorities and community needs. Through this initial meeting, each project was noted as No Sponsor, At Least One Sponsor, Turbo Boost, or Priority, Not Yet with projects being recommended to the TAC based on agency priorities, project scores, and development trends. Some of the projects required substantial local support from elected officials. District 3 staff met with elected officials to discuss the SHIFT 2020 process and the proposed projects for boosting. The MPO and District 3 stayed in touch on projects that had elected officials support and which projects were priorities for SHIFT 2020 based on factors previously mentioned.

The TAC met on July 22, 2019 to recommend seven (7) boost projects to the MPO Policy Committee. Local knowledge, project scores, and project phase status/funding all contributed to the decision of boost projects. In some instances, the higher scoring projects did not reflect the greatest needs in the MPO area, thus were not selected for boosting. Thus it was determined that the data-driven component of the score calculated by KYTC did not accurately reflect a project's potential to address KYTC's and the MPO's joint priorities. The MPO worked in close collaboration with District 3 to boost the MPO/D3 priority projects for Warren County. The MPO considered the following local priorities and assigned points to each project based on the project's ability to address these local priorities:

- The project's recommendation based on a completed study
- Consistency of the project with the MPO's MTP, TIP or the local Comprehensive Plan
- Project's ability to improve safety, access, connectivity, and/or mobility

**Public Involvement/Feedback:**

Discussions were included on the agendas for the MPO TAC and PC meetings, which are open to the public. Additionally, TAC meetings offered an opportunity for members/attendees to present known public complaints/concerns. No public comments were submitted to the MPO regarding the SHIFT 2020 process.

**Conclusion:**

The goal was to ensure that the final list of boosted projects for the MPO aligned project scores to be representative of the needs and priorities of the MPO area, whilst working collaborating with District 3 to “turbo” boost projects.



**CLARKSVILLE URBANIZED AREA  
METROPOLITAN PLANNING ORGANIZATION  
SHIFT 2020 Priority Plan  
Final  
August 15, 2019  
Prepared by: Jill Hall**

**Introduction/Overview:**

SHIFT is a data-driven process to allocate funding for Kentucky transportation priorities. It allows input at the local and district level, provides transparency, and establishes confidence in future federal and state infrastructure investments. The top priorities of the SHIFT process is to improve safety, preserve existing infrastructure through asset management, reduce congestion, encourage economic growth and spend tax dollars wisely. The Clarksville MPO SHIFT 2020 Priority Plan gives a time line and describes the process involved in the project selection, scoring and application of boost points for the KYTC prioritized project in the MPO area.

**Timeline:**

- May 7th – Submitted to KYTC Clarksville MPO’s Draft Priority Plan
- May 16<sup>th</sup> – MPO meeting review and discussion of SHIFT process projects selection
- June 1<sup>st</sup> – Project selection for 3 projects
- July 1<sup>st</sup>-31<sup>st</sup> – Stakeholder/District 2 discussion of boost point
- August 1<sup>st</sup> – Boost points added to project
- August 15<sup>th</sup>–Priority Plan finalized

**Project Selection Criteria:**

The MPO first considered the data-driven component of project scores calculated by KYTC based on available quantitative data, which is intended to assess each project’s potential to address KYTC’s priorities of improving safety, preserving existing infrastructure, reducing congestion, fueling economic growth, and spending tax dollars wisely. The MPO considered improving safety, preserving existing infrastructure and reducing congestion as priorities that should be considered as part of the prioritization process; these are referred to as KYTC’s and the MPO’s joint priorities.

## **Project Boost Criteria:**

If a data-driven component of a project's score was too low for the project to be competitive with other projects in the region, even if local input points were added, the MPO chose not to award any local input points to that project. If the MPO believed, based on local knowledge and/or additional analysis, that the data-driven component of the score calculated by KYTC did not accurately portray a project's potential to address KYTC's and the MPO's joint priorities, the MPO allocated local input points to that project based on the degree to which the data-driven component of the score calculated by KYTC differed from the score that the MPO believed was warranted for the project.

The MPO then considered the following local priorities in addition to KYTC's and the MPO's joint priorities and assigned points to each project based on the project's ability to address these local priorities:

- The project's ranking in the MPO's Metropolitan Transportation Plan
- Consistency of the project with the MPO's Metropolitan Transportation Plan
- Consistency of the project with local comprehensive/master plans
- Project's ability to improve safety, access, and mobility for transit and non-motorized traffic

## **Public Involvement:**

In accordance with the MPO's Participation Plan, time was allotted for public input at the Technical Committee and Executive Board meeting on May 16<sup>th</sup> although no public comments were made. Prior to project selection the MPO considered all public and stakeholder input. The MPO agreed to select the same projects as were submitted in the previous SHIFT process to show consistency and need for the projects.

After the scoring of the selected projects, the MPO had several consultations with District 2 and the Oak Grove Mayor's office. After further discussions the MPO applied their boost points to the KY115 widening, from KY911 to I-24. The two top scoring projects of the three selected had been combined into the one project per Nick Hall, District 2. The District said they would be applying boost points to the combined project as well.

## **Conclusion:**

The MPO's two highest scoring projects: a lighting project for KY115 at I-24 and the widening of KY115 from KY911 to I-24, were combined into one project. These two combined projects address both safety and congestion issues. With the addition of the MPO boost points and the District boost points the project should have an increased score from approximately 50 (averaging the two scores) to a score of 80. This project will greatly improve the transportation system within the MPO.

## Evansville MPO



## SHIFT 2020 Prioritization Plan

Final

August 21, 2019

Prepared by: Laura Lamb

### Introduction

SHIFT, an acronym for Strategic Highway Investment Formula for Tomorrow, was developed to bring balance and dependability to Kentucky's Highway Plan, which had generally become an over-programmed list of projects. The SHIFT process uses quantitative data such as crash history, traffic congestion, roadway geometry, cost-benefit ratio and economic impact to assist in developing and prioritizing roadway projects in Kentucky. Scoring formulae have been developed and utilize the aforementioned data to obtain project scores for assisting in the identification of project needs.

### Prioritization Process Timeline

- January-February – reviewed CHAF projects w/LPAs and Highway District Office (HDO) 2 for changes/additions and reviewed for sponsorship
- February – contacted regional legislators by email for input on priorities (Sen. Mills, Rep. Wiederstein, Rep. Miles)
- March 1<sup>st</sup> – made agreed upon changes/additions to Continuous Highway Analysis Framework (CHAF) projects
- March 7<sup>th</sup> – opened public comment period for sponsored project selection
- March 14<sup>th</sup> – sponsored projects presented/approved by MPO's Technical and Policy Board
- March 15<sup>th</sup> – edited CHAF database to reflect approved sponsorship list
- March 27<sup>th</sup> – participated in scheduled KYTC Central Office (CO) conference call (regarding sponsored projects discussion) and updated secondary improvement types
- May 7<sup>th</sup> – submitted Preliminary Regional Prioritization Plan to KYTC
- June 25<sup>th</sup> – reviewed SHIFT Quantitative Score results

- July – coordinated with the LPAs to assign Priority Points
- July 8th – reviewed KYTC District 2 proposed Priority Point assignments
- August 1<sup>st</sup> – opened public comment period for Regional Priority Point assignments
- August 8<sup>th</sup> – presented Priority Point selection to the MPO’s Technical Committee and Policy Board for discussion/approval
- August 9th – entered Regional Priority Point selection into CHAF database
- August 21<sup>st</sup> – submitted Final Regional Prioritization Plan to KYTC

## **Project Selection Criteria**

### **Sponsorship**

Using a statewide formula developed by KYTC, the Kentucky portion of the MPO area (City of Henderson and Henderson County) was allowed to sponsor six (6) CHAF projects. Projects were sponsored based on consideration of the following criteria:

- Inclusion in the MPO’s MTP or TIP
- Recommended in local or State planning document/study
- Local Public Agency input and priorities
- Local legislator input
- KYTC District 2 input
- General public involvement

### **Priority Point Assignment Criteria**

If it is determined, based on local knowledge and/or additional analysis, that the data-driven component of the score calculated by KYTC does not accurately portray a project’s potential to address regional priorities, the MPO will allocate allotted Priority Points (aka Boost Points) to projects based on the degree to which the data-driven component of the score calculated by KYTC differs from the score that the MPO believes is warranted for the project. The MPO will consider the following local priorities and will assign points to each project based on the project’s ability to address these local priorities:

- KYTC Quantitative Score
- Local Public Agency input
- Recommendation based on a completed study
- Consistency of the project with the MPO’s MTP or TIP
- Included in a local Comprehensive Plan
- Local data not considered in KYTC data analyses



- Ability to improve safety, access, and mobility for transit and/or non-motorized modes
- Project has had previous investment in phases
- Project is a segment in a larger corridor project

## Public Involvement

The regularly scheduled MPO meetings, which are open to the public, provide many opportunities for public involvement. Furthermore, the local officials/leaders who sit on either the MPO’s Technical Committee and/or Policy Board serve as a conduit for public concerns and opinions.

- February – contacted regional legislators for potential input by email
- March 7<sup>th</sup> - 14<sup>th</sup> – opened comment period for sponsored regional project selection; posted on MPO’s website and emailed meeting agenda to media contacts
- March 14<sup>th</sup> – MPO’s Technical Committee and Policy Board meetings to discuss/approve selection
- August 1<sup>st</sup> - 7<sup>th</sup> – open comment period for regional assignment of Priority Points
- August 8<sup>th</sup> – MPO’s Technical Committee and Policy Board meetings to discuss/approve point assignment

## Conclusion

In coordination with the City of Henderson and Henderson County, the Evansville MPO selected the following six projects for sponsorship:

IP20040011	Atkinson St from Clay St to Madison St.
IP20070066	KY 351/Second St in the area of Graham Hill
IP20080088	KY 416 from US 41A to US 41
IP20080098	Elm St from Watson Ln to Hi-Y Dr
IP20190168	KY 1539/Zion Larue Rd from KY 351 to Henderson city limits
IP20190173	South Main St (CS-1227) from Drury Ln (CS-1107) to Yeaman Av (CS-1390)

After reviewing the ten projects sponsored by either the Evansville MPO or KYTC District 2, the highlighted projects were selected to receive the regional Priority Points.

CHAF ID	Sponsor	Project Description
IP20040010	District 2	Green St/US 41A/US 60 throughout the corridor
IP20040011	EvansvilleHenderson	Atkinson St from Clay St to Madison St
IP20080098	EvansvilleHenderson	Elm St from Watson Ln to Hi-Y Dr
IP20080099	District 2	Watson Ln from Sunset Ln to Green River Rd
IP20070066	EvansvilleHenderson	KY 351/Second St in the area of Graham Hill
IP20190168	EvansvilleHenderson	KY 1539/Zion Larue Rd from KY 351 to Henderson city limits
IP20000003	District 2	Interchange at US 41 and US 60
IP20080088	EvansvilleHenderson	KY 416 from US 41A to US 41
IP20080084	District 2	Intersection of US 60 with KY 1078
IP20190173	EvansvilleHenderson	South Main St (CS-1227) from Drury Ln (CS-1107) to Yeaman Av (CS-1390)

During this process, a couple of issues arose that should be considered in future iterations of the SHIFT process. First, several of the projects were missing data going into the scoring process and very little time was allotted to the collection of this data which can result in an inaccurate score. This occurred on both state and local facilities. Upon selection of the sponsored projects, efforts should be made to begin collection of missing data. If the KYTC Central Office coordination calls for sponsored projects are to continue, it would be helpful if missing data issues could be discussed/resolved at that time in order to trigger collection efforts. Second, better coordination needs to occur in areas where MPOs and ADDs have overlapping boundaries. For example, in our area, GRADD sponsored a project in Henderson County that did not make it on our final sponsored project list and therefore was not appropriately considered for Priority Points.



*Strategic Highway Investment Formula for Tomorrow*

**SHIFT 2020 - Prioritization Plan**

**Final**

**Louisville/Jefferson County KY-IN MPO (KIPDA)**

**August 6, 2019**

**Prepared by Larry D. Chaney, MPO Director**

**SPONSORSHIP**

At their Statewide Transportation Planning Meeting on January 16, 2019, the Kentucky Transportation Cabinet (KYTC) presented the process and schedule for evaluating projects for inclusion in the 2020 Six-Year Highway Plan. The Transportation Policy Committee (TPC) for the Louisville/Jefferson County KY-IN Metropolitan Planning Organization (MPO) was advised of the process at their February meeting, and they discussed methodology by which to accommodate KYTC's expectations. The process to "sponsor" projects (which in this case means "propose" rather than the more traditional use of "sponsor" as undertake the project) was determined to include the following:

- Projects must be listed in the Horizon 2035 Metropolitan Transportation Plan (MTP).
- Projects will be reviewed based on the Draft Connecting Kentuckiana Project Evaluation Process currently being used to screen projects for inclusion in the current MTP update.
- Final list of "sponsored" projects will be reviewed by the Transportation Technical Coordinating Committee (TTCC) and ultimately approved by the TPC.
- The KYTC CHAF Database will be updated wherever possible (and as the SHIFT schedule allows) to reflect MTP information and vice versa.

On March 28, the TPC approved a list of 54 projects for "sponsorship". The projects on the list were then indicated via the CHAF database as being "sponsored" by the MPO. Prior to submission, efforts were made to correct inconsistencies between the MTP and the KYTC CHAF Database.

## SUPPORT

Following the KYTC evaluation and scoring of projects “sponsored” by both the MPO and KYTC, the MPO had an opportunity to review the results of that process and to further support (or “boost”) roughly 25% of the projects. In 2017 (and with concurrence in 2019), the TTCC proposed and the TPC approved the following procedure to accomplish the determination of that support within the framework of the SHIFT process:

- Projects must be listed in the Horizon 2035 Metropolitan Transportation Plan (MTP)
- Projects will be scored by KIPDA Staff based on the Connecting Kentuckiana Project Evaluation Process, and on the data and criteria used for that process at the time of evaluation.
- A TTCC Working Group (which should include representation from the KYTC District 5 Office) will review the results of the Staff evaluation and will make recommendations to the TTCC regarding the provision of “support” that might be afforded projects deemed worthy.
- Consultation with KYTC District 5 will take place, during which common priorities will be reviewed and discussed.
- Final project list, the evaluations, and suggested “support” for projects will then be reviewed by the Transportation Technical Coordinating Committee (TTCC), and their recommendations will be forwarded to the TPC for consideration and approval

Due to the timing of the receipt of information from KYTC and the deadline for submittal, the “boost” process was conducted slightly differently from that used for SHIFT 2018. In order to be in a position to have the “boost” list ready for submittal to KYTC by 8/14, the Transportation Policy Committee was presented a proposal for their approval at their 7/25 meeting. The sequence of events was as follows:

- **6/25/19** – MPO received information from KYTC (via e-mail) concerning the “boost” process. A deadline of 8/14/19 was set by KYTC for submittal of the MPO “boost” project list to the CHAF database.
- **7/03/19** – TTCC meeting packet was sent out, including a memo suggesting formation of the TTCC Working Group at the 7/10/19 meeting. The process to use the Working Group to make recommendations was discussed with the TTCC and the TPC in March, and is the same process approved by both committees for the last SHIFT process in 2017.
- **7/09/19** – An e-mail was sent to all TTCC members detailing the SHIFT process, as well as describing the proposed formation of the Working Group and recruiting members for it.

Either attendance at the TTCC meeting the next day, an email or a phone call would secure a spot on the Working Group.

- **7/10/19** – The Working Group was formed at the TTCC meeting. It consisted of the following:
  - Jim Urban (TTCC Chair) – Oldham County Planning Commission
  - Dirk Gowin – Louisville Metro Public Works
  - Michelle King – Louisville Metro Air Pollution Control District
  - Tom Hall – KYTC District 5
  - Matt Meunier – City of Jeffersontown
  - Scott Fleming – City of Shepherdsville
  - Mayor Curtis Hockenbury – City of Shepherdsville
  - John Stratton – University of Louisville
  - Mike King – Louisville Metro Advanced Planning
  - Brian Sinnwell – Louisville Regional Airport Authority (joined by e-mail request)
- **7/15/19** – KIPDA staff attended the KYTC District 5 meeting to determine their “boost” list.
- **7/16/19** – The Working Group met to prepare a recommendation for TPC consideration. The group was presented with information from KYTC concerning the overall SHIFT process. They were also given a list which included all projects eligible for the “boost”, as well as an indication of which projects were to be boosted by the KYTC District 5 Office. KYTC SHIFT scores and MPO MTP evaluation rankings were also provided.
- **7/17/19** – TPC meeting packet was sent out, including a memo detailing the process and a list of the projects recommended by the Working Group for “boost” by the MPO.
- **7/25/19** – TPC met and approved the list of projects recommended by the TTCC Working Group for submittal to KYTC for funding consideration in the next Six-Year Highway Plan.
- **8/06/19** – Projects “boosted” by the MPO were designated as such in CHAF.

## **PUBLIC INVOLVEMENT/FEEDBACK**

With regard to public involvement/engagement/input for this process, there are several aspects of the entire process that should be considered. All decisions regarding the MPO’s formal involvement with the SHIFT process have been discussed and documented at both the TTCC and the TPC meetings in March, April and July of this year, with initial discussions at the TPC meeting in February. These discussions have been included as agenda items for those meetings, and each agenda has been posted on the KIPDA website a week prior to each meeting. All meetings are

open to the public and are recorded, and a video recording of each meeting is posted on the KIPDA website the day following the meeting. Documentation of the prioritization process that resulted in project “sponsorship” was included in the meeting packets as attachments. Documentation of the process to apply additional “support” was also a product of this document and TPC input/approval regarding the process. Documentation of the entire process, as well as the final list of projects receiving “support”, will ultimately be posted on KIPDA’s website.

The solicitation of public input relating to project selection by way of this process may be gauged in a variety of ways. Projects in the MTP are not currently prioritized, KYTC does not currently have documentation of project priority in the metropolitan areas, and the process (as it previously existed) to select projects for the Six-Year Highway Plan assigned funding based on not only need, but on public opinion and political will as well. The entire concept of data-driven and needs-based project selection is a huge step toward fostering transparency and accountability with the public. As a reflection of that accountability and transparency, any project to be considered by the MPO for prioritization or support in the SHIFT process must have already been listed in the current MTP and would have undergone public review through the metropolitan transportation planning process associated with inclusion in the MTP. The next step in the public review process for the MPO will come when (and if) KYTC chooses to include any of the projects in the next Six-Year Highway Plan. As appropriate for the limitations of the Transportation Improvement Program (TIP) active at the time of incorporation, a public review process detailing the projects proposed for inclusion/funding will then be conducted.

# KYOVA Interstate Planning Commission



## SHIFT 2020

### Final Prioritization Plan

August 8, 2019

Prepared by Terri Sicking

### Introduction/Overview

KYOVA Interstate Planning Commission, serving as the MPO for the Huntington, WV-KY-OH Urbanized Area, participated in the Strategic Highway Investment Formula for Tomorrow (SHIFT) 2020 to identify and prioritize transportation projects for the Kentucky counties of Boyd and Greenup. SHIFT is a collaborative, data-driven process to help prioritize transportation projects and create a more balanced State Highway Plan and helps reduce over programming and provides a clear roadmap for construction in the coming years. The SHIFT formula, which uses quantitative data as well as input from state and local transportation leaders focuses on safety, asset management, congestion, economic growth, and benefit/cost.

### Timeline

- March 18 to May 5, 2019: SHIFT schedule to update project list groupings based upon comments
- February 21, 2019: KYOVA/Boyd and Greenup Citizen Advisory Group (BGCAG) Meeting to prioritize projects for SHIFT
- March 1, 2019: KYOVA Policy Board Meeting to approve priority projects as recommended by BGCAG for SHIFT
- April 29 to May 17, 2019: SHIFT schedule data verification
- May 6, 2019: Submitted KYOVA SHIFT Local Priority Plan to KYTC – Central Office
- May 7, 2019: SHIFT schedule Draft Local Priority Plan due
- June 25-August 14, 2019: SHIFT schedule Priority Point Allocation & Submittal
- June 26, 2019: Sent SAVE THE DATE message to BGCAG, KYTC, etc., for “Boost” meeting

- July 7 & 11, 2019: Sent “Boost” information electronically to BGCAG, KYTC, etc., for review with “Boost” meeting date, Agenda, and other handouts
- August 1, 2019: KYOVA/BGCAG meeting and discussion – Flemingsburg Highway District provided their scores which were sent out with the June 11 meeting information – Project spreadsheets distributed, and discussion ensued – “Boost” projects were identified and approved – KYOVA area was allotted four (4) projects to “Boost”
- August 2, 2019 (TBD): KYOVA Priority Point allocation submission to KYTC and entered into the CHAF Project Database by KYOVA Staff
- August 9, 2019: KYOVA SHIFT Final Local Priority Plan submission to KYTC – Central Office
- August 21, 2019: SHIFT Final Local Priority Plan Due

### **Project Selection Criteria/Methodology**

The initial step for project selection through the SHIFT process required sponsorships by local transportation leaders, the state, and the MPO. KYTC – Central Office provided KYOVA a listing of projects identified through the SHIFT 2020 process to be reviewed by the MPO. This process was accomplished through the BGCAG. KYOVA (Boyd and Greenup counties) was allocated ten (10) projects to sponsor. This number was designated by KYTC – Central Office and was based upon population, lane miles, and number of counties served.

KYOVA considered the data-driven components calculated by the Kentucky Transportation Cabinet (KYTC) based on available quantitative data, which is intended to assess each project’s potential to address KYTC’s priorities of improving safety, preserving existing infrastructure, reducing congestion, fueling economic growth, and spending tax dollars wisely. KYOVA considered safety improvement, preservation of existing infrastructure, congestion reduction, and fueling economic growth as part of the prioritization process; these are referred to as KYTC’s and the KYOVA’s Joint Priorities.

KYOVA considered the following local priorities in addition to KYTC’s and KYOVA’s Joint Priorities:

- The project’s ranking in KYOVA’s 2040 Metropolitan Transportation Plan;
- Consistency of the project with KYOVA’s 2040 Metropolitan Transportation Plan;
- Consistency of the project with local comprehensive plans; and
- Project’s ability to improve safety, access, and mobility for transit and non-motorized traffic.

After considering the data and consulting with local officials, Flemingsburg Highway District Office, and the KYTC – Central Office, the BGCAG identified 10 projects located within Boyd and Greenup counties to sponsor. These 10 projects were reported to KYTC – Central Office, Flemingsburg Highway District Office, and entered into the CHAF project database.



## **Project Boost Criteria/Methodology**

KYTC – Central Office reviewed the original SHIFT selected projects from all agencies within the state (including the 10 identified within KYOVA’s planning area) and identified projects of statewide significance to move forward. After KYTC – Central Office statewide identification, a Regional Listing of Projects was provided to KYOVA which included the remaining original SHIFT selected projects by the MPOs, Area Development Districts, and the Highway District Offices within the Region. Of these remaining projects KYTC – Central Office requested KYOVA to choose 25 percent of the projects located within the KYOVA planning area to receive boost points. Each of the 25 percent projects received 15 points. Each Highway District Office and ADD completed the same process for projects within their planning area.

The 25 percent projects were based on evaluation scores by KYTC – Central Office and the local input which was served by the BGCAG and/or the KYOVA Technical Advisory Committee (TAC). Representatives of applicable Area Development Districts and Highway District Offices were consulted to coordinate and identify projects of common interest by inviting them to participate in the BGCAG, KYOVA TAC and the KYOVA Policy Committee (PC) meetings. In accordance with the KYOVA’s Participation Plan, public input was considered at the BGCAG, KYOVA TAC, and PC meetings. Based on the timeline, the KYOVA PC was not requested to endorse the priority “boosted” projects. Four projects were “boosted” and entered into the CHAF Project Database.

## **Public Involvement/Feedback**

The BGCAG was utilized to provide input for the project selection and the Boost process. The BGCAG consisted of local officials, citizens, health care organizations, bicycle/pedestrian advocates, and representatives from both the KYTC – Central Office Division of Planning and the Flemingsburg Highway District Office. Information and data were sent to the members prior to meetings where the projects were discussed and identified. The BGCAG serves as KYOVA’s informational and public input for their Kentucky counties. Additionally, KYOVA’s TAC provides assistance during activities requiring public outreach and comment. The BGCAG was utilized to select priority projects. The timeline did not allow the selection of priority or “Boost” projects to be reviewed by the TAC and/or approved by the PC.

## **Conclusion**

KYOVA, through the assistance of the BGCAG, KYTC – Central Office and KYTC – Flemingsburg Highway District had 14 projects to evaluate and to consider to “Boost”. Only 25% of the 14 projects, or four (4) projects (based on the formula provided by the KYTC – Central Office) were permitted to add priority points or to “Boost”. The four (4) projects were identified and approved at the August 1, 2019 BGCAG meeting. KYOVA Staff submitted “Boosted” projects to KYTC – Central Office, KYTC – Flemingsburg Highway District, and entered the points into the CHAF

Project Database. This Prioritization Plan was completed and submitted after the conclusion of the prioritization and “Boost” Process on August 8, 2019.

# Lexington Area Metropolitan Planning Organization



## SHIFT 2020 Prioritization Plan

Final

September 11, 2019

Prepared by: Jimmy Emmons

### Introduction

The Lexington Area Metropolitan Planning Organization (MPO) followed the process that was set out in April to evaluate and coordinate the sponsored and boosted projects in the SHIFT 2020 process.

### Evaluative Criteria

The MPO staff utilized the 2045 Metropolitan Transportation Plan (MTP) project rankings as an initial foundation for identifying local priority projects, which the Transportation Policy Committee (TPC) approved. The 2045 MTP project rankings were publically vetted and based on an extensive matrix of criteria, using both quantitative and qualitative data. The areas of consideration included:

- Safety
- Access & choices
- Connectivity
- Maintenance
- System efficiency, reliability & maintenance
- Economic vitality
- Community character
- Environment
- Health & wellness
- Project History

In addition to the MTP rankings, additional factors that were considered in selecting priority SHIFT projects include:

- How well the project scored in SHIFT – Low scoring projects may not be likely to be selected regardless of local priority
- Project status – whether the project is a continuing or new project, its current phase of development, existing funding commitments, etc.
- Public input – both past and present as part of the MTP process, SHIFT process, during recent studies/plans, etc.
- Regional and local benefits beyond those quantified in the MTP scoring process

## **Public & Stakeholder Input**

The 2045 MTP project list from which the locally sponsored projects were derived was developed through an extensive public outreach process and is a good foundation for examining public desires. The MPO also took the following actions after receiving the scored list of SHIFT projects from KYTC.

- Posted to our website a brief synopsis of SHIFT, the MTP prioritization process and any other priority criteria that the MPO used in selecting the priority projects.
- Listed the times and locations for the MPO's Transportation Technical Coordinating Committee (TTCC) and the TPC meetings where the local priorities were discussed. These meetings were open to the public.
- The MPO's TTCC reviewed and recommended both sponsored and boosted projects. The TTCC advised the TPC and is comprised of transportation and community stakeholders.
- MPO staff summarized the public/stakeholder input received and communicated this to the TPC for their consideration.

## **Coordination**

Coordination between the MPO, Highway District Office (HDO) 7, and the Blue Grass ADD was the single biggest asset to the SHIFT 2020 process. By coordinating our priorities, we were all able to achieve excellent results and the highest priority projects became evident throughout the process. The TPC approved a list of priority projects, but allowed the MPO staff some latitude to make final decisions in conjunction with HDO 7 in order to optimize our number of projects and success in the prioritization process. Although the Lexington Area MPO and Blue Grass ADD do not technically overlap, the coordination efforts between the two agencies mutually benefitted

the entire Central Kentucky region. Until the completion of the SHIFT process, the MPO staff will continue to be available to assist the HDO 7 office by any means and will work with the other “North” regional partners including HDOs, MPOs and ADDs in order to develop the regional recommendations for the Statewide Highway Plan.

### **Timeline – Highlights of Major Events**

Dec 2018	Began pre-coordination meetings with HDO 7 & Blue Grass ADD (BGADD)
Jan 2019	Received potential sponsorship list from KYTC
	Participated in HDO 7 & BGADD meetings with local and State officials to gather input on potential SHIFT projects
Feb 2019	MPO’s TTCC & MPO staff reviewed and recommended sponsorship projects
	Lexington Area MPO TPC approved the sponsorship of projects and directed staff to coordinate with HDO 7, BGADD and KYTC to finalize sponsorships
March 2019	MPO Staff coordinated with HDO 7 & BGADD to verify data on sponsored projects
April 2019	MPO & TPC finalized and approved the SHIFT 2020 Prioritization Process
June 2019	Scored projects were received from KYTC
July 2019	MPO staff, BGADD, & HDO 7 coordinated review of projects and made recommendations to TTCC
	TTCC and MPO staff reviewed and recommended projects to boost
	TPC approved the boosting of projects and directed staff to coordinate with HDO 7 and BGADD to finalize boosted projects to KYTC
Aug/Sept 2019	MPO staff made itself available to assist HDO 7 by any means necessary to work with the other North Regional partners in order to develop the recommended State Highway Plan

### **Conclusion**

The Lexington Area MPO followed SHIFT quantitative and qualitative processes to score and prioritize projects working closely with HDO 7 and the BGADD. The MPO sponsored 23 projects with three making the Statewide list. Of the 45 projects on the Regional list, the MPO boosted 25% of these, or 12 projects giving them an additional 15 points each.



## **SHIFT 2020 Prioritization Plan Final**

**Prepared by: Bob Koehler**

**August 15, 2019**

### **Introduction/Overview/Project Selection**

OKI staff met with local stakeholders on March 6, 2019 for the purpose of educating stakeholders on the purpose and process of SHIFT 2020. This meeting was used to identify the area priority projects to be sponsored for scoring through SHIFT 2020. OKI was allocated 27 projects. This meeting also laid the foundation for the August 14 meeting to assign the OKI “boost” points for the top 25% (15) of projects within our area’s Regional List.

### **Public Involvement**

All Kentucky-based members of the Intermodal Coordinating Committee (ICC) and the OKI Board as well as their alternates were invited to the March 6 meeting and the same invite went out to stakeholders for the August 14 meeting where “boost” points were assigned. Thirty-three guests attended the March 6 meeting. Thirty-four guests attended the August 14 meeting. Representatives from every county and several cities were represented. The meeting was not advertised as a public meeting but anyone was welcome. There were a few non OKI members present.

### **Project Boost Criteria**

The process for determining the awarding of boost points at the August 14 meeting was as follows: OKI staff will present an overview of the SHIFT purpose and process using collateral materials from KYTC Central Office. Background on the data-driven process will be provided by OKI staff. KYTC Central Office and District 6 personnel will provide additional information and respond to questions. OKI staff coordinates closely with both Central Office and District 6 personnel throughout the entire process. OKI received D6 recommended boosts on July 11. OKI Staff reviewed the projects and subsequently made a staff recommendation which was shared with OKI stakeholders 3 weeks in advance of the August 14 meeting,

The OKI staff recommendation of the projects to receive the local 15 point “boost” closely correlates to projects with item numbers and high scores. Staff is very interested in moving projects already in the “pipeline” towards implementation. These projects reflect the following traits:

Current TIP/ STIP status (ready for construction? in R/W phase? etc.)

Project Impact on improving any of the joint priorities

- safety
- system preservation
- congestion
- economic growth

Demonstrated public and political support for the project

Consistency of the project with the OKI 2040 Regional Transportation Plan

Consistency of the project with local comprehensive plans

Constructability

## **Conclusion**

Some projects have certain subjective qualities that may not always be able to be reflective in a scoring process. As such, some adjustments we made based on discussion at the August 14 meeting. The following adjustments were made: OKI Boost points assigned to three projects (North Region ranked projects 121, 179 & 263) were reassigned to other projects and ones that also had District 6 boost points (195, 21 & 102).

# Owensboro-Daviess County MPO



## SHIFT 2020 Prioritization Plan

### Final Document

August 13, 2019

Prepared by: Tom Lovett

### Introduction/Overview

The purpose of this document is to provide a plan and methodology to the Kentucky Transportation Cabinet (KYTC) for the Owensboro-Daviess County MPO's 2019 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 process called the Strategic Highway Improvement Formula for Tomorrow (SHIFT) to make the selection process more data-driven and objective. Selection for the Highway Plan through the SHIFT process is a collaborative effort, with local leaders involved throughout the process to help shape regional funding priorities. Through the SHIFT collaboration, projects are selected for prioritization, or "sponsored," at one of the following levels:

- District Level – Selected by the KYTC Highway District 2 Office
- MPO Level – Selected by the Owensboro-Daviess County MPO

### Timeline

- February – Owensboro-Daviess County MPO selected a list of projects to sponsor
- May – Owensboro-Daviess County MPO's Draft Prioritization Plan submitted to KYTC
- July – MPO meeting notices and Draft Prioritization Plan were made available on the MPO website
- July 30 – MPO met to assign boost points to projects to adjust priorities
- August 1 – Boosted projects submitted to KYTC
- August – Owensboro-Daviess County MPO's Final Prioritization Plan submitted to KYTC
- October/November – KYTC Central Office develops Recommended Draft Highway Plan
- November/December – KYTC delivers Draft Highway Plan to the Governor



## **Project Selection Criteria/Methodology**

The MPO was granted nine project sponsorship slots by KYTC. These nine projects were drawn from a list of 56 projects the MPO has compiled in the KYTC's Continuous Highway Analysis Framework (CHAF). A working group of members of the MPO's Technical Advisory Committee (TAC) and Policy Committee met on February 21, 2019, to whittle that list of 56 prospective road projects down to nine. The working group created a list to be voted on by the full MPO. During its February 26 meeting, the TAC accepted the list of proposed street projects from the working committee and voted to recommend that the Policy Committee approve the list as offered. The Policy Committee approved the list as offered.

The MPO considered multiple criteria as it selected its list of SHIFT projects:

- Whether the project was funded in the current Highway Plan
- Safety improvements
- Area significance
- Congestion mitigation
- Economic development
- Project viability

## **Project Boost Criteria/Methodology**

Upon completion of KYTC's statewide selection process, a list of projects was provided to the MPO for prioritization and the MPO was informed that it could assign 15-point boosts to four projects. The MPO met July 30 to complete this phase of the prioritization process. Projects were presented in an order of highest score to lowest determined by the KYTC scoring method.

In addition to the criteria used in the SHIFT selection process, MPO members also considered the value of specific projects to the community, based on their expertise/knowledge of local conditions that might not be reflected in the SHIFT process. They sought a balance between projects they felt were most needed in the community, projects that scored high enough to be funded in the new Highway Plan and projects that were economically feasible.

## **Public Involvement/Feedback**

All MPO meetings are advertised on GRADD's website:

[www.gradd.com/local-government/transportation/owensboro-daviess-county-mpo/](http://www.gradd.com/local-government/transportation/owensboro-daviess-county-mpo/), social media, email, e-newsletter and monthly media notices. These meetings are open to the public. No members of the public attended the meeting. The Draft Prioritization Plan was posted on the GRADD website and was included in the agenda of the July 30 MPO meeting. Once approved, this finalized Prioritization Plan will be made available on the website.

## **Conclusion**

The Owensboro-Daviess County MPO believes these criteria have allowed it to accurately identify and prioritize the projects of the greatest benefit to personal and commercial traffic in the MPO area, balanced against fiscal responsibility.

# Radcliff/Elizabethtown Metropolitan Planning Organization



## SHIFT 2020 Prioritization Plan

Final

August 20, 2019

Prepared by: Mike Skaggs

### Introduction/Overview

The Radcliff/Elizabethtown Metropolitan Planning Organization (MPO) played a key role in the Strategic Highway Investment Formula for Tomorrow (SHIFT) highway project prioritization process. The MPO provided a forum for local elected officials and other stakeholders to both sponsor highway projects to be included in the SHIFT process and to evaluate the projects following the technical scoring phase of the process. By utilizing the process described in this document, the MPO chose the projects that are most important to the MPO planning area and provided “boost” points to those projects to enhance their score with the ultimate goal of getting projects into the 2020 Kentucky Highway Plan.

### Timeline

- February 12 – MPO Technical Advisory Committee (TAC) Meeting – Project Sponsorships – Recommendation to MPO Policy Committee
- March 7 – MPO Policy Committee Meeting – Project Sponsorships – Final Approval
- July 11 – MPO TAC Meeting – Chose projects to “boost” for the SHIFT 2020 process
- July 18 – MPO Policy Committee – SHIFT 2020 “Boost” Final Approval

### Project Selection Criteria/Methodology

The MPO did not utilize specific criteria for selecting the projects to sponsor for the SHIFT 2020 process. The full project list for the MPO was presented to the MPO Technical Advisory Committee (TAC) for review and discussion at its February 12, 2019 meeting. The committee discussed the projects that were sponsored in 2017 and still remain on the list and then discussed other projects that are of importance to the MPO, based on knowledge of the area by committee members. The MPO TAC selected 12 projects to

sponsor for the SHIFT 2020 process. Following the selection of those 12 projects, the MPO Policy Committee reviewed and discussed the list of projects and approved the list at its March 7, 2019 meeting.

## **Project Boost Criteria/Methodology**

Following the Data Verification and Technical Scoring process conducted by the Kentucky Transportation Cabinet (KYTC), the MPO discussed and selected projects to “boost”. The MPO TAC met on July 11 and selected the six (6) projects to boost for SHIFT 2020. The MPO Policy Committee met on July 18 and approved the recommendations from the MPO TAC. During that process, the MPO utilized the following criteria for the discussion on projects:

- Safety/Access Management
  - KYTC Safety Score
  - Local Officials and/or residents concern about safety issue(s) in the project area
  - Project addresses access management issue(s) in the project area
- Project Phase or Phases Already Underway
  - Project identified in an MPO or local study
  - Project is ranked in the MPO’s current Metropolitan Transportation Plan
  - KYTC Scoping or Planning Study completed on the project or in the project area
  - One or more project phases started or completed
- Growth Corridors/Corridor Connectivity
  - Significant growth is currently occurring or anticipated along this route
  - Connectivity is enhanced along a major corridor
  - The 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 or may include a multimodal element (e.g., bicycle, pedestrian, transit)
- Significant Regional Project – Project is significant to the region as a whole

## **Public Involvement/Feedback**

All MPO meetings are open to the public, thereby, citizens were provided an opportunity to provide feedback into the SHIFT 2020 process. All project information is also posted on the MPO webpage with opportunities for the public to provide comments or ask questions concerning the SHIFT process.

## **Conclusion**

In the MPO Planning Area, there were twenty-two (22) projects sponsored for the SHIFT 2020 process, twelve (12) by the MPO and ten (10) by KYTC District 4. The MPO was allowed to “boost” 25% of the regional projects, which equaled six (6) projects.