

**SHIFT 2020 Advisory Committee – Minutes**  
**9/27/2018 - Rm C106 – 10:00 -11:30**



**Attendees:**

<b>Last Name</b>	<b>First Name</b>	<b>Representing</b>
Berry	Harry	KY County Judge Executive
Carroll	Bryanna	KY League of Cities
Carter	Lindsay	KYTC Program Management
Ellis	Bryon	House Leadership
Looney	Paul	KYTC Office of the Secretary
Mills	Deanna	KYTC Planning (scribe)
Moore	John	KYTC State Highway Engineers Office
Oatman	Susan	KYTC Program Management
Rigney	Ron	KYTC Program Management
Ross	Steve	KYTC Planning
Santoro	Sal	KY House of Representatives
Spencer	Amanda	KYTC Planning
Tomblyn	Gray	KYTC Rural and Municipal Aid
Upchurch	Ken	KY House of Representatives
Vaughan	Eileen	KYTC Planning

**Summary of issues for further consideration**

- Consider improvements to ensure legislators have adequate opportunity to engage in project identification and sponsorship
- Provide more information and/or training to explain the SHIFT process to the legislative body

## Meeting Minutes

### **SHIFT 2020 Advisory Committee: Welcoming Statements – Mr. John Moore**

- Mr. Moore welcomed the committee members and thanked them for their participation. Introductions were made.
- Began with a review of the Strategic Highway Investment Formula for Tomorrow (SHIFT) program background
- Noted that even though the 2018 Highway Plan was recently enacted, KYTC and its partners are already working on refining and improving the year-long process for SHIFT 2020, and this is the right time in the process to make changes
- The purpose of this Advisory Committee meeting is to identify issues at the start of the SHIFT process and build consensus with transportation leadership
- Mr. Looney joined in welcoming the committee members and thanked them for their participation, shared his thoughts on the success of SHIFT 2018, expressed his desire to improve capturing local needs, and requested assistance on identifying areas where efforts should be focused

### **Presentation: SHIFT Overview – Ms. Amanda Spencer**

- SHIFT goal: to provide a logical, dependable, defensible tool that allows officials at all levels to understand the comparative needs of their projects
- Comment from committee: there did not appear to be adequate communication with legislative leaders early in the SHIFT process.
  - The thought during the first SHIFT cycle was that the legislative transportation leaders would have a voice through the local Metropolitan Planning Organizations (MPOs) and Area Development Districts (ADDs).
  - SHIFT was in its infancy in 2018 and the mechanisms may not have been fully understood by all participants.
  - Ms. Spencer reviewed the Project Sponsorship formulas and resulting numbers, and Mr. Looney requested input from transportation leaders on improved sponsorship methods and numbers.
  - KYTC leadership will look into the process and try to improve the mechanism ensuring sufficient opportunity for legislative input.
  - It was noted that adding in projects at the end of the SHIFT cycle is difficult because of the modeling needs and that each project score is measured relative to the other project scores. The critical time for SHIFT 2020 project sponsorship is January and February 2019.
  - Throughout the presentation, it was noted that transportation leaders needed to have readily available tools to explain the SHIFT process to their constituents.
- More detail was requested and provided on the statewide versus regional phases of the SHIFT process (Power Point slide 10)
  - Mr. Moore provided additional detail on how mega projects were addressed: for example, the Brent Spence Bridge (statewide) or Mountain Parkway (regional) needs would overwhelm either the statewide or the regional budgets therefore large projects are set aside for specific funding.
  - Statewide projects are typically interstates and other major routes that provide statewide mobility

- Information was requested on how the state and regional funding formula percentages (Power Point slide 11) were determined
  - Mr. Moore described the team effort involved in determining the percentages, and stated that the criteria percentages, Safety for example, were tempered with the confidence in the data and available methods to calculate scores
  - Concern was expressed from a committee member that regional congestion was only rated at 10% and that consideration should be made to increase it
  - Mr. Moore explained that the SHIFT 2018 congestion models were not sensitive enough to capture narrow temporal congestion
  - Ms. Spencer noted that congestion also was captured in other measures such as the Travel time Savings element of the Benefit to Cost metric
  - Mr. Moore requested specific examples of where congestion was not accurately captured so that these can be examined in more detail
- Information was requested on how the Recommended Highway Plan projects were selected after the scoring process - specifically was the selection based solely on scoring?
  - Mr. Moore stated that the goal in project selection was defensibility. There were logical, defensible reasons, including transportation leadership input, projects were either promoted or skipped [logical construction sequencing is an example of this, KYTC would never reconstruct parallel sections of I-264 and I-265 simultaneously]
  - Mr. Rigney detailed how the Highway District Offices (HDOs), MPOs, and ADDs strategically used their boost points. Mr. Looney noted that KYTC did not direct how the HDOS, MPOS, and ADDs used their respective boost points, but did encourage coordination and collaboration across county, district, MPO and ADD boundaries.
  - Mr. Moore provided additional information that each project is represented by either a district, or an MPO or ADD.
- Information was requested on the regional groupings (Power Point slide 12)
  - Districts were grouped into Regions based on similar challenges such as terrain and there was an attempt to balance lane-miles of roadway.
  - The logic behind grouping Districts 5, 6, and 7 together was that they inherently receive the largest share of statewide funding ; this approach ensures a level of geographic distribution
  - Mr. Rigney detailed the regional funding splits: each Region received an equal ¼ share of the Regional funds. Within each Region, each District received 25% of the Regional share. The remaining 25% could be either split into thirds and shared equally between the three districts within the Region, or pooled for larger projects within the Region.
  - Bryon Ellis requested a breakdown of the 2018 Enacted Highway Plan (vs the 2018 Recommended Highway Plan) funding between Regions and Districts. John Moore agreed to provide.

**Presentation: SHIFT Overview continued – Tuning the Engine – Ms. Eileen Vaughan**

- In regards to the Economic Growth measure (Power Point slide 21), Mr. Moore detailed the constraints of the economic growth model: that it cannot capture future/expected growth unless the expected growth is concrete (i.e. construction has begun on the expected development).
- The committee asked how sensitive the congestion measure was to traffic signal timing issues

- Mr. Moore stated that the SHIFT 2020 congestion measure will be using GPS data which now is able to pick up 10% to 15% of the travelers in a given area. In certain areas, with this data it is easy to identify the traffic signals in the speed pattern.
- Mr. Looney emphasized KYTC's dedication to solve problems before they elevate to the level of a highway plan project and encouraged the committee to notify KYTC leadership where traffic signal timing adjustments are needed. Mr. Looney elaborated that the Zvarious funds in the Highway Plan provide a method to address similar issues quickly.
- A suggestion was made that it would be beneficial to expand the traffic camera network to better adapt the traffic signals to address congestion. Mr. Moore stated that KYTC will pass this recommendation on to the OKI Regional Council of Governments (OKI).
- Ms. Vaughan concluded the Power Point presentation with reviewing the schedule for SHIFT 2020
  - Mr. Moore noted the sponsorship phase of SHIFT 2020 will begin in January 2019 and KYTC leadership will emphasize the need for the Districts to reach out to the legislative leadership
  - Mr. Looney stressed the need for early legislative input and requested any additional ideas on how to capture this input early in the process
  - It was noted that projects in the 2018 Enacted Highway Plan that have Right-of-Way (R/W) scheduled in 2021 may not have to go through the sponsorship and scoring phases again, but may be placed in the 2020 Recommended Highway Plan automatically
- Question from the committee: did KYTC request input from the Districts, MPOS, and ADDs concerning the new projects requested by the legislative leaders?
  - Mr. Moore stated that additional input was not requested from the HDOs, MPOs, and ADDs as the projects were mostly added into the outlying years of the Highway Plan. These projects, if sponsored, will go through the normal SHIFT scoring and prioritizing processes for 2020.
  - The committee noted the overall appreciation of the SHIFT program which provided a consistent scoring and prioritization process that allows flexibility for local input
- Ms. Spencer re-emphasized KYTC's need to know what the needs are from the committee and other transportation leadership and requested any suggestions. Suggestions included:
  - More training in the SHIFT process
  - Early involvement of our legislators
  - Additional training or information about available funding methods
  - The following training opportunities were identified:
    - The newly-elected County Judge Executives have training in December. Ms. Hampton will send the dates and contact information to Ms. Spencer.
    - 25% of the House of Representatives will be new in January, contact the Speaker of the House to schedule training sessions.
    - Kentuckians for Better Transportation (KBT) has a formal January or February meeting that all members attend that would be a good opportunity
    - Ms. Carroll suggested training for the mayors in February or March
- Final comments on the SHIFT program
  - It was noted that many states' legislative bodies mandate a scoring and prioritization process similar to SHIFT
  - Mr. Rigney re-emphasized that SHIFT is a tool for transportation decision-makers
- Question from the committee: is KYTC tracking the progress of the SHIFT projects?

- Mr. Moore stated that we are tracking now and can show progress. SHIFT was built as a promise to the people of the Commonwealth, now it is up to us to deliver on the promise.

**Concluding remarks** – Mr. John Moore

- KYTC leadership expressed their gratitude for the committee's time and attention

The Advisory Committee meeting concluded at 11:30 a.m.