

District 1 - 2017 Prioritization Plan

As District 1 moves warily into the next phase of the 2017 Prioritization Cycle, we will begin judiciously reviewing the scoring of all sponsored projects within our District, and selecting those projects that are believed a priority to boost for further consideration. Review of the scores will aid our District 1 team in their decision making, but they will also use a predetermined methodology, or criteria, when selecting projects.

Upon first viewing of the list of scored sponsored projects, initial priority to be chosen will be given to those projects that have already begun and have initiated at least the Right of Way phase of the project. District 1 reasons that the projects that have reached this phase have made a commitment to the people both directly and indirectly affected by these projects. When a project has reached the Right of Way or Construction phase, it becomes very difficult and unbecoming to walk away from the promise of that project.

The next criteria utilized for selecting projects to boost will be regional connectivity. District 1 considers regional connectivity to be more encompassing than one corridor to another. The significance of regional connectivity for District 1 comprises connecting District 1 to District 2, connecting Western Kentucky to Tennessee, Missouri, and Illinois, as well as connecting city to city within our District 1 region. All of these aspects of regional connectivity will be considered for this review of the list of scored sponsored projects.

A final reexamination of the list for selecting projects to boost will use analysis of the safety evaluation components of each project as the last selection rationale. The District 1 team will consider each project's score, CRF, ADT, Truck Percentage, etc. to discern which projects have the highest safety needs.

After receiving the Final Score from Central Office Planning, District 1 reviewed each project individually using the criteria set forth in our previous methodology. District 1's final methodology for boosting projects and setting priorities was to first select those projects that had already begun and had at least initiated the Right of Way phase of the project, then to select projects with significant regional connectivity, and finally to select projects based upon evaluation of their data.

Upon review of the submitted list of District 1 Priority Projects, it shows that 4 projects were selected as higher priority than others beyond what their scores would dictate. District 1's reasoning for these projects' higher priority is shown below.

- 1-154 This project was moved to the highest priority for the District, because this corridor is the most heavily congested corridor in the District. District 1 considers a project to manage congestion in the area to be of a higher priority than anything else in

the District at this time. Currently, the Design phase of this project is complete and the Right of Way phase has begun.

- 1-152 This project was moved up to the third highest priority for the District, because it addresses a critical need to expedite traffic to the new McCracken County High School. This project is a low cost option that fits both the need for this project and the current budget requirements. Currently, the Design phase of this project is complete and the District had begun the Right of Way phase prior to the project being added to the "Pause 50" list.
- 1-181.5 This project was moved up to the fourth highest priority for the District, because it completes the US68/KY80 corridor from Mayfield to Bowling Green. This corridor will connect I-69 to I-24 to I-65. This will be a major corridor improvement for Southwestern Kentucky. Currently, the Design and Right of Way acquisition are complete, and Utility relocations are underway.
- 1-115.1 This project was moved up to share the fifth highest priority for the District with Item 1-115, because due to the current design the two projects need to be constructed at the same time.

District 2 - 2017 Prioritization Plan

The purpose of this document is to provide a plan and methodology to the Kentucky Transportation Cabinet (KYTC) for the District 2 2017 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 2018.

In 2017, KYTC 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 is intended to bring balance and dependability to Kentucky's over-programmed highway plan.

SHIFT uses quantitative data such as crashes, fatalities, traffic volumes, delays, and employment data 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

This plan will prioritize projects sponsored by the KYTC D2 office as well as the two Area Development Districts and three Metropolitan Planning Organizations for the Eleven County area that makes up District 2.

SHIFT PRIORITIZATION PROCESS

KYTC will use SHIFT to prioritize and fund about \$50 million in transportation projects in the current biennium. The process will be divided into two phases.

Phase One

Using the statewide formula, KYTC will determine the number of projects each ADD, HDO, and MPO may sponsor. For 2017, KYTC has allotted the following number of projects:

- District 2: 55 sponsorships
- GRADD: 23 sponsorships (excludes Daviess and Henderson counties)
- PADD: 41 (excludes MPO area)
- Owensboro MPO: 8
- Evansville MPO (Henderson): 6
- Clarksville MPO (Oak Grove): 3

Timeline:

February – ADDs, MPOs and HDO staff will meet with local officials to select projects to be considered for sponsorship by the respective committees.

March – ADDs, MPOs and HDOs submit sponsored projects via PIF database.

April – District 2 Draft Prioritization Plan submitted to KYTC Central Office.

Phase Two

KYTC scores projects based on safety, asset management, congestion, economic growth and benefit/cost, with a focus on statewide importance. These scores are returned to the district and regional levels for use in further scoring. At this point the HDO's will be separated into "KYTC Regions" for the second phase.

Timeline:

May- begin verification of data for scoring.

June- District 2 will discuss projects for boosting/ KYTC Regional Meetings start.

September/October – KYTC Regional Summits take place

October- KYTC Central Office Develops Draft Highway Plan

November – KYTC delivers Draft Highway Plan to the Governor

KYTC REGIONAL CRITERIA FOR POINT ALLOCATION

HDO will determine the projects for boosting based on:

- 1) Quantitative score
- 2) Current funded in the 2016 Kentucky Highway Plan
- 3) Safety Improvements
- 3) Importance to the region
- 4) Economic development

District 2 used the Quantitative score as a starting point. Projects with a higher score was given consideration for the boost points. The other criteria was used to help identify issues that was maybe not captured by the data.

Public Participation-

Since the HDO will work closely with the ADDs and MPOs, any projects sponsored or boosted by the HDO will be shown at the respective meetings of the ADDs and MPOs. Since these meetings are open to the public, this will allow the public to view and comment on those selections. In addition, District 2 will place a notice on the KYTC webpage and the KYTC D2 Facebook page informing the public of the availability of a copy of the projects in the D2 office lobby for viewing and comments.

District 3

District 3 Priorities Plan

As part of the SHIFT Regional Prioritization, the District 3 office had the opportunity to “boost” 25% of the 86 projects sponsored within the district. District 3 engineers used the following strategies to select which of the projects within the district to “boost”.

- District Priority Project listing – In April 2017, the District Office Chief District Engineer and Branch Managers voted on which projects on the sponsorship list they considered “Priority Projects” for the district, based on current knowledge on the project scope and need. From that exercise, projects with either a unanimous vote (4 votes) or 3 votes were included on the Priority Project list, for a total of 24 projects. The priority project list included many projects that were already underway and some which needed real funding. After Regional scores were delivered, these priority projects were discussed first to strategize how to include them in the 2018 Highway Plan.
- Project score – The district listing of regional scores was heavily considered when deciding whether or not to boost a project. A project with a very high score (i.e. 15-30 points higher than the average score) was not boosted if District Engineers deemed this project could advance into the Highway Plan without boosting. Projects with the lowest regional scores (i.e. the bottom third of project scores) were not considered for boosting unless they were on the district Priority List.
- Partner Agency support – The district coordinated with the Bowling Green MPO, the Barren River ADD, and the Pennyryle ADD to negotiate which projects to boost together. Forming a partnership with the other agencies in the region to “double-boost” projects increased the projects probability to compete with projects within the region.

Discussions were included on the agendas for the MPO and ADD Transportation meetings, which are open to the public. The goal was to ensure that the final list of boosted projects aligned district scores to be representative of the needs and priorities of the area.

2017 SHIFT: District 4 Prioritization Process

Guiding Principles for Qualitative Prioritization of Projects

The newly developed SHIFT scoring process offers a comprehensive evaluation of projects based on quantitative data. However, there are still qualitative elements that are very much a part of the decision making process. These elements are such that they can influence why a project with a nominative score may be “boosted” ahead of other worthy (higher scored) projects. The list below are factors of consideration - guiding principles - on why a qualitative boost to the score might occur so as to facilitate prioritization:

District 4 had the opportunity to boost 25% of the total number of sponsored projects. The District sponsored 67 projects and were able to boost 17 of those projects. We applied 15 points to these projects based on the following criteria:

1. Do local officials and/or residents have concerns about safety in the project area?
2. Is there support for the project from multiple local agencies such as local officials, ADDs/MPO and the Highway District Office?
3. Was the project identified as a result of a Scoping or Planning Study?
4. Does the project have a phase that is active or has been completed?
5. Is significant growth occurring or anticipated along this route?
6. Is the project on a regionally significant corridor that will enhance connectivity between county seats and/or to interstates or parkways?

District 4 worked closely with the ADD’s and MPO to ensure that the most significant projects were given priority and received a “Turbo Boost”. This collaborative effort proved to be beneficial especially for those projects with lower than expected quantitative scores.

The list of sponsored and boosted projects are available for review by contacting Charlie Allen at the Department of Highways, District 4 Office in Elizabethtown at 270-766-5066.

District Five 2017 SHIFT Prioritization Process

Overview

The Strategic Highway Investment Formula for Tomorrow (SHIFT) Prioritization Process was a data-driven objective and collaborative approach to identify the most appropriate projects for the Kentucky Transportation Cabinet (KYTC) Recommended Six-Year Highway Plan (SYP).

The SHIFT process for the KYTC Highway District 5 (HDO) was a yearlong effort that began with meetings between various political and state agencies in the 8 counties of Bullitt, Franklin, Henry, Jefferson, Oldham, Shelby, Spencer, and Trimble. These meetings included state senators and representatives, county judge executives, area development districts including the Kentuckiana Regional Planning and Development Agency (KIPDA ADD) and the Bluegrass Area Development District (BGADD), the metropolitan planning organization - KIPDA MPO, the KYTC Central Office, and District 5. District 5 personnel included the Chief District Engineer, the Project Development Branch Manager, the Engineering Support Branch Manager, the branch managers and supervisors for Project Delivery and Preservation; the Design Section Supervisor, maintenance personnel from each county as well as the District 5 Planning Supervisor, and the District Environmental Coordinator.

The coordination meetings enabled discussion between all persons with various perspectives that told the entire story highlighting and including the – “qualitative data” – of each individual project beyond just the “quantitative” data available thru the SHIFT Process. The meetings produced a master list of projects from the KYTC Unscheduled Needs List (UNL) and the current SYP to consider for advancement into the next SYP.

The next steps were the 3 phases for prioritization of projects:

- The first phase included creating a baseline of projects from the master list through sponsorship by the HDO, MPO, and ADDs in the District. The number of sponsored projects was determined using population and center lane miles per agency. Sponsored projects were selected by the agencies based on the completed rankings, quantitative, and qualitative data. The sponsored projects were then forwarded to the KYTC Central Office for Statewide and Regional quantitative data-driven scoring. Statewide and Regional Scoring processes differed by the weight of the scores attributed to each scoring category and the agency input allowed in the final Regional scoring that was not included in the Statewide scoring.
- Statewide - Projects on the National Highway System (NHS) selected by the KYTC Leadership were based upon the Statewide scoring calculations and available funding. KYTC Leadership included the State Highway Engineer; Executive Directors for Project Development, Planning and Program Management; and the Division of Highway Design’s Location Engineering Team.
- Regional - Projects not selected for funding by KYTC Leadership were added to the remaining list of the sponsored projects for “Regional” scoring. KYTC Leadership selected the Regional projects based on the Final Regional score that included the District/Local Priorities (“boost”) detailed below and available funding. The HDO, MPO, and ADDs could partner in the priority points (“boost”) scoring.

ADD and MPO Process

KIPDA ADD

The initial local prioritization meetings occurred early in each of the four KIPDA ADD counties – Henry, Shelby, Spencer, and Trimble with local elected officials, local community stakeholders, ADD staff and HDO staff. SYP projects and all UNL projects were reviewed and ranked. The traditional ranking of projects aided with any additional future priority decisions made on those projects. New UNL projects were also identified in addition to changes of scope, mile points, etc. of all existing projects.

Project sponsorship was determined at the Regional Transportation Council (RTC) meeting after the SYP and UNL projects were reviewed and ranked by each county. An equal number of the top ranked projects from each individual county were sponsored with the exception of one additional project from Shelby County due to its population. These sponsorships were selected with consideration of the HDO sponsorships which were completed first.

Sponsored projects not programmed for funding by KYTC Leadership in the Statewide process were Regionally scored and returned to the ADD for the opportunity to “boost” 25% of those projects by adding 15 points to the individual project score. Adding points to the score allowed for changes in the priority of the individual quantitative scores and showed support for specific projects by local agencies thru qualitative data.

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

BGADD

Franklin County is the only HDO county in the BGADD Region. The local prioritization meeting occurred at the outset of the effort and the UNL and the SYP list of projects were reviewed for sponsorship and ranked.

The regional project sponsorships selected at the BGADD RTC meeting included the top ranked projects from each county with consideration of the HDO sponsorships which had already been selected and were available.

Sponsored projects not selected for funding by the KYTC Leadership in the Statewide process were Regionally scored and returned to the ADD who had the chance to “boost” 25% of those projects by adding 15 points to the individual project score.

The BGADD’s Regional Transportation Committee members gave each of its 15 counties the ability to select one project to add additional points to. The remaining projects capable of receiving a “boost” was determined based on the following criteria:

- Local input
- Stage of Project Development
- How a project has historically ranked
- How well a project improves connectivity
- Regional significance

The BG ADD solicited public input throughout the prioritization process by consulting with local officials, transportation stakeholders, and the Regional Transportation Committee. Information about SHIFT was provided through email, the RTC, and the ADD's monthly Board of Director's meetings. Meetings were held in each county to review the SHIFT process and gain input on projects considered for sponsorship. Input for sponsorship of projects, selection criteria, and determining boosted projects was also determined at the Regional Transportation Committee meetings.

KIPDA MPO

The Transportation Policy Committee (TPC) for the Louisville/Jefferson County KY-IN MPO including Bullitt, Jefferson, and Oldham counties first approved a list of sponsored projects based on the following criteria:

- Projects must be listed in the Horizon 2035 Metropolitan Transportation Plan (MTP)
- Projects were reviewed based on components of the Draft Connecting Kentuckiana Project Evaluation Process.
- Sponsored projects were approved by the Transportation Technical Coordinating Committee (TTCC) before TPC approval.
- The KYTC PIF/UNL Database is as updated as possible.

Projects not programmed for funding by KYTC Leadership in the Statewide process were Regionally scored and returned to the MPO for the ability to "boost" 25% of those projects by adding 15 points to the individual project score thru the following procedure:

- Projects were listed in the Horizon 2035 Metropolitan Transportation Plan (MTP).
- Projects were scored by KIPDA Staff based on the Connecting Kentuckiana Project Evaluation Process (using point-in-time data and criteria).
- A TTCC Working Group reviewed the results of the Staff evaluation and made recommendations to the TTCC regarding the provision of "support" that might be afforded projects deemed worthy.
- Consultation with KYTC District 5 took place, during which common priorities were reviewed and discussed.
- Final project list, the evaluations and suggested "boost" for projects were reviewed by the Transportation Technical Coordinating Committee (TTCC), and their recommendation will be forwarded to the TPC for consideration and approval.

All decisions regarding the MPO's formal involvement with the SHIFT process were discussed and documented at both the TTCC and the TPC meetings in March and April of 2017, with initial discussions at the TPC meeting in February 2017. These discussions were included as agenda items for those meetings, and each agenda was posted on the KIPDA website a week prior to each meeting. All meetings were open to the public and were recorded, and a video recording of each meeting was 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, and documentation of the process to apply additional "support" was a product of the April 19th, 2017 Memorandum from Larry D. Chaney to the TPC and TPC input/approval regarding the process. Documentation of the entire process as well as the final list of projects receiving "support" was 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. In the past projects in the MTP were not prioritized, KYTC did not have documentation of project

priority, and the process (as it previously existed) to select projects for the Six-Year Highway Plan assigned funding for projects based on not only need, but on public opinion and political will as well. However, any project that was considered by the MPO for prioritization or support in the SHIFT process must already have 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 would 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 would be conducted.

HDO Process

The HDO generated a master list of Active SYP Projects and UNL Projects for each of the eight counties in the district for review and ranking.

Ranking meetings were held first by county and included the Chief District Engineer, the Project Development Branch Manager, the branch managers and supervisors for Project Delivery and Preservation; the Design Section Supervisor, maintenance personnel from each county as well as the District 5 Planning staff and District Environmental Coordinator. The projects from each county were first given a high priority or low priority designation to easily identify the projects of a higher priority. Those projects with a higher priority were then numerically ranked as an indicator for future sponsorship and prioritization.

A second meeting finalized the list of projects from each county sponsored by the HDO. Sponsorship of a project was a result of the review of the project's ranking, the quantitative score assigned in the SHIFT scoring process, and the qualitative measure of the project as detailed below. The individual county rankings were valuable in determining which projects to move forward with sponsorship for potential funding in the SYP.

Projects not selected by KYTC Leadership in the Statewide Process were returned to the HDO with a quantitative Regional score. The HDO numerically ranked list of projects by county was compared to the Regionally scored project list in order to "boost" of 25% of those projects by 15 points to improve the project score. Qualitative considerations that were a part of the HDO ranked list include:

- Projects with letting dates in need of only Construction funding.
- Projects with authorizations and possible expenditures on Design, Right of Way, or Utilities that need funding for future phases.
- Known priority projects for the KYTC Leadership.
- Projects that had a major impact on safety not captured by SHIFT scoring.
- Projects that had a major impact on congestion not captured by SHIFT scoring.
- Highly valued economic development projects not captured by SHIFT scoring.
- Maintenance projects too large for the maintenance budget – Asset Management.
- Discussion with the MPO and the ADD for overlapping "boost" projects.

The ability to partner between the HDO and MPO, or the HDO and ADD by adding the 15 "boost" points together for 30 total "boost" points enabled the district to show stronger support for a project.

Communication with those partners on the Regionally scored projects was an important part of the process.

The KYTC HDO is a voting member of the TTCC and the TPC and was included in the priority points meetings and discussion of the projects to receive the 15 point “boost” by the MPO. The potential overlapping of priority projects were identified at the TTCC meeting.

The KYTC HDO attended the RTC meetings for both of the ADDs in the district and was part of the discussion of the 25% of projects receiving the 15 priority point “boost”. Opportunity for cooperation on pairing “boost” points for a project occurred at that meeting.

Conversely, the MPO and ADDs were invited to the HDO priority points meeting for collaboration on the projects that the HDO applied the 15 point “boost”. Common priority point projects were finalized for a definitive list of HDO “boosted” scored projects.

Regional Summit

The state was divided into 4 Regions to allow for pooling of district resources to fund large projects. District 5 was in the North Region along with District 6 and District 7. The HDO prepared 3 funding scenarios showing funding for all phases from Federal Years 2018 to 2028 for priority projects for the Regional Summit meeting. The funding scenarios were as follows:

- \$27 Million in HDO funds with an assumed additional \$9 Million (1/3 of Regional Float Funding) for a yearly funding total of \$36 Million. With this funding scenario 37 projects were completed thru construction.
- \$18 Million in HDO funds with an assumed additional \$6 Million (1/3 of Regional Float funding) for a yearly funding total of \$24 Million. With this funding scenario 30 projects were completed thru construction.
- \$9 Million in HDO funds with an assumed additional \$3 Million (1/3 of Regional Float funding) for a yearly funding total of \$12 Million. With this funding scenario 22 projects were completed thru construction.

This last step finalized the formal SHIFT Prioritization Process for the HDO. The next step will be the KYTC preparation of the Governor’s Recommended Highway Plan to be presented to the 2018 General Assembly using the priorities presented by the HDOs, MPOs and ADDs.

2017 SHIFT: District 6 Prioritization Process

Guiding Principles for Qualitative Prioritization of Projects

The newly developed SHIFT scoring process offers a comprehensive evaluation of projects based on quantitative data. However, there are still qualitative elements that are very much a part of the decision making process. These elements are such that they can influence why a project with a nominative score may be “boosted” ahead of other worthy (higher scored) projects. The list below are factors of consideration - guiding principles - on why a qualitative boost to the score might occur so as to facilitate prioritization:

- Project has previous investment into the design, right-of-way and/or utility phases
- Project is ready for construction
- Project is in the STIP / TIP
- Project is a segment in a larger corridor project; completes a corridor improvement (continuity)
- Project is in a local or regional comprehensive plan
- Public Interest
- Safety (e.g. safety issues not fully captured by police reports)
- Congestion
- Multi-District Need
- Economic Development
- Public Infrastructure (e.g. schools, universities, parks, airports)
- Project Costs' Comparison

The District process will be to evaluate the quantitative scores from all district-related projects sponsored by the District, the ADDs and OKI to establish an “overall” district priority. This evaluation will assess the quantitative scores with the above criteria. From there, collaborative discussions (meetings) will ensue with the ADDs and OKI to strategically assess how the qualitative points will be allocated; ours and theirs. Communications with the ADDs and OKI show that their focus will initiate from their respective regional priorities/plans.

The District will rely on the ADDs and OKI for dissemination of information to interested parties and to give opportunities for said parties to provide input.

District 6 Prioritization of Regional Projects

The District engaged in a collaborative and iterative process for prioritization of the regional projects. The District held two internal meetings and attended all of the meetings with the metropolitan planning organization (MPO), Ohio-Kentucky-Indiana Regional Council of Governments (OKI) and the area

development districts (ADD) of Bluegrass, Buffalo Trace and Northern Kentucky. The District is made up of 11 counties, three urban and eight rural. The three urban counties are Boone, Kenton and Campbell and are all under the jurisdiction of OKI. The Bluegrass ADD encompasses 17 counties of which only Harrison County is located within District 6. Similarly, Buffalo Trace ADD encompasses five counties with only two counties, Bracken and Robertson, in District 6.

The Commonwealth’s limited transportation revenue resources are so heavily constrained such that the projects that were sponsored needed further prioritization to reduce the number of projects that will ultimately be submitted in the Transportation Cabinet’s Recommended Plan. In essence, quotas were established to further reduce the number of projects to consider for funding. Thus, using the SHIFT quantitative scores as a starting point, prioritization meetings were held to provide a qualitative assessment and “boost” projects’ scores that are deemed to be of greatest need. Below is a summary of each organization, the number of projects per organization that populated on the regional list, the maximum number of projects that could have their scores boosted, and the dates on which prioritization meetings were held.

Organization	Number of Counties in District 6	Projects on Regional List	Boost Quota	Meeting Dates
District 6	11	105	27	6-26-17, 7-24-17
OKI	3	56	14	6-27-17
Bluegrass ADD	1	105	27	7-17-17
Buffalo Trace ADD	2	32	8	7-13-17
Northern KY ADD	5	32	8	7-14-17

Immediately upon the regional scores being available, the District met internally to assign boost points to probable projects. This initial list included a few extra projects above the quota so as to indicate potential projects that could be considered for boosting. This list was sent to the OKI and the ADDs for sharing the District perspective. OKI and the ADDs had requested the initial list so that it would assist their caucus with initiating conversation amongst themselves and how they might wish to assign their boosts. OKI and the ADDs all held a single meeting respectively with their caucuses to prioritize, as shown above. Predominantly, the projects on the initial list were selected on the SHIFT score. The other projects selected were selected based on the Guiding Principles cited above.

OKI held their meeting one day after the District held the initial internal meeting. District representation at the meeting included the Chief District Engineer (CDE), the Planning Supervisor and the Planning Engineer. Largely, the OKI caucus decided to select projects which had received the highest base SHIFT scores and to also match that which the District had preliminarily boosted. There were three projects where the OKI caucus requested the District to modify an un-boosted project. With the CDE in attendance, collaboration yielded with easy concurrence on the part of the District. These projects were boosted / un-boosted following a discussion along the lines of that described above in the Guiding Principles. Further, these tended to be projects that were in the lower range of base scores and that the base score values were of a similar order of magnitude.

At the Buffalo Trace meeting the caucus chose to select their boosts solely on scores. This complemented what the District had done for Bracken and Robertson Counties. Thus, there were no adjustments to the District's boosted projects.

At the Northern Kentucky ADD meeting it followed very similar to OKI's meeting in engaging the caucus with similar discussions. Also, similar to the OKI meeting, the District representation was the same. There were two projects that the District were agreeable to boosting / un-boosting.

The Bluegrass ADD took the approach of boosting the highest scoring projects from each of their respective counties. The District had boosted one project in Harrison County. Thus, there were no changes to the District's preliminary boosted list.

The District met internally for a final meeting. The District needed to eliminate three projects that were above the quota. Again, using the Guiding Principles and consideration of what had been boosted by OKI, the list was adjusted to the quota amount. The projects that were adjusted had scores in the lower order of magnitude.

District 7

SHIFT17: District 7 Qualitative Prioritization of Projects

District 7, a 12-county highway district, collaborated with its regional transportation partners (Lexington MPO, Bluegrass ADD & Gateway ADD) during the 2017 SHIFT (Strategic Highway Investment Formula for Tomorrow) scoring process, which offers a comprehensive evaluation of projects based on quantitative data. Additionally, there are qualitative elements that affect the decision-making process, influencing project sponsorship (selecting a subset of desired projects from the entire PIF database), ranking & boosting (adding points to the quantitative score of a subset of the sponsored list). D7 used qualitative data to make decisions about which projects to sponsor, how to rank them (independent of score) and which projects with nominative scores were boosted over those with higher scores. D7 qualitative project prioritization criteria included:

- Projects ready for construction, with prior DRU phase investment or in STIP/TIP;
- Improving capacity, safety, mobility or connectivity;
- Public interest, economic development or civic infrastructure;
- Regional or local comprehensive plan significance or benefit;
- Local input or D7 leadership guidance;
- D7 rank, SHIFT quantitative score or fiscal practicability.

Based on the above criteria, the D7 prioritization process:

- Compiled a list of sponsored projects based on local (CJE), regional (MPO/ADDs) & D7 input;
- Ranked all sponsored projects, independent of SHIFT quantitative scores;
- Collaborated with MPO/ADDs to strategically assign qualitative boosts to prioritized projects;
- Budgeted select projects based on boom, mid & bust (\$36, \$24 & \$12M) biennium scenarios;
- Communicated with KYTC & MPO/ADDs all SHIFT decisions, allowing them to serve as conduits for information release & public review.

The D7 SHIFT project prioritization timeline:

- Dec 2016: D7 review of all district PIF projects & selection of preferred projects to sponsor;
- Feb 2017: CJE review, with regional transportation authority (MPO/ADDs) participation, of all county PIF projects with selection & ranking of preferred projects to sponsor;
- Mar 2017: Every project desired by locals (CJE/MPO/ADDs) or D7 was sponsored through collaboration, reconciliation & sharing of sponsorship slots;
- Apr-May 2017: Data verification;
- June 2017: D7 ranked sponsor list; met with 29 of our 30 state legislators to review sponsor lists in their area & get project-specific & general feedback regarding SHIFT; discussed with KYTC statewide (NHS) SHIFT scores with project funding, schedules & federal eligibility;
- July 2017: Met with locals (MPO/ADDs/CJEs) to determine boosting of regional SHIFT scores; boosts officially confirmed at local transportation committee meetings (MPO: 7/12; BGADD: 7/17; GWADD: 7/25); D7 official boosts submitted on 7/24.
- Aug 2018: Regional summit to discuss final prioritization & budgets (with fiscal years) for select projects based on boom, mid & bust (\$36, \$24 & \$12M) biennium funding scenarios.

The final prioritization product for D7 resulted in a sponsorship list of 121 projects, of which 9 were selected as NHS projects of statewide significance. Of the remaining 112 projects, 30 projects were boosted with 28 of them as double-boost. The budgeting phase used further qualitative analysis,

dropping 6 boosted projects (5 double & 1 single) from current SYP consideration, but including 1 non-boosted project (a future segment of New Circle Rd).

2017 Shift: District 8 Prioritization Process

The District used a collective process for prioritization of the regional projects. The District held multiple internal meetings with the Bluegrass, Cumberland Valley and Lake Cumberland ADDs. District 8 is made up of 10 counties. The Bluegrass ADD covers seventeen counties of which only Lincoln County is located within District 8. Also, Cumberland Valley ADD encompasses eight counties with only Rockcastle County, in District 8. The remaining counties in District 8 are in the Lake Cumberland ADD, which consist of Adair, Casey, Clinton, Cumberland, McCreary, Pulaski, Russell, and Wayne Counties.

District 8 used the opportunity to boost 25% of the total number of sponsored projects. We will apply 15 points to these projects based on the following criteria:

1. Do local officials and/or residents have concerns about safety in the project area?
2. Is there support for the project from multiple local agencies such as local officials, ADDs and the Highway District Office?
3. Does the project have a phase that is active or has been completed?
4. Is significant growth (tourism, economical, residential, etc.) occurring or anticipated along this route?
5. Is the project on a regionally significant corridor that will enhance connectivity between county seats and/or to interstates or parkways?
6. Is this an area where congestion or Level of Service could be improved?

Below is a summary of each organization, the number of projects per organization that populated on the regional list, the maximum number of projects that could have their scores boosted.

Organization	Number of Counties in District 8	Projects on Regional List	Boost Quota
District 8	10	80	20
Bluegrass ADD	1	105	27

Cumberland Valley	1	67	17
Lake Cumberland	8	73	19

Immediately upon the regional scores being available, the District Team met internally to assign boost points to probable projects. The District Team consisted of the Chief District Engineer, Project Development Branch Manager, Project Delivery and Preservation Branch Managers from branches I and II, Engineering Support Branch Manager and Planning Engineer. The projects were selected based on the criteria cited above and boost points were applied. There were a couple of projects that did not score very high using the quantitative scoring and the District Team felt these projects were necessary due to connectivity, and therefore we did choose some lower quantitative scored projects to boost.

District 9



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KYTC District 9 2017 Prioritization Plan



January, 2018

Introduction

Although the 2017 prioritization process has undergone a significant change since 2015, KYTC's mission and District Nine's goals and objectives remain unchanged.

The model KYTC has developed for the 2017 prioritization process has been termed SHIFT, an acronym for Strategic Highway Investment Formula for Tomorrow. SHIFT has been developed to bring balance and dependability to Kentucky's highway plan, which has 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 our state. Scoring formulae have been developed and will utilize the aforementioned data to obtain project scores for assisting in the identification of project needs.

Project Sponsorship

In March, Highway District Offices (HDOs), Area Development Districts (ADDs) and Metropolitan Planning Organizations (MPOs) were directed to review the current KYTC Highway Plan and the Unscheduled Needs List (UNL) to select, or sponsor, projects that those organizations felt were worthy of further funding consideration. Currently there are approximately 4,000 projects included in the Highway Plan and the UNL. Due to the extensive nature of the scoring process, particularly the cost/benefit component, it was requested that the total project list be reduced from 4,000 projects to a more manageable list of 1,200.

Utilizing a formula that takes into account number of counties represented, population and lane miles, each HDO, ADD and MPO was assigned a number of sponsorships to represent their selection of projects. The following is a summary of the number of sponsorships assigned to the District 9 area:

1. District 9 HDO — 40
2. Bluegrass ADD (Nicholas and 14 other non-D9 counties) — 66
3. Buffalo Trace ADD (Fleming, Mason, Lewis and two other non-D9 counties) — 16
4. FIVCO ADD (Carter, Elliott and one other non-D9 county) — 16
5. Gateway ADD (Bath, Rowan and three other non-D9 counties) — 18
6. KYOVA MPO (Boyd and Greenup) — 10

For the sponsorship portion of SHIFT, District 9 chose to allow the ADDs and MPO to select their projects first. This decision was made to give the public and local officials an opportunity to voice their support for projects from the full list of Highway Plan and UNL projects.

After all ADDs and MPOs had made their selections, the District 9 prioritization committee (Chief District Engineer, Pre-Construction Branch Manager, and district Planning division members) met to select the district's 40 projects to sponsor. Input from section engineers and the TEBMs of the Project Development and Preservation branches were taken into consideration at this phase. Although there was no requirement to utilize all sponsorships, all ADDs, the MPO and the HDO in the District 9 area used every one. At the end of the sponsorship phase, District 9 counties had 83 total projects sponsored.

Sponsored Project Data, Estimate and Schedule Verification

This phase of the SHIFT process allowed the HDOs, ADDs and MPOs to review project data (project descriptions, milepoints, project types, etc.), phase cost estimates and phase schedules. The scoring process is only as good as the data that represents each of the projects and this was the phase where the data is reviewed and corrections are made as needed.

Statewide Scoring

The next phase of the SHIFT process began with Central Office implementation of the scoring routine. Once the scoring was complete, the list of 1,200 sponsored projects was reviewed by a KYTC Central Office committee to determine projects eligible for the Statewide Scoring phase of SHIFT. Eligibility depended upon NHS designation as well as other factors. Projects selected for statewide eligibility at this juncture were removed from the list and were no longer eligible for HDO, ADD or MPO SHIFT consideration.

Regional Scoring

Upon completion of the statewide scoring process, remaining projects that weren't selected at that time were forwarded to the HDOs, ADDs and MPOs for ranking. At

that time, those groups chose to distribute “boost” points to the scores of the projects they felt most strongly about. A “boost” is a binary unit of measure, equal to 15% of the total project score. In other words, the options are to either give a project a full 15% point “boost” or nothing at all—partial “boosts” were not an option. Each planning entity (HDO, ADD or MPO) received a number of “boosts” equal to 25 percent of total projects sponsored in their particular area. For instance, District 9 had 82 total regional projects sponsored in their 10-county area, which translated to 21 “boosts” (rounding up for fractional values). The “boosts” assignments were as follows:

1. District 9 — 21
2. Bluegrass ADD (Nicholas and 14 other non-D9 counties) — 27
3. Buffalo Trace ADD (Fleming, Mason, Lewis and two other non-D9 counties) — 8
4. FIVCO ADD (Carter, Elliott and one other non-D9 county) — 7
5. Gateway ADD (Bath, Rowan and three other non-D9 counties) — 10
6. KYOVA MPO (Boyd and Greenup) — 4

District Prioritization

As stated earlier, a “boost” is a binary unit of measure, equal to 15% of the total project score. The scoring algorithm has allowances for two “boosts” (termed “turbo boost”)—one from the HDO and another from either the ADD or MPO. Therefore, a project’s score could theoretically be “boosted” by 30% if both agencies decide to use one of their boosts for the same project. In District 9, discussions with the ADDs and MPO provided the opportunity to concentrate our efforts to sponsor projects that are important for both agencies. The District 9 prioritization committee also considered calculated project scores, district goals and objectives and legislative input in determining the use of their allotted “boosts”.

Legislative Involvement

The District 9 prioritization committee extended an invitation to all ten legislators that represent the counties in our district. Of the ten, five accepted: Representatives Rocky Adkins, Jill York, John Sims and Danny Bentley and Senator Robin Webb. The one-hour meetings (with each legislator) were scheduled on the dates of June 29th and 30th at the District 9 Office in Flemingsburg. A brief summary of the SHIFT process was provided at the beginning of each meeting followed by a discussion of all the sponsored projects in each legislator’s area. Finally, the legislators shared with the committee the projects they supported.

This component of the SHIFT process provided a valuable discussion of projects in the district. The prioritization committee took advantage of the opportunity to share their justifications for project support and to provide status updates of existing improvements. The legislators provided the committee with transportation needs from their perspective. They also provided input from their constituents, as they frequently discuss transportation issues with stakeholders and residents of their legislative areas.

HDO Project “Boosting”

Upon completion of the legislative meetings, the District 9 Prioritization Committee met to decide which projects to “boost”. In contrast to the sponsorship phase, the committee made the decision to choose the projects prior to the ADDs and MPO choosing theirs. The reason for this decision was to allow the ADD and MPO transportation committees to know which projects could be eligible for the “turbo boost”—i.e., “boosted twice”.

Factors that went into the “boost” selection process were:

- Project Score
- District Goals and Objectives
- Project has previous investment/commitment into the design, right-of-way and/or utility phases
- Project is Ready for Construction
- Project is in the STIP / TIP
- Project is a Segment in a Larger Corridor Project (i.e., project completes a corridor improvement [continuity])
- Project is in a Local or Regional Comprehensive Plan
- Public Interest
- Legislative Support
- Safety (including safety issues not fully captured by crash data)
- Congestion
- Multi-District or Neighboring State Connectivity Need
- Economic Development

- Public Infrastructure (e.g., schools, universities, parks, airports)
- Project Costs' Comparison
- Other

After the committee had made its selections, the HDO provided the ADDs and MPO with the list of “boosted” projects to be used in consideration for their processes.

ADD/MPO Processes

After district “boosting” by the District 9 Prioritization Committee, the ADDs and MPO made their selections. At each ADD/MPO transportation committee meeting, district representation always included the Planning section. The Chief District Engineer and Pre-Construction Branch Manager attended most of the meetings as well. The district was provided time to discuss the rationale of their “boosted” projects with the committees prior to making their selections.

Each ADD and MPO executed their process a little differently:

- The Bluegrass ADD Transportation Planner had provided a list of suggested “boost” considerations (taking district “boosts” and project scores into consideration) and the transportation committee approved it by vote.
- Buffalo Trace ADD simply chose the eight highest-scoring projects in their area.
- FIVCO ADD allowed each county judge/executive to take a turn suggesting a “boost” for a project and the committee approved the list.
- Gateway ADD had a prioritization sub-committee that was composed of the five county judge/executives. The “boosts” were divided by county and the judges made their recommendations. The sub-committee approved the list and presented it to the entire transportation committee for approval.
- KYOVA MPO created a sheet of paper for each project and distributed stickers to the attendees. Each attendee voted by placing dots on the projects they wanted to “boost”.

Even though the processes varied somewhat from committee to committee, the end result provided an accurate representation of what the committees felt were the critical needs of their respective areas. The allowance for the varied processes serves as a testament to the flexibility of this phase of the SHIFT process.

Public Involvement

District 9's participation in ADD and MPO meetings provided opportunities for public involvement, as all meetings are open to the public. Furthermore, the local officials who regularly attend ADD and MPO transportation committees serve as a conduit for public concerns and opinions. And, the round of meetings with state legislators provided a voice for residents, local officials and business leaders that frequently discuss transportation needs with our lawmakers. The information gleaned from these sources were taken into consideration during the entire prioritization process.

Conclusion

This cycle's prioritization process proved to be successful in terms of being provided generally accurate project scores based upon a data-needs formula. For the most part, the project scores reflected the district's needs with respect to goals and objectives. And, it offered input from several different sources (residents, local officials, ADD/MPO committees, legislators, KYTC personnel, etc.) which provided perceived needs from a myriad of perspectives. And, the process provided enough flexibility to allow for justified overrides of project scores (although these were minimal) in the final rankings.

Although the SHIFT process was met with some resistance early on, the general opinion of the process became more favorable as the end result became clearer and the end goal of the process was being realized. It should be reasonably anticipated that the next cycle, with some adjustments/improvements to the process being implemented, will be received much more positively.

District 10 - 2017 Prioritization Plan

As part of its role in recommending the proposed 2018 Highway Plan the Transportation Cabinet has developed the Strategic Highway Investment Formula for Tomorrow (SHIFT). The SHIFT process aims to produce an objective Highway Plan that focuses priorities based on data driven needs.

The second phase of the SHIFT process and project selection allows projects to receive a “boost” from Highway District Offices and Local Officials via the ADD’s and MPO’s. Boosting will add an additional amount of points to the projects overall score.

The District 10 Prioritization Team selected projects for boosting that it felt would help to provide a safe and reliable transportation system that delivers economic opportunity and enhances the quality of life for the citizens of Kentucky.

As a District Team we met and reviewed the base scores that each project received and then applied the District Boost points based on the following criteria:

- Reviewing past project priorities
- Considering local input and community goals
- Employees knowledge about District 10 roadways
- Examining regional goals and connections
- Funding Maximization

DISTRICT 11 PRIORITIES PLAN
2017

During the preparation of the proposed 2018 Highway Plan the transportation Cabinet has developed and implemented the Strategic Highway Investment Formula for Tomorrow (SHIFT). The SHIFT process allows those preparing and approving the Highway Plan a data driven approach to compare and ultimately select projects that will best meet the needs of the Commonwealth.

The first phase of the SHIFT process was to reduce the number of projects that would be scored to a manageable number. The districts and ADD's were given the opportunity to sponsor projects for scoring. The district met both internally, with the ADD and with local officials to determine which projects to sponsor. The sponsored projects were then scored.

The districts were given the opportunity to boost 25% of the total number of sponsored projects. District 11 applied 15 points to these projects based on the following criteria:

1. How the project scored in comparison to other projects?
2. Did local officials and/or residents have concerns about safety in the project area?
3. How highly ranked was the project in previous DTPs? Consistency was considered in order to prevent a shift of focus for projects continually considered a high priority.
4. Were there any extraneous issues with the project that would not have been reflected in the scoring process?
5. Was there support for the project from multiple local agencies such as local officials, ADDs and the Highway District Office?
6. Was the project identified as a result of a Scoping or Planning Study?
7. Did the project have a phase that is active or has been completed?
8. Is significant growth occurring or anticipated along this route?
9. Is the project on a regionally significant corridor that will enhance connectivity between county seats and/or to interstates or parkways?
10. Has the project required a large amount of maintenance work in the past making it a liability?

Once again the district held internal meetings to determine which projects the district would prefer to boost. We then meet with the ADD's to assist them in determining which projects they would boost. Once the boost was applied the projects were given a final score.

Once a final score was determined, the District met internally to discuss the scores and prepare for the regional summits to discuss the projects and propose our version of what should be presented as a plan for projects within our district and region.

District 12

2018 Six Year Highway Plan (6YHP) Prioritization Methodology KYTC - Highway District Twelve

Overview: This document is being prepared to document rational and procedures that were used at the local highway district level in determining which projects that were recommended for the 2018 6YHP. As a result of severe over programming of previous highway plans, the system is currently backlogged with an estimated \$6 billion in unfunded obligations. This massive deficient has done little to instill confidence or legitimacy in the entire process and is unsustainable. Over the past couple of 6YHP cycles an attempt to apply a more quantitative process has been developed to create a more objective, data-driven process resulting in the implementation of the new Strategic Highway Investment Formula for Tomorrow (SHIFT) process which was implemented this cycle.

In preparation of implementing the SHIFT process and in recognition of over programming that has taken place in the past, it was necessary to begin with a clean slate. To address this, all current 6YHP projects would need to be “sponsored” or validated to be in consideration for inclusion into the new 2018 6YHP. Central Office developed a formula by which it determined how many projects could be sponsored per each specific highway District Office (HDO) and each Area Development District (ADD) and Metropolitan Planning Organization (MPO). For Highway District Twelve’s area or responsibility, that resulted in the following allocated sponsorships:

- HDO 32
- Big Sandy ADD 23
- FIVCO ADD 16
- Kentucky River ADD 30

Although HDO Twelve consists of 7 counties we overlap with three-(3) Area Development Districts. Floyd, Johnson, Martin and Pike counties fall within the Big Sandy ADD, Letcher and Knott to Kentucky River ADD and Lawrence belongs to FIVCO ADD.

Initial Sponsorships and Recommendations:

Upon first glance of the Sponsorship task, it was decided that our HDO would take the lead in culling project from the existing highway plan and have the ADD’s concentrate on projects on the Unscheduled Needs List (UNL) and/or Project Identification Form (PIP) list. This was decided primarily because the HDOs are more knowledgeable and current on projects in the active highway plan and historically the ADD’s focus has been on unscheduled needs. With this being said, the HDO was tasked to reduce the list of current 6YHP projects from 47 down to 32.

To achieve the HDO objective, an initial list of active 6YHP projects was developed by the Planning Engineer and distributed to the District 12 Management team in January of this year. This list contained all project in the current 6YHP that would required sponsorships. In the list, 23 projects were pre-designate because they were either valid legacy projects or project that had been previous sponsored and currently active. The management team was then asked to validate the 23 and provide nine additional selections to be included in our recommendation. After collecting recommendations and consolidation, our 32 current 6YHP projects were submitted to Central

Office in mid March of this year.

The ADDs fulfilled their sponsorships by face to face meetings with each County Judge Executive (CJE) or their designee for each of the counties in their district. In addition, the City of Pikeville was included in the fact-to-face meetings since they were the only city in our district that met the population threshold of 5,000. The HDO attended each of these meeting and was there to explain the new SHIFT process and to answer any question they may have regarding projects in their respective counties. In each of the meeting, the HDO explained the result of their efforts to “Sponsor” existing 6YHP projects and to make the local officials aware if there were any projects in their county that was in the active 6YHP and was not sponsored by the district. This was done so that each local official had the opportunity to dedicate one of their sponsorship to these projects before considering projects on the unscheduled list.

These two processes ran concurrently with recommended sponsorship for both the HDO and ADD being submitted prior to the March 31, 2017 deadline.

Final Scoring and Recommendations:

All 101 projects sponsored by either the HDO or ADD’s were then evaluated by the KYTC Central Office and given a score. This score was based on factors such as safety, congestion, economic growth and cost/benefit considerations with a focus on statewide importance. Once compiled, projects deemed a statewide priority were then automatically included for 6YHP prioritization with the remaining projects being returned to the local level (HDO’s and ADD’s) for regional consideration. At this point, both the HDOs and ADDs had an opportunity to affect any particular project by 15 percentage points to increase its competitiveness in further scoring. Both the ADDs and HDO were then directed to boost a total of 25% of the projects scored and returned to the Central Office. From a district perspective, we gave priority to 1) projects scored that were previously in the 6YHP and 2) projects highly ranked in our 2015 District Transportation Plan. These two primary considerations plus an attempt to geographically disperse the projects as much as practical was the overarching considerations in how additional points were administered at the HDO level.

Area Development Districts (ADDs)
Barren River ADD

KENTUCKY RIVER AREA DEVELOPMENT DISTRICT



Regional Transportation Planning Program

2017 Prioritization Plan



Prepared By:
Amy Scott
Regional Transportation Planner

Approved by the Regional Transportation Committee on:
July 20, 2017

INTRODUCTION

The purpose of this document is to provide a plan to the Kentucky Transportation Cabinet (KYTC) for the prioritization of projects in the 2017 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 2018.

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 Unscheduled Needs List (UNL) 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 will be approximately 1,200 projects statewide selected for sponsorship into SHIFT by the ADDs, HDOs, and MPOs. Using this formula, it has been determined by KYTC that the BRADD Regional Transportation Committee (RTC) will be allotted 40 projects for regional sponsorship.

TIMELINE

- January and February – Local Meetings
- March 22nd - RTC meeting approve sponsorship projects and submit to KYTC
- May - RTC meeting to determine criteria, additional points allocation
- June – Regional Scoring
- July 20th - RTC meet to identify 25% of projects for boost points and complete regional prioritization
- July 28th – submit final regional project list to KYTC

PRIORITIZATION PROCESS

The Prioritization Process is divided into two phases. In the first phase, ADDs, HDOs and MPOs will select projects to sponsor from the Highway Plan and Unscheduled Needs List. KYTC determined the number of projects to sponsor based on population and lane miles. Based on that formula, BRADD could sponsor up to 40 projects. BRADD staff took a similar approach and created a formula

to disperse the 40 sponsorship slots among each of the 9 non-MPO counties in BRADD. Counties with a population 20,000 (Barren and Logan Counties) will sponsor 6 projects and the counties with a population under 20,000 (Allen, Butler, Edmonson, Hart, Metcalfe, Monroe, and Simpson Counties) will sponsor 4 projects.

In phase two, ADDs, HDOs and MPOs will receive a listing of sponsored projects for their area. Each will select 25% of their projects to Boost. The RTC members in attendance will begin with the highest scored project. Through discussion, projects will be selected to boost.

LOCAL INPUT PROCESS

During January and February, BRADD and District 3 staff met with local officials in each county to review the county UNL 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 at the February meeting. Sponsored projects were entered in the PIF Database on March 14, 2017. The sponsored projects will be scored using the SHIFT formula previously mentioned in the introduction.

The Regional Transportation Committee will meet in July 20, 2017 to review the regional list of project scores provided by the Cabinet. The scores were developed using the SHIFT formula. The RTC will review the list and select 25% of the projects to award with boost points. Upon selection, the scores will be adjusted and the final list will be approved by the committee.

REGIONAL PLAN FOR CRITERIA AND POINT ALLOCATION

Upon completion of the KYTC's statewide selection process, a regional list of projects will be provided to the RTC for prioritization input. The RTC will meet July 20, 2017 to complete this phase of the regional prioritization process.

The BRADD RTC will assign points to projects to adjust priorities. KYTC has determined the BRADD has 18 highway Projects the RTC can add 15 Boost Points to as part of the new SHIFT highway prioritization process. The following criteria will serve as the basis to identify the criteria and outline the point allocation process:

- “Double Boost” the Thirteen (13) Highway Projects on the District Highway Offices’ Draft Boost List of projects. This would automatically add 30 points to the Thirteen (13) Highway Projects on the District Highway Offices’ Draft Boost List of projects. This means seven (7) counties would receive "double boost" points to projects.
 Allen - 2
 Barren - 2
 Hart - 1
 Logan - 1
 Metcalfe - 2
 Monroe - 1
 Simpson - 4
- There are 2 counties that do not have any projects in the District Hwy Office Complete Boost List, which are Butler and Edmonson Counties. These 2 counties would get 15 Boost Points each to add to a project of their choosing from the BRADD Region Project Scores list.
- The RTC would have three (3) additional projects to apply Boost Points to, as we have an 18 project limit. These projects will be awarded to the 3 counties with the most population: Barren, Logan, and Allen. These counties would get 15 Boost Points each to add to a project of their choosing from the BRADD Region Project Scores list.

BIG SANDY AREA DEVELOPMENT DISTRICT

2017 Prioritization Plan



"turning vision into reality..."

Prepared by the Regional Transportation Planning Office, Big Sandy Area Development District



Prepared for the Division of Planning, Kentucky Transportation Cabinet



July 20, 2017

INTRODUCTION

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 2017 Statewide Prioritization Process. This prioritization process will be used as input for the Kentucky Draft Highway Plan, to be submitted to the next session of the Kentucky General Assembly in 2018.

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

To address these deficiencies in the planning process, in 2017 the KYTC developed a more data-driven, objective, and collaborative approach to determining 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 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 will identify regional projects that will be scored in the SHIFT quantitative analysis. In the second phase of collaboration, local leaders, acting through their Regional Transportation Committees, will review the scored projects and will be able to award local priority points to projects that are most important to their region. This final priority list will then be returned to the KYTC for development of the Draft Highway Plan.

SHIFT PRIORITIZATION PROCESS

KYTC will use SHIFT to prioritize and fund about \$50 million in transportation projects in the current biennium. The process will be divided into two phases:

Phase One

In the first phase of the process, projects will be identified for quantitative analysis. At the state level, KYTC will identify a number of priority projects for inclusion in the analysis pool. At the same time, local leaders will identify additional projects by sponsoring projects that are important to their cities, counties, and region. These local priority projects will be 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 will determine the number of projects each ADD, HDO, and MPO may sponsor. This sponsorship formula is based on the 2010 Census data, public road lane miles, and the number of counties per agency. For 2017, KYTC has determined the following number of project sponsorships available to each agency serving the Big Sandy Region:

- Highway District 10: 35 sponsorships
- Highway District 12: 32 sponsorships
- BSADD Region: 23 sponsorships

Timeline:

- January – The BSADD Transportation Planner will provide an overview of the SHIFT process to local leaders at the BSADD board of directors meeting.
- February & March – BSADD and HDO staff will meet with local officials to select up to 4 projects per county (and up to 3 for the City of Pikeville) to be sponsored. Sponsored projects must be submitted to the KYTC database by the last day of March.
- April 25, 2017 – The BSADD Regional Transportation Committee will meet to finalize the *DRAFT Prioritization Plan* including a process for applying Local Input Points.

Phase Two

KTYC analyzes the selected projects and assigns each a quantitative score based on; safety, asset management, congestion, economic growth, and benefit/cost, with a focus on statewide importance. These scores are returned to the district and regional levels for additional local input. At this point Regional Transportation Committees and Highway District Offices will each assign additional Local Input Points, known as “Boost Points” to adjust quantitative scores to reflect regional priorities. The final list is then returned to KYTC for development of the Draft Highway Plan.

Timeline:

- June – July – BSADD RTC meeting notices and *DRAFT 2017 Prioritization Plan* will be made available on the BSADD website
- July 20, 2017 – BSADD RTC meets to assign Boost Points to projects to adjust priorities
- July 28, 2017 – All scores will be submitted to KYTC
- September – October – KYTC Central Office Develops Draft Highway Plan
- November – KYTC delivers Draft Highway Plan to the Governor

COORDINATION OF EFFORTS

Throughout the prioritization process, coordination of efforts between the BSADD, KYTC Central Office Planning, and Highway District Offices 10 and 12 will be necessary to ensure that the process of setting priorities and clearly communicating SHIFT guidelines are as accurate and efficient as possible. To that end, the BSADD Transportation Planner will maintain ongoing contact between all of the parties and will regularly communicate updates and progress to the Regional Transportation Committee, BSADD Board of Directors, and local officials.

PUBLIC INPUT

The BSADD will solicit 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 will be communicated via email, RTC meetings, and the monthly BSADD Board of Directors meetings. All meetings are open to the public.

LOCAL INPUT PROCESS

Throughout February and March the BSADD Transportation Planner and Highway District Office planners will meet with local officials in each county to review the current highway plan and Unscheduled Needs List to determine county priorities. Each county in the Big Sandy region will select up to 4 projects for sponsorship. Additionally, the City of Pikeville (with a population of more than 5,000) will select up to 3 projects for sponsorship. These sponsored projects will be entered into the KYTC database by the last day of March in order to undergo quantitative analysis. After analysis the scored listing will be returned to the district and regional levels for additional local input when the RTCs and HDOs will each assign additional Local Input Points, known as “Boost Points,” to adjust quantitative scores to reflect regional priorities.

REGIONAL CRITERIA FOR BOOST POINT ALLOCATION

After KYTC returns the scored project list, the Highway District Office and the Regional Transportation Committee will each be 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 will be up to each Committee to determine its criteria for assigning Local Input Points. On April 25, 2017, 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 will select its projects for boosting using criteria derived from its duly enacted *Committee Goals and Objectives*. Specifically, the Committee will 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 rockfall hazards.

The Big Sandy Regional Transportation Committee will meet on Thursday, July 20, 2017 to select the 25% of projects to boost. The final project list to be submitted to the Cabinet will be selected by the RTC by a simple majority vote.



Regional Transportation Planning Program

2017 Prioritization Plan



July 17, 2017

INTRODUCTION

The purpose of this document is to provide a plan and methodology to the Kentucky Transportation Cabinet (KYTC) for the Bluegrass Area Development District's Regional Transportation Committee's (BGADD RTC) process for sponsorship and prioritization of highway projects in the 2017 Statewide Prioritization Process. This prioritization process will be used as input for the Kentucky Draft Highway Plan, to be submitted to the next session of the Kentucky General Assembly in 2018.

The 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 will bring balance and dependability to Kentucky's over programmed highway plan. SHIFT uses quantitative data for factors such as safety, congestion, economic growth, 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 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 KYTC Highway Plan and KYTC Unscheduled Needs List (UNL) identify approximately 4000 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 can

sponsor. The result will be approximately 1200 projects statewide selected for sponsorship into SHIFT by the ADDs, HDOs, and MPOs. Using this formula with the numbers in the BGADD, it has been determined that the BGADD Regional Transportation Committee (RTC) will be allotted 66 projects for regional sponsorship.

The projects selected for sponsorship will be submitted to the KYTC Central Office Planning and entered into the SHIFT formula. This model will calculate project scores based on weighted values for the data available: safety, asset management, congestion, freight, economic growth, and benefit/cost ratio. The result will be a list of projects of statewide significance 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 will be scored in the SHIFT regional model, which will use the same data used in the statewide significance selection with the addition of 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 will get the maximum combined points. Projects identified to receive priority should meet the selection criteria identified by the prioritization plans developed by the District and ADD.

SHIFT PRIORITIZATION PROCESS

KYTC will use SHIFT to prioritize the most important projects within the state. The process will be divided into two phases:

Phase One:

The first phase of SHIFT will focus on a quantitative analysis of projects. At the state level, KYTC will select a number of projects of statewide significance that are on the National Highway System (NHS) to be considered for analysis. At the same time, local officials will identify additional projects by sponsoring projects that are regionally significant. These regional projects will be selected for sponsorship.

Using a statewide formula, determined by the 2010 Census Data, public road lane miles, and number of counties per agency, KYTC will determine the number of projects each ADD, HDO, and MPO will be allowed to sponsor. For 2017, KYTC has determined the following number of project sponsorships available to each agency within the Bluegrass Region:

- BGADD: 66 sponsorships
- District 5: 71 sponsorships
- District 6: 52 sponsorships
- District 7: 65 sponsorships
- District 8: 45 sponsorships
- District 9: 40 sponsorships
- District 10: 35 sponsorships

Timeline:

- January/ February – Local Meetings
- March 6 - RTC meeting approve sponsorship projects and submit to KYTC

- April 24 - The subcommittee will meet to determine criteria for adding boost points to projects on the regional list to be included in the prioritization plan
- May 8 - Provide draft prioritization plan to full RTC for review and prepare RTC for review project list.

Phase Two:

KTYC analyzes the selected projects and assigns each a quantitative score based on; safety, asset management, congestion, economic growth, and benefit/cost, with a focus on statewide importance. These scores are returned to the district and regional levels for additional local input. At this point, Regional Transportation Committees and Highway District Offices will each assign additional Local Input Points, known as “Boost Points” to adjust quantitative scores to reflect regional priorities. The final list is then returned to KTYC for development of the Draft Highway Plan.

Timeline:

- Beginning of July - Meetings with Local Officials to review project quantitative scores
- July 17 - The RTC will meet to identify 25% of projects for boost points and complete regional prioritization
- July 28 - Submit final regional project list to KTYC
- September – October – KTYC Central Office Develops Draft Highway Plan
- November – KTYC delivers Draft Highway Plan to the Governor

COORDINATION EFFORTS

Throughout the prioritization process, coordination efforts between the BGADD, Districts 5, 6, 7, 8, 9, & 10, and KTYC Central Office Planning will be necessary to ensure the process of setting priorities and having clear communication regarding SHIFT guidelines and Identifying the more important projects is understood. Good Communication between the BGADD and HDOs is extremely critical during the sponsorship phase and boost phase in order to maximize the potential for projects to receive future funding.

PUBLIC INVOLVEMENT

The ADD will solicit public input throughout the prioritization process by consulting with local officials, transportation stakeholders, and the Regional Transportation Committee. Information on SHIFT will be provided through email, the RTC, and the ADD’s monthly Board of Director’s meetings. Meetings will be held in each county to review the SHIFT process and gain input on projects considered for sponsorship. Input for sponsorship projects, selection criteria, and determining boosted projects will also be determined at the Regional Transportation Committee meetings.

LOCAL INPUT PROCESS

During January and February, the BGADD, in collaboration with Highway Districts 5, 6, 7, 8, 9, & 10, will meet with local officials in each county to review the county unscheduled needs list projects to determine county priorities. Local officials will be informed by the ADD that there will be a total of 66 projects able to be sponsored within the 15 counties of the BGADD. Each of the 15 counties will receive a minimum of four sponsored projects by the BGADD (the more populated counties receiving five), with the HDO potentially sponsoring several more. Local officials will then give a list of their most important

projects for the ADD and HDO to consider. The ADD and HDO will then discuss the projects and determine which entity will sponsor each project.

REGIONAL CRITERIA FOR BOOST POINT ALLOCATION

After KYTC returns the scored project list, the Highway District Office and the Regional Transportation Committee will each be able to assign 15 Local Input Points to the quantitative scores of their highest priority projects in order to boost.

The KYTC SHIFT Prioritization Process calls for each Regional Transportation Committee to select 25% of the scored Project List to boost. It will be up to each Committee to determine its criteria for assigning Local Input Points. On April 24, 2017, a BGADD RTC subcommittee met to develop the *Draft Plan for Prioritization*, with the full committee approving the plan on May 8. The RTC selected the following criteria for Local Input Point allocation:

- Local Input
- Stage of Project Development
- How a project has historically ranked
- How well a project improves connectivity
- Regional significance

The Bluegrass Regional Transportation Committee will meet on July 17, 2017 to select the 25% of the projects to boost.

Buffalo Trace Area Development District



Statewide Transportation Planning

Prioritization Plan

FY 2017

**Prepared By:
Missy Hardy
Transportation Planner**

INTRODUCTION

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 2017 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 2018.

The 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 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 KYTC Highway Plan and KYTC Unscheduled Needs List (UNL) identify approximately 4000 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 will be approximately 1200 projects statewide selected for sponsorship into SHIFT by the ADDs, HDOs, and MPOs. Using this formula with the numbers in the BTADD, it has been determined that the BTADD Regional Transportation Committee (RTC) will be allotted 16 projects for regional sponsorship.

The projects selected for regional sponsorship will be submitted to the KYTC Central Office Planning and loaded into the SHIFT formula. This process will calculate the project scores based on safety, asset management, congestion, economic growth and benefit/cost. KYTC will identify which project scores make the cut, based on available funding and other factors. Projects not receiving a high enough score will be sent back to the RTC for further 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.

KYTC will also produce regional lists, not selected through the statewide process. These projects will be scored in the SHIFT regional model, which will use weighted values for data available: 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 can be selected to receive 15 priority points. Projects not selected get zero points. Projects selected by both the District and the ADD will get a “turbo boost” (the maximum combined points). Projects identified to receive priority points should meet the selection criteria identified by the prioritization plans developed by the District and ADD.

COORDINATION EFFORTS

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

PUBLIC INPUT

The ADD will solicit public input throughout the prioritization process by consulting with local officials, transportation stakeholders, and the BTADD Board of Director’s (BOD) and RTC.

Information on SHIFT will be provided through the ADD's Constant Contact, 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 those 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 meetings are advertised through local media and are open to the public.

LOCAL INPUT PROCESS

During February and March, BTADD and District staff met with local officials in each county to review the county UNL projects and determine county priorities. Each county in the BTADD ranked its top 5 projects on the UNL. The local input received by the rankings resulted in 20 UNL projects identified for submission to the RTC. The RTC will review the local rankings and select the 16 regional sponsored projects.

REGIONAL INPUT PROCESS

At the March 9, 2017 RTC meeting, the committee members approved using a subcommittee made up of the 5 County Judge Executives to select the 16 projects for sponsorship for SHIFT. July 13, 2017 the RTC will meet to review the regional list of project scores provided by the Cabinet. The scores were developed using the SHIFT formula. The RTC will review the list and select 25% of the projects to award with boost points. Upon selection, the scores will be adjusted and the final list will be approved by the committee.

SELECTION CRITERIA FOR BOOST POINTS

Upon completion of the KYTC's statewide selection process, a regional list of projects will be provided to the RTC for prioritization input. The RTC will meet July 13, 2017 to complete this phase of the regional prioritization process. The RTC will select 25% of the projects from the list to boost. Projects will be 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) will be highlighted for beginning discussion. After reviewing the top 25% the committee agreed to select those to boost.



Cumberland Valley Area Development District

Regional Transportation Planning

2017 Prioritization Plan



This document was prepared in cooperation with the Kentucky Transportation Cabinet.

Cumberland Valley Area Development District Prioritization Plan July 12, 2017

INTRODUCTION

The purpose of this document is to provide a plan to the Kentucky Transportation Cabinet (KYTC) for the prioritization of projects in the 2017 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 2018.

The Kentucky Transportation Cabinet has 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 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.

The Prioritization Process is divided into two phases. In Phase One, Area Development Districts (ADD), Highway District Offices (HDO) and Metropolitan Planning Organizations (MPO) will select projects to sponsor from the Highway Plan and Unscheduled Needs List. Kentucky Transportation Cabinet Central Office determined the number of projects to sponsor based on population and lane miles for each organization.

KYTC HDO 8 will be sponsoring 45 Projects. KYTC HDO Office 11 will sponsor 37 projects. Rockcastle County will be under HDO 8, whereas Bell, Clay, Harlan, Jackson, Knox, Laurel, and Whitley Counties will be under HDO 11. Leslie County is under HDO Office 11, but covered with Kentucky River ADD. The Regional Transportation Planner met with each HDO Office Planner and Chief District Engineer to assist in their sponsorship project list. HDO Office 8 met on February 8, 2017 and HDO Office 11 met on February 13, 2017. There is not a MPO in the Cumberland Valley ADD area.

Cumberland Valley Area Development District will sponsor 38 projects. Each of the 8 counties in CVADD will sponsor 4 projects and the remaining 6 will be projects of regional significance. Local meetings will be held in February and March to determine county priorities. The sponsored projects will receive a score based on safety, asset management, congestion, economic growth and benefit/cost. The 6 remaining projects of regional significance were approved at the February 15, 2017, Regional Transportation Committee. Those projects included Hal Rogers Parkway improvements, US 421 improvements from the Virginia State line to Barn Branch Road in Harlan County, KY 92 improvements in Whitley-McCreary County, and KY 3041 near the Thunder Gap Horse Racing Track in Corbin.

The projects selected for sponsorship will be submitted to the KYTC Central Office Planning and entered into the SHIFT formula. This model will calculate project scores based on weighted values for the data available: 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 will be scored in the SHIFT regional model, which will use weighted values for data available: 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 can be selected to receive 15 priority points. Projects not selected get zero points. Projects selected by both the District and the ADD will get a "turbo boost" (the maximum combined points). Projects identified to receive priority points should meet the selection criteria identified by the prioritization plans developed by the District and ADD.

TIMELINE

- February: Local Meetings
- February 15, 2017: Regional Transportation Committee Meeting to approve sponsorship projects and submit to KYTC

- May-June: Provide draft prioritization plan to Regional Transportation Committee for review
- June 21, 2017: Regional Transportation Committee Meeting to discuss the projects that have been sponsored by CVADD and KYTC and answer any questions on those projects. CVADD Regional Transportation Planner will provide project data to the Regional Transportation Committee. This data will include crash data, congestion data, traffic counts, and any significant impacts in the area such as school zone, future or current economic development, and more. This data will be received from KYTC Central Office.
- July 12, 2017: Regional Transportation Committee meeting to prioritize the projects. Projects sponsored in the CVADD region will be sorted highest score to lowest score. The Regional Transportation Committee members in attendance will begin with the highest scored project. Each county will be allowed to pick one project to boost. Through discussion, points will be added until the CVADD points are depleted.
- July 28, 2017: Submit final regional project list to KYTC.

COORDINATION EFFORTS

Throughout the prioritization process, coordination efforts between the CVADD, HDO District 8, HDO District 11, and KYTC Central Office Planning will be necessary to ensure the process of setting priorities and having clear communication regarding SHIFT guidelines and identifying the more important projects is understood. Good communication between the CVADD and District 8 & 11 is extremely critical during the sponsorship phase and the boost phase in order to maximize the potential for projects to receive future funding.

CVADD will meet with KYTC HDO Offices prior to and after the Regional Transportation Committee meetings to discuss their boosted projects. This will also allow both entities to determine which projects need a boost by both.

After the CVADD approves their prioritization list, it will be given to Central Office and the HDO. The planner and Chief District Engineers in HDO Office 8 and 11 will be meeting with their counterparts in HDO Office 4 as part of a regional summit. At that time, they will determine the top priorities based on funding to be included into the Six Year Highway Plan for 2018.

PUBLIC INPUT

The ADD will solicit public input throughout the prioritization process by consulting with local officials, transportation stakeholders, Chamber of Commerce officials, and the CVADD Board of Directors, and CVADD Regional Transportation Committee. Information on SHIFT will be 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 will be held in each county to review SHIFT and projects to be considered for sponsorship to SHIFT and obtain input on those projects. Input will also be obtained on sponsorship projects, selection criteria and priority boost points at the regional transportation committee meetings. All Board of Directors and Regional Transportation Committee meetings are advertised through local media, website, Facebook, and email update. These meetings are open to the public. Regional Transportation Committee Minutes are posted on the website.

LOCAL INPUT PROCESS

During February, CVADD and District 8 & 11 staff will meet with local officials in each county to review the county UNL projects and determine county priorities. Each county in the CVADD area will

rank the top 4-5 projects on the county UNL. The local input received by the rankings will result in 38 UNL projects identified for submission to the Regional Transportation Committee. The Regional Transportation Committee will review the local rankings and select the 38 regional sponsored projects.

REGIONAL INPUT PROCESS

At the September 14, 2016, the Regional Transportation Committee will be introduced to the FY2017 Prioritization Process.

On February 15, 2017, Regional Transportation Committee will meet to review the projects identified at the local input/ranking meetings. The Regional Transportation Committee will review and select 38 projects for regional sponsorship. These sponsored projects will be submitted to KYTC. The sponsored projects will be scored using the SHIFT formula.

On June 21, 2017, the Regional Transportation Committee will meet to draft the selection criteria for awarding boost points. The selection criteria will be utilized by the Regional Transportation Committee, at the July 12, 2017 meeting, to identify projects for boost points and complete the regional prioritization process.

July 12, 2017 the Regional Transportation Committee will meet to review the regional list of project scores provided by KYTC. The scores were developed using the SHIFT formula. The Regional Transportation Committee will review the list and select 25% of the projects to award with boost points. Upon selection, the scores will be adjusted and the final list will be approved by the committee.

SELECTION CRITERIA FOR BOOST POINTS

Upon completion of the KYTC's statewide selection process, a regional list of projects will be provided to the Regional Transportation Committee for prioritization input. The Regional Transportation Committee will meet July 12, 2017 to complete this phase of the regional prioritization process. The Regional Transportation Committee will select 25% of the projects from the list to boost. Projects will be 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) will be highlighted for beginning discussion.

The following criteria will serve as the basis to project consideration for boost points:

- **Construction Ready Projects: Projects from the current Highway Plan with project phases in or beyond Right of Way Phase have reached a certain level of commitment that makes it difficult to disregard for future funding. Coordinating with KYTC HDO 8 and 11 identified projects with existing phases to have a better opportunity to maximize the potential benefit of a turbo boost.**
- **Regional Connectivity:** The Regional Transportation Committee should review the list for potential boost projects that improve the region's major routes, such as I-75, Hal Rogers Parkway, and US Highways in our region.
- **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 Regional Transportation Committee 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 Regional Transportation Committee will utilize the identified selection criteria as the justification for choosing projects to award boost points, making the selected project a higher priority. It is important to consider, as a possibility, the KYTC SHIFT scoring process could eliminate lower score projects from regional consideration. If the project score is low enough, it could be determined that a boost/turbo boost would not yield a score high enough to place it in the top 25% projects.



Prioritization Plan 2017

Prepared by Luke Stapleton



Approved by RTC May 15th, 2017

Prioritization Plan

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.

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 Rural Transportation Committee (RTC) voted to allot 5 projects to each county for a total of 15 projects. The RTC then decided that the 16th project would be voted on by the committee and would be a project of regional significance.



When we entered into phase 2 of the SHIFT process we selected 25% of our projects to give a 15% “boost” to their final score. The RTC committee chose the projects to “boost” by reviewing the projects from the highest scoring to the lowest scoring. The RTC then considered local priorities- as determined by the RTC- to assign the boosts to. The RTC considered boosting projects that stand a significant chance of being made competitive with other projects for consideration across the east region.

When the RTC met on May 15th they agreed to the following criteria when deciding which projects to boost in the FIVCO area:

- Projects that would be in the top 25%
- Projects that the area Highway Districts Office were boosting
- Public input
- RTC priorities

When the SHIFT scores were released the FIVCO area received a total of 28 sponsored projects. This meant that the RTC could boost 7 projects by 15%.

The RTC met on July 17th, 2017 to assign the boosts to the desired projects. HDO 9 and 12 were both in attendance. The RTC considered the input from both HDO’s so that we could partner with them and add an additional 15 percent boosts to each assign project. The FIVCO ADD regional transportation planner drafted a “Suggested Boost” document for the RTC to consider. The document considered the top 25% of the projects we received and also considered input from the highway district offices. The suggested plan gave each county- Carter, Lawrence, and Elliott- their top two highest scoring projects. The committee reviewed the list and each county was satisfied with their representation on the list. The list was then considered for approval by motion. The motion passed. The RTC then decided to let the regional transportation planner, GIS specialist, and the economic development director select the seventh boost.

In order to fairly select the 7th project to boost we received input from both of the highway

districts that reside in FIVCO. Since the FIVCO ADD transportation planner is from Carter County he excused himself from the selection discussion. The other two FIVCO employees selected by the committee are from counties that are in the KYOVA MPO and therefore stand no personal gain from selecting a project. Those employees- the GIS Specialist and the Economic Development Director- choose a 7th project to boost based on the RTC's emphasis on projects that directly impact safety issues.

With all 7 of our boosts selected by the criteria set forth by the RTC the SHIFT process was completed for the FIVCO ADD on August 4th, 2017 with the completion of this report.

GATEWAY AREA DEVELOPMENT DISTRICT



Regional Transportation Planning Program

2017 Prioritization Plan



Approved by Gateway ADD Regional Transportation Committee:
July 25, 2017

INTRODUCTION

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 2017 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 2018.

KYTC has developed a 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 will bring balance and dependability to Kentucky's over programmed highway plan. SHIFT uses quantitative data such as crashes, fatalities, traffic volumes, delays, and economics 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/Area Development District (ADD) level, Highway District Office (HDO) level, and Metropolitan Planning Organization (MPO) level.

The current KYTC Highway Plan and KYTC Unscheduled Needs List (UNL) 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 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 Bath, Menifee, Montgomery, Morgan, and Rowan Counties, the Gateway Area Development District (GWADD) Regional Transportation Committee (RTC) will be allotted 18 projects for regional sponsorship.

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

TIMELINE

- February 10, 2017 RTC Sub-Committee Meeting to establish Local Input/Point Methodology
- February/March – Local Meetings
- March 24, 2017 RTC Sub-Committee meeting to approve sponsorship project listing and submit to KYTC
- July 25, 2017 RTC approved Boost project listing
- July 28, 2017 submit final regional project list to KYTC
- GWADD Prioritization Plan: July 25, 2017

LOCAL INPUT PROCESS

During the January 31, 2017 RTC meeting, the Committee determined that each county will receive three (3) project sponsorships, for a total of 15. The remaining three (3) project sponsorships will be used for regional projects. The Committee 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 plan to be used in the assignment of additional points during the prioritization process. Representatives from the three KYTC Highway District offices 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 February and March GWADD staff met with local officials and KYTC Highway District staff to review project listings and determine county priorities. On March 24, 2017 the Sub-Committee reviewed and approved the 18 ADD sponsored projects determined by the local officials.

REGIONAL PLAN FOR CRITERIA AND POINT ALLOCATION

GWADD is allotted 18 project sponsorships. Each county will receive three (3) project sponsorships, for a total of 15. The remaining three (3) project sponsorships will be used for regional projects and will require approval by the Committee.

To assign additional points during the prioritization process to adjust priorities, each County will receive an equal number of Boosts based on the total number of Boosts allotted to the Gateway region (assuming 10 total Boosts). Boosts will be applied to projects identified by the Regional Transportation Committee members for each respective county and that meet 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, economic development, etc. If the Gateway region receives greater than 10 Boosts, all Boost(s) over 10 will be considered Regional Boost(s) and will require Committee action and approval to apply the Boost(s) to a project(s). If a situation occurs where a County does not require its full share of Boosts, the unused Boost(s) will be considered a Regional Boost(s) and will require Committee action and approval to apply the Boost(s) to a project(s).

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

The sponsorship listing will be published on the GWADD website and available to the public.



**Green River
Area Development District**

**Fiscal Year 2018
Annual Work Program
For
Transportation Planning**

**Work Element 3F
2018 Prioritization**



Division of Planning

THIS DOCUMENT WAS PREPARED IN COOPERATION WITH THE KENTUCKY TRANSPORTATION CABINET

FINAL Prioritization Plan Green River Area Development District (GRADD)

INTRODUCTION

The purpose of this document is to provide a plan and methodology to the Kentucky Transportation Cabinet (KYTC) for the GRADD 2017 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 2018.

Kentucky's current highway plan promises more than \$6 billion in unfunded transportation projects. The cost is ten times greater than the state funds available. As a result, citizens cannot depend on the plan as a reliable guide for improvements.

In 2017, KYTC 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. 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. Through this collaboration, projects will be selected for prioritization, or “sponsored”, at one of the following levels:

- District Level - selected by the KYTC Highway District 2 Office (District 2)
- Regional Level - selected by the GRADD Regional Transportation Committee (GRADD RTC). This includes projects for the counties of Hancock, McLean, Ohio, Union and Webster.

SHIFT PRIORITIZATION PROCESS

KYTC will use SHIFT to prioritize and fund about \$50 million in transportation projects in the current biennium. The process will be divided into two phases.

Phase One

Using the statewide formula, KYTC will determine the number of projects each ADD, HDO, and MPO may sponsor. For 2017, KYTC has allotted the following number of projects:

- District 2: 55 sponsorships
- GRADD: 23 sponsorships (excludes Daviess and Henderson counties)

Timeline:

- February – GRADD and HDO staff will meet with local officials to select 4-5 projects per county to be considered for sponsorship by the GRADD RTC
- March – GRADD RTC approves sponsored projects and DRAFT Prioritization Plan. Sponsored projects are then submitted to KYTC.
- April – GRADD RTC Draft Prioritization Plan submitted to KYTC

Phase Two

KYTC scores projects based on safety, asset management, congestion, economic growth and benefit/cost, with a focus on statewide importance. These score are returned to the district and regional levels for use in further scoring.

Timeline:

- July – GRADD RTC meeting notices and DRAFT 2017 Prioritization Plan will be made available on the GRADD website
- July 26 – GRADD RTC meets to assign points to projects to adjust priorities
- July – All scores will be submitted to KYTC
- August/September – KYTC Central Office Develops Draft Highway Plan
- October-January – KYTC delivers Draft Highway Plan to the Governor

REGIONAL CRITERIA FOR POINT ALLOCATION

GRADD RTC members in attendance will add points based on the criteria below until all the points are depleted:

- 1) Currently funded in the 2016 Kentucky Highway Plan
- 2) Regional significance
- 3) Safety
- 4) Economic development

KENTUCKY RIVER AREA DEVELOPMENT DISTRICT



Regional Transportation Planning Program

2017 FINAL Prioritization Plan



Prepared By:
Eunice Holland
Transportation Planner

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 2017 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 2018.

The 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 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 KYTC Highway Plan and KYTC Unscheduled Needs List (UNL) identify approximately 4000 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 will be approximately 1200 projects statewide selected for sponsorship into SHIFT by the ADDs, HDOs, and MPOs. Using this formula with the numbers in the KRADD, it has been determined that the KRADD Regional Transportation Committee (RTC) will be allotted 30 projects for regional sponsorship.

The projects selected for regional sponsorship will be submitted to the KYTC Central Office Planning and loaded into the SHIFT formula. This process will calculate the project scores based on safety, asset management, congestion, economic growth and benefit/cost. 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 will be scored in the SHIFT regional model, which will use weighted values for data available: safety, asset management, congestion, freight, benefit/cost ratio, District and Local (ADD/MPO) priorities. Twenty-five (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 will get a 'turbo boost' (the maximum combined points). Projects identified to receive priority points should meet the selection criteria identified by the prioritization plans developed by the District and ADD.

TIMELINE

- February & March – Local Meetings
- March 8th – RTC Meeting approve sponsorship projects and submit to KYTC

- April – Submit DRAFT Prioritization Plan to KYTC discussed and approved at the March 8th RTC Meeting
- May 10th – Provide update on prioritization process to RTC to prepare for regional prioritization
- July 12th – RTC Meeting to identify 25% of the projects for boost points and complete regional prioritization
- July 28th – Submit final regional project list to KYTC
- August 4th – Submit FINAL Prioritization Plan to KYTC

COORDINATION EFFORTS

Throughout the prioritization process, coordination efforts between the KRADD, District 10, 11 & 12, and KYTC Central Office Planning will be necessary to ensure the process of setting priorities and having clear communication regarding SHIFT guidelines and identifying the more important projects is understood. Good communication between the KRADD and the Highway Districts is extremely critical during the sponsorship phase and the boost phase in order to maximize the potential for projects to receive future funding.

PUBLIC INPUT

The ADD will solicit 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 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 those 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 meetings are advertised social media, ADD email, and KRADD Monthly Updates. These meetings are open to the public.

LOCAL INPUT PROCESS

During February and March, KRADD and the Highway District staff will meet with the County Judge Executives of each county to review the county UNL projects and determine county priorities. Discussion will take 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 will be presented at the local meetings. KRADD will select 30 projects to sponsor. Each of the 8 counties in KRADD will sponsor 3 projects and the remaining 6 will be projects of regional significance. The RTC will review the local priorities and approve the regional sponsored projects.

REGIONAL INPUT PROCESS

At the October 12, 2016 RTC Meeting, the committee will be introduced to the FY 17 prioritization process. Charlie Spalding from KYTC Central Office addressed the RTC.

The RTC met on March 8, 2017 to review the local rankings obtained at the local/ranking meetings. The RTC will review and select 30 projects for regional sponsorship. These sponsored projects will be submitted to KYTC. The sponsored projects will be 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 indicated how the RTC will award additional points to sponsored projects.

July 12, 2017 the RTC will meet to review the regional list of project scored provided by the Cabinet. The scores were developed using the SHIFT formulas. The RTC will review the list and select 25% of the projects to award with boost points. Upon selection, the scores will be adjusted and the final list will be approved by the committee.

SELECTION CRITERIA FOR BOOST POINTS

Upon completion of the KYTC's statewide selection process, a regional list of projects will be provided to the RTC for prioritization input. The RTC will meet July 12, 2017 to complete this phase of the regional prioritization process. The RTC will select 25% of the projects from the list to boost. Projects will be presented in an order of highest score to lowest score determined by the KYTC scoring method. Based on those scores, the top project in each county with regional significance will be highlighted. Also, other regionally significant projects with a high score will be highlighted. The proposed boost listing will begin the discussion.

The following criteria will serve as the basis to 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 project phases in or beyond the Right of Way phase (could also be in Utility Relocation phase or Construction phase): These projects have already reached a certain level of commitment that make it difficult to disregard for future funding. Coordination efforts with the Highway Districts revealed these criteria will be an important factor in their selection process.
- **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 will review the proposed boost listing and consider criteria during their discussion.

KIPDA Area Development District



**FY 2017 KYTC Annual Work Program
2017 KIPDA ADD Documentation Report**



KIPDA AREA DEVELOPMENT DISTRICT Documentation on the Kentucky Transportation Cabinet SHIFT prioritization process

Introduction

The purpose of this document is to outline the plan for the prioritization of projects in the 2017 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 2018.

The Kentucky Transportation Cabinet 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 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 will be selected for prioritization by being sponsored by the Area Development District (ADD), Highway District Office (HDO), and Metropolitan Planning Organization (MPO).

The guidelines, overview, and timelines for the statewide SHIFT prioritization process were determined by KYTC. The KYTC Division of Planning provided an electronic version of the guidelines, overviews and timelines on the prioritization process to the ADD, MPO, and HDO planners in January 2017. The kickoff to the SHIFT prioritization process was discussed in detail at the Statewide Transportation Planners meeting on January 18, 2017 at KYTC. At this meeting, sponsorship projects were given to each ADD, MPO, and HDO. KIPDA ADD received 21 projects to consider for sponsorship in the rural counties of Henry, Shelby, Spencer and Trimble.

The highway projects selected for sponsorship were submitted to the KYTC Central Office Planning and entered in the Statewide SHIFT prioritization process. A statewide model from KYTC Central Office scored all the projects by six factors: safety, asset management, congestion, freight, economic growth, and benefit/cost ratio. After using the statewide model, a list of statewide significant projects was identified. KYTC then produced a regional list that was not selected through the statewide projects.

The regional projects were also scored using the SHIFT model using the same six factors. Twenty five of the projects on the regional lists could be sponsored to receive 15 priority points. The projects that are not selected will not receive any additional points. A project can receive a maximum of 30 priority points if both the District Office and ADD or MPO collaborate to sponsor the same project. KIPDA ADD was permitted to sponsor eight projects to award priority points.

Timeline of Events

- January 18 - Statewide Meeting Kick Off to SHIFT
- February - Local Meetings
- March 23 - KIPDA RTC approved 21 projects on the regional list
- May 3 - Developed a prioritization plan to identify which projects to sponsor
- July 27 - KIPDA RTC met to select the eight projects to sponsor and award priority points
- July 28 - Submit the final eight sponsored projects to KYTC

Local Meetings

In January 2017, KIPDA staff contacted local elected officials by phone and email to set up local meetings for the Active 2016 Highway Plan Projects and Unscheduled Needs List as part of the SHIFT process. All four county judge executives, 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. At the local meetings, KIPDA staff reviewed the Active 2016 Highway Plan projects and the Unscheduled Needs List. During each of these local meetings, KIPDA staff provided local officials a spreadsheet of highway projects maps for each of the four counties of Henry, Shelby, Spencer and Trimble. KYTC District 5 planning staff attended these local meetings and received input on these projects. At these meetings, local officials provided input to KYTC District 5 and KIPDA staff by ranking the Active 2016 Highway Plan projects and the Unscheduled Needs List.

Listed below are the dates the local meetings occurred:

- February 3, 2017 - Spencer County Courthouse, Taylorsville
- February 7, 2017 - Trimble County Library, Bedford
- February 10, 2017 - Henry County Courthouse, New Castle
- February 13, 2017 - Shelby County Stratton Center, Shelbyville

Regional Meetings

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

Three RTC meetings were held during the prioritization process. Listed below are the dates the RTC occurred:

- January 26, 2017 1:00 pm - KIPDA small conference room
- March 23, 2017 1:00 pm - KIPDA small conference room

- July 23, 2017 1:00 pm - KIPDA small conference room

During the RTC meeting on January 26, KYTC Division of Planning staff presented on the 2017 SHIFT prioritization process. KYTC Division of Planning staff also gave an overview of the prioritization process to council members.

During the RTC meeting on March 23, KIPDA staff and KYTC District 5 staff handed out a detailed spreadsheet of the 71 sponsorships for Bullitt, Henry, Jefferson, Oldham, Shelby, Spencer and Trimble counties in the KIPDA ADD and MPO. The District 5 sponsored projects were prioritized based on need. KIPDA staff discussed each of the local meeting priorities for Henry, Shelby, Spencer, and Trimble counties. KIPDA staff handed out and discussed the highway sponsorship list for the KIPDA ADD. The list includes 21 possible projects to sponsor. These projects were divided amongst the four counties: five projects in Henry County, five projects in Spencer County, five projects in Trimble County, and six projects were given to Shelby County since it is the largest county in the KIPDA ADD region.

During the RTC meeting on July 27, KIPDA staff discussed the 70 Statewide Significance projects along with the summary and guidelines of the SHIFT process. Next, KIPDA staff handed out the regional projects for the KIPDA ADD counties and also provided council members a list of priority rankings from the local meetings. KYTC District 5 staff provided information to the council members about the projects they selected for sponsorship. The KIPDA ADD selected eight projects for sponsorship and award priority points. The Regional Transportation Council members took the top two projects from each county to award priority points regardless of score.

Coordination with KYTC District 5 and KYTC Central Office

During the prioritization process, KIPDA staff, KYTC Central Office, and KYTC District 5 staff collaborated to ensure the most important projects in the KIPDA region were selected for sponsorship and awarding priority points. During this time, KIPDA staff attended three important prioritization meetings at KYTC District 5 Office. The first meeting was on January 24, where KIPDA staff and KYTC District 5 Planning staff attended a conference call with KYTC Central office to ask questions about the SHIFT prioritization process. The next meeting, KIPDA staff attended was on February 22 on the SHIFT Highway prioritization of 71 sponsored projects to move forward in the Recommended Highway Plan. The last meeting, KIPDA staff attended was on July 20 on the SHIFT priority points to “boost projects.”

LAKE CUMBERLAND AREA DEVELOPMENT DISTRICT



Regional Transportation Planning Program



Prepared By:
Kasey Hoskins
Transportation Planner

INTRODUCTION

The purpose of this document is to provide a plan to the Kentucky Transportation Cabinet for the prioritization of projects in the 2017 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 2018.

The Kentucky Transportation Cabinet has 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 uses real data to set priorities in an objective manner. The program also includes collaboration with local leaders throughout the process to help shape regional funding priorities. SHIFT prioritizes projects of both statewide and regional importance through two phases of scoring.

In the first phase, Area Development Districts, Highway District Offices and Metropolitan Planning Organizations will select projects to sponsor from the Highway Plan and Unscheduled Needs List. KYTC determined the number of projects to sponsor based on population and lane miles. LCADD will be sponsoring 43 projects. Local meetings will be held in February to determine county priorities and the LCADD Regional Transportation Committee will select their 43 projects to sponsor on March 2, 2017. The sponsored projects will receive a score from KYTC based on safety, asset management, congestion, economic growth and benefit/cost.

In phase two, ADDs, HDOs and MPOs will assign points to projects to adjust priorities to 25% of the projects in their area. The Regional Transportation Committee will meet July 20, 2017 to complete regional prioritization. Projects sponsored in the LCADD region will be given an internal score based on the following criteria:

- Safety – 5 points if project addresses safety issue
- Project Underway – 10 points if project is in any funded phase
- Tourism – 10 points if project addresses tourism areas or issues
- Local Need – 15 points to 1 project per county
- Regional Need – 15 points to a maximum of 3 regionally significant projects

The Regional Transportation Committee will use the combination of these internal scores and the score provided by the state to determine the top 25% of projects. In the event of a tie, the project with the higher state assigned score will be ranked higher. The top 25% of projects will be assigned 15 points to the state provided score to adjust the priorities.

TIMELINE

- February - Local Meetings
- March - RTC meeting approve sponsorship projects and submit to KYTC
- April - Subcommittee will meet to determine criteria for adding boost points to projects on the regional list to be included in the prioritization plan

- June - Provide draft prioritization plan to full RTC for review; clear up any
- questions on process and prepare RTC to review project lists
- July - RTC will meet to identify 25% of projects for boost points and complete
- regional prioritization
- July 28 – Deadline to submit final regional project list to KYTC

COORDINATION EFFORTS

Throughout the prioritization process, coordination efforts between the LCADD, District 4, District 8, and KYTC Central Office Planning will be necessary to ensure the process of setting priorities and having clear communication regarding SHIFT guidelines and identifying the more important projects is understood. Good communication between the LCADD and the Districts is extremely critical during the sponsorship phase and the boost phase in order to maximize the potential for projects to receive future funding.

PUBLIC INPUT

The ADD will solicit public input throughout the prioritization process by consulting with local officials, transportation stakeholders, and the LCADD Board of Director's (BOD) and RTC. Information on SHIFT will be provided through 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 those 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 meetings are advertised through local media and the LCADD website. These meetings are open to the public.

LOCAL INPUT PROCESS

During February, LCADD and District 4 & 8 staff will meet with local officials in each county to review the county UNL projects and determine county priorities. Each county in the LCADD will rank projects on the county UNL. The local input received by the county priorities will result in the selecting the most needed UNL projects for submission to the RTC. Discussion will take place during each of the eight local meetings on how the RTC might determine projects for regional sponsorship. In March, The RTC will review the local rankings and select the 43 regional sponsored projects.

At the December 1, 2016 RTC meeting, the committee will be introduced to the FY17 prioritization process. A representative from KYTC Central Office will address the RTC. The committee will discuss utilizing a subcommittee to develop the criteria and bonus priority point distribution process for adding points to the sponsored projects in SHIFT.

The RTC will meet on March 2, 2017 to review the projects identified at the local input / ranking meetings. The RTC will review and select 43 projects for regional sponsorship. These sponsored projects will be submitted to KYTC. The sponsored projects will be

scored using the SHIFT formula previously mentioned in the introduction.

At the March meeting, the RTC will appoint a subcommittee, with at least 3 members, to assist in developing the selection criteria for boost points. The subcommittee will meet separate from the full committee to discuss options and different criteria to determine best course of action for selecting the top 25% projects for boost points.

In April, the RTC subcommittee will meet to draft the selection criteria for awarding boost points. The selection criteria will be presented for approval to the RTC at the June 1, 2017 meeting. The approved criteria will be utilized by the RTC, at the July 20, 2017 RTC meeting, to identify projects for boost points and complete the regional prioritization process.

At the July meeting, the RTC will review the regional list of project scores provided by the Cabinet. The scores were developed using the SHIFT formula. The RTC will review the list and select 25% of the projects to award with boost points. Upon selection, the scores will be adjusted and the final list will be approved by the committee during the meeting.

SELECTION CRITERIA FOR BOOST POINTS

Upon completion of the KYTC's statewide selection process, a regional list of projects will be provided to the RTC for prioritization input. The RTC will meet July 20, 2017 to complete this phase of the regional prioritization process. The RTC will select 25% of the projects from the list to boost. Projects will be presented in an order of highest score to lowest score determined by the combination of the KYTC scoring method and the internal LCADD scores previously mentioned in the introduction. The RTC will utilize only the previously approved criteria as the justification for choosing projects to award boost points.

Lincoln Trail Area Development District *Regional Transportation Planning Program*

2017 Prioritization Plan



Prepared By:
Lindsay Newton
Regional Transportation Planner



Breckinridge Grayson Larue Marion Nelson Washington
The Lincoln Trail Regional Transportation Planning Program

Introduction

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 plan will be a direct reflection of the SHIFT program, KYTC's new data driven, objective, and data driven approach. This new program will allow for a fresh collaboration between Area Development Districts, Highway District Offices, and Metropolitan Planning Organizations.

Using the SHIFT approach, it was predetermined at a state level that the six rural counties in the LTADD Region will be allowed 29 projects to sponsor. The projects selected to be sponsored will be submitted to KYTC and entered into the SHIFT formula. KYTC will provide lists at a regional level with calculated scores weighted on the following categories: safety, asset management, congestion, freight, economic growth, and benefit/cost ration.

Upon completion and distribution of the scores, LTADD will receive a final list of projects for our area. We will then have the opportunity to boost 25% of those projects, which includes giving those projects an additional 15 points to their score. In July of 2017, the Regional Transportation Committee will meet to complete this phase of the prioritization process.

Timeline

- January/February: Local Meetings will be held in each county to discuss Strategic Highway Investment Formula for Tomorrow. Each county will select projects to be sponsored for the upcoming scoring process.
- March 15: Committee will review, discuss, and approve the LTADD list of projects to be sponsored. The committee will begin discussion on potential criteria for the Local Input Points.
- April 19: The Committee will approve Criteria for the Local Input Points (as shown below).
- July 19: The Committee will meet to identify the 25% of projects to boost.
- July 28: Final Day for Regional Project List to be submitted to KYTC.

Input: Local, Regional,

In January and February of 2017 six local meetings will be held and the review process will begin. During these meetings, priorities among each county will be recognized. Through this process and diligent evaluation, the Unscheduled Needs List will be thoroughly discussed and a set of projects will be established for each county.

The LTADD region will then presented with 29 projects to be sponsored. At the March 15 meeting the Regional Transportation Committee will review the list and it will either be approved or denied. Discussions will begin that day for a list of criteria that will be applied to each sponsored project when deciding which projects would be boosted at a regional level.

During the April 19th meeting the LTADD Regional Transportation Committee will finalize and approve the list of criteria for scoring and booting projects. Finally, on July 19th, the committee will have the opportunity to review the 29 projects one at a time and apply the criteria. The committee will work together cohesively to compile a list of 8 regional projects to boost with the additional 15 points. District 4 will be present at this meeting, as well as, all the meetings for the entire year. They will play a significant role each time in detailing the projects and answering important questions.

The relationship between LTADD Regional Transportation Committee and District 4 will be crucial to the SHIFT process from beginning to end. Many of the projects the RTC decides to boost will be highly considered at the District level. It has been the instruction of the Kentucky Transportation Cabinet to boost the same projects, if possible.

Input: Public

All LTADD Regional Transportation Committee Meetings are open to the public. The times/dates of these meetings are posted on the LTADD website. Members of the public are encouraged to attend and public input will be solicited through the LTADD Board of Directors, local officials, and transportation stakeholders. The input of the public will be especially beneficial during the prioritization meetings, as citizens are able to recount isolated issues that fall outside of the parameters of the data.

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 of more projects phases started or completed
Growth Corridors/Corridor Connectivity	Significant growth currently occurring or anticipated along this

route

This project enhance connectivity along a major corridor

This project 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

NORTHERN KENTUCKY AREA DEVELOPMENT DISTRICT



**REGIONAL TRANSPORTATION PROGRAM
FY 2018
NKADD Prioritization Plan**



THIS DOCUMENT WAS PREPARED IN COOPERATION WITH THE KENTUCKY TRANSPORTATION CABINET

INTRODUCTION

The purpose of this document is to provide a plan to the Kentucky Transportation Cabinet for the sponsorship and prioritization of projects in the 2017 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 2018.

The 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 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 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 KYTC Highway Plan and KYTC Unscheduled Needs List (UNL) identify approximately 4000 transportation projects. 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 will be approximately 1200 projects statewide selected for sponsorship into SHIFT by the ADDs, HDOs and MPOs. Using this formula with the numbers in the NKADD, it has been determined the NKADD Regional Transportation Committee (RTC) will be allotted 32 projects for regional sponsorship.

The projects selected for sponsorship will be submitted to the KYTC Central Office Planning and entered in the SHIFT formula. This model will calculate project scores based on weighted values from the data available: 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 will be scored in the SHIFT regional model, which will use weighted values for data available: 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 can be selected to receive 15 priority points. This means an additional 8 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 by the prioritization plans developed by the District and the ADD.

TIMELINE

January - Local Meetings

March 6 – RTC meeting to approve the sponsored projects and submit to KYTC

April 28 – Meeting with District 6 to discuss the next steps in the SHIFT process

June 5 – RTC meeting with John Moore KYTC to discuss the upcoming schedule
For the SHIFT process

June 23 – Meeting with District 6 to finalize a plan for the SHIFT boost process

July 14 – RTC meeting to identify the 25% (8) projects for Boost and complete
Regional prioritization

July 17 – Submit the final regional project list to KYTC by entering the Boost
Points in PIF

COORDINATION EFFORTS

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

PUBLIC INPUT

The ADD will solicit public input throughout the prioritization process by consulting with local officials and RTC. Information on SHIFT will be provided through email and RTC meetings. Meetings will be held at the District office or

the ADD office. The meetings are open to the public and advertised in the NKADD monthly newsletter.

LOCAL INPUT PROCESS

During the week of January 23 – 27 NKADD and District 6 held local officials meetings at the Highway District Office. Each county will be presented with the projects in their county and determine which projects are the most important to be moved along through the scoring process of SHIFT prioritization.

REGIONAL INPUT PROCESS

In late January at the local officials meetings we had introduced the RTC to SHIFT. This was a good starting point to continue with an understanding of the process.

On March 6 the RTC had a meeting at the NKADD. At this meeting we had 4 projects from each of the 5 counties previously selected which gave us 20 projects. At this point we had the committee select the remaining 3 projects to get a total of 23 projects for scoring. Later in the process this number was raised to 32 projects which came from remaining district projects.

On April 28 the ADD met with the District to discuss the next steps in the SHIFT process and how to proceed with the next RTC meeting.

On June 5 the NKADD held the next RTC meeting. We had John Moore, Division of Planning at KYTC speak to the committee and explain the SHIFT process up to this date and to give an update in the SHIFT schedule on what will happen next.

On June 23 the ADD met again with the District to discuss again on how to proceed in the future of the process. We also discussed how the next RTC meeting should work and how we wanted to add Boost points to the projects.

On July 14 we held the next RTC meeting to add the Boost points to 25% of the 32 total projects that had been scored through KYTC. In the end we used the scores and the projects that the District and boosted to Boost our top 8 scoring projects to maximize our total points.

On July 17 I completed the NKADD SHIFT process by entering the Boost points to the 8 select projects in PIF.

**PENNYRILE AREA DEVELOPMENT DISTRICT
Regional Transportation Planning Program**



2017 Prioritization Plan



Prepared By:
Craig Morris
Transportation Planner

Approved by the RTC on February 3, 2017 and changes approved by
TRC Sub-committee on April 3, 2017.

The purpose of this document is to provide a plan to the Kentucky Transportation Cabinet for the prioritization of projects in the 2017 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 2018.

The Kentucky Transportation Cabinet has 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 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.

The Prioritization Process is divided into two phases. In the first phase, Area Development Districts, Highway District Offices and Metropolitan Planning Organizations will select projects to sponsor from the Highway Plan and Unscheduled Needs List. KYTC determined the number of projects to sponsor based on population and lane miles. PeADD will be sponsoring 41 projects. Each of the 9 counties in PeADD will sponsor 3 projects and the remaining 14 were divided on a formula based on the population and state highway mileage in each county. This was the same formula KYTC uses to determine how many projects each ADD could sponsor. PeADD used the same formula to divide the remaining 14 sponsor projects across our 9 counties.

In phase two, ADDs, HDOs and MPOs will receive a listing of sponsored projects for their area. Each will select 25% of their projects to Boost. The Regional Transportation Committee will meet August 10, 2017 to complete this phase of the regional prioritization process. Projects sponsored in the PeADD region will be sorted highest score to lowest score. The RTC members in attendance will begin with the highest scored project.

Staff Recommendation to Sub-Committee on Boost Points Allocation for the RTC

The following is the staff recommendation on how to allocate Boost Point for the Pennyrile ADD Transportation Committee:

- 1) Recommend our Committee "Double Boost" the Combined DO Top Ten projects on the DO1 and DO2 Preliminary Boost List, starting with the highest scored projects regardless whether it's on the DO1 list or the DO2 list. I have attached an excel spreadsheet with these DO Top Ten Projects attached. This would add 30 points to all these projects.
- 2) There are four (4) counties that do not have any projects on the attached DO Top Ten List from our PADD Districts. These are Todd, Trigg, Caldwell and Lyon. Technically, Lyon Co. has two US 641 projects on this DO Top Ten

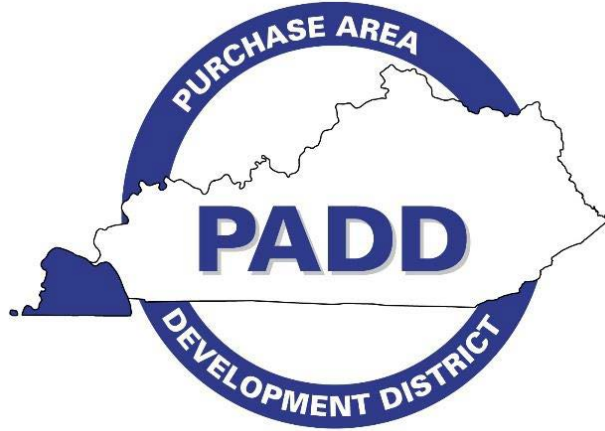
List, but I consider these to be Crittenden County projects. I would recommend that all four (4) of these counties could get 15 Boost Point to add to any projects they choose.

- 3) This would leave four (4) additional projects our Committee can add Boost Points to per our 18 project limit. For these last four (4) projects, I would recommend awarding them to the four (4) counties with the most population. These four (4) counties would have the option to add their points to a project already Boosted by one of the Districts or a project on our main sponsor listed of ADD projects.

I spoke with District 3 and they did not Boost any of Todd County's projects. The highest scoring project in Todd County was in the 20's. Since no PADD projects are on DO3 Boost List, there is no reason to disseminate it.

Christian Co has two (2) additional Boost projects that can be awarded to Oak Grove via the MPO. Our region get 20 projects to Boost but only 18 projects are under the RTC's jurisdiction.

PURCHASE AREA DEVELOPMENT DISTRICT



Regional Transportation Planning Program

2017 Prioritization Plan



Approved by Purchase ADD Regional Transportation Committee
July 12, 2017

INTRODUCTION

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 2017 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 2018.

The 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 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 KYTC Highway Plan and KYTC Unscheduled Needs List (UNL) identify approximately 4000 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 will be approximately 1200 projects statewide selected for sponsorship into SHIFT by the ADDs, HDOs, and MPOs. Using this formula with the numbers in the PADD, it has been determined that the PADD Regional Transportation Committee (RTC) will be allotted 36 projects for regional sponsorship.

The projects selected for sponsorship will be submitted to the KYTC Central Office Planning and entered into the SHIFT formula. This model will calculate project scores based on weighted values for the data available: 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 will be scored in the SHIFT regional model, which will use weighted values for data available: 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 can be selected to receive 15 priority points. Projects not selected get zero points. Projects selected by both the District and the ADD will get a "turbo boost" (the maximum combined points). Projects identified to receive priority points should meet the selection criteria identified by the prioritization plans developed by the District and ADD.

TIMELINE

- February – Local Meetings
- March 15 RTC meeting approve sponsorship projects and submit to KYTC
- May 18 the subcommittee will meet to determine criteria for adding boost points to projects on the regional list to be included in the prioritization plan
- May – June provide draft prioritization plan to full RTC for review; clear up any questions on process and prepare RTC to review project lists
- July 12 the regional committee will meet to identify 25% of projects for boost points and complete regional prioritization
- July 28 submit final regional project list to KYTC

COORDINATION EFFORTS

Throughout the prioritization process, coordination efforts between the PADD, District 1, and KYTC Central Office Planning will be necessary to ensure the process of setting priorities and having clear communication regarding SHIFT guidelines and identifying the more important projects is understood. Good communication between the PADD and District 1 is extremely critical during the sponsorship phase and the boost phase in order to maximize the potential for projects to receive future funding.

PUBLIC INPUT

The ADD will solicit 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 will be provided through the ADD's Constant Contact, 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 those 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 meetings are advertised through local media, Constant Contact, PADD Monthly Updates and Quarterly Newsletters. These meetings are open to the public.

LOCAL INPUT PROCESS

During February, PADD and District 1 staff will meet with local officials in each county to review the county UNL projects and determine county priorities. Each county in the Purchase will rank the top 10 projects on the county UNL. The local input received by the rankings will result in 80 UNL projects identified for submission to the RTC. The RTC will review the local rankings and select the 36 regional sponsored projects.

Discussion will take place during each of the eight local meetings on how the RTC might determine projects for regional sponsorship. A favorable method could be based on RTC actions to develop the region top 30 during the 2015 KYTC Priority Process. In 2015 the RTC selected the top four projects from each county identifying 32 projects to be ranked by the committee 1-32, which resulted in the regional top 30 that was submitted to KYTC. This method could work for the 2017 sponsorship process by selecting the top 5 from each county, identifying 40 projects to select from for the 36 projects for regional sponsorship.

REGIONAL INPUT PROCESS

At the December 14, 2016 RTC meeting, the committee will be introduced to the FY17 prioritization process. A representative from KYTC Central Office will address the RTC. The committee will discuss utilizing a subcommittee to develop the criteria and bonus priority point distribution process for adding points to the sponsored projects in SHIFT.

The RTC will meet on March 15, 2017 to review the 80 projects identified at the local input / ranking meetings. The RTC will review and select 36 projects for regional sponsorship. These sponsored projects will be submitted to KYTC. The sponsored projects will be scored using the SHIFT formula previously mentioned in the introduction.

At the March meeting, the chairman of the PADD RTC will appoint a subcommittee, with one representative from each county, to assist PADD staff in developing the selection criteria for boost points. The subcommittee will meet separate from the full committee to discuss options and different criteria to determine best course of action for selecting the top 25% projects for boost points. PADD staff and District 1 staff will serve the subcommittee in a technical advisor role.

May 18, 2017 the RTC subcommittee will meet at the PADD and draft the selection criteria for awarding boost points. The selection criteria will be utilized by the RTC, at the July 12, 2017 RTC meeting, to identify projects for boost points and complete the regional prioritization process.

July 12, 2017 the RTC will meet to review the regional list of project scores provided by the Cabinet. The scores were developed using the SHIFT formula. The RTC will review the list and select 25% of the projects to award with boost points. Upon selection, the scores will be adjusted and the final list will be approved by the committee.

SELECTION CRITERIA FOR BOOST POINTS

Upon completion of the KYTC's statewide selection process, a regional list of projects will be provided to the RTC for prioritization input. The RTC will meet July 12, 2017 to complete this phase of the regional prioritization process. The RTC will select 25% of the projects from the list to boost. Projects will be 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) will be highlighted for beginning discussion.

The following criteria will serve as the basis to project consideration for boost points:

- Projects from current Highway Plan with project phases in or beyond Right of Way phase (could also be in Utility Relocation phase or Construction 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 revealed this criteria will be important factor for the District selection process; therefore, projects with existing phases have a better opportunity to maximize the potential benefit of a turbo 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, 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 will utilize the identified selection criteria as the justification for choosing projects to award boost points, making the selected project a higher priority. It is important to consider, as a possibility, the KYTC SHIFT scoring process could eliminate lower score projects from regional consideration. If the project score is low enough, it could be determined that a boost/turbo boost would not yield a score high enough to place it in the top 25% projects.

BOWLING GREEN-WARREN COUNTY MPO

MPO LOCAL INPUT PLAN:

The process described below is the order in which the Bowling Green-Warren County Metropolitan Planning Organization plans to prioritize sponsored projects and designate Boost projects in the MPO area. Prior to commencement on this process, the MPO Technical Advisory Committee and MPO Policy Committee will review, make necessary revisions, and approve all prioritization process plans. The draft prioritization plan shall be submitted to KYTC no later than **Wednesday, May 3, 2017.**

- 1. Prioritize Sponsored Projects** | MPO Technical Advisory Committee rank priority projects based on provided criteria related to:
 - a. Commitment & Community – total of 45 possible points
 - b. Economic Development – total of 35 possible points
 - c. Mobility & Accessibility – total of 20 possible points

*Factors are included within each category to help guide TAC members in scoring/ranking each sponsored project. Scores will be tallied by MPO staff and final scores assigned to each sponsored project in the MPO area. Projects will be listed in order from highest score to lowest. Based on this information, the TAC will curate a list of priority projects, focusing on the top seven for consideration of boosting.

- 2. Policy Committee Approval** | TAC will recommend projects from Step One to the MPO Policy Committee for approval prior to moving to Step Three. Upon the PC's approval of priority projects, the TAC will move onto Step Three, to determine boost projects.

- 3. Determine Boost Projects** | TAC will consider the project's statewide score, in addition to the TAC's

MPO SCORING CRITERIA

COMMITMENT & COMMUNITY (45)

- Is the project currently in the design phase or beyond?
- Are there any additional funding sources?
- Are there supporting projects or other completed/in-progress segments of this roadway?
- Does the project have support from local elected officials?
- Does KYTC District 3 support this project?
- Has a previous study or plan recommended this project?
- Is there support from multiple local agencies?
- Does the public support the project?
- Does the project support local land use planning efforts?

ECONOMIC DEVELOPMENT (35)

- Will the project support economic development?
- Does it provide connections for freight/goods?
- Is future development dependent on the project?
- Is the project in an area susceptible to future growth?
- Will it improve connections to accommodate to growth and development?
- Does the project support tourism initiatives?

MOBILITY & ACCESSIBILITY (20)

- Will the project improve mobility, reduce congestion, or improve travel time?
- Will the project improve access management efforts?
- Does the project support access to large employment centers, housing or other features?
- Will this project improve bike/ped/transit connections?

TOTAL (100)

RESOLUTION 2017-10

**APPROVING THE
CLARKSVILLE MPO'S BOOST POINT DISTRIBUTION
FOR KENTUCKY TRANSPORTATION CABINET'S
STRATEGIC HIGHWAY INVESTMENT FORMULA FOR TOMORROW (SHIFT)**

WHEREAS, The Kentucky Transportation Cabinet (KYTC) implemented the Strategic Highway Investment Formula for Tomorrow (SHIFT) to prioritize projects for the Highway Plan. About half of the transportation funding priorities will be part of the SHIFT process. This includes safety improvements, road widening, reconstruction, new routes and interchanges; and

WHEREAS, Projects in SHIFT need to be sponsored by KYTC and/or the MPO to be included in the prioritization. This also includes active projects currently in the Transportation Improvement Program (TIP); and

WHEREAS, the Clarksville MPO is allowed to allocate 15 Boost points to two projects out of the five projects sponsored in the MPO area; and

WHEREAS, the Clarksville MPO concurs with KYTC decision to apply their Boost points to the two highest scoring sponsored projects: KY115 widening from KY911 to I24 and KY911 widening from US41A to Oak Grove/KY115. These two projects were the only sponsored projects to have a quantitative score above 50 in the SHIFT prioritization process; and

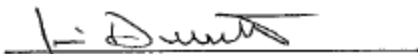
WHEREAS, opportunity for public review and comment as indicated in the Public Participation Plan was given for this document;

WHEREAS, members of the MPO's Technical Coordinating Committee agree that the Clarksville MPO's Local Input Plan will effectively advance the transportation planning process; and

NOW THEREFORE BE IT RESOLVED, that the MPO's Executive Board hereby adopts Resolution 2017-10 for the Clarksville MPO's Boost point distribution to KY115 widening, from KY911 to I24 and KY911 widening, from US41A to Oak Grove/KY115 projects; and hereby certifies that the Clarksville Metropolitan Planning Organization is meeting all the requirements of 23 CFR, Part 450 relating to the Urban Transportation Planning Process.

RESOLUTION APPROVED: July 20, 2017

Authorized Signature:



Mayor Jim Durrett, Chairman
MPO Executive Board

Clarksville MPO's Local Input Plan
Joint Priorities:

The MPO will first consider 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 considers 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.

Local Input points:

If a data-driven component of a project's score is too low for the project to be competitive with other projects in the region, even if local input points were added, the MPO may choose not to award any local input points to that project. If the MPO believes, 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 KYTC's and the MPO's joint priorities, the MPO will allocate local input points to that project 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 then consider the following local priorities in addition to KYTC's and the MPO's joint priorities and will assign 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 Participation:

In accordance with the MPO's Participation Plan, public input will be considered at the Technical Committee and Executive Board meeting. The preliminary number of MPO input points to be awarded to each project will be determined by the MPO's Technical Committee, and the final number of local input points to be awarded will be assigned and approved by the MPO's Executive Board.

Estimated Schedule:

- April 20th – Review, discuss and adopt the Clarksville MPO's Local Input Plan
- April 20th – Review and discuss the three MPO sponsored projects and the two KYTC sponsored projects.
- September to October 4th – Review and assign MPO's local input points to projects.
- October 4th to October 18th – Public input accepted and reviewed on MPO's local input points to projects.
- October 19th – Review, discuss and adopt the prioritized projects and corresponding local input points.

**Evansville-Henderson MPO
Regional Prioritization Plan
(For KYTC Unfunded Projects)**

2017

Joint Priorities

Based on discussions with local public agencies (City of Henderson and Henderson County) the MPO considers the following criteria priorities that should be considered as part of the prioritization process:

- Safety
- Congestion
- Cost Effectiveness

These are referred to as KYTC's and the MPO's joint priorities.

Local Input Points

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 KYTC's and the MPO's joint priorities, the MPO will allocate local input points to that project 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:

- The project's recommendation based on a completed study
- Consistency of the project with the MPO's MTP or TIP or the local comprehensive plan.
- Project's ability to improve safety, access, and mobility for transit and non-motorized traffic.

Public Participation

Project point assignment will be made after discussion and coordination with the local public agencies. This "draft" prioritization will be submitted to the MPO's Technical and Policy Board committees for review. In accordance with the MPO's Participation Plan, public input will be accepted and reviewed during the time between presentation of the plan as a draft and final approval by the same committees.

Estimated Schedule

- February 3rd – request for new PIFs to be added to the database and review of the SHIFT projects for sponsorship
- March 8th – projects selected for sponsorship
- April 6th – submit Draft Regional Prioritization Plan (RPP) to MPO boards for review
- April 6th to April 24th – accept public comment

- May 4th – final approval of Prioritization Plan to MPO boards
- Late May to early July – work on scoring method
- Early July – find out RPP needs to include specific scoring details and change in schedule/deadline
- July 11th – due to new schedule and time constraints the Final RPP could not be amended to include scoring specifics; the RPP was abandoned and we skipped to the final phase in order to meet the deadline; sent out press release of Draft Regional Priority Projects seeking comment on Boost Projects in order to meet Public Participation Plan requirements
- August 3rd – final approval of Regional Priority Projects by MPO boards

RESOLUTION

TO ADOPT KYOVA'S LOCAL INPUT PLAN FOR KENTUCKY TRANSPORTATION CABINET'S STRATEGIC HIGHWAY INVESTMENT FORMULA FOR TOMORROW (SHIFT)

- WHEREAS,** KYOVA Interstate Planning Commission (KYOVA) has been designated by the states of West Virginia, Kentucky, and Ohio as the official Metropolitan Planning Organization for the Huntington, WV-KY-OH Transportation Management Area (TMA); and
- WHEREAS,** the Huntington, WV-KY-OH TMA includes the West Virginia counties of Cabell and Wayne, Kentucky counties of Boyd and Greenup and Lawrence County, Ohio; and
- WHEREAS,** KYOVA Policy Committee has responsibility for KYOVA policy functions; and
- WHEREAS,** KYOVA solicits input from localities, transit and transportation authorities, and other stakeholders in its development and selection transportation projects; and
- WHEREAS,** the Kentucky Transportation Cabinet (KYTC) developed Strategic Highway Investment Formula for Tomorrow (SHIFT) a more data-driven, objective, and collaborative approach to determine the state's transportation funding priorities that is designed to bring balance and dependability to Kentucky's overprogrammed highway plan; and
- WHEREAS,** KYTC is requiring each authorized transportation planning agency within the state to develop a Local Input Plan 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; and
- WHEREAS,** KYOVA has developed a Local Input Plan (see attached) which will include local priorities in addition to KYTC's priorities;
NOW THEREFORE BE IT RESOLVED, the KYOVA Policy Committee hereby adopts and takes all actions necessary to implement the attached KYOVA Interstate Planning Commission Local Input Plan.



Robert Pasley, Chairman

Date: April 28, 2017



Christopher Chiles, Executive Director

Date: April 28, 2017

KYOVA INTERSTATE PLANNING COMMISSION
LOCAL INPUT PLAN
April 28, 2017

PRIORITY CONSIDERATIONS

KYOVA Interstate Planning Commission will first consider 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 considers Improving safety, preserving existing infrastructure, reducing congestion, and fueling economic growth as priorities that should be considered as part of the prioritization process; these are referred to as KYTC's and KYOVA's Joint Priorities.

KYOVA will also consider 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
- Project's ability to improve safety, access, and mobility for transit and non-motorized traffic

PRIORITIZATION PROCESS AND ACTION

KYTC will review the original SHIFT selected projects from all agencies within the state and they will identify projects at the statewide-level to move forward. After KYTC's statewide identification, they will provide a Regional Listing of Projects which will include the remaining original SHIFT selected projects by KYOVA, Area Development Districts and the Highway District Offices within the Region. Of these remaining projects KYTC will request KYOVA to choose 25 percent of the projects located within the KYOVA planning area to move forward. Each of the 25 percent projects will receive 15 points. Each Highway District Office and Area Development District will complete the same process for projects within their planning area.

The 25 percent projects will be identified by the Boyd and Greenup Citizens Advisory Committee and/or the KYOVA Technical Advisory Committee (TAC) and approved by KYOVA's Policy Committee. Representatives of applicable Area Development Districts and Highway District Offices will be consulted to coordinate and identify projects of common interest by inviting them to participate in the Boyd and Greenup Citizens Advisory Committee, KYOVA Technical Advisory Committee and the KYOVA Policy Committee meetings. In accordance with the KYOVA's Participation Plan, public input will be considered at the Boyd and Greenup Citizens Advisory Committee, KYOVA Technical Advisory Committee, and KYOVA Policy Committee meetings. The approved projects will be submitted to KYTC Division of Planning with a Board Resolution or annotation of approval in meeting minutes.

Lexington Area MPO Process for Identifying Priority Projects in SHIFT

Approved by the Lexington Area MPO

Transportation Policy Committee

April 26, 2017

Evaluative Criteria

The MPO staff recommends utilizing the 2040 Metropolitan Transportation Plan (MTP) project rankings as an initial foundation for identifying local priority projects. The 2040 MTP project rankings were publically vetted and based on an extensive matrix of criteria, using both quantitative and qualitative data. The matrix is attached for reference. 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 will be 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 2040 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. However, to further expand opportunities for public input the MPO will do the following once we have received the scored list of SHIFT projects from KYTC.

- Post to our website a brief synopsis of SHIFT, the MTP prioritization process and any other priority criteria that the MPO is considering in selecting the priority projects.
- Post to our website the list of locally sponsored projects and a means for people to communicate which projects they view as the greatest priorities (a survey, email contact, or form, etc.)
- Utilize readily available public email lists and social media to direct the public to the webpage.
- List the times and locations for the MPO's Transportation Technical Coordinating Committee (TTCC) and the Transportation Policy Committee (TPC) meetings where the local priorities will be discussed. These meetings are open to the public.
- Seek the review and formal approval of the draft priority list from the MPO's Transportation Technical Coordination Committee (TTCC). The TTCC advises the TPC and is comprised of transportation and community stakeholders.
- MPO staff will summarize the public/stakeholder input received and communicate this to the TPC for their consideration.

Workflow for Priority Project Selection

MPO staff will evaluate all of the locally sponsored projects once they have been scored and submitted to the MPO by KYTC. The staff will review the projects based on the Evaluative Criteria described herein and any Public/Stakeholder Input that is received. Staff will recommend which sponsored projects may be identified as a higher local priority (25% of projects) to the TTCC for review, adjustment and approval. The recommendation will include a general ranking of priority. While KYTC does not require the ranking, it may prove useful to the KYTC when developing the Draft Highway Plan. The ranked TTCC list will be presented to the TPC. The TPC will hold the ultimate decision-making authority on which of the locally sponsored projects will be further identified as a local priority (the top 25%) as well as the order of priority.

Coordination

The TPC approved list of priority projects will be forwarded to the KYTC District 7 and Bluegrass Area Development District for their consideration in developing the Draft Regional Highway Plan. The MPO staff will be available to assist the District 7 office by any means and will work with the other "North" regional partners including District Highway Offices, MPOs and ADDs in order to develop the regional recommendations for the Statewide Highway Plan.

Strategic Highway Investment Formula for Tomorrow

SHIFT Prioritization Process

Louisville/Jefferson County KY-IN MPO (KIPDA)

At their Statewide Transportation Planning Meeting on January 18, 2017, the Kentucky Transportation Cabinet (KYTC) revealed their new process for evaluating projects for inclusion in the 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.

Projects such as pavement rehabilitation, bridge replacements, bicycle or pedestrian projects, or other projects currently programmed with dedicated funds (TAP, CMAQ, SLO, etc.) were not eligible for consideration. Under the *Strategic Highway Investment Formula for Tomorrow (SHIFT)* process, the KYTC District 5 Office and the MPO had the opportunity to "sponsor" nearly 100 projects which were subsequently scored by the KYTC Division of Planning. The process developed by the TPC to "sponsor" projects (which in this case means "propose" rather than the more traditional use of "sponsor" as undertaking the project) included the following:

- Projects must be listed in the Horizon 2035 Metropolitan Transportation Plan (MTP)
- Projects will be reviewed based on components of the Draft *Connecting Kentuckiana* Project Evaluation Process completed as of 2/23/17 (including Focus Areas and Areas of Concern)
- Final list of "sponsored" projects will be reviewed by the Transportation Technical Coordinating Committee (TTCC) and ultimately approved by the TPC
- The KYTC PIF/UNL Database will be updated wherever possible (and as the SHIFT schedule allows) to reflect MTP information

On March 23, the TPC approved a list of 51 projects for "sponsorship". The list was then submitted to KYTC on March 29, 2017. Prior to submission, efforts were made to correct inconsistencies between the MTP and the KYTC PIF/UNL Database, and requests were subsequently made to obtain Control Numbers for projects without them.

Following the KYTC evaluation and scoring of projects "sponsored" by both the MPO and KYTC, the MPO would have the opportunity to review the results of that process and to further "support" roughly 25% of the projects. The TTCC, at their April 12 meeting, proposed the following procedure to accomplish the determination of that support:

- 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 (which the TTCC has recommended for TPC approval on April 27), and on the data and criteria used for that process as it exists on May 1, 2017.
 - 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

From the initial list of sponsored projects, KYTC selected a group of projects that were considered to be of “statewide significance”. Removal of those from the regional prioritization process left 79 projects, from which the MPO and District 5 each were given the opportunity to “boost” 20. A TTCC Working Group was approved by the TTCC and the TPC to evaluate the projects in regards to both the KIPDA Project Evaluation Process and the KYTC scoring, and consisted of the following:

- John Calihan – Louisville Metro
- Tom Hall – KYTC District 5
- Felicia Harper – Bullitt County Planning & Zoning
- Matt Meunier – City of Jeffersontown
- Kenan Stratman – City of St. Matthews
- Jim Urban – Oldham County

A list of 20 projects recommended by the Working Group to receive MPO endorsement was presented to the TTCC at their meeting on July 12. Modifications were suggested by the committee, and the modified list was recommended for TPC approval. At their meeting on July 27, the TPC approved the list of 20 projects to be submitted to KYTC for the next phase of the SHIFT process.

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” and the process applying additional

“support” was included in the meeting packets. Documentation of the entire process, as well as the final list of projects receiving “support”, will ultimately be posted on KIPFDA’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 was based on not only need, but on public opinion and political will as well. However, any project considered by the MPO for prioritization or support in the *SHIFT* process must already be listed in the current MTP and will 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.



OKI Process to Allocate Local Input Points for SHIFT

7/21/17

OKI staff met with local stakeholders on June 27, 2017 for the purpose of assigning the OKI region local priority “boost” points for 14 (25%) of the region’s sponsored projects. All Kentucky-based members of the Intermodal Coordinating Committee (ICC) and the OKI Board as well as their alternates were invited. Twenty-four guests attended. Representatives from every county and several cities were represented. See attached attendance sheet.

OKI staff presented an overview of the SHIFT purpose and process using collateral materials from KYTC Central Office. Background on the data-driven process was provided by OKI staff. KYTC Central Office and District 6 personnel in attendance provided additional information and responded to questions. OKI staff coordinated closely with both C.O. and District 6 personnel throughout the entire process and obtained the draft District 6 boosted projects in advance of the meeting.

Attendees were provided spreadsheets showing all of the sponsored projects and the results of the KYTC scoring process. District 6 boost scores were included in the spreadsheet. To start the discussion, OKI staff presented its selection of the top 14 (25%) of projects to boost. The list closely correlated to projects with item numbers and high scores. OKI staff and several attendees expressed 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

OKI Members also expressed desire to align the regional boost points with the District 6 boost points to optimize the chance of the 14 projects to move towards inclusion in the Six Year Plan. District 6 personnel agreed to modify two of their draft assignments to correspond to OKI priority projects.

OWENSBORO MPO LOCAL INPUT PLAN:

The process described below is the manner in which the Owensboro – Daviess County Metropolitan Planning Organization plans to prioritize sponsored projects and assign allocated Local Input Points in the MPO area. Prior to commencement on this process, the MPO TAC and MPO Policy Committee will review, make necessary revisions, and approve all prioritization process plans.

1. Prioritized Sponsored Projects:

The MPO TAC shall rank priority projects based on provided criteria related to:

- a. Commitment & Community – total of 45 possible points
 - b. Economic Development – total of 35 possible points
 - c. Mobility & Accessibility – total of 20 possible points
- Factors are included within each category to help guide TAC members in scoring/ranking each sponsored project. Based on these considerations, the TAC will create a list of priority projects, focusing on the top five (5) to move forward with the assignment of Local Input Points.

2. Policy Committee Approval

The TAC will recommend projects from Step One to the MPO Policy Committee for approval prior to moving to Step Three. Upon the Policy

Committee approving the priority of projects, the TAC will move onto Step Three, to assign Local Input Points.

3. Assign Local Input Points

The TAC will consider the project's statewide score, in addition to the TAC's priority ranking, and will distribute the allocated local input points to the priority projects as determined above.

- a. The TAC will assign points on local knowledge and expertise, as well as the project's positive affect on: Commitment & Community; Economic Development; and Mobility & Accessibility.
- b. MPO will coordinate with Highway District Office (D2) to identify projects of common interest and assign Local Input Points in such a way that will best elevate the final project score.

4. Policy Committee Approval

The TAC will recommend distribution of Local Input Points of desired projects to the Policy Committee. The Policy Committee will make modifications as desired, and approve the final distribution of Local Input Points.

5. Submittal of Local Input Points

The MPO staff will compile necessary documentation and submit the MPO's distribution of Local Input Points to KYTC.

6. Public Participation Plan Efforts

The MPO will meet the requirements stated in the Participation Plan to gather public input. MPO TAC and Policy Committee meetings are open to the public, and public comment is solicited at these meetings.

RADCLIFF/ELIZABETHTOWN
METROPOLITAN PLANNING ORGANIZATION

2017 PRIORITIZATION PLAN



Planning for the transportation
needs of the region.

AUGUST 2017



LINCOLN TRAIL AREA DEVELOPMENT DISTRICT
P. O. BOX 604
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Radcliff/Elizabethtown Metropolitan Planning Organization
2017 Prioritization Plan

As part of KYTC’s Strategic Highway Investment Formula for Tomorrow (SHIFT) prioritization process, the Radcliff/Elizabethtown MPO was able to “boost” 5 projects by adding 15 points each to the projects. This process was done through the MPO technical Advisory Committee (TAC) at their meeting on June 30. The MPO TAC chose five (5) projects and made a recommendation to the MPO Policy Committee.

Earlier in the year, the MPO established the criteria listed below to assist in choosing which projects would receive additional points. During the MPO TAC meeting, the committee discussed several projects, choosing four (4) projects that are very important to the MPO area. They, then, utilized the established criteria and feedback from District 4 to choose the 5th project to “boost.”

The Policy Committee met on July 13 and reviewed the recommendation from the MPO TAC. Considering the fact the no projects from Meade County were chosen, the Policy Committee replaced one of the selected projects with the highest scoring project from Meade County. The Policy Committee gave final approval of the “boosted” projects at that meeting.

MPO SCORING CRITERIA

Criteria	Items To Be Considered for Possible Extra Points
Safety/Access Management	Kentucky Transportation Cabinet 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 Already Underway	Project identified in a MPO or local study
	Project is ranked in the MPO's current Metropolitan Trans. Plan (MTP)
	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 (bicycle, pedestrian, transit)
Significant Regional Project	Project is significant to the region as a whole