

Big Sandy Area Development District



"turning vision into reality..."

SHIFT 2022 Prioritization Plan

Preliminary Draft

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Introduction/Overview

The purpose of this document is to provide a plan and methodology to the Kentucky Transportation Cabinet (KYTC) for the Big Sandy Area Development District's Regional Transportation Committee's (BSADD RTC) process for sponsorship and prioritization of highway projects in the 2022 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 2022.

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.

Timeline

- January – The BSADD Transportation Planner will provide an overview of the SHIFT process to local leaders at the BSADD newly elected officials meeting.
- February/March – BSADD and HDO staff will meet with local officials to select up to 4 projects per county (and up to 1 for the City of Pikeville) to be sponsored.
- April 1st – Deadline for to add new projects or edit current projects.
- May 14th – Projects sponsored deadline.
- May 18th - The BSADD Regional Transportation Committee will meet to finalize the *DRAFT Prioritization Plan* including a process for applying Local Input Points.
- June – July – BSADD RTC meeting notices and DRAFT 2021 Prioritization Plan will be made available on the BSADD website.
- July/August – BSADD RTC meets to assign Boost Points to projects to adjust priorities.
- September – All scores will be submitted to KYTC.

- September – Submit Final Priorities Process Plan.
- October – Central Office will finalize and submit selected projects.
- November/December - KYTC Central Office Develops Draft Highway Plan and delivers plan to the Governor.

Project Selection Criteria/Methodology

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 2021, KYTC has determined the following number of project sponsorships available to each agency serving the Big Sandy Region:

- Highway District 10: 32 sponsorships
- Highway District 12: 28 sponsorships
- BSADD Region: 21 sponsorships

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 CHAF Database 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 1 project for sponsorship. These sponsored projects will be entered into the KYTC database before May 14th in order to undergo quantitative analysis in phase two.

During Phase two, the KYTC 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.

Project Boost Criteria/Methodology

Once the 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. In May, 2021, 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 rock fall hazards.

The Big Sandy Regional Transportation Committee will meet in July 2021 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.

Public Involvement/Feedback

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.

Conclusion

The BSADD RTC prioritization process provides a methodological approach for selecting projects to be scored based upon the needs of each county in the BSADD region. The process provides elected officials the opportunity to review current proposed projects as well as add new projects that are significant to their respective areas based upon improving safety, preserving

existing infrastructure, reducing congestion, fueling economic growth and spending tax dollars wisely.

In a collaborative effort to support projects that are important to the entire BSADD region, the RTC will award local priority points to those that have the most significant regional impact. This data driven, objective and collaborative approach contributes to the balance and dependability to the Kentucky Highway Plan.