

Big Sandy Area Development District



"turning vision into reality..."

SHIFT 2020 Final Prioritization Plan

August 13, 2019

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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 2020 Statewide Prioritization Process. This prioritization process will be used as input for the Kentucky Draft Recommended Highway Plan, to be submitted to the next session of the Kentucky General Assembly in 2020.

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

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

SHIFT combines a quantitative analysis of objective measures with the qualitative insights of local leaders to select the projects that will best meet our transportation needs. The top priorities in this selection process are; improving safety, preserving existing infrastructure, reducing congestion, fueling economic growth, and spending tax dollars wisely. SHIFT uses

quantitative data such as crash rates, fatalities, traffic volumes, delays, and impact on potential job growth to assess the benefits of planned projects and compare them to each other.

Transportation project types to be prioritized using SHIFT include:

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

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

Timeline

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

Project Selection Criteria/Methodology

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

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

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

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

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

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

Project Boost Criteria/Methodology

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

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

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

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

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

Public Involvement/Feedback

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

Conclusion

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

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