



TRANSPORTATION POLICY COMMITTEE

12:30 p.m., Thursday, April 27, 2017

KIPDA Burke Room

11520 Commonwealth Drive

Louisville, Kentucky 40299

Kentucky
Member
Counties

AGENDA

Bullitt

1. *Call to Order, Welcome, Introductions*

Henry

2. *March 23 Meeting Minutes* – Review and approval (see enclosed). **Action is requested.**

Jefferson

3. *Public Comment Period*

Oldham

Shelby

4. *Public Meeting Report* – Staff will report on public involvement activities.

Spencer

5. *Connecting Kentuckiana Project Evaluation Process* – Staff will present a proposed process by which projects are to be evaluated for inclusion in the upcoming Metropolitan Transportation Plan Update (see enclosed). **Action is requested.**

Trimble

6. *Air Quality Conformity* – Louisville Metro Air Pollution Control District and KIPDA Staff will discuss recent changes in the air quality designation for the urbanized area.

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7. *SHIFT Project Selection* – Methodology for the prioritization of projects for the KYTC Strategic Highway Investment Formula for Tomorrow (SHIFT) process will be discussed (see enclosed). **Action is requested.**

Clark

Floyd

8. *FY 2018 Unified Planning Work Program* – The committee will be asked to recommend approval by the TPC of the Final Draft of the UPWP. **Action is requested.**

NOTE: Due to the size of the document, it is not included as a part of the meeting packet. However, it is available for review by way of the following link:
http://www.kipda.org/Transportation/MPO/2018_UPWP/Default.aspx

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9. *FY 2015 - FY 2018 Transportation Improvement Program (TIP)* – Staff will present information on Administrative Modifications to the short-range funding document.

10. *Other Business*

11. *Adjourn*



Auxiliary aids/services are available when requested three (3) business days in advance.

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See
<http://www.ridetarc.org/triplan/>
for TARC service

MINUTES
TRANSPORTATION POLICY COMMITTEE (TPC)
Thursday, March 23, 2017, 12:30 p.m.
KIPDA Burke Room
11520 Commonwealth Drive
Louisville, Kentucky 40299

Call to Order

Chair J. Byron Chapman called the meeting to order at 12:35 p.m. After introductions were made, it was determined that a quorum was present.

Review and Approval of Minutes

John Callihan, Louisville Metro Government, made a motion to approve the minutes of the February 23 meeting. Aida Copic, TARC, seconded the motion and it carried with a unanimous vote.

Public Comment Period

Jason Stucker, Fairdale Business Association, addressed the committee on the need for better infrastructure and lighting in Fairdale for safety and economic development in the Fairdale area. He presented the committee with a general outline of the improvements being sought.

Public Meeting Report

Ashley Davidson, KIPDA staff, reported on public involvement activities.

Indiana CMAQ Project Selection

Mary Lou Hauber, KIPDA staff, presented recently submitted projects for dedicated CMAQ funds in Indiana. There was discussion. **Andy Crouch, City of Jeffersonville, made a motion to approve the submitted projects. Jim Ude, Indiana Department of Transportation (INDOT) – Seymour, seconded the motion and it carried with a unanimous vote.**

Indiana Dedicated Funding Priorities

Mary Lou Hauber, KIPDA staff, presented revised priorities for dedicated STP, CMAQ, TAP, and HSIP funds in Indiana, and discussed the Five-Year Spending Plan.

Andy Crouch, City of Jeffersonville, made a motion to flex the funding from HSIP to CMAQ. Brittany Montgomery, Town of Clarksville, seconded the motion and it carried with a unanimous vote.

Jim Ude, INDOT - Seymour, made a motion to approve the revised priorities. Andy Crouch, City of Jeffersonville, seconded the motion and it carried with a unanimous vote.

SHIFT Project Selection

Larry Chaney, KIPDA staff, discussed the process for MPO “sponsorship” of projects for the KYTC Strategic Highway Investment Formula for Tomorrow (SHIFT). There was discussion. John Callihan, Louisville Metro Government, **made a motion to approve the list of projects. Aida Copic, TARC, seconded the motion and it carried with a unanimous vote.**

Additional Obligation Authority for KYTC

Larry Chaney, KIPDA staff, discussed the potential use of a portion of the unobligated balance of STP-Urban (SLO) funds by KYTC to take advantage of additional year-end spending authority. There was discussion. **Aida Copic, TARC, made a motion to approve the use of \$60 million spending authority for KYTC. John Callihan, Louisville Metro Government, seconded the motion and it carried with a unanimous vote.**

FY 2015-FY 2018 Transportation Improvement Program (TIP)

Mary Lou Hauber, KIPDA staff, presented information on Administrative Modifications to the short range funding document. No action was required.

Other Business

There was no other business.

Adjournment

The meeting was adjourned at 1:08 p.m.

Larry D. Chaney
Recording Secretary

Members Present:

Matt Meunier	City of Jeffersontown
Andy Crouch	City of Jeffersonville
John Haywood	City of Shively
Bernard Bowling	City of St. Matthews
Brian Dixon	Clark County
Jim Ude	Indiana Department of Transportation – Seymour
J. Byron Chapman (Chair)	Jefferson County League of Cities
Tonya Higdon	Kentucky Transportation Cabinet
*Tom Hall	Kentucky Transportation Cabinet – District 5
John Callihan	Louisville Metro Government
*Emily Liu	Louisville Metro Planning & Design
John Black	Oldham County
Aida Copic	TARC
Brittany Montgomery	Town of Clarksville

Members Absent:

Melanie Roberts	Bullitt County
Robert Hall	City of Charlestown
Jeff Gahan	City of New Albany
*Tommy Dupree	Federal Aviation Administration – Memphis
*Antonio Johnson	Federal Highway Administration – Indiana
*Thomas Nelson	Federal Highway Administration – Kentucky
*Robert Buckley	Federal Transit Administration – Region 4
Don Lopp	Floyd County
Joe McGuinness	Indiana Department of Transportation
Philip Lynch	Louisville Regional Airport Authority
*Robert Kuhnle	U.S. Department of Housing & Urban Development

Agenda Item #2

Others Present:

Megan Bennett	AECOM
Barry Armstrong	City of Mount Washington
Lori Puchino	City of Mount Washington
Steve Miller	Congressman Brett Guthrie's Office
Jazmin Reid	Congressman John Yarmuth's Office
Jason Stucker	Fairdale Business Association
Brad Johnson	HMB Professional Engineers
Chris Allen	Kentucky Transportation Cabinet
Matt Bullock	Kentucky Transportation Cabinet – District 5
Sarah Baer	KIPDA
David Burton	KIPDA
Larry Chaney	KIPDA
Ashley Davidson	KIPDA
Mary Lou Hauber	KIPDA
Andy Rush	KIPDA
Belinda Dimas	Oldham County
Vince Robison	TRIMARC
Bob Stein	United Consulting

* Denotes Advisory Members



MEMORANDUM

TO: Transportation Policy Committee

FROM: David C. Burton

DATE: April 18, 2017

SUBJECT: *Connecting Kentuckiana* Project Evaluation Process

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The development of the *Connecting Kentuckiana* Project Evaluation Process marks a significant step toward advancing the *Connecting Kentuckiana* Metropolitan Transportation Plan update. Pulling together valuable resources developed to date, this process will help to inform decision-makers regarding the potential impacts of the Metropolitan Transportation Plan (MTP) and to provide guidance when determining how to best allocate the planning level funding resources used to program projects in the MTP.

The *Connecting Kentuckiana* Goals and Objectives and subsequent performance measures included in the KIPDA Performance Management Plan (both adopted by the Transportation Policy Committee (TPC)), serve as the primary sources for developing criteria. As directed by the TPC, the *Connecting Kentuckiana* Project Evaluation Process combines both anticipated need and anticipated impact into a scoring system that results in a proposed project’s rank of High, Medium, or Low.

Reflective of the importance placed upon Performance Based Transportation Planning by the TPC and the United States Department of Transportation (USDOT), the proposed Project Evaluation Process will assist in determining how well projects address the *Connecting Kentuckiana* Goals and Objectives and how they contribute to meeting performance targets detailed in the Performance Management Plan. Going forward, it is important to understand what the *Connecting Kentuckiana* Project Evaluation Process is and what it is not. It *is* a means of informing the Transportation Technical Coordinating Committee (TTCC) and the TPC regarding potential contributions proposed projects may have toward addressing the Goals and Objectives as well as the performance targets. The Project Evaluation Process *is not* a reflection of how well a proposed project may fulfill its original project-specific intent, or purpose and need.

Resources that have been reviewed and approved by the TPC have been utilized in the development of the *Connecting Kentuckiana* Project Evaluation Process. They include:

- *Connecting Kentuckiana* Issues Report
- High Crash Reports (Intersections, Roadway Segments, Bicycle, Pedestrian, Interstate Segments, and Interchanges)

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- High Congestion Locations (Surface Streets segments and Interstate segments)
- Connecting Kentuckiana Focus Areas

As directed by the TPC, attention has been given to a review of proposed projects relative to their ability to enhance the concept of making connections in a safe and reliable manner, and to improve the efficiency of the existing transportation network. This process also recognizes the concept of addressing needs in an efficient and cost effective manner. By utilizing Focus Areas, where needs may readily be identified and quantified geographically, an appropriately crafted project inherently has a greater impact than a similar project planned outside of a Focus Area. Proposed projects with anticipated higher impacts and lower costs are also recognized in the *Connecting Kentuckiana* Project Evaluation process. Lastly, this project evaluation process treats modes in a fashion that further ensures reasonable opportunity to achieve scores that result in equitable consideration between all modes of transportation.

The project evaluation process, when utilized with other planning tools developed by KIPDA, establishes a platform from which more informed project development, project evaluation, and project selection may proceed in the future. Other tools that are available to KIPDA and its planning partners include the *Connecting Kentuckiana* Issues Report, the High Crash and Congestion Analysis, the KIPDA On-Line Resource Center, the *Connecting Kentuckiana* Goals and Objectives, and the KIPDA Performance Management Plan.

The project rankings will serve multiple purposes, including, but not limited to: assisting the TTCC, and TPC in completing project development for *Connecting Kentuckiana*; providing additional priority-related guidance as defined in the KIPDA Project Management Process; and further ensuring that the *Connecting Kentuckiana* Goals and Objectives, the KIPDA Performance Management Plan, and state and federal priorities are addressed through the implementation of the projects in the *Connecting Kentuckiana* MTP update.

In order to further refine the Project Evaluation Process and to elicit committee input and feedback, KIPDA staff hosted a meeting to review the proposed project evaluation process. On March 30, 2017, interested TTCC and TPC members met to participate in a detailed review of the evaluation criteria, process, and potential outcomes. KIPDA staff presented ten (10) project evaluations and invited participants to review and discuss them. KIPDA staff also led the participants through a step-by-step evaluation of a project. KIPDA staff believes that the participants considered the proposed *Connecting Kentuckiana* Project Evaluation Process as a thorough project review with the clear intent of addressing the adopted Goals and Objectives as well as the performance measures in the KIPDA Performance Management Plan. The following agencies were represented at the March 30, 2017 review of the proposed process:

- | | |
|-------------------------------------|-------------------------------------|
| • City of Jeffersontown | • Oldham County |
| • City of Jeffersonville | • Oldham County Planning and Zoning |
| • City of Middletown | • Town of Clarksville |
| • Kentucky Transportation Cabinet | • Transit Authority of River City |
| • Louisville Metro | |
| • Oldham County Chamber of Commerce | |

When considering the Connecting Kentuckiana Project Evaluation Process, it is important to understand that there are no project evaluation processes that fully reflect all of a project's intricacies, impacts, and expectations. KIPDA staff believes that this process, utilizing a comprehensive foundation that incorporates data, policy, and public input, is fair, transparent, multi-modal, and provides a thorough transportation plan-level analysis of projects being considered for inclusion in the MTP. Relying on previous transportation planning activities completed by KIPDA staff with assistance and approval from the TTCC and TPC, this project evaluation process is intended to examine projects in respect to the *Connecting Kentuckiana* Goals and Objectives, and to maximize the contribution toward achieving the performance targets represented in the KIPDA Performance Management Plan.

Connecting Kentuckiana Project Evaluation Process

Overview

All proposed projects and programs for the *Connecting Kentuckiana* Metropolitan Transportation Plan will be reviewed for their contribution towards the Performance Targets included in the KIPDA Performance Management Plan. **The Project Evaluation process DOES NOT reflect the quality or individual intent of each proposed project and program, but rather considers each project's and program's contribution toward achieving the *Connecting Kentuckiana* Goals and Objectives and, subsequently, the KIPDA Performance Management Plan Performance Targets.**

Each proposed project or program will be evaluated and then assigned a rank of *High*, *Medium*, *Low*, or *Further Review*. It is anticipated that proposed projects and programs with a *High* ranking would make a more substantial contribution toward achieving the *Connecting Kentuckiana* Goals and Objectives than would projects or programs that receive a *Medium* rank, and ones ranked as *Medium* more than *Low* ones. *Further Review* indicates that the anticipated contribution of a proposed project or program toward achieving the *Connecting Kentuckiana* Goals and Objectives is inadequate as submitted. Project sponsors will be given the opportunity as part of the evaluation process to make revisions to their proposed project or program to better address the Goals and Objectives of *Connecting Kentuckiana*.

Projects and programs in the current Transportation Improvement Program will not be subject to the *Connecting Kentuckiana* Project Evaluation Process. This policy reflects the existing commitment the TPC has made toward programming federal funds for these projects.

Project Scoring and Rank

High, *Medium*, *Low*, and *Further Review* ranks are assigned based on evaluation and subsequent scoring of a proposed project or program. Scores are determined through an evaluation that considers both anticipated need and anticipated impact. The range of scores for each of the *High*, *Medium*, *Low*, and *Further Review* ranks is based upon the highest scoring proposed project or program. Using the highest scoring project as an indicator, *High* scoring projects are in the top third of the scores, *Medium* ranking projects are in the second third of scores, and *Low* ranking projects are in the bottom third of project scores. *Further Review* ranking projects are in the lower ten percent of projects scores, or projects scoring less than ten percent of the highest scoring project. For example, if the highest scoring project received 120 points, then the range of points assigned per rank would be as follows:

- *High*: 80 to 120 points
- *Medium*: 40 to 79 points
- *Low*: 12 to 39 points
- *Further Review*: 0 to 11 points

The intended outcome of the *Connecting Kentuckiana* Project Evaluation Process is to identify an appropriate rank of *High*, *Medium*, *Low*, or *Further Review* for each project proposed for inclusion in the *Connecting Kentuckiana Metropolitan Transportation Plan*. KIPDA stresses the importance of project ranks over project scores to simply reflect the imperfections associated with any and all project evaluation processes. Despite utilization of appropriate levels of data combined with thorough project analysis, a project's score, or the sum of all its criteria points, when compared to another project whose

score is quite similar, may inappropriately create the assumption that the higher scoring project will do more to meet the Goals and Objectives over another project. This assumption may be considered inappropriate because a project, for instance, with a score of 75 may have equal or greater impact relative addressing the Goals and Objectives than would a project that scores a 77. There are a few factors that may nudge a proposed project's score up or down: minor data inconsistencies, slight variations in anticipated impact by the reviewer, a Project Information Form that is incomplete, or under/over states its impact and/or anticipated costs, etc. The ranking process within the *Connecting Kentuckiana* Project Evaluation Process mitigates some of these concerns through the translation of project scores into project ranks. As defined above, project ranks are defined by a possible range of scores. To further address this issue, the project rank ranges are not established by arbitrarily assigning point ranges for each rank, but rather by considering the highest possible points scored within all proposed projects. The assignment of ranks by thirds represents the most objective and least arbitrary means toward defining project score ranges for each of the project ranks.

To further mitigate possible evaluation inconsistencies, the sponsor submitting the proposed project will have the opportunity to review project evaluation sheets with KIPDA staff. During this review, the sponsors will assist KIPDA staff in refining any of the impact scores to more accurately reflect the intended outcome of the project. Sponsors will have to provide KIPDA staff with a thorough understanding of why they believe an anticipated impact for a particular criterion should be modified.

All proposed projects, with the possible exception of some "group" projects, will be evaluated using the same review and scoring format.

The scoring format is based upon data and documents that have been reviewed and approved by the Transportation Policy Committee. The following details the scoring format:

Evaluation Criteria

Criteria used to evaluate, score, and subsequently rank proposed projects or programs are based on prior Transportation Policy Committee meetings and actions. The format for organizing criteria is based upon the establishment of *Focus Areas*. High Congestion and High Crash locations that are not found within a Focus Area are considered in the evaluation and are grouped in the *Safety and Congestion Areas of Concern* portion of the Project Evaluation worksheet. The *Performance* section is structured using the *Connecting Kentuckiana* Issues Report and the KIPDA Performance Management Plan. *Public Comment* will be based upon all public comment collected and geocoded by KIPDA over the last five years. The *Impact to Cost* and the *Additional Transportation Considerations* are based upon discussions during Transportation Technical Coordinating Committee and Transportation Policy Committee meetings. No additional issues are being utilized in the Project Evaluation. All criteria are founded in committee activities and approvals.

Each criterion will be scored based upon anticipated need and impact. Need, ranging from 0 to 5, is determined by the Transportation Analysis District (TAD) Reports and the Regional Report that were approved by the Transportation Policy Committee. Each TAD received a grade for the subjects below. The KIPDA High Crash Analysis and High Congestion Analysis also assisted in defining the Need for some of the criterion. The processes for identifying areas of High Crash and High Congestion were reviewed and approved by the Transportation Policy Committee. Impact for each criterion is reflected as a 0, 1, or 2. Determining which impact score to give a project relies upon a determination that the proposed

project “does not,” “may,” or “will” have impact on a defined need. The Need and Impact scores are multiplied in order to establish a criterion score.

FOCUS AREA

Focus Areas have been identified as key geographic areas where surface street High Crash locations and surface street High Congestion locations are within reasonable proximity to each other and introduce a significant area of need. It is the grouping of these needs that constitutes a Focus Area. Focus Areas are to serve as focal points for transportation related improvements.		
Need	Impact	Resource
Need for a project located all or partially in a Focus Area is based upon the highest scoring crash or congestion issue within that Focus Area.	Impact is determined based upon the anticipated project improvement to any of the high crash locations or high congestion segments.	<ul style="list-style-type: none"> • KIPDA Focus Areas. • <i>To be updated prior to initiating formal project evaluation.</i>

SAFETY AND CONGESTION AREAS OF CONCERN

Safety and Congestion Areas of Concern are High Crash locations and High Congestion locations (including surface street, freeways, interchanges, and interstates) that, with the exception of interchanges and interstates are not within the boundaries of a Focus Area. A project is considered for the Safety and Congestion Areas of Concern if its corridor passes through or touches one of the High Crash or High Congestion areas.		
Need	Impact	Resource
Need for a project in this category is determined by the rank of the High Crash and/or High Congestion locations.	Impact is determined based upon the anticipated improvement to the High Crash location or High Congestion segment.	<ul style="list-style-type: none"> • KIPDA Crash Analysis • KIPDA Congestion Analysis • <i>To be updated prior to initiating formal project evaluation.</i>

PERFORMANCE

The Performance section is a collection of criteria formatted to reflect the TAD reports and the KIPDA Performance Management Plan. The criteria sub sections in the Performance section are:

- Transit
- Non-Motorized
- Motor Vehicle Access
- Roadway Maintenance
- Freight Movement
- Safety
- Environment / Air Quality
- Economic Impact

Need	Impact	Resource
The Need for most of the criteria in the Performance section is determined by the TAD Grades or the involvement of a High Crash or High Congestion location. The highest possible need (5) is given to the Environment / Air Quality section based upon the anticipated air quality designation.	Impact is determined based upon the anticipated improvement to appropriate criteria.	<ul style="list-style-type: none"> • TAD Reports / Issues Report • Road and bridge conditions as defined by INDOT and KYTC • KIPDA Crash Analysis • KIPDA Congestion Analysis • <i>To be updated prior to initiating formal project evaluation.</i>

PUBLIC COMMENTS

The Public Comment section is intended to reflect the proposed project impacts when measured against comments that have been collected by KIPDA over the prior five years through various planning activities. The comments considered in this level of project development are those that can be geo-coded.

Need	Impact	Resource
<p>Public comment need is considered when a comment is in a proposed project corridor or within a reasonable proximity to it.</p> <p>Because the Transportation Policy Committee holds public comment in such high regard, public comment is given a Need of 5.</p>	Impact is based upon the anticipated improvement and whether or not it will impact the public comment.	<ul style="list-style-type: none"> • TAD Reports / Issues Report • KIPDA Public Involvement Activities • <i>To be updated prior to initiating formal project evaluation.</i>

Additional Transportation Considerations

The Additional Transportation Considerations capture those issues that have been repeatedly discussed with the Transportation Policy Committee and for which importance has been indicated. This section is intended to recognize those projects that address these considerations.

Need	Impact	Resource
Need is not a consideration for this section.	Impact is determined based upon prior evaluation sections and anticipated impacts relative to the various criteria.	Transportation Policy Committee Transportation Technical Coordinating Committee The FAST Act

Impact to Cost

The Impact to Cost consideration reflects the attention given to this topic through discussions with the Transportation Policy Committee. The score received in this section is based upon the Project Impact Score and the anticipated project cost (in year of expenditure dollars).		
Need	Impact	Resource
Need is not a consideration for this section.	The Project Impact Score is divided by the cost whose dividend is then multiplied by 200,000. (PROJECT IMPACT SCORE/PROJECT COST)*200,000	Transportation Policy Committee Transportation Technical Coordinating Committee

Anticipated Project Evaluation Activities

STEP	UPCOMING ACTIVITIES
1	PROJECT INFORMATION FORMS: Update Project Information Forms (PIFs) for current Horizon 2035 projects and programs so as to provide necessary information needed to complete a more thorough project evaluation.
2	HORIZON 2035 PROJECT EVALUATION: KIPDA staff complete a Project Evaluation of the current Horizon 2035 projects. The projects in the current Transportation Improvement Program will not be included in this evaluation as these projects are to be incorporated directly into the <i>Connecting Kentuckiana</i> Metropolitan Transportation Plan Update. A Project Working Group and/or project sponsors will be called upon to review the Horizon 2035 Project Evaluations. With appropriate levels of documentation, opportunities to revise the project scores will be made available to project sponsors/ and or the Working Group for consideration by the Transportation Technical Coordinating Committee and the Transportation Policy Committee.
3	<i>CONNECTING KENTUCKIANA</i> NEEDS ANALYSIS: KIPDA staff, in partnership with the Transportation Technical Coordinating Committee and the Transportation Policy Committee, will conduct a <i>Connecting Kentuckiana</i> Metropolitan Transportation Plan update Needs Analysis. A Working Group may be called upon to assist with this task.
4	<i>CONNECTING KENTUCKIANA</i> PROJECT DEVELOPMENT: KIPDA staff, in partnership with the Transportation Technical Coordinating Committee and the Transportation Policy Committee, will develop project proposals for addressing the outstanding needs as identified in the Needs Analysis. A Working Group may be called upon to assist with this task.
5	<i>CONNECTING KENTUCKIANA</i> PROJECT EVALUATION: KIPDA staff will complete the Project Evaluation of the projects proposed in response to the Needs Analysis. As with the Horizon 2035 Project Evaluation, a Working Group and/or project sponsors will be called upon to assist with the <i>Connecting Kentuckiana</i> Project Evaluations.
6	Subsequent to evaluation and inclusion of appropriate projects from the Horizon 2035 MTP, after addressing the Needs Analysis, and if additional projected funding is available, project sponsors may be requested to propose additional projects for inclusion in the <i>Connecting Kentuckiana</i> Project Evaluation process.

On April 12, 2017 the Transportation Technical Committee reviewed and recommended the Transportation Policy Committee adopt the *Connecting Kentuckiana* Project Evaluation Process.

Action is requested of the Transportation Policy Committee to adopt *Connecting Kentuckiana* Project Evaluation Process.



MEMORANDUM

TO: Transportation Policy Committee

FROM: Larry D. Chaney

DATE: April 19, 2017

SUBJECT: KYTC SHIFT Priority Process

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At the February Transportation Policy Committee (TPC) meeting, the Kentucky Transportation Cabinet’s new process for determining project priorities and subsequent consideration for inclusion in their Six-Year Highway Plan was introduced. 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 inclusion in the prioritization process as presented. Under the Strategic Highway Investment Formula for Tomorrow (*SHIFT*) process, the KYTC District 5 Office had the opportunity to choose 71 projects from their eight-county district. The MPO had the opportunity to “sponsor” (recommend) a total of 51 projects from our three Kentucky counties.

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Criteria for selection for MPO “sponsorship”, as determined by the Transportation Technical Coordinating Committee (TTCC) included both the presence of the project in the Metropolitan Transportation Plan and a review based on elements of the draft Connecting Kentuckiana Project Evaluation Process. The process for review reflected both the Connecting Kentuckiana Goals and Objectives and the Performance Measures previously adopted by the TPC.

The next phase of the *SHIFT* process involves the evaluation of all “sponsored” projects statewide by way of a scoring system developed by KYTC. The MPO will subsequently have the opportunity in July or August to prioritize the projects proposed in our region. The TTCC discussed, and ultimately proposed for TPC consideration, the attached methodology for prioritization of those projects at their April 12 meeting.

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Action is requested

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Strategic Highway Investment Formula for Tomorrow

MPO Prioritization Process

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. The process to "sponsor" projects (which in this case means "propose" rather than the more traditional use of "sponsor" as undertaking the project) was determined to include the following:

- Projects must be listed in the Horizon 2035 Metropolitan Transportation Plan (MTP)
- Projects will be reviewed based on 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 will have an 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 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.
- Final project list, the evaluations and suggested "support" for projects will be reviewed by the Transportation Technical Coordinating Committee (TTCC), and their recommendation will be forwarded to the TPC for consideration and approval

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 and April 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" has been included in the meeting packets as attachments, and documentation of the process to apply additional "support" will be a product of this document and TPC input/approval regarding the process. Documentation of the entire process as well as the final list of projects receiving "support" will ultimately be posted on 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, 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 to be 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.