

Owensboro-Daviess County MPO



SHIFT 2020 Prioritization Plan

Final Document

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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 Owensboro-Daviess County MPO's 2019 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 2020.

KYTC has developed a process called the Strategic Highway Improvement Formula for Tomorrow (SHIFT) to make the selection process more data-driven and objective. Selection for the Highway Plan through the SHIFT process is a collaborative effort, with local leaders involved throughout the process to help shape regional funding priorities. Through the SHIFT collaboration, projects are selected for prioritization, or "sponsored," at one of the following levels:

- District Level – Selected by the KYTC Highway District 2 Office
- MPO Level – Selected by the Owensboro-Daviess County MPO

Timeline

- February – Owensboro-Daviess County MPO selected a list of projects to sponsor
- May – Owensboro-Daviess County MPO's Draft Prioritization Plan submitted to KYTC
- July – MPO meeting notices and Draft Prioritization Plan were made available on the MPO website
- July 30 – MPO met to assign boost points to projects to adjust priorities
- August 1 – Boosted projects submitted to KYTC
- August – Owensboro-Daviess County MPO's Final Prioritization Plan submitted to KYTC
- October/November – KYTC Central Office develops Draft Highway Plan
- November/December – KYTC delivers Draft Highway Plan to the Governor

Project Selection Criteria/Methodology

The MPO was granted nine project sponsorship slots by KYTC. These nine projects were drawn from a list of 56 projects the MPO has compiled in the KYTC's Continuous Highway Analysis Framework (CHAF). A working group of members of the MPO's Technical Advisory Committee (TAC) and Policy Committee met on February 21, 2019, to whittle that list of 56 prospective road projects down to nine. The working group created a list to be voted on by the full MPO. During its February 26 meeting, the TAC accepted the list of proposed street projects from the working committee and voted to recommend that the Policy Committee approve the list as offered. The Policy Committee approved the list as offered.

The MPO considered multiple criteria as it selected its list of SHIFT projects:

- Whether the project was funded in the current Highway Plan
- Safety improvements
- Area significance
- Congestion mitigation
- Economic development
- Project viability

Project Boost Criteria/Methodology

Upon completion of KYTC's statewide selection process, a list of projects was provided to the MPO for prioritization and the MPO was informed that it could assign 15-point boosts to four projects. The MPO met July 30 to complete this phase of the prioritization process. Projects were presented in an order of highest score to lowest determined by the KYTC scoring method.

In addition to the criteria used in the SHIFT selection process, MPO members also considered the value of specific projects to the community, based on their expertise/knowledge of local conditions that might not be reflected in the SHIFT process. They sought a balance between projects they felt were most needed in the community, projects that scored high enough to be funded in the new Highway Plan and projects that were economically feasible.

Public Involvement/Feedback

All MPO meetings are advertised on GRADD's website:

www.gradd.com/local-government/transportation/owensboro-daviess-county-mpo/, social media, email, e-newsletter and monthly media notices. These meetings are open to the public. The Draft Prioritization Plan was posted on the GRADD website and was included in the agenda of the July 30 MPO meeting. Once approved, this finalized Prioritization Plan will be made available on the website.

Conclusion

The Owensboro-Daviess County MPO believes these criteria have allowed it to accurately identify and prioritize the projects of the greatest benefit to personal and commercial traffic in the MPO area, balanced against fiscal responsibility.