

ATTACHMENT B

FISCAL YEAR 2008 ANNUAL WORK PROGRAM FOR REGIONAL TRANSPORTATION PROGRAM

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PURPOSE

The purpose of this annual work program is to define the regional transportation activities to be conducted by the Area Development District, hereinafter referred to as the ADD, in support of the Kentucky Transportation Cabinet (hereinafter referred to as the Cabinet) during state Fiscal Year 2008.

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The major activity conducted by the ADD will be in support of the Cabinet's statewide transportation planning process that was initiated in the 1970s, but greatly enhanced in state Fiscal Year 1995 (November, 1994). The bases for this major activity are the federal reauthorization bills, Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991, the Transportation Equity Act for the 21st Century (TEA-21) passed in 1998, and the SAFETEA-LU, federal reauthorization bill, passed in August of 2005.

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The responsibility for conducting the various aspects of the statewide transportation planning process falls mainly on four groups: Area Development Districts (ADDs), Metropolitan Planning Organizations (MPOs), Transportation Cabinet's Division of Planning (CO), and Transportation Cabinet's Highway District Offices (HDOs). The ADDs and MPOs are responsible mainly for the analysis of data and transportation systems, identification and evaluation of needs in their region, the coordination of public input for the Kentucky Statewide Transportation Plan, the Kentucky Statewide Transportation Improvement Plan, and the subsequent evaluation and prioritization/ranking of projects in the Unscheduled Projects List (UPL) for possible inclusion in the Six-Year Highway Plan. The ADDs are also responsible for the ADD Highway Safety Program which encompasses the entire state. However the Highway Safety Program is included in a separate contract with the KYTC Department of Transportation Safety.

The ADD will be concerned with all modes of transportation. The ADD will conduct activities in support of transportation planning outside the nine urbanized areas of the state. All planning within the nine urbanized areas will be the responsibility of the MPOs. However, the ADD will coordinate transportation planning activities with the MPOs.

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HISTORY

Kentucky has maintained a statewide transportation planning process since the 1970s through the 15 Area Development Districts. In 1995 Kentucky expanded and formalized a public involvement process for the statewide transportation planning process in response to the directives of the Intermodal Transportation Efficiency Act of 1991

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(ISTEA). This process was expanded further to include more comprehensive public involvement following the directives of the Transportation Equity Act for the 21st Century (TEA-21) enacted in 1998. The regional transportation program was enhanced during state Fiscal Year 2001 with the creation of the Highway Safety Program, designed to identify and address specific highway safety concerns at the local and regional level. The 15 ADDs created Regional Highway Safety Committees for the purpose of obtaining local input and involvement specifically in the area of highway safety. In Fiscal Year 2002, the ADD staff researched crash data to assist the committees in identifying safety issues. The committees identified the top safety issues/concerns in their regions and began to develop specific programs and implement various safety education programs to address those issues and concerns. Beginning in Fiscal Year 2008 the Highway Safety Program will be included in a separate contract to be determined by the KYTC Department of Transportation Safety.

The statewide transportation planning process is accomplished through a cooperative program with the Cabinet's 12 Highway District Offices (HDOs), 15 Area Development Districts (ADDs), Regional Transportation Committees, local officials and public involvement committees.

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STAFFING

The ADD will provide, at a minimum one (or one and one-half for BGADD) full time transportation planner in support of the statewide transportation planning program and one half time position in support of the highway safety program. These positions may be shared between two or more persons if specifically outlined in the ADD Annual Work Program. Administrative, clerical, GIS services, mapping services or other items provided in support of this program are considered to be part of the overhead costs (percentage provided by the ADD) unless specifically outlined in the ADD Annual Work Program.

AWP DELIVERABLES

All staff charging time to this program shall be specifically identified in this AWP along with the salary, percentage of total time charged to this program, and overhead/administrative charges by percentage in the Estimated Allocation of Staff/Costs/Time for the Regional Transportation Program and returned to the Cabinet no later than August 31, 2007

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Specific information noted at the end of each work element shall be completed by the ADD and submitted to the Cabinet no later than August 31, 2007, along with the Timeline of all AWP activities. The Transportation Committee membership and the Plan for Transportation Committee Activities for FY 2007 should be submitted to the Cabinet no later than September 28, 2007. The information for each work element shall include: specific products, staff assigned to specific tasks, time required to complete each task, the timeline for completion of tasks, and percentage of total budget.

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