



**TRANSPORTATION TECHNICAL COORDINATING COMMITTEE**  
**1:00 p.m., Wednesday, April 12, 2017**  
**KIPDA Burke Room**  
**11520 Commonwealth Drive**  
**Louisville, Kentucky 40299**

Kentucky  
Member  
Counties

**AGENDA**

- Bullitt 1. *Call to Order, Welcome, Introductions*
  - Henry 2. *March 8, 2017 Meeting Minutes* – Review and approval (see enclosed). **Action is requested.**
  - Jefferson
  - Oldham 3. *Public Comment Period*
  - Shelby 4. *Transportation Policy Committee Report* – Staff will report on the March TPC meeting.
  - Spencer
  - Trimble 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.**
  - Indiana 6. *CR 311/US 31 Corridor Study* – Staff will provide information concerning the recently-initiated transportation planning study in Clark County.
  - Member Counties
  - Clark 7. *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.**
  - Floyd
- 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](http://www.kipda.org/Transportation/MPO/2018_UPWP/Default.aspx)
- 8. *SHIFT Project Selection* – Methodology for the prioritization of projects for the KYTC Strategic Highway Investment Formula for Tomorrow (SHIFT) process will be discussed. **Action is requested.**
  - 9. *Other Business*
  - 10. *Adjourn*

Equal  
Opportunity  
Employer

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

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Fax: 502-266-5047  
KY TDD 1-800-648-6056  
[www.kipda.org](http://www.kipda.org)

**See**  
<http://www.nidetarc.org/tripplan/>  
**for TARC service**



**MEETING MINUTES**  
**TRANSPORTATION TECHNICAL COORDINATING COMMITTEE (TTCC)**  
**1:00 p.m., Wednesday, March 8, 2017**  
**KIPDA Burke Room**  
**11520 Commonwealth Drive**  
**Louisville, Kentucky 40299**

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**Call to Order**

Chair Jeff O'Brien called the meeting to order at 1:02 p.m. After introductions were made, it was determined that there was a quorum present.

**Review and Approval of Minutes**

**Dirk Gowin, Louisville Metro Public Works & Assets, made a motion to approve the minutes of the February 8 TTCC meeting. Jim Urban, Oldham County Planning Commission, seconded the motion and it carried with a unanimous vote.**

**Public Comment Period**

Nancy Snow, Regional Mobility Council (RMC), announced the next RMC Transportation Summit will be held on May 18th.

**Transportation Policy Committee (TPC) Report**

Larry Chaney, KIPDA staff, reported on the February TPC meeting. No action was required.

**Transforming Dixie Highway**

John Callihan (Louisville Metro), Aida Copic (TARC), Jonathan West (HDR), and Kerri Richardson (C2 Strategic Communications) provided a project update. There was discussion. No action was required.

**SHIFT Project Selection**

Larry Chaney, KIPDA staff, discussed MPO "sponsorship" of projects for the KYTC Strategic Highway Investment Formula for Tomorrow (SHIFT) process. There was discussion.

**Tom Hall, Kentucky Transportation Cabinet (KYTC) – District 5, made a motion to recommend deletion of discussed projects (KIPDA IDs 2155, 2022, 959, 417, 497, 2200, 1454, 1480, 958, 2066, and 1467 which are already let to construction, fully funded, or already sponsored by KYTC) to the TPC. Dirk Gowin, Louisville Metro Public Works & Assets, seconded the motion and it carried with a unanimous vote.**

**Dirk Gowin, Louisville Metro Public Works & Assets, made a motion to recommend sponsorship of the remaining 45 projects on the selected list, with the addition of the discussed projects (KIPDA IDs 2153, 381, 223, 493, 1879, and the East Market Street project) to the TPC. Jim Urban, Oldham County Planning Commission, seconded the motion and it carried with a unanimous vote.**

**Other Business**

Larry Chaney, KIPDA staff, presented KYTC's request for permission to use up to \$60 million of the MPO's 2017 spending authority of \$70 million for roadway projects in the MPO area. There was discussion. **Dirk Gowin, Louisville Metro Public Works, made a motion to recommend the TPC allow KYTC to utilize up to \$40 million of the spending authority to be applied to current projects with the understanding that STP funding will be provided in future years in an equal amount to KYTC's use of the spending authority. Aida Copic, TARC, seconded the motion and it carried with a unanimous vote.**

**Adjournment**

The meeting was adjourned at 2:42 p.m.

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Larry Chaney  
Recording Secretary

**Members Present:**

Matt Meunier	City of Jeffersontown
Tonya Higdon	Kentucky Transportation Cabinet
Maridely Loyselle	Kentucky Transportation Cabinet
Tom Hall	Kentucky Transportation Cabinet – District 5
Larry Chaney	KIPDA
Michelle King	Louisville Metro Air Pollution Control District
Emily Liu	Louisville Metro Planning & Design Services
Jeff O'Brien (Chair)	Louisville Metro Economic Development
Dirk Gowin	Louisville Metro Public Works & Assets
Jim Urban	Oldham County Planning Commission
Scott Stewart	Ports of Indiana – Jeffersonville
*Nancy Snow	Regional Mobility Council
Aida Copic	Transit Authority of River City

**Members Absent:**

*Eric Evans	AARP – Kentucky
Melanie Roberts	Bullitt County
*Alex Wimsatt	Bullitt County Chamber of Commerce
Ben Ledbetter	City of Charlestown
Mike Moore	City of Jeffersonville
Jeff Gahan	City of New Albany
Brian Dixon	Clark County
Tom Galligan	Clark County Air Board
*Brad Meixell	Clark County Fire Chiefs Association
Stacia Franklin	Clark County Planning Commission
*Antonio Johnson	Federal Highway Administration – Indiana
*Greg Rawlings	Federal Highway Administration – Kentucky
*Abigail Rivera	Federal Transit Administration – Region 4
Don Lopp	Floyd County
*Deanna Karem	Greater Louisville Inc.
Shawn Seals	Indiana Department of Environmental Management
Kathy Eaton McKallip	Indiana Department of Transportation – Public Transportation
Tony McClellan	Indiana Department of Transportation – Seymour District
Emmanuel Nsonwu	Indiana Department of Transportation – Urban & MPO Section
Joe Forgacs	Kentucky Division for Air Quality
Larry McFall	Louisville & Jefferson County Riverport Authority
Skip Miller	Louisville Regional Airport Authority
*Eric Pruitt	Louisville Water Company
*Tony Parrott	Louisville/Jefferson County Metro Sewer District
*David Bizianes	Oldham Chamber & Economic Development
David Voegel	Oldham County
*Wendy Dant Chesser	One Southern Indiana
*John King	Procarent
*Jill Saegesser	River Hills Economic Development District
*John Watkins	Southern Indiana Transportation Advisory Group
Regina Ostertag	TARC Accessibility Advisory Council
Brittany Montgomery	Town of Clarksville

## Agenda Item #2

\*Kenneth Dietz

University of Louisville

**Others Present:**

Megan Bennett  
Greg Groves  
Brian Meade  
Diana Radcliffe  
Lara Kurtz  
Kerri Richardson  
Barry Armstrong  
Bernie Bowling  
Keenan Strathman  
Jeff Schaefer  
John West  
Chris Allen  
Judi Hickerson  
Sarah Baer  
David Burton  
Ashley Davidson  
Mary Lou Hauber  
Andy Rush  
Nick Vail  
Brian Walsh  
Milana Boz  
John Callihan  
Nancy Griffin  
Rickie Boller

AECOM  
AECOM  
AECOM  
BFW Engineers  
Burgess & Niple  
C2 Strategic Communications  
City of Mount Washington  
City of St. Matthews  
City of St. Matthews  
HDR  
HDR  
Kentucky Transportation Cabinet – District 5  
Kentucky Transportation Cabinet – District 5  
KIPDA  
KIPDA  
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KIPDA  
KIPDA  
Lochmueller Group  
Louisville Metro Parks  
Louisville Metro Public Works & Assets  
Regional Mobility Council  
TRIMARC

\* Denotes Advisory Members



**MEMORANDUM**

TO: Transportation Technical Coordinating Committee

FROM: David C. Burton

DATE: April 3, 2017

SUBJECT: *Connecting Kentuckiana* Project Evaluation Process

Kentucky  
Member  
Counties

Bullitt

Henry

Jefferson

Oldham

Shelby

Spencer

Trimble

Indiana  
Member  
Counties

Clark

Floyd

Equal  
Opportunity  
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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 can 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
- City of Jeffersonville
- City of Middletown
- Kentucky Transportation Cabinet
- Louisville Metro
- Oldham County Chamber of Commerce
- Oldham County
- Oldham County Planning and Zoning
- Town of Clarksville
- Transit Authority of River City

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

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"> <li>• KIPDA Focus Areas.</li> <li>• <i>To be updated prior to initiating formal project evaluation.</i></li> </ul>

**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"> <li>• KIPDA Crash Analysis</li> <li>• KIPDA Congestion Analysis</li> <li>• <i>To be updated prior to initiating formal project evaluation.</i></li> </ul>

## 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"> <li>• TAD Reports / Issues Report</li> <li>• Road and bridge conditions as defined by INDOT and KYTC</li> <li>• KIPDA Crash Analysis</li> <li>• KIPDA Congestion Analysis</li> <li>• <i>To be updated prior to initiating formal project evaluation.</i></li> </ul>

## 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"> <li>• TAD Reports / Issues Report</li> <li>• KIPDA Public Involvement Activities</li> <li>• <i>To be updated prior to initiating formal project evaluation.</i></li> </ul>

## 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.

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