

Project Evaluation Process for Connecting Kentuckiana 2050

This project evaluation process intends to help prioritize transportation projects for inclusion in the KIPDA Connecting Kentuckiana 2050 Metropolitan Transportation Plan. The project evaluation process provides a systematic approach to ranking candidate projects seeking inclusion in the financially constrained MTP. The process relies on the best available data and points of emphasis in the federal transportation bill and the MTP's goals, objectives, and performance measures.

The evaluation is based on 200 possible points. Projects will be scored and assigned a tier based on the possible top score of 200.

Common Criteria for all Transportation Projects

Table outlines the criteria that apply to all transportation projects.

Total Points Possible = 100

Criteria	Point Values					Points Possible	Goal(s) Supported
	5000+	2500-4999	1000-2499	750-999	500-749		
Economic Development Awarded points for projects serving existing, expanding, or new employment centers. Projects are awarded points based on the existing employment within 1/2 mile of project.	20	18	14	10	6	2	4
Environmental Impact Awarded points for projects that do not intersect with significant environmental resources, as derived from KIPDA's Red Flag Inventory.	Lowest Environmental Impact (does not intersect data) 10	Lower Environmental Impact (Intersects 1 layer) 8	Moderate Environmental Impact (Intersects 2 layers) 6	Moderately High Environmental Impact (Intersects 3 layers) 4	High Environmental Impact (Intersects 4 or more layers) 0	0	2
Local Priority Reflects the relative importance of each project as indicated by the future sponsor. It is important that KIPDA have a sense of the local situation and preference for solutions to transportation problems. Project sponsors are asked to review and prioritize their projects. The prioritized project listings received from public agencies (city, county, state, etc.) are used to assign high, medium, or low priority. Projects are awarded point values as follows:	20	10	0				n/a
Planning Study Awarded up to 10 points for projects identified in a formal, publicly-vetted corridor study, economic development plan, or comprehensive planning process completed in the last 10 years (since 2012). This is meant to recognize the significant overall detailed planning invested in key transportation corridors. Projects with little or no status relative to a corridor study or a comprehensive plan will be scored 0 points.	Yes	No					n/a
Environmental Justice Awarded points for projects that will have an overall net benefit to minority, ethnicity, and low-income population groups.	High (in EJ area) 20	Medium (in above average area) 10	Low (in below average area) 0				3
Future Economic Development Awarded points based on forecasted employment growth at the TAZ level. Awarded points based location in an area of high/medium/low growth.	High 15	Medium 10	Low 5	None 0			4

Criteria for Roadway Projects
 Table outlines the scheme for evaluating roadway projects. These projects include widenings, intersection improvements, interstate and interchange improvements, and ITS/TSMO operational projects.
 Total Points Possible = 100
 *Interchange New, Intersection/Interchange Improvement, Roadway Major Widening, Roadway Minor Widening, Roadway New, Roadway Reconfiguration project type selected in the project application.

Criteria	Point Values	Points Possible	Goal(s) Supported
<p>Average Daily Traffic or Facility Type</p> <p>Ensuring resources are expended on facilities that experience a large amount of traffic is a core component of ensuring mobility on the roadway network. The combination of ADT and functional classification are used as a barometer of a roadway's significance in the regional system. This combination allows roadways with high volumes to be assigned a high score even if the facility is not high on the functional classification system. A roadway must be classified as a collector or "higher" to be eligible for federal funding. Projects are awarded the highest point value of either data source as follows:</p>	<p>40k+ or Freeway/Expressway 5</p> <p>30k+ or Principal Arterial 5</p> <p>20k+ or Minor Arterial/Ramps 4</p> <p>10k+ or Collector 3</p> <p>Less than 10k or Local Road 0</p>	5	5
<p>Travel Time Index (TTI) or Level of Service (LOS)</p> <p>Travel Time Index (TTI) compares peak period travel speed to a free-flow travel speed. TTI includes both recurring and incident conditions and is, therefore, an estimate of the conditions faced by travelers. It is calculated by dividing free-flow travel speed by peak period observed travel speed. Projects are awarded point values based on their TTI score as follows. If TTI is unavailable (collector roadways), LOS will be used.</p>	<p>Greater than 1.5 or LOS F 15</p> <p>1.2 - 1.5 or LOS D, E 8</p> <p>Less than 1.2 or LOS A, B, C 2</p>	15	5
<p>Improves Access to Destinations</p> <p>Transportation infrastructure should provide access to a variety of destinations and job opportunities for all types of trips and lifestyles. Project awarded points based on location in employment, commercial, and medical high-density land use clusters and schools.</p>	<p>3 Clusters 10</p> <p>2 Clusters 6</p> <p>1 Cluster, Park, or School Only 2</p> <p>None 0</p>	10	2, 4, 5
<p>Freight Volumes</p> <p>The efficient movement of freight is an important goal of the transportation network. Award points based on a project's location on corridors with high volumes of truck traffic or importance as first & last mile connections to freight sites.</p>	<p>Tier 1 5</p> <p>Tier 2 3</p> <p>No Impact 0</p>	5	8
<p>Improves Active Transportation</p> <p>Roadway expansion projects should be designed for multimodal use that considers the needs of bicyclists and pedestrians. The construction of new roadway capacity also provides opportunities to add new active transportation infrastructure, improve existing infrastructure, or provide maintenance to existing infrastructure.</p>	<p>Shared use path/trail 10</p> <p>Separated bike lane or cycletrack 10</p> <p>Sidewalk 8</p> <p>Striped bike lane 6</p> <p>Paved shoulder or other pedestrian amenity 4</p> <p>None 0</p>	10	2, 7
<p>Vehicular Safety</p> <p>The existing accident rate per hundred million vehicle miles (HMVM) for the project area is used as the metric for assigning up to 10 points as follows:</p>	<p>More than 1000 crashes/HMVM 10</p> <p>750 to 1000 crashes/HMVM 8</p> <p>500 to 750 crashes/HMVM 6</p> <p>250 to 500 crashes/HMVM 4</p> <p>100 to 250 crashes/HMVM 2</p> <p>Less than 100 crashes/HMVM 0</p>	10	1
<p>Pedestrian and Bicyclist Safety</p> <p>The average annual number of crashes in project area over a five year period is used as the metric for assigning up to 10 points as follows:</p>	<p>Greater than 5 crashes 10</p> <p>3-5 crashes 8</p> <p>1-3 crashes 5</p> <p>0 crashes 0</p>	10	1

	Improvement to Safety	High	Medium-High	Medium	Medium-Low	Low	None	25	1
Resiliency & Sustainability	<p>Projects should strive to correct existing safety issues while maximizing safe design for all modes along a corridor. Points are awarded based on the potential of proposed safety countermeasures to address the issues in the project area.</p>	25	20	15	10	5	0	25	1
	<p>Innovation/Alternative Fuels Project awarded points for advancing innovative transportation infrastructure, as it relates to automated vehicles, ITS infrastructure, or alternative fuel vehicles.</p>	5	0						5
	<p>Resiliency Our region is at risk of flooding from heavy rainfall and rising rivers, in addition to other severe weather events. Roadway projects present opportunities to add green infrastructure that can help mitigate or adapt to flood risk. Projects will be evaluated on whether they contain green infrastructure elements.</p>	5	0					5	9

Criteria for Transit Projects		Point Values						Points Possible	Goal(s) Supported	
Criteria		3 Clusters	2 Clusters or School or Park	1 Cluster	None	Vehicle Replacement	Technology Enhancements			
Mobility & Access	Improves Access to Destinations Transit expansion should focus on access to a variety of destinations and job opportunities. KPDA's high-density land use clusters will be used as the source of important destinations to serve.	20	15	10	0	0	None	20	6	
	Reliability Reliability on expanded transit service focuses on ensuring proposed projects offer frequent service on dedicated or exclusive right-of-way or technology enhancements that improve on-time performance. These three measures enhance predictability in travel times and offer a competitive advantage over automobile travel.	10	10	5	10	5	0	0	20	6, 9
	Timing and Analysis Level Projects should have the ability to be implemented in a timely fashion. The criterion is based on the time anticipated to fund and implement the project. The point values are as follows:	Near term	Mid/long term and part of local plan	Long term and not part of local plan	0	0	0	0	10	6
Safety	Transit Safety Points awarded based on how the project helps achieve the regional transit safety targets.	High	Medium	Low	None	0	0	25	1	
	Transit Project Type Points awarded based on the type of project. Types may include, but are not limited to, vehicle replacement, service support, fixed facilities such as park and ride, stations or bus barns, and vehicle expansion.	Vehicle Replacement	Bus Stop/Station Facility	Supporting Existing Service	Vehicle or Service Expansion	Union Station/ Other	0	0	15	6, 9
Resiliency & Sustainability	Land Use Points awarded to transit expansion projects that pass through transit-supportive housing density.	Yes	No	0	0	0	0	10	2, 6	

Criteria for Bike and Pedestrian Projects
 Table outlines the scheme for evaluating bicycle and pedestrian projects. These projects include sidewalks, bike lanes, cycle tracks, and multi-use paths. All bicycle and pedestrian projects must connect to roadways at some point to receive federal transportation funds through KIPDA, unless specifically stated in the funding grant.

Total Points Possible = 100
****Bicycle/Pedestrian** project type selected in the project application.**

Criteria	Point Values				Points Possible	Goal(s) Supported
	Multi-Use/Trail Path	Sidewalk	Separated, protected bike lane	Striped bike lane Other		
Network Connectivity Fills a gap or creates a network where none currently exists. Building out local and regional networks for bicycle and pedestrian facilities is crucial in promoting these modes of travel. Projects that connect to existing networks or establish the beginnings of a new network are awarded points based on the facility type.	15	12	10	8	6	7
	1/4-mile or less	1/2-mile	1-mile	No connection		
	5	4	3	0		2, 7
Transit Connection Interconnected bicycle and pedestrian facilities encourage usage of nearby transit routes. Projects awarded points based on distance to transit stops as follows:						
Access to Destinations Transportation infrastructure should provide access to a variety of destinations and job opportunities for all types of trips and lifestyles. Project awarded points based on location in employment, commercial, and medical high-density land use clusters and schools.	3 Clusters	2 Clusters; School or University only	1 Cluster Only	None		7
Safety The average annual number of crashes in project area over a five year period involving bicyclists or pedestrians is used as the metric for assigning up to 10 points as follows:	Greater than 5 crashes	3-5 crashes	1-3 crashes	0 crashes		1
Improvement to Safety Points are awarded based on the potential of proposed safety countermeasures to address the issues in the project area.	High	Medium-High	Medium	Medium-Low	Low None	1
Land Use Implementing bicycle and pedestrian infrastructure where land use and demographics are more likely to generate these modal trips is a key factor in planning for project success. Points awarded to projects in areas of higher demand propensity.	High	Medium	Low	None		2
Resiliency Our region is at risk of flooding from heavy rainfall and rising rivers, in addition to other severe weather events. Pedestrian and bicycle projects present opportunities to add green infrastructure that can help mitigate or adapt to flood risk. Projects will be evaluated on whether they contain green infrastructure elements.	Yes	No				9