

KENTUCKY

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP) For FY 2019-2022

ADMINISTRATIVE MODIFICATION #2018.071

I. Proposed Action:

Modify the FY 2019-2022 STIP to include Administrative Modification #8 to the Radcliff/Elizabethtown Metropolitan Planning Organization's FY 2018-2022 Transportation Improvement Program (TIP).

Location:

Radcliff/Elizabethtown Metropolitan Planning Organization Area

Scope of Activity:

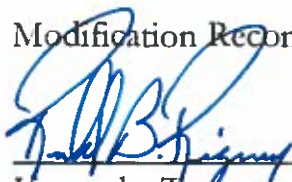
For detail information see the attached documents.

II. Additional Remarks:

This modification will become part of the 2018 STIP end of Federal Fiscal Year 2019 "fiscal constraint" recalculations.

III. Administrative Modification Approval:

Modification Recommended for Approval:



Kentucky Transportation Cabinet Date

Ronald B. Rigney, Director
Division of Program Management



613 College St. Rd.
P.O. Box 604
Elizabethtown, Ky 42702
Phone: 270-769-2393
Fax: 270-769-2993
TDD: 800-247-2510
Equal opportunity
employer M/F/D



Planning for the transportation
needs of the region

**RADCLIFF-ELIZABETHTOWN
METROPOLITAN PLANNING ORGANIZATION**

**2040 METROPOLITAN TRANSPORTATION PLAN (MTP)
ADMINISTRATIVE MODIFICATION #1**

**FY 2018-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
ADMINISTRATION MODIFICATION #8**

ACTION:

The Radcliff/Elizabethtown Metropolitan Planning Organization (MPO) hereby modifies the 2040 Metropolitan Transportation Plan (MTP) and the FY 2018-2022 Transportation Improvement Program (TIP). This modification reflects the incorporation of performance-based planning efforts for Safety, Asset Management, System Performance, and Transit Asset Management for the Radcliff/Elizabethtown MPO.

DESCRIPTION/JUSTIFICATION: This action updates the MPO's current MTP and TIP to include Safety, Asset Management, System Performance, and Transit Asset Management performance measures and targets for the Radcliff/Elizabethtown MPO planning area. The MPO Policy Committee previously approved the targets at various meetings over the past year. The MPO is required to incorporate these targets into the MTP and TIP prior to any amendments.

FISCAL CONSTRAINT: This Modification does not impact the financial constraints of the MTP or TIP as there are no project specific actions.

Approved


Mike Skaggs

Transportation Planner
Radcliff/Elizabethtown MPO

5-10-19
Date

Performance Measures

The Moving Ahead for Progress in the 21st Century Act (MAP-21) signed into law in 2012 and the Fixing American's Surface Transportation Act (FAST ACT) signed into law in 2015 requires that all state departments of transportation and metropolitan planning organizations use a performance-based planning and programming approach as part of a Transportation Performance Management (TPM) program, transforming transportation decision making into a performance-driven and outcome-based process.

These Acts established national performance goals in several key areas: Safety, Pavement Condition, Bridge Condition, System Reliability, and Transit Asset Management. Within each of these broad performance management categories, state departments of transportation and metropolitan planning organizations (MPOs) are required to set specific performance targets. The targets for highway-related measures have been set by the Kentucky Transportation Cabinet (KYTC). The Radcliff/Elizabethtown MPO has approved the support of KYTC's performance targets by agreeing to plan and program projects that will help toward the achievement of these targets. The Transit Asset Management (TAM) targets were established by the Transit Authority of Central Kentucky (TACK) and, subsequently, adopted by the Radcliff/Elizabethtown MPO. The detailed performance measure targets for each of the specific areas are outlined below.

Safety

The Kentucky Transportation Cabinet (KYTC) developed performance targets for the following five areas of safety performance. KYTC utilized data from 2013-2017 to establish the targets for 2019. The MPO has approved a Resolution stating that the MPO concurs with and supports KYTC's safety performance measure targets by agreeing to plan and program projects so that they contribute toward the accomplishment of the safety targets.

FY 2019 Safety Targets				
	Baseline (2012-16)	FY 2018 Targets	Baseline (2013-17)	FY 2019 Targets
Number of Fatalities	730.2	730	737.4	737
Number of Serious Injuries	3288.6	2800	3124.8	2991
Fatality Rate/100 M VMT	1.52	1.5	1.521	1.5
Serious Injury Rate/100 M VMT	6.852	5.76	6.451	6.07
Total # Non-Motorized Fatalities and Serious Injuries	269.6	293	277.8	276

Asset Management and System Performance

The Asset Management performance measures established by KYTC monitor both pavement and bridge performance. Pavement performance targets have been set for both interstate and non-interstate National Highway System (NHS) roadways and track the percentage of good and poor conditions for both. The bridge performance targets track the percentage of good and poor bridge conditions based on the deck area of the bridge. The System Performance targets analyze travel time reliability for the both passenger and commercial vehicles on interstate highways and non-interstate National Highway System (NHS) routes. For commercial vehicles, the Travel Time Reliability (TTTR) Index measures the reliability of roadways for commercial vehicle travel. For instance, a high TTTR might indicate that traffic congestion could cause a delay for on-time deliveries.

Just as with the Safety Performance Targets, the MPO has concurred with the Asset Management and System Performance targets established by KYTC. The MPO will seek to plan for improvements that contribute toward the accomplishment of these performance targets.

Asset Management and System Performance Targets		
	Target	
	2 Year	4 Year
Asset Management		
Pavement Performance		
% Good Interstate	50.0%	50.0%
% Poor Interstate	2.0%	2.0%
% Good Non-Interstate	35.0%	35.0%
% Poor Non-Interstate	4.0%	4.0%
NHS Bridge Performance		
% Good Condition by Deck Area	35.0%	35.0%
% Poor Condition by Deck Area	3.7%	3.2%
System Performance		
Level of Travel Time Reliability (LOTTR)		
% Reliable Interstates	93.0%	93.0%
% Reliable Non-Interstate NHS	-	82.5
Truck Travel Time Reliability (TTTR)	1.190	1.190

Transit Asset Management

The Transit Authority of Central Kentucky (TACK) is the primary public transportation provider for the Radcliff/Elizabethtown metropolitan planning area, which includes Hardin and Meade Counties in Kentucky.

TACK established Transit Asset Management (TAM) Plan targets in accordance with Federal regulations enacted through the Moving Ahead for Progress in the 21st Century Act (MAP-21) for performance measures and target setting. It is the intent of these targets to improve transparency and accountability throughout the transportation planning processes. In July 2016, the Federal Transit Administration (FTA) issued a final rule requiring recipients of FTA funds to maintain and document minimum Transit Asset Management (TAM) standards. The targets below will be updated annually for each asset category in order to achieve compliance with the federal regulations for State of Good Repair (SGR) targets.

The MPO established the TAM targets listed below from TACK's TAM Plan 4-year targets. The following table shows the targets and actual for fiscal year 2018, and sets the fiscal year 2019 MPO TAM Target. The MPO will continue working with the local transit provider to establish MPO TAM Targets on an annual basis.

FY 2019 MPO Transit Asset Management (TAM) Targets				
Asset Category	Asset Class	2018 Count for Class Past Useful Life Benchmark (ULB)	2018 % Met or Exceed ULB	2019 Target
Rolling Stock	25' Bus	0 of 4	0%	0%
	27' Bus	0 of 3	0%	0%
	Cutaway	2 of 3	67%	67%
	Cutaway Wheelchair	3 of 13	23%	23%
	High Top	18 of 18	100%	100%
	High Top Wheelchair	8 of 8	100%	100%
	Minivan	8 of 14	57%	50%
	Minivan Wheelchair	0 of 8	0%	0%
Equipment	Support Vehicle	2 of 2	100%	100%
	Transit Wagon	0 of 1	0%	0%
Facilities	Transit Facility		0%	0%

Supporting Documentation

Safety Performance Targets Resolution

Asset Management & System Performance Resolution

Transit Asset Management Performance Targets Approval



**RESOLUTION OF THE POLICY COMMITTEE OF THE
RADCLIFF/ELIZABETHTOWN METROPOLITAN PLANNING ORGANIZATION
ESTABLISHING SAFETY PERFORMANCE MEASURE TARGETS**

WHEREAS, the Radcliff/Elizabethtown Metropolitan Planning Organization (MPO) is the designated agency responsible for transportation planning in the Radcliff/Elizabethtown metropolitan planning area; and

WHEREAS, the Highway Safety Improvement Program (HSIP) final rule (23 CFR Part 490) requires states to set targets for five safety performance measures on an annual basis, beginning on August 31, 2017; and

WHEREAS, the Kentucky Transportation Cabinet (KYTC) has established targets for calendar year 2018, as depicted in Attachment A, for the five safety performance measures including number of fatalities; rate of fatalities per 100 million vehicle miles traveled (MVMT); number of serious injuries; rate of serious injuries per 100 MVMT; and number of non-motorized fatalities and non-motorized serious injuries; and

WHEREAS, MPOs have 180 days following the establishment and reporting of the states' targets in the HSIP Report to either agree to plan and program projects so that they contribute toward the accomplishment of the states' targets or to commit to quantifiable targets for the metropolitan planning area;

NOW THEREFORE BE IT RESOLVED that the Policy Committee of the Radcliff/Elizabethtown Metropolitan Planning Organization (MPO), at its public meeting on March 7, 2019, concurs with and supports KYTC's safety performance measure targets by agreeing to plan and program projects so that they contribute toward the accomplishment of those targets. This resolution will apply to future safety performance measure targets established by KYTC unless, following the establishment of new safety performance measure targets by KYTC, the Policy Committee passes a resolution committing to quantifiable safety performance measure targets for the metropolitan planning area within the timeframe specified in the Code of Federal Regulations.

Honorable Harry Berry, Chairman
Radcliff/Elizabethtown MPO Policy Committee

April 11, 2019
Date

TRANSPORTATION PERFORMANCE MANAGEMENT | KYTC SAFETY TARGETS

	Baseline (2012-16)	FY 2018 Targets	Baseline (2013-17)	FY 2019 Targets
Number of Fatalities	730.2	730	737.4	737
Number of Serious Injuries	3288.6	2800	3124.8	2991
Fatality Rate/100 M VMT	1.520	1.5	1.521	1.5
Serious Injury Rate/100 M VMT	6.852	5.76	6.451	6.07
Total # Non-Motorized Fatalities and Serious Injuries	269.6	293	277.8	276

Fatalities | The number of fatalities on Kentucky's public roads has been increasing the past four years, after a historically low number of fatalities in 2013. The FY 2019 target represents a *reduction* in total fatalities in calendar years 2018 and 2019 as compared to calendar years 2016 and 2017.

Serious Injuries | This target represents a *reduction* in total serious injuries in calendar years 2018 and 2019 as compared to calendar years 2016 and 2017.

Fatality Rate (per 100M VMT) | This target represents a *reduction* in the fatality rate in calendar years 2018 and 2019 as compared to calendar years 2016 and 2017.

Injury Rate (per 100M VMT) | This target represents a *reduction* in the serious injury rate in calendar years 2018 and 2019 as compared to calendar years 2016 and 2017.

Non-Motorized Fatalities and Serious Injuries | This target represents a *reduction* in total non-motorized fatalities and serious injuries in calendar years 2018 and 2019 as compared to calendar years 2016 and 2017.



**RESOLUTION OF THE POLICY COMMITTEE OF THE
RADCLIFF/ELIZABETHTOWN METROPOLITAN PLANNING ORGANIZATION
ESTABLISHING PAVEMENT, BRIDGE, & SYSTEM
PERFORMANCE MEASURE TARGETS**

WHEREAS, the Radcliff/Elizabethtown Metropolitan Planning Organization (MPO) is the designated agency responsible for transportation planning in the Radcliff/Elizabethtown metropolitan planning area; and

WHEREAS, the Moving Ahead for Progress in the 21st Century Act (MAP-21) establishes performance measures, performance target requirements, and reporting requirements (23 CFR Part 490) applicable to the Radcliff/Elizabethtown metropolitan planning area related to safety, pavement condition, bridge condition, and national highway system performance; and

WHEREAS, the Kentucky Transportation Cabinet (KYTC) has established targets for calendar year 2018, as depicted in Attachment A; and

WHEREAS, the MPOs have 180 days following the establishment and reporting of the state's targets to either agree to support the state's targets or to commit to quantifiable targets for the metropolitan planning area;

NOW THEREFORE BE IT RESOLVED that the Policy Committee of the Radcliff/Elizabethtown Metropolitan Planning Organization (MPO), at its regular public meeting on October 11, 2018, concurs with and supports KYTC's performance targets for pavement performance, bridge performance, and system performance by agreeing to plan and program projects so that they contribute toward the accomplishment of those targets. This resolution will apply to future such performance measure targets established by KYTC unless, following the establishment of new targets by KYTC, the Policy Committee passes a resolution committing to quantifiable targets for the metropolitan planning area within the timeframe specified in the Code of Federal Regulations.


Hardin County Judge/Executive Harry L. Berry, Chairman
Radcliff/Elizabethtown MPO Policy Committee

October 11, 2018

Date



**COMMONWEALTH OF KENTUCKY
TRANSPORTATION CABINET**

Frankfort, Kentucky 40622
www.transportation.ky.gov/

Matthew G. Bevin
Governor

Greg Thomas
Secretary

May 18, 2018

Mr. Thomas Nelson, Jr.
Kentucky Division Administrator
Federal Highway Administration
330 West Broadway
Frankfort, KY 40601

Dear Mr. Nelson:

Kentucky Transportation Cabinet is pleased to report that targets have been set for the performance measures required by 23 CFR 490. The summary below includes performance measures for asset management, system performance, and congestion mitigation and air quality (CMAQ). The subject performance measures have been coordinated with the nine Metropolitan Planning Organizations as various times through the past year.

Asset Management	Target	
<i>Pavement Performance</i>	2 Yr	4 Yr
% Good Interstate	50.0%	50.0%
% Poor Interstate	2.0%	2.0%
% Good Non-Interstate NHS	35.0%	35.0%
% Poor Non-Interstate NHS	4.0%	4.0%
<i>NHS Bridge Performance</i>		
% Good Condition by Deck Area	35.0%	35.0%
% Poor Condition by Deck Area	3.7%	3.2%



An Equal Opportunity Employer M/F/D

System Performance	Target	
	2 Yr	4 Yr
<i>Level of Travel Time Reliability (LOTTR)</i>		
% Reliable Interstates	93.0%	93.0%
% Reliable Non-Interstate NHS		82.5%
<i>Truck Travel Time Index (TTTR)</i>	1.190	1.190
Congestion Mitigation and Air Quality (CMAQ)		
OKI Regional Council of Governments		
Peak Hours of Excessive Delay (PHED - hrs)		12.0
Non-Single Occupancy Vehicles (SOV) Travel	17.4%	17.4%
Emissions Measure		
VOC	100	200
NOx	100	200

In addition, please also find attached the KYTC Data Quality Management Plan as required by 23 CFR 490.319(c). If you have any questions or concerns please feel free to contact me at 502.564.3730 or at Jason.Siwula@ky.gov. We look forward to continuing our performance management partnership with FHWA – KY Division.

Respectfully,



Jason Siwula, P.E.
Assistant State Highway Engineer for Innovation
Kentucky Transportation Cabinet



2019 MPO TRANSIT ASSET MANAGEMENT TARGETS

Introduction

The Transit Authority of Central Kentucky (TACK) is the primary public transportation provider for the Radcliff/Elizabethtown metropolitan planning area, which includes Hardin and Meade Counties in Kentucky.

Performance Targets and Measures


TACK established Transit Asset Management (TAM) Plan targets in accordance with Federal regulations enacted through the Moving Ahead for Progress in the 21st Century Act (MAP-21) for performance measures and target setting. It is the intent of these targets to improve transparency and accountability throughout the transportation planning processes. In July 2016, the Federal Transit Administration (FTA) issued a final rule requiring recipients of FTA funds to maintain and document minimum Transit Asset Management (TAM) standards. The targets below will be updated annually for each asset category in order to achieve compliance with the federal regulations for State of Good Repair (SGR) targets.

The MPO established the TAM targets listed below from TACK's TAM Plan 4-year targets. The table below shows the targets and actual for fiscal year 2018, and sets the fiscal year 2019 MPO TAM Target. The MPO will continue working with the local transit provider to establish MPO TAM Targets each year. Moving forward, the MPO will update and approve its TAM Targets at the beginning of each fiscal year.

FY 2019 MPO Transit Asset Management (TAM) Targets

Asset Category	Asset Class	2018 Count for Class Past Useful Life Benchmark (ULB)	2018 % Met or Exceed ULB	2019 Target
Rolling Stock	25' Bus	0 of 4	0%	0%
	27' Bus	0 of 3	0%	0%
	Cutaway	2 of 3	67%	67%
	Cutaway Wheelchair	3 of 13	23%	23%
	High Top	18 of 18	100%	100%
	High Top Wheelchair	8 of 8	100%	100%
	Minivan	8 of 14	57%	50%
	Minivan Wheelchair	0 of 8	0%	0%
Equipment	Support Vehicle	2 of 2	100%	100%
	Transit Wagon	0 of 1	0%	0%
Facilities	Transit Facility		0%	0%

Approved by the MPO Policy Committee on October 11, 2018:



 Hardin County Judge/Executive Harry L. Berry, Chairman
 Radcliff/Elizabethtown MPO Policy Committee