

KENTUCKY
STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)
For FY 2021-2024

ADMINISTRATIVE MODIFICATION #2021.258

I. Proposed Action:

Modify the FY 2021-2024 Statewide Transportation Improvement Program (STIP) to add the updated “Kentucky Public Transit Tier II Sponsor Transit Asset Management Plan” that was revised on August 31, 2023 and includes performance measures and targets for 26 Tier II transit agencies.

Scope of Activity:

See the “Kentucky Public Transit Tier II Sponsor Transit Asset Management Plan” attachment for detailed information.

II. Additional Remarks:

See the “Kentucky Public Transit Tier II Sponsor Transit Asset Management Plan” attachment for detailed information.

III. Administrative Modification Approval:

Modification Recommended for Approval:

Jill Lamb for Ron Rigney	1/22/2024
<hr/>	
Kentucky Transportation Cabinet	Date
Ronald B. Rigney, Director	
Division of Program Management	

Kentucky Public Transit Tier II Sponsor

Transit Asset Management Plan



Office of Transportation Delivery
200 Mero Street
Frankfort, KY 40601
502-564-7433
www.transportation.ky.gov

Executive Director: Vickie Bourne
Editor: Derek Morris

Revision Date: 8/31/2023
Final Adopted Plan Date: 9/18/2018

Background:

The Kentucky Transportation Cabinet/Office of Transportation Delivery (KYTC/OTD) is the designated recipient of the Federal Transit Administration (FTA) Section §5311, §5310, §5339 and §5309 funds. As the designated recipient, it is the Office of Transportation Delivery's responsibility to administer FTA funds and provide oversight for operating and capital projects for transit agencies across the Commonwealth of Kentucky, who provide services such as Demand Response, Deviated/Fixed Routes and Intercity Transportation. As the Office of Transportation Delivery is the designated recipient, we will be sponsoring the Tier II Group TAM plan for all of the subrecipients that have, or currently, receive federal funds, and possess capital assets with Federal interest.

The objective of the Kentucky Transportation Cabinet/Office of Transportation Delivery (KYTC/OTD) Tier II Sponsored Transit Asset Management Plan is to provide a quality plan using accurate data that supports the decision making tools used to determine the replacement or maintenance value of existing assets in a cost-effective way, and, assist transit agencies in managing their physical assets and maintain a State of Good Repair (SGR), which means the condition in which a capital asset is able to operate at a full level of performance. This implementation would minimize the overall rehabilitation/maintenance costs and maximize the assets useful life. Transit agencies that utilize the Transit Asset Management Plan, could potentially make investment decisions that ultimately reduce the costs of maintaining its system.

Introduction:

The TAM final rule requires transit providers that receive federal financial assistance to develop a TAM Plan, or, be involved in a sponsored group plan. All TAM Plans for Tier II providers must include the following components:

- I. An inventory of assets – Listing of Capital assets and information about assets.
- II. Condition assessment of inventory assets – Rating of the asset's physical state; to be completed for assets an agency has direct capital responsibility for (level of detail sufficient to monitor and predict performance of inventoried assets).
- III. Description of Decision support tools – An analytical process of tools that 1. Assists in capital asset investment prioritization and/or 2. Estimates capital needs over time.
- IV. Prioritized list of investments – A prioritized list of projects or programs to manage or improve the SGR of capital assets.

The Office of Transportation Delivery has developed the Transit Asset Management Plan for Tier II providers, in five (5) stages. These stages include:

- Contacting subrecipients for group TAM participation, and establishing the accountable executive for each recipient;
- Determine if the agency is willing to participate in the sponsored plan, or has declined and will be creating their own plan;
- Compiling assets for each transit agency and conditioning the assets;
- Creating decision support tools and prioritizing investments;
- Assessing the condition of inventoried assets, which includes creating a prioritized list of projects or programs to manage or improve the SGR of capital assets.

Participants:

The Plan includes 26 sub-recipients participating in the Plan:

AACS – Audubon Area Community Services	LWT – Louisville Wheels Transportation
BGCAP – Blue Grass Community Action Partnership	MKCAP – Middle Kentucky Community Action Partnership
CCWT – Carroll County Wellness Transit	MCTA – Murray Calloway Transit Authority
CKCAC – Central Kentucky Community Action Council	MTS- Maysville Transit System
DBCAA- Daniel Boone Community Action Agency	NKCAA – Northeast Kentucky Community Action Agency
HCCAA – Harlan County Community Action Agency	OCPT – Owen County Public Transit
FKFT – Frankfort Transit System	PTA – Paducah Transit Authority
FCTA – Fulton County Transit Authority	PACS – Pennyriple Allied Community Services
GCSO - Gateway Community Action Service Organization	RTEC – Rural Transit Enterprises Coordinated
GTS – Glasgow Transit System	SCOT – Scottsville Transit System
KRF – Kentucky River Foothills Development Council	SVTS – Sandy Valley Transportation Services
LKLP – Leslie Knott Letcher Perry Community Action Council	UoL – University of Louisville Transportation
LVCAP – Licking Valley Community Action Program	WKU – Western Kentucky University Transportation

Inventory of Assets:

The Kentucky Transportation Cabinet/Office of Transportation Delivery compiled data for the 26 participating agencies in the sponsored Transit Asset Management Plan. The below table (Table 1) summarizes the number of assets in each category, the average age, and, the average mileage for Rolling Stock and the Non-Revenue Service Vehicles (equipment).

Table 1

Asset Category	Total Number	Average Age	Average Mileage
Equipment – Non-Revenue Service Vehicles	27	11 Years	69,330
Equipment - Other	3	14 Years	N/A
Facilities – Administrative/Maintenance	37	15 Years	N/A
Facilities – Passenger/Parking Structures	3	15 Years	N/A
Rolling Stock – Automobiles	16	10 Years	90,312
Rolling Stock – Buses	44	12 Years	118,245
Rolling Stock – Cutaway Buses	651	6 Years	112,687
Rolling Stock – Minivans	332	5 Years	86,636
Rolling Stock – SUVs	174	5 Years	50,914
Rolling Stock - Vans	292	4 Years	76,109

Condition Assessment of Inventory Assets:

The below table (Table 2) demonstrates the amount of assets, the average age, and the average assessment of the assets per asset category. Assets include equipment, facilities and rolling stock. The Transit Economic Requirements Model (TERM) was utilized to assess the condition of the facilities. Assessing components of the facility, a final TERM rating is assigned based on the condition.

The vehicles were assessed by determining the remaining useful life, utilizing the Useful Life Benchmarks provided by the Federal Transit Administration (FTA). (Please see Appendix B)

Table 2

Asset Category	Count	Avg Age	Avg TERM (Facilities)/ Condition Rating	Met or Exceeded ULB
Equipment				
Non-Revenue Service Vehicles	27	11 Years	N/A	48.15%
Maintenance/Administrative	2	13 Years	2.00	N/A
Bus Shelter	1	15 Years	3.60	N/A
Facilities				
Administrative/Maintenance	37	15 Years	3.92	N/A
Parking/Park and Ride	2	15 Years	4.00	N/A
Passenger Bus Transfer Station	1	14 Years	3.50	N/A
Rolling Stock:				
Automobiles	16	10 Years	N/A	62.50%
Buses	44	12 Years	N/A	47.73%
Cutaway Buses	651	6 Years	N/A	7.07%
Minivans	332	5 Years	N/A	23.19%
SUVs	174	5 Years	N/A	13.22%
Vans	310	5 Years	N/A	4.84%
Infrastructure:				
None	N/A	N/A	N/A	N/A

For a full listing of each individual asset class Condition Ratings/Assessments based upon age, mileage and/or useful life, please see Appendix A.

Prioritization of Investments:

The Kentucky Transportation Cabinet/Office of Transportation Delivery is responsible for overseeing and updating the Sponsored Group Transit Asset Management Plan and prioritizing investments. Utilizing the Transit Asset Management Plan's decision support tools (see below in Description of Support Tools Used, Table 4), along with the asset condition ratings completed for each asset, our office is able to prioritize distribution of funds based on need. Our office reasonably prioritizes capital projects based on these tools and the anticipated funding provided from FTA. Formula grants designated specifically for capital projects under Sections §5310 and §5339 will use the prioritization list of projects listed below.

Performance Targets are established, annually, by reviewing data for each asset class. When reviewing each asset class, the Sponsored Plan closely looks at assets that have met or exceeded the Useful Life Benchmark (ULB), the asset's age, mileage, and condition. A TERM or Condition rating for each asset is created on a scale from one to five with the following descriptors: Poor, Marginal, Adequate, Good, or Excellent. OTD's goal is to prioritize investments by replacing assets that meet the lowest scores first which replaces those assets that are in the greatest need of repair. Therefore, items that are ranked Poor or Marginal will be replaced before assets that rank Adequate, Good, or Excellent. With the amount of funds estimated in the Statewide Transportation Improvement Plan (STIP), Section 5311 funds will be dispersed for Maintenance of Effort (MOE) first. Remaining Section 5311 funds will be used for capital projects based on the following priorities. (Please see Table 3):

Table 3

Prioritization List of Projects
1.) Rolling Stock - Replacement
2.) Replacement of Accessible Features
3.) Replacement of Equipment
4.) Renovate Facilities
5.) Rolling Stock - Expansion
6.) New Equipment Purchases
7.) New Building/Construction
8.) Non-Revenue Service Vehicles - Replacement
9.) Non-Revenue Service Vehicles - Expansion

Description of Support Tools Used:

The Kentucky Transportation Cabinet/Office of Transportation Delivery in determining where the greatest needs are. By utilizing these support tools, we are able to address the needs of the participating agencies, and, ultimately help better serve their communities by providing safe and reliable transportation. The following table (Table 4) details the tools used when funding determinations are made.

Table 4

Process/Tool	Brief Description
Monthly Reports	OTD requires Monthly Reports to track Performance Indicators including ridership, mileage, vehicle revenue hours and operating expenses.
Annual Reports: Vehicle Inventory	OTD requires an Annual Vehicle Inventory from each rural recipient to give a mileage update, useful life evaluation and overall condition assessment from the agencies evaluation.
Preliminary Assessments	A vehicle ranking form that ranks each vehicle in the agencies rolling stock fleet that the agency is requesting to replace. The ranking form assesses the condition of the vehicle using factors such as age, mileage and ridership to determine if the vehicle is in need of replacement.
Asset Inspections	OTD conducts inspections of agencies at least every three years to review rolling stock, non-revenue service vehicles, equipment, facilities including administrative, maintenance, passenger and parking structures.
TERM Scale	The five (5) category rating system used to condition asset a facility.
Condition Rating	OTD conducted a condition rating of all rolling stock, facilities and equipment using the FTA ULB, Age, SMP Useful Life and/or Mileage when applicable.
3 Year Capital Budgets	Projected 3 year capital needs included in the annual grant application.

Performance Targets:

The Kentucky Transportation Cabinet/Office of Transportation Delivery has set performance targets for each asset class, based on realistic expectations, and both the most recent data available and the financial resources from all sources that we reasonably expect will be available (See Table 5).

Table 5

Asset Category	Performance Measure	Target
Rolling Stock – Automobiles	The performance measure for rolling stock is the percentage of revenue vehicles within a particular asset class that have either met or exceeded their ULB.	63%
Rolling Stock – Buses	The performance measure for rolling stock is the percentage of revenue vehicles within a particular asset class that have either met or exceeded their ULB.	48%
Rolling Stock – Cutaway Buses	The performance measure for rolling stock is the percentage of revenue vehicles within a particular asset class that have either met or exceeded their ULB.	7%
Rolling Stock – Minivans	The performance measure for rolling stock is the percentage of revenue vehicles within a particular asset class that have either met or exceeded their ULB.	23%
Rolling Stock – SUVs	The performance measure for rolling stock is the percentage of revenue vehicles within a particular asset class that have either met or exceeded their ULB.	13%
Rolling Stock – Vans	The performance measure for rolling stock is the percentage of revenue vehicles within a particular asset class that have either met or exceeded their ULB.	5%
Facilities – Administrative/Maintenance	The performance measure for facilities is the percentage of facilities within an asset class, rated below condition 3 on the TERM scale.	0%
Facilities – Parking/Park and Ride	The performance measure for facilities is the percentage of facilities within an asset class, rated below condition 3 on the TERM scale.	0%

KYTC/OTD Tier II Transit Asset Management Plan

Facilities – Passenger Bus Transfer Station	The performance measure for facilities is the percentage of facilities within an asset class, rated below condition 3 on the TERM scale.	0%
Equipment – Non-Revenue Vehicles	The performance measure for non-revenue, support-service and maintenance vehicles equipment is the percentage of those vehicles that have either met or exceeded their ULB.	48%
Equipment – Maintenance/Administrative	N/A	N/A
Infrastructure	N/A	N/A

Policy and Implementation Strategy

Implementation strategy means a transit provider's approach to carrying out TAM practices. The Accountable Executive roles have been defined and the individuals who have direct capital responsibility for each participating agency have been identified (See Appendix C). Each Accountable Executive will be responsible for implementing the decision support tools provided within the Sponsored Transit Asset Management Plan to determine the condition of their assets and determine their priorities.

Appendices

<u>Appendix A</u>	Asset Inventory and Condition Data
<u>Appendix B</u>	Useful Life Benchmark Cheat Sheet
<u>Appendix C</u>	List of Accountable Executives
<u>Appendix D</u>	Four Year Performance Measure/Target Outlook