

KENTUCKY

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

ADMINISTRATIVE MODIFICATION #2018.054

I. Proposed Action:

Modify the KYTC's FY 2019-2022 Statewide Transportation Improvement Program (STIP) to include the Bowling Green-Warren County MPO's Administrative Modification #2019.03 to the FY 2016-2020 Transportation Improvement Program (TIP).

Location:

Bowling Green-Warren County MPO Area

Scope of Activity:

See the attachments for detail information.

II. Additional Remarks:

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

III. Administrative Modification Approval:

Modification Recommended for Approval:

 _____ 4/23/19
Kentucky Transportation Cabinet Date

Ronald B. Rigney, Director

Division of Program Management

**Bowling Green – Warren County
Metropolitan Planning Organization**

**Transportation Improvement Program (TIP) FY 2016 – 2020 &
2040 Metropolitan Transportation Plan (MTP)
Administrative Modification #2019.03**

ACTION:

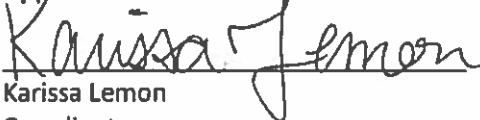
The Bowling Green-Warren County Metropolitan Planning Organization (MPO) hereby modifies the FY 2016 - 2020 Transportation Improvement Program (TIP) and 2040 Metropolitan Transportation Plan (MTP). This modification reflects the incorporation of performance-based planning efforts for transit performance for the Bowling Green-Warren County MPO.

Modification Description/Justification: This action updates the MPO's current TIP and MTP to include transit performance measures and targets for the Bowling Green-Warren County MPO area. The MPO Policy Committee previously approved through a resolution dated September 24, 2018 to adopt the City of Bowling Green/GObg Transit's transit state of good repair performance measures and targets. The MPO is required to incorporate these targets into the TIP and MTP prior to any amendments.

Other Information: This TIP/MTP Modification does not impact the financial constraints of the TIP or MTP as there are no project specific actions. The attached transit asset management (TAM) plan documentation is incorporated into the 2016-2020 TIP and 2040 MTP, outlining the transit related performance measures and targets.

The documentation for this modification is included on the following pages.

Approved



Karissa Lemon
Coordinator

Bowling Green-Warren County MPO

4/22/2019

Date



2019 MPO TRANSIT ASSET MANAGEMENT TARGETS

Introduction

GO bg Transit is the primary public transportation provider for Bowling Green and Warren County, Kentucky. GO bg Transit is a Tier II provider, operating 6 fixed-route transit services and para-transit services for individuals with disabilities. On average, GO bg Transit provides 108,000 passenger trips per year.

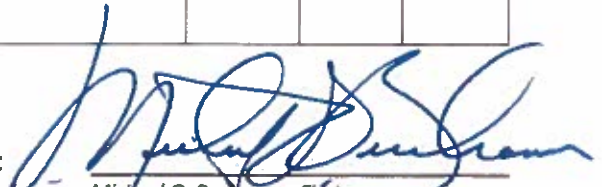
Performance Targets & Measures

GO bg Transit 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 in the table below from GO bg Transit'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	Performance Measure	2018 Target	2018 Actual	2019 Target
Rolling Stock <i>All revenue vehicles</i>	Age - % of revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark (ULB)	84%	81.3%	70%
Equipment <i>Non-revenue vehicles</i>	Age - % of vehicles that have met or exceeded their Useful Life Benchmark (ULB)	100%	100%	65%
Facilities <i>All buildings or structures</i>	Condition - % of facilities with a condition rating below 3.0 on the FTA Transit Economic Requirements Model (TERM) Scale	0%	0%	0%

Approved by the MPO Policy Committee on September 24, 2018:



Michael O. Buchanan, Chairman
Warren County Judge-Executive

City of Bowling Green - GO bg Transit - Transit Asset Management Plan

Introduction

GO bg Transit is the primary public transportation provider for Bowling Green and Warren County, Kentucky. GO bg Transit is a Tier II provider, operating six (6) fixed-routes and door to door para-transit services for individuals with disabilities. On average, GO bg Transit provides 108,000 passenger trips a year.

This Transit Asset Management Plan provides an overview of the Bowling Green transit program's assets, the condition of those assets, assets related to state of good repair, and the performance targets set forth by the transit agency.

Performance Targets & Measures

Asset Category	Performance Measure	2018 Target
Rolling Stock (All Revenue Vehicles)	Age - % of revenue vehicles within a particular asset class that have met or exceeded their useful life benchmark (ULB)	84%
Equipment Revenue Vehicles) (Non	Age - % of vehicles that have met or exceeded their useful life benchmark (ULB)	100%
Facilities (All buildings or structures)	Condition - % of facilities with a condition rating below 3.0 on the FTA Transit Economic Requirements Model (TERM) Scale	0%

*See Appendix A for GO bg Transit Performance Targets and Measures

Asset Portfolio

Please see Appendix B (Capital Asset Inventory) for the asset inventory listing.)

Asset Inventory Summary

Asset Category	Total Number	Average Age	Average Value
Equipment (Non-Revenue Vehicles)	3	7.67	\$2,500
Facilities (All Buildings or Structures)	1	50	\$1,200,000
Rolling Stock (Revenue Vehicles)	24	7.4	\$16,861

Condition Assessment

Please see Appendix B (Capital Asset Inventory) for the asset inventory listing.

Asset Category	Total Number	Average Age	Avg. Term Condition	Average Value	% At or Past ULB
Equipment (Non-Revenue Vehicles)	3	7.67	3	\$2,500	100%
Facilities (All Buildings or Structures)	1	50	4	\$1,200,000	< 20%
Rolling Stock (Revenue Vehicles)	24	7.4	3	\$16,861	56%

Management Approach

Investment Prioritization

The GO bg Transit Director of Transportation Services, GO bg Transit Administrative and Maintenance staff, and City of Bowling Green, communicate closely using the Transit Asset Management Plan as a support tool, ensuring capital acquisition is coordinated and involving all parties. Each entity uses their best judgement and expertise to make a solid investment prioritization plan with minimal risk.

GO bg Transit uses the information contained in this Transit Asset Management Plan (timeline for bus replacement, condition assessments, etc.) to prioritize investments. Those assets that are beyond their useful life and/or in poor condition are prioritized for investments in 5307, 5339, 5310, and other grant applications.

Decision Support Tools

The following tools are used in making investment decisions:

Tool	Brief Description
Performance Target & Measures	Records actual and projected useful life conditions of assets
Capital Asset Inventory	Asset inventory summary
Asset Condition Assessment	Asset criteria and scoring system to determine conditions
Rolling Stock Report	Detailed description of individual vehicles & conditions
Equipment Condition Data	Provided from assessment scale
Facilities Condition Data	Provided from assessment scale
Proposed Investment Project List	Facilities, rolling stock, infrastructure, equipment
Fleet Replacement	Two (2) vehicles projected a year based on current funding

Work Plans & Schedules

The performance based planning challenges and goals is provided in Appendix C

Appendices

- Appendix A** **Performance Targets and Measures**
- Appendix B** **Capital Asset Inventory**
- Appendix C** **Performance Based Challenges and Goals**

Appendix B

Capital Asset Inventory						
Asset Inventory Summary						
Asset Category	Total Number	Average Age	Average Mileage	Average Value	Average TERM condition	% At or Past ULB
Revenue Vehicles						
<i>AB- Articulated Bus</i>	NA	NA	NA	NA	NA	NA
<i>AO- Automobile</i>	NA	NA	NA	NA	NA	NA
<i>BR- Over- the- road Bus</i>	NA	NA	NA	NA	NA	NA
<i>BU- Bus</i>	NA	NA	NA	NA	NA	NA
<i>CU Cutaway Bus</i>	22	8.77	119,745	19,307	3	62.50%
<i>DB- Double Decked Bus</i>	NA	NA	NA	NA	NA	NA
<i>FB- Ferryboat</i>	NA	NA	NA	NA	NA	NA
<i>MB- Mini- bus</i>	NA	NA	NA	NA	NA	NA
<i>MV- Mini -van</i>	2	6	37,709	\$14,414	3	50%
<i>RT- Rubber-tire Vintage Trolley</i>	NA	NA	NA	NA	NA	NA
<i>SB- School Bus</i>	NA	NA	NA	NA	NA	NA
<i>SV- Sport Utility Vehicle</i>	NA	NA	NA	NA	NA	NA
<i>TB- Trolleybus</i>	NA	NA	NA	NA	NA	NA
<i>VN- Van</i>	NA	NA	NA	NA	NA	NA
<i>Paratransit Van</i>	NA	NA	NA	NA	NA	NA
<i>Custom 2</i>	NA	NA	NA	NA	NA	NA
<i>Custom 3</i>	NA	NA	NA	NA	NA	NA
Equipment						
	Total Number	Average Age	Average Mileage	Average Value	Average TERM condition	% At or Past ULB
<i>Non Revenue/ Service Automobile</i>	3	7.67	70,326	\$2,500	3	100%
<i>Steel Wheel Vehicles</i>	NA	NA	NA	NA	NA	NA
<i>Truck and other Rubber Tire Vehicles</i>	NA	NA	NA	NA	NA	NA
<i>Computer Equipment</i>	11	3.5	NA	194	4	70%
<i>Custom 2</i>	NA	NA	NA	NA	NA	NA
<i>Custom 3</i>	NA	NA	NA	NA	NA	NA
Facilities						
<i>Administration(& light duty maint)</i>	1	50 years	NA	\$1,200,000	4	<20%
<i>Maintenance (same as above facility)</i>	"	"	"	"	"	"
<i>Parking Structures</i>	NA	NA	NA	NA	NA	NA
<i>Passenger Facilities</i>	NA	NA	NA	NA	NA	NA
<i>Custom 1</i>	NA	NA	NA	NA	NA	NA
<i>Custom 2</i>	NA	NA	NA	NA	NA	NA
<i>Custom 3</i>	NA	NA	NA	NA	NA	NA
Asset Category	Total Number	Average Age	Average Mileage	Average Value	Average TERM condition	% At or Past ULB

Appendix C
GO bg Transit Performance Based Planning Challenges & Goals

Data Collection:

GO bg transit remains tightly staffed due to budget constraints.

VEHICLES

**Maintenance & Repairs - MB
+ DR**

GOAL: Secure full 50% local match for FTA Operating funds so can afford another staff in office
CHALLENGE: Work to achieve increased funding
TARGET DATE: FY2020

GOAL: 100% of Public Transit vehicles to receive 100% of service and repair at City Fleet
CHALLENGE: Work and communicate with all affected parties to explain the benefits and achieve desired outcome.
TARGET DATE: FY2020

GOAL: Access to the data base of records of maintenance and repairs of transit fleet at City Fleet
CHALLENGE: (1) Need local agreement for such access and (2) funding to have performed a technical study to determine what is required to be able to access said database, including initial costs, and on-going costs (if any).
TARGET DATE: FY2021

GOAL: Decreased labor hours in transit office due to ability to access data from City of Bowling Green Fleet Division.
CHALLENGE: Acquiring agreement, securing funds for study and completing for implementation by 2021.
TARGET DATE: 2021

OPERATIONS

ROUTES (MB)

GOAL: Electronic capture of 100% of data required by National Transit Database for Fixed Routes. This includes: Vehicle Revenue Miles (VRM), Vehicle Revenue Hours (VRH), Unlinked Passenger Trips (UPT). Also solicit software that will capture all financial data including but not limited to: Drivers wages, fringes, benefits, Indirect, miles per gallon of fuel used, and any other items we may need to report.
CHALLENGE: Obtaining funds to purchase and install software, have custom reports written, funding for annual support & maintenance of program/software.
TARGET DATE: 2022

ADA (DR)

GOAL: Electronic capture of 100% of data required by National Transit Database for ADA Paratransit (referred to as "MB" by FTA in NTD Reporting). This includes: Vehicle Revenue Miles (VRM), Vehicle Revenue Hours (VRH), Unlinked Passenger Trips (UPT). Also solicit software that will capture all financial data including but not limited to: Drivers wages, fringes, benefits, Indirect, miles per gallon of fuel used, and any other items we may need to report.
CHALLENGE: Obtaining funds to purchase and install software, have custom reports written, funding for annual support & maintenance of program/software.
TARGET DATE: 2022

Acquisition/Disposal:

VEHICLES:

MB & DR

Goals are two replacement vehicles per year, based on historic levels of funding.