



## **Amendment 9 of the Horizon 2035 Metropolitan Transportation Plan (MTP) and Amendment 2 of the Fiscal Year 2018 – 2021 Transportation Improvement Program (TIP)**

Kentucky  
Member  
Counties

Bullitt

Henry

Jefferson

Oldham

Shelby

Spencer

Trimble

Indiana  
Member  
Counties

Clark

Floyd

The Kentuckiana Regional Planning and Development Agency (KIPDA) is the metropolitan planning organization for the Louisville/Jefferson County KY-IN Metropolitan Planning Area (MPA) that includes Bullitt, Jefferson and Oldham counties in Kentucky, and Clark and Floyd counties in Indiana. Our responsibilities include producing a long range transportation plan (currently the Horizon 2035 MTP) as well as a short range planning document (currently the FY 2018 – 2021 TIP) that are updated at least every four years.

Project changes have been proposed for these documents and we would like to get your feedback. The Horizon 2035 MTP remains financially reasonable and the FY 2018 – 2021 TIP remains fiscally constrained with the proposed changes. These project changes were reviewed by the Interagency Consultation Group for regional emissions analysis because the Louisville, KY/Jefferson County KY-IN MPA is currently in nonattainment of the Environmental Protection Agency's (EPA) 1997 ozone standard.

We invite you to review the project information and submit comments to the following address by September 4, 2018.

### **TIP & MTP Amendments**

**KIPDA**

**11520 Commonwealth Drive  
Louisville, KY 20299**

Email comments to [kipda.trans@kipda.org](mailto:kipda.trans@kipda.org)

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In addition, you can review the documents and asks questions in person during the public open house to be held at the following time and location:

**Monday, August 27, 2018 from 4:00 p.m. – 6:30 p.m. at the Crescent Hill Library, 2762 Frankfort Avenue, Louisville, KY 40206**

For additional information, call **Ashley Tinius at 502-266-6144, ext. 123.**



Amendment 9 of Horizon 2035 Metropolitan Transportation Plan  
 Amendment 2 of FY 2018 - FY 2021 Transportation Improvement Program  
**PENDING KIPDA TPC APPROVAL, TENTATIVELY SCHEDULED FOR September 27, 2018**

Project Sponsor	KIPDA ID	State ID	County	Project Name	Project Description	Change to MTP	Effect on AQ Analysis	Change to TIP	Funding Source	
<b>KENTUCKY PROJECTS</b>										
KYTC	351	5-64.00 5-64.01 5-64.02 5-64.03 5.64.04	Jefferson	I-64	Paint I-64 bridge (Sherman Minton) over the Ohio River at Louisville. Joint project with Indiana to perform in-depth inspection.	Change Open to Public date from 2022 to 2025.	Exempt	Change description to: Address deficiencies on I-64 Sherman Minton Bridge over the Ohio River. (Joint project with Indiana) (056B00279N). From MP 0 to MP 0.316.		
								Program Design in FY 2019: \$520,000 (Federal) \$760,000 (Other) \$1,280,000 (Total Cost)	STP-ST	
								Program Design in FY 2019: \$720,000 (Federal) \$0 (Other) \$720,000 (Total Cost)	NHPP	
								Remove Construction in FY 2020: \$4,160,000 (Federal) \$0 (Other) \$4,160,000 (Total Cost)	IM	
								Program Construction in FY 2020: \$1,300,000 (Federal) \$1,900,000 (Other) \$3,200,000 (Total Cost)	STP-ST	
								Program Construction in FY 2020: \$1,800,000 (Federal) \$0 (Other) \$1,800,000 (Total Cost)	NHPP	
								Program Construction in FY 2021: \$2,600,000 (Federal) \$3,800,000 (Other) \$6,400,000 (Total Cost)	STP-ST	
								Program Construction in FY 2021: \$3,600,000 (Federal) \$0 (Other) \$3,600,000 (Total Cost)	NHPP	

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Project Sponsor	KIPDA ID	State ID	County	Project Name	Project Description	Change to MTP	Effect on AQ Analysis	Change to TIP	Funding Source
KYTC	1445	5-371.10	Jefferson	KY 22	Reconstruct intersection of KY 22 at Springcrest Drive.	Change description to:  Reconstruct KY 22 at Springcrest Drive. (Emergency culvert replacement awarded under 5-371.12).  Change Open to Public date from 2017 to 2023.	Exempt, can be modeled	None	
KYTC	1446	5-371.13	Jefferson	KY 22	Reconstruct intersection of KY 22 at Goose Creek Road. From MP 2.537 to MP 2.937.	Change Open to Public date from 2018 to 2021.	Exempt, can be modeled	Add to TIP Open to Public date 2021  Program Construction in FY 2020: \$1,320,000 (Federal) \$0 (Other) \$1,320,000 (Total Cost)	STP-ST
KYTC	2371, Parent ID: 1633	5-808.00	Jefferson	KY 155	Reconstruction of Taylorsville Road and South Pope Lick Road intersection and bridge over Pope Lick Creek for pedestrian safety improvements. From MP 4.4 to MP 5.	None	Exempt	Add to TIP Open to Public date 2020  Program Right of Way in FY 2019: \$180,000 (Federal) \$0 (Other) \$180,000 (Total Cost)  Program Utilities in FY 2019: \$150,000 (Federal) \$0 (Other) \$150,000 (Total Cost)  Program Construction in FY 2019: \$1,800,000 (Federal) \$0 (Other) \$1,800,000 (Total Cost)	STP-ST
KYTC	NEW, Parent ID: 1643	5-10016.00	Jefferson	I-64	Bridge painting of I-64 Riverside Expressway bridges (056B00298N, 056B00299N, 056B00300N, 056B00301N, 056B00302N, 056B00285N, 056B00292N, 056B00293N, 056B00142N).	None	Exempt	Add to TIP Open to Public date 2022  Program Construction in FY 2021: \$7,800,000 (Federal) \$10,800,000 (Other) \$18,600,000 (Total Cost)  Program Construction in FY 2021: \$11,400,000 (Federal) \$0 (Other) \$11,400,000 (Total Cost)	STP-ST  NHPP

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Project Sponsor	KIPDA ID	State ID	County	Project Name	Project Description	Change to MTP	Effect on AQ Analysis	Change to TIP	Funding Source
KYTC	NEW	5-20014.00	Jefferson	I-71	Address pavement condition of I-71 both direction(s) from MP 0 to MP 11.32.	Add to Plan Open to Public date 2025 Total Project Cost \$12,650,000	Exempt	None	
KYTC	NEW	5-20016.00	Jefferson	I-264	Address pavement condition of PCC pavement on I-264 both directions from MP 12.7 to MP 18.41.	Add to Plan Open to Public date 2025 Total Project Cost \$12,650,000	Exempt	None	
KYTC	NEW	5-20018.00	Jefferson	I-264	Address pavement condition of PCC pavement on I-264 both directions from MP 0.46 to MP 12.7.	Add to Plan Open to Public date 2021 Total Project Cost \$13,420,000	Exempt	Add to TIP Open to Public date 2021	
								Program Design in FY 2020: \$1,220,000 (Federal) \$0 (Other) \$1,220,000 (Total Cost)	STP-ST
KYTC	NEW	5-8952.00	Jefferson	US 60	Widen US 60 to three lanes (center turn lane) from Eastwood Cutoff (MP 14.7) to Rockcrest Way (MP 15.1). (Locals will do design for \$330,000).	Add to Plan Open to Public date 2022 Total Project Cost: \$2,000,000	Exempt	Add to TIP Open to Public date 2022	
								Program Design in FY 2018: \$0 (Federal) \$330,000 (Other) \$330,000 (Total Cost)	Local
								Program Right of Way in FY 2019: \$0 (Federal) \$410,000 (Other) \$410,000 (Total Cost)	State
								Program Utilities in FY 2020: \$0 (Federal) \$460,000 (Other) \$460,000 (Total Cost)	State
								Program Construction in FY 2021: \$0 (Federal) \$1,000,000 (Other) \$1,000,000 (Total Cost)	State

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<b>INDIANA PROJECTS</b>									
INDOT	NEW	1801379.00	Clark and Floyd	On-Call Pavement Design Services	This project will serve as a funding placeholder for Pavement design on-call design services contracts for projects throughout the state.	Add to MTP Open to Public date 2019 Total Project Cost \$4,800,000	Exempt	Add to TIP Open to Public date 2019 Program Preliminary Engineering in FY 2019: \$4,320,000 (Federal) \$480,000 (Other) \$4,800,000 (Total Cost)	State



## MEMORANDUM

TO: Public and Community Stakeholders

Kentucky  
Member  
Counties

FROM: Amanda Deatherage

Bullitt

DATE: August 15, 2018

Henry

SUBJECT: Amendments of the Horizon 2035 Metropolitan Transportation Plan (MTP) and the Fiscal Year 2018 –2021 Transportation Improvement Program (TIP)

Jefferson

Oldham

Shelby

Spencer

Trimble

Per MAP-21 and FAST Act, specifically federal regulation [23 USC 150\(b\)](#), KIPDA must transition to a more formalized performance-based approach to planning and programming within the Metropolitan Transportation Plan (MTP) and the Transportation Improvement Program (TIP). The MTP reflects all surface transportation investments through the year 2035 and the TIP is a short-range fiscal programming document that represents the first four years of the MTP. The requirement to transition to a performance-based planning and programming process is set forth by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA).

Indiana  
Member  
Counties

FHWA requires the MPO to set targets on performance measures relating to:

- Safety (PM 1)
- Asset Management and Maintenance (PM 2)
- System Performance and Congestion (PM 3)

Clark

Floyd

FTA requires the MPO to set targets on performance measures relating to:

- Transit facility and vehicle conditions that are also reported in TARC's (Transit Authority of River City) Transit Asset Management Plan.
- Public Transportation Safety Plan

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With these amendments, the Louisville/Jefferson County KY-IN Metropolitan Planning Organization (MPO) is intending to comply with the requirement to incorporate targets for the FHWA PM 1: Safety performance measures (required after May 27, 2018) into the metropolitan transportation planning process. In addition to the federally-required performance measures, the MPO has established other performance measures relating to the goals and objectives of the MTP. For further information on all of KIPDA's performance measures, please refer to KIPDA's [Performance Management Plan](#).

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



Metropolitan Planning Organization

Kentucky Designated Area Agency on Aging

## Performance-Based Planning and Programming

Per federal regulation [23 USC 150\(b\)](#), MPOs must take a performance-based approach to planning and programming by incorporating Federal Transit Administration (FTA) performance measures and PM 1, PM 2, and PM 3 issued by the Federal Highway Administration (FHWA).

The Louisville/Jefferson County KY-IN Metropolitan Planning Organization (MPO) intends to incorporate into the metropolitan transportation planning process the National Performance Measures and Planning Factors as defined by MAP-21, the *Moving Ahead for Progress in the 21<sup>st</sup> Century Act* and continued with the FAST Act, *Fixing America's Surface Transportation Act*. In cooperation with regional and state planning partners, targets have been (and will continue to be) established for the FTA and FHWA performance measures.

[KIPDA's Performance Management Plan \(PMP\)](#) outlines the federally-required performance measures, both FHWA-required and FTA-required. At the discretion of KIPDA's Transportation Policy Committee (TPC), KIPDA has also included MPO-developed performance measures in addition to what is federally-required. The PMP details all of the baseline data, historical data, performance targets, and target-setting methodology for all performance measures. The PMP is updated when new data is made available, when performance targets are established, and when progress made towards achieving the targets is reported.

Performance management is integrated into a variety of transportation planning activities, including:

- The Planning Process [Memorandum of Agreement](#) (MOA) by and between KIPDA, INDOT, KYTC, and Transit Authority of River City (TARC) that details KIPDA's metropolitan transportation planning effort, coordination responsibilities, and the creation of this PMP.
- [Unified Planning Work Program](#) (UPWP)
- [Metropolitan Transportation Plan](#) (MTP)
- [Transportation Improvement Program](#) (TIP) and the Project Management Processes for both [Kentucky](#) and [Indiana](#)
- [Congestion Management Process](#) (CMP)
- [Participation Plan](#)
- Freight Mobility Study
- Other relevant planning documents, programs, and procedures

## KIPDA Performance Measures, Baselines, and Targets

The following are the performance measures adopted by the KIPDA Transportation Policy Committee:

<b>SAFETY</b>			
REQUIRED BY:	PERFORMANCE MEASURE	BASELINE	TARGET
FHWA	<a href="#"><u>S1</u></a> Number of Fatalities	116.2 Fatalities (2012-2016 5-year rolling average)	131.4 Fatalities (2014-2018 5-year rolling average)
FHWA	<a href="#"><u>S2</u></a> Fatality Rate	1.06 Fatalities per 100 million VMT (2012-2016 5-year rolling average)	1.17 Fatalities per 100 million VMT (2014-2018 5-year rolling average)
FHWA	<a href="#"><u>S3</u></a> Number of Serious Injuries	892.9 Serious Injuries (2012-2016 5-year rolling average)	859.4 Serious Injuries (2014-2018 5-year rolling average)
FHWA	<a href="#"><u>S4</u></a> Serious Injury Rate	8.18 Serious Injuries per 100 million VMT (2012-2016 5-year rolling average)	7.66 Serious Injuries per 100 million VMT (2014-2018 5-year rolling average)
FHWA	<a href="#"><u>S5</u></a> Number of Non-Motorized Fatalities and Serious Injuries	102.5 Non-Motorized Fatalities and Serious Injuries (2012-2016 5-year rolling average)	110.1 Non-Motorized Fatalities and Serious Injuries (2014-2018 5-year rolling average)
MPO	<a href="#"><u>S6</u></a> Crash Rate	399.0 Crashes per 100 million VMT (2012-2016 5-year rolling average)	Reduce by 20% by 2040 to 319 crashes per 100 million VMT

<b>TRANSIT</b>			
REQUIRED BY:	PERFORMANCE MEASURE	BASELINE	TARGET
<b>RIDERSHIP</b>			
MPO	<a href="#"><u>T1</u></a> Transit Ridership	11,811,902 Boardings on TARC buses during FY 2017	Increase by 20% by 2040 to 14,174,282 boardings
<b>AGE OF FLEET</b>			
FTA	<a href="#"><u>(a)</u></a> Percent of non-revenue vehicles exceeding the useful life benchmark (ULB)	TBD	% of TARC's non-revenue vehicle fleet (equipment) above the ULB
	<a href="#"><u>(b)</u></a> Percent of revenue vehicles exceeding the useful life benchmark (ULB)	TBD	% of TARC's revenue vehicle fleet (rolling stock) above the ULB
		Awaiting TARC's determination of FTA Targets by October 1, 2018	
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TRANSIT ACCESS TO CLUSTERS AND SCHOOLS					
MPO	<a href="#">(a)</a>	Community Access Clusters served by transit	91.03%	of land area within these clusters are within ¼ mile of a transit route	Increase to 100% by 2040
	<a href="#">(b)</a>	High Density Medical Clusters served by transit	100%	of land area within these clusters are within ¼ mile of a transit route	Maintain at current levels in 2040
	<a href="#">(c)</a>	High Density Shopping Clusters served by transit	100%	of land area within these clusters area within ¼ mile of a transit route	Maintain at current levels in 2040
	<a href="#">(d)</a>	High Density Housing Clusters served by transit	TBD	of land area within these clusters are within ¼ mile of a transit route	Increase by 20% by 2040
MPO	<a href="#">T3</a>				
MPO	<a href="#">T4</a>	Enhance transit access to schools	230	Schools are within ¼ mile of a transit route	Increase by 20% by 2040 to 276 schools
HEADWAY TIME					
MPO	<a href="#">T5</a>	Reduce average headway time on TARC's defined Title VI routes	1:04	Average weekday headway time on TARC Title VI Routes	Reduce by 40% by 2040 to 0:38 average weekday headway time
PARK AND RIDE LOTS AND RIDESHARE					
MPO	<a href="#">T6</a>	Number of Park and Ride lot spaces occupied during peak hours	TBD	# of Park and Ride lot spaces that are occupied during weekday business hours	Increase by 40% by 2040
MPO	<a href="#">(a)</a>	Number of Park and Ride lots with pedestrian access	24	Park and Ride lots have pedestrian access	Increase by 20% by 2040 to 29 lots
	<a href="#">(b)</a>	Number of Park and Ride lots with dedicated bicycle access	3	Park and Ride lots have dedicated bicycle access	Increase by 10% by 2040 to 4 lots
MPO	<a href="#">T8</a>	Number of commuters in the Ticket to Ride program	1,377	Active commuters in the Ticket to Ride program	5,000 commuters in the Ticket to Ride program by 2040
TARC FACILITIES					
FTA	<a href="#">T9</a>	Percent of facilities rated under 3.0 on the TERM scale	TBD	% of facilities within an asset class, rated below condition 3 on the TERM scale	Awaiting TARC's determination of FTA Targets by October 1, 2018

## NON-MOTORIZED

REQUIRED BY:	PERFORMANCE MEASURE	BASELINE		TARGET	
<b>BICYCLE AND PEDESTRIAN SAFETY</b>					
MPO	<a href="#">(a)</a> <a href="#">N1</a>	Reduce number of crashes involving pedestrians	555.2	Crashes involving pedestrians (2012-2016 5-year rolling average)	Reduce by 20% by 2040 to 444 crashes involving pedestrians
	<a href="#">(b)</a>	Reduce number of crashes involving pedestrians	238.0	Crashes involving bicyclists (2012-2016 5-year rolling average)	Reduce by 20% by 2040 to 190 crashes involving bicyclists
<b>BICYCLE AND PEDESTRIAN NETWORK</b>					
MPO	<a href="#">(a)</a> <a href="#">N2</a>	Reduce gaps in the existing pedestrian network	TBD	# of miles of gaps in the pedestrian network (within 1 mile of existing facilities on the same roadway)	Reduce by 20% by 2040
	<a href="#">(b)</a>	Reduce gaps in the existing bicycle network	TBD	# of miles of gaps in the bicycle network (within 1 mile of existing facilities on the same roadway)	Reduce by 20% by 2040
<b>BICYCLE AND PEDESTRIAN ACCESS TO SCHOOLS AND CLUSTERS</b>					
MPO	<a href="#">(a)</a> <a href="#">N3</a>	Enhance pedestrian access to schools	291	Schools are located within ¼ mile of pedestrian facilities	Increase by 20% by 2040 to 349 schools
	<a href="#">(b)</a>	Enhance dedicated bicycle access to schools	71	Schools are located within ¼ mile of dedicated bicycle facilities	Increase by 20% by 2040 to 85 schools
MPO	<a href="#">(a)</a> <a href="#">N4</a>	Enhance pedestrian access within Community Access Clusters	296.8	Miles of pedestrian facilities inside these clusters	Increase by 10% by 2040 to 326.5 miles of pedestrian facilities
	<a href="#">(b)</a>	Enhance dedicated bicycle facilities leading to and within Community Access Clusters	129.1	Miles of dedicated bicycle facilities inside these clusters and within 1 mile of the boundary	Increase by 10% by 2040 to 142.0 miles of bicycle facilities
MPO	<a href="#">(a)</a> <a href="#">N5</a>	Enhance pedestrian access within High Density Medical Clusters	73.4	Miles of pedestrian facilities inside these clusters	Increase by 10% by 2040 to 80.7 miles of pedestrian facilities
	<a href="#">(b)</a>	Enhance dedicated bicycle access leading to and within High Density Medical Clusters	64.4	Miles of dedicated bicycle facilities inside these clusters and within 1 mile of the boundary	Increase by 10% by 2040 to 70.8 miles of bicycle facilities

MPO	<b>N6</b>	(a) Enhance pedestrian access within High Density Shopping Clusters	142.9	Miles of pedestrian facilities inside these clusters	Increase by 10% by 2040 to 157.2 miles of pedestrian facilities
		(b) Enhance dedicated bicycle access leading to and within High Density Shopping Clusters	78.9	Miles of dedicated bicycle facilities inside these clusters and within 1 mile of the boundary	Increase by 10% by 2040 to 86.8 miles of bicycle facilities

ECONOMIC IMPACT					
REQUIRED BY:	PERFORMANCE MEASURE	BASELINE		TARGET	
MPO	<b>E1</b>	(a) Enhance transit access leading to High Density Employment Clusters	1,117	Miles of transit routes within 1 mile of the boundary of these clusters	Increase by 20% by 2040 to 1,340 miles of transit routes
		(b) Enhance pedestrian facilities within High Density Employment Clusters	384.1	Miles of pedestrian facilities inside these clusters	Increase by 10% by 2040 to 423 miles of pedestrian facilities
		(c) Enhance dedicated bicycle facilities leading to and within High Density Employment Clusters	126.2	Miles of dedicated bicycle facilities inside these clusters and within 1 mile of the boundary	Increase by 10% by 2040 to 139 miles of bicycle facilities
MPO	<b>E2</b>	(a) Enhance pedestrian facilities within areas of moderate to significant employment growth	TBD	# of miles of pedestrian facilities inside areas of moderate to significant employment growth	Increase by 10 % by 2040
		(b) Enhance dedicated bicycle facilities leading to and within areas of moderate to significant employment growth	TBD	# of miles of dedicated bicycle facilities inside areas of moderate to significant employment growth and within 1 mile of the boundary	Increase by 10% by 2040

## MOTOR VEHICLE ACCESS

REQUIRED BY:	PERFORMANCE MEASURE	BASELINE	TARGET
<b>LEVEL OF TRAVEL TIME RELIABILITY</b>			
FHWA	<u>V1</u> Level of Travel Time Reliability (LOTTR) on the Interstate	TBD	# of person-miles traveled on the Interstate that are reliable
TBD. MPOs must set this target by November 16, 2018			
FHWA	<u>V2</u> Level of Travel Time Reliability (LOTTR) on the non-Interstate NHS	TBD	# of person-miles traveled on the non-Interstate NHS that are reliable
TBD. MPOs must set this target by November 16, 2018			
<b>CONGESTION</b>			
MPO	<u>V3</u> Maintain or improve level of service on Interstates at LOS D or worse	56.5%	of Interstate and freeway roadway miles were at LOS D, E, or F in 2016
≤ 56.5% of Interstate and freeway roadway miles at LOS D, E, or F in 2040			
MPO	<u>V4</u> Maintain or improve level of service on arterials at LOS D or worse	28.0%	of arterial roadway miles were at LOS D, E, or F in 2016
≤ 28.0% of arterial roadway miles at LOS D, E, or F in 2040			

## ROADWAY MAINTENANCE

REQUIRED BY:	PERFORMANCE MEASURE	BASELINE	TARGET
<b>PAVEMENT CONDITION</b>			
FHWA	<u>(a)</u> Percent of pavements in "Good" condition on Interstates	TBD	% of pavements in "Good" condition
TBD. MPOs must set this target by November 16, 2018			
MPO	<u>M1 (b)</u> Percent of pavements in "Borderline" condition on Interstates	TBD	% of pavements in "Borderline" condition
TBD. Will set this target in conjunction with federally-required targets.			
FHWA	<u>(c)</u> Percent of pavements in "Poor" condition on Interstates	TBD	% of pavements in "Poor" condition
TBD. MPOs must set this target by November 16, 2018			
FHWA	<u>(a)</u> Percent of pavements in "Good" condition on non-Interstate NHS	TBD	% of pavements in "Good" condition
TBD. MPOs must set this target by November 16, 2018			
MPO	<u>M2 (b)</u> Percent of pavements in "Borderline" condition on non-Interstate NHS	TBD	% of pavements in "Borderline" condition
TBD. Will set this target in conjunction with federally-required targets.			
FHWA	<u>(c)</u> Percent of pavements in "Poor" condition on non-Interstate NHS	TBD	% of pavements in "Poor" condition
TBD. MPOs must set this target by November 16, 2018			

BRIDGE CONDITION					
FHWA	<b>M3</b>	(a) Percent of deck area in "Good" condition on bridges carrying the NHS	14.9%	of deck area in "Good" condition	TBD. MPOs must set this target by November 16, 2018
		(b) Percent of deck area in "Poor" condition on bridges carrying the NHS	13.4%	of deck area in "Poor" condition	TBD. MPOs must set this target by November 16, 2018
MPO	<b>M4</b>	(a) Percent of bridges that are in "Good" condition	27.3%	of bridges in "Good" condition	Increase by 50% by 2022 to 41.0% of bridges in "Good" condition
		(b) Percent of bridges that are in "Poor" condition	7.3%	of bridges in "Poor" condition	Reduce by 50% by 2022 to 3.7% of bridges in "Poor" condition

FREIGHT MOVEMENT				
REQUIRED BY:	PERFORMANCE MEASURE		BASELINE	TARGET
MPO	<b>F1</b> Maintain or improve roadways on the KIPDA Freight Network that are LOS D or worse	TBD	% of roadways on the KIPDA Freight Network were at LOS D, E, or F in 2016.	TBD % of KIPDA Freight Network at LOS D, E, or F in 2040
MPO	<b>F2</b> Number of locations on the KIPDA Freight Network within 1 mile of Freight Clusters where roadway geometry and/or restrictions impede freight movement	TBD	# of locations that impede freight movement	Reduce by 10% by 2040
FHWA	<b>F3</b> Truck Travel Time Reliability (TTTR) on the Interstate	TBD	% of the Interstate system mileage providing for reliable truck travel time	TBD. MPOs must set this target by November 16, 2018

AIR QUALITY				
REQUIRED BY:	PERFORMANCE MEASURE		BASELINE	TARGET
MPO	<b>A1</b> Meet or do better than mobile source budgets in the State Implementation Plan (SIP)	TBD	MTP Air Quality Analysis	Meet or do better than mobile source budgets in the SIP

## **Investment Priorities**

Although still in the early stages of performance-based transportation planning and programming, we anticipate that the projects in this Horizon 2035 MTP may have a positive impact on the achievement of performance targets.

As described in KIPDA's *Project Management Processes* for both [Kentucky](#) and [Indiana](#), projects that address performance targets are more likely to receive a higher priority in the future for [Transportation Improvement Program](#) (TIP) funding. The effects of project selection and implementation through the TIP is anticipated to help achieve the established performance targets, both federally-required and MPO-developed, which are identified herein and expanded upon in the [Performance Management Plan](#).

## **Reporting Process**

For each performance measure, KIPDA will report on data sources, baseline data, historical data, performance targets, and target-setting methodology in the [Performance Management Plan](#).

On a regular basis, KIPDA will report the necessary performance-based feedback to the Transportation Policy Committee, as well as to our federal, state, local, and community planning partners.

KIPDA will report on progress towards achieving performance targets, both federally-required and MPO-developed performance targets, in a Baseline Performance Period Report (expected early 2019), a Mid Performance Period Report (expected early 2021), and a Full Performance Period Report (expected early 2023).