

Memorandum of Understanding
Among
Kentucky, Ohio, West Virginia Interstate Planning Commission (KYOVA)
Lawrence County Transit
And
The Ohio Department of Transportation

I. Purpose:

To develop, design, and implement standard procedures of operation and coordination amongst the Public Transportation Operator, Metropolitan Planning Organizations (MPO), and the Ohio Department of Transportation (ODOT) concerning the performance based planning process, including coordination on: data collection, data analysis, data sharing, target setting, reporting of targets and target achievement, data collection for the National Highway System (NHS) Asset Management Plan, and the Transit Asset Management (TAM) Plan pursuant to 23 CFR 450; 23 CFR 490; 49 CFR 625; 49 CFR 630; & 49 CFR 673. The measures addressed include: safety, bridge condition, pavement condition, system reliability, freight movement, TAM, and Congestion Mitigation and Air Quality (CMAQ). There are additional transit safety performance measures that have not been finalized [49 CFR 673]; information on those will be added after the publication of the final rule. This document will serve as a Memorandum of Understanding, hereafter referred to as “Agreement,” between all parties for all the contents and implementation processes presented herein.

II. Introduction:

This Agreement documents the coordination and consensus among Kentucky, Ohio, West Virginia Interstate Planning Commission (KYOVA), hereafter referred to as “the MPO”, Lawrence County Transit, hereafter referred to as “the Public Transit Operator”, and ODOT regarding their mutual responsibilities in carrying out the performance based transportation planning and programming process for the Huntington-Ashland-Ironton Metropolitan Planning Area (MPA).

The MPO, the Public Transit Operator, and ODOT agree to collectively conduct a continuing, comprehensive, and cooperative metropolitan transportation planning process for the Huntington-Ashland-Ironton MPA performance targets pursuant to 23 USC 134.

III. National Goals and Ohio’s Commitment to Performance Based Planning:

Public transportation operators, the MPO, and ODOT will engage in performance-based planning and programming processes that result in transportation plans, programs, and projects that support the national goals of performance based planning pursuant to 23

USC 150(b) and the general purposes outlined in 49 USC 5301. The Federal-aid highway program national goals to be addressed are:

- A. Safety: To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
- B. Infrastructure condition: To maintain the highway infrastructure asset system in a state of good repair.
- C. Congestion reduction: To achieve a significant reduction in congestion on the National Highway System.
- D. System reliability: To improve the efficiency of the surface transportation system.
- E. Freight movement and economic vitality: To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.
- F. Environmental sustainability: To enhance the performance of the transportation system while protecting and enhancing the natural environment.
- G. Reduced project delivery delays: To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices.

In addition, federal-aid public transportation through the US Dept. of Transportation defines several specific safety and asset management goals. The federal assistance program for public transportation performance-based management is focused on asset management "state of good repair" and public safety. The goals are specified under 49 U.S.C. §5301(b) & 49 U.S.C. §5329(d)(1)(E):

- A. §5301(b):
 - 1. Provide funding to support public transportation;
 - 2. Improve the development and delivery of capital projects;
 - 3. Establish standards for the state of good repair of public transportation infrastructure and vehicles;
 - 4. Promote continuing, cooperative, and comprehensive planning that improves the performance of the transportation network;
 - 5. Establish a technical assistance program to assist recipients under this chapter to more effectively and efficiently provide public transportation service;
 - 6. Continue Federal support for public transportation providers to deliver high quality service to all users, including individuals with disabilities, seniors, and individuals who depend on public transportation;
 - 7. Support research, development, demonstration, and deployment projects dedicated to assisting in the delivery of efficient and effective public transportation service, and;
 - 8. Promote the development of the public transportation workforce.

B. §5329(d)(1)(E):

1. "performance targets based on the safety performance criteria and state of good repair standards established under subparagraphs (A) and (B), respectively, of subsection (b)(2)."

Currently, the Federal Transit Administration is reviewing proposals to the rulemaking before establishing public transportation safety performance measures; these measures will be incorporated in this document after the final rulemaking.

IV. Highway Safety Improvement Program:

A. ODOT and the MPO will establish annual targets for the following measures:

- i. Safety Performance Targets - 23 CFR 490.207(a)(1-5):
 - a. Number of fatalities;
 - b. Rate of fatalities;
 - c. Number of serious injuries;
 - d. Rate of serious injuries;
 - e. Number of non-motorized fatalities and non-motorized serious injuries.

B. ODOT and the MPO agree to use the following data source:

- i. The Ohio Department of Public Safety (ODPS) Statewide Crash Report System.
 - a. ODOT will make this data available to the MPO annually concurrent with the establishment of the statewide targets, or upon request.

C. Target Adoption:

- i. ODOT will coordinate with the MPO when establishing statewide targets.
- ii. ODOT will establish statewide targets by August 31st of each year.
- iii. ODOT will formally notify the MPO of the annual statewide targets.
- iv. The MPO will establish targets annually by Board resolution and submit to ODOT's Office of Statewide Planning and Research by February 27th.
- v. The MPO will establish targets by either:
 - a. Agreeing to plan and program projects so that they contribute toward the accomplishment of ODOT's safety target (i.e., support the State target), or;
 - b. Committing to a quantifiable target for that performance measure for their metropolitan planning area.

V. Pavement and Bridge Condition:

A. ODOT and the MPO will establish targets for the following pavement and bridge condition measures:

- i. Pavement Asset Performance Targets - 23 CFR 490.307(a)(1-4):
 1. Percentage of interstate pavement in good condition;

2. Percentage of interstate pavement in poor condition;
 3. Percentage of non-interstate NHS pavement in good condition;
 4. Percentage of non-interstate NHS pavement in poor condition.
 - ii. Bridge Asset Performance Targets - 23 CFR 490.407(c)(1-2):
 1. Percentage of NHS bridges classified as good condition;
 2. Percentage of NHS bridges classified as poor condition.
- B. ODOT and the MPO agree to use the following data source:
- i. Pavement condition shall be analyzed using the Highway Performance Monitoring System (HPMS) Database;
 - ii. Bridge condition shall be analyzed using the National Bridge Inventory (NBI) Database.
 - iii. ODOT will make this data available to the MPO biennially concurrent with the establishment of the statewide targets, or upon request.
- C. Target Adoption:
- i. ODOT will coordinate with the MPO when establishing statewide targets.
 - ii. ODOT will establish 2-year and 4-year statewide targets by May 20, 2018 for the first performance period.
 - iii. ODOT will formally notify the MPO of the 2-year and 4-year statewide targets.
 - iv. The MPO will establish 4-year targets by Board resolution and submit such resolution to ODOT's Office of Statewide Planning and Research by November 16, 2018 for the first performance period.
 - v. In subsequent performance periods, ODOT will establish 2-year and 4-year statewide targets by October 1st. ODOT will coordinate with MPO when establishing statewide targets. ODOT will formally notify the MPO of the 2-year and 4-year statewide targets.
 - vi. In subsequent performance periods, the MPO will establish targets for the metropolitan planning area by Board resolution and will submit such targets to ODOT's Office of Statewide Planning and Research within 180 days of the establishment of ODOT's statewide targets or, for multi-state MPOs, the establishment of statewide targets that occurs last.
 - vii. The MPO will establish targets by either:
 1. Agreeing to plan and program projects so that they contribute toward the accomplishment of the State DOT target for that performance period (i.e., support the State target), or,
 2. Committing to a quantifiable target for that performance measure for their metropolitan planning area.
- D. Target Adjustments.
- i. ODOT may adjust established statewide 4-year targets in the Mid-Performance Period Report pursuant to 23 CFR 490.105 (e)(6).
 1. If ODOT adjusts established statewide 4-year targets, the MPO will be formally notified of the change.
 2. If the MPO established targets by supporting ODOT's statewide target(s), the MPO will report to ODOT whether it will continue to

support ODOT's statewide 4-year target(s), or commit to a new quantifiable 4-year target for its metropolitan planning area by Board resolution and submitting such resolution to ODOT's Office of Statewide Planning and Research within 180 days of the establishment of the adjusted statewide 4-year target(s).

- ii. If the MPO established quantifiable 4-year target(s) for its metropolitan planning area, the MPO may adjust its 4-year target(s) at the Mid-Performance Period Report, regardless of whether or not ODOT adjusts its 4-year target(s).
 1. The MPO will establish such target(s) by Board resolution and submit such resolution to ODOT's Office of Statewide Planning and Research within 180 days of the establishment of ODOT's statewide targets or, for multi-state MPOs, the establishment of statewide targets that occurs last.
 2. If the MPO opts to make changes to its targets, either party may opt to coordinate the changes through conference calls.

VI. System Performance, Freight Movement, and CMAQ – Traffic Congestion:

- A. ODOT and the MPO will establish targets for the following measures:
 - i. System Performance [23 CFR 490.507(a)(1-2)]:
 1. Percent of the person-miles traveled on the Interstate that are reliable (Interstate Time Travel Reliability (TTR));
 2. Percent of the person-miles traveled on the Non-Interstate NHS that are reliable (Non-Interstate NHS TTR).
 - ii. Freight Movement [23 CFR 490.607]:
 1. Truck Travel Time Reliability Index (TTTR).
 - iii. CMAQ Traffic Congestion Mitigation [23 CFR 490.707(a-b)]:
 1. Annual Hours of Peak Hour Excessive Delay per Capita (PHED).
 2. Percent of Non-Single Occupant Vehicle travel (Non-SOV).
- B. ODOT and the MPO agree to use the following data source and methodology:
 - i. Interstate TTR, and Non-Interstate NHS TTR, TTTR, and PHED shall be analyzed using the National Performance Management Research Data Set (NPMRDS).
 1. For the calculation of PHED, ODOT and the MPO agree to use the weekday afternoon period measure of:
 1. 4:00PM – 8:00PM.
 - ii. Non-SOV travel shall be analyzed using the American Community Survey – (MPOs will decide whether to use 1-year or 5-year datasets for their perspective agreements)
 - iii. ODOT will make this data available to the MPO biennially concurrent with the establishment of the statewide targets, or upon request.
- C. Target Adoption for System Reliability and Freight Movement:
 - i. ODOT will coordinate with the MPO when establishing statewide targets.

- ii. ODOT will establish 4-year statewide targets for non-Interstate NHS TTR; and 2-year and 4-year statewide targets for Interstate TTR by TTTR by May 20, 2018 for the first Performance Period.
- iii. ODOT will formally notify the MPO of the 2-year and 4-year statewide targets.
- iv. The MPO will establish 4-year targets for Interstate and non-Interstate NHS TTR and TTTR by November 16, 2018 for the first performance period.
- v. In subsequent performance periods, ODOT will coordinate with the MPO when establishing statewide targets. ODOT will establish statewide targets by October 1st. ODOT will formally notify the MPO of the statewide targets.
- vi. In subsequent performance periods, the MPO will establish targets for the metropolitan planning area by Board resolution and submit such resolution to ODOT's Office of Statewide Planning and Research within 180 days of the establishment of ODOT's statewide targets or, for multi-state MPOs, the establishment of statewide targets that occurs last.
- vii. The MPO will establish targets either by:
 - 1. Agreeing to plan and program projects so that they contribute toward the accomplishment of the State DOT target for that performance period (i.e., support the State target), or
 - 2. Committing to a quantifiable target for that performance measure for their metropolitan planning area.

D. Target Adoption for Non-SOV and PHED:

- i. ODOT and the MPO will collaboratively establish a single 2-year and 4-year target for the percent of non-SOV travel and a 4-year target for PHED in each applicable urbanized area by May 20, 2022 for the second performance period.
- ii. In subsequent performance periods, ODOT and the MPO will collaboratively establish a single 2-year and 4-year target for the percent of non-SOV travel and a 4-year target for PHED the applicable urbanized area by October 1st.
- iii. The MPO will establish such target by Board resolution and submit such resolution to ODOT's Office of Statewide Planning and Research By May 20th in each year a performance target is due.

E. Target Adjustments for System Reliability and Freight Movement:

- i. ODOT may adjust established statewide 4-year targets in the Mid-Performance Period Report pursuant to 23 CFR 490.105(e)(6).
 - 1. If ODOT adjusts established statewide 4-year targets, the MPO will be formally notified of the change.
 - 2. If the MPO established targets by supporting ODOT's statewide target(s), the MPO will report to ODOT whether it will continue to support ODOT's statewide 4-year target(s) or commit to a new quantifiable 4-year target for its metropolitan planning area. The target(s) will be established by Board resolution and the MPO

shall submit such resolution to ODOT's Office of Statewide Planning and Research within 180 days of the establishment of the adjusted statewide 4-year target(s).

- ii. If the MPO established quantifiable 4-year target(s) for its metropolitan planning area, the MPO may adjust its 4-year target(s) at the Mid-Performance Period regardless of whether ODOT adjusts its established statewide 4-year target(s).
 - 1. The MPO will establish the target(s) by Board resolution and submit such resolution to ODOT's Office of Statewide Planning and Research within 180 days of the establishment of ODOT's statewide targets or, for multi-state MPOs, the establishment of statewide targets that occurs last.

F. Target Adjustment for Non-SOV and PHED:

- i. ODOT and the MPO may jointly develop and agree upon adjustments to the establish 4-year target(s) for each applicable urbanized area in the Mid-Performance Period Report.
 - 1. If the MPO opts to make changes to its targets, either party may opt to coordinate the changes through conference calls
- ii. The MPO must adopt such joint adjustment by Board resolution and submit such resolution to ODOT's Office of Statewide Planning and Research on or before October 1st of each year a performance target is due.

VII. Transit Asset Management Performance Targets:

A. Definitions [49 CFR 625.5].

- i. Recipient means an entity that receives Federal financial assistance under 49 USC Chapter 53, either directly from the Federal Transit Administration (FTA) or as a sub-recipient.
- ii. Direct Recipient means an entity that receives Federal financial assistance directly from the FTA.
- iii. Sub-recipient means an entity that receives Federal transit grant funds indirectly through a State or a direct recipient.
- iv. Sponsor means a State, a designated recipient, or a direct recipient that develops a group TAM for at least one tier II provider.
- v. Tier I provider means a recipient that owns, operates, or manages either:
 - 1. one hundred and one (101) or more vehicles in revenue service during peak regular service across all fixed route modes or in any one non-fixed route mode, or;
 - 2. rail transit.
- vi. Tier II provider means a recipient that owns, operates, or manages:
 - 1. one hundred (100) or fewer vehicles in revenue service during peak regular service across all non-rail fixed route modes or in any one non-fixed route mode;
 - 2. a sub-recipient under the 5311 Rural Area Formula Program, or;
 - 3. is any American Indian tribe.

B. Tier I and tier II public transportation operators that receive Chapter 53 funding will create an initial individual TAM plan by October 1, 2018; all Sec. 5311 and 5310 recipients or sub-recipients will participate in ODOT's TAM plan. TAM plans will be updated by these providers at a minimum of every 4 years and in concert with development of the Transportation Improvement Program/Statewide Transportation Improvement Program (TIP/STIP). Tier II providers have the option of participating in completion of a group TAM plan developed by a sponsor. Each TAM will cover a four-year horizon. TAMs for Tier I providers will include components i-ix below while TAMs for Tier II providers will include only components i-iv [49 CFR 625.43]. Sub-recipients that operate closed-door service not open to the general public or a segment of the general public are not subject to the TAM requirements. This agreements specifies that all FTA federal aid recipients and sub-recipients receiving chapter 53 funding are designated as public transit operators, and are referenced as "the Public Transit Operator(s)," as expressed in this agreement.

C. Components of a TAM Plan:

- i. Inventory of capital assets owned, except equipment with an acquisition value under \$50,000 that is not a service vehicle;
- ii. Condition assessment of inventoried assets for which a provider has direct capital responsibility;
- iii. Description of analytical processes or decision support tools used to estimate capital needs and prioritization;
- iv. Project-based prioritization of investments;
- v. A provider's TAM and state of good repair (SGR) policy;
- vi. A provider's TAM plan implementation strategy;
- vii. A description of key TAM activities that a provider plans to engage in during the TAM plan horizon period.
- viii. A summary or list of resources, including personnel, that a provider needs to develop and carry out the TAM plan;
- ix. A provider's outline of how it will monitor, update and evaluate the TAM plan and related business practices to ensure ongoing improvement of its TAM management practices.

D. The following State of Good Repair performance measures for capital assets are to be used as applicable in all TAM plans [49 CFR 625.43]:

- i. Equipment: (non-revenue) service vehicles. Percentage of vehicles that have met or exceeded their Useful Life Benchmarks (ULB).
- ii. Rolling stock: Percentage of revenue vehicles within a particular asset class that have met or exceeded their ULB.
- iii. Infrastructure: rail fixed-guideway, track, signals, and systems. The percentage of track segments with performance restrictions.
- iv. Facilities. Percentage of facilities within a particular asset rated below condition 3 on the Transit Economic Requirements Model (TERM) scale.

- E. Setting Performance Targets:
- i. Tier I and II providers, in coordination with sponsors as appropriate, will set asset class initial targets for each of the applicable performance measures by January 1, 2017 for the following fiscal year [49 CFR 625.45]. Future targets will be set at least once every fiscal year by January 1st [49 CFR 625.45].
 - ii. Providers, sponsors, the MPO and ODOT will coordinate to the extent practicable in the selection of TAM targets.
 - iii. The MPO will establish performance targets not later than 180 days after the provider(s) of public transportation establishes their initial performance targets.
 - iv. MPO TAM targets are not required to be updated annually, but must be revisited when the MPO updates its MTP and/or TIP.
- F. Each Tier I provider and Tier II sponsor agree to submit annual Asset Inventory Module (AIM) data, TAM targets, and narrative reports to the National Transit Database (NTD). On behalf of its participants, sponsors will submit one consolidated annual AIM data report, one consolidated targets report, and one consolidated annual condition assessment narrative report to the NTD. The narrative reports will provide information on transit agency asset conditions, changes from the previous year, and progress made in achieving targets. Submissions will occur by October 1st annually with the first AIM and targets in 2018 and the first narrative report in 2019 [49 CFR 625.55].
- G. Each Tier I and Tier II provider agree to maintain records and documents that support the TAM plan. These providers will also make such records including the TAM plan, performance targets documentation, investment strategies, and annual condition assessment reports available to the MPO and ODOT [49 CFR 625.53].

VIII. Transportation Performance Reporting

- A. **Metropolitan Transportation Plan (MTP):**
- i. Timeline:
 1. FHWA safety measures on or after May 27, 2018.
 2. FHWA pavement condition, bridge condition, system reliability, freight movement, and CMAQ measures on or after May 20, 2019.
 3. FTA TAM metrics on, or after October 1, 2018.
 - ii. MTPs amendments and updates must include:
 1. A description of the performance measures and performance targets used in assessing the performance of the transportation system in accordance with 23 CFR 450.306(d) [23 CFR 450.324(f)(3)].
 2. A system performance report that evaluates the condition and performance of the transportation system with respect to the performance targets in accordance with 450.306(d) [23 CFR 450.324(f)(4)].

1. The System performance report must include:
 - i. Condition and performance of the transportation system with respect to the targets [23 CFR 450.324(f)(4)].
 - ii. Progress achieved by the metropolitan planning organization in meeting the performance targets in comparison with system performance recorded in previous reports, including baseline data [23 CFR 450.324(f)(4)(i)].
 - iii. For metropolitan planning organizations that voluntarily elect to develop multiple scenarios, an analysis of how the preferred scenario has improved the conditions and performance of the transportation system and how changes in local policies and investments have impacted the costs necessary to achieve the identified performance targets [23 CFR 450.324(f)(4)(ii)].
 - iv. The MPO shall report vehicle miles traveled (VMT) estimate and methodology if a quantifiable rate target was established.
 - v. Once Transportation Performance Management (TPM) is included in the MPO MTP, the TPM information in the MTP only needs to be updated at the normal MTP updates (at either 4 or 5 years). The update shall include updated performance targets and the progress achieved by the MPO in meeting the performance targets in comparison with system performance recorded in previous reports, including baseline data.

B. Reporting in the TIP:

- i. Timeline:
 1. FHWA safety measures on or after May 27, 2018;
 2. FHWA pavement condition, bridge condition, system reliability, freight movement, and CMAQ measures on or after May 20, 2019.
 3. FTA TAM metrics on, or after October 1, 2018.
- ii. TIP amendments and updates must include, to the maximum extent practicable:
 1. A description of the anticipated effect of the TIP toward achieving the performance targets identified in the metropolitan transportation plan, linking investment priorities to those performance targets. [23 CFR 450.326].

C. NHS Asset Management Plan:

- i. Pavement Condition:
 1. ODOT surveys Ohio's entire federal aid highway system pavement condition (inclusive of the non-Interstate NHS) on a two

year cycle. Pavement condition data is maintained in a variety of databases including ODOT's public access Transportation Information Mapping System (TIMS). ODOT will annually, or upon request, provide the MPO with pavement condition data [23 CFR 450.306 (d)(4)(i); 23 CFR 515.7(f); & 23 CFR 450.314(h)].

ii. Bridge Condition:

1. ODOT annually inspects all non-Interstate system NHS bridges which ODOT owns or has formally assigned maintenance responsibilities. Local governments annually inspect all non-Interstate system NHS bridges they own. ODOT and local governments maintain long standing agreements for the local governments to provide ODOT the inspection results for locally owned bridges. ODOT maintains all bridge inspection data (including non-Interstate NHS bridge data) in multiple databases, including ODOT's public access Transportation Information Mapping System (TIMS). ODOT will annually, or upon request, provide the MPO with bridge condition data [23 CFR 450.306 (d)(4)(i); 23 CFR 515.7(f); & 23 CFR 450.314(h)].

IX. Updating, Modifying, or Termination the Agreement:

This Agreement constitutes the Transportation Performance Management Cooperative Procedures agreement between the parties, any changes or modifications to this Agreement shall be made and agreed to in writing by all parties.

X. Signatures:

Any person executing this Agreement in a representative capacity hereby warrants that he/she has been duly authorized by his/her principal to execute this Agreement on such principal's behalf.

Any party hereto may deliver a copy of its counterpart signature page to this Agreement via fax or e-mail. Each party hereto shall be entitled to rely upon a facsimile signature of any other party delivered in such a manner as if such signature were an original.

XI. Appendix A:

Appendix A: details the breakdown of each performance measure under 23 CFR 490, and is meant as a quick reference guide. Appendix A lists each performance measure, the network applicability, the data source for each performance measure, applicability by geography, responsible agency for target setting, critical dates for performance period 1, reporting methodology, and required coordination in work outputs.

Appendix A: Ohio Performance Based Planning MPO / Public Transit Operator / ODOT Agreement Addendum

Ohio Performance Based Planning MPO/Public Transit Operator/ODOT Agreement Addendum*									
	Measure	Network	Data Source	Applicable Areas	Schedules			Consultation	
					Target Setting		State Reporting		MPO Reporting
					State	MPOs			
Safety	Number of Fatalities	All Public Roads	ODPS sourced STW crash data - rolling 5 year average	Ohio All MPOs	ODOT STW targets, annually, by August 31st	MPOs establish targets annually by 2/27 by either supporting statewide target or committing to quantifiable target for MPA	Reported in HSIP report annually by August 31st	MTP (System Performance Report) and TIP updates or amendments after May 27, 2018	ODOT provides ODPS sourced crash data to MPOs
	Rate of Fatalities								
	Number of Serious Injuries								
	Rate of Serious Injuries								
	Number of Non-motorized Fatalities and Non-motorized Serious Injuries								
Pavement Condition	Percentage Interstate System pavements in Good condition	Interstate System	HPMS	Ohio All MPOs	ODOT establishes 2 and 4 yr. STW targets by 5/20/18*	MPOs establish 4 yr. targets by 11/16/18* by either supporting statewide targets or committing to quantifiable targets for MPA	Baseline due: 10/1/2018* Mid due: 10/1/2020* Full due: 10/1/2022*	MTP (System Performance Report) and TIP updates or amendments after May 20, 2019	ODOT provides HPMS sourced pavement data to MPOs
	Percentage Interstate System pavements in poor condition								
	Percentage of non-Interstate NHS pavements in Good condition	NHS Non-Interstate							
	Percentage of non-Interstate NHS pavements in Poor condition								

Ohio Performance Based Planning MPO/Public Transit Operator/ODOT Agreement Addendum*

	Measure	Network	Data Source	Applicable Areas	Schedules				
					Target Setting		State Reporting	MPO Reporting	Consultation
					State	MPOs			
Bridge Condition	Percentage of NHS bridges classified as in Good condition	NHS	NBI	Ohio All MPOs	ODOT establishes 2 and 4 yr. STW targets by 5/20/18*	MPOs establish 4 yr. targets by 11/16/18* by either supporting statewide targets or committing to quantifiable targets for MPA	Baseline due: 10/1/2018* Mid due: 10/1/2020* Full due: 10/1/2022*	MTP (System Performance Report) and TIP updates or amendments after May 20, 2019	ODOT provides NBI sourced data to MPOs
	Percentage of NHS bridges classified as in Poor condition						LRSTP & STIP updates or amendments after May 20, 2019		
NHS TTR	Percent of Person-Miles Traveled on the Interstate System that are Reliable	Interstate System	NPMRDS	Ohio All MPOs	ODOT establishes 2 and 4 yr. STW targets by 5/20/18*	MPOs establish 4 yr. targets by 11/16/18* by either supporting statewide targets or committing to quantifiable targets for MPA	Baseline due: 10/1/2018* Mid due: 10/1/2020* Full due: 10/1/2022*	MTP (System Performance Report) and TIP updates or amendments after May 20, 2019	ODOT provides NPMRDS sourced data sets to MPOs
	Percent of Person-Miles Traveled on the Non-Interstate System that are Reliable	NHS Non-Interstate			ODOT establishes 4 yr. STW target by 5/20/18*		LRSTP & STIP updates or amendments after May 20, 2019		
Freight - TTTR	Truck Travel Time Reliability (TTTR) Index: The sum of maximum TTTR for each segment,	Interstate System	NPMRDS	Ohio All MPOs	ODOT establishes 2 and 4 yr. STW targets by 5/20/18*	MPOs establish 4 yr. targets by 11/16/18*	Baseline due: 10/1/2018* Mid due: 10/1/2020*	MTP (System Performance Report) and TIP updates or	ODOT provides NPMRDS sourced data sets to MPOs

Ohio Performance Based Planning MPO/Public Transit Operator/ODOT Agreement Addendum*

	Measure	Network	Data Source	Applicable Areas	Schedules				Consultation
					Target Setting		State Reporting	MPO Reporting	
					State	MPOs			
	divided by total Interstate miles					by either supporting statewide targets or committing to quantifiable targets for MPA	Full due: 10/1/2022*	amendments after May 20, 2019	
							LRSTP & STIP updates or amendments after May 20, 2019		
Peak Hour Excessive Delay	Annual hours of peak hour excessive delay per capita	NHS	NPMRDS & Census or FHWA approved urbanized area pop.	Urbanized Areas (see PHED_NonSOV worksheet)	State DOTs and MPOs collaborate to establish a single 4 year target for each applicable urbanized area, by May 20, 2018*.		Baseline due: 10/1/2018* Mid due: 10/1/2020* Full due: 10/1/2022*	MTP (System Performance Report) and TIP updates or amendments after May 20, 2019	ODOT provides NPMRDS sourced data sets to MPOs
							LRSTP & STIP updates or amendments after May 20, 2019	CMAQ Performance Report due for each ODOT biennial report	States and MPOs to agree on the afternoon peak hours of 4:00 - 8:00 p.m.

Ohio Performance Based Planning MPO/Public Transit Operator/ODOT Agreement Addendum*

	Measure	Network	Data Source	Applicable Areas	Schedules				
					Target Setting		State Reporting	MPO Reporting	Consultation
					State	MPOs			
Non-SOV Travel	Percent (%) of Non-SOV travel	N/A	American Community Survey (or local travel survey or system use measurement)	Urbanized Areas (see PHED_NonSOV worksheet)	ODOT and MPOs collaborate to establish a single, unified 2 and 4 year target for each applicable urbanized area, by May 20, 2018*.		Baseline due: 10/1/2018* Mid due: 10/1/2020* Full due: 10/1/2022*	MTP (System Performance Report) and TIP updates or amendments after May 20, 2019	ODOT provides NPMRDS sourced data sets to MPOs
							LRSTP & STIP updates or amendments after May 20, 2019	CMAQ Performance Report due for each ODOT biennial report	States and MPOs to agree on data set to use
Total CMAQ Emissions	Total CMAQ Project Reductions for CO, VOC, NOx, PM _{2.5} , & PM ₁₀	N/A	FHWA CMAQ Public Access System	Ohio AMATS BHJ ERPC LCATS MORPC MVRPC NOACA OKI SCATS	ODOT establishes 2 & 4 yr. STW targets by 5/20/18*	MPOs establish 4 yr. targets by 11/16/18* by either supporting statewide targets or committing to quantifiable targets for MPA	Baseline due: 10/1/2018* Mid due: 10/1/2020* Full due: 10/1/2022*	MTP (System Performance Report) and TIP updates or amendments after May 20, 2019	ODOT and MPOs utilize FHWA CMAQ Public Access System database.
							LRSTP & STIP updates or amendments after May 20, 2019	CMAQ Performance Report due for each ODOT biennial report	

Ohio Performance Based Planning MPO/Public Transit Operator/ODOT Agreement Addendum*

	Measure	Network	Data Source	Applicable Areas	Schedules				
					Target Setting		State Reporting	MPO Reporting	Consultation
					State	MPOs			
Transit Asset Management Plan	Transit – Capital State of Good Repair	N/A	National Transit Database	Transit Operator Capital Assets	<p>Applicable transit Tier I & II providers will establish a state of good repair targets by 01/01/17 (& Annually by January 1st) and TAM Plans by 10/01/2018 (& Annually by January 1st).</p> <p>Participants under the State's TAM Plan will submit their data annually to their TAM Sponsor in a time frame applicable to the transit provider and the TAM sponsor.</p> <p>MPOs must establish targets within 180 days of the initial public transit operator(s) targets; targets should be revisited with each MTP/TIP update, made after October 1, 2018.</p>		LRSTP & STIP updates or amendments after October 1, 2018.	MTP and TIP updates or amendments after October 1, 2018.	Applicable Tier I & II providers will coordinate state of good repair data with their MPOs
NHS Asset Management Plan	N/A	Interstate NHS system	TIMS	ODOT	N/A	N/A	State will provide pavement and bridge data to MPOs upon request		ODOT and MPOs coordinate data by consultation
CMAQ Performance Plan	N/A	Interstate NHS system	CMAQ Public Access System	Applicable MPOs	N/A	N/A	ODOT Includes CMAQ Plans In biennial reports	Applicable MPOs submit CMAQ plans To ODOT by October 1st	CMAQ Reports due biennially

*Applicable to Performance Period 1 Only

Peak Hour Excessive Delay (PHED) & Non-SOV Travel - Applicable Areas*			
Urbanized Area	Coordinating State DOTs	Coordinating MPOs	Performance Period
Cincinnati	ODOT KYTC	OKI	1
Cleveland	ODOT	NOACA AMATS	1
Columbus	ODOT	MORPC LCATS	1
Akron	ODOT	AMATS NOACA SCATS	2
Canton	ODOT	SCATS AMATS	2
Dayton	ODOT	MVRPC CCSTCC OKI	2
Huntington	ODOT WVDOT KYTC	KYOVA RIC	2
Toledo	ODOT MDOT	TMACOG SEMCOG	2
Youngstown	ODOT Penn DOT	Eastgate AMATS SVTC	2

*Applicable to Performance Period 1 Only

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**Memorandum of Understanding
Performance Based Transportation Planning Processes
Parties: MPO(s), Public Transit Operator(s), and the Ohio DOT**

Note: Signatures appear on separate, multiple pages.

Agency/Organization Name: Kentucky, Ohio, West Virginia Interstate Planning

Commission (KYOVA) _____

Agent Name: Robert Pasley

Agent Title: Chairman

Address: 400 Third Ave. P.O. Box 939 Huntington, WV 25712-0939

Phone Number: (304) 523-7434

Agency Website Address: http://www.kyovaipc.org/
(If Applicable)

KYOVA Interstate Planning Commission

Date: _____

**Memorandum of Understanding
Performance Based Transportation Planning Processes
Parties: MPO(s), Public Transit Operator(s), and the Ohio DOT**

Note: Signatures appear on separate, multiple pages.

Agency/Organization Name: Lawrence County Transit

Agent Name: Mike Payne

Agent Title: Director

Address: 223 South 2nd Street Ironton, Ohio 45638

Phone Number: (740) 532-2269

Agency Website Address: http://lawrencecountytransit.com/
(If Applicable)

Lawrence County Transit

Date: _____