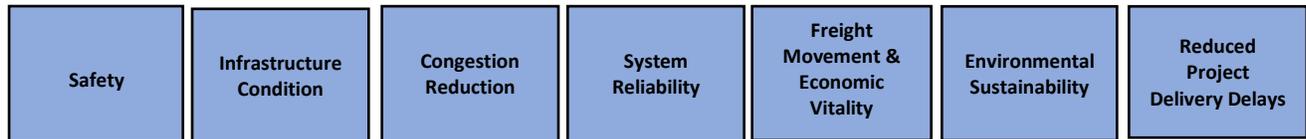


Performance Measures

MAP-21 and the FAST Act place emphasis on incorporating performance management into transportation planning and programming processes. National performance goals have been established for seven (7) key areas, and states are required to establish performance targets in support of these national goals. Projects on West Virginia's, Kentucky's, and Ohio's STIP address transportation needs in one or more of these key areas, which are:



As a starting point, ODOT, KYTC, and WVDOH uses some of the performance measures that they have been tracking for many years to measure how their transportation system is operating. Monitoring these performance measures has assisted WVDOH, KYTC, and ODOT in setting goals, adjusting priorities, allocating resources, and developing policy.

Safety Performance Management (Safety PM)

Safety Performance Management (Safety PM) is part of the overall Transportation Performance Management (TPM) program, which FHWA defines as a strategic approach that uses system information to make investment and policy decision to achieve national performance goals. The Safety PM Final Rule supports the Highway Safety Improvement Program (HSIP), as it establishes safety performance measure requirements for the purpose of carrying out the HSIP and to assess fatalities and serious injuries on all public roads.

The Safety PM Final Rule establishes five performance measures as the five-year rolling averages include:

1. Number of fatalities
2. Rate of fatalities per 100 million vehicle miles traveled (VMT)
3. Number of serious injuries
4. Rate of serious injuries per 100 VMT
5. Number of non-motorized fatalities and non-motorized serious injuries.

The Safety PM Final Rule also establishes the process for WVDOH, KYTC, ODOT, and KYOVA to establish and report their safety targets, and the process that FHWA will use to assess whether ODOT, KYTC, WVDOH, and KYOVA have met or made significant progress toward meeting their safety targets.

Safety Performance Management Measures

Federal Rule 23 CFR 490 requires states and MPOs to establish targets for the five safety performance measures to demonstrate fatal and serious injury reductions on all public roads. In accordance with federal legislation, West Virginia, Kentucky, and Ohio used five-year rolling averages to calculate historic

crash trends and identified statewide reduction targets. After reviewing historical crash trends and external factors, WVDOH, KYTC, and ODOT established Statewide Safety Performance Targets for Calendar Year 2018. These targets are provided in Table 1.

Table 1: CY 2018 Targets (5-year average)

SAFETY PERFORMANCE MANAGEMENT MEASURES	WEST VIRGINIA	KENTUCKY	OHIO
Number of fatalities	281.6	730	< 1,051
Rate of fatalities per 100 million vehicle miles traveled (VMT)	1.37	1.5	< 0.91
Number of serious injuries	1,341	2,800	< 9,033
Rate of serious injuries per 100 VMT	6.327	5.76	< 8.01
Number of non-motorized fatalities and non-motorized serious injuries	94.1	293	< 840

As of May 27, 2018, TIP Amendments must be developed in compliance with the transportation performance measure requirements of the FAST Act for safety measures. KYOVA Interstate Planning Commission’s Policy Board approved Resolution #2018-013 dated February 23, 2018 adopting WVDOH, KYTC, and ODOT statewide safety related performance measures and targets for inclusion into the KYOVA 2040 Metropolitan Transportation Plan (MTP) and the KYOVA 2018-2021 Transportation Improvement Program (TIP).

KYOVA’s 2018-2021 TIP ensures progress toward the accomplishment of the adopted safety targets and performance measures. Coordinated activities between KYOVA, WVDOH, KYTC, ODOT, and local officials take place to plan and program projects so that they contribute toward reducing fatalities and serious injuries consistent with the adopted safety performance targets and measures. The coordination process will continue to ensure that projects are planned and programmed which will influence a positive impact toward the accomplishment of the WVDOH, KYTC, and ODOT safety target for that performance measure.

Table 2 reflects KYOVA HSIP 2018-2021 TIP projects expected to contribute toward accomplishing the state safety targets. Table 3 reflects the KYOVA non-HSIP safety related 2018-2021 TIP projects funded and awarded through other programs, including but not limited to the Surface Transportation Block Grant Program (STBGP) and STBGP Set-Aside, and Safe Routes to School (SRTS).

Table 2: 2018-2021 Safety Related Projects (HSIP)

2018-2021 Safety Related Projects (HSIP)						
Primary Work Type	West Virginia		Kentucky		Ohio	
	No. of Projects	Programmed Cost	No. of Projects	Programmed Cost	No. of Projects	Programmed Cost
Turn Lane			2	\$1,134,982		
Pavement Markings			3	\$167,800	1	\$50,254
Intersection Improvements			1	\$150,000		
Spot Improvements			2	\$297,900		
Guardrail	2	\$16,466,682				
Signage	1	\$230,000				
Total	3	\$16,696,682	8	\$1,750,682	1	\$50,254

Table 3: 2018-2021 Safety Related Projects (non-HSIP)

2018-2021 Safety Related Projects (non-HSIP)						
Primary Work Type	West Virginia		Kentucky		Ohio	
	No. of Projects	Programmed Cost	No. of Projects	Programmed Cost	No. of Projects	Programmed Cost
Section Improvements			1	\$41,150,000		
Railroad			2	\$1,300,000		
Sidewalk	1	\$121,415	4	\$1,580,600		
Bike/Ped	1	\$287,000				
Guardrail	8	\$5,772,944				
Total	10	\$6,181,359	7	\$44,030,600	0	\$0

In summary, projects programed in the KYOVA 2018-2021 TIP include the following: West Virginia – 13 safety-related projects totaling \$22,878,041 ; Kentucky – 15 safety-related projects totaling \$45,781,282; and Ohio – 1 safety-related projects totaling \$50,254. Out of these projects three (3) in West Virginia were awarded Highway Safety Improvement Program (HSIP) funds totaling \$16,696,682; eight (8) in Kentucky were awarded Highway Safety Improvement Program (HSIP) funds totaling \$1,750,682; and one (1) in Ohio was awarded Highway Safety Improvement Program (HSIP) funds totaling \$50,254.

KYOVA will continue to plan and program projects so that they contribute toward the accomplishment of WVDOH, KYTC, and ODOT safety targets for that performance measure.