

KENTUCKY

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP) for FY 2017-2020

ADMINISTRATIVE MODIFICATION #2016.227

I. Proposed Action:

Modify the KYTC's FY 2017-2020 Statewide Transportation Improvement Program (STIP) to include the KYOVA's Administrative Modification #21 to the FY 2018-2021 Transportation Improvement Program (TIP).

Location: Kentucky-Ohio-West Virginia MPO Area

Scope of Activity:

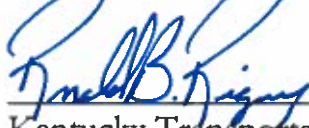
See the attachments for the "Transit Performance Management Measures and Targets"; and "Safety Performance Management Measures and Targets".

II. Additional Remarks:

This modification to the STIP will become part of the 2016 STIP end of Federal Fiscal Year 2018 "fiscal constraint" recalculations.

III. Administrative Modification Approval:

Modification Recommended for Approval:



Kentucky Transportation Cabinet

Ronald B. Rigney, Director

Division of Program Management

10/2/18

Date

**KYOVA Interstate Planning Commission
Huntington, WV-KY-OH Transportation Management Area (TMA)**

**Administrative Modification #21
September 21, 2018**

**KYOVA 2040 Metropolitan Transportation Plan (MTP) and the
KYOVA 2018-2021 Transportation Improvement Program (TIP)**

On September 21, 2018, KYOVA Interstate Planning Commission issued Administrative Modification #21 to the FY 2018-2021 TIP and the 2040 MTP.

Modification Description/Justification

This action updates the KYOVA 2018-2021 TIP and the KYOVA 2040 MTP to include safety and transit performance measures and targets for the KYOVA Planning Area of the Huntington, WV-KY-OH Urbanized Area. KYOVA's Policy Board previously approved Resolution #2018-013 dated February 23, 2018 adopting WVDOH, KYTC, and ODOT statewide safety related performance measures and targets. The MPO is required to incorporate the safety targets into the TIP and MTP prior to any amendments. For the transit performance measures, KYOVA received individual agency data from the three (3) transit providers located within the planning area. These agencies are: Tri-State Transit Authority (TTA), West Virginia; the Ashland Bus System (ABS), Kentucky; and Lawrence County Transit (LCT), Ohio. KYOVA chose to report regional measures and targets based on the information available. The transit performance measures and targets are to be incorporated into the TIP and MTP by October 1, 2018.

This Administrative Modification does not impact the financial constraints of the TIP as there are no project specific actions.

Therefore, KYOVA Interstate Planning Commission incorporated the attached Safety Performance Measures and Transit Performance Management (TAM) Plan documentation into the 2018-2021 TIP and 2040 MTP outlining the performance measures and targets.

KYOVA Committee members were notified electronically of the inclusion of KYOVA's safety and transit performance measures and targets on September 21, 2018.

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KYOVA INTERSTATE PLANNING COMMISSION

TRANSIT PERFORMANCE MANAGEMENT

FEDERAL REQUIREMENT FOR PERFORMANCE BASED PLANNING AND PROGRAMMING

Under the Moving Ahead for Progress in the 21st Century Act (MAP-21) and reinforced in the Fixing America's Surface Transportation (FAST) Act, federal surface transportation regulations require the implementation of performance management requirements through which State Departments of Transportation (DOTs), Metropolitan Planning Organizations (MPOs), and designated transit providers transition to a performance-based planning and programming approach. On July 26, 2016, the Federal Transit Administration published the final rule on Transit Asset Management (TAM)(49 CFR Part 625). Under the final TAM rule, DOTs, MPOs, and designated transit providers must collect and report data for four performance measures covering rolling stock, equipment, infrastructure, and facility condition. KYOVA Interstate Planning Commission contains no relevant infrastructure as defined under 49 CFR Part 625 and therefore the MPO is only required to set targets for rolling stock, equipment, and facilities. Every agency must develop a transit asset management (TAM) plan if it owns, operates, or manages capital assets used to provide public transportation and receives federal financial assistance under 49 U.S.C. Chapter 53 as a recipient or subrecipient. Additionally, in accordance with 23 CFR 450.326(c-d), 450.326 (c) states "the Transportation Improvement Program (TIP) shall be designed such that once implemented, it makes progress toward achieving the performance targets established under 450.306(d)." 450326(d) states "The TIP shall include, to the maximum extent practicable, 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".

DESIGNATED TRANSIT PROVIDERS

There are three (3) federally recognized public transit providers operating within the KYOVA planning boundaries of the Huntington, WV-KY-OH Urbanized Area. Agency vehicles are accessible to persons with disabilities . Each operate as is a "Tier II" Provider with fewer than 100 revenue vehicles.

- **Tri-State Transit Authority (TTA)**
Tri- State Transit Authority provides both Fixed Route and Paratransit Service throughout Cabell and Wayne counties, West Virginia. Paratransit Services are available to those unable to ride the Fixed Route Service and is a curb to curb ride-sharing service where clients schedule ride times in advance. TTA's 2017 passenger count was 901,878.
- **Ashland Bus System (ABS)**
The Ashland Bus System provides both Fixed Route and Paratransit Service. The Fixed Route operates throughout the City of Ashland and adjoining areas that is no more than ¼ of a mile on either side of any ABS route. Paratransit Services are available to those unable to ride the Fixed Route Service and is a curb to curb ride-sharing service where clients schedule ride times in advance. ABS provides over 100,000 passenger trips annually.
- **Lawrence County Transit (LCT)**
Lawrence County Transit Provides demand response bus service to Lawrence County, Ohio. Additionally, they provide connections to adjacent counties and to the partner public transit systems. Assets are owned and managed by the LCT. However, service is provided under contract with the Ironton-Lawrence County Community Action Organization (ILCAO). LCT provided 26,399 passenger trips in 2017.

TRANSIT ASSET MANAGEMENT MEASURES

The performance measures assess the condition in which a capital asset can operate at a full level of performance. A capital asset is in a state of good repair (SGR) when that asset (MAP-21 Section 625.41):

1. Can perform its designated function;
2. Does not pose a known unacceptable safety risk; and
3. Its life cycle investments must have been met or recovered.

For age-based assets, the target represents the percentage of assets per class that exceed the Useful Life Benchmark (ULB). KYOVA elected to use the FTA ULB for Rolling Stock and Equipment. For the Facilities, the FTA Transit Economic Requirement Model (TERM) Scores were used.

TAM PLAN

The Transit Asset Management (TAM) Plan serves as a business model that uses the condition of assets to guide the optimal prioritization of funding a transit property to keep the transit network/s in a State of Good Repair (SGR). The FTA website states that "Every agency must develop a Transit Asset Management (TAM) Plan if it owns, operates, or manages capital assets used to provide public transportation and receives federal financial assistance under 49 U.S. C. Chapter 53 as a recipient or subrecipient. Each TAM Plan should:

- Outline how people, processes, and tools come together to address asset management policy and goals;
- Provide accountability and visibility for further understanding of leveraging asset management practices; and
- Support planning, budgeting, and communications to internal and external stakeholders."

GROUP TAM PLAN

Tier II agencies may develop their own plans or participate in a group TAM Plan. Group TAM Plans are usually completed by a group TAM sponsor (generally the State DOT or a direct or designated 5310 or 5307 recipient). West Virginia Division of Public Transit provided this alternative to TTA and they chose to be included in the West Virginia State TAM Plan. The Kentucky Transportation Cabinet's Office of Transportation Delivery chose not to include Tier II providers in their State Plan. Therefore, ABS was required to complete their own. Additionally, Lawrence County Transit completed a TAM Plan as Ohio did not elect to include Tier II providers in their state TAM Plan. After the review of documentation received from the three transit providers, KYOVA elected to set regional transit targets rather than adopting individual targets from each of the three (3) transit agency.

PERFORMANCE MEASURES AND TARGETS

Working collectively, MPOs, DOTs, and designated transit providers are required to establish performance targets for each applicable measure established by federal legislation. A measure is a statement of what is being assessed, and a target is a quantifiable level of performance or what you hope to achieve within an identified time period. The Transit Asset Management final rule requires Tier II provider targets to be set for four (4) performance measures. The four performance measures are:

- Rolling Stock: the percentage of revenue vehicles (by type) that exceed the Useful Life Benchmark (ULB)
- Equipment: the percentage of non-revenue service vehicles (by type) that exceed the ULB
- Facilities: the percentage of facilities (by group) that are rated less than 3.0 on the Transit Economic Requirement Model (TERM) Scale

- Infrastructure: the percentage of track segments (by mode) that have performance restrictions. Not applicable to the KYOVA Interstate Planning Commission.

Designated transit providers must adopt targets for the performance of their transit assets annually for the ensuing year. MPOs must establish TAM targets specific to the MPO planning area within 180 days of the transit provider establishing its initial TAM targets. The MPO is required to update its TAM targets every four years.

Table 1 outlines the Regional Baseline Inventory and Table 2 provides the Regional 2018-2023 Targets for the KYOVA Interstate Planning Commission planning area of the Huntington, WV-KY-OH Urbanized Area. Regional targets were based on data received from the three (3) transit agencies. The FTA Default Useful Life Benchmark (ULB) Cheat Sheet from the 2017 Asset Inventory Module Reporting Manual, page 53 was used to complete the analysis. FTA TERM Rating was used to determine facility condition.

Table 1: Regional Baseline (2018) Inventory and Targets for the KYOVA Planning Area

ASSET CATEGORY	ASSETS	CURRENT CONDITION	KYOVA 2018 BASELINE/TARGET
Rolling Stock (Revenue vehicles)	BU – Buses = 34 (includes 3 Trolley Buses)	2 buses exceed default Useful Life Benchmark (ULB)	No more than 50% of bus fleet exceed ULB
	CU – Cutaway Buses = 15	0 Cutaway buses exceed default ULB	No more than 50% of cutaway bus fleet exceed ULB
	MB – Minibus = 2	1 Minibus exceed default Useful Life Benchmark (ULB)	No more than 50% of minibus fleet exceed ULB
	MV – Minivans = 9	0 minivans exceed default ULB	No more than 50% of minivan fleet exceed ULB
Equipment (Non-revenue vehicles)	Truck = 2	0 trucks exceeds default ULB	No more than 50% of truck fleet exceed ULB
	SUV = 5	3 SUV's exceeds the default ULB	No more than 60% of SUV exceed ULB
Facilities	Administration Buildings = 4	3 rated in Good Condition, but no longer new; 1 rated Marginal; Moderately defective or deteriorated components	No more than 50% rated below a 3.0 on the FTA TERM Scale
	Maintenance = 2	1 rated in Good Condition, but no longer new; and 1 rated in Adequate Condition with Moderately defective or deteriorated components	No more than 50% rated below a 3.0 on the FTA TERM Scale
	Passenger Facility = 3	3 rated in Excellent Condition; no visible defects, near new condition	No more than 50% rated below a 3.0 on the FTA TERM Scale

Source: Tri-State Transit Authority/Ashland Bus System/Lawrence County Transit

Table 2: 2018-2023 Regional Transit Asset Management Targets for the KYOVA Planning Area

ASSET CATEGORY	PERFORMANCE MEASURE	ASSET	KYOVA 2018-2023 TARGET
Rolling Stock	Age - % of revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark (ULB)	Buses	No more than 50% exceed ULB
		Cutaways	No more than 50% exceed ULB
		Minivans	No more than 50% exceed ULB
Equipment	Age - % of non-revenue vehicles that have meet or exceeded their Useful Life Benchmark (ULB)	Trucks	No more than 50% exceed ULB
		SUV	No more than 50% exceed ULB
		Cars	No more than 50% exceed ULB
Facilities	Condition - % of facilities with a condition rating below 3.0 on the FTA TERM Scale	Administration	No more than 50% rate below 3.0
		Maintenance	0% (none) rated below 3.0
		Service	0% (none) rated below 3.0
		Passenger	0% (none) rated below 3.0

Section 5310 Program Vehicles

Table 3:
Regional Baseline (2018) Inventory and Targets for Huntington, WV-KY-OH Section 5310 Program

ASSET CATEGORY	ASSETS	CURRENT CONDITION	KYOVA 2018 BASELINE/TARGET
FTA Section 5310 (Revenue Vehicles)	MV – Minivan = 1	0 Minivans exceed the default ULB	No more than 50% of bus fleet exceeds ULB
	CU – Cutaway Buses = 5	0 Cutaway buses exceed default ULB	No more than 50% of cutaway bus fleet exceed ULB

Source: Tri-State Transit Authority

Table 4:
2018-2023 Regional Transit Asset Management Targets for Huntington, WV-KY-OH Section 5310 Program

ASSET CATEGORY	PERFORMANCE MEASURE	ASSET	KYOVA 2018-2023 TARGET
FTA Section 5310 (Revenue Vehicles)	Age - % of revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark (ULB)	Cutaways	No more than 50%
		Minivans	No more than 50%

Transit Investment Prioritization

The following table outlines the identified needs for transit projects and/or vehicles. Actual investments will be determined based on available funds.

Table 5: Rolling Stock Investment Priority Schedule

Project Year	Asset Category	Project Name	Asset Class	Quantity	Cost-Estimated per vehicle	Total Project Cost	Priority
2018	Revenue Vehicles	Bus Acquisition	BU – Bus	3	\$450,000	\$1,350,000	HIGH
2018 PROJECTED PROJECT TOTALS				3		\$1,350,000	
2019	Revenue Vehicles	Bus Acquisition	BU - Bus	3	\$450,000	\$1,350,000	HIGH
2019	Revenue Vehicles	Bus Acquisition	CU - Cutaway	2	\$98,000	\$196,000	HIGH
2019	Revenue Vehicles	Minivan Acquisition	MV - Minivan	4	\$46,000	\$184,000	MODERATE
2019	Revenue Vehicles	Van Acquisition	VN - Van	2	\$62,000	\$124,000	MODERATE
2019 PROJECTED PROJECT TOTALS				11		\$1,854,000	
2020	Revenue Vehicles	Bus Acquisition	BU – Bus	3	\$450,000	\$1,350,000	HIGH
2020	Revenue Vehicles	Bus Acquisition	CU - Cutaway	1	\$98,000	\$98,000	HIGH
2020	Revenue Vehicles	Minivan Acquisition	MV - Minivan	2	\$46,000	\$92,000	LOW
2020	Revenue Vehicles	Van Acquisition	VN - Van	4	\$62,000	\$248,000	MODERATE
2020 PROJECTED PROJECT TOTALS				10		\$1,788,000	
2021	Revenue Vehicles	Bus Acquisition	BU – Bus	3	\$450,000	\$1,350,000	HIGH
2021	Revenue Vehicles	Bus Acquisition	CU - Cutaway	1	\$98,000	\$98,000	HIGH
2021	Revenue Vehicles	Minivan Acquisition – 1	MV - Minivan	2	\$46,000	\$92,000	LOW
2021	Revenue Vehicles	Van Acquisition	VN - Van	1	\$62,000	\$62,000	MODERATE
2021 PROJECTED PROJECT TOTALS				7		\$1,602,000	
2022	Revenue Vehicles	Bus Acquisition	BU – Bus	4	\$450,000	\$1,800,000	HIGH
2022	Revenue Vehicles	Minivan Acquisition	MV - Minivan	1	\$46,000	\$46,000	MODERATE
2022	Revenue Vehicles	Van Acquisition	VN - Van	1	\$62,000	\$62,000	MODERATE
2022 PROJECTED PROJECT TOTALS				6		\$1,908,000	
2023	Revenue Vehicles	Bus Acquisition	BU – Bus	4	\$450,000	\$1,800,000	HIGH
2023	Revenue Vehicles	Bus Acquisition	CU - Cutaway	2	\$98,000	\$196,000	HIGH
2023	Revenue Vehicles	Minivan Acquisition	MV - Minivan	1	\$46,000	\$46,000	MODERATE
2023	Revenue Vehicles	Van Acquisition	VN - Van	1	\$62,000	\$62,000	LOW
2023 PROJECTED PROJECT TOTALS				8		\$2,104,000	
2018-2023 PROJECTED NEEDS				45		\$10,606,000	

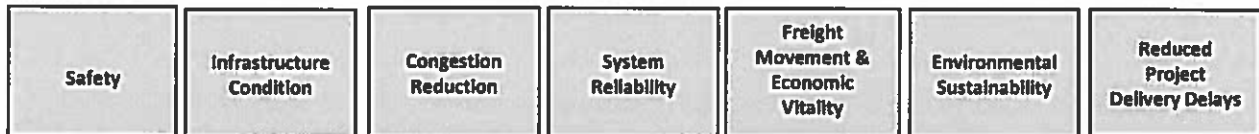
Table 6: Section 5310 2018-2023 Projected Needs

Project Year	Asset Category	Project Name	Asset Class	Quantity	Cost-Estimated per vehicle	Total Project Cost	Priority
2018	FTA Section 5310	Minivan Acquisition	MV - Minivan	2	\$45,000	\$90,000	HIGH
2018	FTA Section 5310	Cutaway Bus Acquisition	CU - Cutaway Bus	2	\$98,000	\$196,000	HIGH
2018 PROJECTED PROJECT TOTALS				4		\$286,000	HIGH
2019	FTA Section 5310	Minivan Acquisition	MV - Minivan	3	\$45,000	\$135,000	HIGH
2019	FTA Section 5310	Cutaway Bus Acquisition	CU - Cutaway Bus	1	\$98,000	\$98,000	HIGH
2019 PROJECTED PROJECT TOTALS				4		\$233,000	HIGH
2020	FTA Section 5310	Minivan Acquisition	MV - Minivan	2	\$45,000	\$90,000	HIGH
2020	FTA Section 5310	Cutaway Bus Acquisition	CU - Cutaway Bus	2	\$98,000	\$196,000	HIGH
2020 PROJECTED PROJECT TOTALS				4		\$286,000	HIGH
2021	FTA Section 5310	Minivan Acquisition	MV - Minivan	3	\$45,000	\$135,000	HIGH
2021	FTA Section 5310	Cutaway Bus Acquisition	CU - Cutaway Bus	1	\$98,000	\$98,000	HIGH
2021 PROJECTED PROJECT TOTALS				4		\$233,000	HIGH
2022	FTA Section 5310	Minivan Acquisition	MV - Minivan	2	\$45,000	\$90,000	HIGH
2022	FTA Section 5310	Cutaway Bus Acquisition	CU - Cutaway Bus	2	\$98,000	\$196,000	HIGH
2022 PROJECTED PROJECT TOTALS				4		\$286,000	HIGH
2023	FTA Section 5310	Minivan Acquisition	MV - Minivan	3	\$45,000	\$135,000	HIGH
2023	FTA Section 5310	Cutaway Bus Acquisition	CU - Cutaway Bus	2	\$98,000	\$196,000	HIGH
2023 PROJECTED PROJECT TOTALS				5		\$331,000	
2018-2023 5310 PROJECTED NEEDS				25		\$1,655,000	

KYOVA is committed to working closely with the local transit providers, Ohio Department of Transportation, Kentucky Transportation Cabinet, West Virginia Department of Highways, and the Federal Transit Administration in achieving established performance targets and measures as well as development of future targets. KYOVA promotes program investments that support the TAM Targets. All projects are subject to fiscal constraint and federal eligibility.

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.

System Performance Report for Safety Targets

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 Tables 1-3.

Table 1: Safety Performance Measure Targets for West Virginia*						
	2016 (Actual)	BASELINE	2017 TARGET	2017 (Actual)	2018 TARGET	2018 (Actual)
		5-Year Average 2012- 2016				
Fatalities	269	296	288.8		281.6	
Serious Injuries	1209	1453.4	1397.2		1341	
Fatality Rate (per 100 million VMT)	1.383	1.55	1.458		1.37	
Serious Injury Rate (per 100 million VMT)	6.21	7.614	6.797		6.327	
Non-Motorized Fatalities & Serious Injuries	104	103.6	97.7		94.1	

Table 2: Safety Performance Measure Targets for Kentucky*						
	2016 (Actual)	BASELINE	2017 TARGET	2017 (Actual)	2018 TARGET	2018 (Actual)
		5-Year Average 2012-2016				
Fatalities	834	730.2			730	
Serious Injuries	3114	3288.6			2800	
Fatality Rate (per 100 million VMT)	1.7	1.52			1.5	
Serious Injury Rate (per 100 million VMT)	6.33	6.852			5.76	
Non-Motorized Fatalities & Serious Injuries	295	269.6			293	

Table 3: Safety Performance Measure Targets for Ohio*						
	2016 (Actual)	BASELINE	2017 TARGET	2017 (Actual)	2018 TARGET	2018 (Actual)
		5-Year Average 2012-2016				
Fatalities	1133	1072.6	1061		1051	
Serious Injuries	9207	9216.4	9124		9033	
Fatality Rate (per 100 million VMT)	0.96	0.936	0.927		0.91	
Serious Injury Rate (per 100 million VMT)	7.77	8.046	7.966		8.01	
Non-Motorized Fatalities & Serious Injuries	884	856.4	847		840	

*Table will be updated to include new data and trends as they become available.

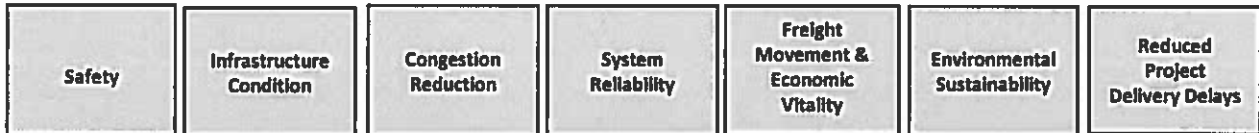
As of May 27, 2018, Metropolitan Transportation Plan (MTP) Amendments must be developed in compliance with the transportation performance measure requirements of the FAST Act for safety measures. KYOVA Interstate Planning Commission's Policy Board approved Resolution #2018-013 dated February 23, 2018 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 2040 MTP ensures progress toward the accomplishment of the adopted safety targets and performance measures. The goals and objectives presented in the MTP as well as coordinated activities between KYOVA, WVDOH, KYTC, ODOT, and local officials aid in identifying and planning 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 which will influence a positive impact toward the accomplishment of the WVDOH, KYTC, and ODOT safety target for that performance measure.

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.

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.