

ADDENDUM 1: PERFORMANCE MEASURES AND TARGETS

The Federal Rule 23 CFR 490 requires states and Metropolitan Planning Organizations (MPOs) to establish targets for five safety performance measures applicable to all public roads. The five performance measures are: number of fatalities, number of serious injuries, fatality rate, serious injury rate and number of non-motorized fatalities and serious injuries. While states must develop targets, MPOs have an option to adopt the state's target or set their own targets. MPOs can establish targets by either agreeing to plan and program projects so that they contribute toward the accomplishment of the relevant State DOT target for that performance measure or committing to a quantifiable target for that performance measure for their metropolitan planning area.

Both Ohio and West Virginia have established statewide targets. Belomar Regional Council and Interstate Planning Commission has adopted Ohio's statewide safety targets for Belmont County and West Virginia's statewide targets for Ohio and Marshall Counties. Belomar will plan and program projects so they contribute towards the accomplishment of ODOT and WVDOT's safety targets for the performance measures.

ODOT's CY2018 Targets are based on the following baseline data:

- Number of Fatalities < 1,072
- Number of Serious Injuries < 9,216
- Fatality Rate per 100 MVMT* < 0.92
- Serious Injury Rate per 100 MVMT* < 8.17
- Number of Non-Motorized Fatalities & Non-Motorized Serious Injuries < 856

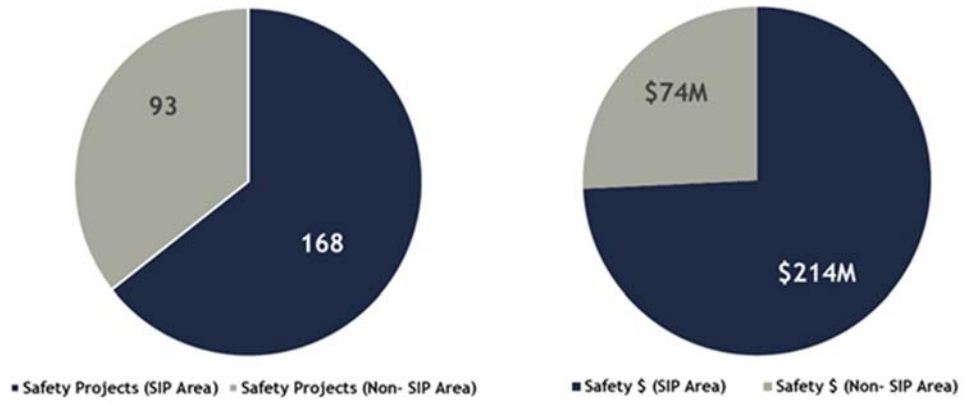
In accordance with federal legislation, Ohio used five-year rolling averages to calculate historic crash trends and identify statewide reduction targets. After reviewing historical crash trends, external factors, and through consultation with Ohio's MPOs and RTPOs, Ohio adopted targets based on a 1 percent annual reduction for 2018 across all five measures.

ODOT CY2018 Targets:

- Number of Fatalities < 1,051
- Number of Serious Injuries < 9,033
- Fatality Rate per 100 MVMT* < 0.91
- Serious Injury Rate per 100 MVMT* < 8.01
- Number of Non-Motorized Fatalities & Non-Motorized Serious Injuries < 840

While ODOT and its partners agree that "Zero Deaths" is the only acceptable goal, states must recognize that reaching that goal will require time and significant effort by many different partners – including the public. The 2018-2021 STIP shows an estimated \$288 million or 261 safety-related projects currently programmed (see figures 9.1 and 9.2 below) to aid in meeting the safety targets.

Figure 9.1: 2018-2021 STIP Safety Projects (SIP vs. Non-SIP Areas) as of 03/01/2018

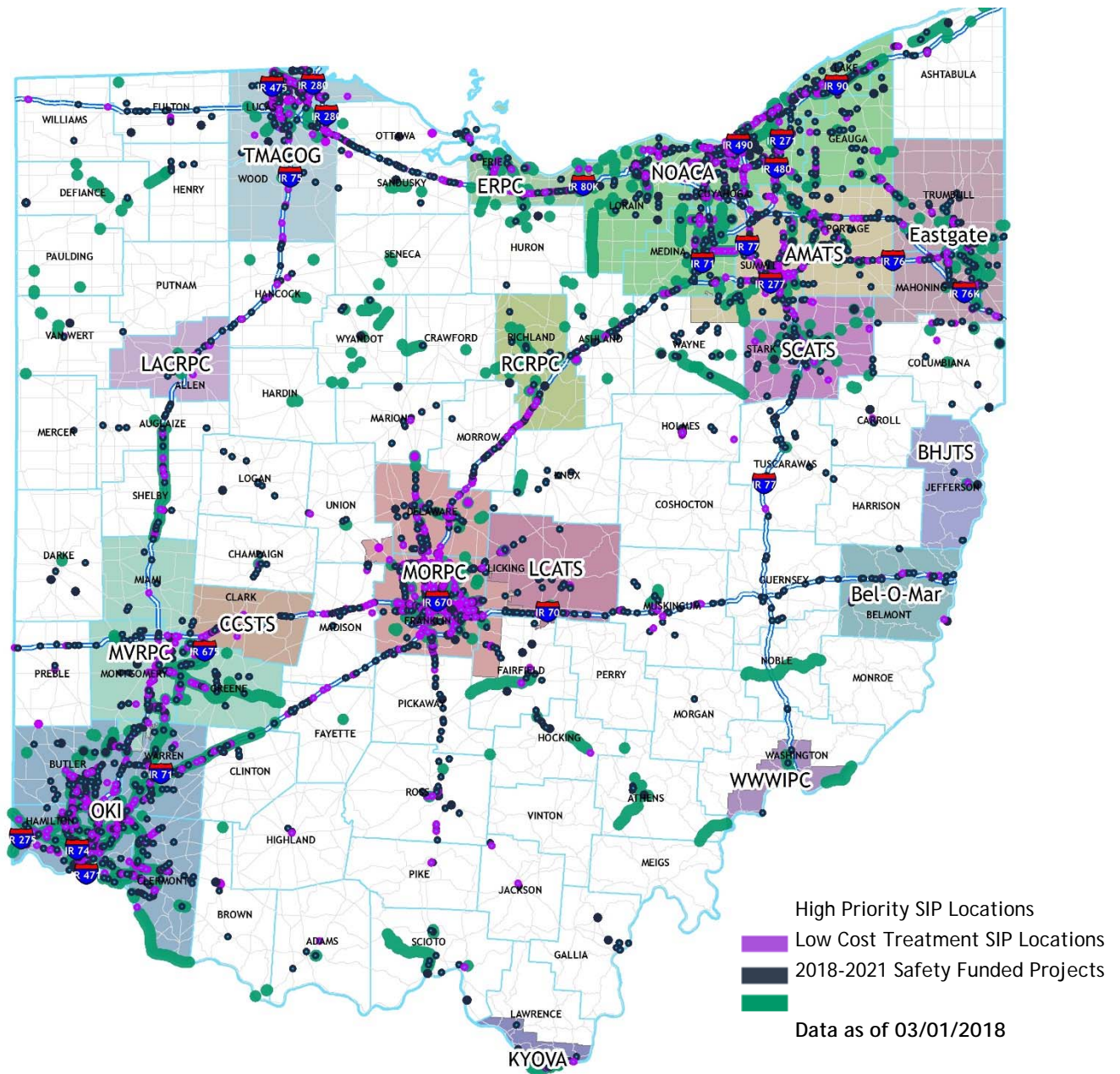


Note: *Million Vehicle Miles Traveled (MVMT)

As shown in Figures 9.1 and 9.2, setting data-driven performance targets help decision makers allocate resources in ways that help Ohio achieve its annual targets, which is the only sustainable path to Ohio's Zero Deaths goal.

As can be seen in Figure 9.2, many low cost treatment SIP locations and a few high priority SIP locations are identified in the Belomar region. The MPO will plan and program projects for these locations, based on ODOT's schedule. The MPO also supports safety projects with MPO suballocated STP funds.

Figure 9.2: 2018-2021 Safety Funded Projects vs. Safety Improvement Priority (SIP) Locations



WVDOT has adopted CY2018 statewide safety performance measure targets developed based on a five year rolling average. These are shown below:

WVDOT TARGETS

WVDOT STATE TARGETS	2013 - 2017	2014 - 2018
1) Base fatalities average for 2005 - 2009 = 390.2 Target five-year average number of fatalities	288.8	281.6
2) Base injuries average for 2009 - 2013 = 1,999.8 Target five-year average number of injuries	1,397.2	1,341.0
3) Base fatality rate per hundred million vehicle miles traveled 2005 - 2009 = 1.980 Target fatality rate per hundred million vehicle miles traveled	1.458	1.370
4) Base injury rate per million hundred vehicle miles traveled 2009 - 2013 = 10.602 Target injury rate per hundred million vehicle miles traveled	6.797	6.327
5) Base number of non-motorized fatalities 2005 - 2009 = 22.2 Target number of non-motorized fatalities	22.5	21.6
6) Base number of non-motorized serious injuries 2009 - 2013 = 93.4 Target number of non-motorized serious injuries	75.2	72.5

West Virginia Highway Safety plan has adopted zero fatalities as a long-term goal with an interim goal of reducing fatalities by one-half by 2030. To achieve the 2030 fatalities goal, an annual reduction of approximately 3.2 percent is necessary.

Belomar will plan and program safety projects for the locations identified by WVDOT with MPO input. Projects will be programmed based on WVDOT schedule.

Belomar will participate in the preparation of a performance report showing progress towards achieving the established targets.

Projects are selected based on the statewide criteria and programmed as per state schedule to meet the safety targets. MPO role is limited to co-operation with the state and to program projects in the MPO TIP. Belomar has included all projects to date as per requests from ODOT and WVDOT. In Belmont County, Belomar has participated with suballocated funds in safety improvement projects sponsored by ODOT and locals. The suballocated CMAQ and STBG funds are used to partially fund these projects. Recent safety improvement projects partially funded with MPO suballocated funds are:

Commons Mall Crossing Road (PID 89314; suballocated STP \$1,000,000)

SR331 Interchange Modification (PID 80599; suballocated CMAQ \$5,000,000)

SR149 Improvements (PID 106789; Suballocated STBG \$500,000)

Belomar's annual allocation of CMAQ funds is slightly over \$500,000 and STBG funds allocation is slightly above \$400,000.

Belomar coordinates with the ODOT District 11 on the Highway Safety Improvement Program (HSIP) projects and currently one HSIP project is included in the FY2018-FY2021 TIP. The statewide line item project on SR9 north of SR149 (PID 99453) is a slip repair project. Project cost is \$260,000.

Within the three-county region single vehicle crashes, including the roadway departure crashes, is the predominant crash type. Roadway departure crashes are also the emphasis area in West Virginia Strategic Highway Safety Plan (SHSP) and Ohio SHSP.

West Virginia MPOs, with the exception of Huntington TMA, do not receive suballocated funds. Even though no HSIP project is programmed in Ohio or Marshall Counties at this time, Belomar cooperates with the WVDOT in HSIP project identification and supports programming and scheduling of these projects. Belomar also participates in the highway safety planning process of both states by attending meetings and conferences.