

Performance Based Planning

Performance-Based Planning and Programming (PBPP) is essential for Metropolitan Planning Organizations (MPOs). It applies performance management principles to transportation planning and programming, ensuring that agencies achieve desired outcomes for the multimodal transportation system.

All highway and transit projects programmed in this Transportation Improvement Program (TIP) contribute to the MMMPO's highway, Transit Asset Management (TAM), and safety targets. The MMMPO aligns with the West Virginia Department of Highways (WVDOH) performance measures and targets.

System performance is assessed using data collected and reported annually by WVDOH in the West Virginia Highway Safety Plan. The MPO's performance reporting includes tracking trends over time and incorporating the latest targets released by WVDOH each year.

Safety performance measures (PM1) set a 5-year performance target for vehicular crashes that result in serious, incapacitating injuries or fatalities. These measures evaluate the safety of the system for all users.

The Safety Performance Management Measures regulation supports the Highway Safety Improvement Program (HSIP) and requires State Departments of Transportation (DOTs) and Metropolitan Planning Organizations (MPOs) to set HSIP targets for 5 safety performance measures (Fatalities, Fatality Rate, Serious Injuries, Serious Injuries, and Non-Motorist Combined Fatalities and Serious Injuries). According to 23 CFR § 490.209, MPOs must establish safety performance targets within 180 days of the State DOT establishing and reporting targets in the State HSIP annual report. Part of the MPOs federal funds is utilized for these targets. The Safety Performance Measures include Fatalities, Fatality Rate, Serious Injuries, Serious Injuries, and Non-Motorist Combined Fatalities and Serious Injuries for both annual and five-year target goals. They are shown below in individual tables. The last adopted values were from 2019-2023. The current adopted values for 2020-2024 are shown in the tables below, and are adjusted to reflect the actual performance.

These were adopted on January 16th, 2025.



Fatalities 2050 Goal: 19.3

Safety Performance Measure	Goal	Safety Performance Target Year	2020	2021	2022	2023	2024	2025
		Baseline for Safety Performance Target Year	2022	2023	2024	2025	2026	2027
		5 Year Time Period	2016-2020	2017-2021	2018-2022	2019-2023	2020-2024	2021-2025
Fatalities	Zero Fatalities by 2050 (from 2021)	Actual 5-Year Average	278.8	281.0	273.2	266.4		
		Target 5-Year Average	271.4	263.7	262.1	262.1	263.6	259.2

Fatality Rate 2050 Goal: 0.098

Safety Performance Measure	Goal	Safety Performance Target Year	2020	2021	2022	2023	2024	2025
		Baseline for Safety Performance Target Year	2022	2023	2024	2025	2026	2027
		5 Year Time Period	2016-2020	2017-2021	2018-2022	2019-2023	2020-2024	2021-2025
Fatality Rate	Zero Fatalities by 2050 (from 2021)	Actual 5-Year Average	1.502	1.575	1.602	1.594		
		Target 5-Year Average	1.465	1.457	1.558	1.692	1.640	1.542

Serious Injuries 2050 Goal: 295.8

Safety Performance Measure	Goal	Safety Performance Target Year	2020	2021	2022	2023	2024	2025
		Baseline for Safety Performance Target Year	2022	2023	2024	2025	2026	2027
		5 Year Time Period	2016-2020	2017-2021	2018-2022	2019-2023	2020-2024	2021-2025
Serious Injuries	66% Reduction in Serious Injuries by 2050 (from 2021)	Actual 5-Year Average	992.2	909.4	859.8	818.6		
		Target 5-Year Average	1040.1	1002.4	926.4	854.8	792.4	784.7

Serious Injury Rate 2050 Goal: 1.502

Safety Performance Measure	Goal	Safety Performance Target Year	2020	2021	2022	2023	2024	2025
		Baseline for Safety Performance Target Year	2022	2023	2024	2025	2026	2027
		5 Year Time Period	2016-2020	2017-2021	2018-2022	2019-2023	2020-2024	2021-2025
Serious Injury Rate	66% Reduction in Serious Injuries by 2050 (from 2021)	Actual 5-Year Average	5.311	5.056	5.006	4.878		
		Target 5-Year Average	5.326	5.023	5.634	5.972	4.932	4.661

Non-Motorized Fatal & Serious Injuries 2050 Goal: 31.1

Safety Performance Measure	Goal	Safety Performance Target Year	2020	2021	2022	2023	2024	2025
		Baseline for Safety Performance Target Year	2022	2023	2024	2025	2026	2027
		5 Year Time Period	2016-2020	2017-2021	2018-2022	2019-2023	2020-2024	2021-2025
Non-Motorized Fatal & Serious Injuries	66% Reduction in Fatal & Serious Injuries by 2050 (from 2021)	Actual 5-Year Average	91.6	87.4	89.0	84.6		
		Target 5-Year Average	91.5	86.2	80.9	74.9	83.9	82.6

Infrastructure Conditions performance measures (PM2) include both 2- and 4-year targets and assess the conditions of pavements and bridges along the National Highway System (NHS) that are in good or poor condition.

Reliability performance measures (PM3) assess roadway reliability with regards to freight movement, congestion, and overall reliability. The MPO includes projects that support WVDOH PM1, PM2, and PM3 targets within its planning documents. MPO member jurisdictions collaborate with WVDOH efforts in the planning, design, and implementation of PM1, PM2, and PM3 projects.

These both were adopted on May 18th, 2023.

The proposed Pavement Performance Measures include:

- The targets for Percentage of Pavements of the Interstate System in Good Condition for 2023 are 72.0% and for 2025 are 70.0%.
- The targets for Percentage of Pavements of the Interstate System in Poor Condition for 2023 and 2025 that are both 4.0 %.
- The targets for Percentage of Pavements of the Non-Interstate NHS in Good Condition for 2023 are 43.0% and for 2025 are 42.0%.
- The targets for Percentage of Pavements of the Non-Interstate NHS in Poor Condition for 2023 and 2025 that are both 5.0%.

The proposed Bridge Performance Measures include:

- The targets for Percentage of NHS Bridge Deck Area Classified in Good Condition for 2023 are 11.5% and for 2025 are 12.0%.
- The targets for Percentage of NHS Bridge Deck Area Classified in Poor Condition for 2023 are 14.0% and for 2025 are 13.0%.

The System Performance and Freight Measures include:

- The targets for Percent of the Person-Miles Traveled on the Interstate That Are Reliable for 2023 are 97.0% and for 2025 are 96.0%.
- The targets for Percent of the Person-Miles Traveled on the Non-Interstate NHS That Are Reliable for 2023 are 93.0% and for 2025 are 92.0%.

- The targets for Interstate Truck Travel Time Reliability (TTTR) Index for 2023 are 1.35% and for 2025 are 1.40%.

Below are the 2025 Transit Asset Management Targets for West Virginia. The Targets are presented in the table below. Data from 2023 and 2024 can be seen on the right side of the table, with the 2025 targets on the end.

WVDOT defines SGR (State of Good Repair) as a system meeting the following criteria: All assets are functioning at their ideal capacity within their design life. The state's asset management system, AVIS, includes consistent, accurate and relatively current information on the status of each capital asset covered by the TAM. Each system has a maintenance program to ensure maintenance is performed per manufacturer requirements and intervals. No rolling stock assets are placed in revenue service with identified safety defects.

The MMMPO adopted these on November 21st, 2024.

Category	Class	Performance Measure	2025 Target	2024 Actual	Action	Action Owner	Dependency
Rolling Stock	12 Year/500K Miles	SGR %	93%	92%	Continue working with subgrantees to maintain robust maintenance program	WVDOT & Subgrantee	TAM Plan
	10 Year/350K Miles	SGR %	93%	92%	Evaluate SGR of trolleys	Subgrantee	
	7 Year/200K Miles	SGR %	72%	70%	Evaluate SGR of trolleys and prioritize replacements for "bad" and "poor" rated vehicles	WVDOT & Subgrantee	TAM Plan
	5 Year/150K Miles	SGR %	73%	71%	Prioritize replacements for "bad" and "poor" rated vehicles	WVDOT & Subgrantee	TAM Plan
	4 Year/100K Miles	SGR %	65%	63%	Prioritize replacements for "bad" and "poor" rated vehicles	WVDOT & Subgrantee	TAM Plan
					Enhance existing asset management tool to include PM reporting	WVDOT	AVIS
					Conduct analysis of fleet maintenance practice for identified systems	WVDOT	WVDOT System Reviews
Facility	Storage	SGR %	72%	70%	Maintain SGR for all facilities	WVDOT	WVDOT System Reviews
	Transfer Center	SGR %	100%	100%			AVIS
Equipment	Support Vehicles	SGR %	69%	39%	Support vehicles not in consistent support service are brought into SGR or disposed	WVDOT & Subgrantee	WVDOT System Reviews
	Maintenance Equip	SGR %	43%	30%	Maintain SGR for all equipment		AVIS

2023	Actual 2024	2025 Targets
94%	92%	93%
87%	92%	93%
70%	70%	72%
71%	71%	73%
77%	63%	65%
70%	70%	72%
100%	100%	100%
39%	67%	69%
30%	41%	43%