

# PERFORMANCE BASED PLANNING & PROGRAMMING (PBPP)

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## 2025 Update on Highway Asset and Highway System Performance

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# Presentation Outline

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- Federal PBPP Overview, Areas, Cycle, Targets
- 2025 Update on PBPP Performance
  1. Pavement Condition
  2. Bridge Condition
  3. Travel Time Reliability
  4. Truck Travel Time Reliability
  5. CMAQ Program Traffic Congestion: Peak Hour Excessive Delay
  6. CMAQ Program Traffic Congestion: Mode Share (Non-SOV)
- Upcoming Activities



# PBPP is a Federal Requirement

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- Federal surface transportation regulations require the implementation of performance-based planning and programming (PBPP) by State DOTs, MPOs, and transit agencies  
*“transition to a performance-driven, outcome-based program that provides for a greater level of transparency and accountability, improved project decision-making, and more efficient investment of federal transportation funds.”*
- State DOTs, MPOs, and providers of public transportation must link investment priorities to the achievement of performance targets in the TIP and the metropolitan transportation plan



# PBPP Performance Areas

- Federal PBPP process requires State DOTs, MPOs and providers of public transportation to set targets (annually or every two/four years) for 27 primary performance measures
  - Highway Safety – *annual*
  - Highway Assets (Pavement and Bridge Condition) – *2/4-year*
  - Highway System Performance (Reliability, Freight, CMAQ Program) – *2/4-year*
  - Transit Assets – *annual / MPOs with TIP*
  - Transit Safety – *annual*

**Quadrennial (4-year) cycle**



# Quadrennial Target Cycle

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- The last round of 2 and 4-year targets for the two areas of Highway Assets and Highway Systems Performance for the period **2022-2025** were set by State DOTs and by the TPB in 2022
  - TPB set 4-year targets for all, plus 2-year targets for CMAQ Program measures
  - State DOTs and TPB reported on 2-year progress to the FHWA in October 2024 in a *Mid Period Performance Progress Report*
- The next round of quadrennial targets will be for the period **2026-2029**. Targets will be developed in coordination with the State DOTs in the first half of 2026.
  - A *Baseline Period Performance Report* on the new targets is due to FHWA by October 2026
  - A *Final Period Performance Report* on the completed 2022-2025 cycle is also due to FHWA by October 2026.



# Highway Asset 2022-2025 Targets for the NCR

Interstate Pavement	2022 – 2025 Four Year Targets
(1) Percentage of pavements on the <b>Interstate</b> System in <b>Good</b> condition	<b>44.8%</b>
(2) Percentage of pavements on the <b>Interstate</b> System in <b>Poor</b> condition	<b>1.6%</b>
NHS (Non-Interstate) Pavement	
(3) Percentage of pavements on the <b>NHS</b> (excl. Interstate) in <b>Good</b> condition	<b>26.3%</b>
(4) Percentage of pavements on the <b>NHS</b> (excl. Interstate) in <b>Poor</b> condition	<b>7.3%</b>
Bridges	
(5) Percentage of <b>NHS Bridges</b> Classified as in <b>Good</b> Condition	<b>25.7%</b>
(6) Percentage of <b>NHS Bridges</b> Classified as in <b>Poor</b> Condition	<b>4.2%</b>

HPMS Pavement Condition Data for **2023** is now available

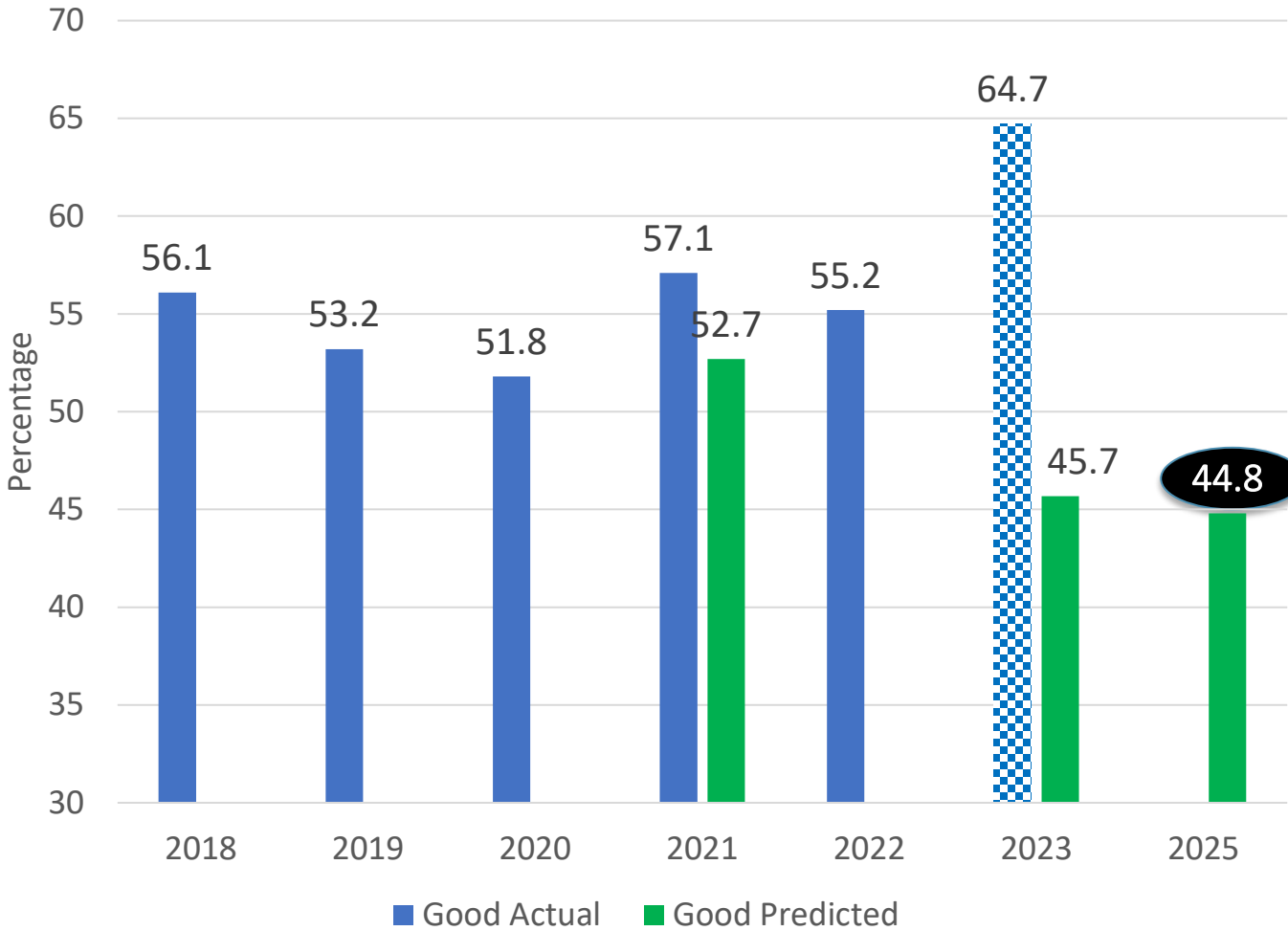
NBI Bridge Condition Data for **2024** is now available

No TPB targets were set for which performance in the above years applies

TPB forecasts and targets are based on State DOT targets, as applied to the TPB area.



# Interstate Pavement: Performance and Target (Good Condition)



Desired Direction

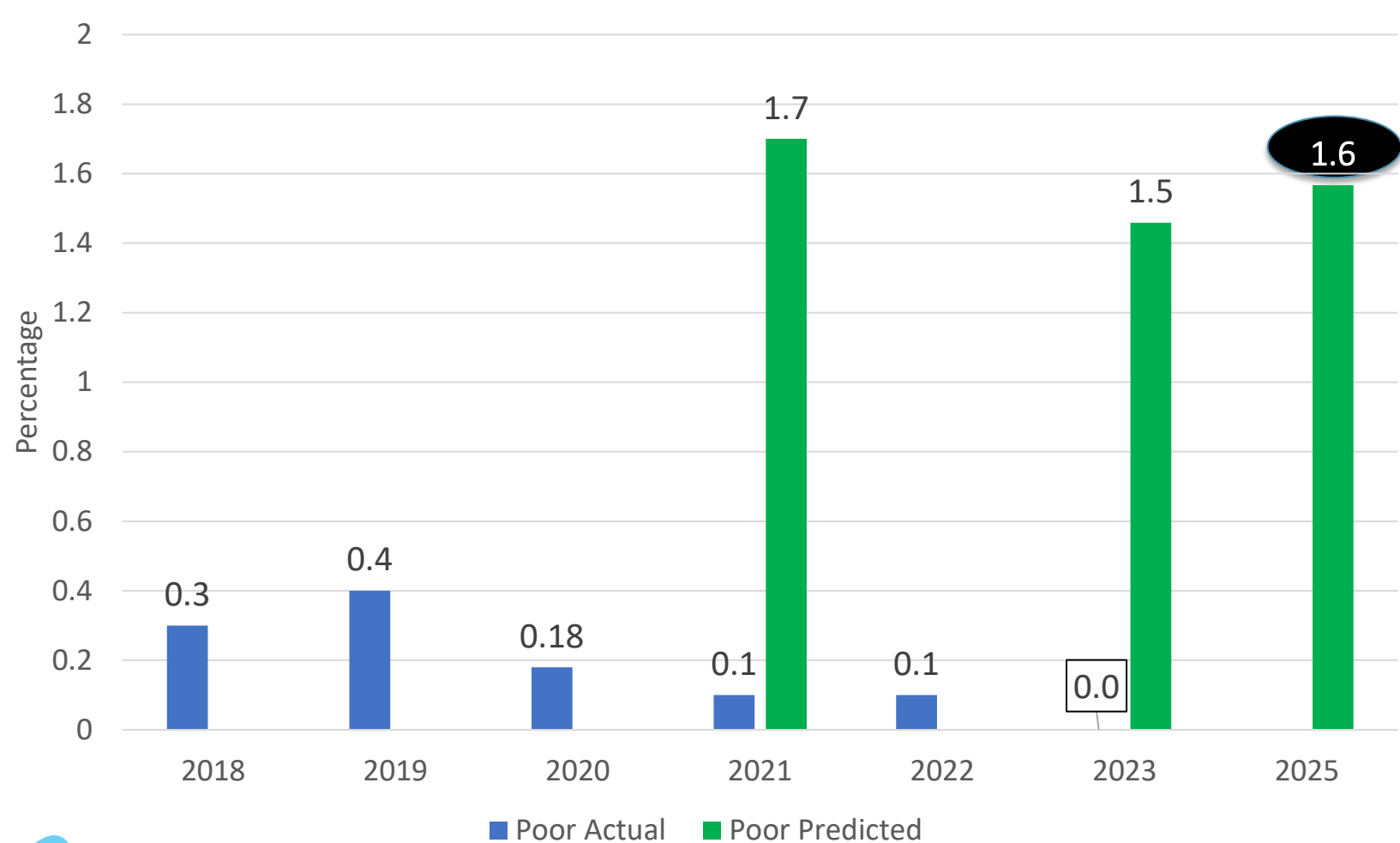
44.8%

2025 4-year Target

Predicted data for 2023 is based on State DOT 2-year targets, as applied to the TPB area.



# Interstate Pavement: Performance and Target (Poor Condition)



Desired Direction

1.6%

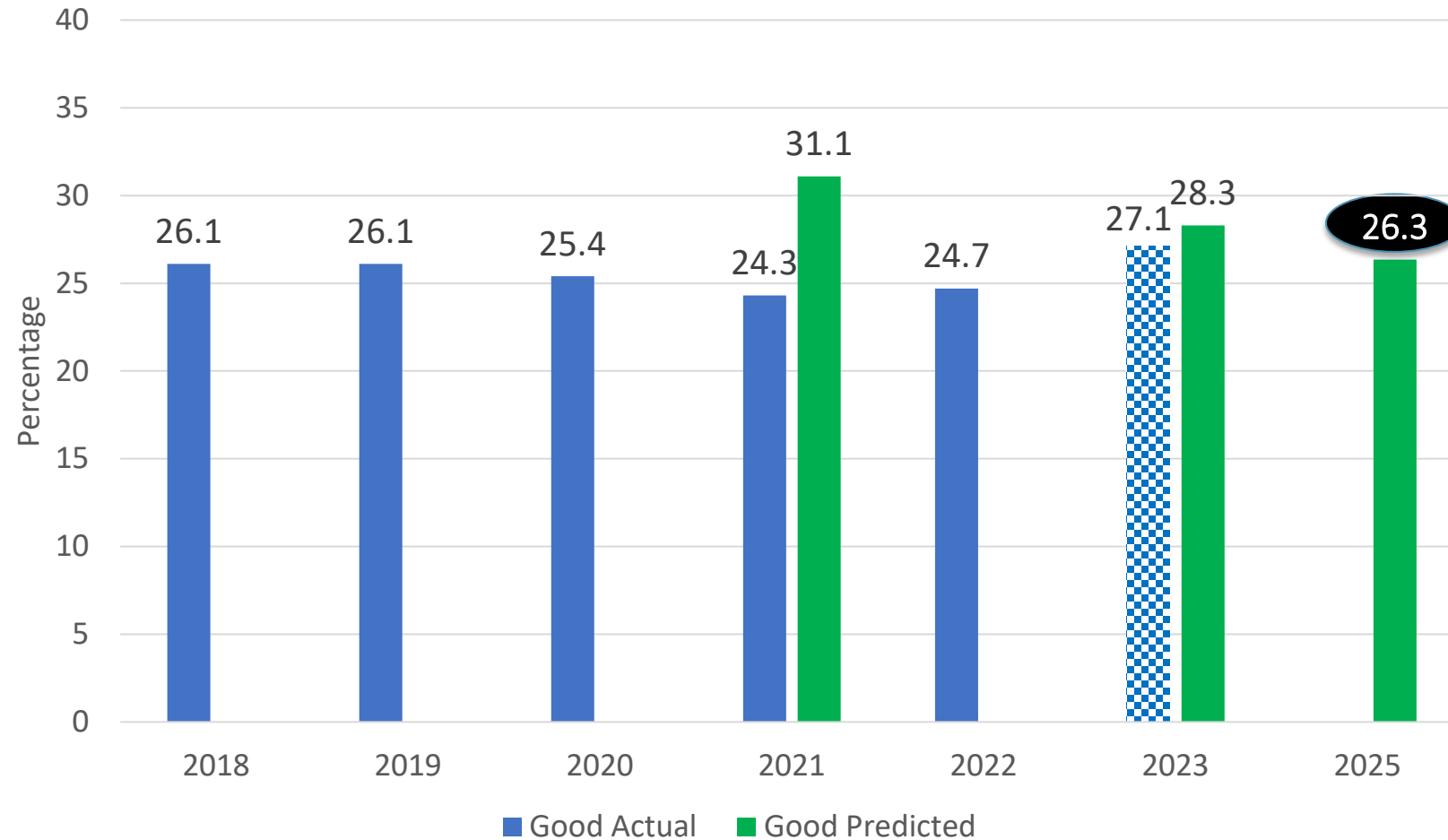
2025 4-year Target

2023 Actual is 0.047%, which rounds to 0.0%.





# NHS (Non-Interstate) Pavement: Performance and Target (Good)



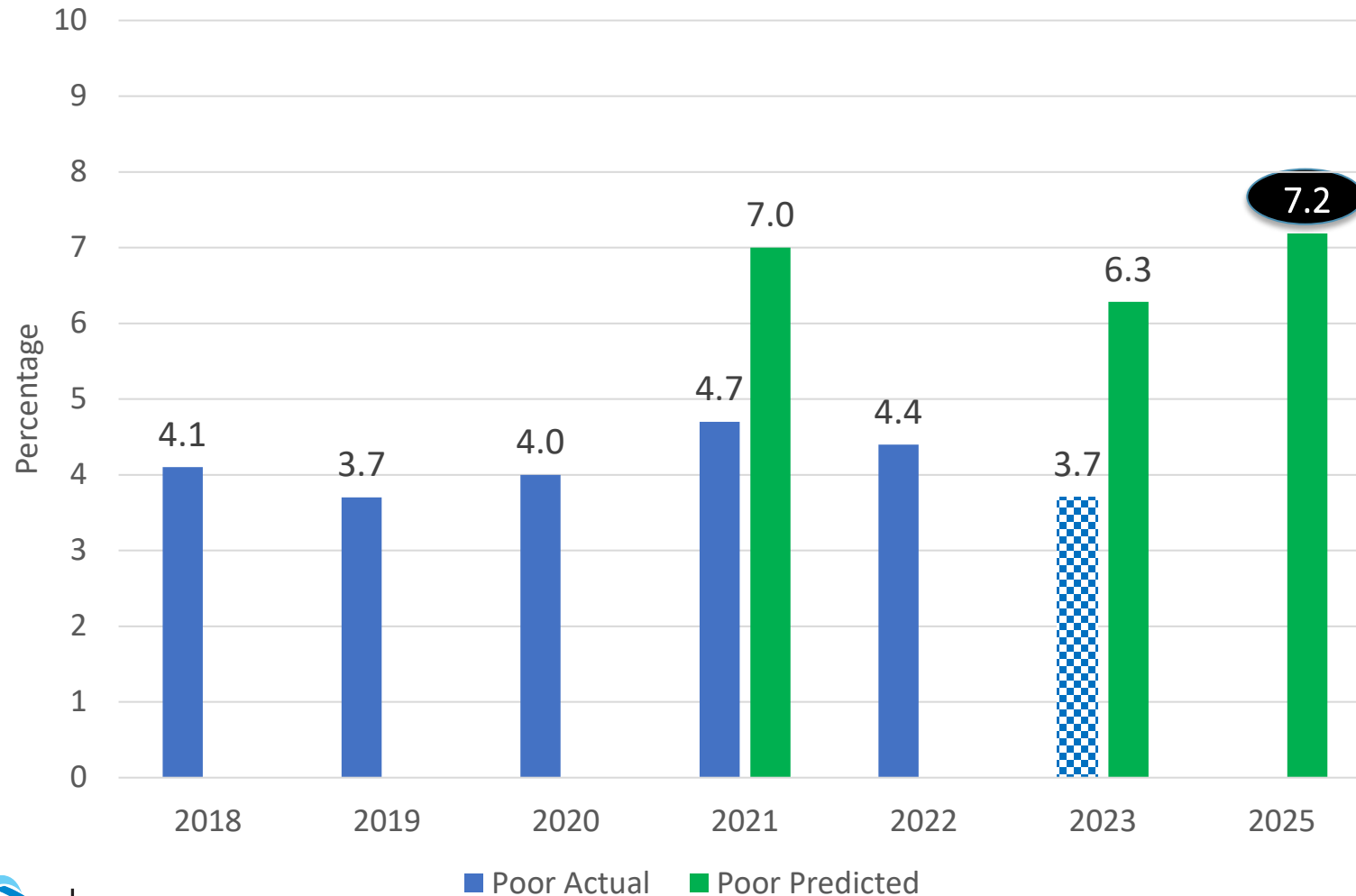
Desired Direction

**26.3%**

2025 4-year Target



# NHS (Non-Interstate) Pavement: Performance and Target (Poor)



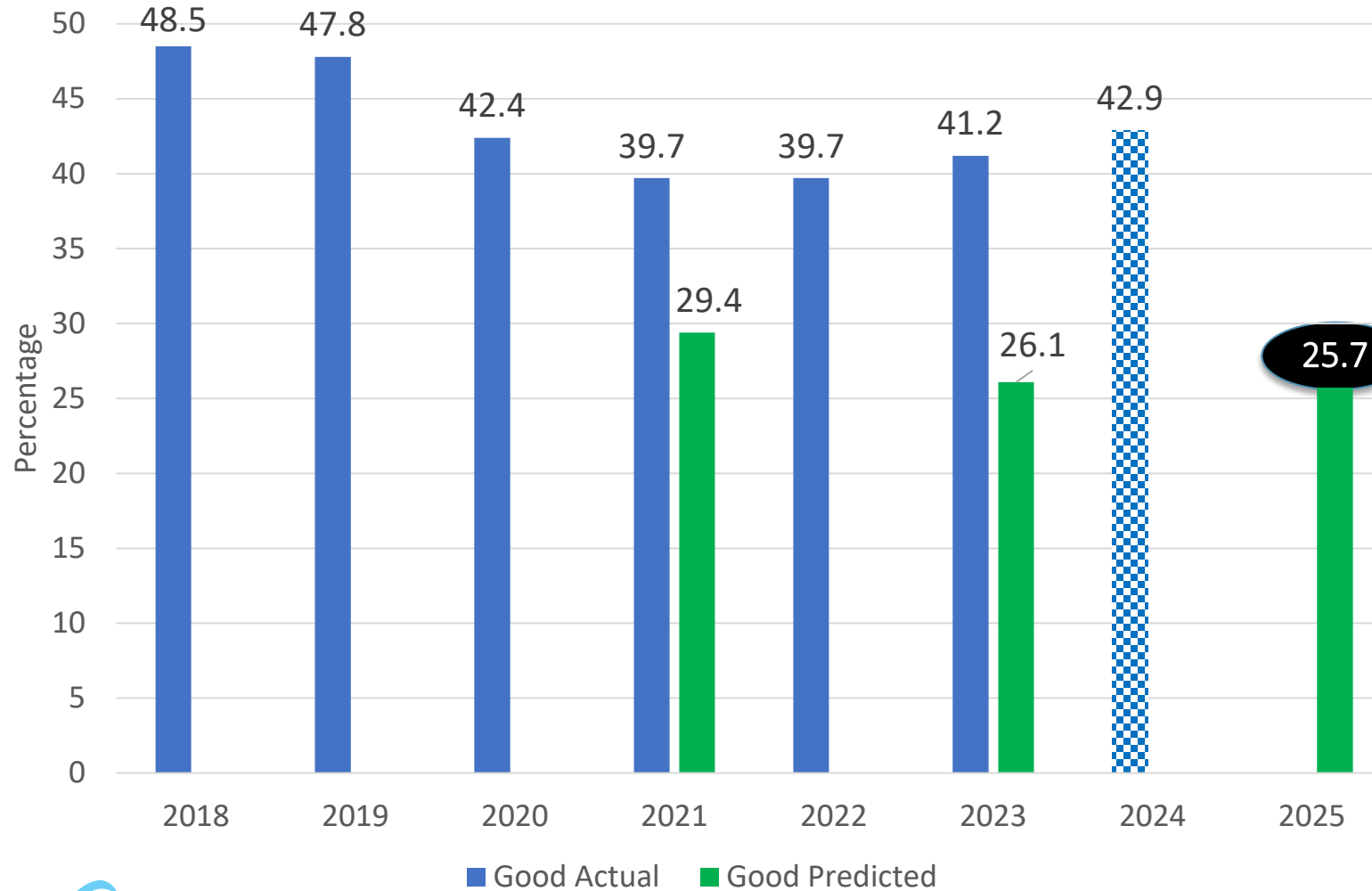
Desired Direction

7.2%

2025 4-year Target



# Bridges: Performance and Target (Good)

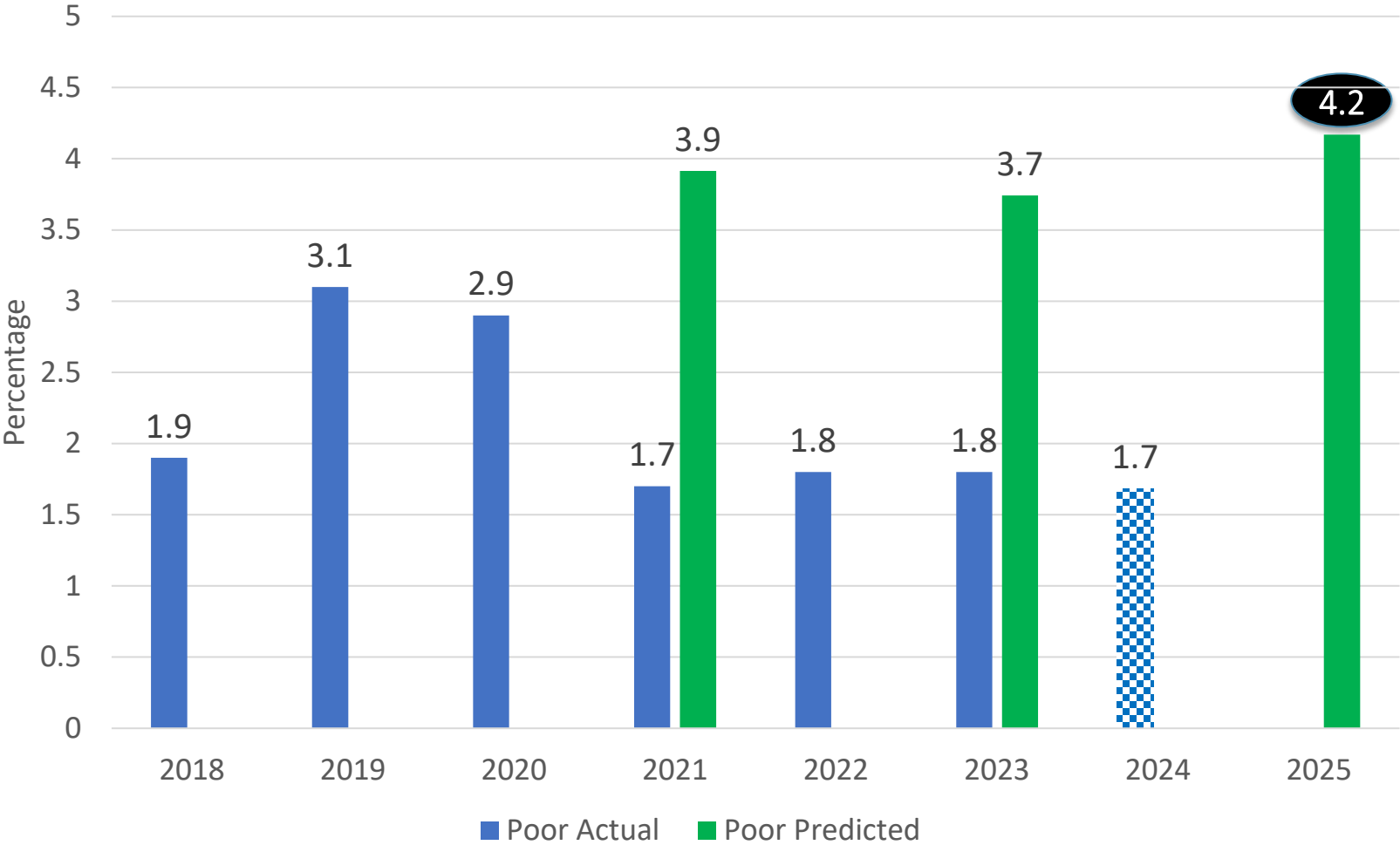


25.7%

2025 4-year Target



# Bridges: Performance and Target (Poor)



Desired Direction

4.2%

2025 4-year Target



# Highway System Performance: Travel Time Reliability Targets



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# Highway System Performance: Travel Time Reliability

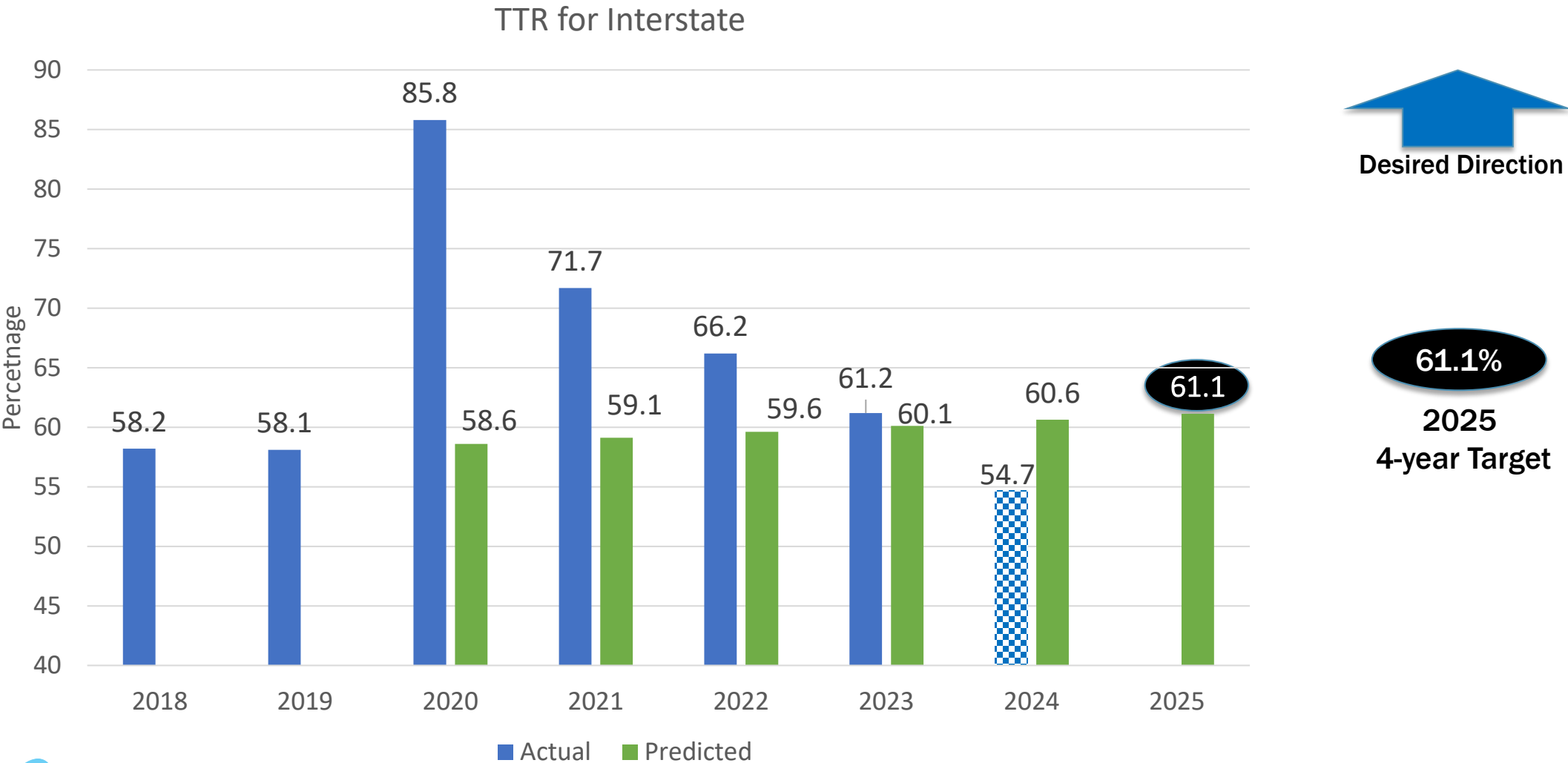
## 2022-2025 Targets for the NCR

Highway System Performance: Travel Time Reliability for the NCR	2022 – 2025 Four Year Targets
Travel Time Reliability (TTR) – Interstate	61.1%
Travel Time Reliability (TTR) – Non-Interstate NHS	78.6%
Truck Travel Time Reliability (TTTR) Index	2.56

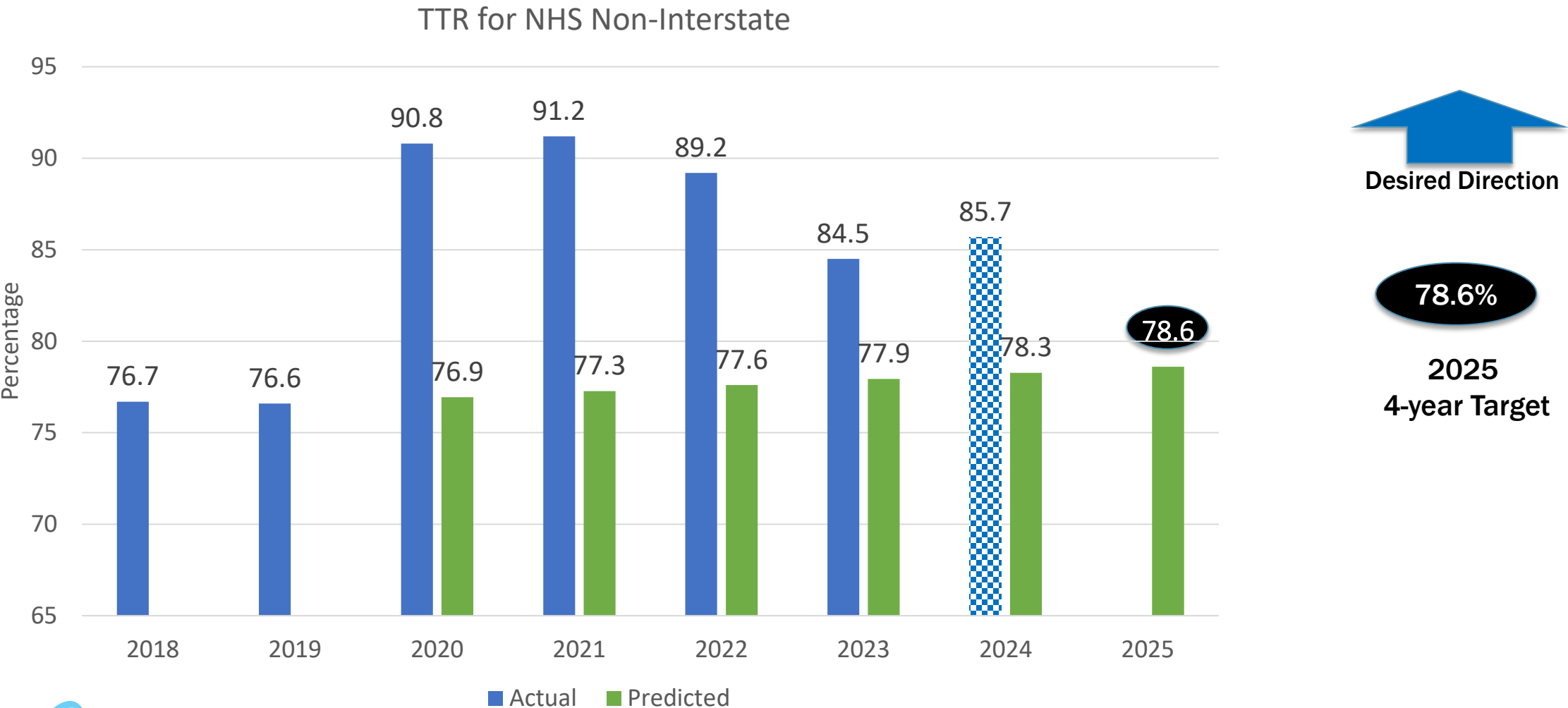
- Data for **2024** is now available, though no TPB targets were set for which 2024 performance applies
- The TPB predicts performance annually



# 2022-2025 TTR (Interstate) Performance and Target

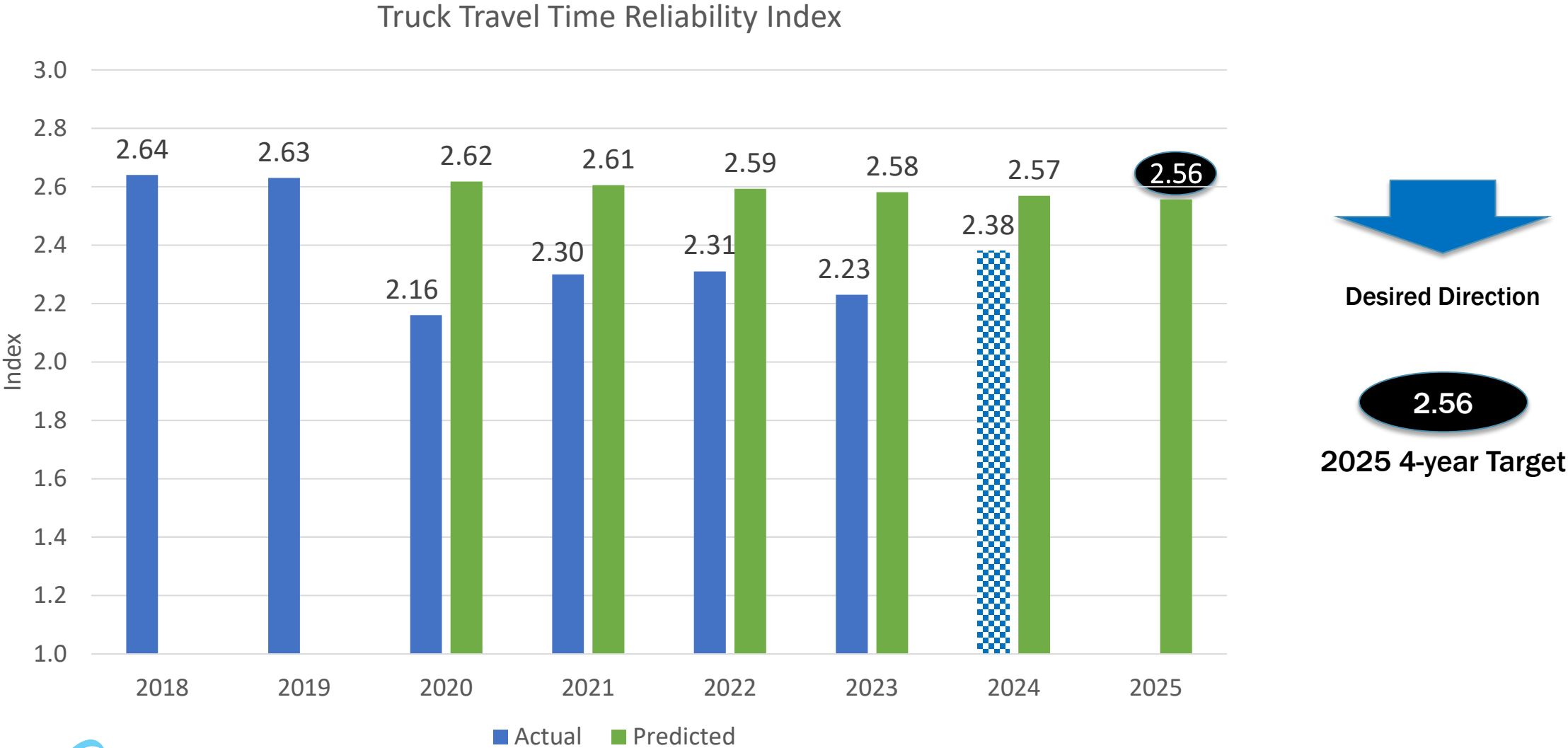


# 2022-2025 TTR (NHS Non-Interstate) Performance and Target





# 2022-2025 TTTR Index Performance and Target



# CMAQ Program: Performance Measures

	Performance Measures
<b>CMAQ Program: Traffic Congestion</b>	<b>Peak Hour Excessive Delay (PHED)</b> – Annual hours of peak hour excessive delay per capita
	<b>Mode Share</b> - Percent of Non-SOV Travel on the National Highway System (NHS)
<b>CMAQ Program: Emissions Reduction</b>	<b>Emissions</b> - CMAQ-funded projects on-road mobile source total emission reductions for each applicable criteria pollutant and precursor

The three CMAQ Program targets are set regionally, both 2-year and 4-year:

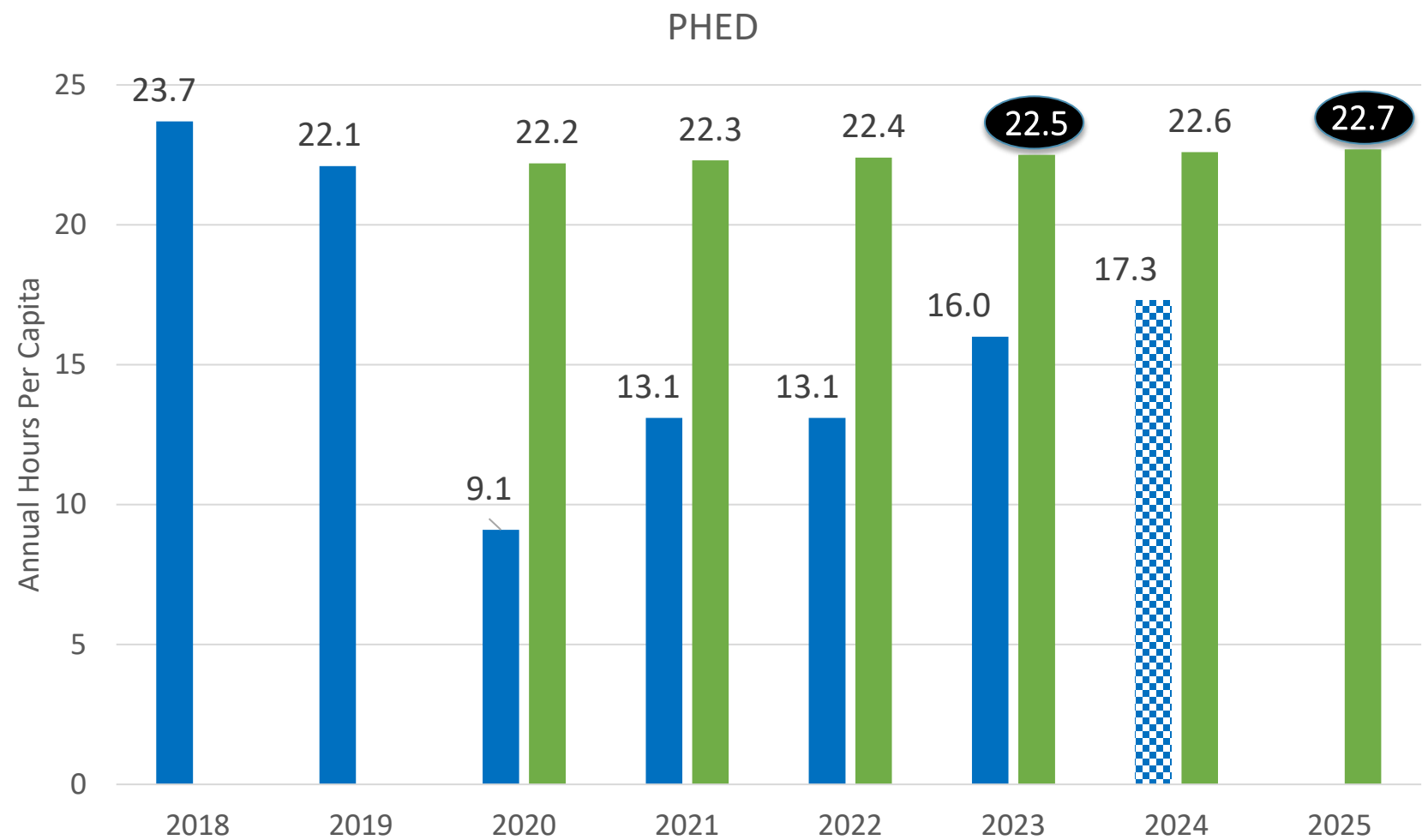
- PHED and Mode Share (Non-SOV) are set for the Washington DC-VA-MD urban area
- CMAQ Program Emissions Reductions - VOCs and NOx are set for the non-attainment area

PHED Data for **2024** is now available

Mode Share (Non-SOV) Data for **2023** is now available, vs. 2-year target



# 2022-2025 PHED Graph and Targets



Desired Direction



22.5  
hours

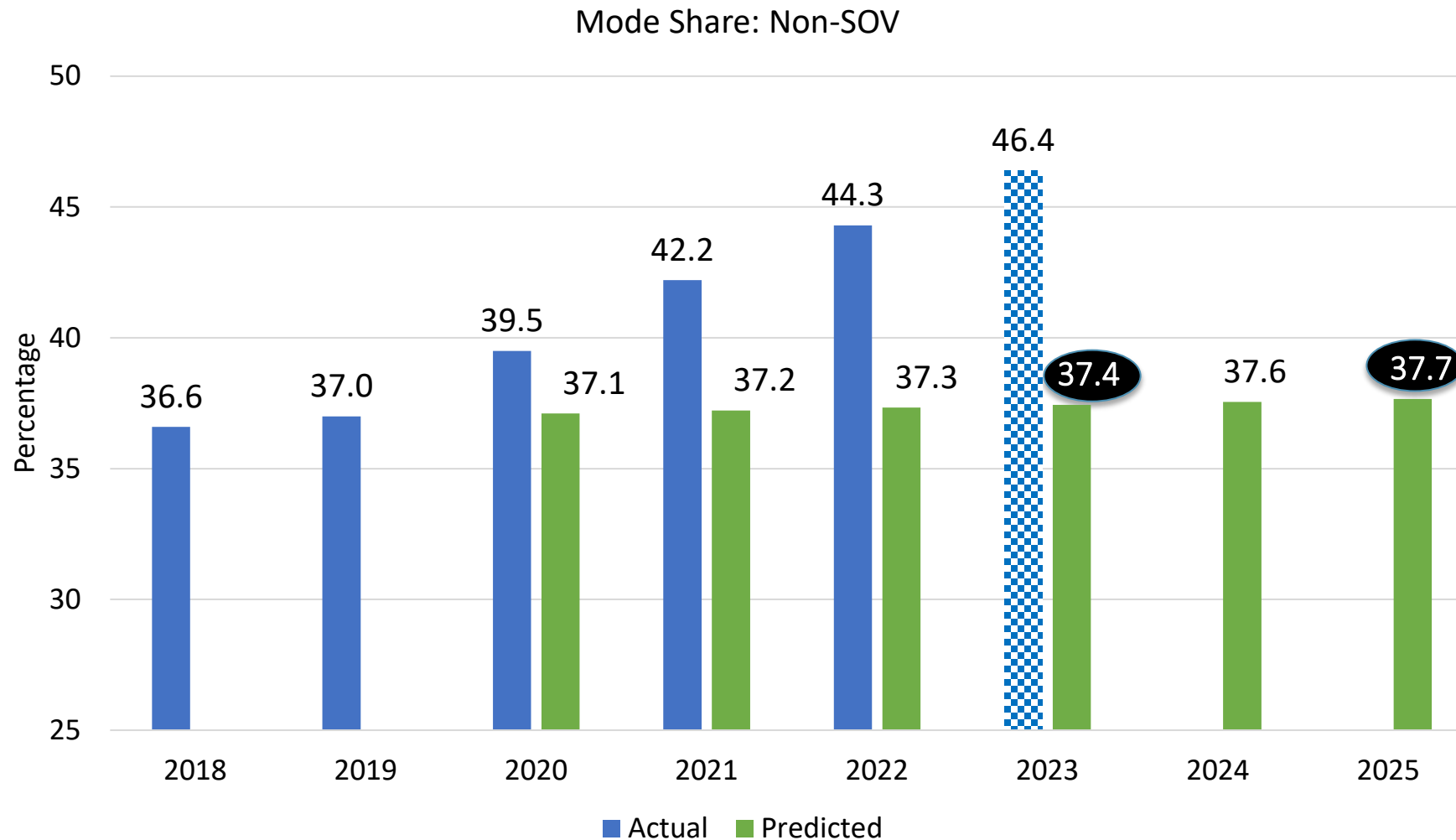
2023 2-year Target

22.7  
hours

2025 4-year Target



# 2022-2025 Mode Share (Non-SOV) Graph and Targets



Desired Direction



37.4%

2023 2-year Target

37.7%

2025 4-year Target

Based on American  
Community Survey 5 Year  
Estimate for “Commuting  
to Work”



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# Upcoming Activities

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- The Visualize 2050 metropolitan transportation plan must include an overall PBPP system performance report
- The FY 2026-2029 TIP must discuss the impact of projects on performance
  - PBPP is often a focus of federal certification review
- Beginning in 2026, TPB staff will begin coordinating with the State DOTs on developing new quadrennial targets for the 2026-2029 period
- New Highway Asset and Highway System Performance targets will need to be adopted by the TPB
  - CMAQ Program targets by May 2026; submit to State DOTs and BRTB & FAMPO for approval and reports due by October
  - Highway Asset and other System Performance targets in September/October timeframe



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