



Bidirectional Vehicular Traffic on I-395 in Washington, DC
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TRAVEL TIME RELIABILITY: INTERSTATES, NHS NON-INTERSTATES, AND TRUCK TRAVEL TIME

TPB Performance Measures and Targets

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Transportation Planning Board Technical Committee
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National Capital Region
Transportation Planning Board

Agenda Item #3

TPB's Targets for Travel Reliability

Draft targets for reliable travel:

- By all vehicles on Interstate (IS) roadways
- By all vehicles on non-IS National Highway System (NHS) roadways
- By trucks on IS roadways

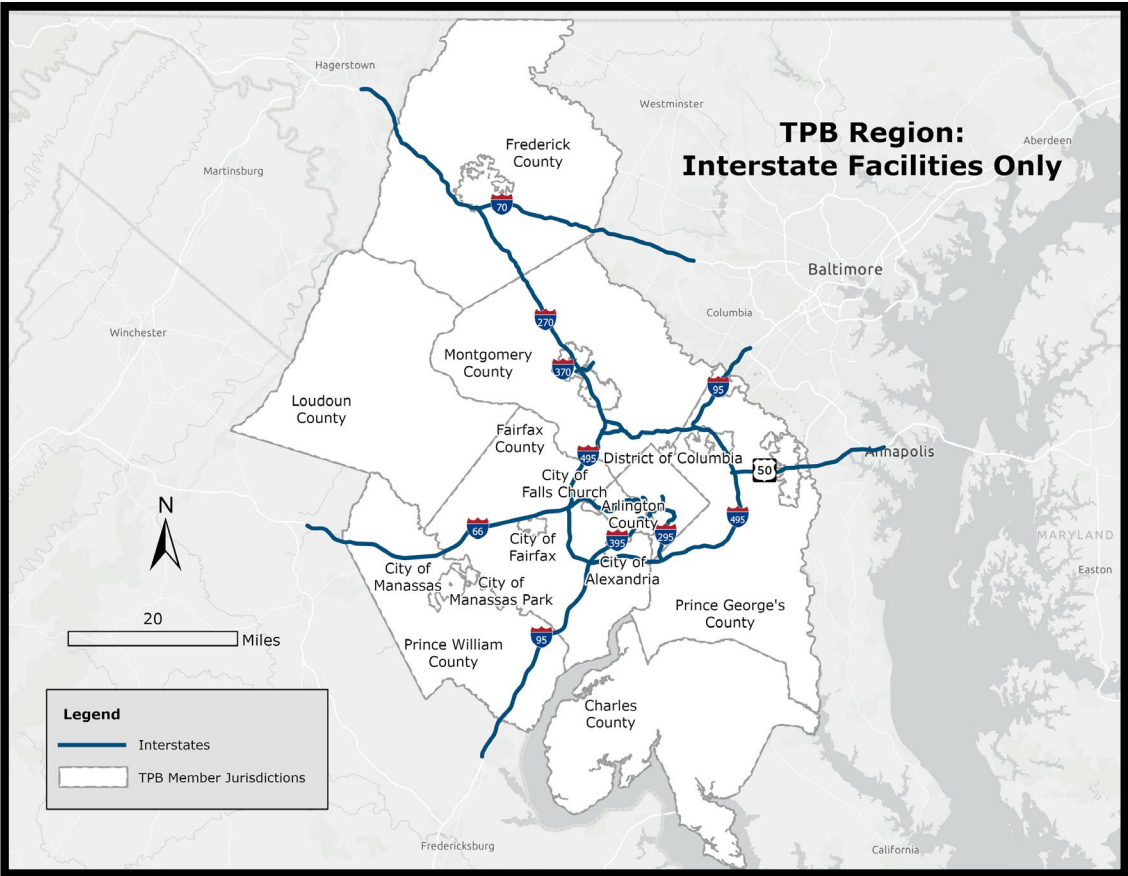


Travel Time Reliability Targets: IS Roadways

Interstate Roadways

	2023	2025	 Desired Trend
Past Targets	60.1%	61.1%	
Observed Data	61.2% 	56.8%* 	
	2027	2029	
Proposed Targets	55.7%	55.0%	
Prior Proposed:	55.3%	54.6%	

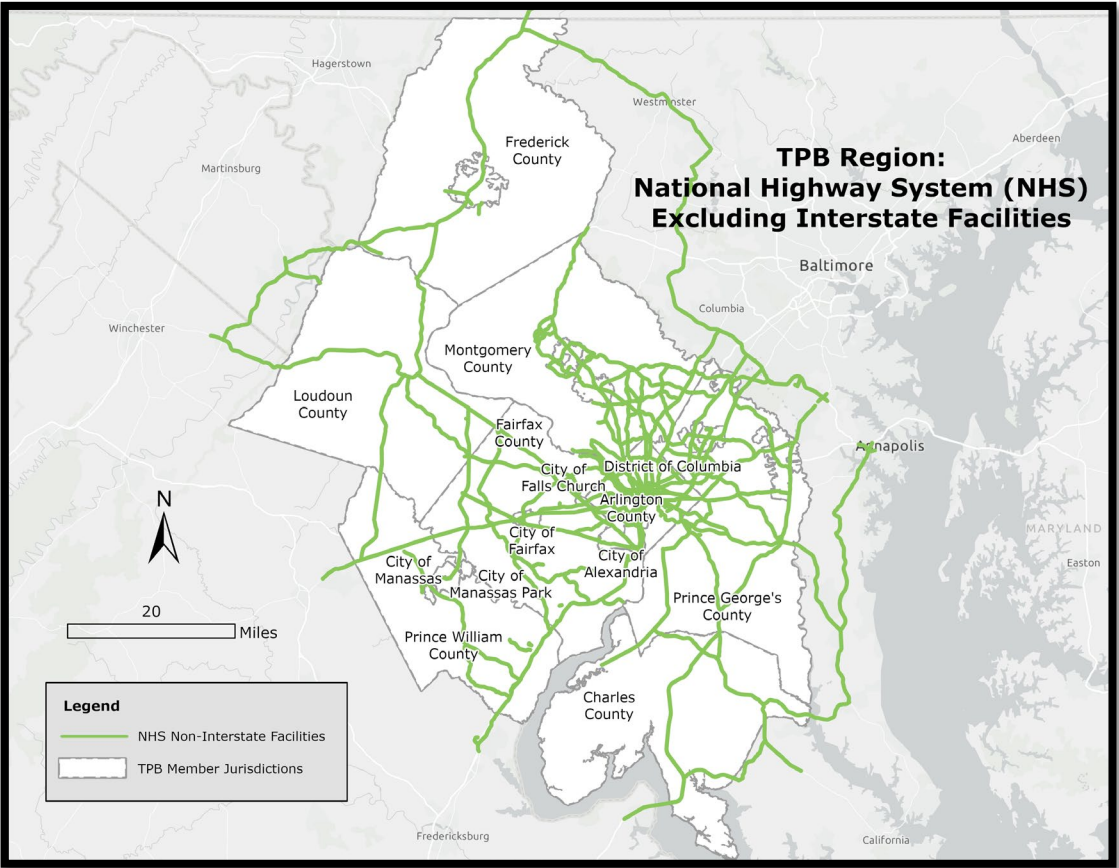
*Previously, the 2025 observed data was 56.1%; this was before RITIS completed their update for the Travel Time Reliability – Interstates on 9/17/2026.



Travel Time Reliability Targets: Non-IS NHS Roadways

Non-IS NHS Roadways

	2023	2025	 Desired Trend
Past Targets	77.9% 	78.6% 	
Observed Data	84.5%	82.8%	
Proposed Targets	2027 81.3%	2029 79.0%	

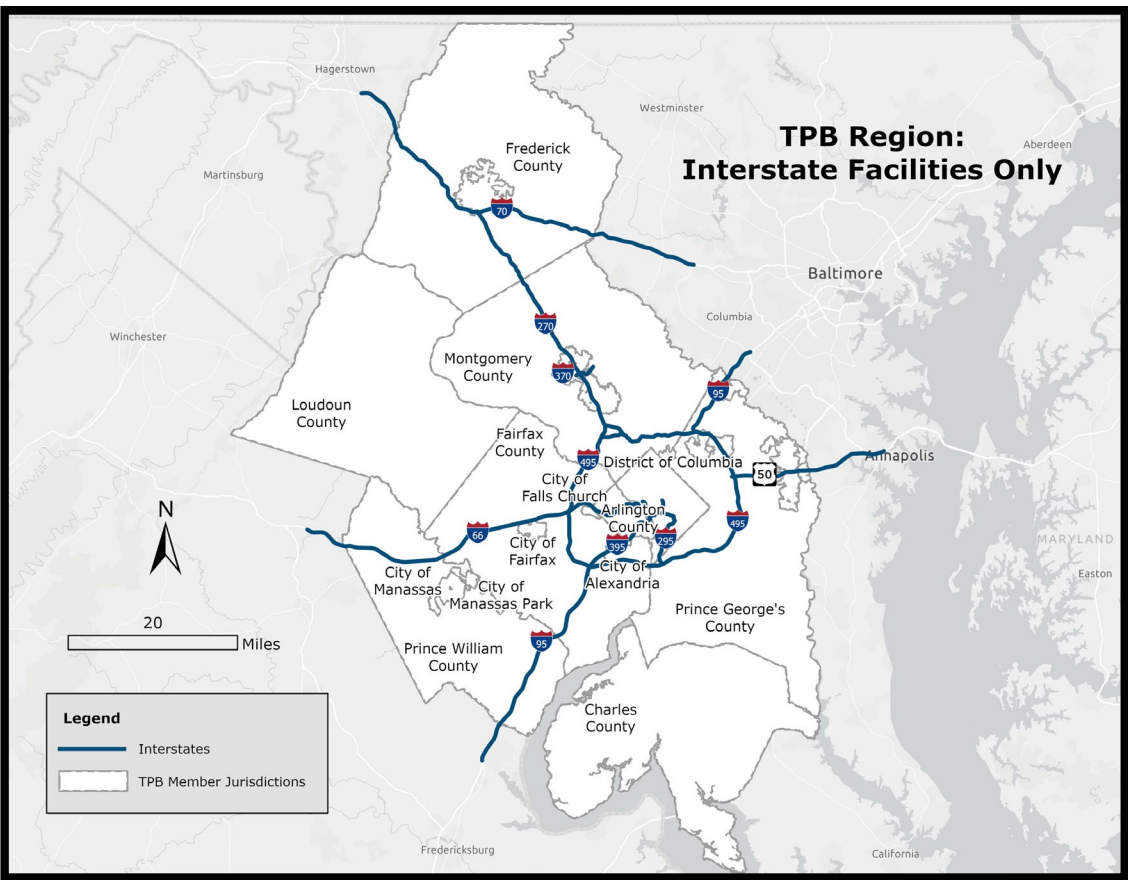


Truck Travel Time Reliability Targets: IS Roadways

Interstate Roadways

	2023	2025	Desired Trend
Past Targets	2.58	2.56	↓
Observed Data	2.23	2.49*	↓
Proposed Targets	2.53	2.60	
Prior Proposed:	2.50	2.56	

*Previously, the 2025 observed data was 2.44; this was before RITIS completed their update for the Truck Travel Time Reliability Index on 9/17/2026.



Proposed Travel Reliability Targets and Use

Performance Measure	CY 2027	CY 2029
Travel Time Reliability - IS	55.7%	55.0%
Travel Time Reliability – non-IS NHS	81.3%	79.0%
Truck Travel Time Reliability Index	2.53	2.60

Targets to inform prioritizing transportation decisions that help optimize:

- Travel demand on the roadways
- Roadway design
- Roadway operations
- Incident response times
- Land use the roadways serve

Next Step

- October
 - 10/21 TPB Staff present final measures and targets to the TPB
=> TPB approves new targets

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Appendix



Performance-Based Planning and Programming (PBPP) Further Details

- Federally required process for both MPOs and State DOTs to set targets for designated performance measures across congestion, reliability, safety, emissions, asset management, and infrastructure condition
- Performed every four years with the opportunity to re-evaluate targets every two years
- Significant regional stakeholder coordination including neighboring MPOs and State DOT partners
- Last performed in 2022



Travel Time Reliability – IS and Non-IS NHS Roadways: Defined

If **time taken** to travel over a segment of the roadway for 80 percent of the vehicular trips is **less than 1.5 times** the travel time for half of all trips on the same segment – travel is said to be reliable.



Truck Travel Time Reliability on Interstates - Defined

If **time taken** to travel over a segment of the interstate roadway, during the **worst travel conditions**, for 95 percent of the trucks is **close to** the travel time for half of trucks on the same segment under the same conditions – travel is said to be reliable.



Overview of Performance Measures

Performance Measure	Definition of Measure	Explanation of Measure
Travel Time Reliability – IS	The measure of how reliable conditions are on the region's interstates, only.	The percentage of person-miles traveled, that are deemed reliable, by both trucks and passenger vehicles on the TPB Region's interstate facilities' aggregated general purpose and express lanes, over four observed time periods.
Travel Time Reliability – non-IS NHS	The measure of how reliable conditions are for the region's National Highway System (NHS) roadways/facilities excluding the interstates.	The percentage of person-miles traveled, that are deemed reliable, by both trucks and passenger vehicles on the TPB Region's National Highway System (NHS) facilities, excluding its interstates, over four observed time periods.
Truck Travel Time Reliability Index	The measure of how reliable conditions are on the interstates for trucks, only.	A ratio that illustrates the reliability of truck travel times on only the TPB Region's interstate facilities, by trucks only, over five observed time periods.

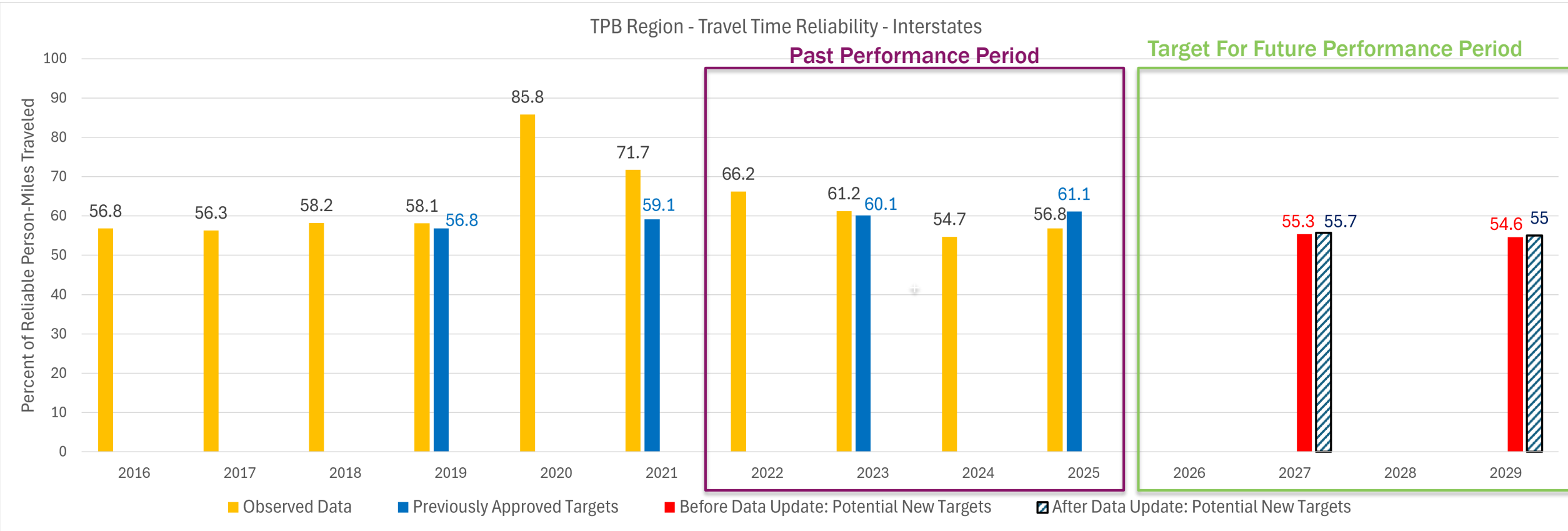
The data source was consistent for all three metrics: the NPMRDS derived from INRIX data for TMC segments, accessed via RITIS.



Travel Time Reliability - Interstates:

↑
Desired Trend

↓
Expected Trend



2023 Target Met; 2025 Target Not Met

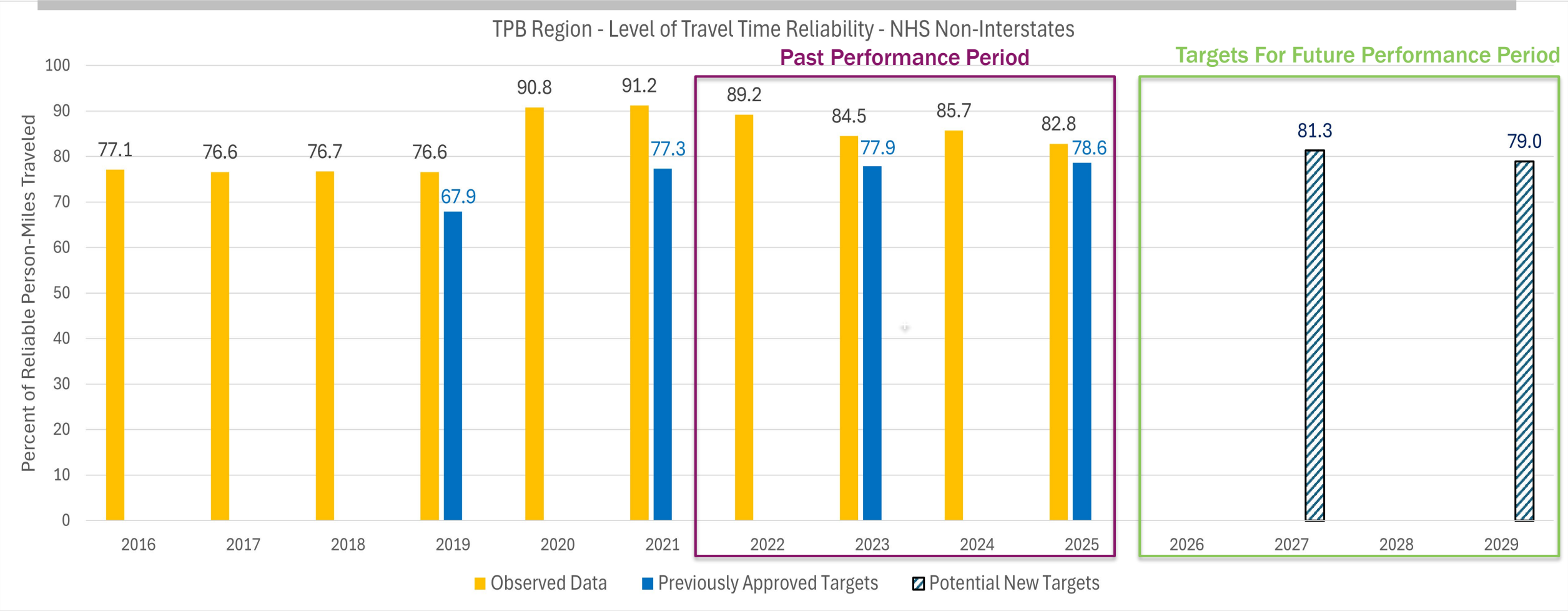


Travel Time Reliability - non-IS NHS



Desired Trend

Expected Trend



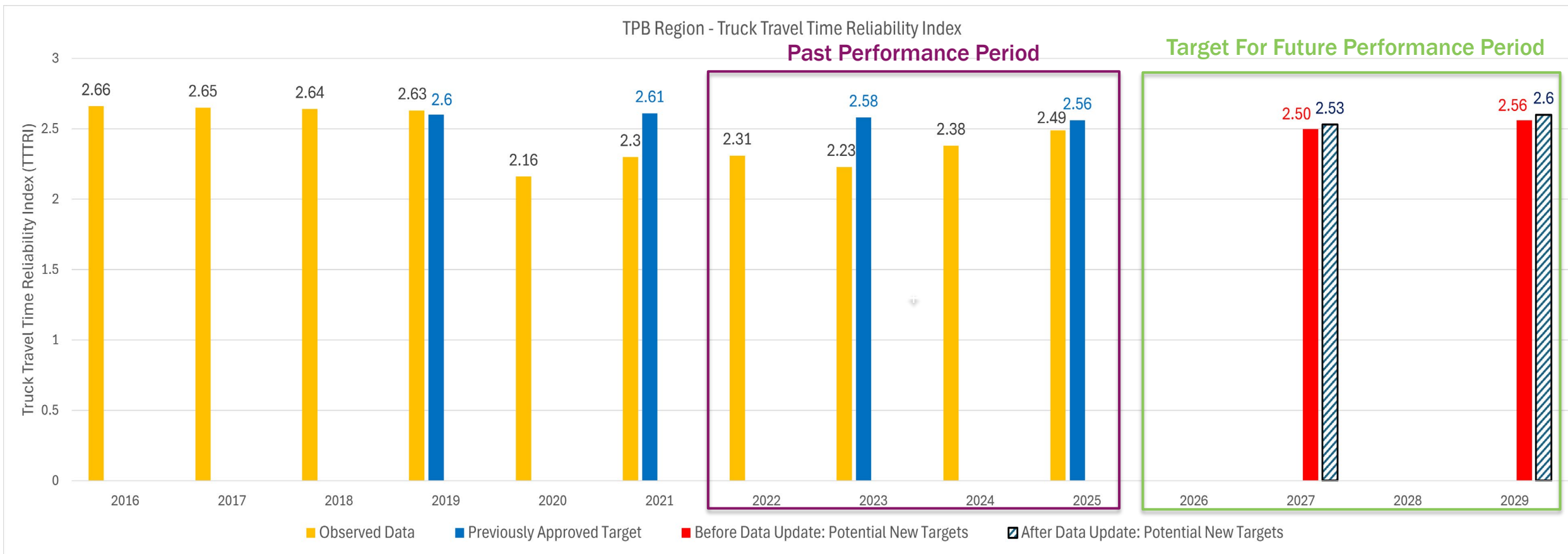
2023 Target Met; 2025 Target Met



Truck Travel Time Reliability Index

↓
Desired Trend

↑
Expected Trend



2023 Target Met; 2025 Target Met



Key Performance Takeaways

Performance Measure	2023 Target	2025 Target	DRAFT Two-Year Targets 2026–2027	DRAFT Four-Year Targets 2026–2029
Travel Time Reliability - IS	61.2% met 60.1% target	56.8% did not meet 61.1% target	55.7%	55.0%
Travel Time Reliability - non-IS NHS	84.5% met 77.9% target	82.8% met 78.6% target	81.3%	79.0%
Truck Travel Time Reliability Index	2.23 met 2.58 target	2.49 met 2.56 target	2.53	2.6



Travel Time Reliability - IS - Methodology

- **Linear regression of *observed data trend*:** Combination of CY2016-CY2019 + CY2024-CY2025
 - Utilizing pre-pandemic data, in addition to the 2024-2025 data, serves as a Covid adjustment factor
- **Linear regression of *model data trend*:** *Percent Congested VMT During the AM Peak Hour*, model years 2026-2030
- **Extrapolate the observed data trend:** Apply the observed-data regression slope (annual rate of change) incrementally, year-over-year, from the 2025 observed value (approximately -0.16%)
- **Extrapolate the model data trend:** Apply the model-data regression slope similarly to derive projected values for 2026-2029 (-0.55%)
- **Average the two independently derived trend lines:** for each year, 2026-2029
- **Extract the averaged 2027 value and 2029 value:** to be used as the two- and four-year targets



Travel Time Reliability - non-IS NHS - Methodology

- **Linear regression of observed data trend:** CY2022-CY2025
- **Linear regression of model data trend:** *Percent Congested VMT During the AM Peak Hour*, model years 2026-2030
- **Extrapolate the observed data trend:** Apply the observed-data regression slope (annual rate of change) incrementally, year-over-year, from the 2025 observed value (-1.8%)
- **Extrapolate the model data trend:** Apply the model-data regression slope similarly to derive projected values for 2026-2029 (-0.55)
- **Average the two independently derived trend lines:** for each year, 2026-2029
- **Extract the averaged 2027 value and 2029 value:** to be used as the two- and four-year targets



Truck Travel Time Reliability Index - Methodology

- **Linear regression of observed data trend:** CY2022-CY2025
- **Linear regression of model data trend:** *Percent Congested VMT During the AM Peak Hour*, model years 2026-2030
- **Extrapolate the observed data trend:** Apply the observed-data regression slope (annual rate of change) incrementally, year-over-year, from the 2025 observed value (0.069)
- **Extrapolate the model data trend:** Apply the model-data regression slope similarly to derive projected values for 2026-2029 (0.0055)
- **Average the two independently derived trend lines:** for each year, 2026-2029
- **Extract the averaged 2027 value and 2029 value:** to be used as the two- and four-year targets

