



TPB'S POLICY FRAMEWORK

The Role of Performance Measures and Targets

Cristina Finch
TPB Transportation Planner

TPB Technical Committee
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What is TPB's Policy Framework?

- The TPB's Policy Framework provides the structure to guide transportation decision-making and enable members to take actions to achieve a collective vision for the National Capital Region with shared values and goals.
- The TPB's Policy Framework informs planning throughout the region and guides the development of projects, programs, and policies to support and improve the transportation system.



Previous Milestones

Policy Development:

- 1998 The TPB Vision
 - 2010 COG Region Forward
 - 2014 Regional Transportation Priorities Plan
 - 2018 Aspirational Initiatives
 - 2022 TPB's Synthesized Policy Framework
- Metropolitan Transportation Plans (MTPs), including the June 2022 Update to Visualize 2045 and earlier, highlighted these policy documents.
 - The TPB's Synthesized Policy Framework from 2022 summarized key elements from these policy documents to inform Visualize 2050.
 - Visualize 2050 directly incorporated the TPB's Policy Framework elements into the document.

Learn more about TPB's Policy Evolution at https://visualize2050.org/wp-content/uploads/2025/12/1-2050N_Policy-Evolution-1.pdf



TPB Policy Framework Brochure - Draft

- 2022 Brochure included discrete and clearly defined set of policy priorities synthesized from previous policy plans (1998, 2010, 2014, 2018).
- A new Policy Framework brochure will reflect the policy elements from Visualize 2050, integrating performance measures with relevant policy goals.
- Single, simple to use guiding document for metropolitan planning and programming.

See meeting materials for the new brochure to be finalized with updated graphic design and distributed widely.

2022 TPB's Synthesized Policy Framework Brochure:



Elements of the TPB Policy Framework

- **Vision Statement** - The aspirational long-term description of the region's desired future state of transportation
- **Values** - Transportation and community characteristics that the TPB's regional leaders deem important and must be considered in all TPB's work and decision-making
- **Goals** - To guide attainment of the region's Vision Statement, given our understanding of the region's current transportation system performance, these broad statements of desired results are what we aim to accomplish
- **Targets** - A quantitative value to help us determine if we have succeeded in advancing or reaching our goals
- **Priority Strategies** - How we intend to accomplish our goals and targets through multimodal transportation projects, programs, policies, and technologies
- **Performance Measures** - What we measure to assess progress towards goals



TPB Policy Framework as reflected in Visualize 2050

- Vision Statement, Values, and Goals
 - Chapter 1 - one statement, five values, eight goals
- Performance Measures and Targets in Visualize 2050
 - Chapter 3 - current system performance report
 - Chapter 6 - 2050 forecast system performance
 - Chapter 7 - federal performance measures/targets
- Priority Strategies
 - Chapters 5 and 6 – explain how the region’s transportation project/program investments are applying 14 strategies to achieve regional goals

Chapter 1

TPB'S VISION STATEMENT

The metropolitan Washington region remains a vibrant world capital, with a transportation system that provides efficient movement of people and goods. This system promotes the region's economy and environmental quality and operates in an attractive and safe setting—it is a system that serves everyone. The system is fiscally sustainable, promotes areas of concentrated growth, manages both demand and capacity, employs the best technology, and joins rail, roadway, bus, air, water, pedestrian and bicycle facilities into a fully interconnected network.

TPB'S VALUES

ACCESSIBILITY All people who use the transportation system in the region should have reasonable physical and affordable access to travel by road, transit, biking, walking, micromobility, ferry, and to housing choices.

PROSPERITY The regional transportation network should be an asset to attract high quality employers, minimize economic disparities, and enhance each jurisdiction and the region through balanced growth and access to high quality jobs and education for all levels.

SUSTAINABILITY Transportation infrastructure and programs in the region should be environmentally, structurally, and financially viable.

AFFORDABILITY Readily available multimodal travel options throughout the region that enable safe and efficient access to jobs, housing, services, and other destinations.

LIVABILITY Vibrant, healthy, and safe neighborhoods with a range of travel and housing choices that support economic well-being.

TPB'S GOALS

SAFETY Pursue the safety of all users, including travelers and maintenance and operations personnel alike, on every transportation mode.

WELL-MAINTAINED INFRASTRUCTURE Maintain the transportation system's infrastructure in a state of good repair to provide reliable, safe, and comfortable mobility to all its users. Maintaining the existing system is a top priority that takes precedence over creating new systems.

TRAVEL TIME RELIABILITY Enable reliable travel times on all transportation options to get the traveler to their destination on time every time.

EFFICIENT SYSTEM OPERATIONS Implement efficient transportation systems management and operations within and across different travel modes.

AFFORDABLE AND CONVENIENT MOBILITY OPTIONS Provide affordable, practical multimodal options.

ENVIRONMENTAL PROTECTION Provide and incentivize methods that build, operate, and maintain the transportation system in a manner that provides for healthy air, water, other environmental factors, and mitigates the effects of extreme weather.

RESILIENT REGION Facilitate mobility for people in the face of one or more major obstacles to normal transportation system functionality. These obstacles could include extreme weather events, major crashes and incidents, and equipment or infrastructure failures.

LIVABLE AND PROSPEROUS COMMUNITIES Support regional economic competitiveness, opportunity, and a high quality of life for all people.

Chapter 3

Percent of service vehicles in 2022 at or past their useful life benchmark

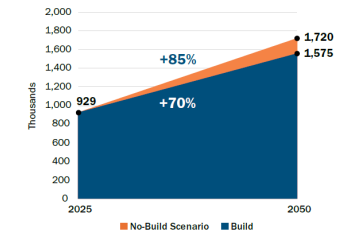
	Steel Wheel Vehicles (23.3% met maximum 46.7% target)
	Automobiles (44.1% did not meet maximum 41.8% target)
	Trucks and other Rubber Tire Vehicles (34.2% did not meet maximum 25.0% target)

Chapters 5 & 6

PRIORITY STRATEGY: Increase frequency and capacity of transit by expanding bus rapid transit (BRT) and transitways across the region to provide more service to more people, especially in corridors with high demand.

Chapter 6

Figure 6.14: Change in Total Daily Vehicle Hours of Delay, Today to 2050



Chapter 7

Table 7.1: Highway and Non-Motorized User Safety Performance Measures and Targets

Performance Measure (Five-Year Rolling Average)	TPB Adopted Targets for 2021-2025 on December 18, 2024
# of Fatalities	253
Rate of Fatalities (per 100 million VMT)	0.588
# of Serious Injuries (SI)	1661.9
Rate of Serious Injuries (per 100 million VMT)	3.222
# of Nonmotorized Fatalities & SI	473.5

Images of TPB Visualize 2050 document



A Focus on Performance Measures

- **Performance Measures** - What we measure to assess progress towards goals
- **Performance Measure Targets** - A quantitative value to help us determine if we have succeeded in advancing or reaching our goals

TPB tracks federal and regional performance measures (PMs):

Federally Required PMs – related to Safety, Maintenance, Reliability, Environmental Protection goals

- TPB adopts targets to assess progress towards goals

Other Regional PMs – related to most goals

- Targets not required, technical information for planning purposes



Staff working on Performance Measures

- **TPB Coordination Staff:** Cristina Finch, Jamie Bufkin, Sergio Ritacco, Marc Moser
- **TPB Technical Staff:** Janie Nham, Ceriann Price, Pierre Gaunaurd, Eric Randall, Yu Gao, Uttara Sutradhar, Ian Newman, Rob d'Abadie, Erin Morrow
- **State Planning/Coordination Staff:** DDOT - Mark Rawlings and Ting Ma, MDOT - Kari Snyder and Toria Lassiter. VDOT/DRPT - Rahul Trivedi, Amy Garbarini, Margie Ray, Beverly Quinlan
- **State Technical Liaisons:** Azadeh Norouzi, Christine Mayeur, Toria Lassiter, Stephen Read, Derrick Snowden, Stephen Miller, Amy Garbarini, Yared Tesfaye, Wolde Makonnen, Will Gayle, Chris Diaczok, Rob Crandol, Kevin O'Neill, Travis Johnston, Ting Ma, Laura MacNeil, Sam Brooks, Kari Snyder, Sanhita Lahiri, Stephanie Dock, Jungwook Jun, Tasin Malik, Jim Ponticello
- **WMATA Technical Liaisons:** Greg Kupka, Jordan Holt
- Many local transit agency staff contribute to performance measures.



Federally-Required Performance Measures & Targets

- Performance Measures by TPB goal:
 - Safety
 - Highway Fatalities, Serious Injuries
 - Transit Fatalities, Injuries, Safety Events, Assaults on Workers, Collision Rates, Reliability
 - Maintenance
 - Highway Pavement and Bridge Conditions
 - Transit Vehicles, Tracks, Facilities
- Reliability
 - Interstate, Non-Interstate (NHS) Reliability, and Truck Travel Time Reliability Index
 - Peak Hour of Excessive Delay (PHED)
 - Non-SOV Mode Share
- Environmental Protection
 - VOCs and NOX Emissions Reductions from CMAQ-funded projects
 - Air Quality Conformity



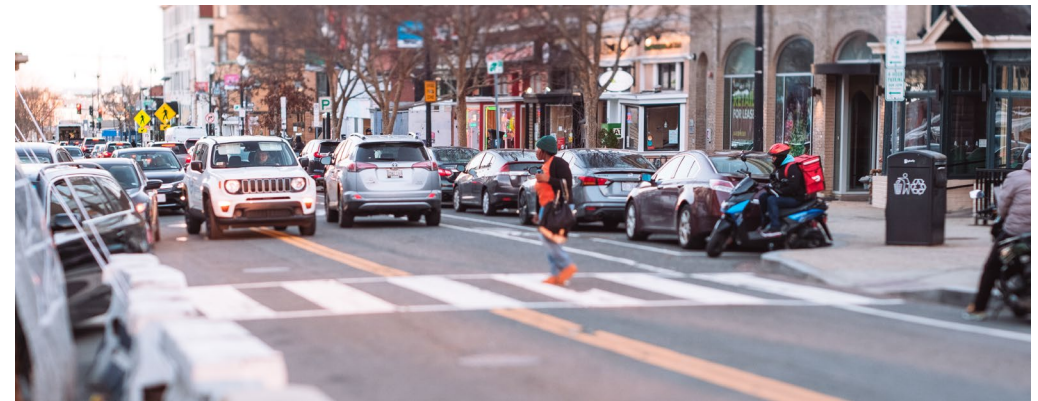
TPB Goals with Other Performance Measures

- Regional performance measures for these TPB goals:
 - Affordable and Convenient
 - Efficient System Operations
 - Resilient Region
 - Livable and Prosperous Communities
 - Reliability



Goal: Safety

- Highway PMs: Highway and Non-Motorized Fatalities and Serious Injuries
- Transit PMs: Transit Fatalities, Injuries, Safety Events, Assaults on Workers, Collisions, Reliability
- Frequency: Annual target-setting
- Timeline: September – December 2026
- Technical Leads:
 - Highways, Non-Motorized - Janie Nham, Ceriann Price
 - Transit - Pierre Gaunard, Eric Randall
- Coordination: Jamie Bufkin



Pedestrian crossing street in crosswalk while cars wait in Washington, DC (Emma K Alexandra/Flickr)



Goal: Maintenance

- Highway Assets PMs:
Interstate, NHS (Non-Interstate) Pavement in Good or Poor condition; Bridge Deck Area in Good or Poor condition
 - Frequency: every four years review 2022-2025 past performance and set new two- and four- year targets for 2026-2029 reporting period
 - Timeline: September – October 2026
- Technical Leads:
Yu Gao and Uttara Sutradhar
- Coordination: Sergio Ritacco
- Transit Assets PMs:
Vehicle Useful Life, Track Performance Restrictions, and Facility conditions
 - Frequency: Prior to adopting a new TIP
 - Timeline: 2029
- Technical Leads:
Pierre Gaunard and Eric Randall



Street repaving in Alexandria, VA (Rachel Beyerle/COG)



Fairfax Connector bus undergoing maintenance (Pierre Gaunard/COG)



Goal: Reliability

- PMs on Reliability: Interstate Travel Time Reliability
Non-Interstate (NHS) Travel Time Reliability
Truck Travel Time Reliability Index
- Timeline: April 2026 – early 2027
- PMs on Congestion Intensity:
Peak Hour of Excessive Delay (PHED),
Non-SOV Mode Share
- Timeline: May – June 2026
- Frequency: every four years review performance for past four years (2022-2025) and set two- and four- year targets for the next four years (2026-2029)



Traffic congestion on 12 street tunnel, downtown DC (Joe Flood/Flickr)

- Technical Leads:
Ian Newman, Fabiha Rahman
- Coordination:
Marc Moser



Goal: Environmental Protection

- PMs are specifically for Air Quality
- PMs for Congestion Mitigation and Air Quality (CMAQ) Funding Program:
 - Total VOCs and NO_x Emissions Reduction for CMAQ-funded projects
- Timeline: June – July 2026
- Frequency: every four years review performance for past four years (2022-2025) and set two- and four-year targets for the next four years (2026-2029)
- Technical Leads: Rob d’Abadie, Erin Morrow
- Coordination: Marc Moser



Farm pasture scene with house, barn, and mountains (COG stock)

- Air Quality Conformity for the Transportation Improvement Program and Metropolitan Transportation Plan, as needed



Anticipated Timeline for Technical Committee Review

- May 2026 Draft Targets for Congestion Intensity
- June Final Targets on Congestion Intensity and Draft Targets for Air Quality Emissions
- July Final Targets for Air Quality Emissions

- September Draft Targets for Highway Maintenance
- October Final Targets for Highway Maintenance
- November Draft Targets for Highway Safety & Transit Safety
- December Final Targets for Highway Safety & Transit Safety

- Fall/Winter Draft and Final Targets for Reliability
- Fall/Winter Draft and Final Targets for Reliability

Note: Targets for Transit Maintenance will be assessed prior to the next TIP update



Cristina Finch

TPB Transportation Planner

(202) 962-3335

cfinch@mwkog.org

mwkog.org/tpb

Metropolitan Washington Council of Governments

777 North Capitol Street NE, Suite 300

Washington, DC 20002

