

National Capital Region Transportation Planning Board Policy Framework

Informing Planning for the Region

Draft March 2026



National Capital Region
Transportation Planning Board

The Policy Framework

The National Capital Region Transportation Planning Board (TPB) Policy Framework has developed over several decades and was approved most recently by the TPB in the Visualize 2050 National Capital Region Transportation Plan. The TPB Policy Framework consists of a vision statement, values, goals, performance measures, targets, and priority strategies to guide and assess transportation planning and financial programming activities throughout the National Capital Region.



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*

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*

Priority Strategies: *How we intend to accomplish our goals through multimodal transportation projects, programs, policies, and technologies*

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 connects rail, roadway, bus, air, water, pedestrian and bicycle facilities into a fully interconnected network.

TPB'S VALUES

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.

ACCESSIBILITY All people who use the transportation system in the region should have readily available multimodal options to reach their destinations.

AFFORDABILITY Multimodal transportation options throughout the region will be reasonably priced and available to all travelers.

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

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

TPB Goals, Targets, and Performance Measures

The region's transportation planning and programming actions will apply TPB's values and strive to achieve stated performance outcomes, TPB's eight specific goals areas. A comprehensive set of performance measures, prescribed by the federal government will help assess the region's progress towards the goals. The federal government mandated performance measures align with TPB's goals of a safe, well-maintained, and reliable transportation system. Additionally, the TPB has adopted performance targets for these goals, as prescribed by federal regulations, to assess progress and inform future planning and programming decisions.

Beyond federal measures, the TPB has developed additional performance measures, related to the transportation system, the environment, or the community impact, which are used to evaluate the current and anticipated performance outcomes of the transportation system from the TPB's metropolitan transportation plan and transportation improvement program. These measures provide insights into how the region can continually improve desired performance and make greater progress towards achieving the region's transportation goals.

Note: On the following pages, TPB adopts federally required performance measures and targets shown in **blue bold**. Other measures such as those shown in *grey italics* are flexible and support understanding of goal achievement. The arrows indicate the desired trend of the



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.



BeyondDC/Flickr

- ↓ Total Volatile Organic Compounds (VOCs) (tons/day) and Nitrogen Oxides (NO_x) (tons/day) compared to Motor Vehicle Emissions Budgets for National Capital Region Transportation Plan and Transportation Improvement Program analysis years.
- ↓ Total VOCs and NO_x Emissions Reduction for projects funded through the Congestion Mitigation and Air Quality (CMAQ) program (kg/day)



Travel Time Reliability: Enable reliable travel times on all transportation options to get the traveler to their destination on time every time.



Maryland Department of Transportation/Flickr

- ↑ Interstate Travel Time Reliability (% Person-miles Traveled that are Reliable)
- ↑ Non-Interstate (NHS) Travel Time Reliability (% Person-miles Traveled that are Reliable)
- ↑ Truck Travel Time Reliability Index (Interstates)
- ↓ Annual Peak Hours of Excessive Delay (PHED) per Capita (hours)
- ↓ Resident vehicle miles traveled per person
- ↓ Total daily vehicle hours of delay
- ↓ Total average minutes of delay per trip



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.



Emma K Alexandra/Flickr

- ↑ Interstate/NHS Pavement Lane Miles in Good Condition (%)
- ↓ Interstate/NHS Pavement Lane Miles in Poor Condition (%)
- ↑ Non-Interstate/NHS Pavement Lane Miles in Good Condition (%)
- ↓ Non-Interstate/NHS Pavement Lane Miles in Poor Condition (%)
- ↑ Bridge Deck Area in Good Condition (%)
- ↓ Bridge Deck Area in Poor Condition (%)
- ↑ Non-revenue Transit Vehicles meet/exceed Useful Life Benchmark (%)
- ↓ Revenue Transit Vehicles meet/exceed Useful Life Benchmark (%)



Efficient System Operations: Implement efficient transportation systems management and operations within and across different travel modes.



BeyondDC/Flickr

- ↑ Unlinked Passenger Trips Across Transit Modes (#)
- ↑ Unlinked Annual Trips by Mode (%)
 - Share of Local Agency Bus Trips by Agency (%)



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



Andrew Gastwirth/Flickr

- ↓ Number and Rate of Roadway Fatalities
- ↓ Number and Rate of Roadway Serious Injuries
- ↓ Number of Non-motorized Fatalities & Serious Injuries
- ↓ Transit Fatalities by Mode (#/rate/transit worker rate)
- ↓ Transit Injuries by Mode (#/rate/transit worker rate)
- ↓ Transit Safety Events by Mode (#/rate per revenue vehicle mile)
- ↓ Assaults on Transit Workers (#/rate per revenue vehicle miles)
- ↓ Collisions Between Major Transit Mechanical Failures by Mode
- ↓ Mean Distance Between Transit Failures



Affordable and Convenient Mobility Options: Provide affordable, practical multimodal options.



Dan Reed/Flickr

- ↑ Non-Single Occupant Vehicle Mode Share (%)
- ↑ *Non-single Occupant Vehicle Mode Share by Geography (%)*
- ↑ *Population within ½-mile of High-Capacity Transit Stations (%)*
- ↑ *Jobs within ½-mile of High-Capacity Transit Stations (%)*
 - *Change in Mode Share for All Trips, Today – Future Year (%)*
 - *Change in Mode Share for Work Trips, Today – Future Year (%)*
 - *Number of Future Year Trips, by Mode and Geography*
 - *Number of Future Year Work Trips, by Mode and Geography*



Livable and Prosperous Communities: Support regional economic competitiveness, opportunity, and a high quality of life for all people.

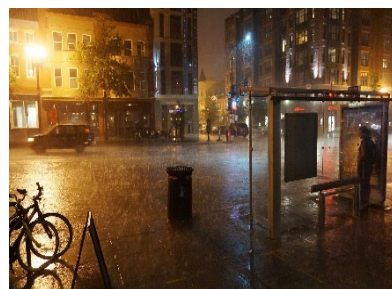


BeyondDC/Flickr

- ↑ *Population Inside Activity Centers (%)*
- ↓ *Population Outside Activity Centers (%)*
- ↑ *Jobs Inside Activity Centers (%)*
- ↓ *Jobs Outside Activity Centers (%)*
- ↑ *Access to Jobs by Auto (% and #)*
- ↑ *Access to Jobs by Transit (% and #)*



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.



Ted Eytan/Flickr

- ↓ *Miles of Rail Lines at High Risk for Natural Hazard Impacts (%)*
- ↓ *Miles of Roadways at High Risk for Natural Hazard Impacts (%)*
- ↓ *Number of Bus Stops at High Risk for Natural Hazard Impacts (%)*

TPB Priority Strategies

The planning, programming and funding decisions, when made guided by the stated performance outcomes of the goals and consistent with the values will help the region attain its transportation vision. An assessment of the decisions made at a given time in terms of the system performance outcomes it would provide is important feedback to the decision-making process.

The National Capital Region Transportation Plan provides a glimpse of future travel conditions by modeling anticipated growth over 20 years and transportation infrastructure investments to learn about potential long-term outcomes. By understanding how our region's actions and investments meet current performance targets and the forecast conditions for future quality of travel in the region, the TPB can adjust its planning and programming efforts where needed.

With each new National Capital Region Transportation Plan, the TPB assesses its past impact on the regional transportation system by reporting on adopted performance measures and targets. The TPB has conducted numerous scenario studies over time to identify the most effective suite of strategies (including projects, programs, and policies) to achieve its goals. Several such strategies determined to hold much potential to improve the transportation system performance are listed in the table that follows.

TPB's vision, values, goals, performance measures, targets, and priority strategies align with and reflect the national goals, federal planning factors, and planning priorities. Therefore, actions that support this TPB Policy Framework also respond to the federal planning requirements.



Apply best practices to maintain the transportation system such as bridge and pavement management and transit asset management.

Pierre Gaunard/COG



Earth and Main/Flickr

Develop and implement an electric vehicle charging network to support.



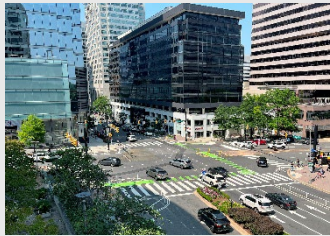
Apply the endorsed safety strategies to design and operate safer infrastructure and encourage safer behavior.

MCDOT/Flickr



Angela N/Flickr

Move more people on Metrorail with more frequent services, longer trains, and expanded stations that are accessible by nonmotorized modes.



Implement Transportation Systems Management and Operations (TSMO) measures at all eligible locations.

Kenneth Candelaria/Flickr



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Increase frequency and capacity rapid transit (BRT) and transitways across the region to provide more service to more people, especially in corridors with high demand.



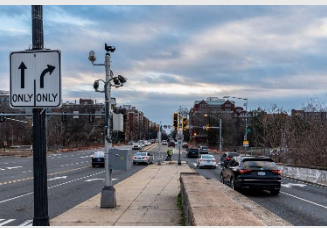
Provide more telecommuting and other options for commuting such as vanpool or carpool and alternative work schedules.

Elvert Barnes/Flickr



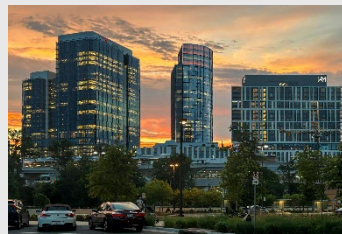
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Reduce travel times on all public transportation bus services with faster bus service for existing users, regardless of the type of bus or corridor.



Apply effective technologies that advance the TPB's goals.

DDOT



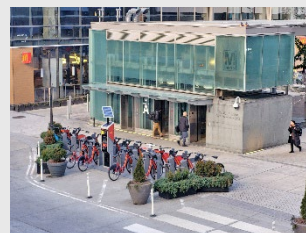
Daniel Kelly/Flickr

Bring jobs and housing closer together by adding housing units in Regional Activity Centers and near High-Capacity Transit stations.



Expand the express highway network, with rapid transit, and allow carpool/vanpool to ride free.

I-66 Express Mobility Partners



BeyondDC/Flickr

Improve walk and bike access to transit, especially within TPB identified High-Capacity Transit station areas, through the application of Complete Streets and Green Streets policies.



Convert vehicles to clean fuels: 50 percent of new light-duty vehicles, 30 percent of medium and heavy-duty trucks sold, and 50 percent of all buses on the road.

MCDOT/Flickr



Joe Flood/Flickr

Complete the National Capital extensive web of trails that provide walk and bicycle access to jobs and other activities by connecting communities across the region to Activity Centers.

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