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PEAK HOURS OF EXCESSIVE DELAY AND PERCENT NON-SOV MODE SHARE

TPB Performance Measures and Targets

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TPB Goals and Federal Performance Measures

Affordable and Convenient Mobility Options
Non-SOV Mode Share (%)
PHED per Capita

We are here

Travel Time Reliability
Interstate Travel Time Reliability (%)
Non-Interstate Travel Time Reliability (%)
Truck Travel Time Reliability

Environmental Protection
Total Volatile Organic Compounds (VOCs) and Nitrogen Oxides (NOx)
Reductions for the Washington DCMD-VA nonattainment area (kg/day)

Well-Maintained Infrastructure
Interstate/NHS Pavement Lane Miles in Poor Condition (%)
Interstate/NHS Pavement Lane Miles in Good Condition (%)
Non-Interstate/NHS Pavement Lane Miles in Poor Condition (%)
Non-Interstate/NHS Pavement Lane Miles in Good Condition (%)
Bridge Deck Area in Poor Condition (%)
Bridge Deck Area in Good Condition (%)
Service Vehicles exceeding Useful Life (%)
Revenue Vehicles exceeding Useful Life (%)

Safety
of Fatalities
Rate of Fatalities (per 100 million VMT)
# of Serious Injuries
Rate of Serious Injuries (per 100 million VMT
# of Nonmotorized Fatalities & Serious Injuries
[Number/Rate/Transit Worker Rate (per Revenue Vehicle Mile)]
[Number/Rate/Transit Worker Rate (per Revenue Vehicle Mile)]
(Number/Rate per Revenue Vehicle Miles)
(Number/Rate per Revenue Vehicle Miles)
(Rate/Pedestrian Collision Rate/Vehicular Collision Rate)
(Mean Distance Between Failures)

2026 Timeline for Setting Targets by Performance Area

Congestion Mitigation and Air Quality
(May – Oct)

Maintenance
(Sept – Oct)

Safety
(Nov – Dec)

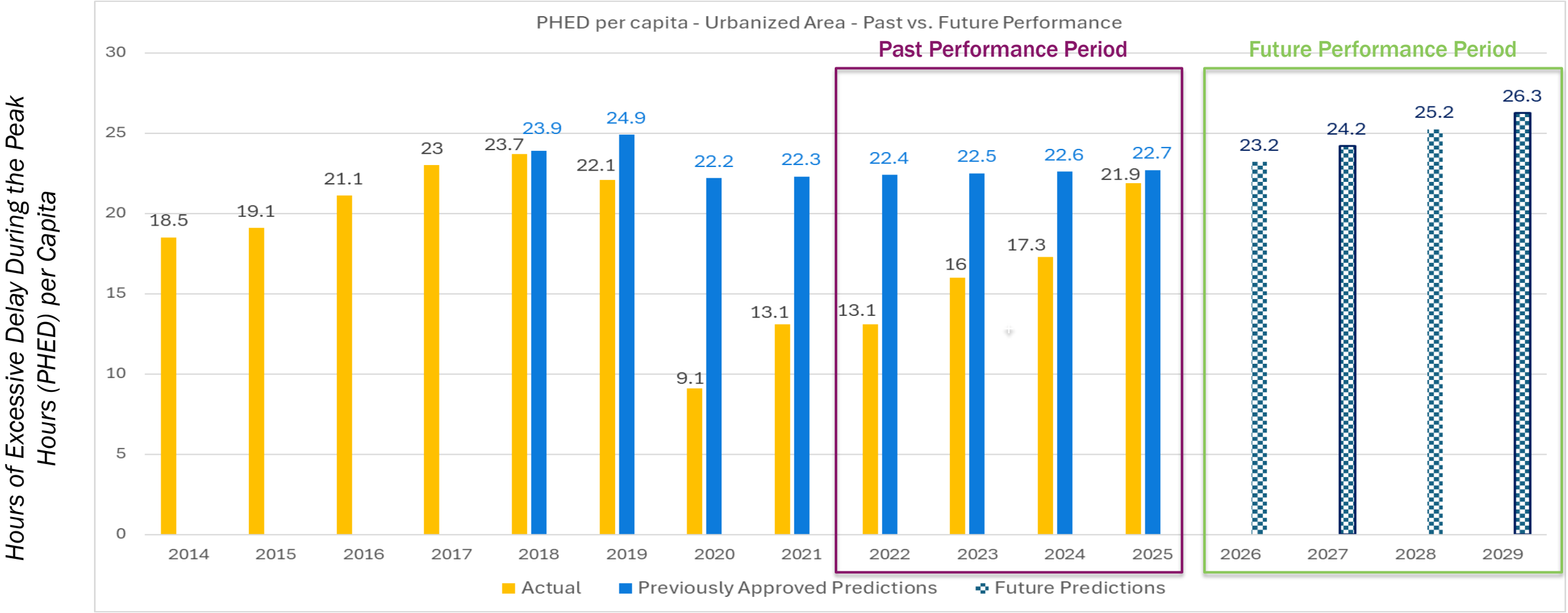
Overview of Performance Measures

Performance Measure	Explanation of Measure	Data Source
Peak Hours Excessive Delay (PHED) per Capita	The sum of **annual hours of excessive** delay measured during the combined 6 - 10 A.M. and 3 - 7 P.M. travel peak periods, per capita on the National Highway System (NHS) in the Washington, DC MSA Urban Area.	National Performance Management Research Data Set (NPMRDS)
Percentage (%) Non-SOV Mode Share	The percent of **commuting to work trips** taken by transportation modes, including teleworking, other than single-occupant vehicle (SOV) travel on the National Highway System (NHS) in the Washington, DC MSA Urban Area.	US Census Bureau, American Community Survey (ACS) 5-year Estimates

PHED per Capita

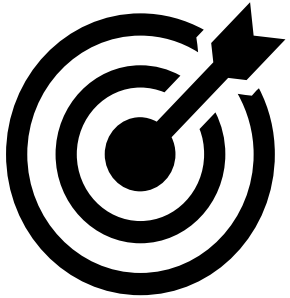
Desired Trend

Expected Trend



PHED per Capita Draft Targets

Performance Measures	2025 Target	Draft Targets
PHED per Capita	22.7 hours [of excessive delay during the combined peak travel periods] (2025)	2-year target for 2027: 24.2 hours 4-year target for 2029: 26.3 hours



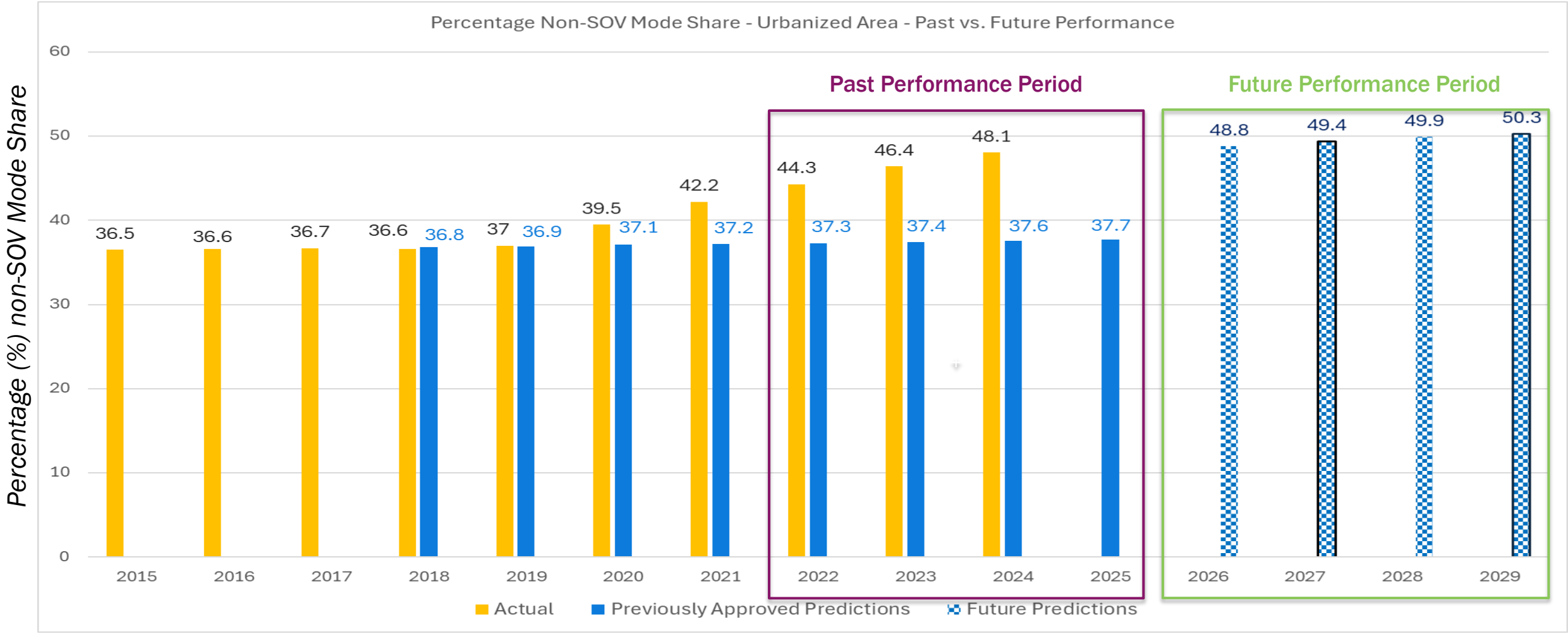
PHED per Capita Draft Targets

- Peak hour congestion delays are rising.
- Though teleworking is still present, people are still making trips during the peak periods (commuting and not).
- Future predictions reflect a controlled increase in congestion – rise from 23.2 to 26.3 hours of excessive delay per capita (2026-2029).
- The CY2027 and CY2029 targets reflect a moderated trajectory that accounts for a similar pre-pandemic annual rate of change and evolving travel patterns through 2029.

Non–SOV Mode Share

Desired Trend

Expected Trend



National Capital Region
Transportation Planning Board

Non-SOV Mode Share Draft Targets

Performance Measures	2025 Target	Draft Targets
Non-SOV Mode Share	37.7% (2025)	2-year target for 2027: 49.4% 4-year target for 2029: 50.3%

Non-SOV Mode Share Draft Targets

- Meaningful behavioral shift post-COVID as 2022-2024 acceleration has moved from 44.3% to 48.1%.
- Pre-COVID projections understated growth in percentage non-SOV mode share.
- Structural shift – predicted no longer short-term volatility.
- Future targets reflect moderated, realistic growth.
- Projections build from the 2024 ACS 5-year value (48.1%).

Next Steps

- June
  - **TPB approves new targets.**

- July–September
  - Three states to adopt targets no later than September.
  - TPB finalizes the region's 2022-2025 and 2026-2029 MPO CMAQ Performance Reports by September for inclusion in the state PMFs by October 1, 2026.
- October
  - All three states notify the TPB that the PMFs are complete.

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