



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

## TPB Performance Measures and Targets

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Washington DC, I-395 (Joshua Roberts, International Monetary Fund/Flickr)

# TPB Goals and Performance Measures

- TPB's goals for the region: Safety, Maintenance, Reliability, **Affordable and Convenient Mobility Options**, Efficient System Operations, Environmental Protection, Resilient Region, and Livable and Prosperous Communities
- The two following federally required performance measures will help assess progress towards these goals:
  - **Affordable and Convenient Mobility Options:**
    - Peak Hours of Excessive Delay per Capita
    - Percent Non-SOV Mode Share



Washington DC, WMATA (BeyondDC/Flickr)



**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)



# Performance Measure Requirements

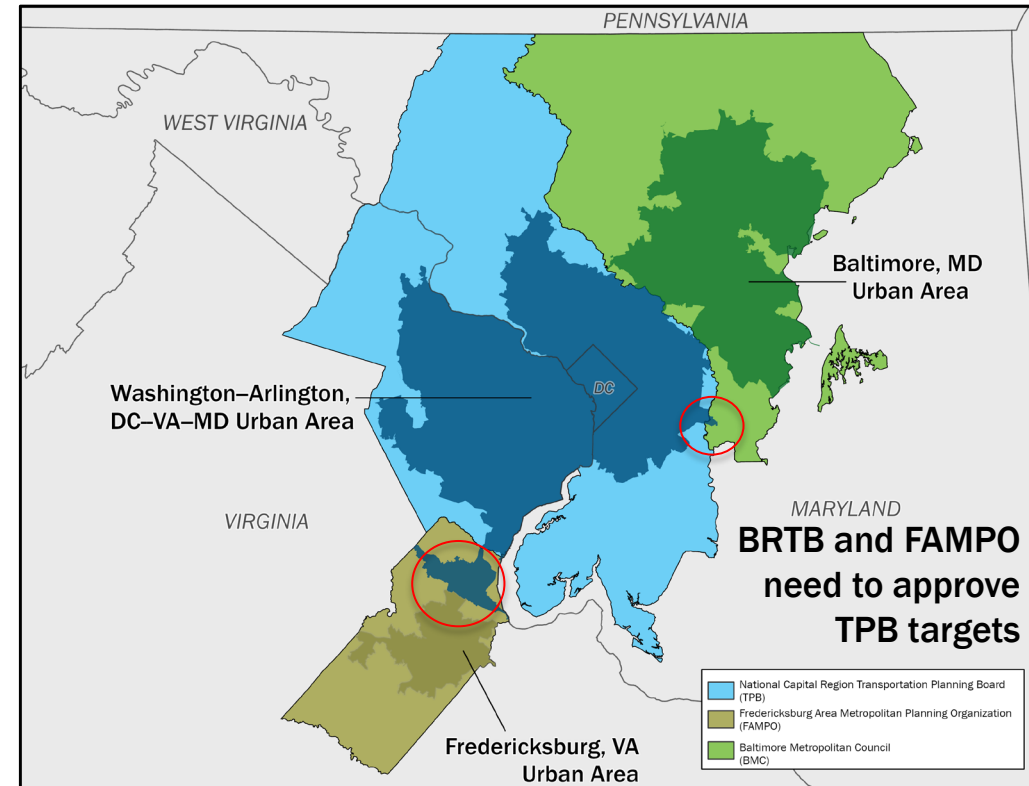
**Frequency:** Biennially

**Timeframe for Internal Target-Setting:** May 2026 – June 2026

**Consequences:** Not achieving a target may require the states to more clearly demonstrate that CMAQ-funded investments are effectively contributing to congestion mitigation to maintain eligibility for funding.

- TPB coordinates with state DOTs and neighboring MPOs to establish a single unified two-year and four-year target, for both PHED and Non-SOV Mode Share.
- TPB will also produce two CMAQ Performance Reports for the Performance Management Form (PMF) of the states.

## Urban Area with MPO Boundaries



# Overview of Performance Measures

Performance Measure	What is it?	Data Source
Peak Hours Excessive Delay (PHED) per Capita	The sum of <b>annual hours of excessive</b> 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 <b>commuting to work trips</b> 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

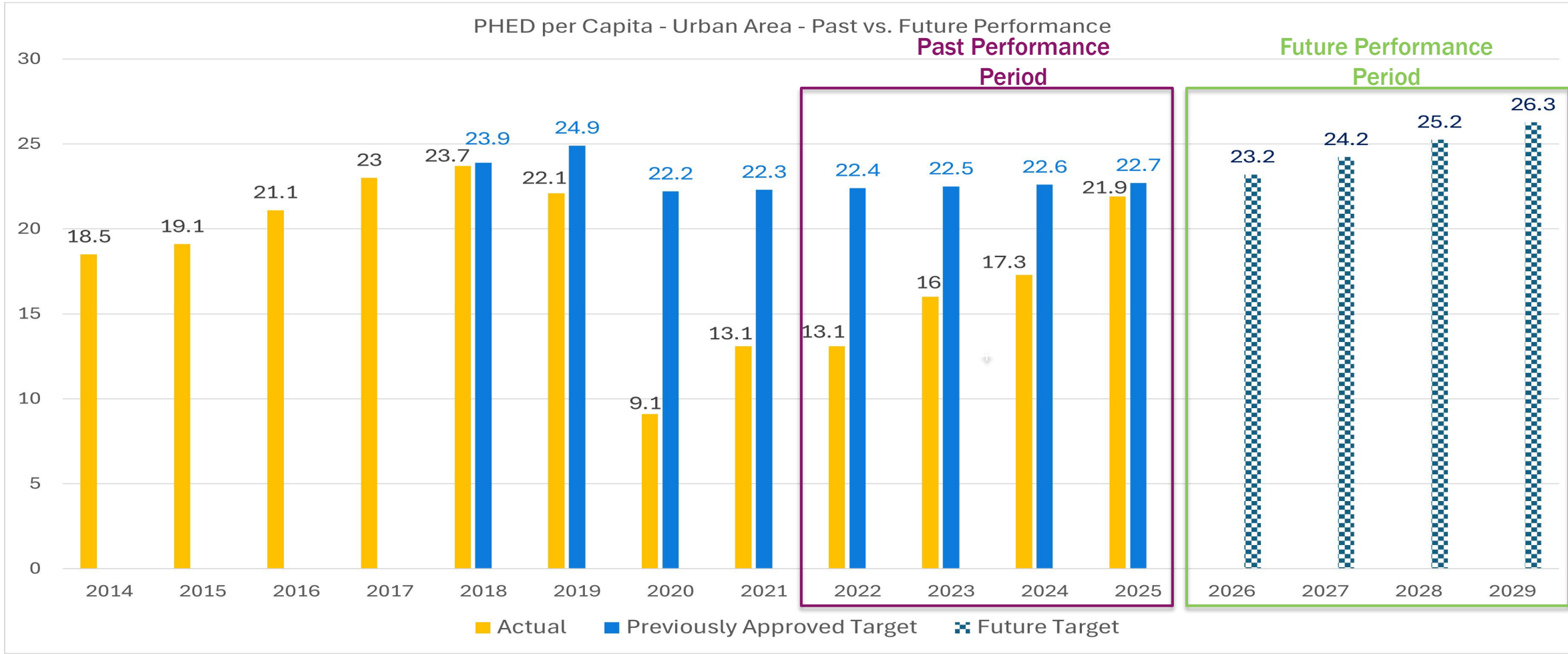


# PHED per Capita

↓  
Desired Trend

↑  
Expected Trend

Hours of Excessive Delay During the Peak  
Hours (PHED) per Capita



# PHED per Capita Past Performance

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- Sharp COVID-era drop in congestion.
- Year-over-year “recovery” in congestion levels indicating a relatively quick return of peak-period travel activity.
- The system consistently outperformed its targets.
- The trend showcases a rebound of hours of excessive delay experienced during the peak travel periods since 2020.
- Congestion is expected to persist, but growth is likely to moderate as the system approaches an updated equilibrium.



# PHED per Capita Target Setting Methodology

- **Context:**

- Sharp drop in in congestion during COVID-19 pandemic.
- Year-over-year rebound in congestion levels since 2022 through 2025 (+8.8 hours since 2022).
- Previous target-setting methodology utilized pre-pandemic observed data (2016 – 2019).
- Discussion/review of new methodology proposal with external stakeholders (both metrics).
- Urban area boundary changed from 2010 – 2020.

- **Methodology:**

- Linear regression applied to 2022–2025 observed PHED per capita data:  $Y = 2.77x - 5588$ .
- Model adjustment factor from model run: Percent Congested VMT (AM Peak).
- Average of the linear regression and model adjustment factor applied for the target year.
- COVID-19 adjustment factors, of the average from 2.77 hours/year regression + model adjustment factor, applied for 2027-29 targets as we approach a new equilibrium.



# PHED per Capita Future Targets - Draft

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- Peak hour traffic congestion delays are rising.
- Future targets reflect a controlled increase in congestion – rise from 23.2 to 26.3 hours of excessive delay per capita (2026 - 2029).
- Targets reflect a moderated trajectory that accounts for a similar pre-pandemic annual rate of change and evolving travel patterns through 2029.

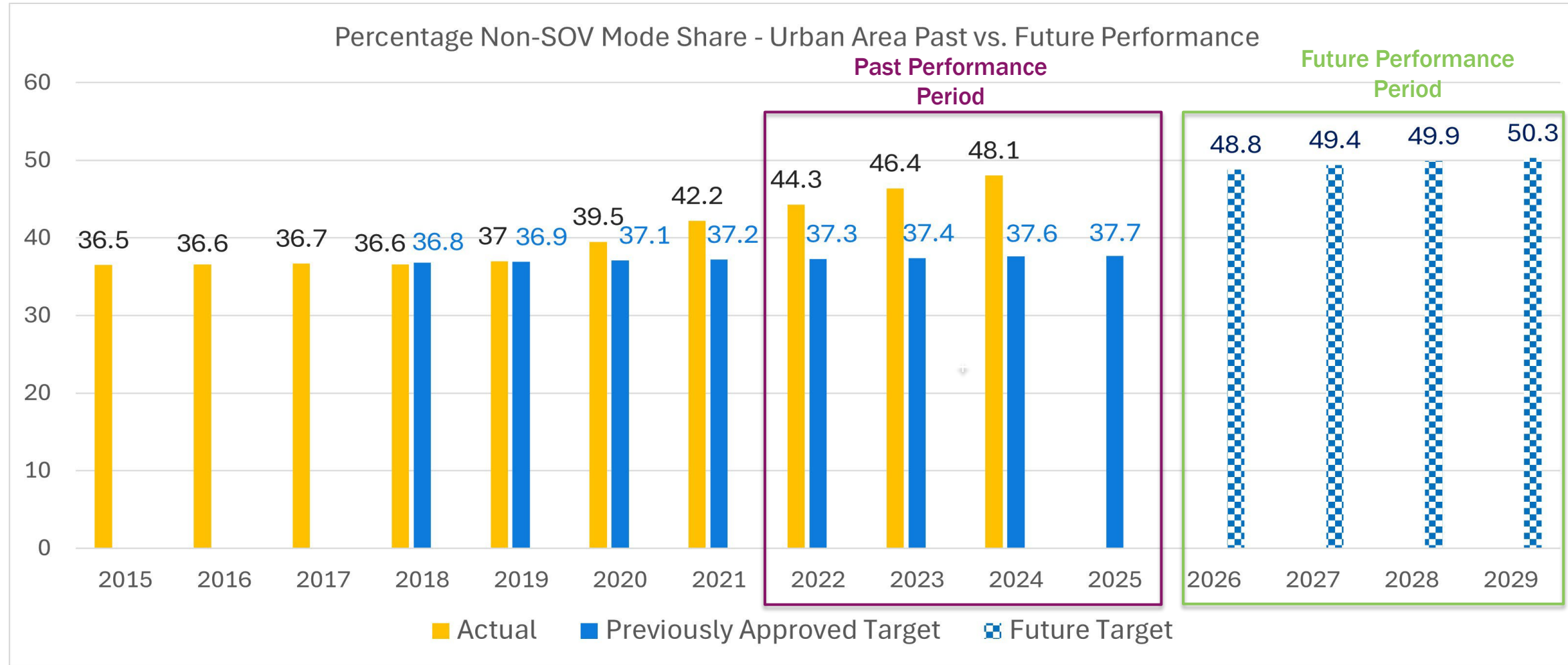


# Non-SOV Mode Share

↑  
Desired Trend

↑  
Expected Trend

Percentage (%) non-SOV Mode Share



# Non-SOV Mode Share Past Performance

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- Observed, estimated non-SOV mode share increased +8.6 percentage points in five years (2020-2024).
- Actual values exceeded predicted targets in every year from 2020–2024, and considerably from 2021-2024.
- The sustained increase points toward a likely structural shift in commute patterns, though peaks/valleys are relatively diminished due to the data being in the format of five-year estimates.
- The relatively flat past-predicted/target trend (~37–38%) reflects the assumption that this metric would revert to pre-COVID conditions.
- The past four years of observed data, infer that an updated methodology is necessary.



# Non-SOV Mode Share Target-Setting Methodology

- **Context:** Pre-COVID growth (2015–2019) was modest ( $\sim+0.1$  pp/year)  
Post-COVID growth (2022–2024) has been significantly stronger ( $\sim+1.9$  pp/year)
- **New Methodology:**
  - Transitions from Post-COVID growth trend, to a dampened trend, acknowledging predicted stabilization.
  - Scaled growth scenarios are applied. Future annual increases of the recovery-period rate ( $\sim 1.9$  pp/year) are reduced to 40%, 33%, 27%, and 20%, of  $\sim 1.9$ , to represent a new equilibrium, and is applied sequentially from the 2024 observed data (48.1%).
  - Resulting projections yield 49.4% (2027, 2-year target) and 50.3% (2029, 4-year target).
- **Old Methodology:**
  - Linear regression applied to 2016 – 2019 observed non-SOV mode share, only, resulting in  $+0.11$  percentage points per year.



# Non-SOV Mode Share Future Targets - Draft

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



# Next Steps

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- May TPB staff present draft measures and new targets to TPB and Technical Committee.  
TPB staff update information as comments are received.
- June TPB staff present final measures and targets to the TPB and Technical Committee.  
**TPB approves new targets.**
- July–Sep. 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. All three states notify TPB that the PMF is complete.



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