



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

TPB Performance Measures and Targets

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Contents of Presentation

- TPB Goals and Performance Measures
- Timeline for Target Setting by Performance Area
- Overview and Requirements of
 - (1) Peak Hours of Excessive Delay (PHED) per Capita
 - (2) Percentage Non-SOV Mode Share
- Past Performance of these Measures
- Future Draft Targets
- Past vs. Future Draft Targets
- Next Steps



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 this goal:
 - **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

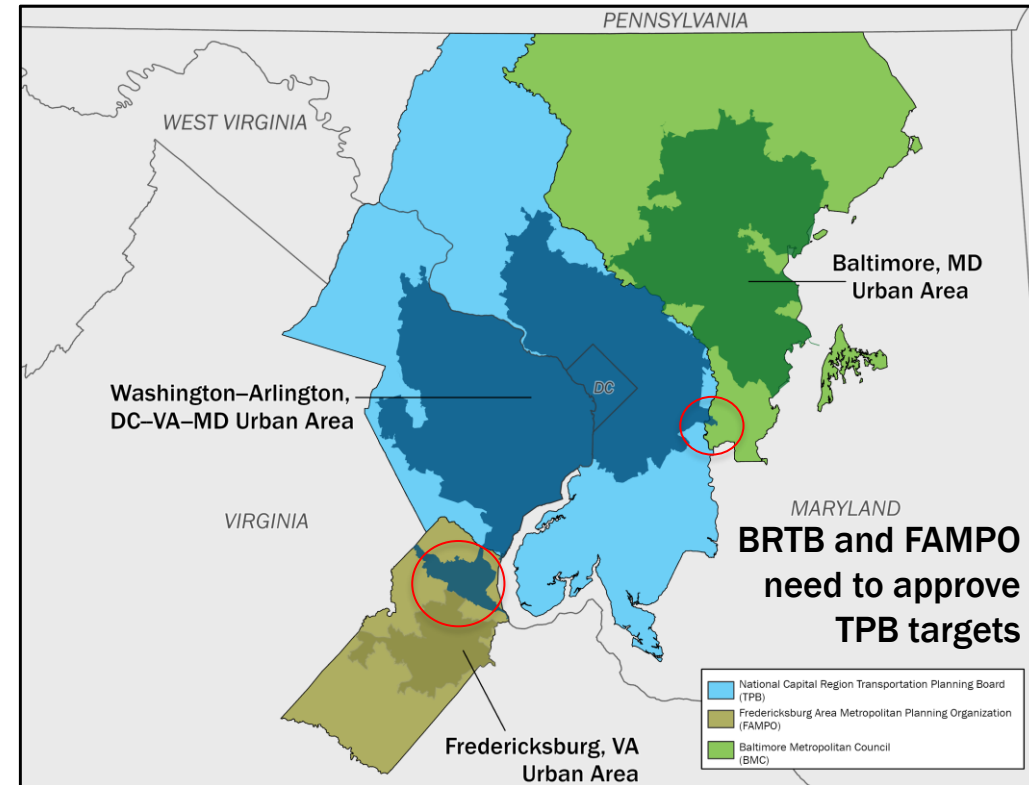
Frequency: Biennially

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 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

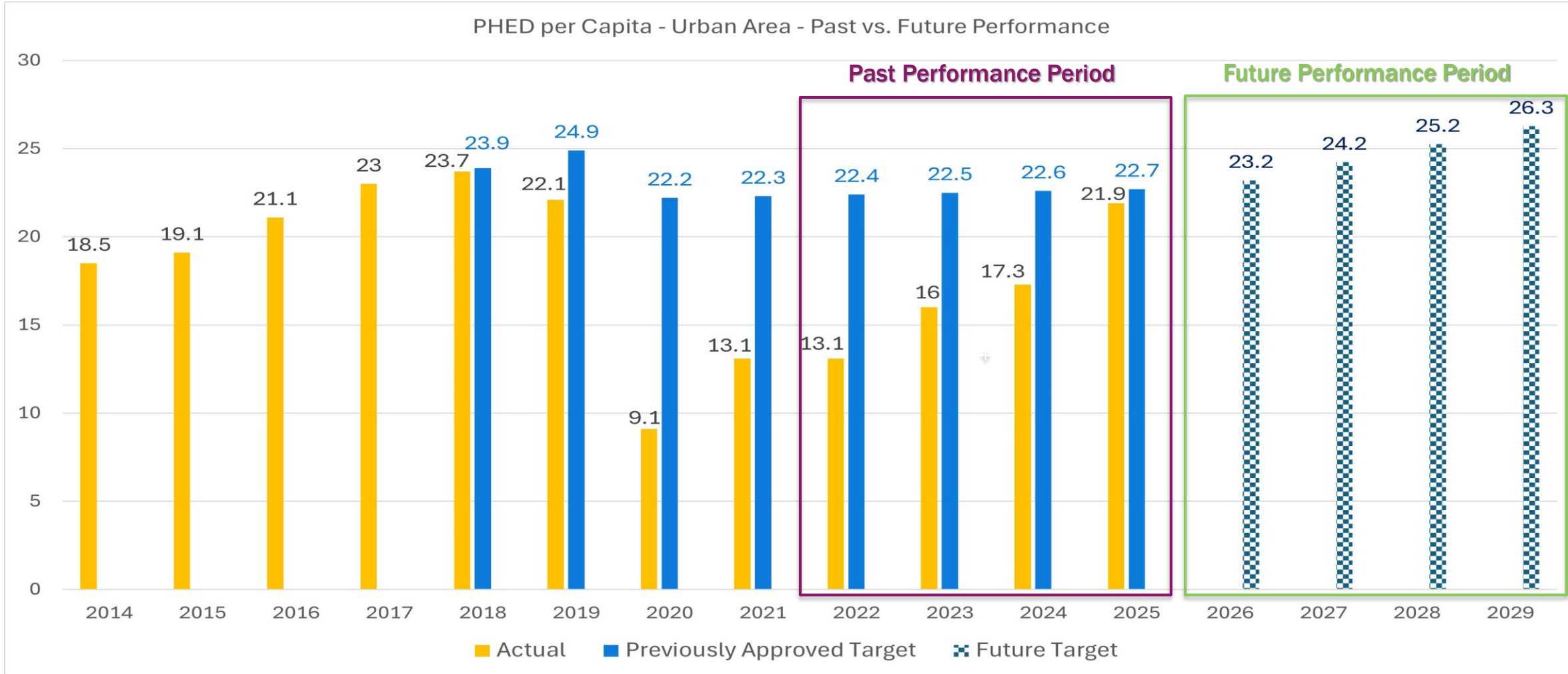


PHED per Capita

↓
Desired Trend

↑
Expected Trend

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



PHED per Capita Past Performance

- 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

- 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.



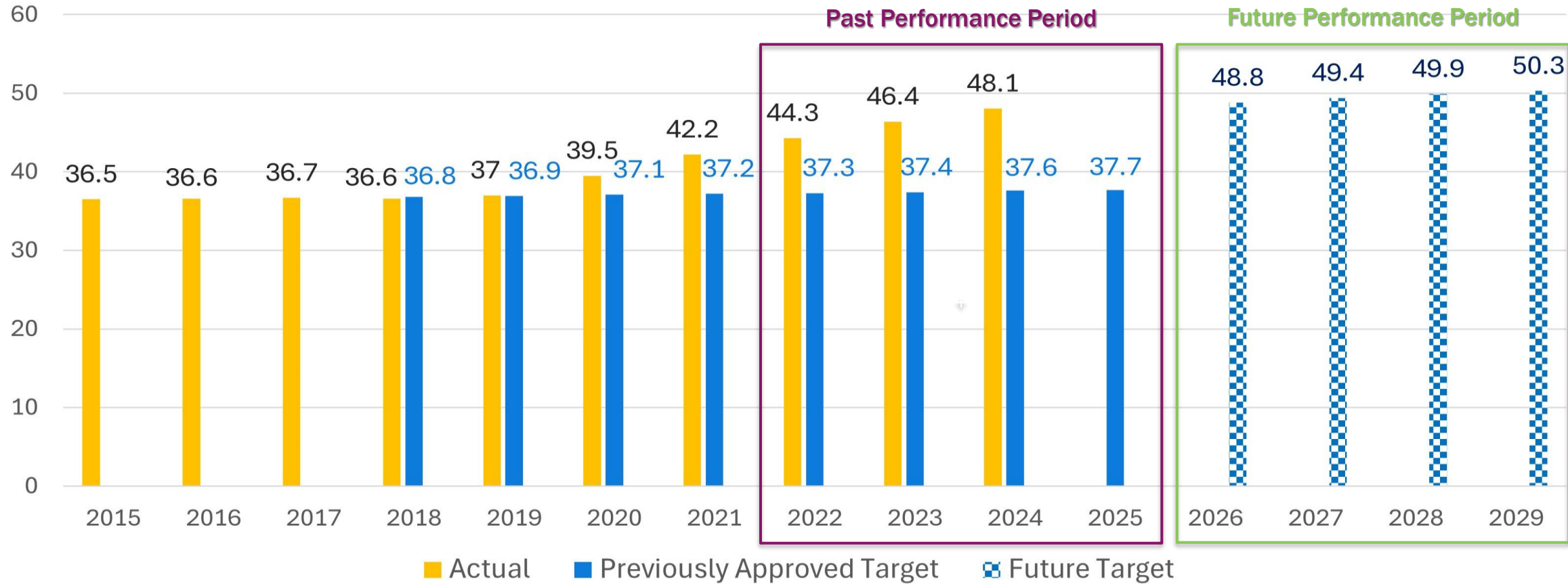
Non-SOV Mode Share

↑
Desired Trend

↑
Expected Trend

Percentage Non-SOV Mode Share - Urban Area Past vs. Future Performance

Percentage (%) non-SOV Mode Share



Non-SOV Mode Share Past Performance

- 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 (~ 1.9 pp/year) are reduced to 40%, 33%, 27%, and 20%, of ~ 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

- 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

- June TPB staff will 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.
- October All three states notify TPB that the PMFs are complete.



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