

ITEM 8 – ACTION
June 17, 2026

Approval of Performance Measures and Targets: Peak Hours of Excessive Delay Per Capita and Non-SOV Mode Share

Action: Adopt Resolution R16-2026 to approve PHED and Non-SOV Mode targets.

Background: In May, the board was briefed on the draft targets for two performance measures, peak hours of excessive delay per capita and percentage non-SOV mode share, that relate to the TPB’s provision of affordable and convenient mobility options goal. The latest data, methodological explanations, and the process for federally-required target-setting for CY 2026-2029 were shared. An updated set of targets is presented for adoption by the board.

NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD
777 North Capitol Street, N.E.
Washington, D.C. 20002

**RESOLUTION TO ADOPT REGIONAL CMAQ PROGRAM TARGETS OF
PEAK HOURS OF EXCESSIVE DELAY AND NON-SOV MODE SHARE PERFORMANCE
MEASURE TARGETS FOR 2026-2029 FOR THE NATIONAL CAPITAL REGION**

WHEREAS, the National Capital Region Transportation Planning Board (TPB), as the federally designated metropolitan planning organization (MPO) for the Washington region, has the responsibility under the provisions of the Fixing America's Surface Transportation (FAST) Act, reauthorized November 15, 2021 when the Infrastructure Investment and Jobs Act (IIJA) was signed into law, for developing and carrying out a continuing, cooperative and comprehensive transportation planning process for the metropolitan area; and

WHEREAS, the provisions of the federal surface transportation acts continue the implementation of performance-based planning and programming to achieve desired performance outcomes for the multimodal transportation system, including the setting of targets for future performance by States and metropolitan planning organizations (MPOs); and

WHEREAS, the Federal Highway Administration issued a rulemaking for state departments of transportation (DOTs) and MPOs to quadrennially establish data-driven targets for the CMAQ Program performance measures and for MPOs to work in coordination with state DOTs in the development of two-year and four-year targets; and

WHEREAS, the District Department of Transportation (DDOT), the Maryland Department of Transportation (MDOT), and the Virginia Department of Transportation (VDOT) and the TPB are required to establish unified two-year and four-year targets for the Washington-DC-VA-MD urban area for the CMAQ Program performance measures of Peak Hour Excessive Delay (PHED) and Mode Share – Non-Single Occupancy Vehicle (Non-SOV); and

WHEREAS, TPB staff have coordinated with officials at DDOT, MDOT and VDOT to develop regional CMAQ Program Traffic Congestion targets that are evidence based, consistent with the targets submitted by each member state DOT, and reflective of the outcomes expected through the implementation of funded projects, programs, and policies; and

WHEREAS, the TPB encourages every jurisdiction in the region to adopt aspirational goals and calls on the transportation agencies of the region to redouble their efforts to develop projects, programs and policies to achieve reductions in traffic congestion and emissions; and

WHEREAS, the TPB will use the two-year and four-year regional CMAQ Program target setting process as one method to evaluate the region's progress toward achieving said aspirational goals going forward with each future performance period; and

WHEREAS, these CMAQ Program Traffic Congestion targets have been reviewed and recommended for TPB approval by the TPB Technical Committee at its May 1 and June 5 meetings, and have been reviewed by the TPB at its May 20 meeting.

NOW, THEREFORE, BE IT RESOLVED THAT the National Capital Region Transportation Planning Board adopts the following set of two-year and four-year CMAQ Program Traffic Congestion targets for the period 2026-2029 for the National Capital Region, as shown in the following tables and as described in the attached materials.

CMAQ Program: Traffic Congestion

Performance Measure for the Washington DC-MD-VA Urbanized Area	2-year Target CY 2026 - 2029	4-year Target CY 2026 - 2029
Peak Hour Excessive Delay (PHED) – Annual hours of peak hour excessive delay per capita	24.2 Hours	26.3 Hours
Mode Share - Percent of Non-SOV Travel on the National Highway System (NHS)	49.4%	50.3%



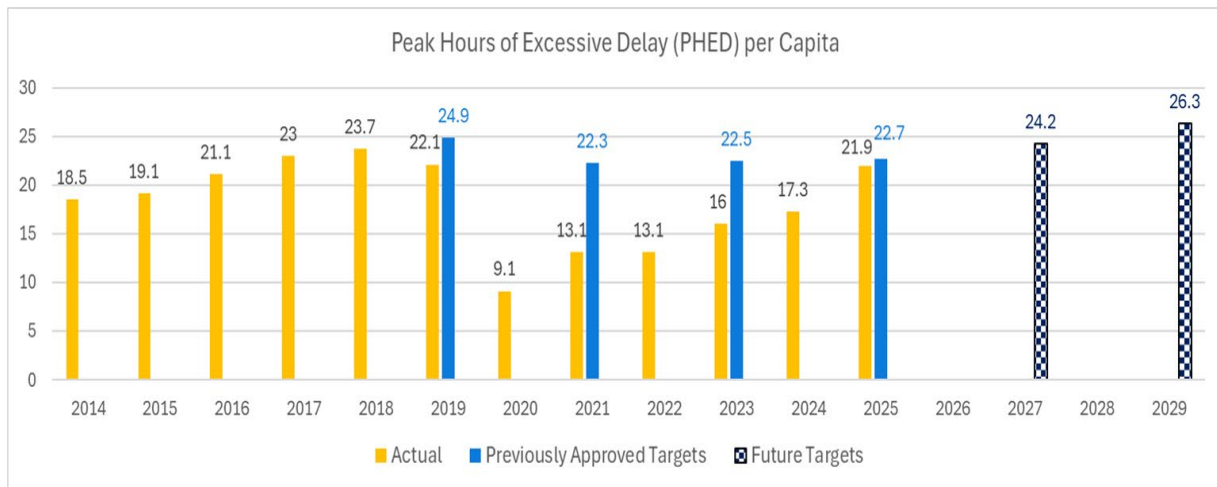
MEMORANDUM

TO: Transportation Planning Board
FROM: Ian Newman, TPB Transportation Planner
SUBJECT: Performance Measures and Targets for Peak Hours Excessive Delay per Capita and Non-SOV Mode Share
DATE: June 11, 2026

In May, the TPB received a presentation on draft targets for the federal performance measures of Peak Hours Excessive Delay (PHED) per Capita and Non-SOV Mode Share. TPB received no comments and the TPB is being asked to approve the targets as presented on June 17. This memorandum provides details on the federally required performance measure tracking of Peak Hours of Excessive Delay (PHED) per capita and percent Non-SOV Mode Share as part of TPB's performance-based planning and programming process. In accordance with the federal government's Congestion Mitigation and Air Quality (CMAQ) program, state departments of transportation (DOTs) and metropolitan planning organizations (MPOs) are required to establish unified targets for these measures. This year, new targets are required to be set for both two- and four-year horizons (CY 2027 and 2029). Reports on past performance for the 2022–2025 reporting period and on the two- and four-year targets for the 2026–2029 reporting period are due to the FHWA by October 1, 2026. Federal regulations require the TPB to establish performance targets in coordination with its member jurisdictions. This memo summarizes the proposed targets developed through that coordination process; staff will present these targets at the June 17, 2026 TPB meeting for the Board's approval.

PEAK HOURS OF EXCESSIVE DELAY PER CAPITA

The following section describes the proposed new targets for peak hours of excessive delay per capita.



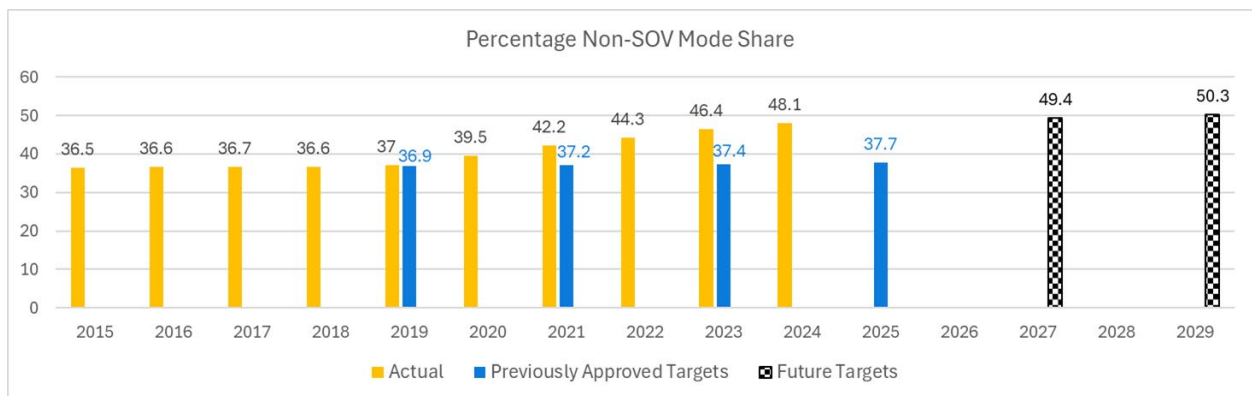
PHED per Capita Proposed Targets

TPB staff developed regional PHED per capita targets for the 2026-2029 period, shown below.

Performance Measure	Current Target	Proposed 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

PERCENT NON-SINGLE OCCUPANT VEHICLE MODE SHARE

The following section describes the proposed new targets for percent non-single occupant vehicle (SOV) mode share.



Non-SOV Mode Share Percentage Proposed Targets

TPB staff developed regional non-SOV mode share targets for the 2026-2029 period shown below:

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

NEXT STEPS

July-September 2026: The three state DOTs, Fredericksburg Area Metropolitan Planning Organization, and Baltimore Regional Transportation Board are to adopt targets no later than September. TPB finalizes the region’s 2022-2025 and 2026-2029 MPO CMAQ Performance Reports for inclusion in the state Performance Management Forms (PMFs) by October. All three states notify TPB that the PMF is complete.