



MEMORANDUM

TO: TPB Technical Committee
FROM: Ian Newman, TPB Program Manager
SUBJECT: Performance Measures and Targets for Peak Hours Excessive Delay per capita and Non-SOV Mode Share
DATE: May 29, 2026

This memorandum provides an update on the federally required performance measure tracking of Peak Hours of Excessive Delay (PHED) per capita and Percentage 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 DOTs and MPOs are required to establish targets for these measures. This year, new targets are required to be set for both two- and four-year horizons (CY 2027 and 2029).

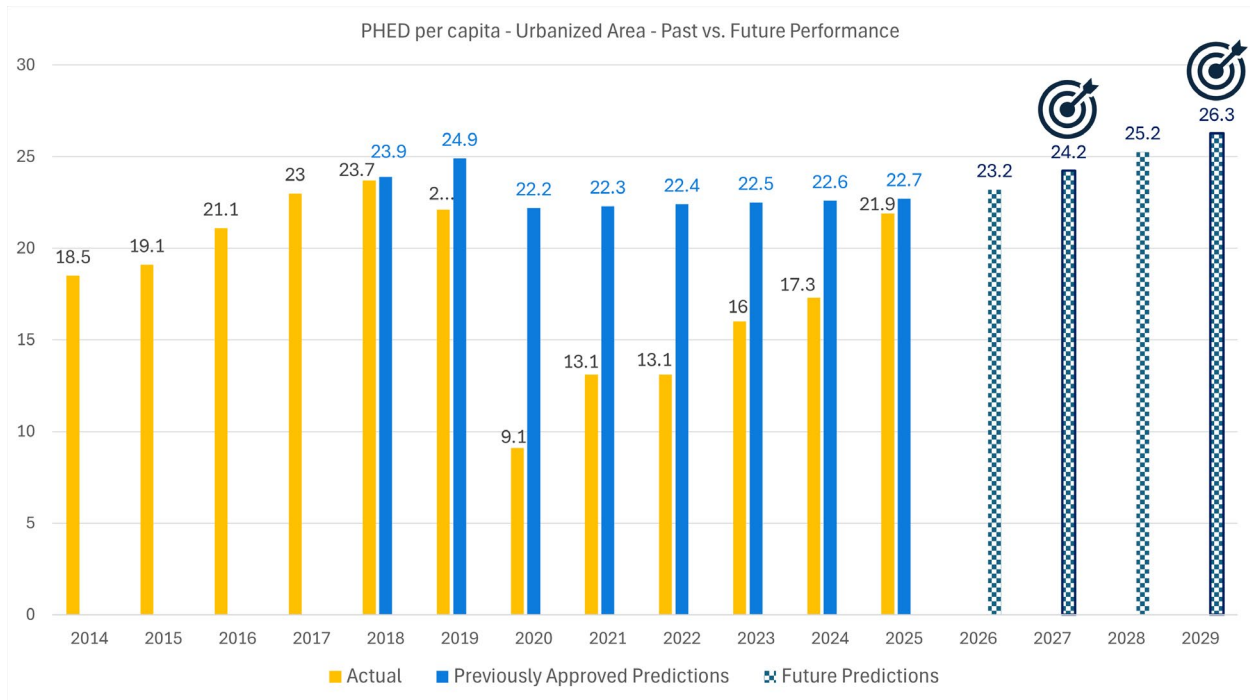
The draft targets for TPB approval this month are shown in the table below.

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

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. For further insight into the methodology used in the development of the performance measure targets for PHED and Percentage Non-SOV Mode Share, see the presentation and memo provided to the Technical Committee at the May 1, 2026 meeting.

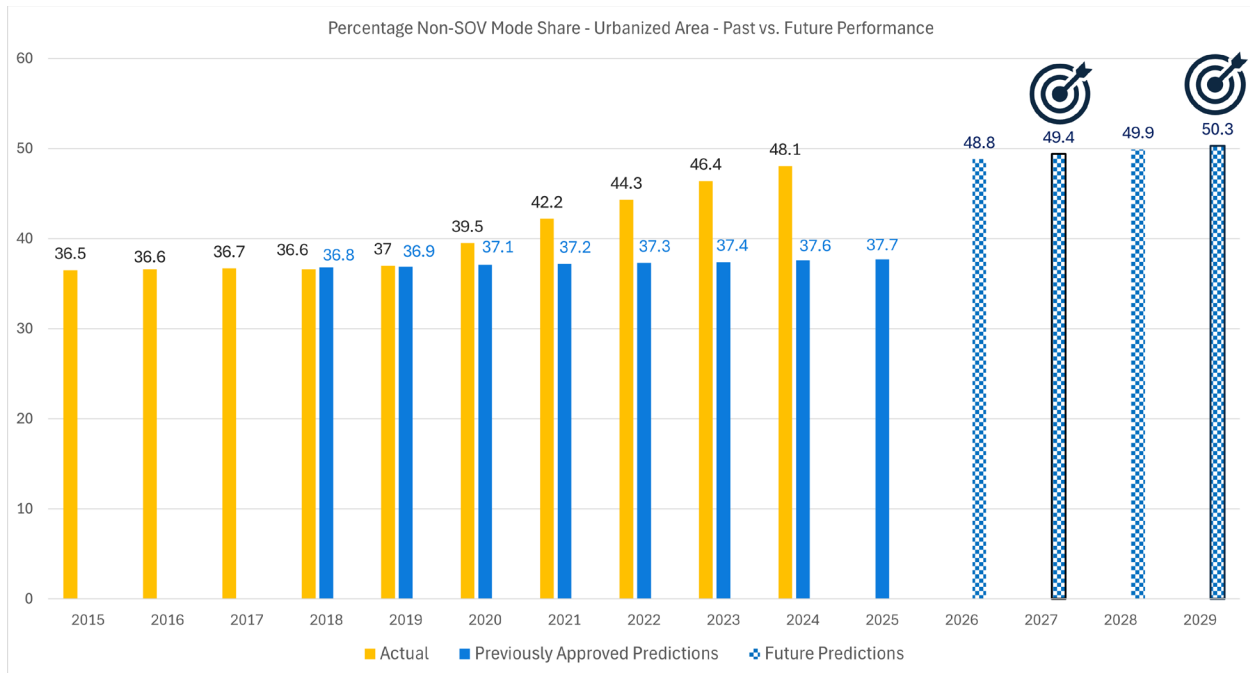
PEAK HOURS OF EXCESSIVE DELAY PER CAPITA

The following graph shows past and future anticipated performance and the draft two- and four-year targets (CY2027 and CY2029, respectively) for Peak Hours of Excessive Delay (PHED) per capita. Note that the values presented for 2026–2029 represent the future predictions on PHED per capita, based on the target-setting methodology, and the individual years of 2027 and 2029 represent both future predictions as well as the future two- and four-year targets.



PERCENT NON-SINGLE OCCUPANT VEHICLE MODE SHARE

The following graph describes past and future anticipated performance and the draft two- and four-year targets (CY2027 and CY2029, respectively) for Percent non-Single Occupant Vehicle (SOV) Mode Share. Note that the values presented for 2026–2029 represent the future predictions of Percent non-Single Occupant Vehicle (SOV) Mode Share, based on the target-setting methodology, and the individual years of 2027 and 2029 represent both future predictions as well as the future two- and four-year targets.



NEXT STEPS

June 2026: The TPB will receive a briefing on the two- and four-year PHED per capita and Percentage Non-SOV Mode Share targets and be asked to approve new targets.

July-September 2026: The District of Columbia, Maryland, and Virginia 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.