

Regional Transportation Committee

Meeting date: August 4, 2026

Agenda Item #6: (Attachment D)

Federal Performance Measures – Traffic Congestion and Congestion Mitigation and Air Quality Improvement Program

Agenda item type: Action

Summary

Recommended two-year and four-year federal performance measure targets. These targets are part of the federally required performance management program.

Background

Federal law requires State DOTs and MPOs to set targets and report on progress towards achieving the targets for several performance areas in support of a performance-based approach to transportation planning and programming. These areas include safety, infrastructure condition (pavement and bridge), system performance, transit asset management, and transit safety.

The traffic congestion targets, and on-road mobile source emissions targets are two subparts of the broader PM3: system performance area. The two remaining subparts covering travel time reliability and freight reliability will be brought before the TAC at a later date.

Traffic congestion reduction

The two performance measures under traffic congestion reduction are the annual hours of peak hour excessive delay per capita and the percentage of non-single occupancy vehicles travelling within an applicable urbanized area.

Federal guidance encourages targets to be realistic and achievable. The two targets require joint approval from CDOT and DRCOG and apply to the Denver-Aurora, CO Urbanized Area. CDOT staff have coordinated with DRCOG staff and the proposed targets are:

Traffic Congestion Reduction	2-Year Target	4-Year Target
Percent of non-single occupancy vehicle travel	37.5%	38.5%
Annual hours of peak hour excessive delay	19.8	20.5

On-road mobile source emissions reduction

This measure is the two-year and four-year cumulative estimated emissions reductions, for all CMAQ funded projects, of each applicable criteria pollutant and their precursors for which the area is designated nonattainment or maintenance. Since DRCOG remains in nonattainment for ozone, targets must be set for the precursors of volatile organic compounds and nitrogen oxides.



Federal guidance encourages targets to be realistic and achievable. DRCOG is required to set targets for the MPO planning area for applicable pollutants. CDOT staff have coordinated with DRCOG staff and the proposed targets are:

On-Road Mobile Source Emissions Reduction	2-Year Target	4-Year Target
Total emissions reduction (VOC) kg/day	246	509
Total emissions reduction (NOx) kg/day	314	649

For both subparts, CDOT modeling and coordination with DRCOG staff has accounted for current regional realities and both agencies have recommended the conservative option for target setting.

Action by others

[July 27, 2026](#) – Transportation Advisory Committee recommended adoption.

Previous discussion/action

None.

Recommendation

Move to recommend to the Board of Directors the traffic congestion reduction and on-road mobile source emissions reduction targets.

Attachment(s)

Staff presentation.

For more information

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