2026 CMAQ PERFORMANCE PLAN

2nd PERFORMANCE PERIOD

Full Progress Report

3rd PERFORMANCE PERIOD

Baseline Report

Homes.com

Wilmington Area Planning Council (WILMAPCO)

Philadelphia, PA—NJ—DE—MD

September 2026

Introduction

Federal transportation legislation calls for a performance-based approach to transportation planning. States, metropolitan planning organizations (MPOs), and public transportation providers must link investment priorities to specific performance measures and targets. These measures and targets fall within the following areas:

- Highway safety and assets
- System performance
- Transit safety and transit asset management

As the MPO for the Wilmington, Delaware region—which includes New Castle County, Delaware, and Cecil County, Maryland—the Wilmington Area Planning Council (WILMAPCO) has a long history of incorporating performance measurement into its planning process. For example, the Regional Progress Report uses detailed indicators to assess which policy actions are on course and which may require adjustment. It also tracks the performance of actions within the Regional Transportation Plan (RTP), helping inform future policy decisions.

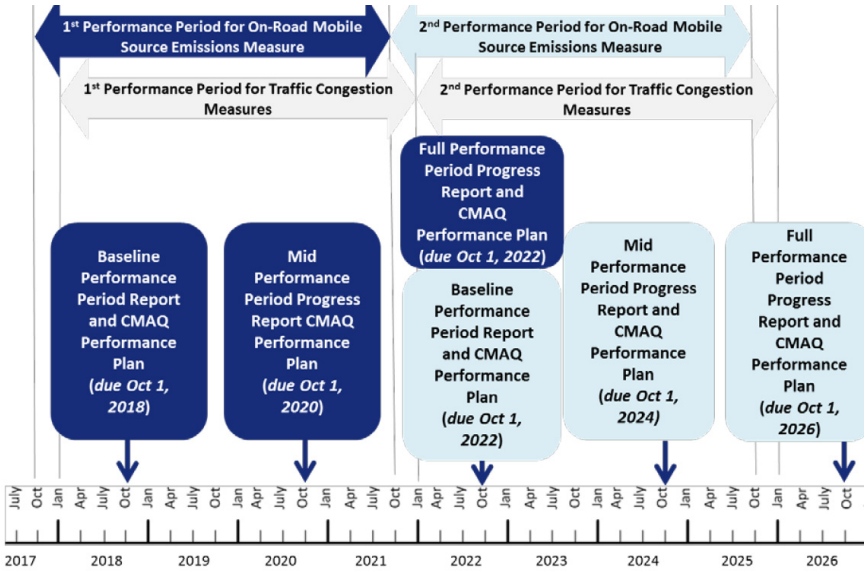
This report addresses federal requirements for incorporating performance measurement into Congestion Mitigation and Air Quality (CMAQ) planning and programming. It satisfies the requirements for the 2nd Performance Period Full Progress Report and Performance Plan, as well as the 3rd Performance Period Baseline Report and Performance Plan. Performance is reported for the two urbanized areas within the WILMAPCO region: Philadelphia (PA, NJ, DE, and MD) and Aberdeen—Bel Air South—Bel Air North (MD). The following table identifies the measures and data used throughout this report.

DATA PRESENTED IN THIS REPORT

CMAQ Program	Performance Measure	Data
Traffic Congestion	Peak Hour Excessive Delay	Annual hours of peak hour excessive delay per capita
Traffic Congestion	Mode Share	Percent of non-Single Occupancy Vehicle work trips
Mobile Source Emissions	CMAQ funded project emissions	NOx, VOC and PM2.5 reductions from CMAQ projects

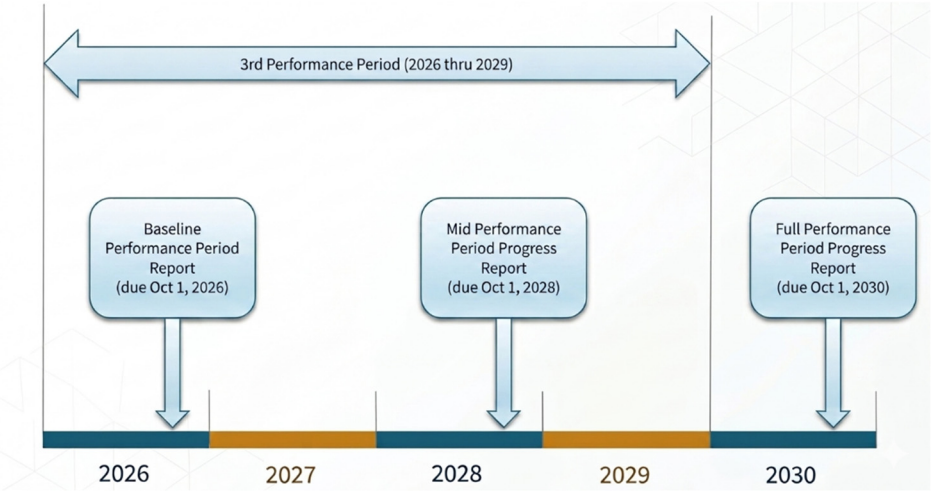
This document is part of a series of CMAQ Performance Plans and Reports that WILMAPCO has submitted and will continue to submit, as shown on the following page.

1ST AND 2ND PERFORMANCE PERIODS FOR CMAQ MEASURES AND REPORTING TIMELINE



Source: "Congestion Mitigation and Air quality Improvement Program: A Guidebook for Preparing Performance Plans for Metropolitan Planning Organizations." FHWA.

3RD PERFORMANCE PERIOD FOR CMAQ MEASURES AND REPORTING TIMELINE



Source: "PM3 CMAQ Traffic Congestion Coordination Meeting." May 8, 2026—Meeting #2. DVRPC. Graphic enhanced by Google Gemini.

2nd Performance Period:
Full Progress Report & CMAQ Performance Plan

As part of federal rulemaking, the Delaware and Maryland Departments of Transportation (DelDOT and MDOT) were required to establish performance measures and targets before MPOs selected their targets. MPOs may either adopt state measures and targets or develop their own. Given WILMAPCO's strong coordination with DelDOT, MDOT, and other regional partners, WILMAPCO chose to adopt the state targets.

4-Year Condition/Performance

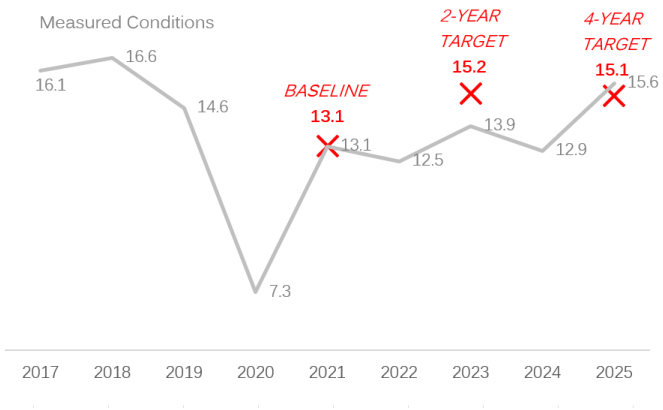
Peak Hour Excessive Delay

This section details baseline conditions, 4-year targets, and actual measured conditions for Peak Hour Excessive Delay (PHED) in the WILMAPCO region, including New Castle County, Delaware, and Cecil County, Maryland. PHED represents the additional time spent in congested traffic. A joint PHED baseline and target for the Philadelphia metropolitan region were established through a multiagency coordination process among relevant state DOTs and MPOs in Pennsylvania, New Jersey, Delaware, and Maryland. PHED baselines and targets for the Aberdeen metropolitan region were established through coordination between the Maryland Department of Transportation and the Baltimore Regional Transportation Board.

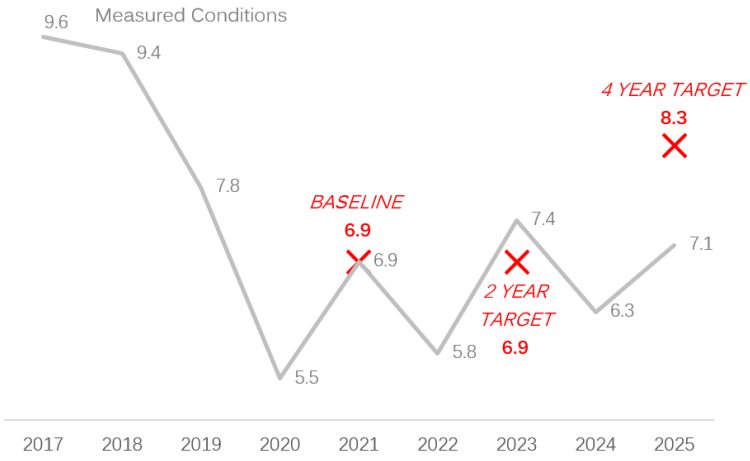
As shown in the graph on the following page, peak-hour congestion in the Philadelphia region was expected to improve slightly between 2023 and 2025. Instead, it increased by 12%. As a result, the region recorded 15.6 hours of peak-hour delay per capita in 2025, exceeding its 4-year PHED target of 15.1 hours. Even so, peak-hour delay in the Philadelphia region remains about 6% below pre-pandemic levels.

In the Aberdeen region, peak-hour congestion was expected to worsen between 2023 and 2025. Instead, it improved by 4%. Although the region missed its 2-year PHED target of 6.9 hours by recording 7.4 hours, it easily met its adjusted 4-year PHED target. Peak-hour delay in the Aberdeen region remains 9% below pre-pandemic levels.

PHILADELPHIA (PA-NJ-DE-MD) URBANIZED AREA
PEAK HOUR EXCESSIVE DELAY: HOURS OF REGIONAL DELAY PER CAPITA[1]



ABERDEEN – BEL AIR SOUTH – BEL AIR NORTH (MD) URBANIZED AREA
PEAK HOUR EXCESSIVE DELAY: HOURS OF REGIONAL DELAY PER CAPITA[2]



[1] "PM3 Congestion Mitigation Air Quality (CMAQ) Traffic Congestion Measures: Setting 2- and 4-year Targets." June 9, 2026. DVRPC. See: https://wilmapco.sharefile.com/public/share/web-s314565999190406e8af3e8577335b37c

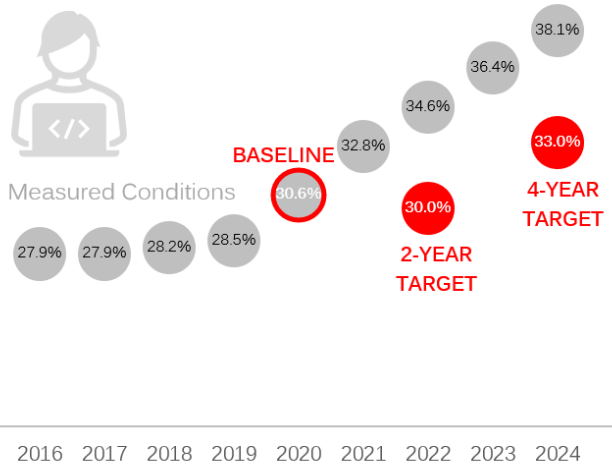
[2] MDOT Performance Reporting Overview 2026" March 3, 2026. BMC. See: https://wilmapco.sharefile.com/public/share/web-sbaa427e8564d4415b16b49f4677186cd. Updated measured conditions data from 2025 were obtained from NPMRDS Analytics on June 9, 2026.

Percent Non-SOV Travel

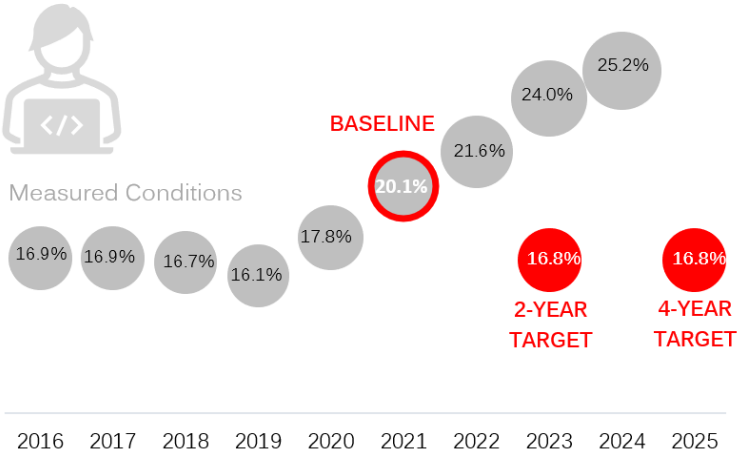
This section details baseline conditions, 4-year targets, and actual measured conditions for non-Single Occupancy Vehicle (non-SOV) trips in the WILMAPCO region. These data, from 5-year American Community Survey estimates, are based on how people report commuting to work. Non-SOV trips include working from home, carpooling, public transit, walking, and bicycling. Joint non-SOV baselines and targets for the Philadelphia metropolitan region were established through a multiagency coordination process among relevant state DOTs and MPOs in Pennsylvania, New Jersey, Delaware, and Maryland. Non-SOV baselines and targets for the Aberdeen metropolitan region were established through coordination between the Maryland Department of Transportation and the Baltimore Regional Transportation Board.

As shown in the graphs on the following page, non-SOV travel increased faster than expected between 2023 and 2025. These increases were driven by higher work-from-home rates associated with the pandemic and the persistence of remote-work trends in the years since. In the Philadelphia region, non-SOV commutes increased by 26% between 2020 and 2024. Both the 2-year target of 30% and the 4-year target of 33% were easily met. The Aberdeen region saw a 42% increase in non-SOV commutes during the same period. Its 2-year non-SOV target of 16.8% was easily met, and it is on course to comfortably meet its 4-year target, also 16.8%.

PHILADELPHIA (PA-NJ-DE-MD) URBANIZED AREA
PERCENT OF REGIONAL NON-SOV TRAVEL[3]



ABERDEEN – BEL AIR SOUTH – BEL AIR NORTH (MD) URBANIZED AREA
PERCENT OF REGIONAL NON-SOV TRAVEL[4]



[3] "PM3 Congestion Mitigation Air Quality (CMAQ) Traffic Congestion Measures: Setting 2- and 4-year Targets." June 9, 2026. DVRPC. See: https://wilmapco.sharefile.com/public/share/web-s314565999190406e8af3e8577335b37c

[4] "MDOT Performance Reporting Overview 2026" March 3, 2026. BMC. See: https://wilmapco.sharefile.com/public/share/web-sbaa427e8564d4415b16b49f4677186cd

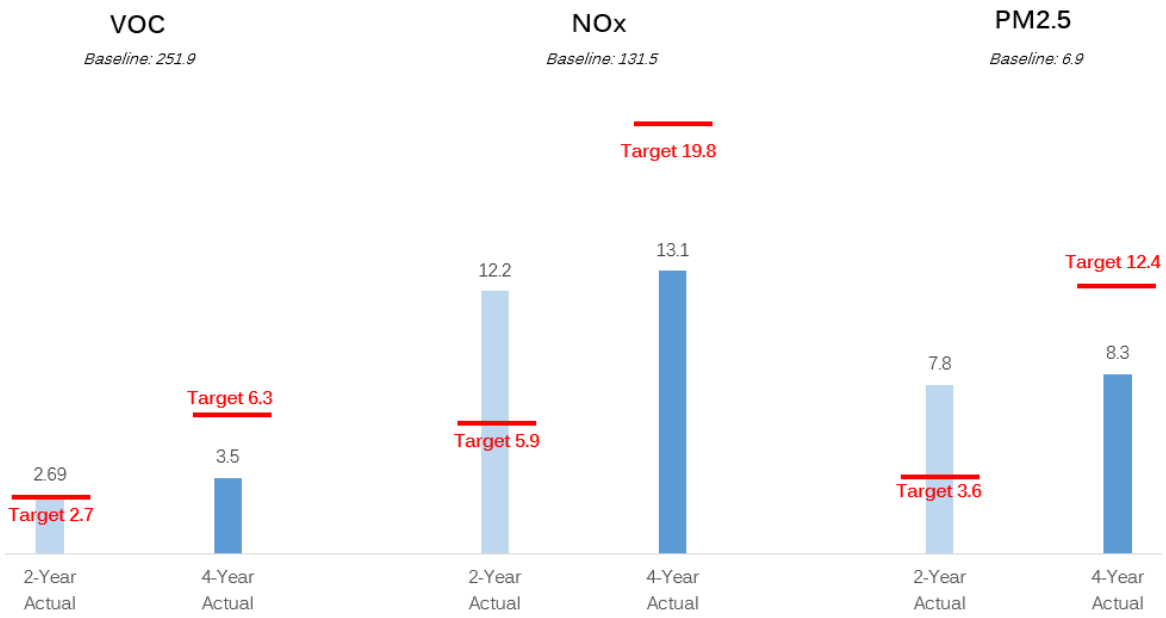
On-Road Mobile Source Emissions

The graphs in this section show baseline conditions, 2- and 4-year targets, and estimated emissions reductions through 2025 from CMAQ projects. Data are divided between the State of Delaware and Cecil County and are presented for NOx, VOCs, and PM2.5. Consistent with FHWA guidance, PM2.5 data are not presented for Cecil County.

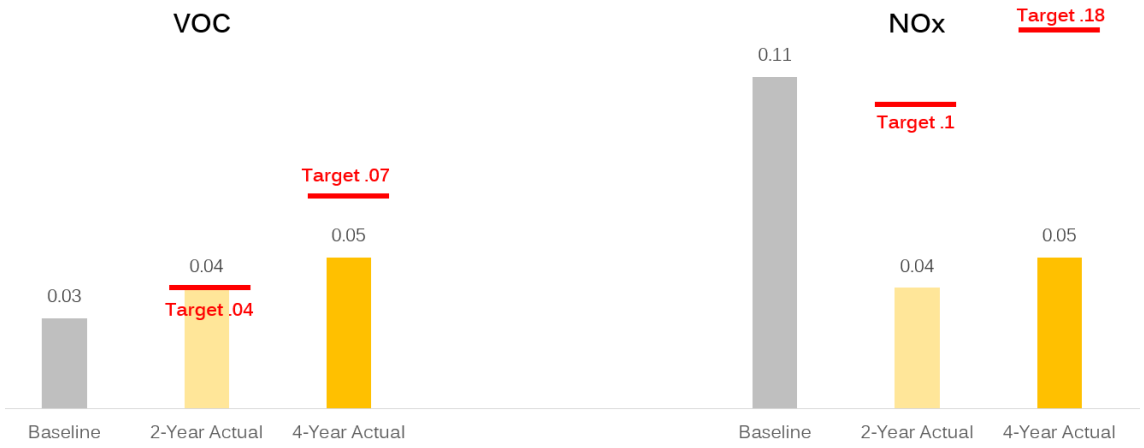
In New Castle County, WILMAPCO adopted the emissions targets established by DelDOT for the State of Delaware for the 2nd Performance Period. As shown in the graph below, only Delaware's 2-year targets for NOx and PM2.5 were met. Reported emissions reductions were marginal for CMAQ projects funded in 2024 and 2025, resulting in underperformance against all 4-year targets.

In Cecil County, meanwhile, WILMAPCO adopted MDOT's 2- and 4-year emissions targets for the 2nd Performance Period. As shown in the graph, only the 2-year emissions reduction target for VOCs was met. The 2-year emissions reduction target for NOx was not achieved, nor were the 4-year targets for VOCs and NOx.

CMAQ ON-ROAD MOBILE SOURCE EMISSION REDUCTIONS IN DELAWARE (KG/DAY)[5]



CMAQ ON-ROAD MOBILE SOURCE EMISSION REDUCTIONS IN CECIL CO. (KG/DAY)[6]



[5] 2-and 4-year reductions were calculated based on data from FHWA's CMAQ Public Access System on June 12, 2026.

[6] 2-and 4-year reductions were calculated based on data from FHWA's CMAQ Public Access System on June 12, 2026.

Assessment of Progress

This report shows that the WILMAPCO region met half of its established 4-year targets.

PHED performance was mixed. In the Philadelphia region, PHED worsened by 12% between 2023 and 2025, resulting in a modest exceedance of the region's 4-year target. Most highway segments with notable peak delay were in the City of Philadelphia or Delaware County. Within the WILMAPCO region, I-95 between the SR 1 interchange and SR 141 posted notable peak delays, as did several short segments of I-295, SR 1, and SR 48. In the Aberdeen region, PHED dropped by 4% during the same period, enabling it to comfortably meet its adjusted 4-year target.

Non-SOV commutes outperformed expectations. These commutes increased by 26% in the Philadelphia region and 42% in the Aberdeen region between 2020 and 2024. All 2- and 4-year non-SOV targets were easily met. These increases in non-SOV commutes were fueled by a substantial rise in work-from-home rates associated with the pandemic. However, recent 1-year ACS data, which are not used in federal performance measurement, show a recent decline in work-from-home rates. In the Philadelphia region, work-from-home commutes dropped by nearly half, or 48.5%, between 2021 and 2024. In Harford County, Maryland, they declined by about 29% during the same period.

Delaware missed all 4-year mobile source emission reduction targets. Projects funded with CMAQ monies statewide included transportation management improvements, bicycle and pedestrian projects, and the state's rideshare program. Most reported emissions benefits from 2022 to 2025 occurred during the first two years of this period. Those benefits accounted for 77% of VOC emissions reductions, 93% of NOx reductions, and 94% of PM2.5 reductions. DelDOT also changed how it determined emissions reductions from transportation management improvements in 2024. This program (which funds signal retiming, incident management, and other improvements) has historically been the main driver of CMAQ funded emissions reductions in Delaware. The calculation change led to a sharp drop in quantified emissions benefits from that program. In 2023, for example, transportation management projects were reported to account for just over 1.003 kg/day of VOC reductions. In 2024, that figure fell to 0.005 kg/day of reduced VOC, a

fall of 99.5%. And no emissions reduction benefits were quantified for this program in 2025.

Cecil County also missed its 4-year CMAQ emission reduction targets. This is largely because only four CMAQ-funded projects were undertaken between 2022 and 2025:

- MD 222 Perryville Road from Cedar Corner Road to St. Mark's Church Road
- MD 7D Delaware Avenue from MD 281 to South of Big Elk Creek Bridge
- Ridesharing Program - Commuter Assistance Program
- Geometric Improvements at US 40 (Pulaski Highway) at Nottingham Road

A pair of Elkton sidewalk projects along MD 7/MD 281 and MD 268, identified in the 2022 CMAQ Performance Plan, were not funded with CMAQ funding as anticipated. In addition, emissions benefits were not calculated for the Geometric Improvements project on US 40 at Nottingham Road. If these benefits had been calculated, reported emissions reductions would have been higher.

3rd Performance Period:
Baseline Report & CMAQ Performance Plan

The Delaware and Maryland Departments of Transportation (DelDOT and MDOT) are federally required to establish performance measures and targets in coordination with MPOs. MPOs may either adopt state measures and targets or develop their own. Given WILMAPCO's strong coordination with DelDOT, MDOT, and other regional partners, WILMAPCO has chosen to adopt all state targets for the 3rd Performance Period.

Baseline Condition/Performance

Peak Hour Excessive Delay

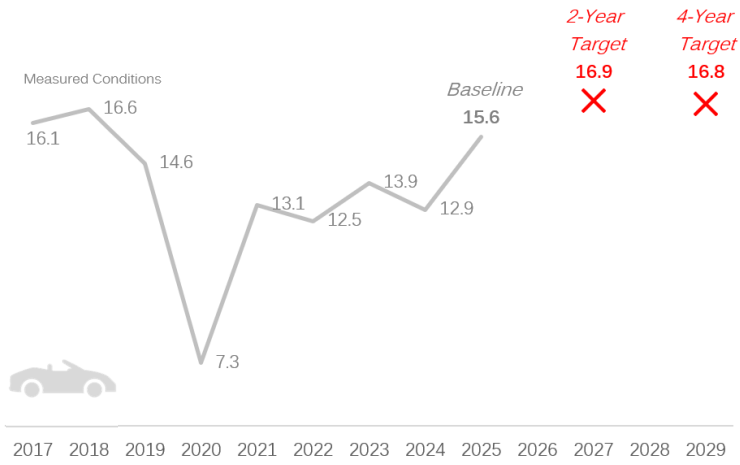
The graphs that follow display baseline conditions and 2- and 4-year targets for Peak Hour Excessive Delay (PHED) in the WILMAPCO region, including New Castle County, Delaware, and Cecil County, Maryland. PHED represents the additional time spent in congested traffic during peak hour periods.

Two urbanized areas fall within the WILMAPCO region: Philadelphia (PA, NJ, DE, and MD) and Aberdeen—Bel Air South—Bel Air North (MD). WILMAPCO must report both baseline conditions and targets for each area during the second reporting period. A joint PHED baseline and targets for the Philadelphia metropolitan region were established through a multiagency coordination process among relevant state DOTs and MPOs in Pennsylvania, New Jersey, Delaware, and Maryland. In the Aberdeen region, the Baltimore Regional Transportation Board coordinated with MDOT to establish baseline and targets.

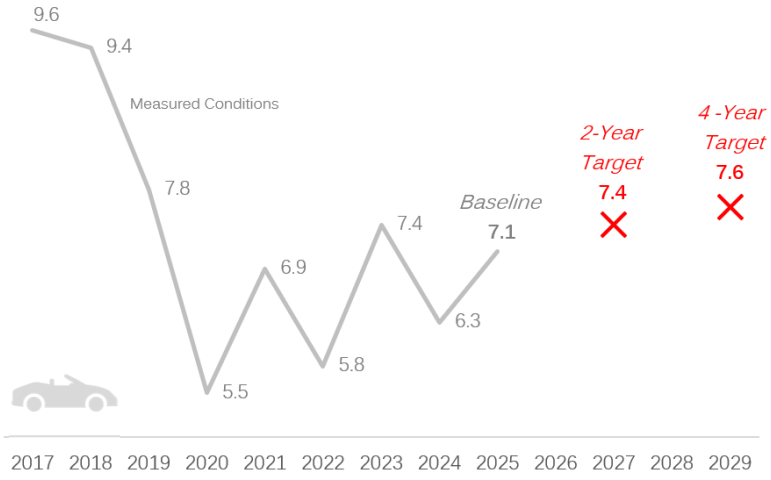
In the Philadelphia region, the 2025 measured condition of 15.6 hours of peak-hour delay per capita was selected as the baseline, with a 2-year target of 16.9 and a 4-year target of 16.8. These targets reflect an expected continued rebound in travel and highway congestion following the pandemic.

In Aberdeen, the 2025 measured condition of 7.1 hours of peak-hour delay per capita serves as the baseline. Targets were developed based on forecasted performance using data from 2022 through 2025. The 2-year target of 7.4 represents the worst measured condition during that period, while the 4-year target of 7.6 reflects anticipated additional increases in delay by 2029.

PHILADELPHIA (PA-NJ-DE-MD) URBANIZED AREA
PEAK HOUR EXCESSIVE DELAY: HOURS OF REGIONAL DELAY PER CAPITA[7]



ABERDEEN – BEL AIR SOUTH – BEL AIR NORTH (MD) URBANIZED AREA
PEAK HOUR EXCESSIVE DELAY: HOURS OF REGIONAL DELAY PER CAPITA[8]



[7] "PM3 Congestion Mitigation Air Quality (CMAQ) Traffic Congestion Measures: Setting 2- and 4-year Targets." June 9, 2026. DVRPC. See: https://wilmapco.sharefile.com/public/share/web-s314565999190406e8af3e8577335b37c

[8] "MDOT Performance Reporting Overview 2026" March 3, 2026. BMC. See: https://wilmapco.sharefile.com/public/share/web-sbaa427e8564d4415b16b49f4677186cd. And E-mail from Anna Marshall, AICP, Senior Environmental Planner, BMC to Bill Swiatek, AICP, Principal Planner, WILMAPCO. June 6, 2026: https://wilmapco.sharefile.com/public/share/web-s8bb6660c7bff407a9209c88d2c74267f

Percent Non-SOV Travel

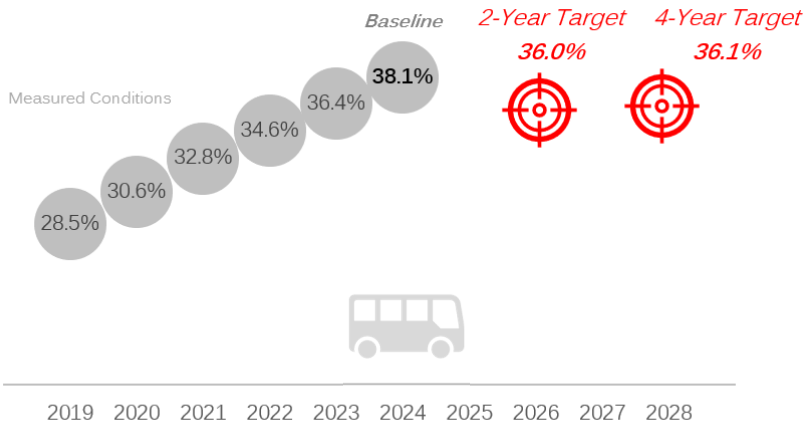
The graphs that follow display baseline conditions and 2- and 4-year targets for the percentage of non-Single Occupancy Vehicle (non-SOV) trips in the WILMAPCO region. These data, from 5-year American Community Survey estimates, are based on how people report commuting to work. Non-SOV trips include working from home, carpooling, public transit, walking, and bicycling.

Two urbanized areas fall within the WILMAPCO region: Philadelphia (PA, NJ, DE, and MD) and Aberdeen—Bel Air South—Bel Air North (MD). WILMAPCO must report both baseline conditions and targets for each area. A joint non-SOV baseline and targets for the Philadelphia metropolitan region were established through a multiagency coordination process among relevant state DOTs and MPOs in Pennsylvania, New Jersey, Delaware, and Maryland. In the Aberdeen region, the Baltimore Regional Transportation Board coordinated with MDOT to establish a baseline and targets.

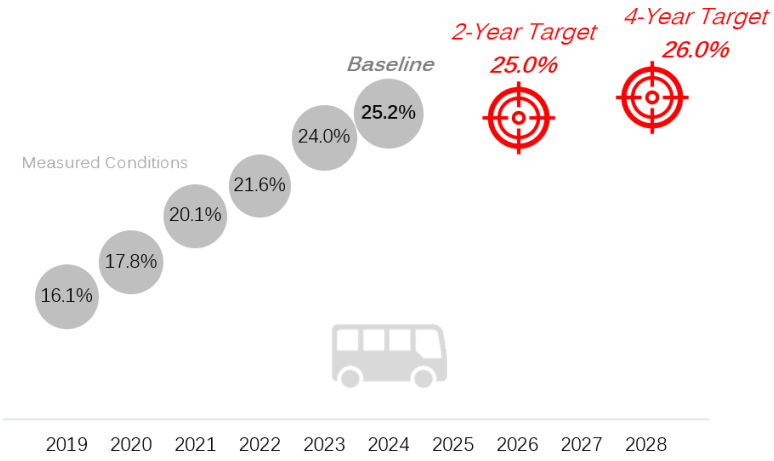
In the Philadelphia region, a 2024 baseline figure of 38.1% non-SOV commute trips was selected, with a 2-year target of 36.0% and a 4-year target of 36.1%. These targets reflect an expected continued rebound in vehicle travel. Recent 1-year ACS data, which are not used in federal performance measurement, show a decline in work-from-home rates. In the Philadelphia region, work-from-home commutes dropped by nearly half, or 48.5%, between 2021 and 2024. The corresponding 5-year ACS data will begin to reflect this erosion.

In Aberdeen, a 2024 baseline figure of 25.2% non-SOV commute trips serves as the baseline. A 2-year target of 25.0% and a 4-year target of 26.0% were selected. Like the Philadelphia region, non-SOV commutes in the Aberdeen region have declined according to 1-year ACS data. In Harford County, Maryland, for example, these commutes declined by about 29% between 2021 and 2024.

PHILADELPHIA (PA-NJ-DE-MD) URBANIZED AREA
PERCENT OF REGIONAL NON-SOV TRAVEL[9]



ABERDEEN – BEL AIR SOUTH – BEL AIR NORTH (MD) URBANIZED AREA
PERCENT OF REGIONAL NON-SOV TRAVEL[10]



[9] "PM3 Congestion Mitigation Air Quality (CMAQ) Traffic Congestion Measures: Setting 2- and 4-year Targets." June 9, 2026. DVRPC. See: https://wilmapco.sharefile.com/public/share/web-s314565999190406e8af3e8577335b37c

[10] "MDOT Performance Reporting Overview 2026" March 3, 2026. BMC. See: https://wilmapco.sharefile.com/public/share/web-sbaa427e8564d4415b16b49f4677186cd. And E-mail from Anna Marshall, AICP, Senior Environmental Planner, BMC to Bill Swiatek, AICP, Principal Planner, WILMAPCO. June 6, 2026: https://wilmapco.sharefile.com/public/share/web-s8bb6660c7bff407a9209c88d2c74267f

On-Road Mobile Source Emissions

The graphs in this section display baseline conditions and 2- and 4-year targets for on-road mobile source emissions from CMAQ projects. Data are divided between Delaware and Cecil County and are presented for NOx, VOCs, and PM2.5. Consistent with FHWA guidance, PM2.5 data are not presented for Cecil County.

In New Castle County, WILMAPCO adopts the emissions targets set by DelDOT for Delaware. DelDOT shared draft targets at WILMAPCO's June 2026 joint Technical Advisory Committee and Air Quality Subcommittee meeting and later revised them based on further analysis[11]. The targets represent expected emission reductions from CMAQ projects through 2029. The baseline figure is based on emissions reductions from Delaware's CMAQ projects from 2022 through 2025, as entered in the FHWA CMAQ Public Access System database[12]. As shown in the graph that follows, the 4-year emissions reduction targets of 5.8 kg/day for VOCs outpaces VOC emission reductions realized during the last performance period. The 4-year emissions reduction targets of 4.1 kg/day for NOx and 1.3 kg/day for PM2.5, however, are substantially lower than the reductions realized for these emissions during the previous period. This is the result of recent modeling adjustments that yield lower expected emission benefits.

In Cecil County, WILMAPCO adopts MDOT's 2- and 4-year emissions targets. The baseline figure is based on emissions reductions from Cecil County's CMAQ projects from 2022 through 2025, as entered in the FHWA CMAQ Public Access System database.[13] MDOT's targets are based on two anticipated CMAQ projects programmed in Cecil County over the next four years. As shown in the graph below, the 4-year emissions reduction targets of 0.18 kg/day for VOCs and 0.15 kg/day for NOx outpace the 4-year emissions reductions realized during the previous reporting period.

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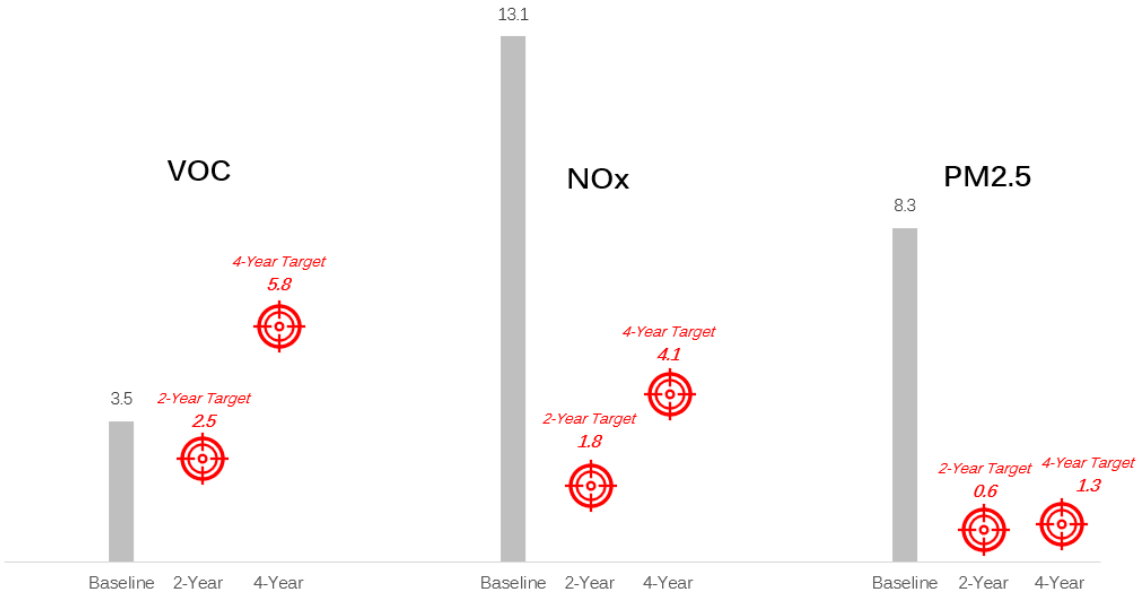
[11] See: "DelDOT TPM Draft Target and Methodology." WILMAPCO TAC and AQS meeting. June 18, 2026. https://wilmapco.sharefile.com/home/shared/foa07515-bbca-477c-ab74-5b2a7d94b804. Revised DelDOT FY 26-29 CMAQ Performance Forecast. July 27, 2026: https://wilmapco.sharefile.com/public/share/web-safe00e0646204ba9bc79975538aec529

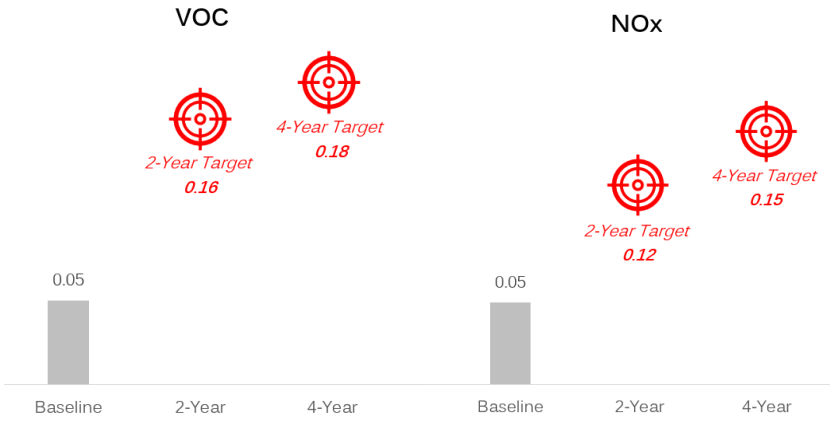
[12] 2-and 4-year reductions were accessed from FHWA's CMAQ Public Access System on June 12, 2026.

[13] 2-and 4-year reductions were accessed from FHWA's CMAQ Public Access System on June 12, 2026.

CMAQ ON-ROAD MOBILE SOURCE EMISSION REDUCTIONS IN DELAWARE (KG/DAY)[14]



CMAQ ON-ROAD MOBILE SOURCE EMISSION REDUCTIONS IN CECIL COUNTY, MD (KG/DAY)[15]



[14] "DelDOT TPM Draft Target and Methodology." WILMAPCO TAC and AQS meeting. June 18, 2026. https://wilmapco.sharefile.com/home/shared/foa07515-bbca-477c-ab74-5b2a7d94b804. Revised DelDOT FY 26-29 CMAQ Performance Forecast. July 27, 2026: https://wilmapco.sharefile.com/public/share/web-safe00e0646204ba9bc79975538aec529. 2-and 4-year reductions were accessed from FHWA's CMAQ Public Access System on June 12, 2026.

CMAQ Projects

DelDOT identified anticipated CMAQ projects in Delaware, which are summarized on the following page. About 70% of the spending is for bicycle and pedestrian projects, which are expected to reduce SOV trips. Intelligent Transportation Systems (ITS) enhancements to improve traffic flow, meanwhile, account for about one-quarter of anticipated spending. The remaining funding is divided between rideshare program support, at 3.5%, and development of a multimodal project on Route 9 outside Wilmington, at 1.5%. On a dollar-for-dollar basis, the Route 9 multimodal project is expected to provide the greatest VOC emission reductions, while the rideshare project is expected to have the greatest NOx and PM2.5 reductions.

MDOT identified a pair of anticipated CMAQ projects in Cecil County, which are also listed on the following page. Both projects are anticipated to receive CMAQ funding support and be in place by 2029. The signalization project along US 1 is expected to improve traffic flow, while the pedestrian facilities project along US 40 is expected to improve walking and bicycling safety and connectivity in Elkton.

These projects reflect current CMAQ spending priorities. Priorities may shift, and other projects may receive CMAQ funding as project scopes change, expected benefits become clearer, or state DOT priorities and needs evolve.

WILMAPCO will report on the status of these CMAQ projects, as well as progress toward meeting the targets presented in this plan, in October 2028.

[15] "CMAQ On-Road Mobile Emissions Target Setting for FFY 2026-2029." MDOT Memo. April 6, 2026. And "Addendum to CMAQ On-Road Mobile Emissions Target Setting for FFY 2026-2029." MDOT Memo. May 20, 2026. https://wilmapco.sharefile.com/home/shared/foa07515-bbca-477c-ab74-5b2a7d94b804. 2-and 4-year reductions were accessed from FHWA's CMAQ Public Access System on June 12, 2026.

ANTICIPATED CMAQ PROJECTS IN DELAWARE

Delaware								
PROJECT	DESCRIPTION	YEAR(S) OF CMAQ FUNDING	OBLIGATION	VOC REDUCTION (kg/day)	NOx REDUCTION (kg/day)	PM2.5 REDUCTION (kg/day)	PHED BENEFIT	NON-SOV BENEFIT
SR 9, New Castle Ave, Landers Lane to A Street	Planning and design for multimodal enhancements along Route 9 south of Wilmington.	2026	$650,000	0.256	0.03	0.001	No	Yes - improved pedestrian and bicycle network
Intelligent Transportation Systems (ITS) (grouped)	Signal timing and traffic monitoring enhancements.	2026-9	$10,880,000	0.025	0.105	0.345	Yes - better traffic flow	No
Bicycle and Pedestrian Improvements (grouped)	Various bicycle and pedestrian improvement projects.	2026-9	$30,765,300	5.394	3.390	0.239	Yes - fewer vehicle trips	Yes - improved pedestrian and bicycle network
Rideshare Program (grouped)	Support for carpooling program.	2026-9	$1,536,000	0.375	0.589	0.700	Yes - fewer vehicle trips	Yes - fewer vehicle trips

ANTICIPATED CMAQ PROJECTS IN CECIL COUNTY, MD

Cecil County, MD						
PROJECT	DESCRIPTION	YEAR(S) OF CMAQ FUNDING	VOC REDUCTION (kg/day)	NOx REDUCTION (kg/day)	PHED BENEFIT	NON-SOV BENEFIT
Adaptive Smart Signals on US 1	Intelligent Transportation Infrastructure	2026-7	0.16	0.12	Yes - better traffic flow	No
Pedestrian Facilities: US 40 (Landing Lane to MD 213)	Bicycling and walking shared use pathway	2028-9	0.026	0.027	Yes - fewer vehicle trips	Yes - improved pedestrian and bicycle network

*Funding year is subject to change