WILMAPCO Council
Action Item Summary Sheet
Meeting Date: November 12, 2026

Action Item #9 : To Adopt the Delaware Transportation Performance Measure Targets (PM 2 & PM 3)

Description/Summary of Item: Adoption of the transportation performance targets for Delaware. Targets are set for:

- Pavement and bridge condition measures (PM 2 - 23 CFR Part 490 Subparts C & D)

Measure	Base Year	2-Year Target	4-Year Target
Interstate Pavement in Good Condition	67.30%	50%	50%
Interstate Pavement in Poor Condition	0.40%	5%	5%
Non-Interstate NHS Pavement in Good Condition	57.50%	40%	40%
Non-Interstate NHS Pavement in Poor Condition	0.50%	5%	5%
NHS Bridges in Good Condition	27.30%	25%	25%
NHS Bridges in Poor Condition	0.40%	3%	3%

- Congestion performance of NHS, freight and CMAQ measures (PM 3 - 23 CFR Part 490 Subparts E, F, & G)

Measure	Base Year	2-Year Target	4-Year Target
Truck Travel Time Reliability	1.67	2.00	2.00
Travel Time Reliability - Interstates	94.2%	80%	80%
Travel Time Reliability - Non Interstate NHS	94.6%	88%	88%

Summary of Action Taken by PAC:

No action was taken by the PAC

Summary of Action Taken by TAC:

The TAC recommended adopting the Delaware Transportation Performance Measure Targets at their October 15, 2026 meeting.

Summary of Action Taken by Subcommittee/Task Force *(if applicable)*:

No action was taken

WILMAPCO Staff Recommendations: The WILMAPCO staff recommends that the Council Adopt the Delaware Transportation Performance Measure Targets.

Wilmington Area Planning Council

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New Castle County Executive

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Cecil County Executive

Kelly A. Benson, *Mayor*
Cecil County Municipalities Representative

Kenneth Branner, Mayor
New Castle County Municipalities Representative

WILMAPCO Executive Director
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RESOLUTION

BY THE WILMINGTON AREA PLANNING COUNCIL (WILMAPCO) APPROVING THE ADOPTION OF DELAWARE TRANSPORTATION PERFORMANCE TARGETS FOR PM2 AND PM3

WHEREAS, the Wilmington Area Planning Council (WILMAPCO) has been designated the Metropolitan Planning Organization for Cecil County, Maryland and New Castle County, Delaware by the Governors of Maryland and Delaware, respectively; and

WHEREAS, Federal surface transportation legislation, beginning with MAP-21 in 2012 and continued in the FAST Act, established performance management requirements for States and MPOs under the Transportation Performance Management (TPM) program); and

WHEREAS, the Delaware Department of Transportation coordinated with WILMAPCO on the development of their performance targets pavement and bridge condition measures (PM 2 - 23 CFR Part 490 Subparts C & D), performance of NHS, freight and CMAQ measures (PM 3 - 23 CFR Part 490 Subparts E, F, G & H); and

WHEREAS, WILMAPCO will adopt the TPM performance targets, as established by the Delaware Department of Transportation, for the State of Delaware; and

WHEREAS, WILMAPCO will report performance and progress toward achieving the targets in the safety and system performance report of the Regional Transportation Plan (RTP); and

WHEREAS, WILMAPCO agrees to plan and program projects in the Transportation Improvement Program (TIP) to accomplish the State's targets;

NOW THEREFORE BE IT RESOLVED that WILMAPCO adopts the State of Delaware's targets and agrees to plan and program projects to accomplish said targets

Date:

Stephanie Johnson, Chairperson
Wilmington Area Planning Council

DelDOT TPM Draft Target and Methodology

WILMAPCO'S TAC Meeting 6/18/26

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Excellence in Transportation

Every Trip.

We strive to make every trip taken in Delaware safe, reliable and convenient for people and commerce.

Every Mode.

We provide safe choices for travelers in Delaware to access roads, rails, buses, airways, waterways, bike trails and walking paths.

Every Dollar.

We seek the best value for every dollar spent for the benefit of all.

Everyone.

We engage our customers and employees with respect and courtesy as we deliver our services.

Fatalities Slide

2026 Delaware Total Fatalities as of 06/18/26									
	2026	2025				2024			
	Year-to-date	Year-to-Date			Total	Year-to-Date			Total
Fatalities	49	44	↑	+11%	117	60	↓	-18%	130
Delaware Residents	46	34	↑	+35%	90	50	↓	-8%	110
Person Types									
Vehicle Occupant	28	21	↑	+33%	67	34	↓	-18%	65
Pedestrian	9	13	↓	-31%	27	12	↓	-25%	34
Bicyclist	3	1	↑	+200%	4	3		0%	5
Motorcyclist	8	8		0%	17	8		0%	21
Other Person Type	1	1		0%	2	4	↓	-75%	5
Crash Types									
Curve Related	13	7	↑	+86%	15	11	↑	+18%	23
Roadway Departure	21	19	↑	+11%	50	23	↓	-9%	42
Intersection Related	10	12	↓	-17%	37	23	↓	-57%	48
Median Crossover	1	0	↑	+100%	2	0	↑	+100%	0
Wrong Way	0	2	↓	-100%	4	1	↓	-100%	4
Work Zone	2	3	↓	-33%	7	2		0%	5

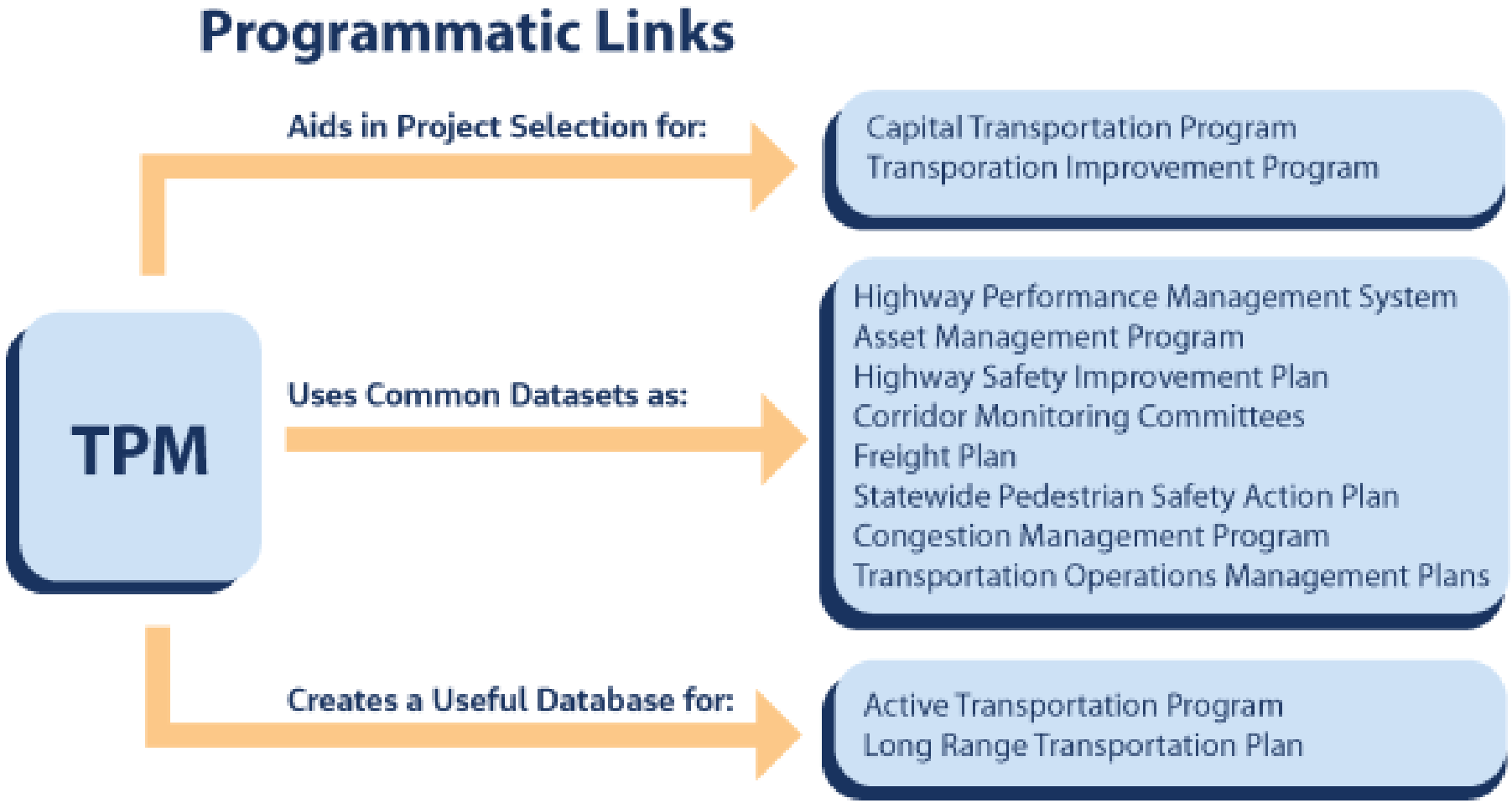


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Agenda

- Welcome and Agenda Review
- TPM Process and Status
- Measure Definitions
- Trends & Targets
- Next Steps / Follow-up

Process and Sources



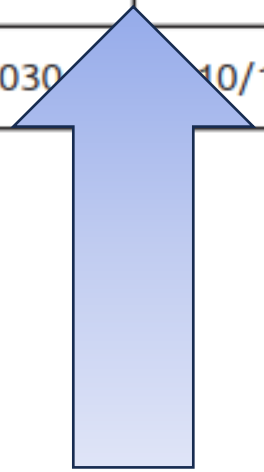
Legislation

- ISTEA (1991)
- MAP-21 (2012)
- FAST ACT (2015)
- BIL/IIJA (2021)
- BUILD America 250?

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TPM Milestones and Deadlines

Performance Period	Performance Period Starts	Baseline Performance Report Due	Mid Performance Period Report Due	Performance Period Closes	Full Performance Period Report Due
1	1/1/2018	10/1/2018	10/1/2020	12/31/2021	10/1/2022
2	1/1/2022	10/1/2022	10/1/2024	12/31/2025	10/1/2026
3	1/1/2026	10/1/2026	10/1/2028	12/31/2029	10/1/2030
4	1/1/2030	10/1/2030	10/1/2032	12/31/2033	10/1/2034



Measure Definitions



PM 1: The safety measures associated with **PM 1** are submitted by DelDOT to the National Highway Traffic Safety Administration (NHTSA) as part of the State's Highway Safety Plan (HSP) annual update



PM 2: The pavement and bridge condition components of **PM 2** are submitted to FHWA as part of DelDOT's annual submission to the Highway Performance Monitoring System (HPMS) and National Bridge Inventory



PM 3: This performance measure's total emission reduction measure is part of DelDOT's annual submission to FHWA's Congestion Management and Air Quality (CMAQ) Public Access System (PAS)

PM 2: Pavement Metrics

Performance Metric	Definition & Source
Interstate Pavement in Good Condition	Percentage of pavement of the interstate system in good condition. *Source: The data used to calculate this metric is derived from pavement condition surveys conducted by DelDOT contractors from April through July.*
Interstate Pavement in Poor Condition	Percentage of pavement of the interstate system in poor condition. *Source: DelDOT pavement surveys*
Non-Interstate National Highway System (NHS) Pavement in Good Condition	Percentage of pavement of the non-interstate NHS system in good condition. *Source: DelDOT pavement surveys*
Non-Interstate National Highway System (NHS) Pavement in Poor Condition	This metric is defined as the percentage of pavement of the non-interstate NHS system in poor condition. *Source: DelDOT pavement surveys*

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PM 2: Pavement

PM 2 – Pavement Condition				
Performance Metric	Period 2 (CY22 – CY25)		Period 3 (CY26-CY29)	
	Two Year Target / Outcome	**Four Year Target / Outcome**	**Two Year Target**	**Four Year Target**
Interstate Pavement in Good Condition	50% / 66.7	50% / 67.3	50%	50%
Interstate in Poor Condition	5% / 0.6%	5% / 0.4%	5%	5%
Non-Interstate National Highway System (NHS) Pavement in Good Condition	40% / 58.8%	40% / 57.5%	40%	40%
Non-Interstate National Highway System (NHS) Pavement in Poor Condition	5% / 0.5%	5% / 0.5%	5%	5%

PM 2: Bridge Metrics

Performance Metric	Definition & Source
NHS Bridges in Good Condition	This category represents the percentage of square footage of NHS bridges and culverts that are in good condition and don't need repairs. It uses the National Bridge Inventory (NBI) ratings for decks, superstructures, sub-structure, and culverts given by inspectors. A bridge or culvert is rated as being in good condition when its lowest NBI rating is 7, 8, or 9. *Source: DelDOT Bridge Inspections*
NHS Bridges in Poor Condition	This category represents the percentage of square footage of NHS bridges and culverts that are in poor condition and need repairs or replacement. It uses the NBI ratings for decks, superstructures, substructure, and culverts given by inspectors. A bridge or culvert is rated as being in good condition when its lowest NBI rating is 4 or less. *Source: DelDOT Bridge Inspections*

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PM 2: Bridge

PM 2 – Bridge Condition				
Performance Metric	Period 2 (CY22 – CY25)		Period 3 (CY26-CY29)	
	Two Year Target / Outcome	Four Year Target / Outcome	Two Year Target	Four Year Target
NHS Bridges in Good Condition	15% / 23.7%	25% / 27.3%	25%	25%
NHS Bridges in Poor Condition	3% / 0%	3% / 0.4%	3%	3%

PM 3: NHS Reliability

Performance Metric	Definition & Source
Interstate Travel Time Reliability	The percentage of person-miles traveled on the Interstate during that occurs under reliable conditions. Reliable conditions occur when the 80th percentile travel time is less than 1.5 times the 50th percentile travel time estimate. *Source: Regional Integrated Transportation Information System (RITIS)*
Non-Interstate NHS Travel Time Reliability	The percentage of person-miles traveled on the non-Interstate portions of the NHS that occurs under reliable conditions. Reliable conditions occur when the 80th percentile travel time is less than 1.5 times the 50th percentile tavel time estimate. *Source: Regional Integrated Transportation Information System (RITIS)*

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PM 3: NHS Reliability

$$100 \times \frac{\sum_{i=1}^{R} SL_i \times AV_i \times OF_j}{\sum_{i=1}^{T} SL_i \times AV_i \times OF_j}$$

Where:

R = total number of reporting segments that are exhibiting a Level of Travel Time Reliability value below 1.50 during all the time periods;

i = reporting segment "i";

SL_i = length, to the nearest thousandth of a mile, of reporting segment "i";

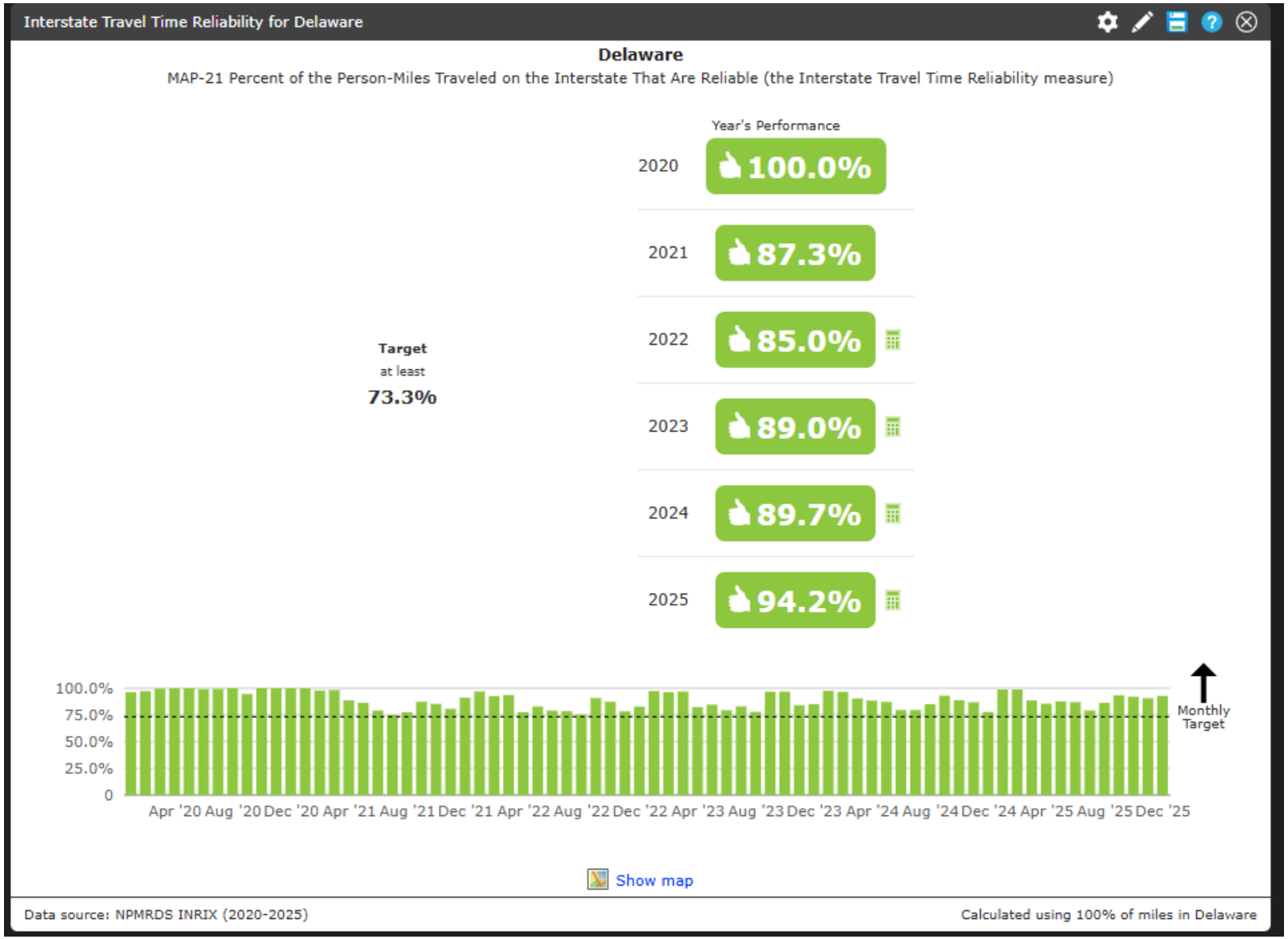
AV_i = total annual traffic volume to the nearest single vehicle, of the Interstate System reporting segment "i";

J = geographic area in which the reporting segment "i" is located where a unique occupancy factor has been deter mined;

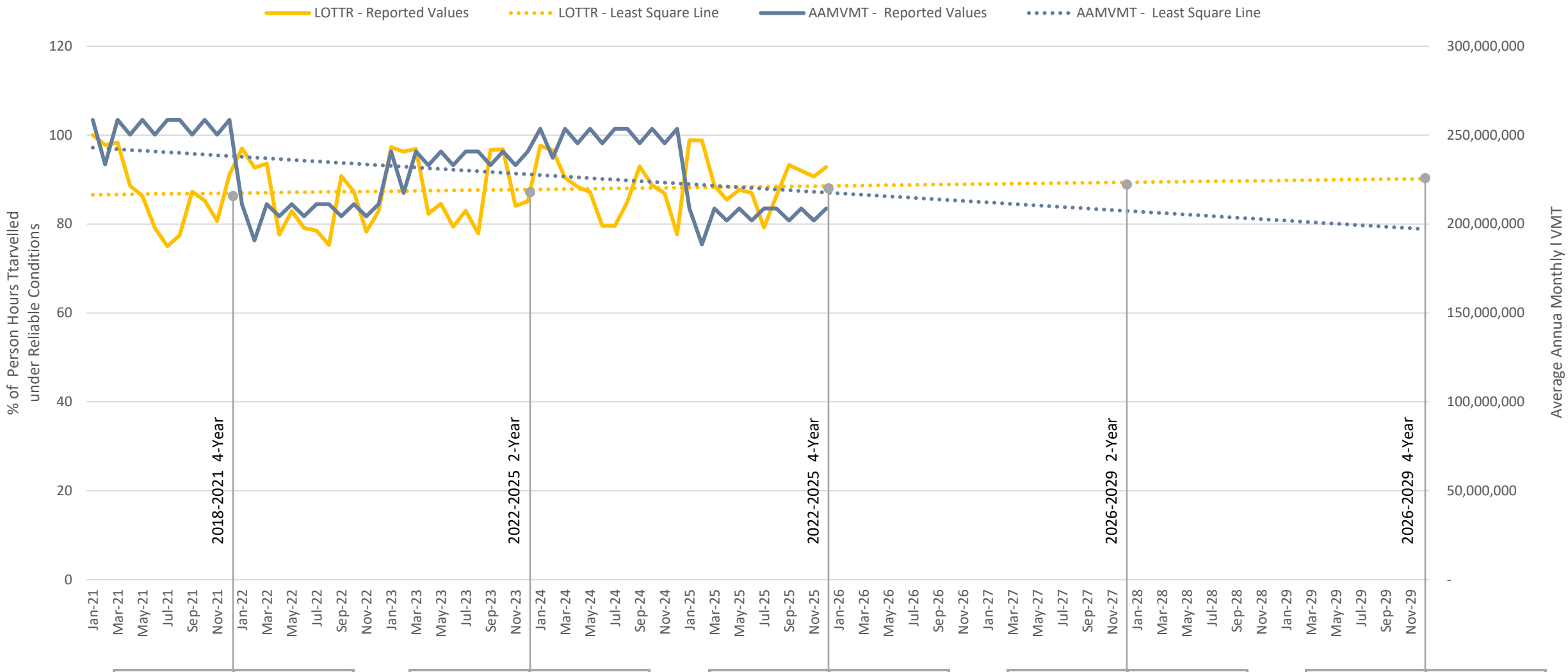
OF_i = occupancy factor for vehicles on the NHS within a specified geographic area within the State/Metropolitan planning area; and

T = total number of Interstate System or non-Interstate NHS reporting segments.

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Interstate Travel Time Reliability for Delaware
Delaware
MAP-21 Percent of the Person-Miles Traveled on the Interstate That Are Reliable (the Interstate Travel Time Reliability measure)
Year's Performance
2020
100.0%
2021
87.3%
2022
85.0%
2023
89.0%
2024
89.7%
2025
94.2%
Target
at least
73.3%
100.0%
75.0%
50.0%
25.0%
0
Monthly Target
Apr '20 Aug '20 Dec '20 Apr '21 Aug '21 Dec '21 Apr '22 Aug '22 Dec '22 Apr '23 Aug '23 Dec '23 Apr '24 Aug '24 Dec '24 Apr '25 Aug '25 Dec '25
Show map
Data source: NPMRDS INRIX (2020-2025)
Calculated using 100% of miles in Delaware

Interstate Reliability
CY2021 - CY2029



Target	75.00
Outcome	87.30
Regression	86.96

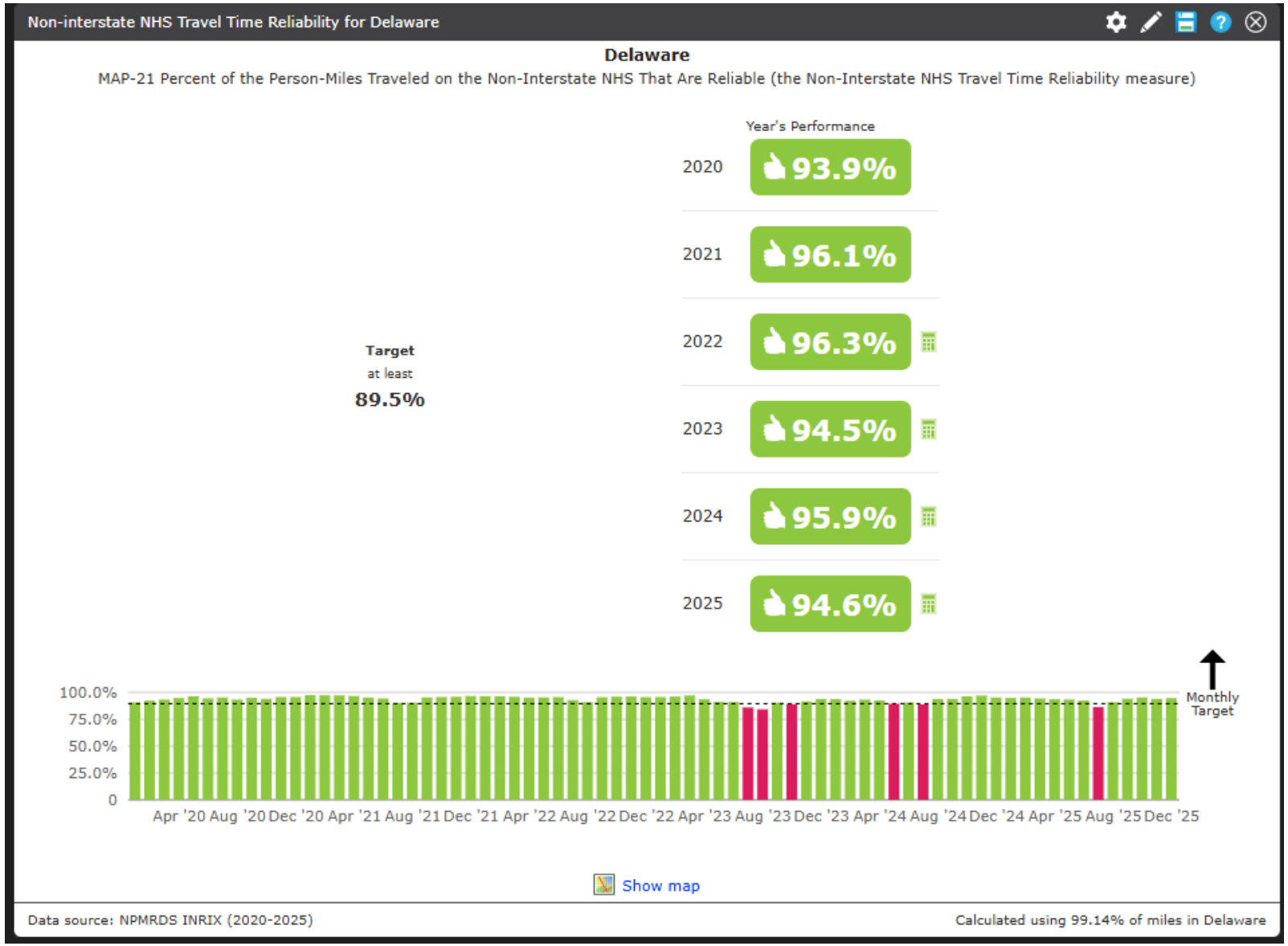
Target	75.00
Outcome	89.0%
Regression	87.7%

Target	73.00
Outcome	94.2%
Regression	88.57%

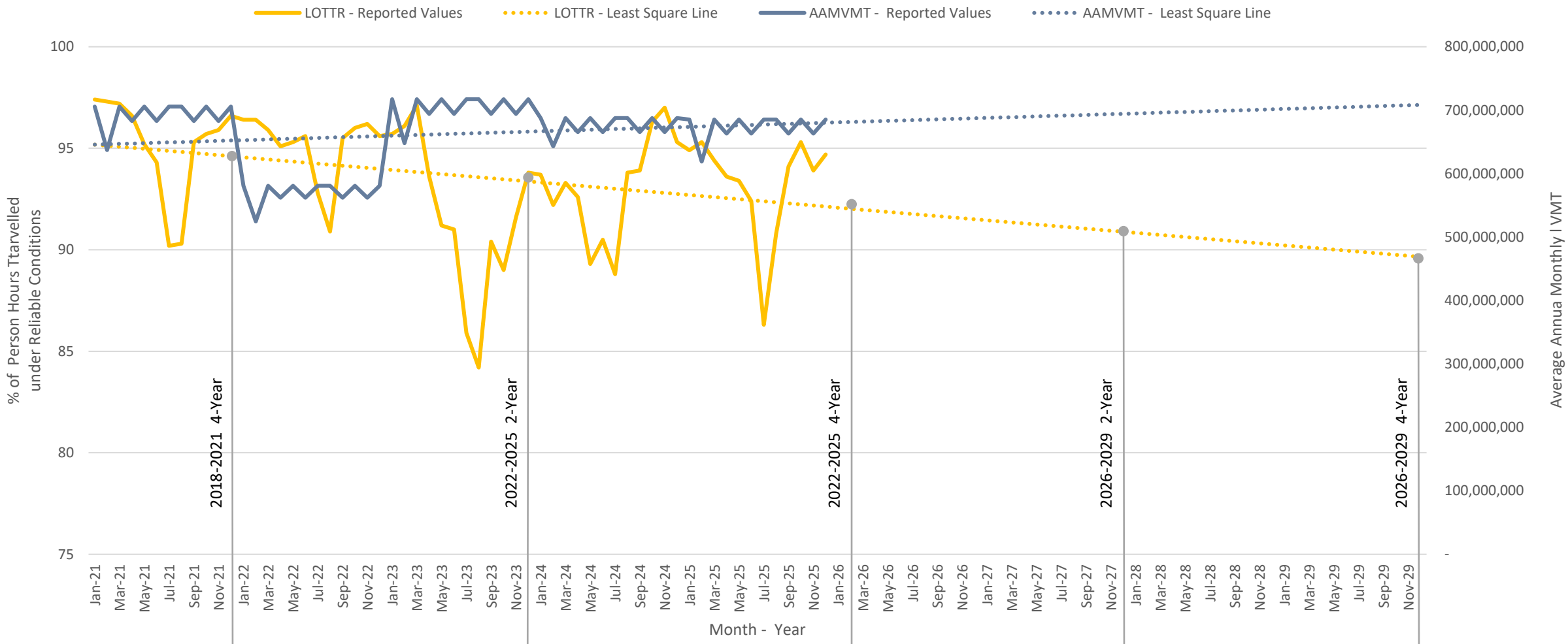
Target	TBD
Regression	89.38%

Target	TBD
Regression	90.19%

Data Source: RITIS (June 2026)


Non-interstate NHS Travel Time Reliability for Delaware
Delaware
MAP-21 Percent of the Person-Miles Traveled on the Non-Interstate NHS That Are Reliable (the Non-Interstate NHS Travel Time Reliability measure)
Year's Performance
Target
at least
89.5%
2020
93.9%
2021
96.1%
2022
96.3%
2023
94.5%
2024
95.9%
2025
94.6%
100.0%
75.0%
50.0%
25.0%
0
Monthly Target
Apr '20 Aug '20 Dec '20 Apr '21 Aug '21 Dec '21 Apr '22 Aug '22 Dec '22 Apr '23 Aug '23 Dec '23 Apr '24 Aug '24 Dec '24 Apr '25 Aug '25 Dec '25
Show map
Data source: NPMRDS INRIX (2020-2025)
Calculated using 99.14% of miles in Delaware

Non-Interstate NHS Operations
CY2021 - CY2029



Target	88.00 %
Outcome	96.10 %
Regression	94.61 %

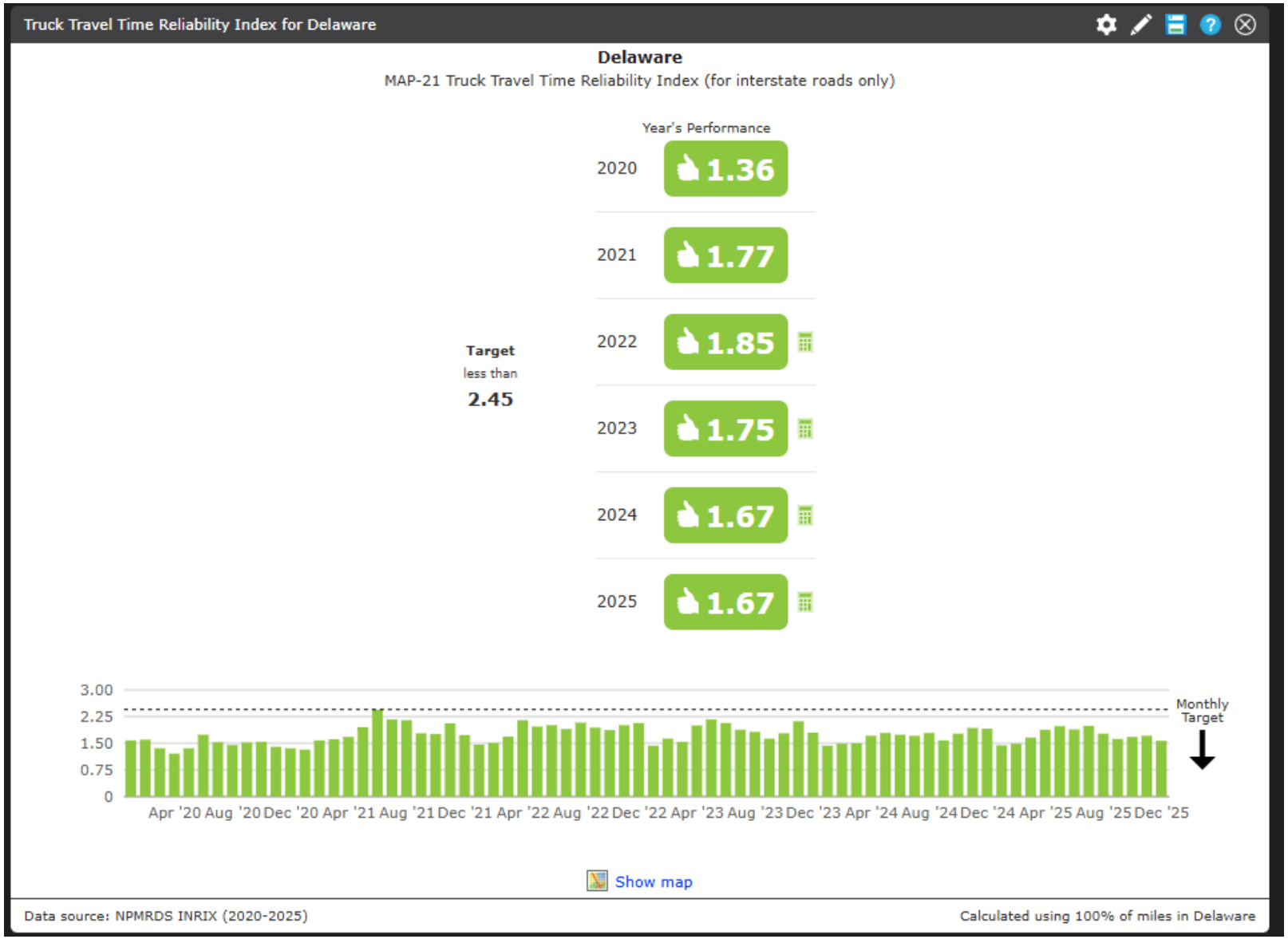
Target	89.50 %
Outcome	94.50 %
Regression	93.80 %

Target	89.50 %
Outcome	94.60 %
Regression	92.13 %

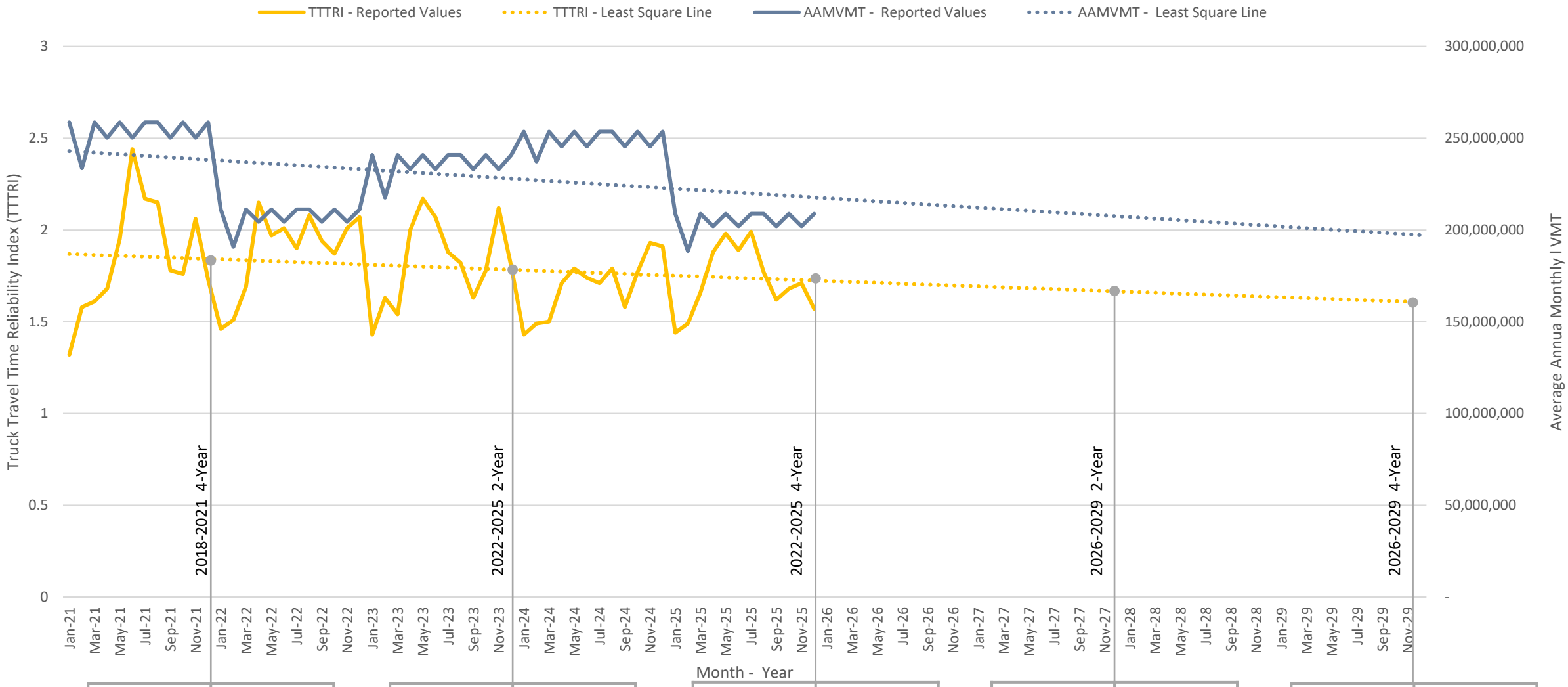
Target	TBD
Regression	90.89 %

Target	TBD
Regression	89.65 %

Data Source: RITIS (June 2026)


Truck Travel Time Reliability Index for Delaware
Delaware
MAP-21 Truck Travel Time Reliability Index (for interstate roads only)
Year's Performance
2020 1.36
2021 1.77
2022 1.85
2023 1.75
2024 1.67
2025 1.67
Target
less than
2.45
3.00
2.25
1.50
0.75
0
Monthly Target
Apr '20 Aug '20 Dec '20 Apr '21 Aug '21 Dec '21 Apr '22 Aug '22 Dec '22 Apr '23 Aug '23 Dec '23 Apr '24 Aug '24 Dec '24 Apr '25 Aug '25 Dec '25
Show map
Data source: NPMRDS INRIX (2020-2025)
Calculated using 100% of miles in Delaware

Interstate Truck Operations
CY2021 - CY2029



Target	2.45
Outcome	1.77
Regression	1.84

Target	2.45
Outcome	1.75
Regression	1.78

Target	2.45
Outcome	1.67
Regression	1.72

Target	TBD
Regression	1.67

Target	TBD
Regression	1.61

Data Source: RITIS (June 2026)

PM 3: Truck Travel Reliability

Term	Definition & Source
Freight Reliability	The average maximum truck travel time metric value experienced across all interstate segments during the sampling period. The truck travel time metric is the ratio of the 95th percentile travel time to the 50th percentile travel. *Source: Regional Integrated Transportation Information System (RITIS)*

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PM 3: NHS Reliability

$$\frac{\sum_{i=1}^{T} SL_i \times maxTTTR_i}{\sum_{i=1}^{T} (SL_i)}$$

Where:

i = an intestate systems reporting segment;

maxTTTRi = The maximum TTTR of the five time periods listed in Table 15, to the nearest hundredth, of Interstate System reporting segment "i";

SLi = Segment length, to the nearest thousandth of a mile, of interstate system reporting segment "i"; and

T = A total number of interstate system reporting segments.

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PM 3: Emission Reductions

$$\textbf{Total Emission Reduction}_p = \sum_{i=1}^{T} \textit{Daily Kilograms of Emission Reductions}_{p,i}$$

Where:

i = applicable projects reported in the CMAQ Public Access System for the target period;

p = criteria pollutant or applicable precursor: PM2.5, PM10, CO, VOC, or NOx;

Daily Kilograms of Emission Reductions$_{p,i}$ = total daily kilograms, to the nearest one thousandths, of reduced emissions for a criteria pollutant or an applicable precursor "p" in the in the first year the project is obligated;

T = total number of applicable projects reported to the CMAQ Public Access System for the first 2 Federal fiscal years of a performance period and for the entire performance period, as described in § 490.105(e)(4)(i)(B); and

Total Emission Reduction$_p$ = cumulative reductions in emissions over 2 and 4 Federal fiscal years, total daily kilograms, to the nearest one thousandths, of reduced emissions for criteria pollutant or precursor.

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PM 3: Emission Reductions

Method

- 1 – Identify all CMAQ funded projects as defined in 2025-2030 CTP, and sort new projects from those previously reported to FHWA CMAQ Public Access System (PAS)
- 2 – Complete quantitative evaluations for discrete projects using FHWA CMAQ toolkits
- 3 – Use average financial performance to provide emission reduction estimates for general programs

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PM 3: Emission Reductions

Other Considerations

- Project cost inflation
- Maximizing use of remaining Carbon Reduction Program funding
- Uncertainty regarding federal funding levels

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PM 3: Emission Reductions

FY22-FY25 PERFORMANCE TARGET COMPARISON			
Compound	Total Emission Reductions (kg/day)		
	Two-Year Target (2022-2023)	CMAQ Program Performance (2022-2023)	Difference
VOC	2.700	2.688	-0.012
NO_x	5.900	12.166	6.266
$PM_{2.5}$	3.600	7.79	4.19

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PM 3: Emission Reductions

FY22-FY25 PERFORMANCE TARGET COMPARISON			
Compound	Total Emission Reductions (kg/day)		
	Four-Year Target (2022-2025)	CMAQ Program Performance (2022-2025)	Difference
VOC	6.300	3.391	-2.909
NO_x	19.800	13.102	-6.698
$PM_{2.5}$	12.400	8.126	-4.274

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PM 3: Emission Reductions

FY26-FY29 DRAFT PERFORMANCE TARGETS		
Compound	Total Emission Reductions (kg/day)	
	Two-Year Target (2026-2027)	Four-Year Target (2026-2029)
VOC	2.637	5.345
NO_x	1.740	3.436
$PM_{2.5}$	0.432	0.879

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QUESTIONS &
COMMENTS

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THANK YOU!

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