

Transportation Performance Management State Biennial Performance Report for Performance Period 2022-2025 (PROGRESS)

2024

MID PERFORMANCE PERIOD (MPP) PROGRESS REPORT

Delaware

Report Due: 10/1/2024
Report Status: Submitted
Report Updated On:
Report Exported on 10/2/2024

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State Contact:

Name : DelDOT selects projects for its CTP using a comparison voting structure. This process allows the Department to rank project submissions through a series of paired comparisons. The pairwise process allows the Department's leadership to rank the relative important of two criteria at a time. This process creates a level of importance for each of the criteria based on the mission, vision, and goals of the department. The seven criteria are as follows
Safety, System Operating Effectiveness, Multi-Modal Mobility/Flexibility/Access, Revenue Generation/Economic Development/Jobs & Commerce, Impact on the Public/Social Disruption/Economic Justice, Environmental Impact/Stewardship, State and Local Priority.

For information on investment strategy related to each group of performance measures, please see the general comments fields in each performance measure tab.

Phone number : No

Email : Colton H Phillips

Summary of Performance Measures and Targets

Performance Measures	Baseline	2-Year Condition/ Performance	2-Year Target	4-Year Target	4-Year Adjustment
Percentage of Pavements of the Interstate System in Good Condition		66.7%	50.0%	50.0%	
Percentage of Pavements of the Interstate System in Poor Condition		0.6%	5.0%	5.0%	
Percentage of Pavements of the Non- Interstate NHS in Good Condition	47.7%	58.9%	40.0%	40.0%	
Percentage of Pavements of the Non- Interstate NHS in Poor Condition	0.7%	0.5%	2.0%	2.0%	5.0%
Percentage of NHS Bridges Classified as in Good Condition	21.9%	23.7%	15.0%	25.0%	
Percentage of NHS Bridges Classified as in Poor Condition	2.7%	0.0%	3.0%	3.0%	
Percent of the Person-Miles Traveled on the Interstate That Are Reliable	87.3%	89.0%	73.3%	73.3%	
Percent of the Person-Miles Traveled on the Non-Interstate NHS That Are Reliable	96.1%	94.5%	89.5%	89.5%	
Truck Travel Time Reliability (TTTR) Index	1.77	1.75	2.45	2.45	
Annual Hours of Peak Hour Excessive Delay Per Capita: Philadelphia, PA--NJ--DE--MD	13.1	13.9	15.2	15.1	
Percent of Non-Single Occupancy Vehicle Travel: Philadelphia, PA--NJ--DE--MD	30.6%	32.8%	30.0%	30.0%	33.0%
Total Emission Reductions (kg/day): PM2.5	6.936	7.783	3.600	12.400	
Total Emission Reductions (kg/day): NOx	131.517	11.996	5.900	19.800	
Total Emission Reductions (kg/day): VOC	251.922	2.538	2.700	6.300	
Total Emission Reductions (kg/day): PM10					
Total Emission Reductions (kg/day): CO					

Overview

Overview Section 1

Question No	Description	Field Type
O1	Overview General Comments: Please use this space to provide any general comments that may assist FHWA in its review of your submission. You can use this space to provide greater context for your targets and current condition/performance, provide additional background detail or clarification, note any assumptions, or discuss complications. (Optional)	<p>DelDOT's mission is Excellence in Transportation across Every Trip, Every Mode, Every Dollar, and Everyone.</p> <p>We strive to make every trip taken in Delaware safe, reliable and convenient for people and commerce.</p> <p>We provide safe choices for travelers in Delaware to access roads, rails, buses, airways, waterways, bike trails, and walking paths.</p> <p>We seek the best value for every dollar spent for the benefit of all.</p> <p>We engage our customers and employees with respect and courtesy as we deliver our services.</p> <p>Our goals Minimize the number of fatalities and injuries on our system. Build and maintain a nationally recognized system benefiting travelers and commerce. Provide every traveler with access and choices to our transportation system. Provide every customer with the best service possible. Minimize the environmental impact of the state's transportation system. Achieve financial sustainability through accuracy, transparency and accountability. Develop and maintain a place where talented and motivated employees love to work and can be national leaders in transportation.</p>
O2	Metropolitan Planning Organization (MPO) Coordination: If a 4-year target(s) is adjusted in any of the measure areas, please provide a description of how the State DOT is coordinated with relevant MPOs in target selection. [23 CFR 490.105(e)(6), 23 CFR 490.105(f)(7), and 23 CFR 490.105(f)(8)] (Optional)	

O3	Investment Strategy Discussion: Please assess the effectiveness of implementing the investment strategies for the National Highway System (NHS) documented in your State's Asset Management Plan (AMP). Discuss the factors that contributed to the effectiveness. [23 CFR 490.107(b)(2)(ii)(C)]	<p>DelDOT selects projects for its CTP using a comparison voting structure. This process allows the Department to rank project submissions through a series of paired comparisons. The pairwise process allows the Department's leadership to rank the relative importance of two criteria at a time. This process creates a level of importance for each of the criteria based on the mission, vision, and goals of the department. The seven criteria are as follows Safety, System Operating Effectiveness, Multi-Modal Mobility/Flexibility/Access, Revenue Generation/Economic Development/Jobs & Commerce, Impact on the Public/Social Disruption/Economic Justice, Environmental Impact/Stewardship, State and Local Priority.</p> <p>For information on investment strategy related to each group of performance measures, please see the general comments fields in each performance measure tab.</p>
O4	Significant Progress Additional Reporting: If the Question No. column displays *O4, then FHWA has not received the required 2022 significant progress additional reporting information, and it must be included in the PMF. Otherwise, the State does not need to respond to this question. [23 CFR 490.109(f)] <Did you upload the additional reporting for target(s) achievement to the PMF on the "attachment" tab?	No
O4a	Please explain why additional reporting for target(s) achievement was not uploaded to the PMF as required. [23 CFR 490.109(f)(2)]	N/A

Overview Section 2

Question No	Description	Field Type
O5	Who should FHWA contact with questions?	Colton H Phillips
O6	What is the phone number for this contact? <i>Please provide 10-digit number (area code and phone number) without formatting. (e.g., 1234567890)</i>	1302760214
O7	What is the email address for this contact?	Colton.Phillips@delaware.gov

Pavement

Pavement Performance Overview

Question No	Description	Field Type
P1	General Comments: Please use this space to provide any general comments that may assist FHWA in its review of this part of the submission. You can use this space to provide greater context for your targets and current condition, provide additional background detail or clarification, note any assumptions, or discuss complications. (Optional)	As described in DelDOT's TAMP document, DelDOT optimizes pavement condition to the State Performance Metrics. These are based on the Overall Pavement Condition (OPC) measure which is calculated through the analysis of roadway distresses in DelDOT's pavement management system. This includes roads that are maintained by the state but not on the NHS. It is also noted that due to a significant amount of improvements being made to Delaware's interstate pavements, the state was unable to collect sufficient data to compute the actual condition values of the interstate in 2022. This left the state without a baseline for comparison, and targets will have to be compared to actual conditions. The construction happening on Delaware's relatively small percent of interstate pavements made collecting data difficult in those areas, but the construction will result in improved pavement condition in those areas in future years.

Statewide Performance Target for the Percentage of Pavements on the Interstate System in Good Condition

Question No	Description	Field Type
P2	Baseline: The baseline for the statewide Percentage of Pavements on the Interstate System in Good Condition. This value is from the 2022 Baseline Performance Period Report and is the condition derived from the latest data collected through the beginning date of the 2022-2025 Performance Period. [23 CFR 490.107(b)(1)(ii)(B)]	
P3	2-year Actual Condition: The 2-year statewide Percentage of Pavements on the Interstate System in Good Condition. This value is the actual 2-year condition derived from the latest data collected through the midpoint of the performance period. [23 CFR 490.107(b)(2)(ii)(A)]	66.7
P4	2-year Target: The 2-year target for the statewide Percentage of Pavements on the Interstate System in Good Condition for the 2022-2025 Performance Period that was reported in the 2022 Baseline Performance Period Report. [23 CFR 490.107(b)(1)(ii)(A)]	50.0

P5	<p>Progress Discussion: Please discuss the decisions and/or investments that contributed to the actual condition and if they were effective in achieving the intended condition for the statewide Percentage of Pavements on the Interstate System in Good Condition. This discussion shall at a minimum:</p> <p>1) Compare the actual 2-year condition to the 2-year target and</p> <p>2) document the reasons the target was or was not met.</p> <p>[23 CFR 490.107(b)(2)(ii)(B)]</p>	<p>Delaware has had a significant amount of improvements being made to the interstate system. Delaware's relatively small amount of interstate means that it is easy to effect the overall condition of the interstate network, for good or for bad. Our recent work on the interstate has kept us well above our target 50% good. DelDOT's state metrics were used as a basis for setting a target level of service and system state of good repair. Federal targets support the identified system state of good repair. Investment strategies were selected and planned based on the results from the pavement management system to support the targets and we will continue to do so in order to stay above our targets.</p>
P6	<p>4-year Target: The 4-year target for the statewide Percentage of Pavements on the Interstate System in Good Condition for the 2022-2025 Performance Period that was reported in the 2022 Baseline Performance Period Report. [23 CFR 490.107(b)(1)(ii)(A)]</p>	50.0
P7	<p>Adjust 4-year Target: Does the State DOT wish to adjust the 4-year target for the statewide Percentage of Pavements on the Interstate System in Good Condition? [23 CFR 490.105(e)(6)]</p>	No
P7a	<p>Adjusted 4-year Target: Please provide the adjusted 4-year target for the statewide Percentage of Pavements on the Interstate System in Good Condition. The adjusted target should reflect the expected condition by the end of calendar year 2025. This adjustment is only permitted in the MPP Progress Report. [23 CFR 490.105(e)(6) and 23 CFR 490.107(b)(2)(ii)(E)]</p> <p><i>The adjusted target must be reported to the nearest tenth of a percent. For example, enter 86.5% as 86.5. [23 CFR 490.101 (Target definition) and 23 CFR 490.313(f)(2)]</i></p>	
P7b	<p>Basis for Adjusted 4-year Target: Please provide the basis for adjustment of the 4-year target for the statewide Percentage of Pavements on the Interstate System in Good Condition and describe how the adjusted target supports expectations documented in longer range plans, such as the State asset management plan and the long-range statewide transportation plan. [23 CFR 490.107(b)(2)(ii)(E)]</p>	
P8	<p>Significant Progress Discussion: The State DOT shall:</p> <p>1) Document if it expects that significant progress was or was not made toward the 2-year target for statewide Percentage of Pavements on the Interstate System in Good Condition.</p>	<p>DelDOT expects that significant progress was made toward the 2-year target as we are well above the target, even though we did not have a baseline to compare to. The state performance metrics</p>

	<p>2) Summarize the accomplishments achieved during the performance period thus far that demonstrate why the State DOT expects to make significant progress or not.</p> <p>3) Please provide a summary of the planned activities that will be conducted during the remainder of the performance period to make significant progress toward the achievement of the 4-year target for the measure. A discussion of any completed activities can also be included if relevant.</p> <p>[23 CFR 490.107(b)(2)(ii)(F)]</p>	<p>are focused on keeping most of DelDOT's pavement network in a state of good repair as defined by the internal OPC metric. The scenario results were then converted to the federal condition projections using % Good. We expect to remain above the %Good target. We will continue to optimize work from our pavement Management system some of which will be on the interstate in order to continue to make progress.</p>
P9	<p>Extenuating Circumstance(s): Did any of the extenuating circumstances identified in 23 CFR 490.109(e)(5) prevent the State DOT from making significant progress toward achieving its 2-year target for the statewide Percentage of Pavements on the Interstate System in Good Condition for the 2022-2025 Performance Period? [23 CFR 490.107(b)(2)(ii)(G)]</p>	No
P9a	<p>Please select the extenuating circumstance(s) that prevented the State DOT from making significant progress toward achieving its 2-year target. [23 CFR 490.109(e)(5)]</p>	
P9b	<p>Please explain how the extenuating circumstance(s) listed in 23 CFR 490.109(e)(5) prevented the State DOT from making significant progress toward achieving its 2-year target for the statewide Percentage of Pavements on the Interstate System in Good Condition and quantify the impacts that resulted from these circumstances. [23 CFR 490.107(b)(2)(ii)(G)]</p>	

Statewide Performance Target for the Percentage of Pavements on the Interstate System in Poor Condition

Question No	Description	Field Type
P10	<p>Baseline: The baseline for the statewide Percentage of Pavements on the Interstate System in Poor Condition. This value is from the 2022 Baseline Performance Period Report and is the condition derived from the latest data collected through the beginning date of the 2022-2025 Performance Period. [23 CFR 490.107(b)(1)(ii)(B)]</p>	
P11	<p>2-year Actual Condition: The 2-year statewide Percentage of Pavements on the Interstate System in Poor Condition. This value is the actual 2-year condition derived from the latest data collected through the midpoint of the performance period. [23 CFR 490.107(b)(2)(ii)(A)]</p>	0.6
P12	<p>2-year Target: The 2-year target for the statewide Percentage of Pavements on the Interstate System in Poor Condition for the 2022-2025 Performance Period that was reported in the 2022 Baseline Performance Period Report.</p>	5.0

	[23 CFR 490.107(b)(1)(ii)(A)]	
P13	<p>Progress Discussion: Please discuss the decisions and/or investments that contributed to the actual condition and if they were effective in achieving the intended condition for the statewide Percentage of Pavements on the Interstate System in Poor Condition. This discussion shall at a minimum:</p> <ol style="list-style-type: none"> 1) Compare the actual 2-year condition to the 2-year target and 2) document the reasons the target was or was not met. <p>[23 CFR 490.107(b)(2)(ii)(B)]</p>	<p>Delaware has had a significant amount of improvements being made to the interstate system. Delaware's relatively small amount of interstate means that it is is easy to effect the overall condition of the interstate network, for good or for bad. Our recent work on the interstate has kept us well below our target 5% poor. DelDOT's state metrics were used as a basis for setting a target level of service and system state of good repair. Federal targets support the identified system state of good repair. Investment strategies were selected and planned based on the results from the pavement management system to support the targets and we will continue to do so in order to stay above our targets.</p>
P14	<p>4-year Target: The 4-year target for the statewide Percentage of Pavements on the Interstate System in Poor Condition for the 2022-2025 Performance Period that was reported in the 2022 Baseline Performance Period Report. [23 CFR 490.107(b)(1)(ii)(A)]</p>	5.0
P15	<p>Adjust 4-year Target: Does the State DOT wish to adjust the 4-year target for the statewide Percentage of Pavements on the Interstate System in Poor Condition? [23 CFR 490.105(e)(6)]</p>	No
P15a	<p>Adjusted 4-year Target: Please provide the adjusted 4-year target for the statewide Percentage of Pavements on the Interstate System in Poor Condition. The adjusted target should reflect the expected condition by the end of calendar year 2025. This adjustment is only permitted in the MPP Progress Report. [23 CFR 490.105(e)(6) and 23 CFR 490.107(b)(2)(ii)(E)]</p> <p><i>This adjusted target must be reported to the nearest tenth of a percent. For example, enter 86.5% as 86.5 [23 CFR 490.101 (Target definition) and 23 CFR 490.313(f)(3)]</i></p>	
P15b	<p>Basis for Adjusted 4-year Target: Please provide the basis for adjustment of the 4-year target for the statewide Percentage of Pavements on the Interstate System in Poor Condition and describe how the adjusted target supports expectations documented in longer range plans, such as the State asset management plan and the long-range statewide transportation plan. [23 CFR 490.107(b)(2)(ii)(E)]</p>	
P16	<p>Significant Progress Discussion: The State DOT shall:</p>	<p>DelDOT expects that significant progress was made toward the 2-year target as we are well above the target, even though we did not</p>

	<p>1) Document if it expects that significant progress was or was not made toward the 2-year target for Percentage of Pavements on the Interstate System in Poor Condition.</p> <p>2) Summarize the accomplishments achieved during the performance period thus far that demonstrate why the State DOT expects to make significant progress or not.</p> <p>3) Please provide a summary of the planned activities that will be conducted during the remainder of the performance period to make significant progress toward the achievement of the 4-year target for the measure. A discussion of any completed activities can also be included if relevant.</p> <p>[23 CFR 490.107(b)(2)(ii)(F)]</p>	<p>have a baseline to compare to. The state performance metrics are focused on keeping most of DelDOT's pavement network in a state of good repair as defined by the internal OPC metric. The scenario results were then converted to the federal condition projections using % poor. We expect to remain below the %poor target. We will continue to optimize work from our pavement Management system some of which will be on the interstate in order to continue to make progress.</p>
P17	<p>Extenuating Circumstance(s): Did any of the extenuating circumstances identified in 23 CFR 490.109(e)(5) prevent the State DOT from making significant progress toward achieving its 2-year target for the statewide Percentage of Pavements on the Interstate System in Poor Condition for the 2022-2025 Performance Period? [23 CFR 490.107(b)(2)(ii)(G)]</p>	No
P17a	<p>Please select the extenuating circumstance(s) that prevented the State DOT from making significant progress toward achieving its 2-year target. [23 CFR 490.109(e)(5)]</p>	
P17b	<p>Please explain how the extenuating circumstance(s) listed in 23 CFR 490.109(e)(5) prevented the State DOT from making significant progress toward achieving its 2-year target for the statewide Percentage of Pavements on the Interstate System in Poor Condition and quantify the impacts that resulted from these circumstances. [23 CFR 490.107(b)(2)(ii)(G)]</p>	

Statewide Performance Target for the Percentage of Pavements on the Non-Interstate NHS in Good Condition

Question No	Description	Field Type
P18	<p>Baseline: The baseline for the statewide Percentage of Pavements on the Non-Interstate NHS in Good Condition. This value is from the 2022 Baseline Performance Period Report and is the condition derived from the latest data collected through the beginning date of the performance period. [23 CFR 490.107(b)(1)(ii)(B)]</p>	47.7
P19	<p>2-year Actual Condition: The 2-year statewide Percentage of Pavements on the Non-Interstate NHS in Good Condition. This value is the actual 2-year condition derived from the latest data collected through the midpoint of the performance period. [23 CFR 490.107(b)(2)(ii)(A)]</p>	58.9

P20	The 2-year Target: The 2-year target for the statewide Percentage of Pavements on the Non-Interstate NHS in Good Condition for the 2022-2025 Performance Period that was reported in the 2022 Baseline Performance Period Report. [23 CFR 490.107(b)(1)(ii)(A)]	40.0
P21	<p>Progress Discussion: Please discuss the decisions and/or investments that contributed to the actual condition and if they were effective in achieving the intended condition for the statewide Percentage of Pavements on the Non-Interstate NHS in Good Condition. This discussion shall at a minimum:</p> <p>1) Compare the actual 2-year condition to the 2-year target and</p> <p>2) document the reasons the target was or was not met.</p> <p>[23 CFR 490.107(b)(2)(ii)(B)]</p>	<p>DeIDOT's 2 year condition is above the target for non-interstate NHS roads in good condition. DeIDOT's state metrics were used as a basis for setting a target level of service and system state of good repair. Federal targets support the identified system state of good repair. Investment strategies were selected and planned based on the results from the pavement management system to support the targets and we will continue to do so in order to stay above our targets.</p>
P22	4-year Target: The 4-year target for the statewide Percentage of Pavements on the Non-Interstate NHS in Good Condition for the 2022-2025 Performance Period that was reported in the 2022 Baseline Performance Period Report. [23 CFR 490.107(b)(1)(ii)(A)]	40.0
P23	Adjust 4-year Target: Does the State DOT wish to adjust the 4-year target for the statewide Percentage of Pavements on the Non-Interstate NHS in Good Condition? [23 CFR 490.105(e)(6)]	No
P23a	<p>Adjusted 4-year Target: Please provide the adjusted 4-year target for the statewide Percentage of Pavements on the Non-Interstate NHS in Good Condition. The adjusted target should reflect the expected condition by the end of calendar year 2025. This adjustment is only permitted in the MPP Progress Report. [23 CFR 490.105(e)(6) and 23 CFR 490.107(b)(2)(ii)(E)]</p> <p><i>This adjusted target must be reported to the nearest tenth of a percent. For example, enter 86.5% as 86.5. [23 CFR 490.101 (Target definition) and 23 CFR 490.313(f)(4)]</i></p>	
P23b	Basis for Adjusted 4-year Target: Please provide the basis for adjustment of the 4-year target for the statewide Percentage of Pavements on the Non-Interstate NHS in Good Condition and describe how the adjusted target supports expectations documented in longer range plans, such as the State asset management plan and the long-range statewide transportation plan. [23 CFR 490.107(b)(2)(ii)(E)]	
P24	<p>Significant Progress Discussion: The State DOT shall:</p> <p>1) Document if it expects that significant progress was or was not made toward the 2-year target for Percentage of Pavements on the Non-Interstate NHS in Good Condition.</p>	DeIDOT expects that significant progress was made toward the 2-year target as we are above the target currently and have made improvement on the baseline condition. DeIDOT has worked

	<p>2) Summarize the accomplishments achieved during the performance period thus far that demonstrate why the State DOT expects to make significant progress or not.</p> <p>3) Please provide a summary of the planned activities that will be conducted during the remainder of the performance period to make significant progress toward the achievement of the 4-year target for the measure. A discussion of any completed activities can also be included if relevant.</p> <p>[23 CFR 490.107(b)(2)(ii)(F)]</p>	<p>diligently to make sure our entire state network stays in a state of good repair by focusing our state performance metrics on this goal. This is defined by the internal OPC metric. The scenario results were then converted to the federal condition projections using % Good. We expect to remain above the %Good target. We will continue to optimize work from our pavement Management system some of which will be on the interstate in order to continue to make progress.</p>
P25	<p>Extenuating Circumstance(s): Did any of the extenuating circumstances identified in 23 CFR 490.109(e)(5) prevent the State DOT from making significant progress toward achieving its 2-year target for the statewide Percentage of Pavements on the Non-Interstate NHS in Good Condition for the 2022-2025 Performance Period? [23 CFR 490.107(b)(2)(ii)(G)]</p>	No
P25a	<p>Please select the extenuating circumstance(s) that prevented the State DOT from making significant progress toward achieving its 2-year target. [23 CFR 490.109(e)(5)]</p>	
P25b	<p>Please explain how the extenuating circumstance(s) listed in 23 CFR 490.109(e)(5) prevented the State DOT from making significant progress toward achieving its 2-year target for the statewide Percentage of Pavements on the Non-Interstate NHS in Good Condition and quantify the impacts that resulted from these circumstances. [23 CFR 490.107(b)(2)(ii)(G)]</p>	

Statewide Performance Target for the Percentage of Pavements on the Non-Interstate NHS in Poor Condition

Question No	Description	Field Type
P26	<p>Baseline: The baseline for the statewide Percentage of Pavements on the Non-Interstate NHS in Poor Condition. This value is from the 2022 Baseline Performance Period Report and is the condition derived from the latest data collected through the beginning date of the performance period. [23 CFR 490.107(b)(1)(ii)(B)]</p>	0.7
P27	<p>2-year Actual Condition: The 2-year statewide Percentage of Pavements on the Non-Interstate NHS in Poor Condition. This value is the actual 2-year condition derived from the latest data collected through the midpoint of the performance period. [23 CFR 490.107(b)(2)(ii)(A)]</p>	0.5
P28	<p>2-year Target: The 2-year target for the statewide Percentage of Pavements on the Non-Interstate NHS in Poor Condition for the 2022-2025 Performance Period that was reported in the 2022 Baseline Performance Period</p>	2.0

	Report. [23 CFR 490.107(b)(1)(ii)(A)]	
P29	<p>Progress Discussion: Please discuss the decisions and/or investments that contributed to the actual condition and if they were effective in achieving the intended condition for the statewide Percentage of Pavements on the Non-Interstate NHS in Poor Condition. This discussion shall at a minimum:</p> <ol style="list-style-type: none"> 1) Compare the actual 2-year condition to the 2-year target and 2) document the reasons the target was or was not met. <p>[23 CFR 490.107(b)(2)(ii)(B)]</p>	<p>DeIDOT's 2 year condition is below the target for non-interstate NHS roads in poor condition. DeIDOT's state metrics were used as a basis for setting a target level of service and system state of good repair. Federal targets support the identified system state of good repair. Investment strategies were selected and planned based on the results from the pavement management system to support the targets and we will continue to do so in order to stay above our targets.</p>
P30	4-year Target: The 4-year target for the statewide Percentage of Pavements on the Non-Interstate NHS in Poor Condition for the 2022-2025 Performance Period that was reported in the 2022 Baseline Performance Period Report. [23 CFR 490.107(b)(1)(ii)(A)]	2.0
P31	Adjust 4-year Target: Does the State DOT wish to adjust the 4-year target for the statewide Percentage of Pavements on the Non-Interstate NHS in Poor Condition? [23 CFR 490.105(e)(6)]	Yes
P31a	<p>Adjusted 4-year Target: Please provide the adjusted 4-year target for the statewide Percentage of Pavements on the Non-Interstate NHS in Poor Condition. The adjusted target should reflect the expected condition by the end of calendar year 2025. This adjustment is only permitted in the MPP Progress Report. [23 CFR 490.105(e)(6) and 23 CFR 490.107(b)(2)(ii)(E)]</p> <p><i>This adjusted target must be reported to the nearest tenth of a percent. For example, enter 86.5% as 86.5 [23 CFR 490.101 (Target definition) and 23 CFR 490.313(f)(5)]</i></p>	5.0
P31b	Basis for Adjusted 4-year Target: Please provide the basis for adjustment of the 4-year target for the statewide Percentage of Pavements on the Non-Interstate NHS in Poor Condition and describe how the adjusted target supports expectations documented in longer range plans, such as the State asset management plan and the long-range statewide transportation plan. [23 CFR 490.107(b)(2)(ii)(E)]	Projections used to anticipate the future condition of Delaware's roadways currently have us meeting our goal for non-interstate NHS roads in poor condition, however, there is less room for variance in this metric and there may be a need for the state to cut some of the budget from the paving program over the next few years. We do not know yet how this will effect the next projection analysis for this system.
P32	<p>Significant Progress Discussion: The State DOT shall:</p> <ol style="list-style-type: none"> 1) Document if it expects that significant progress was or was not made toward the 2-year target for Percentage of Pavements on the Non-Interstate NHS in Poor Condition. 	DeIDOT expects that significant progress was made toward the 2-year target as we are below the target currently and have made improvement on the baseline condition. DeIDOT has worked diligently to make sure our entire

	<p>2) Summarize the accomplishments achieved during the performance period thus far that demonstrate why the State DOT expects to make significant progress or not.</p> <p>3) Please provide a summary of the planned activities that will be conducted during the remainder of the performance period to make significant progress toward the achievement of the 4-year target for the measure. A discussion of any completed activities can also be included if relevant.</p> <p>[23 CFR 490.107(b)(2)(ii)(F)]</p>	<p>state network stays in a state of good repair by focusing our state performance metrics on this goal. This is defined by the internal OPC metric. The scenario results were then converted to the federal condition projections using % poor. We expect to remain below the %poor target. We will continue to optimize work from our pavement Management system some of which will be on the interstate in order to continue to make progress.</p>
P33	<p>Extenuating Circumstance(s): Did any of the extenuating circumstances identified in 23 CFR 490.109(e)(5) prevent the State DOT from making significant progress toward achieving its 2-year target for the statewide Percentage of Pavements on the Non-Interstate NHS in Poor Condition for the 2022-2025 Performance Period? [23 CFR 490.107(b)(2)(ii)(G)]</p>	No
P33a	<p>Please select the extenuating circumstance(s) that prevented the State DOT from making significant progress toward achieving its 2-year target. [23 CFR 490.109(e)(5)]</p>	
P33b	<p>Please explain how the extenuating circumstance(s) listed in 23 CFR 490.109(e)(5) prevented the State DOT from making significant progress toward achieving its 2-year target for the statewide Percentage of Pavements on the Non-Interstate NHS in Poor Condition and quantify the impacts that resulted from these circumstances. [23 CFR 490.107(b)(2)(ii)(G)]</p>	

Bridge

Bridge Performance Overview

Question No	Description	Field Type
B1	General Comments: Please use this space to provide any general comments that may assist FHWA in its review of this part of the submission. You can use this space to provide greater context for your targets and current condition, provide additional background detail or clarification, note any assumptions, or discuss complications. (Optional)	Refer to Chapter 3 of DelDOT's TAMP for more detailed discussion of DelDOT's current bridge inventory & condition status, performance metrics, objectives and targets, and condition projections.

Statewide Performance Target for Bridges on the NHS Classified as in Good Condition

Question No	Description	Field Type
B2	Baseline: The baseline for the statewide Percentage of deck area of Bridges on the NHS Classified as in Good Condition. This value is from the 2022 Baseline Performance Period Report and is the condition derived from the latest data collected through the beginning date of the 2022-2025 Performance Period. [23 CFR 490.107(b)(1)(ii)(B)]	21.9
B3	2-year Actual Condition: The statewide Percentage of deck area of Bridges on the NHS Classified as in Good Condition. This value is the actual 2-year condition derived from the latest data collected through the midpoint of the performance period. [23 CFR 490.107(b)(2)(ii)(A)]	23.7
B4	2-year Target: The 2-year target for statewide Percentage of deck area of Bridges on the NHS Classified as in Good Condition for the 2022-2025 Performance Period that was reported in the 2022 Baseline Performance Period Report. [23 CFR 490.107(b)(1)(ii)(A)]	15.0
B5	<p>Progress Discussion: Please discuss the decisions and/or investments that contributed to the actual condition and if they were effective in achieving the intended condition for the statewide Percentage of deck area of Bridges on the NHS Classified as in Good Condition. This discussion shall at a minimum:</p> <p>1) Compare the actual 2-year condition (based on data contained within the National Bridge Inventory as of June 15, 2024, and made available by FHWA) to the 2-year target and</p> <p>2) document the reasons the target was or was not met.</p> <p>[23 CFR 490.107(b)(2)(ii)(B)]</p>	The investment strategy that we established a part of the 2022 TAMP submission has not changed and it has been effective in achieving the intended condition of Delaware's NHS bridge population classified as Good condition. The success in achieving our NHS bridge goals is largely due to our BMS and modeling & forecasting programs that were developed in 2018-2020. These programs provide DelDOT with the necessary tools to effectively and systematically evaluate effects on future performance for multiple funding scenarios. As a result, more cost efficient decisions can be made to get the most out of our current

		<p>funding levels.</p> <p>As per our 2022 TAMP, DeIDOT's 2-Year Good performance targets were established as >15% Good. Our 2024 finalized NHS bridge condition numbers resulted in 23.7% Good.</p> <p>DeIDOT believes the reasons that led to us meeting and exceeding the 2-Year targets stems from the success of our BMS and modeling & forecasting software capabilities, Department-wide focus on project delivery & construction schedules, and effectiveness of our bridge maintenance program.</p>
B6	<p>4-year Target: The 4-year target statewide Percentage of deck area of Bridges on the NHS Classified as in Good Condition for the 2022-2025 Performance Period that was reported in the 2022 Baseline Performance Period Report. [23 CFR 490.107(b)(1)(ii)(A)]</p>	25.0
B7	<p>Adjust 4-year Target: Does the State DOT wish to adjust the 4-year target for the statewide Percentage of deck area of Bridges on the NHS Classified as in Good Condition? [23 CFR 490.105(e)(6)]</p>	No
B7a	<p>Adjusted 4-year Target: Please provide the adjusted 4-year target for the statewide Percentage of deck area of Bridges on the NHS Classified as in Good Condition. The adjusted target should reflect the expected condition by the end of calendar year 2025. This adjustment is only permitted in the MPP Progress Report. [23 CFR 490.105(e)(6) and 23 CFR 490.107(b)(2)(ii)(E)]</p> <p><i>The adjusted target must be reported to the nearest tenth of a percent. For example, enter 86.5% as 86.5. [23 CFR 490.101 (Target definition) and 23 CFR 490.409(c)(1)]</i></p>	
B7b	<p>Basis for Adjusted 4-year Target: Please provide the basis for adjustment of the 4-year target for the statewide Percentage of deck area of Bridges on the NHS Classified as in Good Condition and describe how the adjusted target supports expectations documented in longer range plans, such as the State asset management plan and the long-range statewide transportation plan. [23 CFR 490.107(b)(2)(ii)(E)]</p>	
B8	<p>Significant Progress Discussion: The State DOT shall:</p> <p>1) Document if it expects that significant progress was or was not made toward the 2-year target for statewide Percentage of deck area of Bridges on the NHS Classified as in Good Condition.</p>	<p>DeIDOT believes that significant progress was made the reasons that led to us meeting and exceeding our 2-Year Good Condition target stems from the success of our BMS and modeling & forecasting software capabilities, Department-wide</p>

	<p>2) Summarize the accomplishments achieved during the performance period thus far that demonstrate why the State DOT expects to make significant progress or not.</p> <p>3) Please provide a summary of the planned activities that will be conducted during the remainder of the performance period to make significant progress toward the achievement of the 4-year target for the measure. A discussion of any completed activities can also be included if relevant.</p> <p>[23 CFR 490.107(b)(2)(ii)(F)]</p>	<p>focus on project delivery & construction schedules, and effectiveness of our bridge maintenance program.</p> <p>Continued growth and expansion of our bridge maintenance program over the past 10-15 years, use of new bridge repair materials, success in obtaining grant funding, and increased focus and efforts in meeting schedules for design and construction targets. Regarding the bridge maintenance program, DelDOT created a separate Bridge Maintenance & Construction Section dedicated solely to bridge work that falls into the preventative maintenance, routine maintenance, condition-based repairs, and emergency repairs.</p> <p>Continuation of the items discussed in question #2 above, ability to obtain additional grant funding that are currently in the works, and filling current staffing vacancies. Continued evolution and improvement of our bridge modeling & forecasting capabilities to better assess funding needs and distribution.</p>
B9	<p>Extenuating Circumstance(s): Did any of the extenuating circumstances identified in 23 CFR 490.109(e)(5) prevent the State DOT from making significant progress toward achieving its 2-year target for the statewide Percentage of deck area of Bridges on the NHS Classified as in Good Condition for the 2022-2025 Performance Period? [23 CFR 490.107(b)(2)(ii)(G)]</p>	No
B9a	<p>Please select the extenuating circumstance(s) that prevented the State DOT from making significant progress toward achieving its 2-year target. [23 CFR 490.109(e)(5)]</p>	
B9b	<p>Please explain how the extenuating circumstance(s) listed in 23 CFR 490.109(e)(5) prevented the State DOT from making significant progress toward achieving its 2-year target for the statewide Percentage of deck area of Bridges on the NHS Classified as in Good Condition and quantify the impacts that resulted from these circumstances. [23 CFR 490.107(b)(2)(ii)(G)]</p>	

Statewide Performance Target for Bridges on the NHS Classified as in Poor Condition

Question No	Description	Field Type
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B10	Baseline: The baseline for the statewide Percentage of deck area of Bridges on the NHS Classified as in Poor Condition. This value is from the 2022 Baseline Performance Period Report and is the condition derived from the latest data collected through the beginning date of the performance period. [23 CFR 490.107(b)(1)(ii)(B)]	2.7
B11	2-year Actual Condition: The 2-year statewide Percentage of deck area of Bridges on the NHS Classified as in Poor Condition. This value is the actual 2-year condition derived from the latest data collected through the midpoint of the performance period. [23 CFR 490.107(b)(2)(ii)(A)]	0.0
B12	2-year Target: The 2-year target for statewide percentage of deck area of bridges on the NHS classified as in Poor condition for the 2022-2025 Performance Period that was reported in the 2022 Baseline Performance Period Report. [23 CFR 490.107(b)(1)(ii)(A)]	3.0
B13	<p>Progress Discussion: Please discuss the decisions and/or investments that contributed to the actual condition and if they were effective in achieving the intended condition for the statewide Percentage of deck area of Bridges on the NHS Classified as in Poor Condition. This discussion shall at a minimum:</p> <p>1) Compare the actual 2-year condition (based on data contained within the National Bridge Inventory as of June 15, 2024, and made available by FHWA) to the 2-year target and</p> <p>2) document the reasons the target was or was not met.</p> <p>[23 CFR 490.107(b)(2)(ii)(B)]</p>	<p>The investment strategy that we established a part of the 2022 TAMP submission has not changed and it has been effective in achieving the intended condition of Delaware's NHS bridge population classified as Good condition. The success in achieving our NHS bridge goals is largely due to our BMS and modeling & forecasting programs that were developed in 2018-2020. These programs provide DeIDOT with the necessary tools to effectively and systematically evaluate effects on future performance for multiple funding scenarios. As a result, more cost efficient decisions can be made to get the most out of our current funding levels.</p> <p>As per our 2022 TAMP, DeIDOT's 2-Year Poor performance target was established as <3% Poor. Our 2024 finalized NHS bridge condition numbers resulted in 0.0% Poor.</p> <p>DeIDOT believes the reasons that led to us meeting and exceeding the 2-Year targets stems from the success of our BMS and modeling & forecasting software capabilities, Department-wide focus on project delivery & construction schedules, and effectiveness of our bridge maintenance program.</p>

B14	4-year Target: The 4-year target for the statewide Percentage of deck area of Bridges on the NHS Classified as in Poor Condition for the 2022-2025 Performance Period that was reported in the 2022 Baseline Performance Period Report. [23 CFR 490.107(b)(1)(ii)(A)]	3.0
B15	Adjust 4-year Target: Does the State DOT wish to adjust the 4-year target for the statewide Percentage of deck area of Bridges on the NHS Classified as in Poor condition? [23 CFR 490.105(e)(6)]	No
B15a	Adjusted 4-year Target: Please provide the adjusted 4-year target for the statewide Percentage of deck area of Bridges on the NHS Classified as in Poor Condition. The adjusted target should reflect the expected condition by the end of calendar year 2025. This adjustment is only permitted in the MPP Progress Report. [23 CFR 490.105(e)(6) and 23 CFR 490.107(b)(2)(ii)(E)] <i>The adjusted target must be reported to the nearest tenth of a percent. For example, enter 86.5% as 86.5. [23 CFR 490.101 (Target definition) and 23 CFR 490.409(c)(2)]</i>	
B15b	Basis for Adjusted 4-year Target: Please provide the basis for adjustment of the 4-year target for the statewide Percentage of deck area of Bridges on the NHS Classified as in Poor Condition and describe how the adjusted target supports expectations documented in longer range plans, such as the State asset management plan and the long-range statewide transportation plan. [23 CFR 490.107(b)(2)(ii)(E)]	
B16	Significant Progress Discussion: The State DOT shall: 1) Document if it expects that significant progress was or was not made toward the 2-year target for statewide Percentage of deck area of Bridges on the NHS Classified as in Poor Condition. 2) Summarize the accomplishments achieved during the performance period thus far that demonstrate why the State DOT expects to make significant progress or not. 3) Please provide a summary of the planned activities that will be conducted during the remainder of the performance period to make significant progress toward the achievement of the 4-year target for the measure. A discussion of any completed activities can also be included if relevant. [23 CFR 490.107(b)(2)(ii)(F)]	DelDOT believes that significant progress was made the reasons that led to us meeting and exceeding our 2-Year Poor Condition target stems from the success of our BMS and modeling & forecasting software capabilities, Department-wide focus on project delivery & construction schedules, and effectiveness of our bridge maintenance program. Continued growth and expansion of our bridge maintenance program over the past 10-15 years, use of new bridge repair materials, success in obtaining grant funding, and increased focus and efforts in meeting schedules for design and construction targets. Regarding the bridge maintenance program, DelDOT created a separate Bridge Maintenance & Construction Section dedicated solely to bridge work that falls into

		<p>the preventative maintenance, routine maintenance, condition-based repairs, and emergency repairs.</p> <p>Continuation of the items discussed in question #2 above, ability to obtain additional grant funding that are currently in the works, and filling current staffing vacancies. Continued evolution and improvement of our bridge modeling & forecasting capabilities to better assess funding needs and distribution.</p>
B17	Extenuating Circumstance(s): Did any of the extenuating circumstances identified in 23 CFR 490.109(e)(5) prevent the State DOT from making significant progress toward achieving its 2-year target for the statewide Percentage of deck area of Bridges on the NHS Classified as in Poor Condition for the 2022-2025 Performance Period? [23 CFR 490.107(b)(2)(ii)(G)]	No
B17a	Please select the extenuating circumstance(s) that prevented the State DOT from making significant progress toward achieving its 2-year target. [23 CFR 490.109(e)(5)]	
B17b	Please explain how the extenuating circumstance(s) listed in 23 CFR 490.109(e)(5) prevented the State DOT from making significant progress toward achieving its 2-year target for the statewide Percentage of deck area of Bridges on the NHS Classified as in Poor Condition and quantify the impacts that resulted from these circumstances. [23 CFR 490.107(b)(2)(ii)(G)]	

Reliability

Travel Time Reliability Performance Overview

Question No	Description	Field Type
R1	General Comments: Please use this space to provide any general comments that may assist FHWA in its review of this part of the submission. You can use this space to provide greater context for your targets and current performance, provide additional background detail or clarification, note any assumptions, or discuss complications. (Optional)	<p>DelDOT utilizes probe data from the National Performance Management Research Data Set (NPMRDS) to fulfill federal reliability reporting requirements. However, the Transportation Management Center (TMC) also has an advanced network of Bluetooth detectors strategically placed throughout Delaware's roadways. These detectors enable TMC technicians and managers to monitor travel times and reliability in real-time, 24/7. This continuous surveillance allows them to swiftly identify and address congestion in-house, ensuring smoother traffic flow and enhanced roadway efficiency.</p> <p>DelDOT investment strategy for reliability is presented in it's county-level Transportation Operations Management Plans (TOMPS). In general, DelDOT prioritizes projects which present a strong benefit-to-cost ratio and minimal environmental impacts. Projects which tend to fit this preference include ITMS enhancements, demand management solutions, and freight coordination. Congestion mapping and operational analytics, such as travel time indices, are used to inform the project evaluation process</p>

Statewide Performance Target for the Percent of the Person-Miles Traveled on the Interstate That Are Reliable

Question No	Description	Field Type
R2	Baseline: The baseline for the statewide Percent of the Person-Miles Traveled on the Interstate That Are Reliable. This value is from the 2022 Baseline Performance Period Report and is the performance derived from the latest data collected through the beginning date of the performance period. [23 CFR 490.107(b)(1)(ii)(B)]	87.3
R3	2-year Actual Performance: The 2-year statewide Percent of the Person-Miles Traveled on the Interstate That Are Reliable. This value is the actual 2-year performance derived from the latest data collected through the midpoint of the performance period. [23 CFR 490.107(b)(2)(ii)(A)]	89.0

R4	<p>2-year Target: The 2-year target for the statewide Percent of the Person-Miles Traveled on the Interstate That Are Reliable for the 2022-2025 Performance Period that was reported in the 2022 Baseline Performance Period Report. [23 CFR 490.107(b)(1)(ii)(A)]</p>	73.3
R5	<p>Progress Discussion: Please discuss the decisions and/or investments that contributed to the actual performance and if they were effective in achieving the intended performance for the statewide Percent of the Person-Miles Traveled on the Interstate That Are Reliable. This discussion shall at a minimum:</p> <p>1) Compare the actual 2-year performance to the 2-year target and</p> <p>2) document the reasons the target was or was not met.</p> <p>[23 CFR 490.107(b)(2)(ii)(B)]</p>	<p>While Delaware's interstate mileage is limited, several recently completed projects have helped DelDOT achieve its interstate reliability targets.</p> <p>The Restore the Corridor Project (major construction completed in 2022) involved extensive repairs to 19 bridges and repaving a portion of I-95 pavement in Wilmington. The goal was to extend the service life of these structures by at least 30 years, avoiding more costly and disruptive repairs in the future. Due to the high daily traffic on I-95 and the potential negative impacts of lane reductions on both the interstate and local streets, several projects were completed prior to full construction. These efforts were crucial in maintaining smooth traffic flow in and around Wilmington and throughout the entire corridor.</p> <p>Another poignant example is the DE 141 Interchange with I-95 Project, which was completed in 2021. This project reconstructed eight ramps and four bridges at the I-95 & DE 141 interchange. It also improved pedestrian and transit facilities and increased capacity at the DE 141 and Commons Boulevard intersection, enhancing safety and capacity while extending the interchange's lifespan.</p> <p>The last example project is the DE 1 Southbound Auxiliary Lane between DE 273 and US 40, which was completed in 2020. This project added a 1.5-mile auxiliary lane on DE 1 southbound to alleviate congestion and improve safety for traffic entering and exiting the mainline.</p>
R6	<p>4-year Target: The 4-year target for the statewide Percent of the Person-Miles Traveled on the Interstate That Are Reliable for the 2022-2025 Performance Period that was</p>	73.3

	reported in the 2022 Baseline Performance Period Report. [23 CFR 490.107(b)(1)(ii)(A)]	
R7	Adjust 4-year Target: Does the State DOT wish to adjust the 4-year target for the statewide Percent of the Person-Miles Traveled on the Interstate That Are Reliable? [23 CFR 490.105(e)(6)]	No
R7a	Adjusted 4-year Target: Please provide the adjusted 4-year target for the statewide Percent of the Person-Miles Traveled on the Interstate That Are Reliable. The adjusted target should reflect the expected performance by the end of calendar year 2025. This adjustment is only permitted in the MPP Progress Report. [23 CFR 490.105(e)(6) and 23 CFR 490.107(b)(2)(ii)(E)] This adjusted target must be reported to the nearest tenth of a percent. For example, enter 86.5% as 86.5 [23 CFR 490.101 (Target definition) and 23 CFR 490.513(b)] <i>This adjusted target must be reported to the nearest tenth of a percent. For example, enter 86.5% as 86.5 [23 CFR 490.101 (Target definition) and 23 CFR 490.513(b)]</i>	
R7b	Basis for Adjusted 4-year Target: Please provide the basis for adjustment of the 4-year target for the statewide Percent of the Person-Miles Traveled on the Interstate That Are Reliable and describe how the adjusted target supports expectations documented in longer range plans, such as the State asset management plan and the long-range statewide transportation plan. [23 CFR 490.107(b)(2)(ii)(E)]	
R8	Significant Progress Discussion: The State DOT shall: 1) Document if it expects that significant progress was or was not made toward the 2-year target for statewide Percent of the Person-Miles Traveled on the Interstate That Are Reliable. 2) Summarize the accomplishments achieved during the performance period thus far that demonstrate why the State DOT expects to make significant progress or not. 3) Please provide a summary of the planned activities that will be conducted during the remainder of the performance period to make significant progress toward the achievement of the 4-year target for the measure. A discussion of any completed activities can also be included if relevant. [23 CFR 490.107(b)(2)(ii)(F)]	DelDOT is dedicated to managing congestion and has made it a key focus of their upcoming Long-Range Transportation Plan supporting the Department's "Framework for Excellence". With support from federal funding, several projects are underway to enhance the reliability of Delaware's interstate system. These initiatives reflect DelDOT's commitment to leveraging advanced technology and strategic infrastructure improvements to manage congestion and enhance transportation reliability across the state. One of the Departments major reliability focused projects is the AI-Based Integrated Transportation Management System (AI-ITMS) Project. AI-ITMS is currently in development and features the AI-based Transportation Operations Management System (AI-TOMS), which autonomously monitors and optimizes roadway performance. By continuously learning and

		<p>automating all stages of transportation management, DelDOT aims to create a predictive and self-improving system. Another example project is the I-95 and DE 896 Interchange. This ongoing construction project involves redesigning the interchange ramps to enhance safety and reduce congestion in this heavily trafficked area. Similarly, the I-295 Northbound, DE 141 to US 13 projects addresses significant congestion during peak hours and summer weekends by reconfiguring the interchange, upgrading signage, and installing ITMS devices to improve traffic flow.</p>
R9	<p>Extenuating Circumstance(s): Did any of the extenuating circumstances identified in 23 CFR 490.109(e)(5) prevent the State DOT from making significant progress toward achieving its 2-year target for the statewide Percent of the Person-Miles Traveled on the Interstate That Are Reliable for the 2022- 2025 Performance Period? [23 CFR 490.107(b)(2)(ii)(G)]</p>	No
R9a	<p>Please select the extenuating circumstance(s) that prevented the State DOT from making significant progress toward achieving its 2-year target. [23 CFR 490.109(e)(5)]</p>	
R9b	<p>Please explain how the extenuating circumstance(s) listed in 23 CFR 490.109(e)(5) prevented the State DOT from making significant progress toward achieving its 2-year target for the statewide Percent of the Person-Miles Traveled on the Interstate That Are Reliable and quantify the impacts that resulted from these circumstances. [23 CFR 490.107(b)(2)(ii)(G)]</p>	

Statewide Performance Target for the Percent of the Person-Miles Traveled on the Non-Interstate NHS That Are Reliable

Question No	Description	Field Type
R10	<p>Baseline: The baseline for the statewide Percent of the Person-Miles Traveled on the Non-Interstate NHS That Are Reliable. This value is from the 2022 Baseline Performance Period Report and is the performance derived from the latest data collected through the beginning date of the performance period. [23 CFR 490.107(b)(1)(ii)(B)]</p>	96.1
R11	<p>2-year Actual Performance: The 2-year statewide Percent of the Person-Miles Traveled on the Non-Interstate NHS That Are Reliable. This value is the actual 2-year performance derived from the latest data collected through the midpoint of the performance period. [23 CFR 490.107(b)(2)(ii)(A)]</p>	94.5

R12	2-year Target: The 2-year target for the statewide Percent of the Person-Miles Traveled on the Non-Interstate NHS That Are Reliable for the 2022-2025 Performance Period that was reported in the 2022 Baseline Performance Period Report. [23 CFR 490.107(b)(1)(ii)(A)]	89.5
R13	<p>Progress Discussion: Please discuss the decisions and/or investments that contributed to the actual performance and if they were effective in achieving the intended performance for the statewide Percent of the Person-Miles Traveled on the Non-Interstate NHS That Are Reliable. This discussion shall at a minimum:</p> <ol style="list-style-type: none"> 1) Compare the actual 2-year performance to the 2-year target and 2) document the reasons the target was or was not met. <p>[23 CFR 490.107(b)(2)(ii)(B)]</p>	<p>DeIDOT's Transportation Operations Management Program (TOMP) identifies congestion hotspots using travel time reliability metrics and volume data on a county-by-county basis. TOMP reports recommend solutions to alleviate congestion and highlight recently completed or upcoming projects in DeIDOT's CTP that are expected to improve congested areas. In addition to the TOMP reports themselves, several recently completed projects have helped DeIDOT meet its reliability target. The Wilmington Signals Upgrade and Integration Project (completed in 2020) upgraded 218 traffic signals, integrated them into DeIDOT's central signal control system, and added 21 Bluetooth sensors and 22 traffic cameras for travel time and congestion monitoring. This integration allows for remote control and seamless transportation management across city-state borders. The US 301 Project (completed in 2019) provided a freeway connection between Maryland and DE 1 in southern New Castle County, allowing travelers to bypass 29 at-grade intersections they previously had to navigate through. Lastly, the DE 1 Interchange Project (completed in 2019) replaced several signalized and stop-controlled intersections in Little Heaven, South Frederica, and Thompsonville with three grade-separated interchanges, improving safety and allowing uninterrupted through traffic on DE 1.</p>
R14	4-year Target: The 4-year target for the statewide Percent of the Person-Miles Traveled on the Non-Interstate NHS That Are Reliable for the 2022-2025 Performance Period that was reported in the 2022 Baseline Performance Period Report. [23 CFR 490.107(b)(1)(ii)(A)]	89.5

R15	Adjust 4-year Target: Does the State DOT wish to adjust the 4-year target for the statewide Percent of the Person-Miles Traveled on the Non-Interstate NHS That Are Reliable? [23 CFR 490.105(e)(6)]	No
R15a	Adjusted 4-year Target: Please provide the adjusted 4-year target for the statewide Percent of the Person-Miles Traveled on the Non-Interstate NHS That Are Reliable. The adjusted target should reflect the expected performance by the end of the calendar year 2025. This adjustment is only permitted in the MPP Progress Report. [23 CFR 490.105(e)(6) and 23 CFR 490.107(b)(2)(ii)(E)] <i>This adjusted target must be reported to the nearest tenth of a percent. For example, enter 86.5% as 86.5 [23 CFR 490.101 (Target definition) and 23 CFR 490.513(c)]</i>	
R15b	Basis for Adjusted 4-year Target: Please provide the basis for adjustment of the 4-year target for the statewide Percent of the Person-Miles Traveled on the Non-Interstate NHS That Are Reliable and describe how the adjusted target supports expectations documented in longer range plans, such as the State asset management plan and the long-range statewide transportation plan. [23 CFR 490.107(b)(2)(ii)(E)]	
R16	Significant Progress Discussion: The State DOT shall: 1) Document if it expects that significant progress was or was not made toward the 2-year target for statewide Percent of the Person-Miles Traveled on the Non-Interstate NHS That Are Reliable. 2) Summarize the accomplishments achieved during the performance period thus far that demonstrate why the State DOT expects to make significant progress or not. 3) Please provide a summary of the planned activities that will be conducted during the remainder of the performance period to make significant progress toward the achievement of the 4-year target for the measure. A discussion of any completed activities can also be included if relevant. [23 CFR 490.107(b)(2)(ii)(F)]	The vast majority of Delaware's NHS network is not along the interstate, and thus the Department is committed to monitoring and relieving congestion along its non-interstate roads, providing a reliable transportation network for everyone. Some key examples of key investments include additional ITMS coverage, DART Reimagined Project to reduce roadway demand, and DelDOT's 2022 State Freight Plan. With support from federal CMAQ funds, DelDOT plans to install new ITMS devices (e.g., Bluetooth detectors, side-fire radar, and variable message signs) across the state. They will also install fiber for better telecommunications and re-time about 150 traffic signals across 15 corridors statewide to improve traffic flow, transit bus performance, and air quality. DART Reimagined Project is an effort to enhance public transportation to offer an alternative to help reduce roadway demand, a key factor in reducing congestion and

		<p>improving travel time reliability. In early 2024, the Delaware Transit Corporation (DTC) completed a comprehensive review of the state's transit system. Based on this study, DTC will implement changes to establish a core network, improve service quality, ensure safe access to transit, and enhance user experience.</p> <p>DeIDOT's 2022 State Freight Plan helps address the freight component of reliability by identifying 15 freight bottlenecks statewide, with the top 5 located on non-interstate roadways. These bottlenecks affect not just truck traffic reliability, but also travel time reliability overall. The plan outlines projects and studies to address these bottlenecks and improve travel time reliability.</p>
R17	Extenuating Circumstance(s): Did any of the extenuating circumstances identified in 23 CFR 490.109(e)(5) prevent the State DOT from making significant progress toward achieving its 2-year target for the statewide Percent of the Person-Miles Traveled on the Non-Interstate NHS That Are Reliable for the 2022- 2025 Performance Period? [23 CFR 490.107(b)(2)(ii)(G)]	No
R17a	Please select the extenuating circumstance(s) that prevented the State DOT from making significant progress toward achieving its 2-year target. [23 CFR 490.109(e)(5)]	
R17b	Please explain how the extenuating circumstance(s) listed in 23 CFR 490.109(e)(5) prevented the State DOT from making significant progress toward achieving its 2-year target for the statewide Percent of the Person-Miles Traveled on the Non-Interstate NHS That Are Reliable and quantify the impacts that resulted from these circumstances. [23 CFR 490.107(b)(2)(ii)(G)]	

Freight

Freight Reliability (Movement) Performance Overview

Question No	Description	Field Type
F1	<p>General Comments: Please use this space to provide any general comments that may assist FHWA in its review of this part of the submission. You can use this space to provide greater context for your targets and current performance, provide additional background detail or clarification, note any assumptions, or discuss complications. (Optional)</p>	<p>Trucks provide the dominant mode of freight transportation in Delaware, carrying about 68% of the state's freight. Such a heavy reliance on truck freight put wear and tear on pavement and bridges, increases DE's traffic congestion, and ultimately affects how easily freight moves on the interstate system.</p> <p>DelDOT's freight-focused investments are prioritized according to criteria expressed in Chapter 5 of the Department's 2022 Statewide Freight Plan. These values include whether the project is located along the Strategic Highway Network or within congestion hotspot identified in that county's TOMP; the relationship between the project and the state's freight bottlenecks; a project's predicted regional impacts; and if the project is located in an area with known air quality issues.</p>
F2	<p>Progress on truck freight bottlenecks: Please discuss progress of the State DOT's efforts in addressing congestion at truck freight bottlenecks within the State (described in § 490.107(b)(1)(ii)(E)) through comprehensive freight improvement efforts of State Freight Plan or MPO freight plans; the Statewide Transportation Improvement Program and Transportation Improvement Program; regional or corridor level efforts; other related planning efforts; and operational and capital activities targeted to improve freight movement on the Interstate System.</p> <p>If the State has prepared a State Freight Plan under 49 U.S.C. 70202, within the previous 2 years, then it may serve as the basis for addressing congestion at truck freight bottlenecks. If the State Freight Plan has not been updated since the previous State Biennial Performance Report, then an updated analysis of congestion at truck freight bottlenecks must be included via this field or as an attachment. [23 CFR 490.107(b)(2)(ii)(D)]</p> <p>Please upload related document(s) in the Attachment tab.</p>	<p>DelDOT's strategy for eliminating the State's freight bottlenecks is rooted in the 2022 Delaware State Freight Plan. The Plan highlights areas where traffic operations need improvement and identifies ways to resolve bottlenecks and other transportation issues. In addition to the opportunities laid out in the State Freight Plan, DelDOT seeks to resolve truck freight bottlenecks through collaboration with the State's MPOs. This collaboration occurs during the preparation of the CTP (which includes freight operations in the Revenue Generation/Economic Development/Jobs & Commerce component), participation on the Delmarva Freight Working Group, and the preparation of the TOMPs. The TOMPs highlight strategies for using DelDOT's expansive transportation data for congestion hotspot and traffic analyses, as well as the implementation of additional traffic data devices to support quality</p>

		data collection to support FHWA performance measures. These processes complement TPM performance goals and support performance measures of DelDOT's freight data.
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Statewide Performance Target for the Truck Travel Time Reliability (TTTR) Index

Question No	Description	Field Type
F3	Baseline: The baseline for the statewide Truck Travel Time Reliability Index. This value is from the 2022 Baseline Performance Period Report and is the performance derived from the latest data collected through the beginning date of the performance period. [23 CFR 490.107(b)(1)(ii)(B)]	1.77
F4	2-year Actual Performance: The 2-year statewide Truck Travel Time Reliability Index. This value is the actual 2-year performance derived from the latest data collected through the midpoint of the performance period. [23 CFR 490.107(b)(2)(ii)(A)]	1.75
F5	2-year Target: The 2-year target for the statewide Truck Travel Time Reliability Index for the 2022-2025 Performance Period that was reported in the 2022 Baseline Performance Period Report. [23 CFR 490.107(b)(1)(ii)(A)]	2.45
F6	<p>Progress Discussion: Please discuss the decisions and/or investments that contributed to the actual performance and if they were effective in achieving the intended performance for the statewide Truck Travel Time Reliability Index. This discussion shall at a minimum:</p> <p>1) Compare the actual 2-year performance to the 2-year target and</p> <p>2) document the reasons the target was or was not met.</p> <p>[23 CFR 490.107(b)(2)(ii)(B)]</p>	<p>DelDOT has a range of ongoing and completed improvement projects that demonstrate a strong alignment to FHWA's performance goals. According to DelDOT's Capital Transportation Plan, the FY23-28 period will see a range of investments in highway improvement, road widenings, and other transportation developments aimed at reducing freight bottlenecks across the state.</p> <p>Many of these projects can also be found in the Delaware Statewide Truck Bottleneck Planned Improvements Summary appendix in the Freight Plan. Some of the freight projects that have been completed or substantially completed and reduced the severity of the State's freight bottlenecks include SR 15 & SR 8 West Dover, HEP KC, SR 8 and SR 15 Intersection Improvements, SR 273 Airport Rd. to SR 141 HSIP NCC, SR 273, Appleby Road to Airport Rd. Road Widening, and S. Bay Rd. US 13 Split to Puncheon Run</p>

		Connector, HSIP SC, US 9 and SR 5 Intersection Road Widening. These projects have forwarded safety, infrastructure condition, congestion reduction, and reliability.
F7	4-year Target: The 4-year target for the statewide Truck Travel Time Reliability Index for the 2022-2025 Performance Period that was reported in the 2022 Baseline Performance Period Report. [23 CFR 490.107(b)(1)(ii)(A)]	2.45
F8	Adjust 4-year Target: Does the State DOT wish to adjust the 4-year target for the statewide Truck Travel Time Reliability Index? [23 CFR 490.105(e)(6)]	No
F8a	Adjusted 4-year Target: Please provide the adjusted 4-year target for the statewide Truck Travel Time Reliability Index. The adjusted target should reflect the expected performance by the end of calendar year 2025. This adjustment is only permitted in the Mid Performance Period Progress Report. [23 CFR 490.107(b)(2)(ii)(E)] <i>This adjusted target must be reported to the nearest hundredth. For example, enter 2.54. [23 CFR 490.101 (Target definition) and 23 CFR 490.613(b)]</i>	
F8b	Basis for Adjusted 4-year Target: Please provide the basis for adjustment of the 4-year target for the statewide Truck Travel Time Reliability Index and describe how the adjusted target supports expectations documented in longer range plans, such as the State asset management plan and the long-range statewide transportation plan. [23 CFR 490.107(b)(2)(ii)(E)]	
F9	Significant Progress Discussion: The State DOT shall: 1) Document if it expects that significant progress was or was not made toward the 2-year target for the statewide Truck Travel Time Reliability Index measure. 2) Summarize the accomplishments achieved during the performance period thus far that demonstrate why the State DOT expects to make significant progress or not. 3) Please provide a summary of the planned activities that will be conducted during the remainder of the performance period to make significant progress toward the achievement of the 4-year target for the measure. A discussion of any completed activities can also be included if relevant. [23 CFR 490.107(b)(2)(ii)(F)]	DeIDOT continues to invest in freight infrastructure projects to reduce congestion and increase safety, sustainability, and reliability. DeIDOT is collaborating with neighboring MPOs, Delaware Municipalities, and other freight partners across the Delmarva Peninsula to carry out freight transportation planning and development. As previously outlined, the freight project selection process is a comprehensive and collaborative screening process to ensure projects that are funded and supported are most beneficial and in line with TPM goals. From the freight plan, an initial set of approximately 120 projects were screened from the state's CTP in this effort, in line with federal requirements on long-range planning and investment activities.

		The 2022 Delaware Statewide Truck Bottleneck Analysis report outlined 15 projects to mitigate bottleneck congestion and ensure greater freight movement reliability. Three of these listed above have been completed so far, with the remaining in progress and a majority of them estimated to be in service between FY 25-27.
F10	Extenuating Circumstance(s): Did any of the extenuating circumstances identified in 23 CFR 490.109(e)(5) prevent the State DOT from making significant progress toward achieving its 2-year target for the statewide Truck Travel Time Reliability Index for the 2022- 2025 Performance Period? [23 CFR 490.107(b)(2)(ii)(G)]	No
F10a	Please select the extenuating circumstance(s) that prevented the State DOT from making significant progress toward achieving its 2-year target. [23 CFR 490.109(e)(5)]	
F10b	Please explain how the extenuating circumstance(s) listed in 23 CFR 490.109(e)(5) prevented the State DOT from making significant progress toward achieving its 2-year target for the statewide Truck Travel Time Reliability Index and quantify the impacts that resulted from these circumstances. [23 CFR 490.107(b)(2)(ii)(G)]	

Peak Hour Excess Delay (PHED)

Annual Hours of Peak Hour Excessive Delay (PHED) Per Capita Performance Overview

Question No	Description	Field Type
D1	General Comments: Please use this space to provide any general comments that may assist FHWA in its review of this part of the submission. You can use this space to provide greater context for your targets and current performance, provide additional background detail or clarification, note any assumptions, or discuss complications. (Optional)	The PHED component of this report refers to the Philadelphia Urbanized Area (UZA). Since the Philadelphia UZA covers multiples states, the Delaware Valley Regional Planning Commission (DVRPC) serves as the lead agency for conducting interagency coordination needed to set and review targets. On April 25th, 2024, the DVRPC held a coordination meeting to discuss target adjustment. During the meeting, the interagency working group reviewed demographic and traffic operations data related to both the PHED and Non-SOV measures. Based on this review, the working group reached consensus and elected to maintain the four-year target for the PHED measure at 15.1. Section T9b provides a brief summary of the information reviewed during the April 25th interagency coordination meeting.
D2	The total number of applicable UZA(s) required to establish targets and report progress for the Traffic Congestion Measures in your State are:	1

Urbanized Area Target #1 - Annual Hours of Peak Hour Excessive Delay Per Capita

Question No	Description	Field Type
D3	Urbanized Area:	Philadelphia, PA--NJ--DE--MD
D4	Baseline: The baseline for Annual Hours of Peak Hour Excessive Delay Per Capita. This value is from the 2022 Baseline Performance Period Report and is the performance derived from the latest data collected through the beginning date of the performance period. [23 CFR 490.107(b)(1)(ii)(B)]	13.1
D5	2-year Actual Performance: The 2-year Annual Hours of Peak Hour Excessive Delay Per Capita in this UZA. This value is the actual 2-year performance derived from the latest data collected through the midpoint of the performance period. [23 CFR 490.107(b)(2)(ii)(A)]	13.9
D6	2-year Target: The 2-year target for the Annual Hours of Peak Hour Excessive Delay Per Capita for the 2022-2025 Performance Period that was reported in the 2022 Baseline Performance Period Report. [23 CFR	15.2

	490.107(b)(1)(ii)(A)]	
D7	<p>Progress Discussion: Please discuss the decisions and/or investments that contributed to the actual performance and if they were effective in achieving the intended performance for the statewide Annual Hours of Peak Hour Excessive Delay Per Capita. This discussion shall at a minimum:</p> <ol style="list-style-type: none"> 1) Compare the actual 2-year performance to the 2-year target and 2) document the reasons the target was or was not met. <p>[23 CFR 490.107(b)(2)(ii)(B)]</p>	<p>Over the first half of the performance period, the Philadelphia Urbanized Area's residents have experienced less peak hour excessive delay per capita than projected. The interagency working group attributed this better-than-expected performance to the lingering influence of the COVID pandemic, most notably the increased rate of tele-commuting. However, the group decided not to adjust the performance target because of an anticipated increase in both travel demand and peak hour delays. Factors considered during the interagency group's review included anticipated economic growth, increases in the number of people traveling, increased freight movement on the NHS, and growth in e-commerce.</p> <p>On a project level, DelDOT has two annual programs which support the PHED performance measure Delaware Commute Solutions and Transportation Management Improvements Statewide projects. Delaware Commute Solutions is funded annually through the CMAQ program and encourages residents to travel to work using any mode other than driving alone. The Transportation Management Improvements Statewide program is also funded annually through DelDOT's CMAQ program. This program deploys intelligent transportation systems to improve the efficiency of traffic operations. Traffic operations-focused investments are discussed in more detail in the reliability section of this report.</p>
D8	4-year Target: The 4-year target for the Annual Hours of Peak Hour Excessive Delay Per Capita in this UZA for the 2022-2025 Performance Period that was reported in the 2022 Baseline Performance Period Report. [23 CFR 490.107(b)(1)(ii)(A)] and [23 CFR 490.107(c)(3)(ii)(A)]	15.1
D9	Adjust 4-year Target: Does the State DOT wish to adjust the 4-year target for the Annual Hours of Peak Hour Excessive Delay Per Capita in this UZA? [23 CFR 490.105(e)(6)]	No

D9a	<p>Adjusted 4-year Target: Please provide the adjusted 4-year target for the Annual Hours of Peak Hour Excessive Delay Per Capita in this UZA.</p> <p><i>The adjusted target should reflect the expected performance by the end of calendar year 2025. This adjustment is only permitted in the Mid Performance Period Progress Report. [23 CFR 490.107(b)(2)(ii)(E)]</i></p> <p><i>This adjusted target must be reported to the nearest tenth. For example, enter 7.1. [23 CFR 490.101 (Target definition) and 23 CFR 490.713(b)]</i></p>	
D9b	<p>Basis for Adjusted 4-year Target: Please provide the basis for adjustment of the 4-year target for the Annual Hours of Peak Hour Excessive Delay Per Capita in this UZA and describe how the adjusted target supports expectations documented in longer range plans, such as the State asset management plan and the long-range statewide transportation plan. [23 CFR 490.107(b)(2)(ii)(E)]</p>	
D10	<p>If the State DOT adjusted the unified 4-year target for the Annual Hours of Peak Hour Excessive Delay Per Capita target for this urbanized area, please report the applicable MPOs that also adjusted the unified Annual Hours of Peak Hour Excessive Delay Per Capita target for this urbanized area. Use a semicolon to separate multiple agencies. (Optional)</p> <p><i>Any adjustments made to a unified 4-year target established for this measure must be agreed upon and made collectively by all State DOTs and MPOs that include any portion of the NHS in the respective urbanized area applicable to the measures. [23 CFR 490.105(e)(6) and 23 CFR 490.105(f)(8)]</i></p>	

Percent of Non-SOV Travel

Percent of Non-Single Occupancy Vehicle (Non-SOV) Travel Performance Overview

Question No	Description	Field Type
T1	General Comments: Please use this space to provide any general comments that may assist FHWA in its review of this part of the submission. You can use this space to provide greater context for your targets and current performance, provide additional background detail or clarification, note any assumptions, or discuss complications. (Optional)	The PHED component of this report refers to the Philadelphia Urbanized Area (UZA). Since the Philadelphia UZA covers multiples states, the Delaware Valley Regional Planning Commission (DVRPC) serves as the lead agency for conducting interagency coordination needed to set and review targets. On April 25th, 2024, the DVRPC held a coordination meeting to discuss target adjustment. During the meeting, the interagency working group reviewed demographic and traffic operations data related to both the PHED and Non-SOV measures. Based on this review, the working group reached consensus and elected to maintain the four-year target for the PHED measure at 15.1. Section T9b provides a brief summary of the information reviewed during the April 25th interagency coordination meeting.
T2	The total number of applicable UZA(s) required to establish targets and report progress for the Traffic Congestion Measures in your State are:	1

Urbanized Area Target #1 - Percent of Non-Single Occupancy Vehicle (Non-SOV) Travel

Question No	Description	Field Type
T3	Urbanized Area:	Philadelphia, PA--NJ--DE--MD
T4	Baseline: The baseline for Percent of Non-SOV Travel. This value is from the 2022 Baseline Performance Period Report and is the performance derived from the latest data collected through the beginning of the performance period. [23 CFR 490.107(b)(1)(ii)(B)]	30.6
T5	2-year Actual performance: The 2-year Percent of Non-SOV Travel. This value is the actual 2-year performance derived from the latest data collected through the midpoint of the performance period. 23 CFR 490.107(b)(2)(ii)(A) Since the baseline performance submitted in the 2022 Baseline Performance Period Report was based on Method A, the 2-year performance value is based on Method A – American Community Survey (ACS). [23 CFR 490.709 (f)(2) and (3)]	32.8

T6	2-year Target: The 2-year target for the Percent of Non-SOV Travel for the 2022-2025 Performance Period that was reported in the 2022 Baseline Performance Period Report. [23 CFR 490.107(b)(1)(ii)(A)]	30.0
T7	<p>Progress Discussion: Please discuss the decisions and/or investments that contributed to the actual performance and if they were effective in achieving the intended performance for the Percent of Non-SOV Travel. This discussion shall at a minimum:</p> <ol style="list-style-type: none"> 1) Compare the actual 2-year performance to the 2-year target and 2) document the reasons the target was or was not met. <p>[23 CFR 490.107(b)(2)(ii)(B)]</p>	<p>During the interagency coordination meeting held on April 25th, the participating representatives identified several factors which influenced the faster than expected increase in Non-SOV travel. These factors included A 52.1% increase of transit passenger miles from 2021 to 2022; a 14.4% increase in work from home from 2018-2022; increased population, employment and VMT during the performance period; and the impact of influential projects conducted throughout the region. DelDOT's contribution to this list of influential projects includes the FY22 and FY 23 Rideshare programs. These two programs encourage residents throughout the state to use transit services or carpools to travel to work rather than driving alone.</p>
T8	4-year Target: The 4-year target for the Percent of Non-SOV travel established for the 2022-2025 Performance Period that was reported in the 2022 Baseline Performance Period Report. [23 CFR 490.107(b)(1)(ii)(A)] and [23 CFR 490.107(c)(3)(ii)(A)]	30.0
T9	Adjust 4-year Target: Does the State DOT wish to adjust the 4-year target for the Percent of Non-SOV travel? [23 CFR 490.105(e)(6)]	Yes
T9a	<p>Adjusted 4-year Target: Please provide the adjusted 4-year target for the Percent of Non-SOV Travel.</p> <p><i>The adjusted target should reflect the expected performance by the end of calendar year 2025. This adjustment is only permitted in the Mid Performance Period Progress Report. [23 CFR 490.107(b)(2)(ii)(E)]</i></p> <p><i>This adjusted target must be reported to the nearest tenth of a percent. For example, enter 86.5% as 86.5. [23 CFR 490.101 (Target definition) and 23 CFR 490.713(d)]</i></p>	33.0
T9b	Basis for Adjusted 4-year Target: Please provide the basis for adjustment of the 4-year target for the Percent of Non-SOV Travel and describe how the adjusted target supports expectations documented in longer range plans, such as the State asset management plan and the long-range statewide transportation plan. [23 CFR 490.107(b)(2)(ii)(E)]	The four-year Non-SOV performance target was revised because the two-year performance outcome had exceeded it. The revised target was selected based on a review

		of multiple statistical trends, most notably
T10	<p>If the State DOT adjusted the unified 4-year target for the Percent of Non-SOV Travel target for this urbanized area, please report the applicable MPOs that also adjusted the unified Percent of Non-SOV Travel target for this urbanized area. Use a semicolon to separate multiple agencies. (Optional)</p> <p>Any adjustments made to a unified 4-year target established for this measure must be agreed upon and made collectively by all State DOTs and MPOs that include any portion of the NHS in the respective urbanized area applicable to the measures. [23 CFR 490.105(e)(6) and 23 CFR 490.105(f)(8)]</p>	<p>The state DOTs are PennDOT; NJDOT; DelDOT; and Maryland DOT.</p> <p>The MPOs are DVRPC; North Jersey Transportation Planning Authority (NJTPA); South Jersey Transportation Planning Organization (SJTPO); Lancaster Area Transportation Study; and the Wilmington Area Planning Council (WILMAPCO).</p>

Emissions

Emissions Reduction Performance Overview

Question No	Description	Field Type
E1	General Comments: Please use this space to provide any general comments that may assist FHWA in its review of this part of the submission. You can use this space to provide greater context for your targets and current performance, provide additional background detail or clarification, note any assumptions, or discuss complications. (Optional)	During the FY22 and FY23 obligations, DelDOT used CMAQ funding to support Bike and Pedestrian Improvements, Carpooling and Vanpooling, and Travel Demand Management & ITS. Individual project selections for bike/ped improvements are made up to 6 years in advance and updated yearly to ensure there are qualified projects ready to go when funding becomes available. DelDOT increases project selection efficiency further by gathering priorities from MPOs and stakeholders, screening potential projects for their expected emission reduction, and providing project performance assessments utilizing FHWA calculation toolkits. Investments are also made with future federal funding changes in mind. All spending and estimated emission benefits are recorded in each CMAQ Baseline, Mid-Period, and Full-Period progress reports.
E2	Does the State include any areas designated as nonattainment or maintenance for PM2.5?	Yes
E3	<p>If the State includes any areas designated as nonattainment or maintenance for PM2.5, are NOx and/or VOC a significant contributor to PM2.5 emissions anywhere in the State?</p> <p>A significant contributor is defined as a precursor pollutant that the State or EPA has made a finding that the precursor has a significant impact on particulate matter (PM) air quality problem in a given area; or, the State Implementation Plan establishes approved or adequate motor vehicle emissions budgets for that precursor. [40 CFR 93.102(b) and 40 CFR 93.119(f)]</p>	No significant contributors
E4	Does the State include any areas designated as nonattainment or maintenance for PM10?	No
E5	If the State includes any areas designated as nonattainment or maintenance for PM10, are NOx and/or VOC a significant contributor to PM10 emissions anywhere in the State?	

E6	Does the State include any areas designated as nonattainment or maintenance for CO?	No
E7	Does the State include any areas designated as nonattainment or maintenance for ozone?	Yes
E8	<p>The number of MPOs within your State that are required to submit a CMAQ Performance Plan to the State DOT are:</p> <p>This plan needs to address the requirements of 23 CFR 490.107(c)(3)(ii), and include the targets for the PHED, Non-SOV, and Emissions measures.</p> <p>[23 CFR 490.107(b)(2)(ii)(I)]</p>	1
E9.1	MPO required to submit a CMAQ Performance Plan to the State DOT:	Wilmington Area Planning Council
E10.1	Did you upload the plan to the PMF on the Attachment tab?	Yes
E10.1a	Please explain why the plan was not uploaded to the PMF.	

Statewide Total Emission Reductions PM2.5 Target #1

Question No	Description	Field Type
E11	Baseline: The baseline for the emissions reductions (total daily kilograms) of PM2.5. This value is from the 2022 Baseline Performance Period Report and is the performance derived from the latest data collected through the cumulative statewide estimated emissions reductions (total daily kilograms) for the previous 4 Federal fiscal years before the start of the performance period. [23 CFR 490.107(b)(1)(ii)(B)]	6.936
E12	<p>2-year Actual performance: Please provide the current estimated emissions reductions (total daily kilograms) of PM2.5. [23 CFR 490.107(b)(2)(ii)(A) and 23 CFR 490.107(c)(3)(iii)(B)]</p> <p>The current data for the performance period must include the cumulative reductions in emissions (total daily kilograms) over the Federal fiscal years 2022 and 2023.</p> <p>The data needed to calculate the measure shall come from the CMAQ Public Access System. [23 CFR 490.809(a) and 23 CFR 490(b)(2)]</p>	7.783

	<p>The data must be reported to the nearest one thousandths. For example, enter 86.512. [23 CFR 490.101 (Target definition) and 23 CFR 490.811(b)]</p> <p>FHWA provided the prepopulated data from the CMAQ Public Access System. If the DOT feels that a different value is appropriate due to an error, please contact the FHWA Division Office in your State.</p>	
E13	<p>2-year Target: The 2-year target for cumulative emissions reduction (total daily kilograms) of PM2.5 for the 2022-2025 Performance Period that was reported in the 2022 Baseline Performance Period Report. [23 CFR 490.107(b)(1)(ii)(A) and 23 CFR 490.107(c)(3)(ii)(B)]</p>	3.600
E14	<p>Progress Discussion: Please discuss the decisions and/or investments that contributed to the actual performance and if they were effective in achieving the intended performance for the cumulative emissions reduction (total daily kilograms) of PM2.5. This discussion shall at a minimum:</p> <ol style="list-style-type: none"> 1) Compare the actual 2-year performance to the 2-year target and 2) document the reasons the target was or was not met. <p>[23 CFR 490.107(b)(2)(ii)(B)]</p>	<p>The CMAQ Mid Period Report for the FY22-FY25 performance period evaluated the performance targets and their outcomes for PM2.5. DelDOT more than doubled their PM2.5 emissions reduction target of 3.6 kg/day with a reduction of 7.651 kg/day. The greatest contributors to this air toxin reduction were the FY23-24 Transportation Management Statewide Improvements and FY22-24 Rideshare projects. Bike/Ped Improvement projects yielded very minimal projected PM2.5 reductions, with the highest being 0.004 kg/day.</p>
E15	<p>4-year Target: The 4-year target for cumulative emissions reduction (total daily kilograms) of PM2.5 established for the 2022-2025 Performance Period that was reported in the 2022 Baseline Performance Period Report. [23 CFR 490.107(b)(1)(ii)(A) and 23 CFR 490.107(c)(3)(ii)(B)]</p>	12.400
E16	<p>Adjust 4-year Target: Does the State DOT wish to adjust the 4-year target for cumulative emissions reduction (total daily kilograms) of PM2.5? [23 CFR 490.105(e)(6)]</p>	No
E16a	<p>Adjusted 4-year Target: Please provide the adjusted 4-year target for cumulative emissions reduction (total daily kilograms) of PM2.5. The adjusted target should reflect the expected performance by the end of Federal fiscal year 2025. This adjustment is only permitted in the MPP Progress Report. [23 CFR 490.105(e)(6) and 23 CFR 490.107(b)(2)(ii)(E)]</p> <p>This adjusted target must be reported to nearest one thousandths. For example, enter 86.512. [23 CFR 490.101 (Target definition) and 23 CFR 490.811(b)]</p>	

E16b	Basis for Adjusted 4-year Target: Please provide the basis for adjustment of the 4-year target for cumulative emissions reduction (total daily kilograms) of PM2.5 established for the 2022-2025 Performance Period. [23 CFR 490.107(b)(2)(ii)(E) and 23 CFR 490.107(c)(3)(ii)(B)]	
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Statewide Total Emission Reductions NOx Target #2

Question No	Description	Field Type
E17	Baseline: The baseline for the emissions reductions (total daily kilograms) of NOx. This value is from the 2022 Baseline Performance Period Report and is the performance derived from the latest data collected through the cumulative statewide estimated emissions reductions (total daily kilograms) for the previous 4 Federal fiscal years before the start of the performance period. [23 CFR 490.107(b)(1)(ii)(B)]	131.517
E18	<p>2-year Actual Performance: Please provide the current estimated emissions reductions (total daily kilograms) of NOx. [23 CFR 490.107(b)(2)(ii)(A) and 23 CFR 490.107(c)(3)(iii)(B)]</p> <p>The current data for the performance period must include the cumulative reductions in emissions (total daily kilograms) over the Federal fiscal years 2022 and 2023.</p> <p>The data needed to calculate the measure shall come from the CMAQ Public Access System. [23 CFR 490.809(a) and 23 CFR 490(b)(2)]</p> <p>The data must be reported to the nearest one thousandths. For example, enter 86.512. [23 CFR 490.101 (Target definition) and 23 CFR 490.811(b)]</p> <p>FHWA provided the prepopulated data from the CMAQ Public Access System. If the DOT feels that a different value is appropriate due to an error, please contact the FHWA Division Office in your State.</p>	11.996
E19	2-year Target: The 2-year target for cumulative emissions reduction (total daily kilograms) of NOx for the 2022-2025 Performance Period that was reported in the 2022 Baseline Performance Period Report. [23 CFR 490.107(b)(1)(ii)(A) and 23 CFR 490.107(c)(3)(ii)(B)]	5.900
E20	Progress Discussion: Please discuss the decisions and/or investments that contributed to the actual performance and if they were effective in achieving the intended performance for the cumulative emissions reduction (total daily kilograms) of NOx. This discussion shall at a minimum:	The CMAQ Mid Period Report for the FY22-FY25 performance period evaluated both the performance targets and their outcomes for NOX. DelDOT more than doubled their NOX emissions reduction target of 5.9

	<p>1) Compare the actual 2-year performance to the 2-year target and</p> <p>2) document the reasons the target was or was not met.</p> <p>[23 CFR 490.107(b)(2)(ii)(B)]</p>	<p>kg/day with a reported 12.166 kg/day reduction. The greatest contributors to projected NOX reduction during this period were the FY23-24 Transportation Management Statewide Improvements and FY22-24 Rideshare projects. The Bike/Ped Improvement projects yielded less reductions than the previously mentioned projects but were still a contributing factor. The Bike/Ped projects that yielded the greatest projected NOX reduction were the East Coast Greenway, SR 4 Shared-Use Path Gap (0.104 kg/day) and Old Baltimore Pike project, Phase II (0.095 kg/day).</p>
E21	<p>4-year Target: The 4-year target for cumulative emissions reduction (total daily kilograms) of NOx established for the 2022-2025 Performance Period that was reported in the 2022 Baseline Performance Period Report. [23 CFR 490.107(b)(1)(ii)(A) and 23 CFR 490.107(c)(3)(ii)(B)]</p>	19.800
E22	<p>Adjust 4-year Target: Does the State DOT wish to adjust the 4-year target for cumulative emissions reduction (total daily kilograms) of NOx? [23 CFR 490.105(e)(6)]</p>	No
E22a	<p>Adjusted 4-year Target: Please provide the adjusted 4-year target for cumulative emissions reduction (total daily kilograms) of NOx. The adjusted target should reflect the expected performance by the end of Federal fiscal year 2025. This adjustment is only permitted in the MPP Progress Report. [23 CFR 490.105(e)(6) and 23 CFR 490.107(b)(2)(ii)(E)]</p> <p>This adjusted target must be reported to nearest one thousandths. For example, enter 86.512. [23 CFR 490.101 (Target definition) and 23 CFR 490.811(b)]</p>	
E22b	<p>Basis for Adjusted 4-year Target: Please provide the basis for adjustment of the 4-year target for cumulative emissions reduction (total daily kilograms) of NOx established for the 2022-2025 Performance Period. [23 CFR 490.107(b)(2)(ii)(E) and 23 CFR 490.107(c)(3)(ii)(B)].</p>	

Statewide Total Emission Reductions VOC Target #3

Question No	Description	Field Type
E23	<p>Baseline: The baseline for the emissions reductions (total daily kilograms) of VOC. This value is from the 2022 Baseline Performance Period Report and is the performance derived from the latest data collected</p>	251.922

	through the cumulative statewide estimated emissions reductions (total daily kilograms) for the previous 4 Federal fiscal years before the start of the performance period. [23 CFR 490.107(b)(1)(ii)(B)]	
E24	<p>2-year Actual Performance: Please provide the current estimated emissions reductions (total daily kilograms) of VOC. [23 CFR 490.107(b)(2)(ii)(A) and 23 CFR 490.107(c)(3)(iii)(B)]</p> <p>The current data for the performance period must include the cumulative reductions in emissions (total daily kilograms) over the Federal fiscal years 2022 and 2023.</p> <p>The data needed to calculate the measure shall come from the CMAQ Public Access System. [23 CFR 490.809(a) and 23 CFR 490(b)(2)]</p> <p>The data must be reported to the nearest one thousandths. For example, enter 86.512. [23 CFR 490.101 (Target definition) and 23 CFR 490.811(b)]</p> <p>FHWA provided the prepopulated data from the CMAQ Public Access System. If the DOT feels that a different value is appropriate due to an error, please contact the FHWA Division Office in your State.</p>	2.538
E25	<p>2-year Target: The 2-year target for cumulative emissions reduction (total daily kilograms) of VOC for the 2022-2025 Performance Period that was reported in the 2022 Baseline Performance Period Report. [23 CFR 490.107(b)(1)(ii)(A) and 23 CFR 490.107(c)(3)(ii)(B)]</p>	2.700
E26	<p>Progress Discussion: Please discuss the decisions and/or investments that contributed to the actual performance and if they were effective in achieving the intended performance for the cumulative reductions in emissions (total daily kilograms) of VOC. This discussion shall at a minimum:</p> <ol style="list-style-type: none"> 1) Compare the actual 2-year performance to the 2-year target and 2) document the reasons the target was or was not met. <p>[23 CFR 490.107(b)(2)(ii)(B)]</p>	<p>DeIDOT did not reach its target for VOCs. However, they fell only 0.012 kg/day short of their target of 2.7 kg/day, with a reported 2.688 kg/day reduction. This number shows significant progress towards their goals and signifies that they are taking the appropriate steps necessary to reach their target in the future. Similarly to NOx and PM2.5, the greatest contributors to the projected reduction of VOCs were the FY23-24 Transportation Management Statewide Improvements and FY22-24 Rideshare projects. Similarly to NOx, the Bike/Ped Improvement projects that yielded the greatest projected VOC reduction were the East Coast Greenway, SR 4 Shared-Use Path Gap (0.092 kg/day) and the Old Baltimore Pike</p>

E27	4-year Target: The 4-year target for cumulative emissions reduction (total daily kilograms) of VOC established for the 2022-2025 Performance Period that was reported in the 2022 Baseline Performance Period Report. [23 CFR 490.107(b)(1)(ii)(A) and 23 CFR 490.107(c)(3)(ii)(B)]	project, Phase II (0.084 kg/day). 6.300
E28	Adjust 4-year Target: Does the State DOT wish to adjust the 4-year target for cumulative emissions reduction (total daily kilograms) of VOC? [23 CFR 490.105(e)(6)]	No
E28a	Adjusted 4-year Target: Please provide the adjusted 4-year target for cumulative emissions reduction (total daily kilograms) of VOC. The adjusted target should reflect the expected performance by the end of Federal fiscal year 2025. This adjustment is only permitted in the MPP Progress Report. [23 CFR 490.105(e)(6) and 23 CFR 490.107(b)(2)(ii)(E)] This adjusted target must be reported to nearest one thousandths. For example, enter 86.512. [23 CFR 490.101 (Target definition) and 23 CFR 490.811(b)]	
E28b	Basis for Adjusted 4-year Target: Please provide the basis for adjustment of the 4-year target for cumulative emissions reduction (total daily kilograms) of VOC established for the 2022-2025 Performance Period. [23 CFR 490.107(b)(2)(ii)(E) and [23 CFR 490.107(c)(3)(ii)(B)].	

Statewide Total Emission Reductions PM10 Target #4

Question No	Description	Field Type
E29	Baseline: The baseline for the emissions reductions (total daily kilograms) of PM10. This value is from the 2022 Baseline Performance Period Report and is the performance derived from the latest data collected through the cumulative statewide estimated emissions reductions (total daily kilograms) for the previous 4 Federal fiscal years before the start of the performance period. [23 CFR 490.107(b)(1)(ii)(B)]	
E30	2-year Actual Performance: Please provide the current estimated emissions reductions (total daily kilograms) of PM10. [23 CFR 490.107(b)(2)(ii)(A) and 23 CFR 490.107(c)(3)(iii)(B)] The current data for the performance period must include the cumulative reductions in emissions (total daily kilograms) over the Federal fiscal years 2022 and 2023.	

	<p>The data needed to calculate the measure shall come from the CMAQ Public Access System. [23 CFR 490.809(a) and 23 CFR 490(b)(2)]</p> <p>The data must be reported to the nearest one thousandth. For example, enter 86.512. [23 CFR 490.101 (Target definition) and 23 CFR 490.811(b)]</p> <p>FHWA provided the prepopulated data from the CMAQ Public Access System. If the DOT feels that a different value is appropriate due to an error, please contact the FHWA Division Office in your State.</p>	
E31	<p>2-year Target: The 2-year target for cumulative emissions reduction (total daily kilograms) of PM10 for the 2022-2025 Performance Period that was reported in the 2022 Baseline Performance Period Report. [23 CFR 490.107(b)(1)(ii)(A) and 23 CFR 490.107(c)(3)(ii)(B)]</p>	
E32	<p>Progress Discussion: Please discuss the decisions and/or investments that contributed to the actual performance and if they were effective in achieving the intended performance for the cumulative emissions reduction (total daily kilograms) of PM10. This discussion shall at a minimum:</p> <ol style="list-style-type: none"> 1) Compare the actual 2-year performance to the 2-year target and 2) document the reasons the target was or was not met. <p>[23 CFR 490.107(b)(2)(ii)(B)]</p>	
E33	<p>4-year Target: The 4-year target for cumulative emissions reduction (total daily kilograms) of PM10 established for the 2022-2025 Performance Period that was reported in the 2022 Baseline Performance Period Report. [23 CFR 490.107(b)(1)(ii)(A) and 23 CFR 490.107(c)(3)(ii)(B)]</p>	
E34	<p>Adjust 4-year Target: Does the State DOT wish to adjust the 4-year target for cumulative emissions reduction (total daily kilograms) of PM10? [23 CFR 490.105(e)(6)]</p>	
E34a	<p>Adjusted 4-year Target: Please provide the adjusted 4-year target for cumulative emissions reduction (total daily kilograms) of PM10. The adjusted target should reflect the expected performance by the end of Federal fiscal year 2025. This adjustment is only permitted in the MPP Progress Report. [23 CFR 490.105(e)(6) and 23 CFR 490.107(b)(2)(ii)(E)]</p>	

	This adjusted target must be reported to nearest one thousandths. For example, enter 86.512. [23 CFR 490.101 (Target definition) and 23 CFR 490.811(b)]	
E34b	Basis for Adjusted 4-year Target: Please provide the basis for adjustment of the 4-year target for cumulative emissions reduction (total daily kilograms) of PM10 established for the 2022-2025 Performance Period. [23 CFR 490.107(b)(2)(ii)(E) and 23 CFR 490.107(c)(3)(ii)(B)].	

Statewide Total Emission Reductions CO Target #5

Question No	Description	Field Type
E35	Baseline: The baseline for the emissions reductions (total daily kilograms) of CO. This value is from the 2022 Baseline Performance Period Report and is the performance derived from the latest data collected through the cumulative statewide estimated emissions reductions (total daily kilograms) for the previous 4 Federal fiscal years before the start of the performance period. [23 CFR 490.107(b)(1)(ii)(B)]	
E36	<p>2-year Actual Performance: Please provide the current estimated emissions reductions (total daily kilograms) of CO. [23 CFR 490.107(b)(2)(ii)(A) and 23 CFR 490.107(c)(3)(iii)(B)]</p> <p>The current data for the performance period must include the cumulative reductions in emissions (total daily kilograms) over the Federal fiscal years 2022 and 2023.</p> <p>The data needed to calculate the measure shall come from the CMAQ Public Access System. [23 CFR 490.809(a) and 23 CFR 490(b)(2)]</p> <p>The data must be reported to the nearest one thousandths. For example, enter 86.512. [23 CFR 490.101 (Target definition) and 23 CFR 490.811(b)]</p> <p>FHWA provided the prepopulated data from the CMAQ Public Access System. If the DOT feels that a different value is appropriate due to an error, please contact the FHWA Division Office in your State.</p>	
E37	2-year Target: The 2-year target for cumulative emissions reduction (total daily kilograms) of CO for the 2022-2025 Performance Period that was reported in the 2022 Baseline Performance Period Report. [23 CFR 490.107(b)(1)(ii)(A) and 23 CFR 490.107(c)(3)(ii)(B)]	
E38	Progress Discussion: Please discuss the decisions and/or investments that contributed to the actual performance and if they were effective in achieving	

	<p>the intended performance for the cumulative emissions reduction (total daily kilograms) of CO. This discussion shall at a minimum:</p> <p>1) Compare the actual 2-year performance to the 2-year target and</p> <p>2) document the reasons the target was or was not met.</p> <p>[23 CFR 490.107(b)(2)(ii)(B)]</p>	
E39	<p>4-year Target: The 4-year target for cumulative emissions reduction (total daily kilograms) of CO established for the 2022-2025 Performance Period that was reported in the 2022 Baseline Performance Period Report. [23 CFR 490.107(b)(1)(ii)(A) and 23 CFR 490.107(c)(3)(ii)(B)]</p>	
E40	<p>Adjust 4-year Target: Does the State DOT wish to adjust the 4-year target for cumulative emissions reduction (total daily kilograms) of CO? [23 CFR 490.105(e)(6)]</p>	
E40a	<p>Adjusted 4-year Target: Please provide the adjusted 4-year target for cumulative emissions reduction (total daily kilograms) of CO. The adjusted target should reflect the expected performance by the end of Federal fiscal year 2025. This adjustment is only permitted in the MPP Progress Report. [23 CFR 490.105(e)(6) and 23 CFR 490.107(b)(2)(ii)(E)]</p> <p>This adjusted target must be reported to nearest one thousandths. For example, enter 86.512. [23 CFR 490.101 (Target definition) and 23 CFR 490.811(b)]</p>	
E40b	<p>Basis for Adjusted 4-year Target: Please provide the basis for adjustment of the 4-year target for cumulative emissions reduction (total daily kilograms) of CO established for the 2022-2025 Performance Period. [23 CFR 490.107(b)(2)(ii)(E) and 23 CFR 490.107(c)(3)(ii)(B)].</p>	

Attachments

S.No	Section	Attachment Detail
1	Emissions	Filename: MPP_2024_DE_Emissions_WILMAPCO's 2024 CMAQ Performance Plan.pdf Notes: Emissions - Wilmapco 2024 CMAQ Performance Plan Attachment Url:
2	Other	Filename: MPP_2024_DE_Other_DeIDOT 2022 TAMP Final_v1.1.pdf Notes: Other - Attachment Url: https://deldot.gov/Programs/TAM/pdfs/DeIDOT%202022%20TAMP%20Final_v1.1.pdf?cache=1727448916687
3	Freight	Filename: MPP_2024_DE_Freight_Delaware State Freight Plan 2022 - Full.pdf Notes: Freight - Attachment Url: https://deldot.gov/Business/freight/pdfs/2024/Delaware%20State%20Freight%20Plan%20-%20Full.pdf
4	Emissions	Filename: MPP_2024_DE_Emissions_DVRPC_DRAFT 2024_CMAQ_PM3_090424_.pdf Notes: Emissions - Attachment Url: