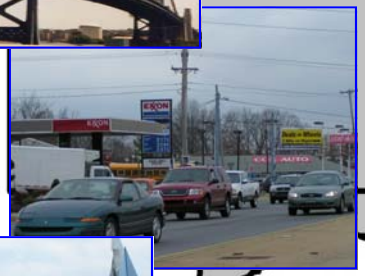
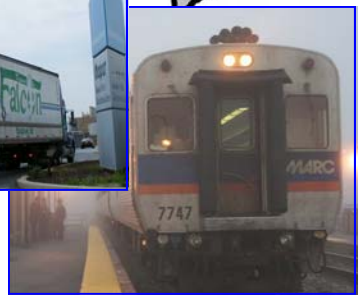
WILMAPCO

2008
Inter-Regional Report

Making Connections Across Our Region's Borders





WILMAPCO

2008 Inter-Regional Report

Prepared by the staff of the
Wilmington Area Planning Council

Adopted July 10, 2008

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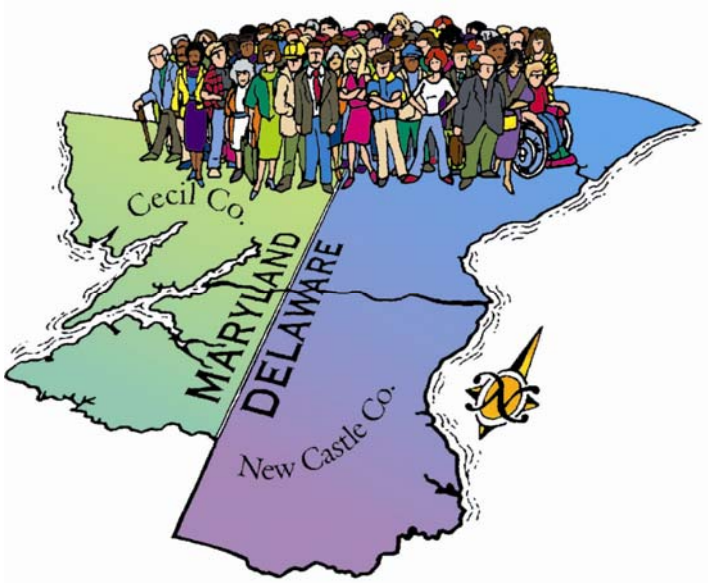
WHO IS WILMAPCO?

The Wilmington Area Planning Council (WILMAPCO) is a federally mandated Metropolitan Planning Organization (MPO) consisting of two counties; Cecil County, Maryland and New Castle County, Delaware. Our mission is to serve the citizens and stakeholders of the Wilmington region by carrying out a comprehensive, continuing and cooperative regional transportation planning process consistent with federal transportation legislation. WILMAPCO informs and involves the public on transportation planning decisions, guides the investment of federal transportation funds, coordinates transportation investments with local land use decisions, and promotes the national transportation policy expressed in federal transportation law.

WILMAPCO is responsible to all the residents of the region to ensure the development of the best transportation plan for the region. The implementation of the transportation plan is carried out by WILMAPCO's member agencies. We collect, analyze and evaluate demographic, land use and transportation-related data and seek public input to understand the transportation system requirements of the region. Understanding these requirements allows for the development of plans and programs and the implementation of a transportation system that provides for the efficient transport of people, goods and services.



EXECUTIVE SUMMARY

In 2004, the Wilmington Area Planning Council (WILMAPCO) adopted its first Inter-Regional Report. Since then, WILMAPCO has utilized a two-step approach to inter-regional studies:

- Improve communication with adjacent planning agencies.
- Improve data collection and sharing with those agencies.

WILMAPCO has a vested interest in our region's infrastructure, conditions that will shape it in the future, and how it can more effectively serve current and future users. This 2008 report seeks to update and enhance our first glimpse across regional borders to ensure every necessary measure is taken to preserve and enhance the transportation system.

The goals of this report are to:

- Re-evaluate present and future demographic and travel changes.
- Examine key roadways where large amounts of traffic traverse our borders.
- Identify existing and potential conflicts within the inter-regional transportation system and ways to devise solutions through coordinated efforts.

The report begins by identifying the study area and consists of ten Metropolitan Planning Organizations (MPO) and counties we will collaborate with. The 2004 report looked at projected demographics and travel behavior from 2000 to 2025. The updated analyses have expanded out to 2030, or 2035 where data is available.

To gain a more comprehensive perspective of the study area, new analyses have expanded this report which include travel speed, work commute time, volume to capacity, projected freight volumes, and transportation equity.

Below are some of the major findings:

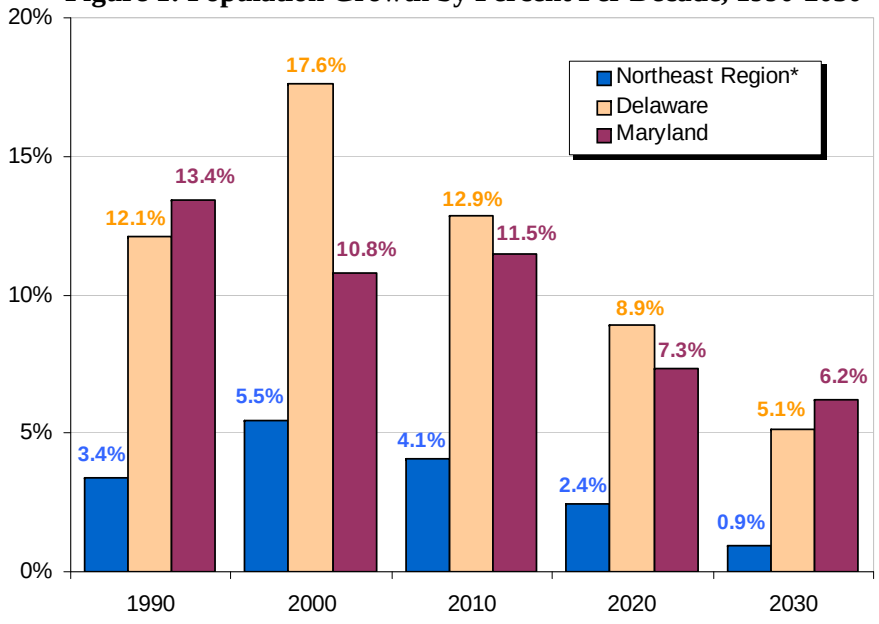
- From 2000 to 2030, the population of the study area is expected to swell by 1.8 million residents.
- Cecil County, Maryland is expected to see the greatest percentage increase in population by 2035.
- By 2030, employment will rise by just over 1 million.
- In the last six years average commute time has remained fairly static for the region.
- Travel speed is expected to decline by about 40% within the study area. The regional average is projected to be roughly 22 miles per hour by 2035.
- Numerous roadways are projected to see truck volumes expand more than 150% by 2035.
- Since the 2004 report, five projects with an interregional element have been completed.
- About 10% of the households in the study area are considered low-income, while minorities comprise 27% of its population.

Based on the results of the analyses, the last section of this report entails some suggested future actions. One of the important targets is to work more closely with neighboring planning agencies to establish a coordinated plan of action to accommodate significant future growth. WILMAPCO has also evaluated its inter-regional efforts since 2004 and identified areas in need of improvement.

The Future of America

Two major trends that will shape the nations future are significant population growth and demographic shifts, such as employment changes and aging population. The U.S. population is expected to grow by about 40%, reaching 420 million by 2050. This change will certainly create new opportunities and present challenges. Critical and logical investments must be made at the national, state, and regional level to accommodate growth, employ sustainable land use, maintain market competitiveness, and enhance quality of life.

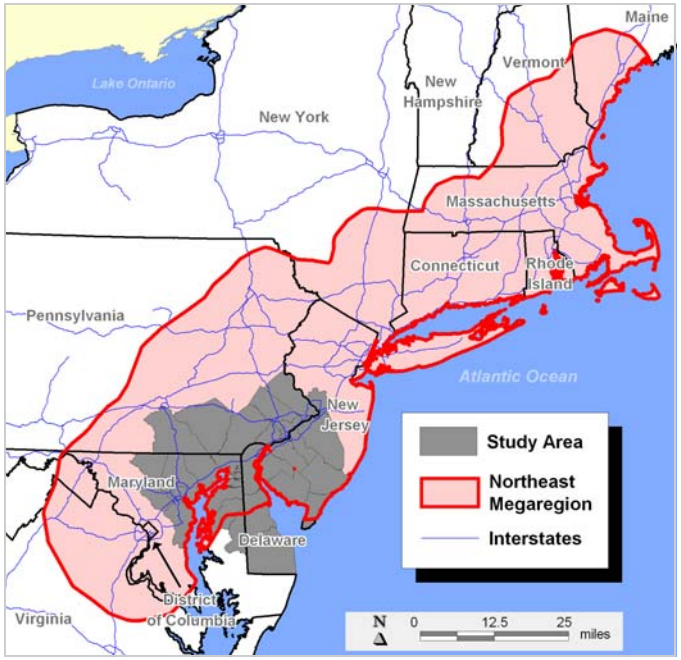
Figure 1: Population Growth by Percent Per Decade, 1990-2030



*The Northeast region includes the New England and Middle Atlantic Divisions. The Middle Atlantic Division comprise Pennsylvania, New Jersey, and New York.

Sources: The National Committee for America 2050, "America 2050: A Prospectus". US Census Bureau, 1990-2030 Population.

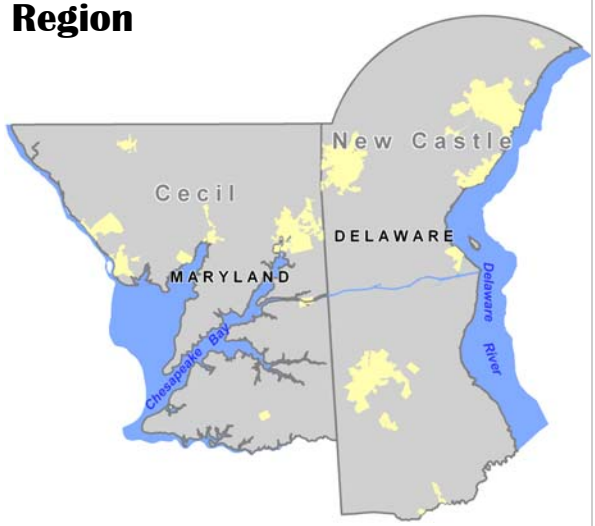
The Northeast Megaregion



According to the National Committee for America 2050, metropolitan regions will soon be replaced by emerging megaregions. These new geographical units of the 21st century are described as masses of metropolitan regions intertwined by job markets, transportation networks, and land use. Within these metropolitan networks, over 70% of the nation's population growth is expected to occur.

The Northeast Megaregion, which is defined as Maine to Maryland, is projected to swell by an additional 18 million people by mid-century. This growth may strain existing infrastructure, fiscal resources, and suppress maximum economic returns.

The WILMAPCO Region



The WILMAPCO region is a major thoroughfare for travel along the Northeast Corridor via Interstate 95 and rail lines. For instance, the Port of Wilmington in New Castle County serves as a major Mid-Atlantic access point for a myriad of imported and exported commodities. Our region is also in close proximity to several east coast metropolitan areas such as Philadelphia, New York, and Baltimore. So in addition to goods, masses of people travel through the two WILMAPCO counties to reach other prime destinations. Due to vast amounts of traffic, transportation conflicts along the Northeast Corridor and WILMAPCO region are expected.

Accordingly, this Inter-Regional Report is in step with WILMAPCO's recently updated Regional Transportation Plan (RTP). This RTP provides a guide for transportation plans scheduled in New Castle County, Delaware and Cecil County Maryland through the year 2030. The 2030 RTP consists of three main goals: improve quality of life; efficiently transport people; and support economic growth, activity, and goods movement, to steer our region into a transportation future desired by our citizens. These goals, accompanied by several objectives, are designed to address our region's transportation challenges. Therefore, the findings of this Inter-Regional Report are important since many of our challenges are shared by adjacent counties and planning organizations.

The RTP examines forecasted trends such as population, employment, housing, and trip making. Then, based on the predicted trends, we identify the transportation challenges and propose investments that will mitigate these challenges. The long-range transportation plan also provides a lists of all anticipated short and long term transportation projects, and serves as a framework for future decision making. In this respect, the RTP is both a policy document and an action document. Likewise, the Inter-Regional Report is intended for use as a technical tool to guide those transportation investments and informed decision making.

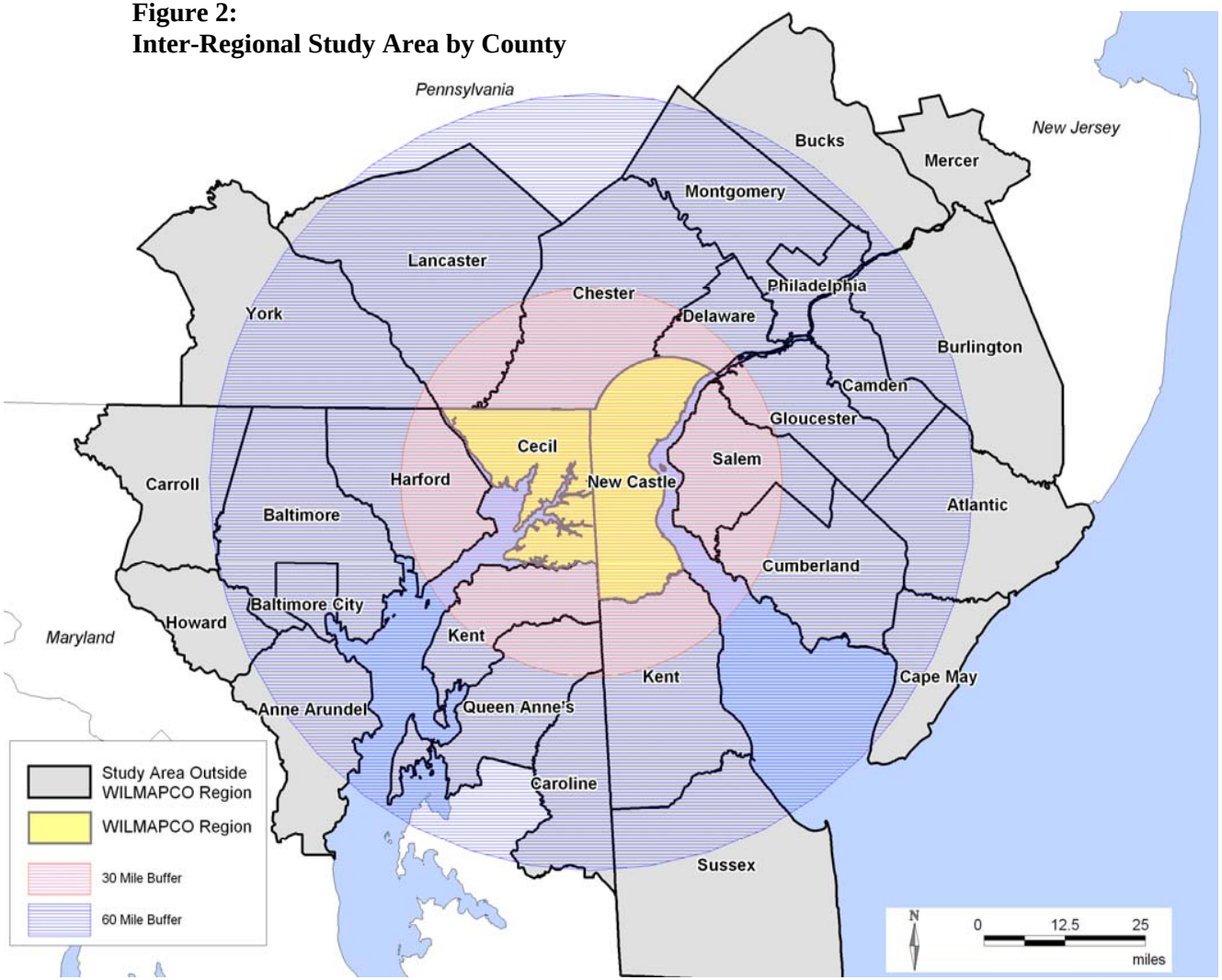
Inter-Regional Coordination: A High Priority

To combat additional highway congestion, longer commute times, sprawl development, distressed natural resources, and disjointed planning, new growth must be highly coordinated and guided using a comprehensive approach to planning. Understanding present and future planning challenges will help in the identification of necessary measures to ensure that our future growth contributes to the success of the greater Northeast region. So, in an effort to coordinate future transportation planning and other goals, the following pages of this report will evaluate the transportation network of surrounding counties which border the WILMAPCO region.

Inter-Regional Study Area

The study area, shown in **Figure 2**, was derived by identifying Metropolitan Planning Organizations (MPOs) and counties that are approximately 60 miles from the center of the WILMAPCO region. In total, the report looks at 28 counties, covering four states. Regional data from the study area was collected to analyze the effects that changing demographics, transportation, and land use issues have on the WILMAPCO region.

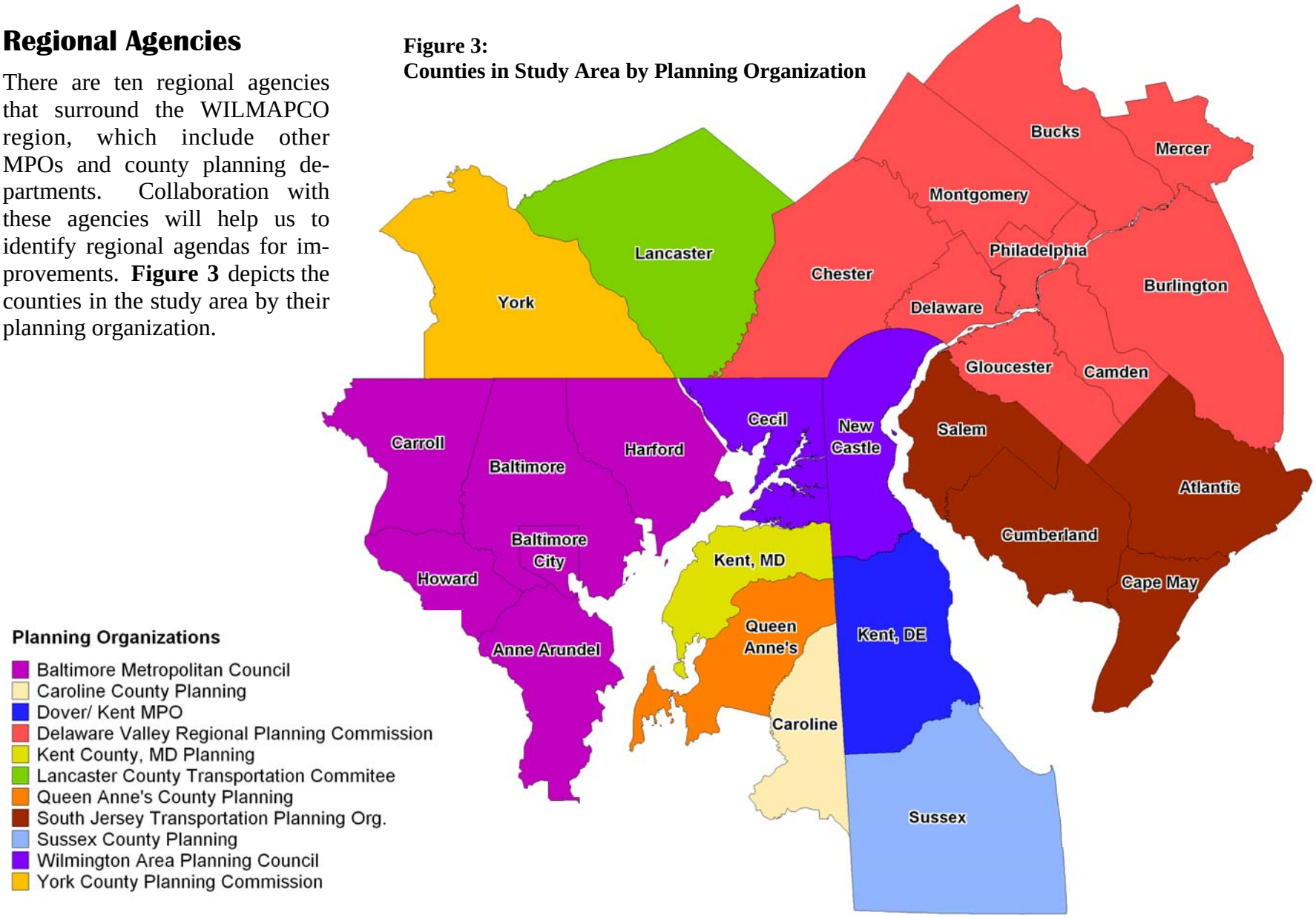
Figure 2:
Inter-Regional Study Area by County



Regional Agencies

There are ten regional agencies that surround the WILMAPCO region, which include other MPOs and county planning departments. Collaboration with these agencies will help us to identify regional agendas for improvements. **Figure 3** depicts the counties in the study area by their planning organization.

Figure 3:
Counties in Study Area by Planning Organization



Population by County

In 2000, the population for the study area was about 10.3 million. By 2005, the population increased by 3.6% to about 10.6 million people. The counties with the highest populations in 2005 were those near the largest cities; Philadelphia, Baltimore, and Wilmington. Philadelphia County, PA had the largest population, while Kent County, MD had the

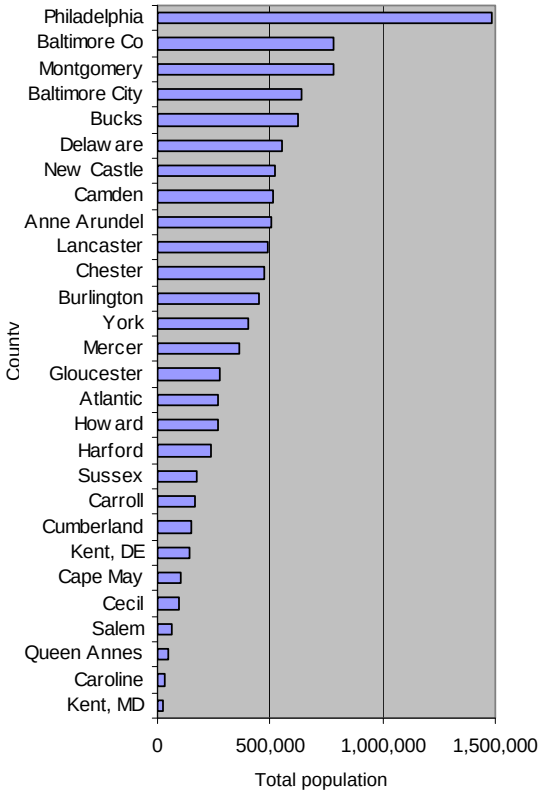
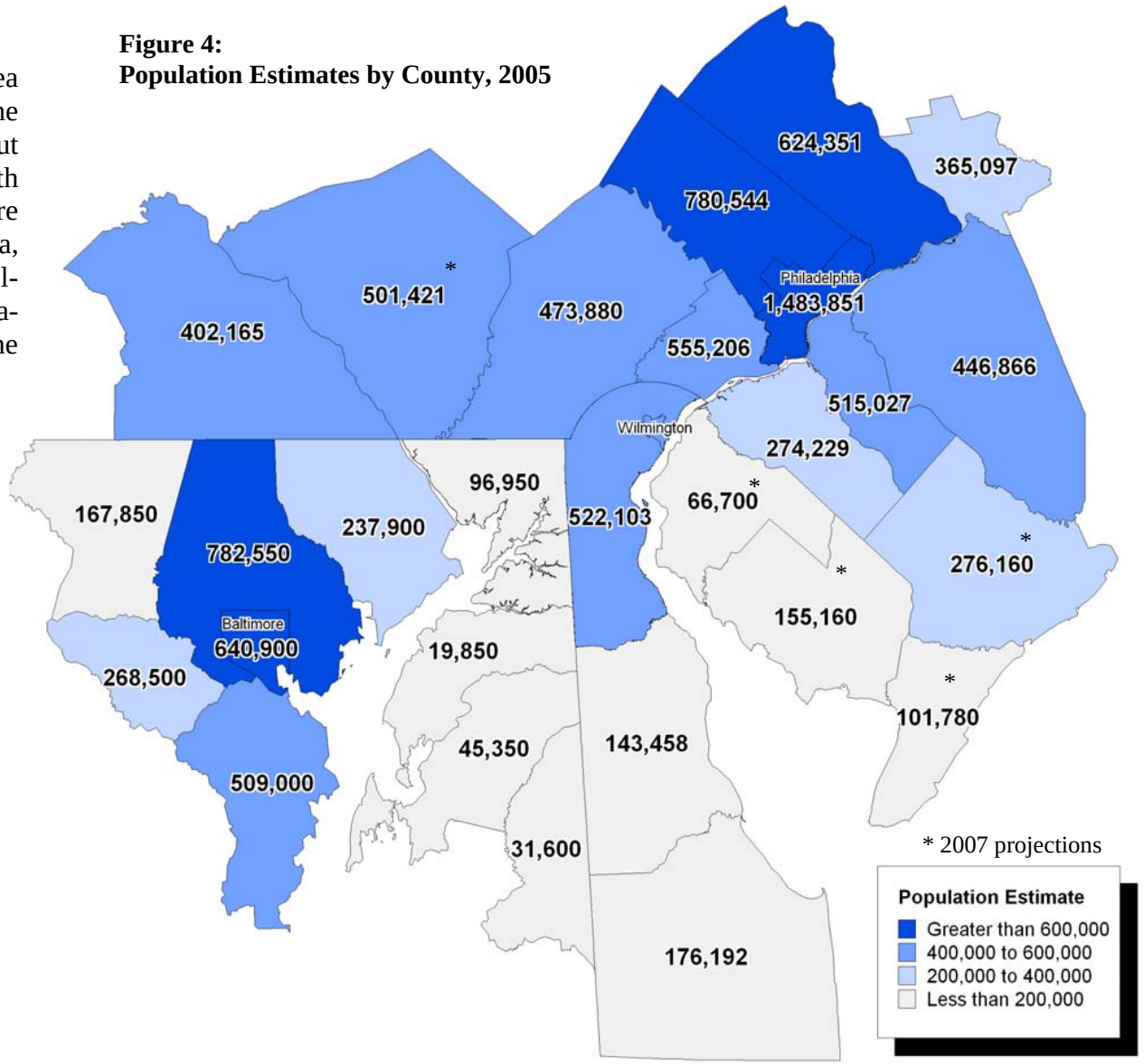


Figure 4:
Population Estimates by County, 2005



Sources: Census Estimates,2005, DE Population Consortium, DVRPC, LCTC, MD State Data Center, SJTPO, YCPC

Population Change by County

From 2000 to 2030, two counties are projected to experience population growth beyond 60%; Cecil and Sussex. Cecil County is predicted to have the greatest percentage increase. Philadelphia, the area's largest city, is the only county expected to decline in population. Baltimore City, the 2nd largest city, and Delaware County, will remain fairly static, with an increase of only 1% to 3%. Most of the counties' population is projected to grow in the range of 15% to 40% by 2030.

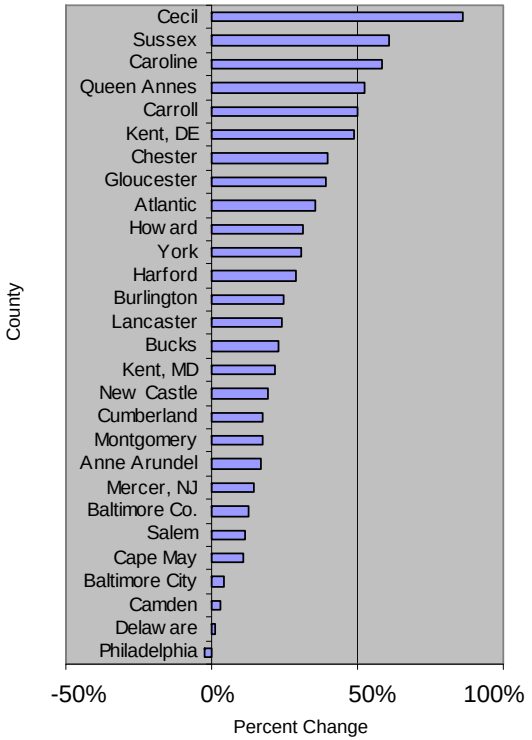
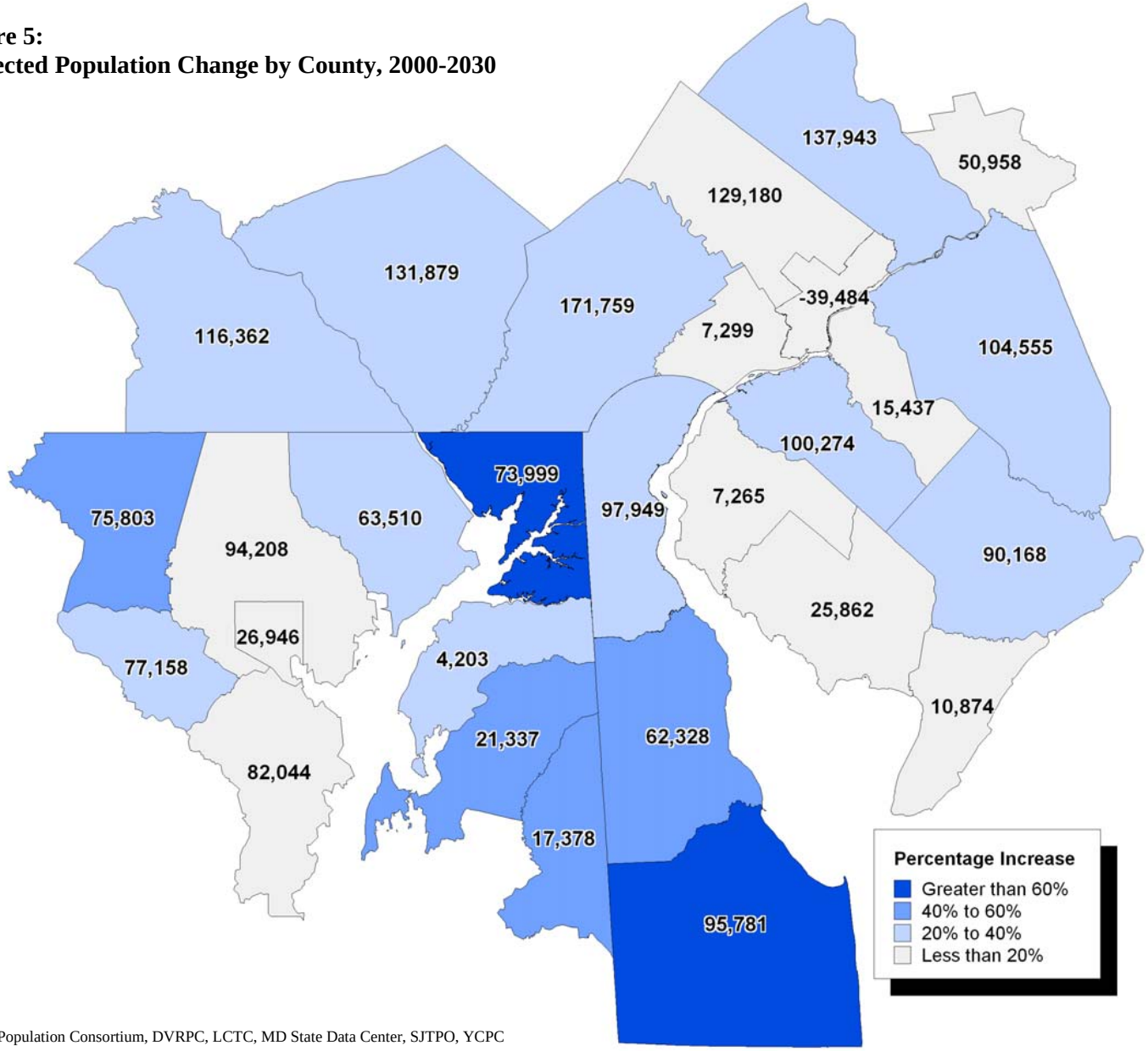


Table 1: Projected Population Change, 2000-2030

County, State	2000	2030	Absolute Change	Percent Change
Cecil, MD	85,951	159,950	73,999	86%
Sussex, DE	157,459	253,240	95,781	61%
Caroline, MD	29,772	47,150	17,378	58%
Queen Annes, MD	40,563	61,900	21,337	53%
Carroll, MD	150,897	226,700	75,803	50%
Kent, DE	127,103	189,431	62,328	49%
Chester, PA	433,512	605,271	171,759	40%
Gloucester, NJ	255,719	355,993	100,274	39%
Atlantic, NJ	252,552	342,720	90,168	36%
Howard, MD	247,842	325,000	77,158	31%
York, PA	381,751	498,113	116,362	30%
Harford, MD	218,590	282,100	63,510	29%
Lancaster, PA	470,658	602,537	131,879	28%
Burlington, NJ	423,397	527,952	104,555	25%
Bucks, PA	597,636	735,579	137,943	23%
Kent, MD	19,197	23,400	4,203	22%
New Castle, DE	501,856	599,805	97,949	20%
Cumberland, NJ	146,438	172,300	25,862	18%
Montgomery, PA	748,978	878,158	129,180	17%
Anne Arundel, MD	489,656	571,700	82,044	17%
Mercer, NJ	350,752	401,710	50,958	15%
Baltimore, MD	754,292	848,500	94,208	12%
Salem, NJ	64,285	71,550	7,265	11%
Cape May, NJ	102,236	113,110	10,874	11%
Baltimore City, MD	651,154	678,100	26,946	4%
Camden, NJ	507,889	523,326	15,437	3%
Delaware, PA	551,989	559,288	7,299	1%
Philadelphia, PA	1,517,549	1,478,065	-39,484	-3%
Total Study Area	**10,281,673**	**12,134,678**	**1,853,005**	**18%**

Sources: 2000 Census, Delaware Population Consortium, DVRPC, LCTC, MD State Data Center, SJTPO, YCPC

Figure 5:
Projected Population Change by County, 2000-2030



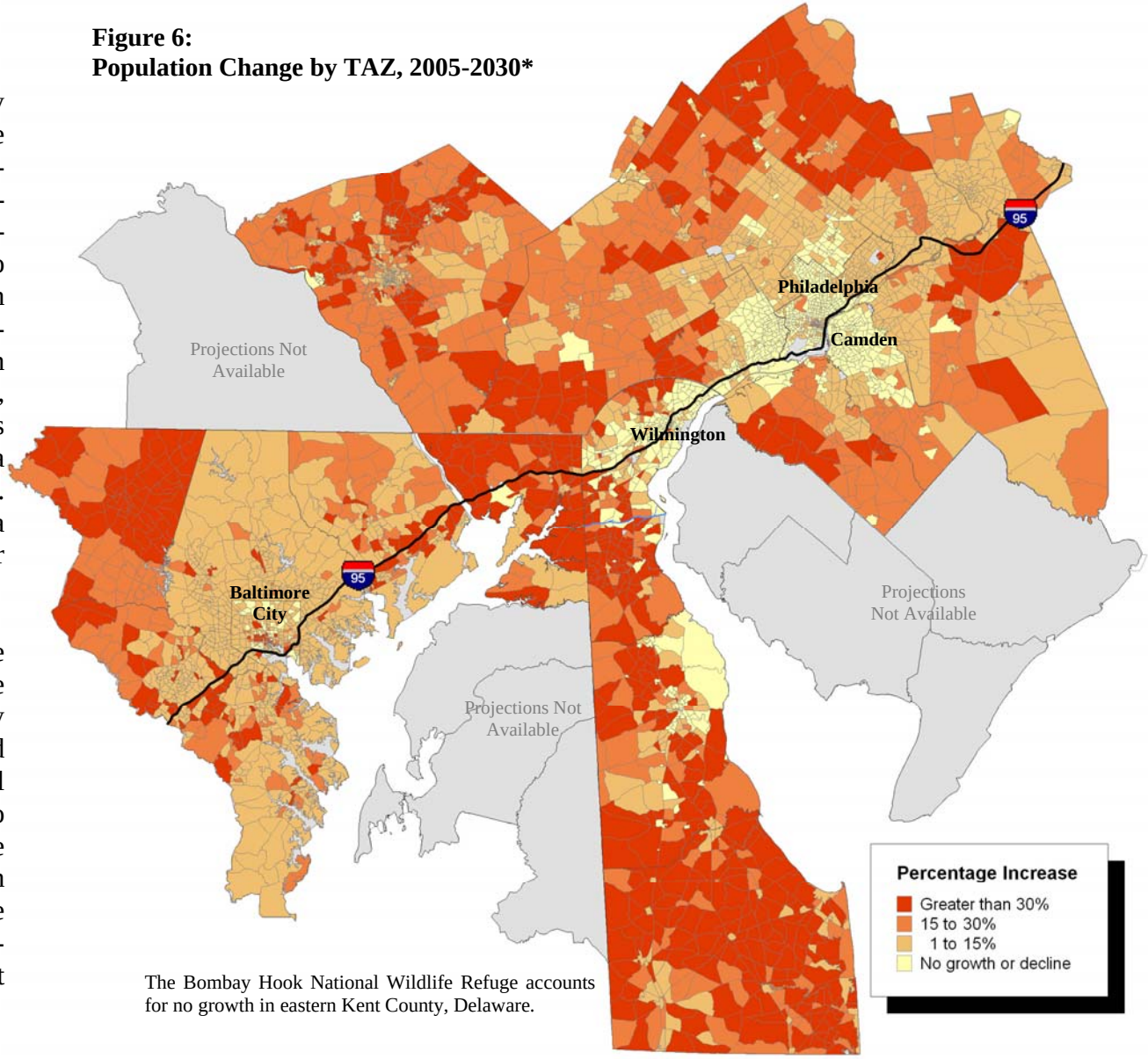
Sources: 2000 Census, DE Population Consortium, DVRPC, LCTC, MD State Data Center, SJTPO, YCPC

Population Change by Traffic Analysis Zone

In addition to projections by county, population changes have been broken out by Traffic Analysis Zone (TAZ), a small area delineated for tabulating traffic related data. These zones help to distinguish locales within each county that will experience average or extreme changes. Areas in and surrounding Philadelphia, Wilmington, Camden, and parts of Baltimore City show either a static or declining population. These same areas also forecast a shift away from the I-95 corridor into suburban lands.

In the WILMAPCO region, the bulk of increase will occur in the northern tip New Castle County and south of the Chesapeake and Delaware Canal. Almost all Cecil County TAZ's are anticipated to rise more than 30%, except the areas near Charlestown and North East. Overall, TAZ's in close proximity to WILMAPCO's border will see positive growth at various intensities.

Figure 6:
Population Change by TAZ, 2005-2030*



The Bombay Hook National Wildlife Refuge accounts for no growth in eastern Kent County, Delaware.

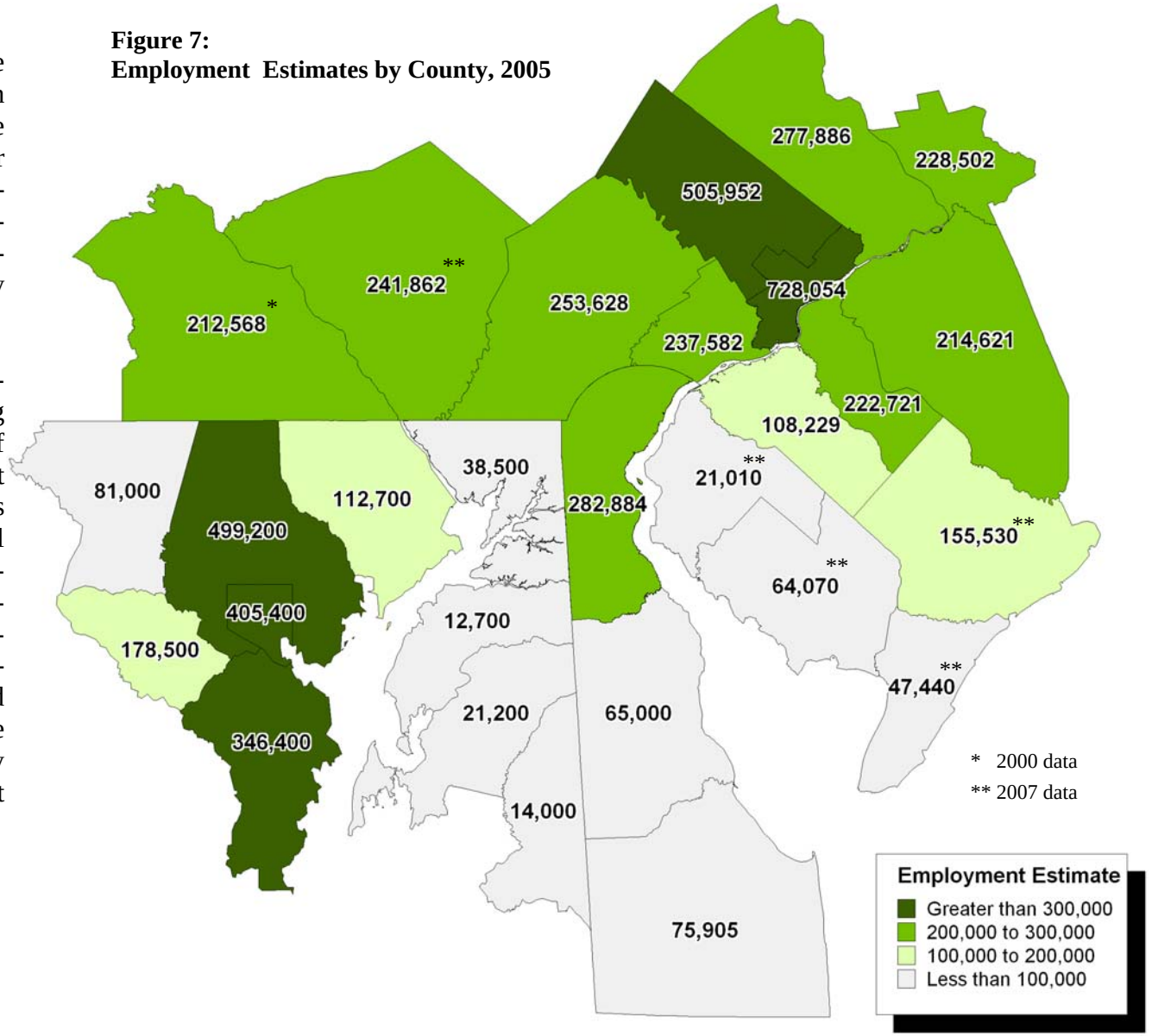
Sources: U.S. Census Bureau, DVRPC, Lancaster County Planning (*2007-2030), BMC

Employment by County

In 2005, total employment for the study area was about 5.6 million jobs. The majority of jobs were located in and around the major cities, Philadelphia and Baltimore. Philadelphia had the greatest number of jobs (728,054) followed by Montgomery County with 505,952.

The counties with the lowest employment were located along Maryland's eastern shore. Of those Maryland counties, Kent had the least number of jobs (12,700). In New Jersey, several southern counties had low employment numbers when compared to the northern counties. When taking a look at Delaware, New Castle County ranked 6th among the counties with the highest employment in the study area. Other counties employment numbers were under 100,000.

Figure 7:
Employment Estimates by County, 2005



Sources: 2000 Census, DE Population Consortium, DVRPC, LCTC, MD State Data Center, SJTPO, YCPC

Employment Change by County

By 2030, the total study area's employment is predicted be over six million. The counties projected to have the greatest percent increase in employment by 2030 are Cecil and Queen Anne's in MD. The two largest central cities, Philadelphia and Baltimore, are predicted to decline in employment numbers. New Castle County is expected to have minimal employment growth when compared to the region as a whole.

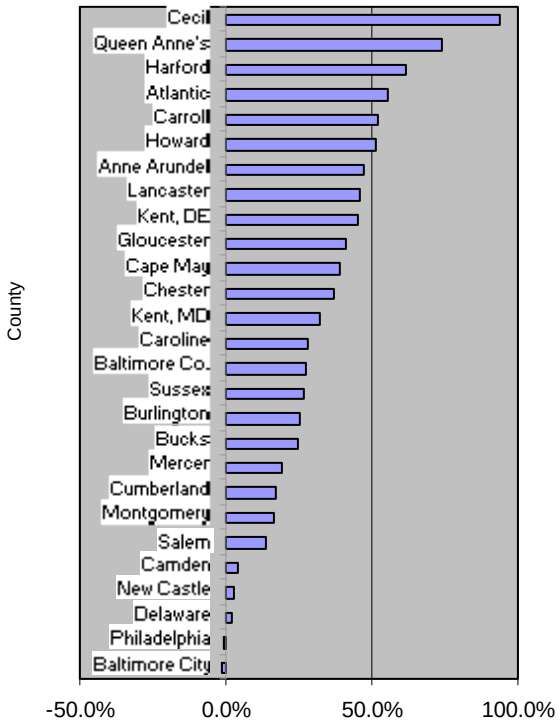


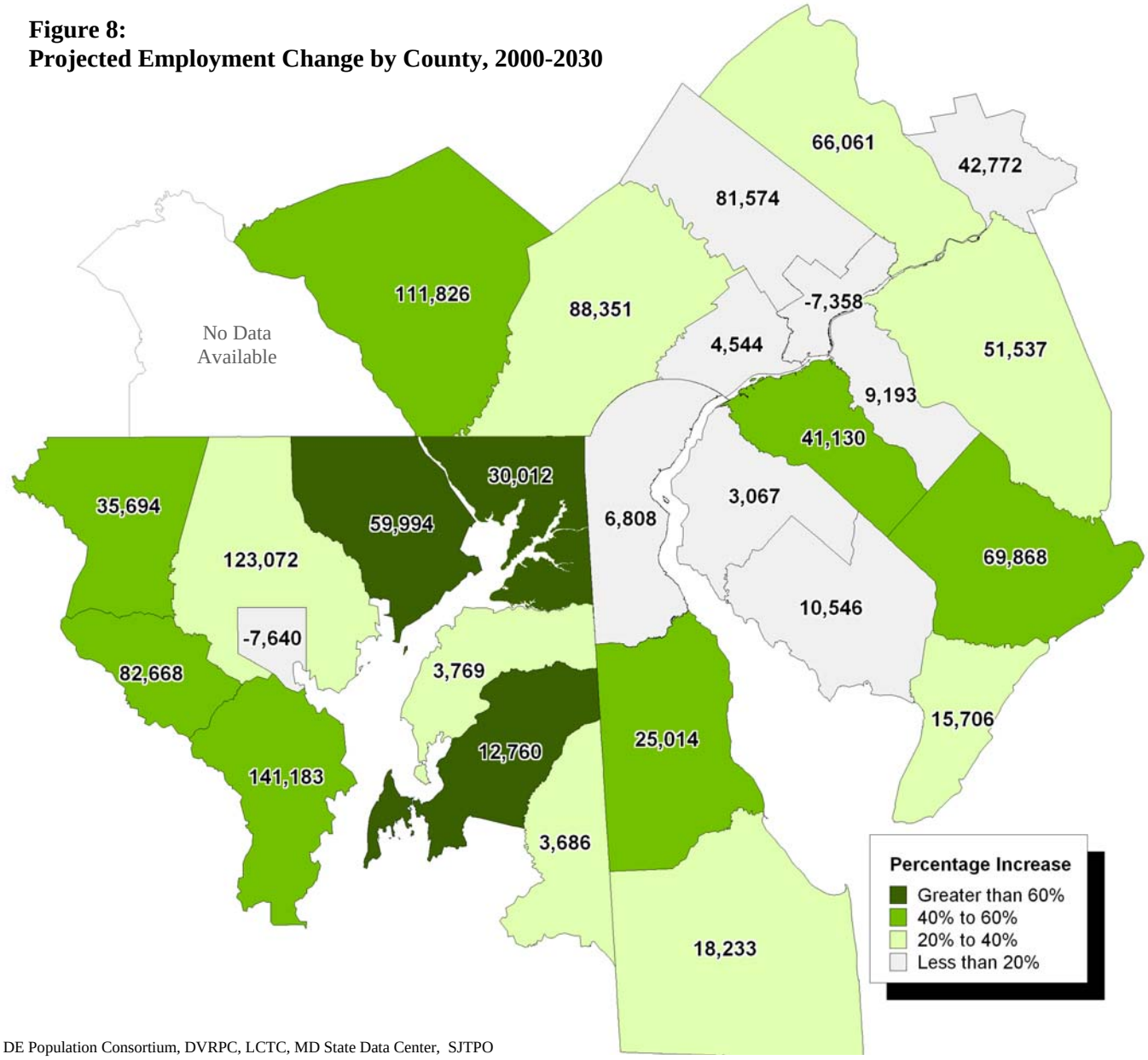
Table 2: Employment Change, 2000-2030

County, State	2000	2030	Absolute Change	Percent Change
Cecil, MD	31,988	62,000	30,012	93.8%
Queen Anne's, MD	17,240	30,000	12,760	74.0%
Harford, MD	97,806	157,800	59,994	61.3%
Atlantic, NJ	125,739	195,607	69,868	55.6%
Carroll, MD	68,706	104,400	35,694	52.0%
Howard, MD	160,732	243,400	82,668	51.4%
Anne Arundel, MD	297,317	438,500	141,183	47.5%
Lancaster, PA	243,203	355,029	111,826	46.0%
Kent, DE	55,300	80,314	25,014	45.2%
Gloucester, NJ	99,467	140,597	41,130	41.4%
Cape May, NJ	40,012	55,718	15,706	39.3%
Chester, PA	238,641	326,992	88,351	37.0%
Kent, MD	11,731	15,500	3,769	32.1%
Caroline,MD	13,014	16,700	3,686	28.3%
Baltimore, MD	452,528	575,600	123,072	27.2%
Sussex, DE	67,541	85,774	18,233	27.0%
Burlington, NJ	202,535	254,072	51,537	25.4%
Bucks, PA	267,124	333,185	66,061	24.7%
Mercer, NJ	220,915	263,687	42,772	19.4%
Cumberland, NJ	60,400	70,946	10,546	17.5%
Montgomery,PA	492,677	574,251	81,574	16.6%
Salem, NJ	22,600	25,667	3,067	13.6%
Camden, NJ	216,931	226,124	9,193	4.2%
New Castle, DE	282,318	289,126	6,808	2.4%
Delaware, PA	238,164	242,708	4,544	1.9%
Philadelphia, PA	741,397	734,039	-7,358	-1.0%
Baltimore City,MD	450,940	443,300	-7,640	-1.7%
Total Study Area	**5,216,966**	**6,341,036**	**1,124,070**	**21.5%**

+York County is in the process of updating employment projections; in 2000, the employment was 212,568.

Sources: Delaware Population Consortium, DVRPC, LCPC, Maryland State Data Center, SJTPO

Figure 8:
Projected Employment Change by County, 2000-2030

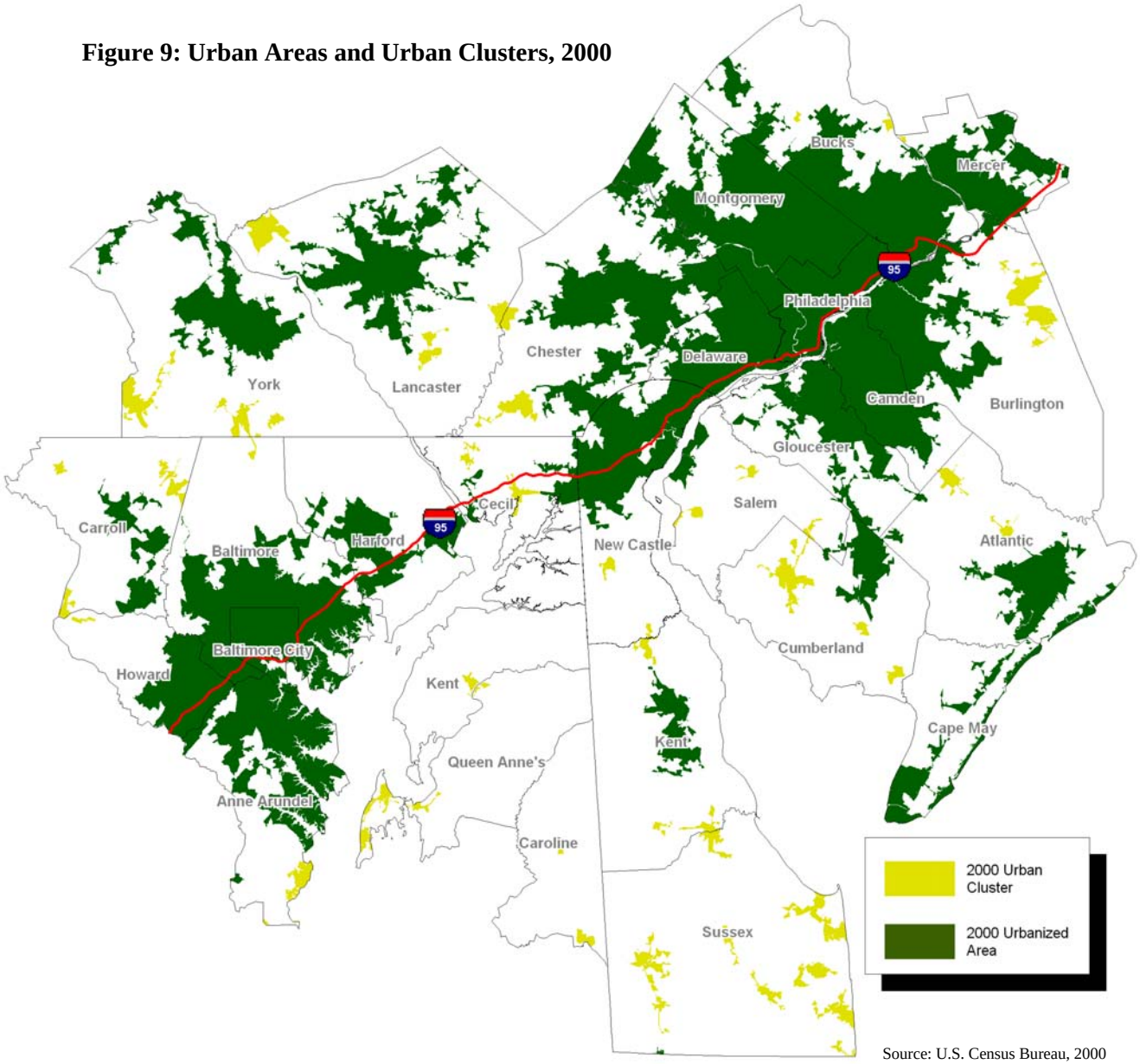


Sources: 2000 Census, DE Population Consortium, DVRPC, LCTC, MD State Data Center, SJTPO

Urbanized and Rural Populations

Urbanized areas denote any urban statistical area with 50,000 or more people. Urban clusters are classified as any area containing more than 2,500 people, but fewer than 50,000. The urban designations (represented by the green on the map) compared to rural designations (represented by the white on the map) help to explain why some counties have greater population and employment numbers. The majority of urban areas are concentrated along the I-95 corridor, and around larger cities outside the corridor.

Figure 9: Urban Areas and Urban Clusters, 2000



Source: U.S. Census Bureau, 2000

Current Traffic Volumes

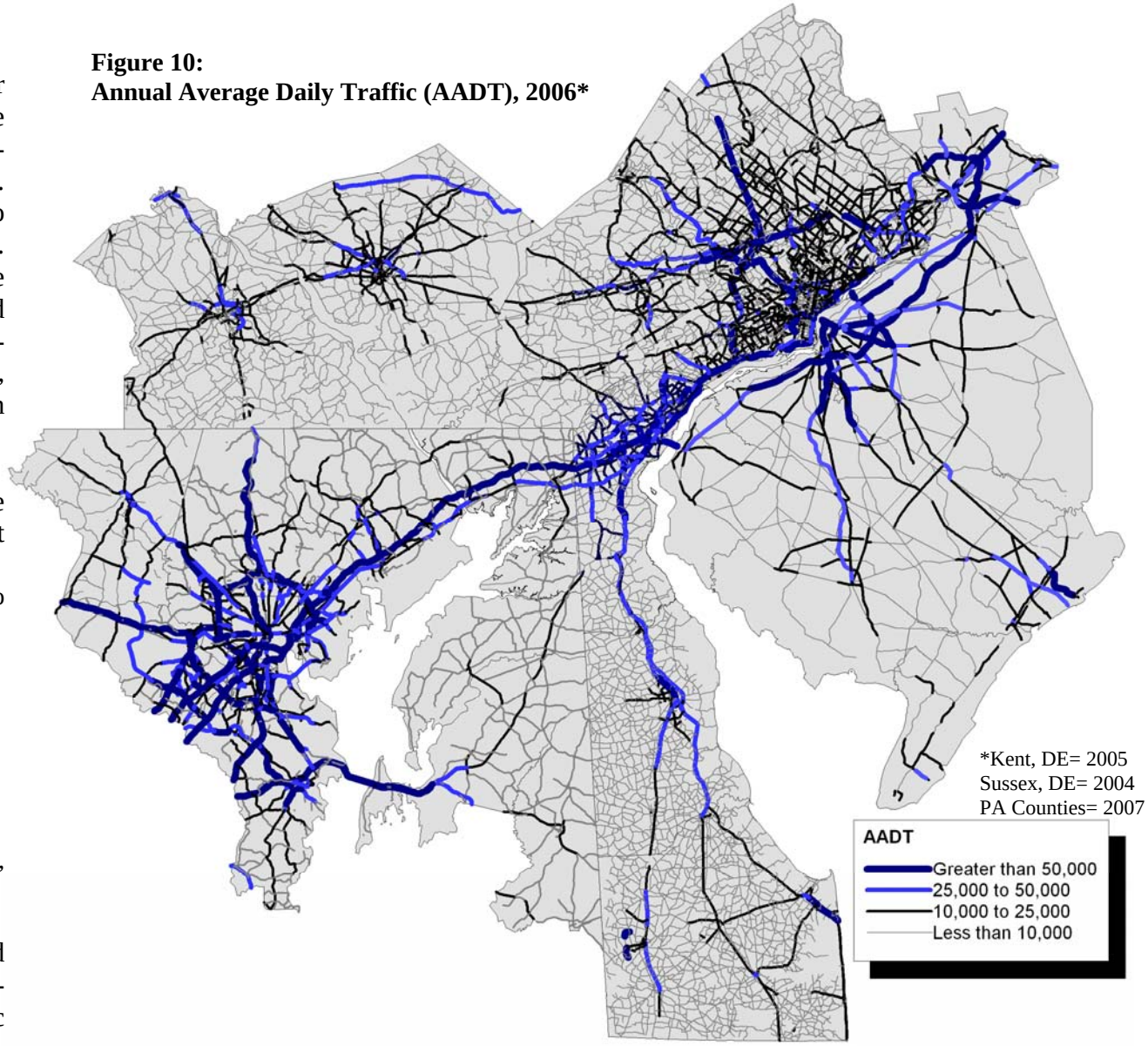
In 2006, over 100 million passenger cars and trucks moved through the study area, and I-95 alone was estimated to carry over 9 million vehicles. The WILMAPCO region had close to 17 million in average daily traffic. The greatest volumes of traffic were prevalent along the I-95 corridor and major cities such as Philadelphia, Baltimore, and Wilmington. Generally, the bulk of traffic runs north and south between Baltimore and Philadelphia.

Below are major roads that traverse the WILMAPCO region into adjacent counties:

- I-295 from New Castle County into Salem, NJ
- I-95 throughout entire study area
- SR 1 from New Castle to Sussex
- Route 213 from Cecil to Kent, MD
- Route 41 into Chester County
- US 1 from Cecil to Chester
- US 202 from DE to Delaware County
- US 222 from Cecil to Lancaster
- US 301 from New Castle County, through Kent into Queen Anne's

Of these roadways, I-95, I-295, and SR 1 show the greatest existing conflicts based on the average daily traffic they carry.

Figure 10:
Annual Average Daily Traffic (AADT), 2006*



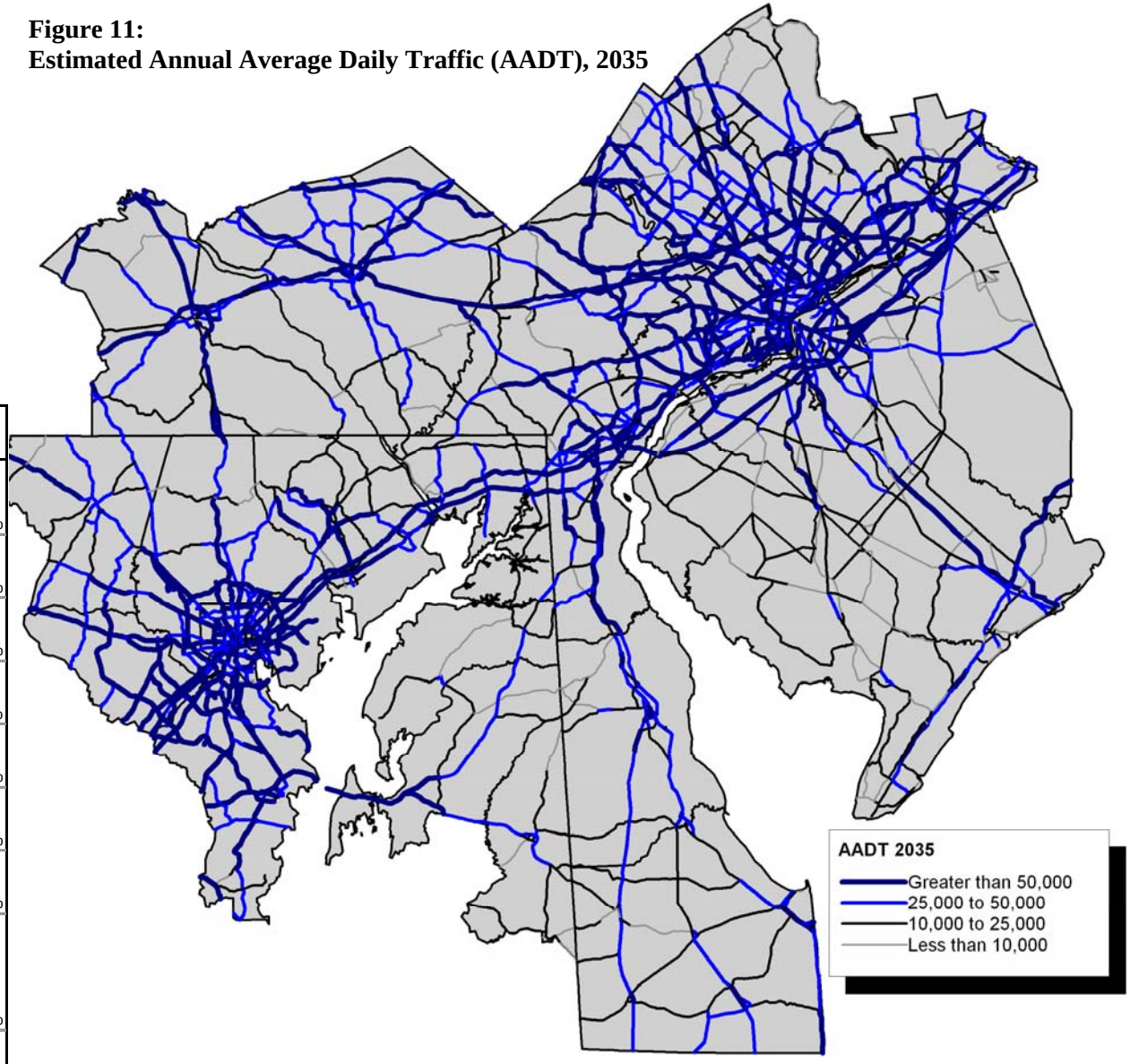
Source: DelDOT, DVRPC, MD SHA, PA Spatial Data Access, SJTPO

Projected Traffic Volumes

Traffic volumes for the study area are expected to increase by 19.8 million (122%) from 2002. Philadelphia and Baltimore metropolitan areas are projected to have the heaviest traveled roadways. The least increase is expected to occur in Kent (DE), Sussex, and southern New Jersey counties. By 2035, the I-95 corridor throughout this study area is estimated to carry more than 3.3 million vehicles per day.

ID	Roadway Segments of Interest	2002 AADT	2035 AADT	% Increase
1	US 202 from SR 141 in DE, pass the PA state line to PA 322	29,141	88,891	205.0%
2	US 222 from Cecil to Lancaster	1,728	4,843	180.3%
3	US 1 from Cecil to Chester	2,918	7,494	156.8%
4	Route 41 (from SR 2) into Chester to PA Route 1	4,459	10,463	134.6%
5	Route 213 from Cecil to Kent, MD	1,429	3,347	134.2%
6	I-95 throughout entire study area	4,640,710	10,639,989	129.3%
7	Route 1 from New Castle to Sussex	4,594	9,922	116.0%
8	US 301, from SR 71, in New Castle Co., through Kent into Queen Anne's to Rt 300	18,623	40,019	114.9%
9	I-295 from New Castle Co. into Salem, NJ	51,406	61,658	19.9%

Figure 11:
Estimated Annual Average Daily Traffic (AADT), 2035



Source: FHWA, Freight Analysis Framework

Travel Speeds

Within the study area the volume of traffic is projected to increase while travel speeds is projected to decrease. Speeds below the posted limits contribute to daily congestion and as automobiles sit in traffic, air quality is affected. In **Table 3**, average travel speeds are projected for 2035. In Delaware, Kent County displays minimal changes compared to the other two counties. For Maryland, Anne Arundel County is predicted to have the greatest percent decrease in travel speeds, followed by Baltimore County. In New Jersey, Cumberland County is the only county not expected to see any changes in existing travel speeds. The only county within the study area expected to see an increase in speed is Salem County, but the change is extremely minimal. All seven Pennsylvania Counties are predicted to experience a staggering deceleration of about 50% or more. These travel speed projections validate the need to devise solutions that minimize or eliminate stalled traffic. Improving traffic flow to help decrease congestion should be a priority of the counties within the identified study area.

Table 3: Percentage Change in Travel Speeds by County

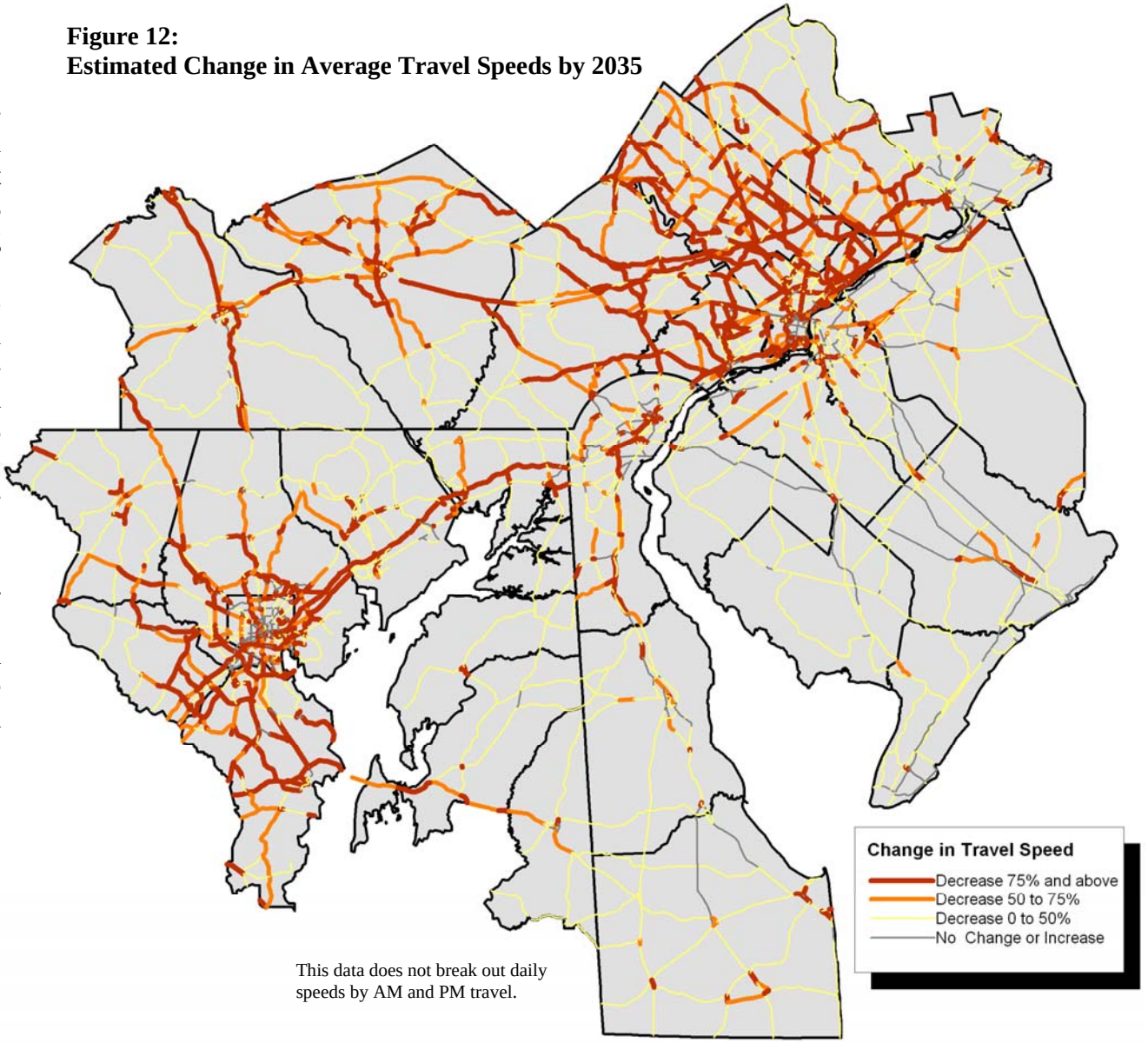
	2002	2035	% Change
County, State	**Avg Mph**	**Avg Mph**	**Avg Mph**
Montgomery, PA	37.54	12.45	-66.8%
Delaware, PA	36.23	12.13	-66.5%
Lancaster, PA	32.84	11.49	-65.0%
Bucks, PA	41.25	16.44	-60.1%
Anne Arundel, MD	34.41	14.27	-58.5%
Chester, PA	37.41	15.95	-57.4%
Carroll, MD	32.31	13.8	-57.3%
Baltimore, MD	36.06	16.43	-54.4%
Howard, MD	37.78	17.33	-54.1%
York, PA	38.33	18.26	-52.4%
Philadelphia, PA	37.64	19.42	-48.4%
Cecil, MD	40.51	21.17	-47.7%
Queen Anne's, MD	48.57	29.36	-39.6%
Hartford, MD	38.46	23.32	-39.4%
Baltimore City, MD	38.29	26.36	-31.2%
New Castle, DE	39.2	27.12	-30.8%
Kent, MD	41.38	29.94	-27.6%
Sussex, DE	37.91	29.71	-21.6%
Burlington, NJ	38.46	30.15	-21.6%
Camden, NJ	37.02	29.97	-19.0%
Mercer, NJ	40.4	33.49	-17.1%
Gloucester, NJ	39.48	32.93	-16.6%
Caroline, MD	42.26	36.82	-12.9%
Kent, DE	39.51	34.69	-12.2%
Atlantic, NJ	36.7	33.17	-9.6%
Cape May, NJ	34.11	32.25	-5.5%
Cumberland, NJ	35.06	35.06	0.0%
Salem, NJ	39.12	39.91	2.0%
Total Study Area	**37.79**	**22.1**	**-41.5%**

Source: FHWA, Freight Analysis Network

Travel Speeds

There are only 17 roadway segments that are predicted to experience minor increases in speed ranging from 0.3% to 7.6%. Montgomery, most of Bucks, and Philadelphia counties are expected see an extreme slowing of traffic. Southern New Jersey is forecasted to experience minor slowing, but no significant change will occur. Counties in the state of Delaware will see a mixture of static and declining speeds. A portion of I-95 within the WILMAPCO region is expected to see over 75% of decrease in speed. Baltimore City is expected to maintain current speeds, yet its surrounding roadways are estimated to increase by 50% or more. Generally, the study area is expected to see dramatic decreases in average travel speeds on major roadways in the years to come.

Figure 12:
Estimated Change in Average Travel Speeds by 2035



This data does not break out daily speeds by AM and PM travel.

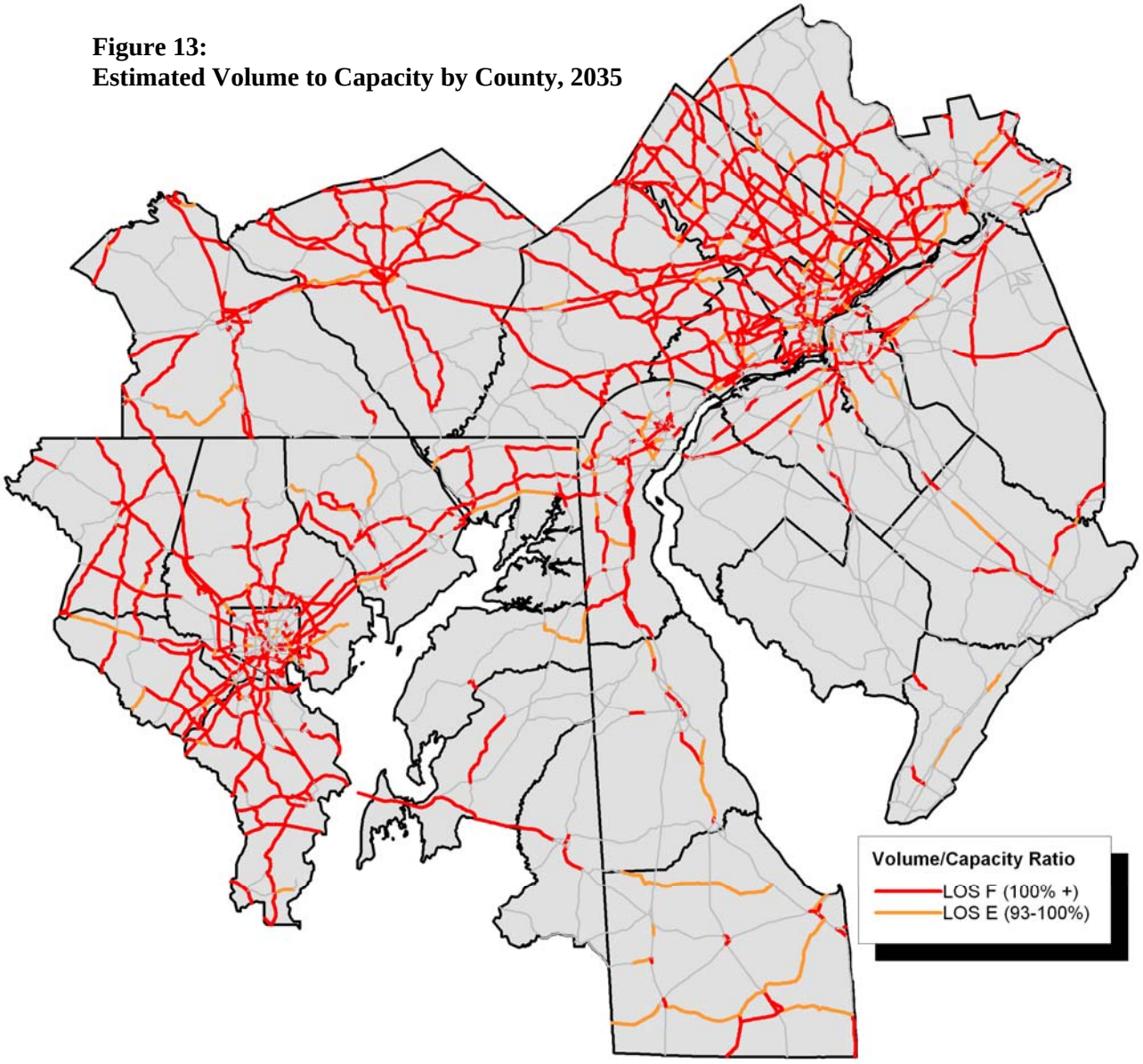
Source: FHWA, Freight Analysis Network

Projected 2035 Volume to Capacity Ratios

One measure of congestion is the volume to capacity ratio. The higher the ratio, the closer a road is to surpassing its carrying capacity. The associated letter grades represent the roadways level of service it provides, where "A" is excellent, free-flowing conditions, "E" means congested conditions, and "F" indicates failing, non-functional conditions.

Figure 13 shows major roadways that are projected to be close to, at, or above capacity in the future. Based on estimates, most roads may be excessively burdened in terms of capacity. By 2035, failing roadways are expected to be prevalent throughout the WILMAPCO region. Counties within the DVRPC and BMC regions are projected to see roads beyond capacity as well. Southern New Jersey, southern Delaware, and eastern Maryland are not projected to be as close to capacity, but they will witness several troublesome road segments. Generally, throughout the study area, capacity will more than likely be exceeded all along the I-95 corridor.

Figure 13:
Estimated Volume to Capacity by County, 2035



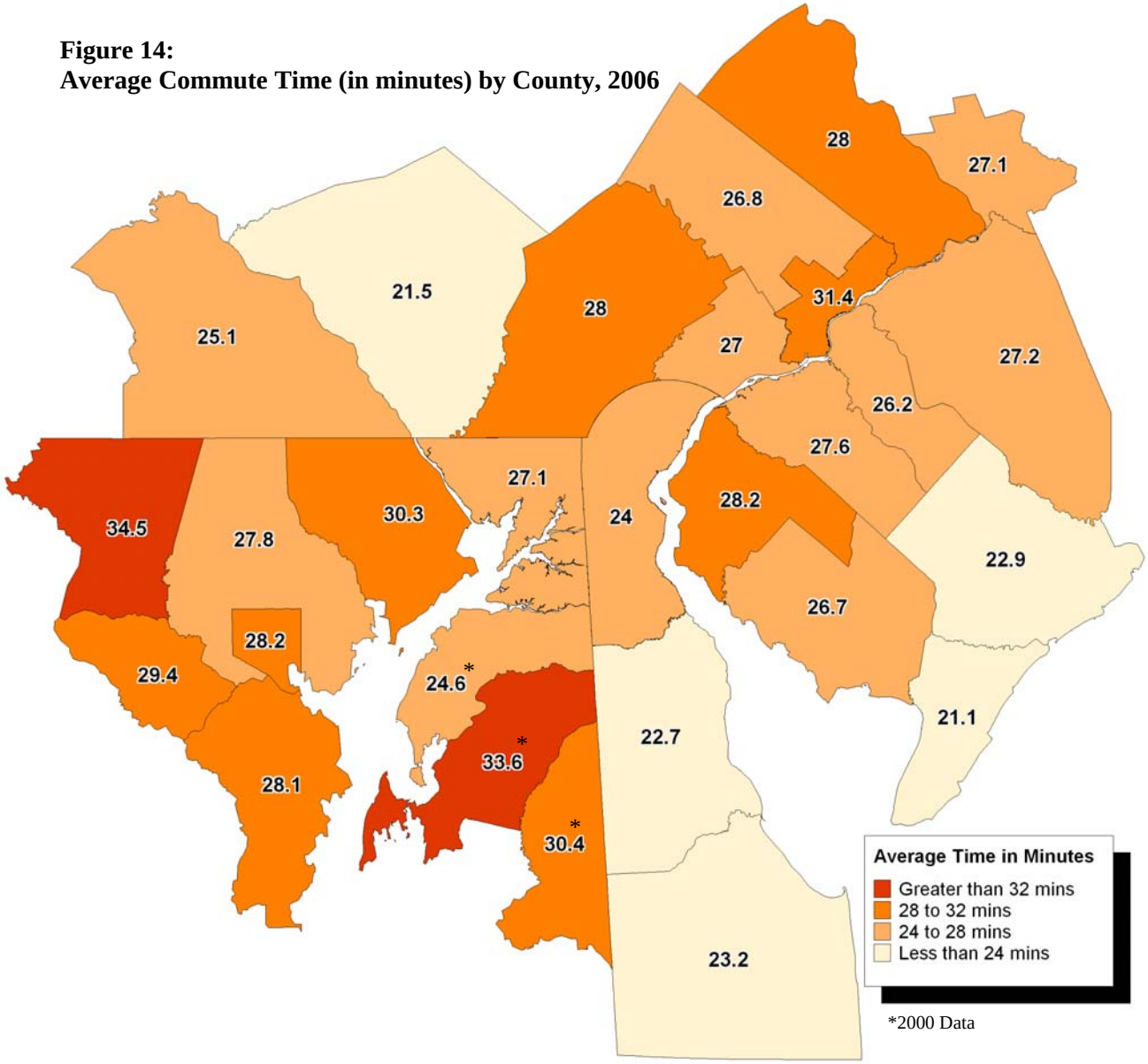
Source: FHWA, Freight Analysis Framework

Commute Patterns

Much of the roadway traffic in the WILMAPCO region is work-related; large numbers of commuters travel to and from neighboring counties. **Figure 14** shows that Carroll and Queen Anne's Counties had the greatest commute time to work in 2006, followed by Philadelphia. Cape May, NJ and Lancaster County, PA had the shortest commute times.

Overall, the study area had an average commute time of 27.1 minutes in 2006. Considering future increases in traffic volume, lengthier commute times are expected. Enhancing and maintaining an inter-regional transit system is key to minimizing automobile traffic on limited or full capacity roadways.

Figure 14:
Average Commute Time (in minutes) by County, 2006



Sources: American Community Survey, 2006

Commute Patterns

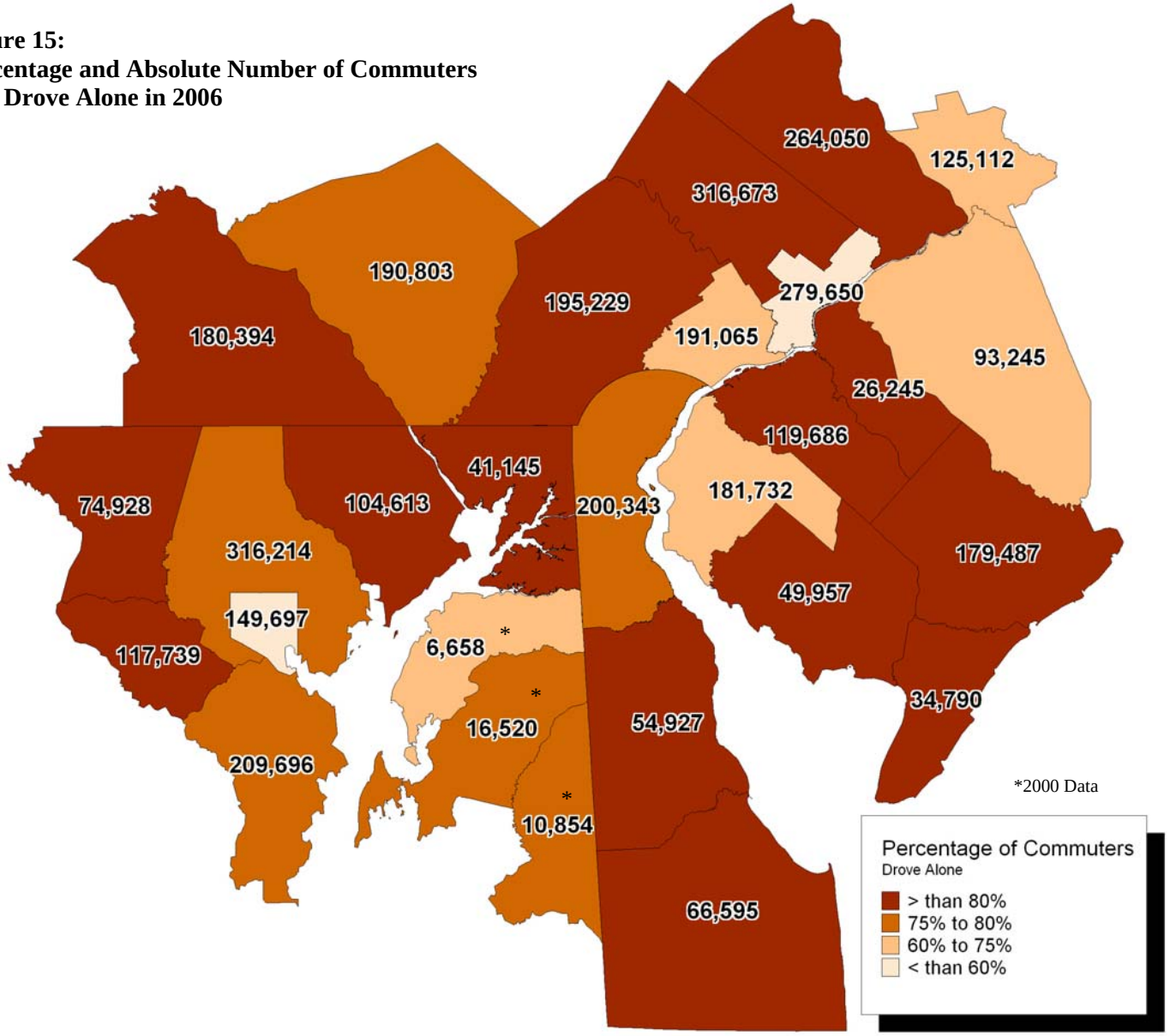
Most congestion on roadways is the result of the number of single passenger vehicles during work commutes. Fifteen counties out of the twenty-eight (about 53% of the study area) had an 80 or greater percent of single occupancy vehicles on the roadways in 2006. Roughly, 80% of commuters drove alone in the WILMAPCO region. The two largest cities in the study area had the lowest percent of drivers who drove alone in 2006. Roughly one-half of workers in Philadelphia drove alone to their job, while close to 60% of workers in Baltimore City drove alone. More public transportation is available in both these areas and more people walk to work as well as carpool. Counties with the greatest percent of commuters who drove alone were Gloucester and Salem in New Jersey, followed by Cecil County, Maryland.

Table 4: Percent of Workers who Drove Alone by County (2006)

County, State	Total	Drove Alone	% Drove Alone
Gloucester, NJ	140,069	119,686	85.4%
Salem, NJ	31,145	26,245	84.3%
Cecil, MD	48,868	41,145	84.2%
Sussex, DE	79,299	66,595	84.0%
York, PA	215,151	180,394	83.8%
Bucks, PA	318,862	264,050	82.8%
Carroll, MD	90,613	74,928	82.7%
Kent, DE	66,652	54,927	82.4%
Harford, MD	127,064	104,613	82.3%
Burlington, NJ	218,153	179,487	82.3%
Cumberland, NJ	61,682	49,957	81.0%
Montgomery,PA	391,060	316,673	81.0%
Cape May, NJ	43,118	34,790	80.7%
Chester, PA	242,616	195,229	80.5%
Howard, MD	146,605	117,739	80.3%
Anne Arundel, MD	262,503	209,696	79.9%
New Castle, DE	252,364	200,343	79.4%
Queen Anne's, MD	20,852	16,520	79.2%
Baltimore, MD	400,098	316,214	79.0%
Lancaster, PA	242,615	190,803	78.6%
Caroline,MD	14,093	10,854	77.0%
Delaware, PA	255,335	191,065	74.8%
Camden, NJ	242,976	181,732	74.8%
Kent, MD	9,062	6,658	73.5%
Mercer, NJ	171,453	125,112	73.0%
Atlantic, NJ	129,875	93,245	71.8%
Baltimore City,MD	258,373	149,697	57.9%
Philadelphia, PA	550,988	279,650	50.8%
Total Study Area	**5,031,544**	**3,798,047**	**75.5%**

Sources: American Community Survey, 2006

Figure 15:
Percentage and Absolute Number of Commuters that Drove Alone in 2006

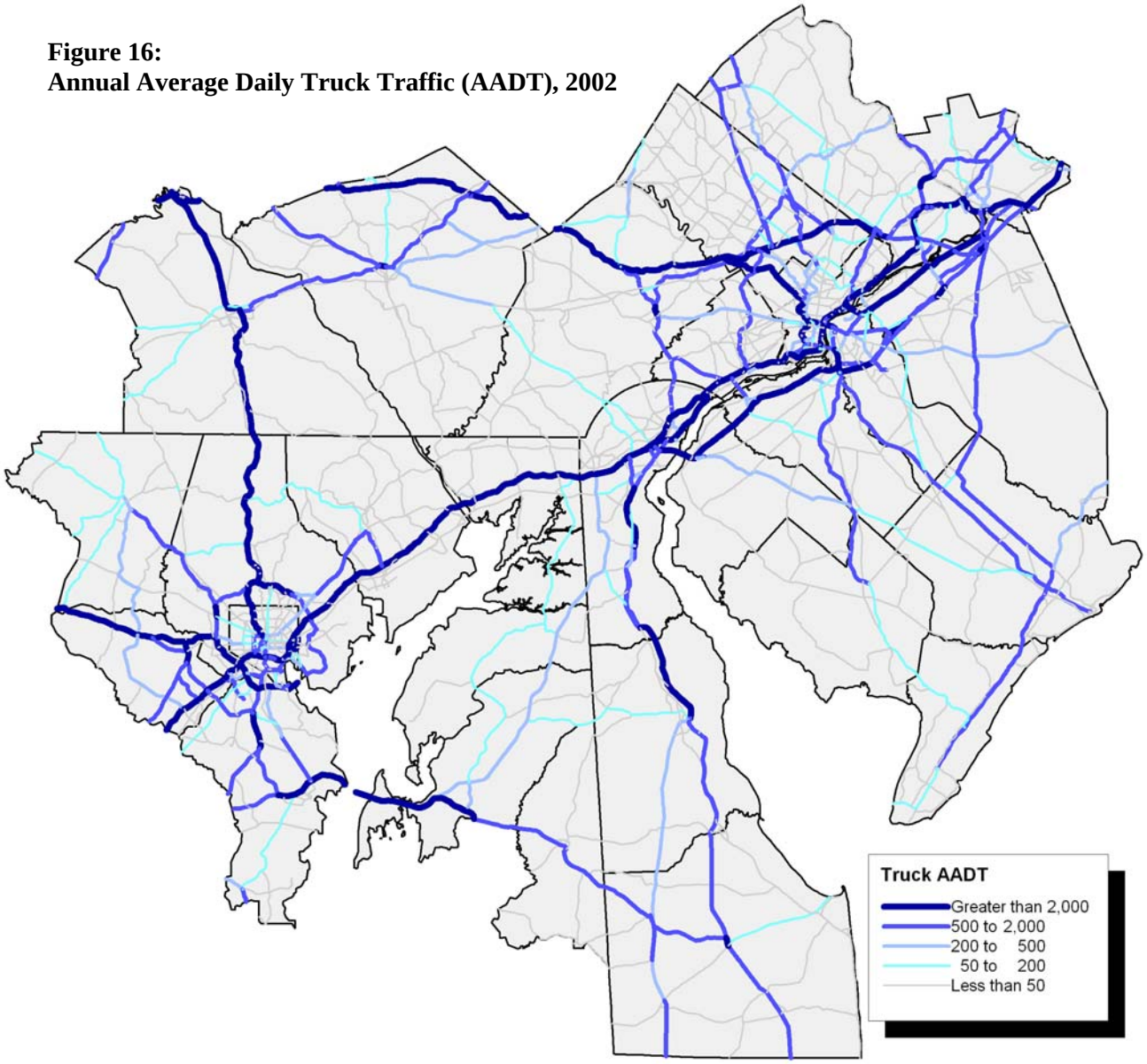


Sources: U.S. Census 2000 and American Community Survey, 2006

Current Truck Volumes

Freight activity helps to maintain our current standard of living. The presence of trucks on roadways indicates consumer demand for goods and economic activity. Yet, the benefits of freight are accompanied by challenges such as safety, increased congestion, air quality concerns, and faster deterioration of the system. Interstate 95 is the major highway that connects all the states in the study area, and carried an annual daily average of 540,014 trucks in 2002. This translates into 36.1% of all vehicles. Regional highways with greater than 2,000 vehicles per day carried on average 36% trucks. In the WILMAPCO region, trucks made up 26.5% of all traffic on major roadways. Aside from I-95, a notable amount of trucks traversed southern New Castle and Kent Counties along Route 1, and US 202 from northern Delaware into Pennsylvania.

Figure 16:
Annual Average Daily Truck Traffic (AADT), 2002

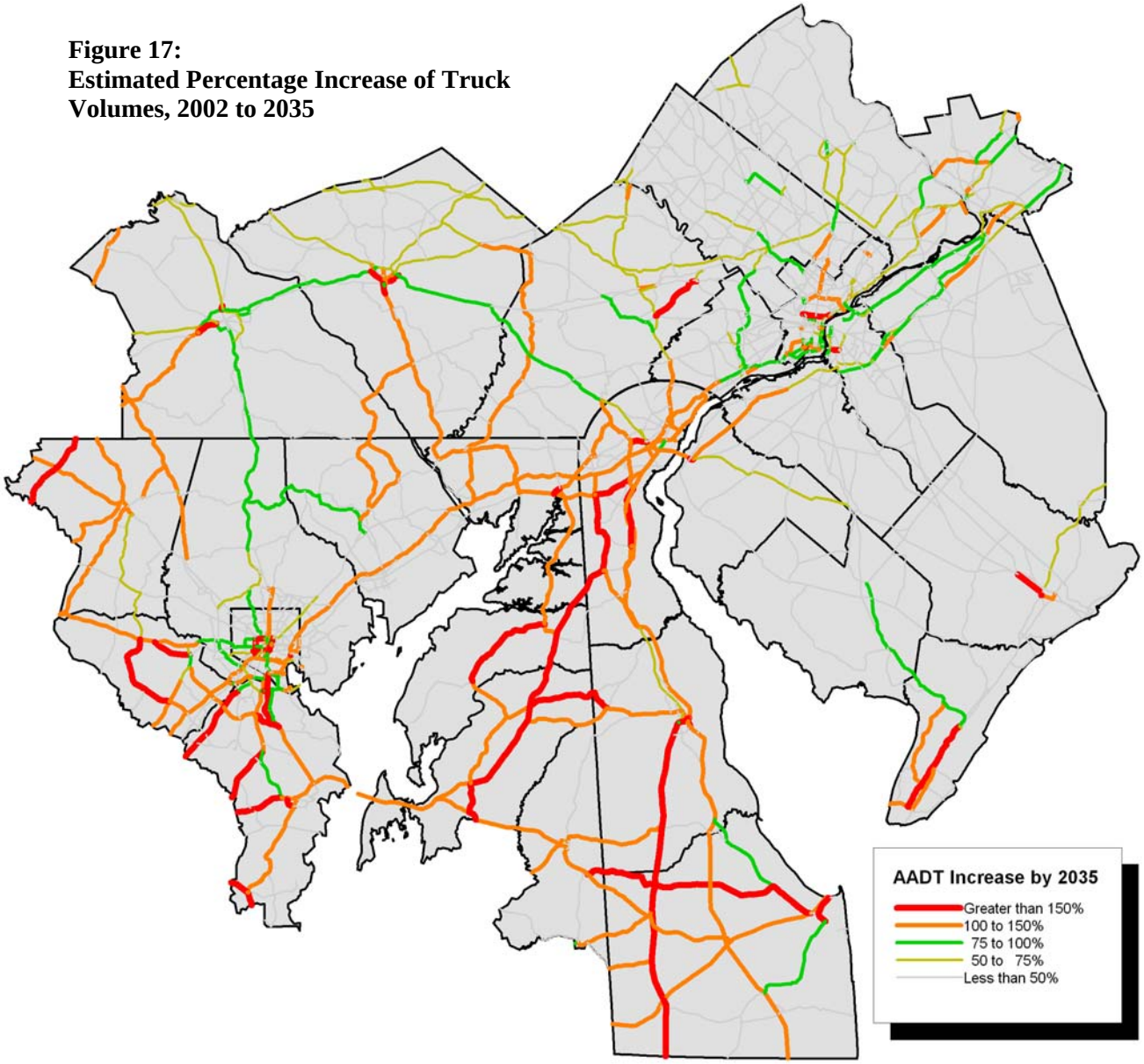


Source: FHWA, Freight Analysis Framework

Projected Truck Volumes

Preparing for future increases in truck volumes is one necessary approach to maintaining a roadway network that is efficient, reliable, and meets regional needs. **Figure 17** shows that in just over two decades the annual daily truck traffic is expected to multiply considerably. Almost all roadways leading into adjacent counties of the WILMAPCO region are expected to see at least a doubling in truck percentages. Several roadways are projected to experience increases of more than 150%, such as US 301, US 202, and portions of SR 1 in New Castle County. By 2035, about 33.7% of vehicles moving throughout the WILMAPCO region are expected to be trucks, while 20% of total traffic is estimated for the entire study area. Generally, all non-freight traffic in the study area is expected to increase by 135%, whereas all truck traffic is forecasted to increase by 82.6%. These outlook volumes demonstrate the urgency to communicate and plan collaboratively with our neighboring agencies.

Figure 17:
Estimated Percentage Increase of Truck Volumes, 2002 to 2035



Source: FHWA, Freight Analysis Framework

Freight Impact on the WILMAPCO Region

The WILMAPCO region is a major thoroughfare for goods moving along the busy northeast corridor on Interstate 95, the CSX Transportation (CSXT), and Norfolk Southern (NS) railroads. Much of this freight passes through on the interstates and rail lines to the major population centers in the Northeast, but a significant portion travels on local roads serving places like Harrisburg and the Delmarva Peninsula. It is clear that I-95 is a major route that sees heavy traffic flows, and likely carries the majority of the region's freight traffic, connecting key locations of Wilmington, Newark, and Elkton. Also connected is major economic and population centers of Philadelphia and New York to the north and Baltimore and Washington to the south of the region. Commodity flow data indicates that freight is moving primarily north and south along I-95, US 301, US 40 and US 13. All these routes travel through multiple states and metropolitan areas.

Relatively, the WILMAPCO region generates a small percentage of overall movement in the country. However, along the I-95 corridor, large amounts of through trips occur on our roadways. In 2005, roughly 135 million tons originated, terminated, or moved through the region by truck. By 2030, that total is projected to increase by about 84% to approximately 249 million tons annually. Assuming a weight of 17 tons per truck, nearly 8 million truck trips impact the WILMAPCO region's roadways annually.

Figures 18 and 19 illustrate the total goods (in tons) that either originate or terminate in the WILMAPCO region in 2005. Overall the region exported approximately 37 million tons out of the region and received 25 million tons. Our top trading partners are located along the Southeastern U.S, the upper Midwest and the Northeast and over one-half of our total trading takes place in these regions. Yet, there is a significant portion that stays within a 13 county area around WILMAPCO. Roughly 15 million tons, or one-quarter of our total tonnage originate and terminate close to home.

Figure 18: WILMAPCO Truck Tonnage by Direction 2005-2030

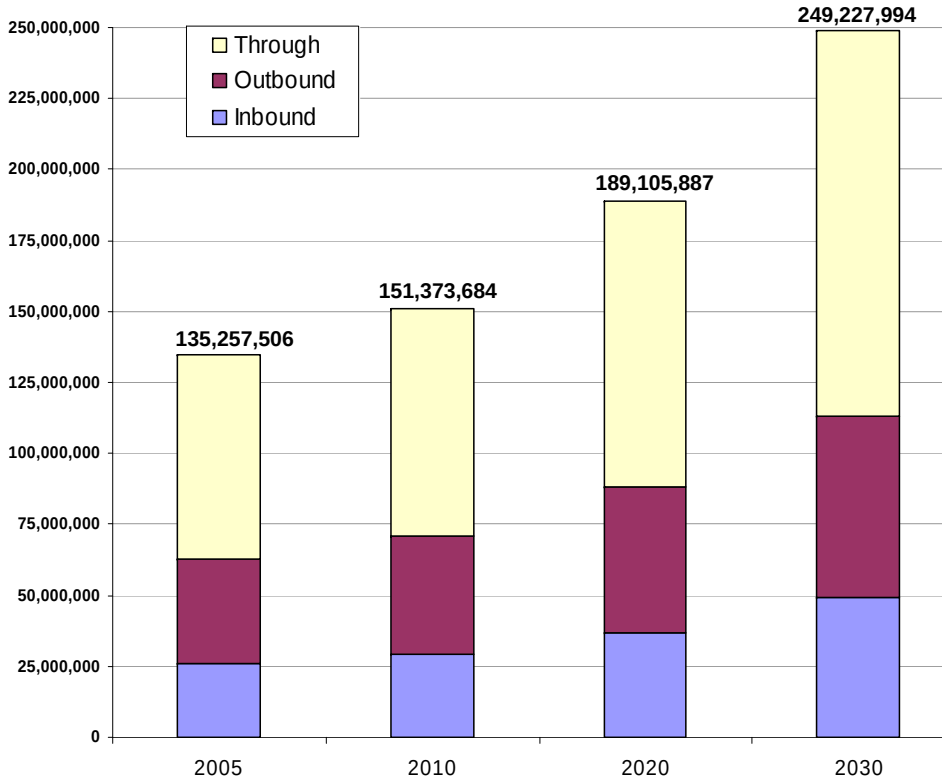
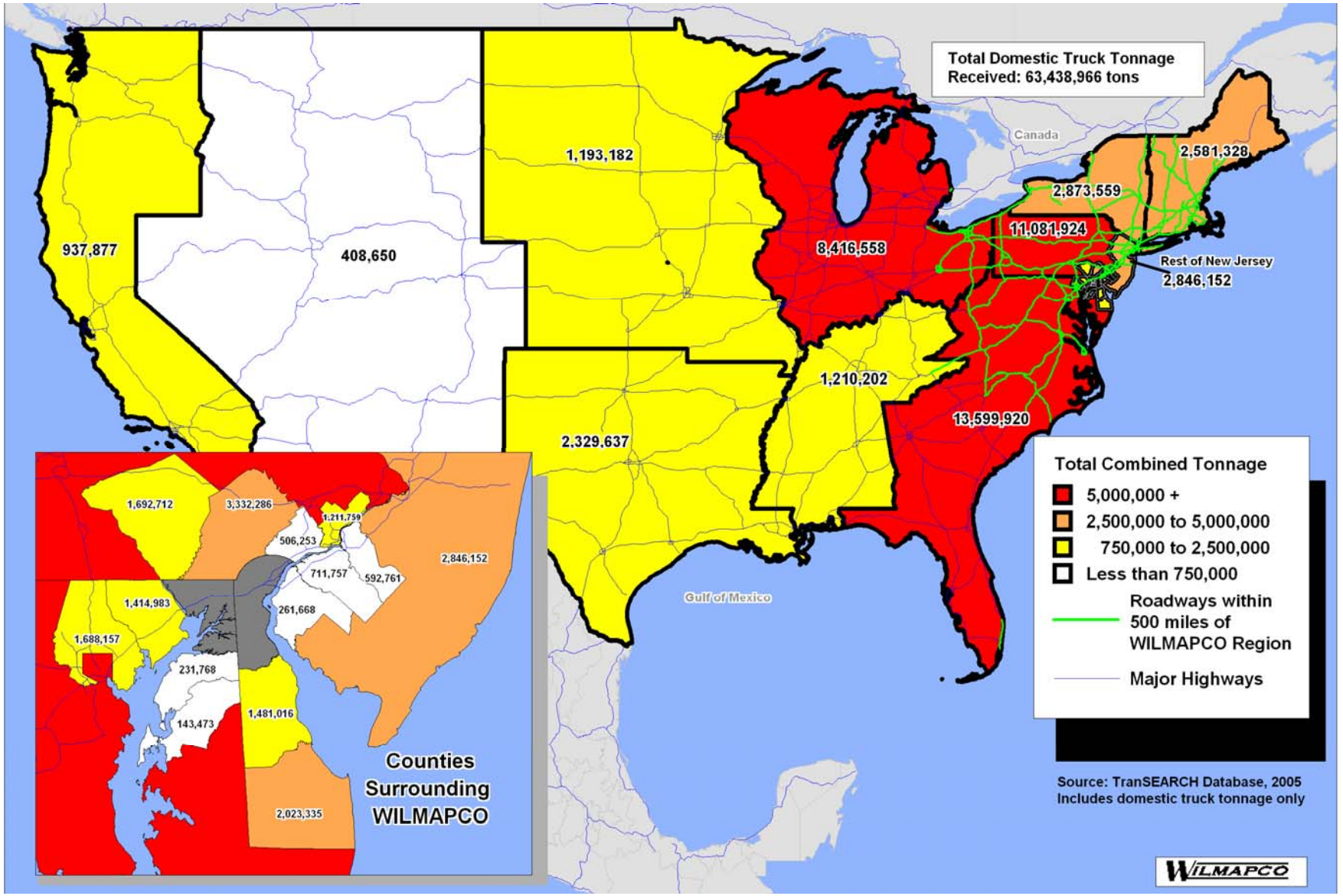


Figure 19: Total Domestic Truck Tonnage Originating/Terminating in the WILMAPCO Region 2005

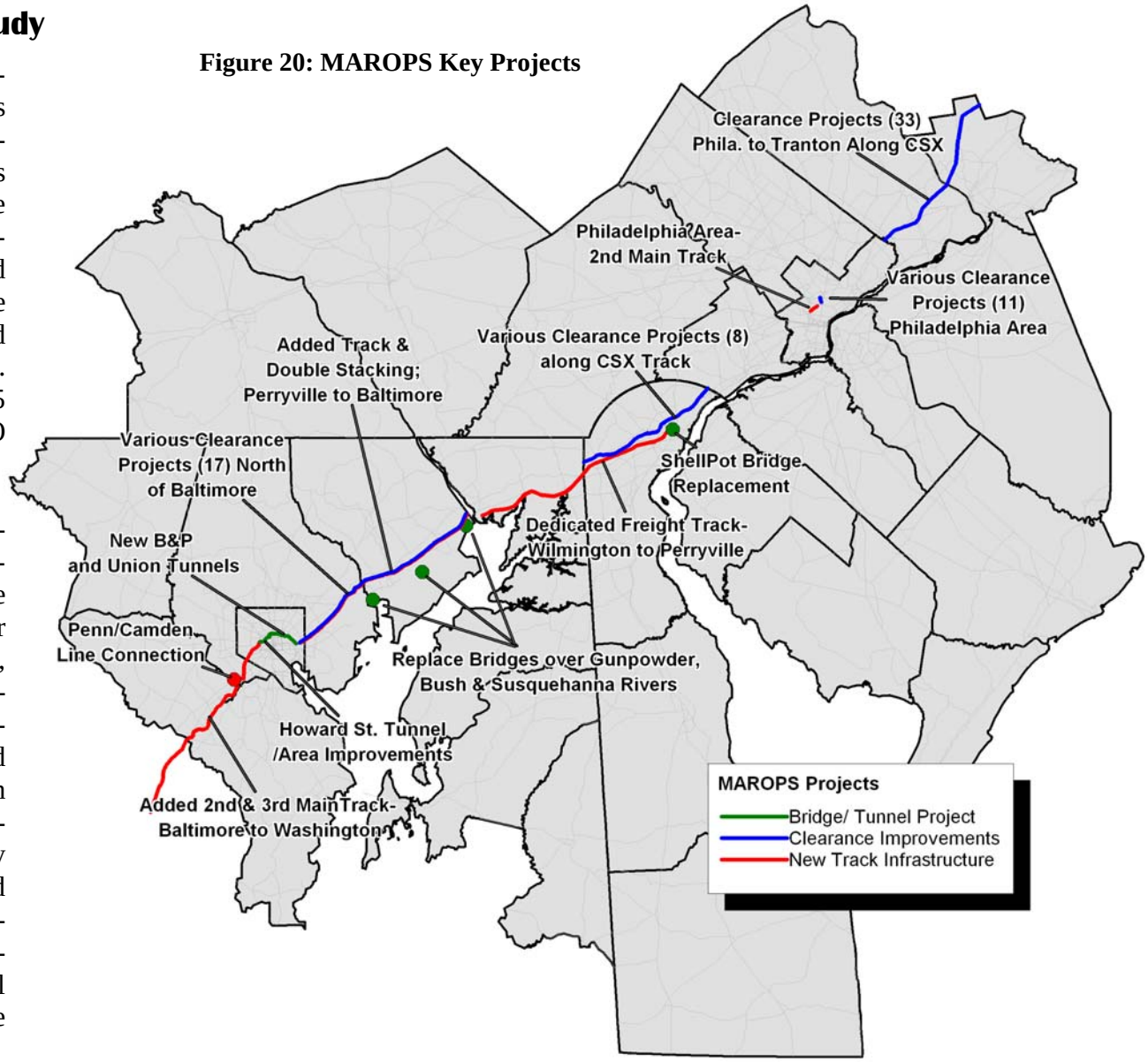


Mid-Atlantic Rail Operations Study

In 2003, the I-95 Corridor Coalition completed the Mid-Atlantic Rail Operations Study (MAROPS). This report recognizes that the Mid-Atlantic region serves as the political and financial hub of the United States. With its proximity to several major seaports, major interstates, and nearly 20% of the entire population of the U.S., mobility is critical to its continued vitality, particularly the I-95 corridor. For instance, over 17,000 trucks use I-95 on a daily basis through the WILMAPCO region.

Predominantly rail-focused, the document points out that the Mid-Atlantic region has and will continue to experience severe capacity issues along its major highways. To alleviate some burdens, the rail system must be improved to reduce the demand on the roadway network. **Figure 20** shows projects needed to upgrade the primary rail system which parallels the I-95 corridor. These projects are designed to add needed capacity and remove various bottlenecks and height clearance issues to allow for double-stack freight shipping along with reduced conflicts between passenger rail and freight. In total, these project are estimated to cost over $1 billion.

Figure 20: MAROPS Key Projects



Source: The Interstate 95 Corridor Coalition

Inter-Regional Transit

Providing alternative modes of transportation is critical to reduce automobile usage. Transit services are cost effective for users and help improve air quality by reducing vehicle miles traveled. Yet, for transit to be viable, population density is key. This is clearly indicated by the amount of transit provided in Philadelphia and northern New Castle County. The WILMAPCO region is served by 6 inter-county transit routes; DTC's Route 301 from Wilmington to Dover, DE; the Route 65 from Newark, DE to Elkton, MD; SEPTA's R2 rail service from Newark to as far north as Warminster, PA and the Route 306* from Malvern, PA to Claymont, DE; "The Bus" from Elkton to People's Plaza in Newark, DE; and the New Jersey Transit Route 423 from Penn's Grove, NJ into Rodney Square in Wilmington, DE. Despite a decline in 2003, annual ridership for the Route 301 and the R2 has been increasing since 2001. Notable in **Figure 22** is the MARC rail line gap in Cecil County between Newark and Perryville. Currently, only Amtrak services commuter rail through Cecil County. The MARC rail plans to extend its Penn Line service into Elkton and Newark by 2015.

Figure 21: Ridership for Inter-County Services in WILMAPCO Region

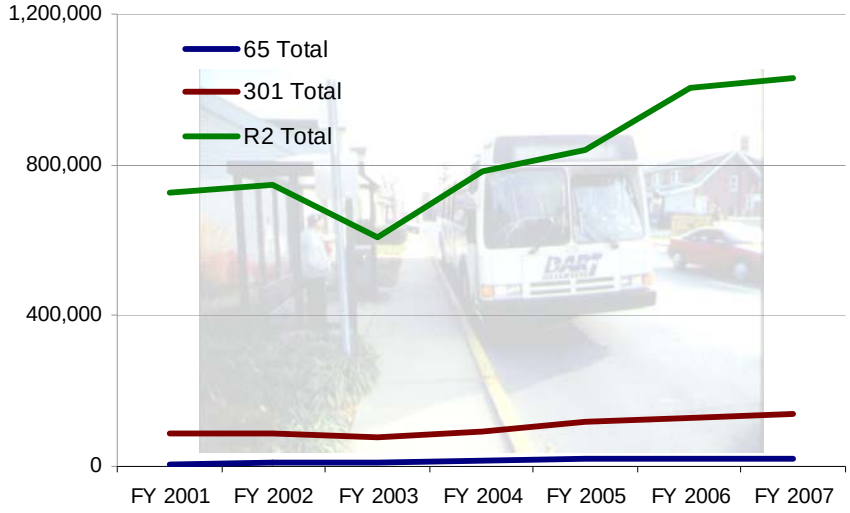


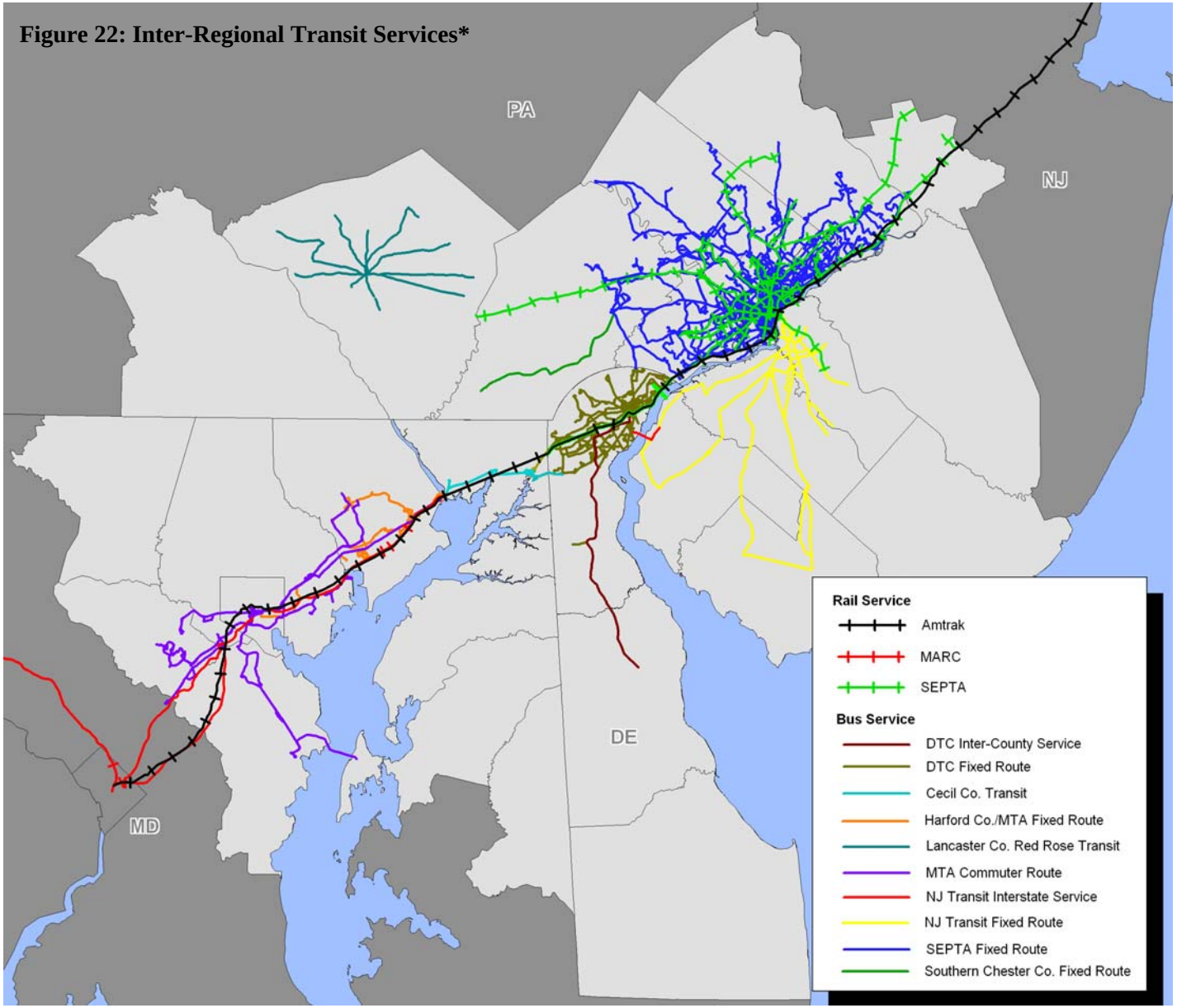
Table 5: Ridership for Inter-County Services by Year

	FY 2001	FY 2002	FY 2003	FY 2004	FY 2005	FY 2006	FY 2007	% Change
65 Total	3,923	11,796	11,312	17,024	22,190	20,024	19,238	390.4%
301 Total	88,029	87,538	76,640	93,920	120,762	130,184	137,086	55.7%
SEPTA R2								
Newark	137,893	116,264	97,689	139,812	130,530	150,167	161,580	17.2%
Churchman's	65,127	86,497	70,074	84,085	96,463	144,097	124,466	91.1%
Wilmington	292,956	326,136	271,725	348,545	380,601	445,019	446,092	52.3%
Claymont	201,891	183,974	141,134	176,511	193,691	223,713	253,416	25.5%
Weekday Subtotal	697,867	712,871	580,622	748,953	801,285	962,996	985,554	41.2%
Wilmington	25,145	30,439	22,496	31,193	33,655	37,417	38,781	54.2%
Claymont	3,586	3,788	2,876	3,517	3,638	4,477	4,296	19.8%
Saturday Subtotal	28,731	34,227	25,372	34,710	37,293	41,894	43,077	49.9%
R2 Total	726,598	747,098	605,994	783,663	838,578	1,004,890	1,028,631	41.6%

*The Route 306 began operating on March 12, 2007. It is currently averaging approximately 40 passenger trips per day.

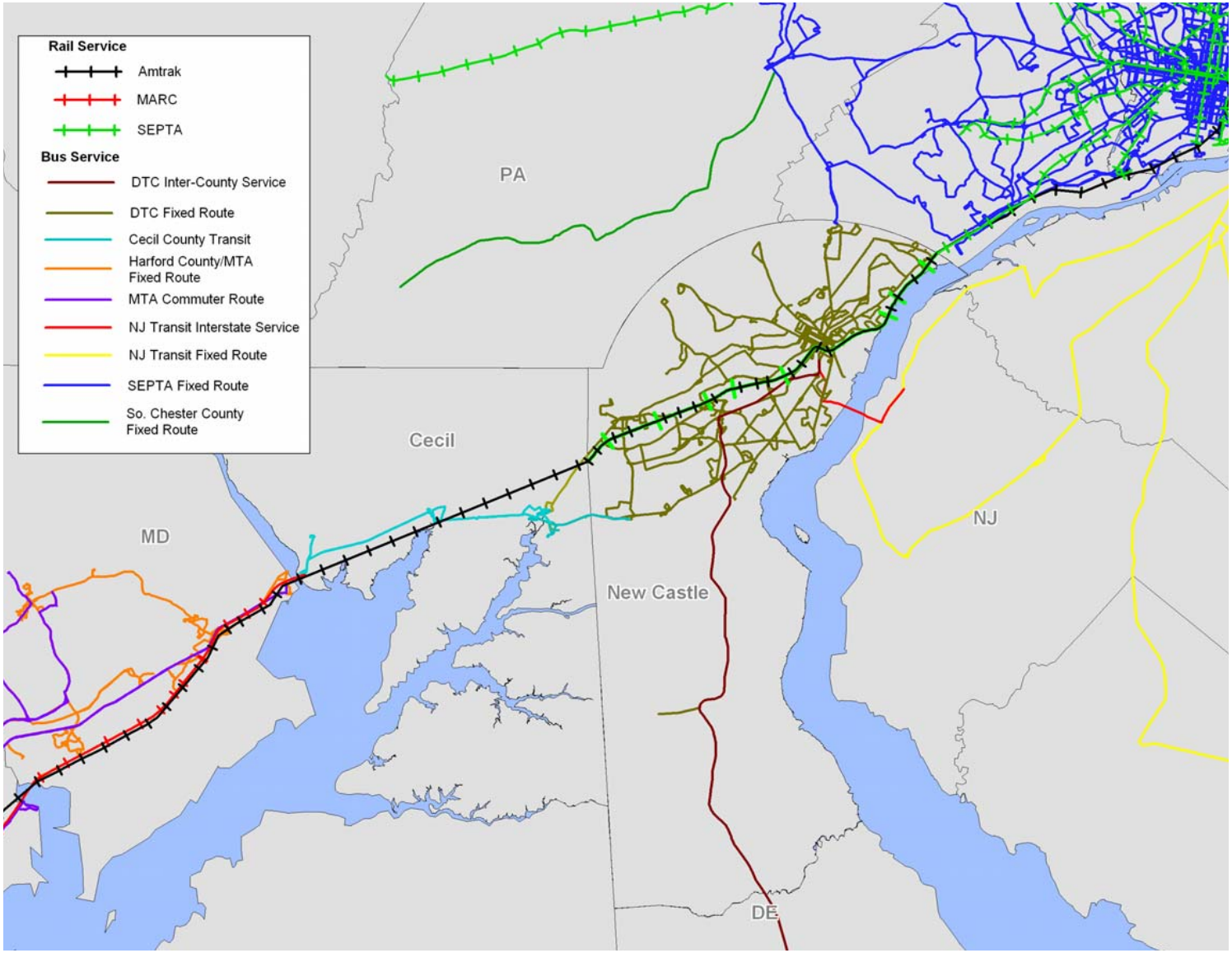
Sources: MARC Growth and Investment Plan, MTA, 2007 Delaware Transit Corporation (DTC), 2006

Figure 22: Inter-Regional Transit Services*



* Extensive local subway and bus networks are not represented on the map.

Figure 23: Inter-Regional Transit Surrounding the WILMAPCO Region

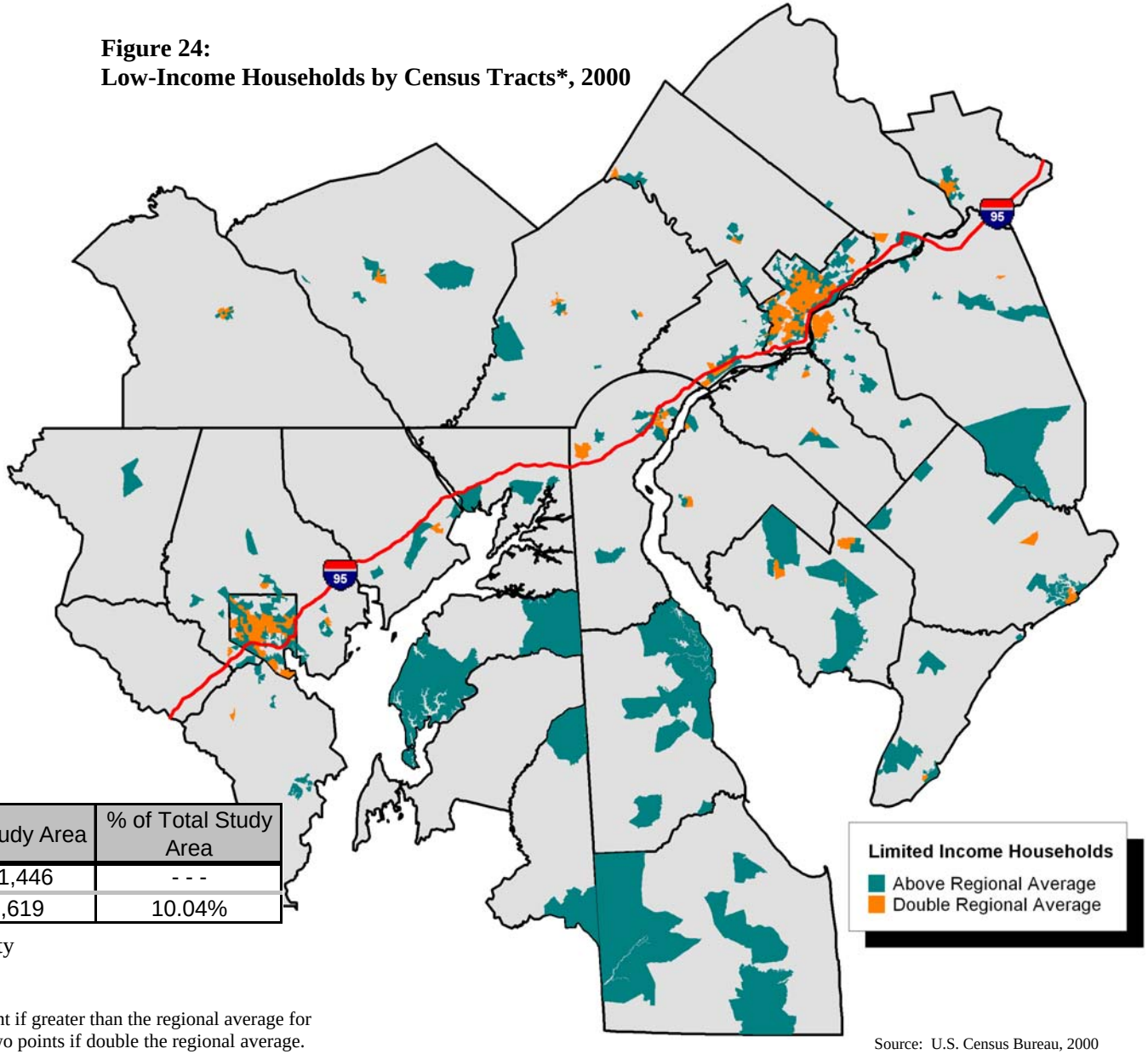


Identifying Low-Income Populations

Equality in transportation is supported by law and is an issue that cannot be overlooked as it has in the past. Thus, low-income and minority individuals must be included in the planning process.

Low-income is defined as households below the poverty threshold. Higher concentrations of low-income households were found to fall within major cities along I-95, especially Philadelphia, Camden, Chester, Wilmington, and Baltimore. Moderate concentrations can be found in some suburban and rural areas.

Figure 24:
Low-Income Households by Census Tracts*, 2000



	Total Study Area	% of Total Study Area
Households, 2000	3,871,446	- - -
HH Below Poverty	388,619	10.04%

Low-income= households below poverty

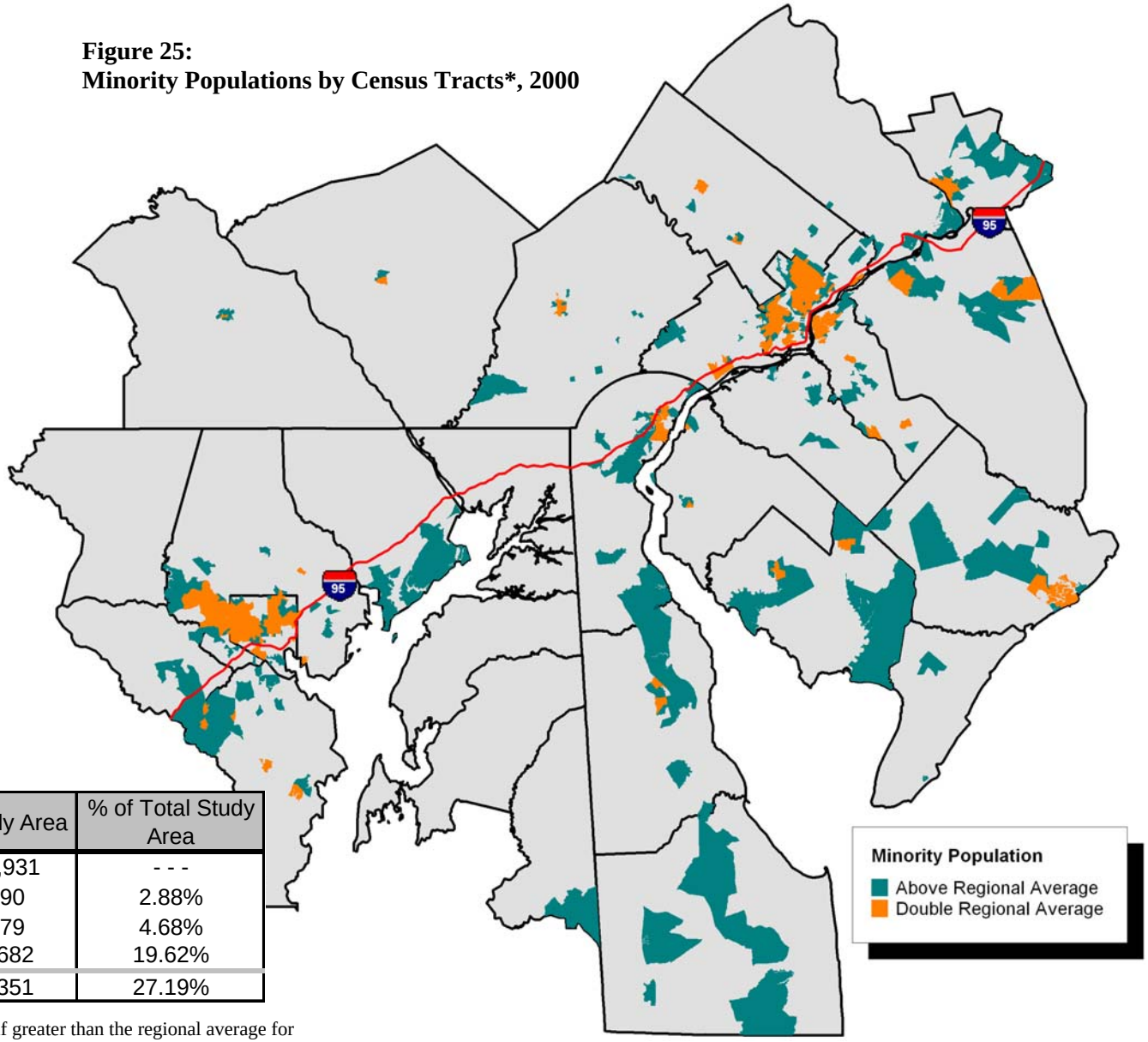
*For each category, every tract received 1 point if greater than the regional average for percentage of households below poverty, or two points if double the regional average.

Source: U.S. Census Bureau, 2000

Identifying Minority Populations

Similar to low-income groups, ethnic and racial minorities are known to bear undue burdens of transportation investments, while not receiving an equal share of the benefits. Close to one-third of the region's population are minority individuals. Like low-income groups, highest concentrations are within major cities along I-95. However, significant concentrations of minorities push outside the confines of the cities; for example, north and west Philadelphia, south of Wilmington, and west of Baltimore.

Figure 25:
Minority Populations by Census Tracts*, 2000



	Total Study Area	% of Total Study Area
Population, 2000	10,276,931	- - -
Asian	296,290	2.88%
Hispanic	481,379	4.68%
Non-Hispanic Black	2,016,682	19.62%
Total Minority Population	2,794,351	27.19%

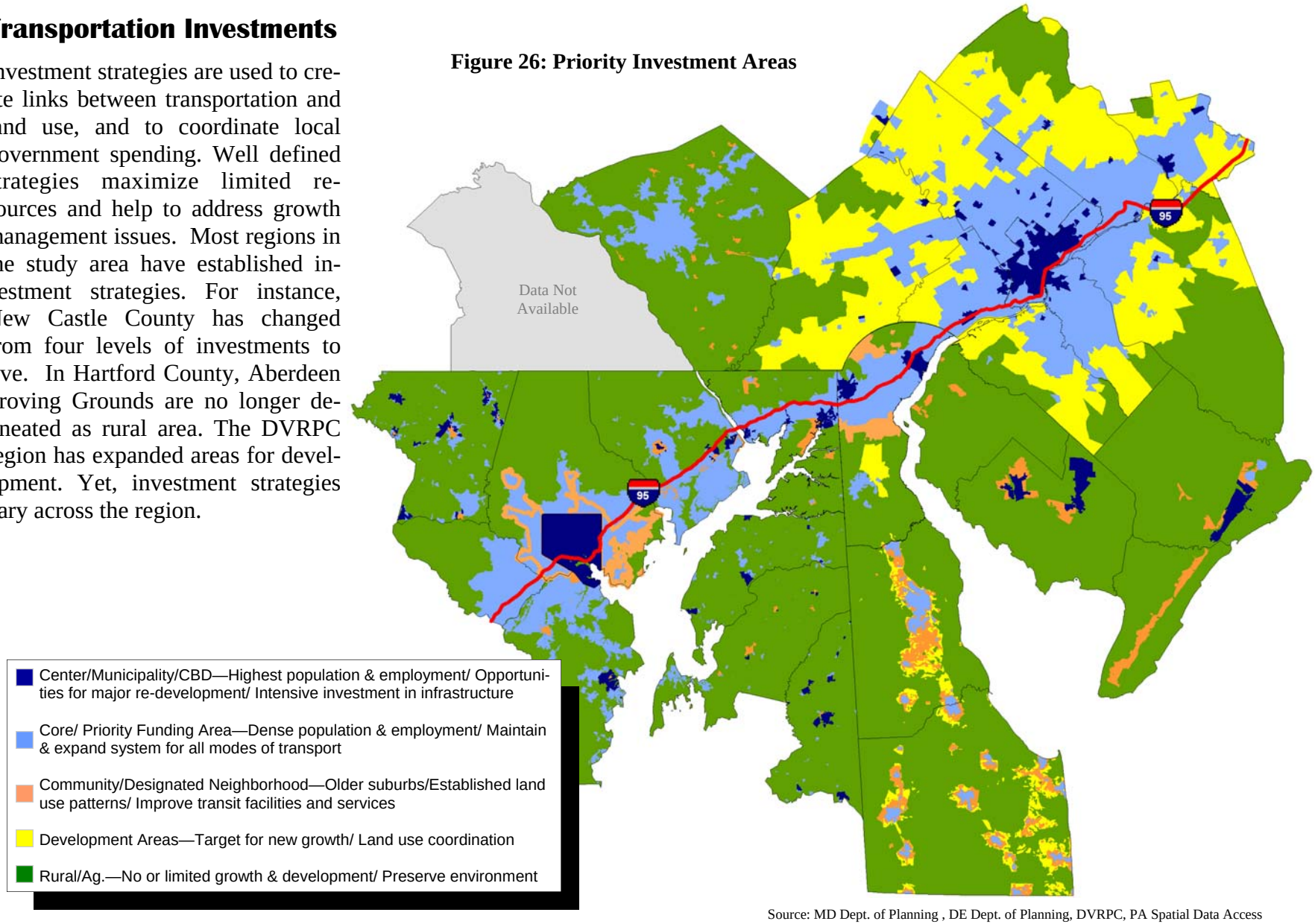
*For each category, every tract received 1 point if greater than the regional average for percentage of households below poverty, or two points if double the regional average.

Source: U.S. Census Bureau, 2000

Transportation Investments

Investment strategies are used to create links between transportation and land use, and to coordinate local government spending. Well defined strategies maximize limited resources and help to address growth management issues. Most regions in the study area have established investment strategies. For instance, New Castle County has changed from four levels of investments to five. In Hartford County, Aberdeen Proving Grounds are no longer delineated as rural area. The DVRPC region has expanded areas for development. Yet, investment strategies vary across the region.

Figure 26: Priority Investment Areas



Source: MD Dept. of Planning , DE Dept. of Planning, DVRPC, PA Spatial Data Access

Significant Regional Transportation Projects

Based on the Transportation Improvement Programs (TIP) of surrounding agencies, there are several major projects and studies in progress or slated for completion in the near future. Since the last report, two key studies for the WILMAPCO region have been completed; Track A Feasibility Study and the Passenger Rail Study. **Table 6** lists projects along or near WILMAPCO's borders that may have a significant effect on traffic flows to and from the region. For instance, the I-295 projects may impact commuters to and from the region to New Jersey. An estimated $176 billion will be spent on future projects out to FY 2011. A map corresponding to this table is shown on the next page.

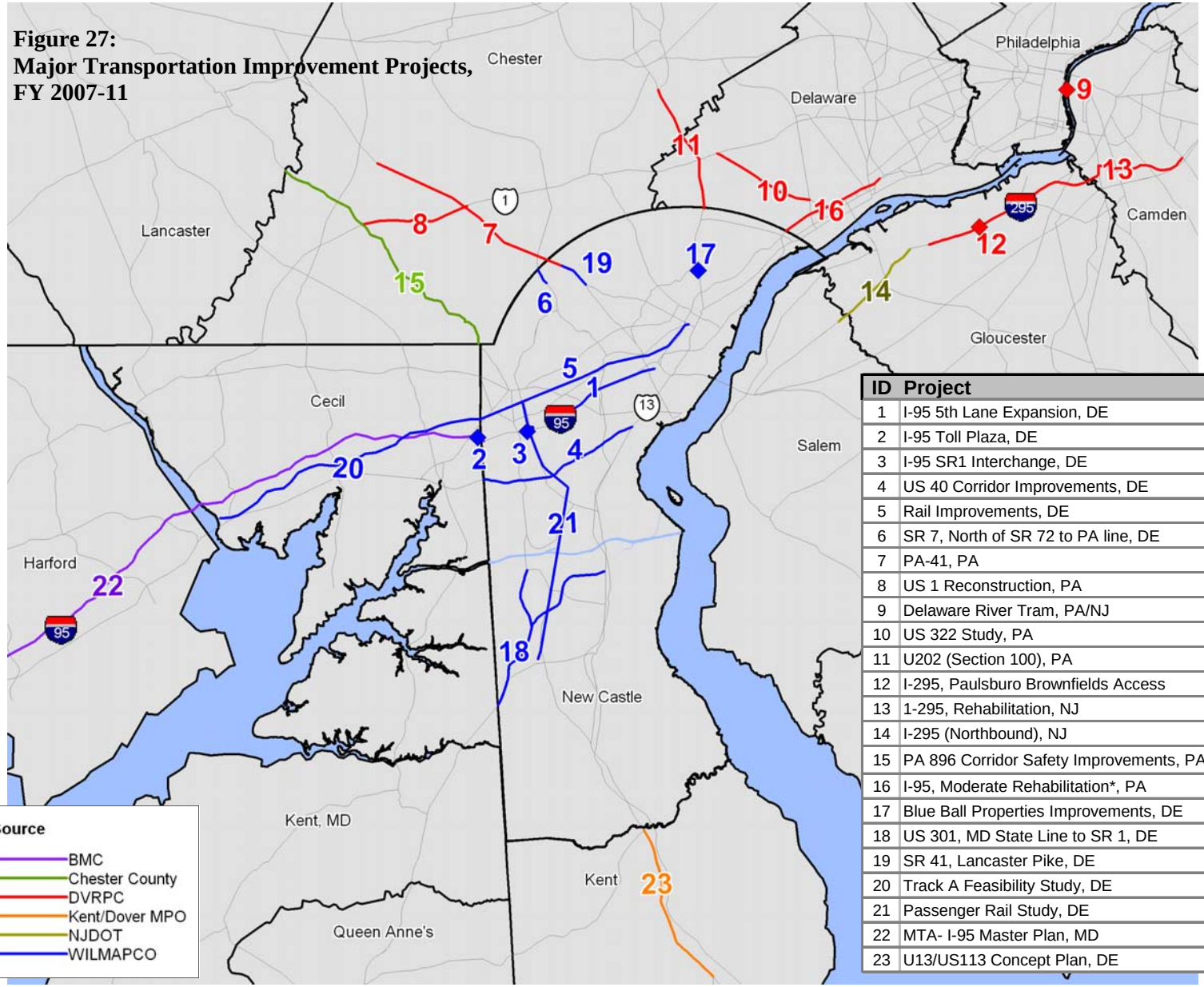
Table 6: Significant Inter-Regional Projects

ID	Project	Description	FY 2007-11	Later FY	Status	State
1	I-95 5th Lane Expansion, DE	5th Lane (Churchman's Bridge to SR141)	$52,000	$78,000	NC	DE
2	I-95 Toll Plaza, DE	E-Z pass Improvements	$1,000	$40,000	NC	DE
3	I-95 SR1 Interchange, DE	New multilpe lane interchange	$97,300	$37,000	NC	DE
4	US 40 Corridor Improvements	Intersection, Roadway, & Bike/Ped. Improvements	$25,850	$4,600	NC	DE
5	Rail Improvements, NCC	Additional Train Cars for R2 line, Third Track Expansion	$33,221	$0	NC	DE
6	SR 7, North of SR 72 to PA line	Dulization cost to expand to four lane roadway	$0	$0	NC	DE
7	PA-41	Reconstruction & widening	$4,262	$128,300	NC	PA
8	US 1 Reconstruction	Roadway Reconstruction	$7,000	$161,000	NC	PA
9	Delaware River Tram	Design & construction aerial tramway over river	$8,201,000	$0	NC	PA, NJ
10	US 322 Study	Road Widening, Median Barriers	$56,000	$0	NC	PA
11	U202 (Section 100), PA	Improve Traffic Flow, Add Lanes	$5,000	$14,000	NC	PA
12	I-295, Paulsburo Brownfields Access	Access to I-295 (design/ROW/construction)	$13,000,000	$0	NC	NJ
13	1-295, Rehabilitation	Rehabilitation, increase auxiliary lanes/shoulders	$138,262,000	$0	NC	NJ
14	I-295 (Northbound), NJ	Resurfacing	$7,250,000	$0	NC	NJ
15	PA 896 Corridor Safety Improvements	Corridor Safety and Mobility Improvements	$0	$0	NC	PA
16	I-95, Moderate Rehabilitation*	Moderate Rehabilitation	$8,500,000	$0	NC	PA
17	Blue Ball Properties Improvements	Turn lanes, realignment Power Mill Rd	$12,160	$0	NC	DE
18	US 301, MD State Line to SR 1	Construction 4 Lane Limited Access Highway	$61,500	$20,000	NC	DE
19	SR 41, Lancaster Pike	New Signal, Pedestrian Improvements	$0	$0	NC	DE
20	Track A Feasibility Study	Investigated feasibility of extending Track A	$0	$0	C	DE
21	Passenger Rail Study	Feasibility of Passenger Rail	$0	$0	C	DE
22	MTA- I-95 Master Plan	Evaluated Long Range Transportation Needs	$0	$0	C	MD
23	U13/US113 Concept Plan	Improve Appearance/ Operation	$0	$0	C	DE

NC=Not Complete; C=Complete

Sources: DVPRC 2007-10 TIP and 2005-08 TIP* for NJ and PA,WILMAPCO TIP 2008-11, BMC TIP, Chester County, Kent/Dover MPO, NJDOT

Figure 27:
Major Transportation Improvement Projects, FY 2007-11



ID	Project
1	I-95 5th Lane Expansion, DE
2	I-95 Toll Plaza, DE
3	I-95 SR1 Interchange, DE
4	US 40 Corridor Improvements, DE
5	Rail Improvements, DE
6	SR 7, North of SR 72 to PA line, DE
7	PA-41, PA
8	US 1 Reconstruction, PA
9	Delaware River Tram, PA/NJ
10	US 322 Study, PA
11	U202 (Section 100), PA
12	I-295, Paulsburo Brownfields Access
13	1-295, Rehabilitation, NJ
14	I-295 (Northbound), NJ
15	PA 896 Corridor Safety Improvements, PA
16	I-95, Moderate Rehabilitation*, PA
17	Blue Ball Properties Improvements, DE
18	US 301, MD State Line to SR 1, DE
19	SR 41, Lancaster Pike, DE
20	Track A Feasibility Study, DE
21	Passenger Rail Study, DE
22	MTA- I-95 Master Plan, MD
23	U13/US113 Concept Plan, DE

Sources: DVPRC 2007-10 TIP and 2005-08 TIP* for NJ and PA,WILMAPCO TIP 2008-11**, BMC TIP, Chester County, Kent/Dover MPO, NJDOT

SECTION 8: PATH FORWARD

KEY REGIONAL CORRIDORS

Based on various plans and studies that have been completed over the years, a common thread between key transportation corridors become noticeable. Over the next few years proposed development activity will change the traffic demands of these corridors. Listed below, these corridors also span across more than one metropolitan area and would benefit from planning and coordination at a wider multi-state level.

1. SR 41—This roadway has been identified on both the WILMAPCO and DVRPC congested corridors list, and is widely used by commuters and trucks. In WILMAPCO's FY 2008-2011 Transportation Improvement Program, SR 41 at Hercules Road intersection is included under New Castle County's Highway Safety Improvement Program for new signal and pedestrian improvements. Also listed in the DVRPC's FY 2007-2010 TIP is funding the PA 41 Study from the Delaware State line to PA 926. The project entails the completion of an environmental study and to continue to study alternatives which include widening and a slight realignment of the road.

The population in this corridor is expected to increase anywhere from 15-30% between 2005 and 2030, in step with heavy employment gains in Chester County by 2030. Its Average Annual Daily Traffic (AADT) is projected to increase dramatically. On the stretch from Delaware Route 2 to U.S. Route 1, for example, traffic is expected to grow from about 4,500 vehicles per day in 2002 to about 10,500 by 2035—an increase of over 130%. Truck volumes are also projected to increase between 75 and 100% from 2002 to 2035.

In turn, speeds along the roadway are expected to slow anywhere from 50-75% by 2035. Along its northern segment near U.S. 30, speeds could drop in excess of 75%. Unsurprisingly, most of the corridor is projected to be Level of Service (LOS) FY by 2035. The SR 41 corridor does not today host a significant transit service, nor is it home to significant low-income and minority populations. Most of the corridor is located in Developing or Rural/Agricultural designated Transportation Investment Areas (TIAs).

2. **US 1**— This road is another emerging corridor depicted by the DVRPC Congestion Management Process. This corridor may be under increased pressure with BRAC activities. The population in this corridor is expected to increase more than 30% across stretches of Delaware, Chester, and Cecil Counties between 2005 and 2030, concurrent with heavy employment gains in counties between Baltimore and Philadelphia by 2030. Its AADT is projected to increase significantly. Within Cecil County alone, for example, traffic is expected to push from about 3,000 vehicles per day in 2002 to about 7,500 by 2035—an increase of over 156%. Truck volumes are also projected to increase by less than 50% from 2002 to 2035. Speeds along the roadway are expected to slow in excess of 75% in parts of Delaware and Chester Counties by 2035. Most segments along the corridor are projected to be LOS F by 2035. The SR 41 corridor does not today host any significant transit service, nor is it home to significant low-income and minority populations. Most of the corridor is located in Developing or Rural/ Agricultural designated TIAs.

3. **US 202**— This is one of the most heavily developed corridors in the region. US 202 will continue to pose as a prime candidate for other non-capacity adding traffic measures (for example; ITS, Interstate Transit services, etc.)

The population in this corridor is expected to increase more than 30% across stretches of New Castle, Delaware, and Chester Counties between 2005 and 2030, concurrent with employment gains in those counties by 2030. Its AADT is projected to increase significantly. Between Delaware Route 141 and Pennsylvania Route 322, for example, traffic is expected to increase from about 29,000 vehicles per day in 2002 to about 89,000 by 2035—an increase of over 200%. Truck volumes are also projected to increase up to 150% along the southern end of its corridor by 2035. Speeds along the roadway are expected to slow in excess of 75% in parts of Delaware and Chester Counties by 2035. Most segments along the corridor are projected to be LOS F by 2035. The US 202 corridor does host a significant transit service in New Castle County. It is not, however, home to significant low-income and minority populations. Most of the corridor is located in Developing or Rural/Agricultural designated TIAs.

4. **I-95**— The USDOT named I-95 as one of Corridors of the Future. This program will provide additional federal resources to support the strategies that reduce transportation congestion and improve mobility. The I-95 Corridor Coalition has undertaken four major projects, some of which are already underway for either acceleration or long-term investment.

Population growth patterns show a shift away from this corridor. Traffic trends, the bulk of heavy traffic in the study area displays north and south movement along this interstate.

Throughout the study area total traffic is projected to increase by 129% by 2035 along I-95. Projected truck traffic is anticipated to swell by 103.4%. In terms of level of service, the I-95 corridor is expected to exceed its capacity in the out year. Most of the corridor is located in Core designated TIAs. Several rail improvement projects are slated to take place adjacent to this roadway segment. This corridor shows significant populations of low-income households and minority individuals, especially in and near major cities.

5. **AMTRAK's Northeast Corridor (NEC)** —AMTRAK's NEC is the primary corridor for AMTRAK, MARC and SEPTA passenger rail in the WILMAPCO region and creates strong linkages inter-regionally to the north and south. Currently, only AMTRAK provides passenger rail service across the entire WILMAPCO region. However, this service has limited stops (Newark, DE) away from the AMTRAK Station in Wilmington, and it is not intended to serve as a local rail service. Local SEPTA commuter passenger service, originating in Philadelphia, only serves New Castle County as far west as Newark. From the west, MARC commuter passenger service in Maryland extends from Baltimore to Perryville, the western edge of Cecil County. To the south, MARC service extends to Washington D.C. The WILMAPCO Regional Transportation Plan calls for the implementation of commuter rail service between Newark and Elkton, which would eliminate the one notable gap in the regional passenger rail system. Other projects, some funded and some in the planning phase, will improve service levels, capacity and passenger amenities within the WILMAPCO Region.

The Wilmington Train Station is AMTRAK's 11th busiest in the nation, serving 90 trains per day and over 700,000 passengers per year. The station is on schedule for a project to restore the exterior -including the façade, platforms and canopies – and to renovate the interior to improve passenger amenities and add revenue-generating retail space. This project is funded in FY2008-2010 TIP.

To address the need for rail capacity, the WILMAPCO Draft FY 2009-2012 TIP includes a Third Rail Track Expansion project in New Castle County that will add tracks and interlocking to increase capacity for additional SEPTA rail service between Wilmington and Newark, DE. This project includes the purchase of two rail cars for use on SEPTA's R2 service. This project will also add interlocks, a southbound platform and a pedestrian bridge at the Fairplay Station (Churchmans Crossing). There are also funds for a parking expansion for Fairplay Station.

Another project in the Draft 2009-2012 TIP is the Newark Train Station relocation, which will receive funding for the public participation process that is necessary to receive FTA New Starts funds. This project could ultimately relocate the station to the east of the Delmarva Secondary Rail line, allowing for rail car storage and improving access for proposed Downstate Rail Service.

Claymont Train Station: Due to its location near the PA/DE border, this station attracts riders from a wide area. The community supports an improvement plan to upgrade platforms and basic structures, add passenger amenities, and increase parking capacity, while also improving pedestrian and multi-modal access and limiting traffic increases. There is also the potential for transit-oriented development (TOD) at the site. This project is not currently included in the WILMAPCO TIP or the DelDOT CTP. The population in this corridor is expected to experience no growth or decline between 2005 and 2030, in step with modest employment gain by 2030. This rail station is a significant transit link and is surrounded by low-income residents. Its minority population is below average. The corridor is located in the Core designated TIA.

Closing the Rail Gap: The population in this corridor is expected to increase by more than 30% between 2005 and 2030, in step with Cecil County's over 60% employment gain by 2030. This rail corridor is a significant metropolitan transit link and is home to pockets of low-income communities. Its minority population is below average. The corridor is located in the Center/Core/CBD designated TIAs.

In Cecil County, there are ongoing efforts to fund a project that would add track length and interlocks between Perryville and Northeast, MD. This would facilitate the expansion of MARC train service to Elkton, MD, Newark and Wilmington, DE, as proposed in the 2007 MTA Growth & Expansion Plan.

6. **US 301**—Primarily used as truck diversion route for I-95, DelDOT is about to invest a significant amount of funding into creating a 4-lane limited access expressway from the MD line to SR 1. The impact may be an increased volume in truck traffic along the eastern shore of Maryland and surrounding points.

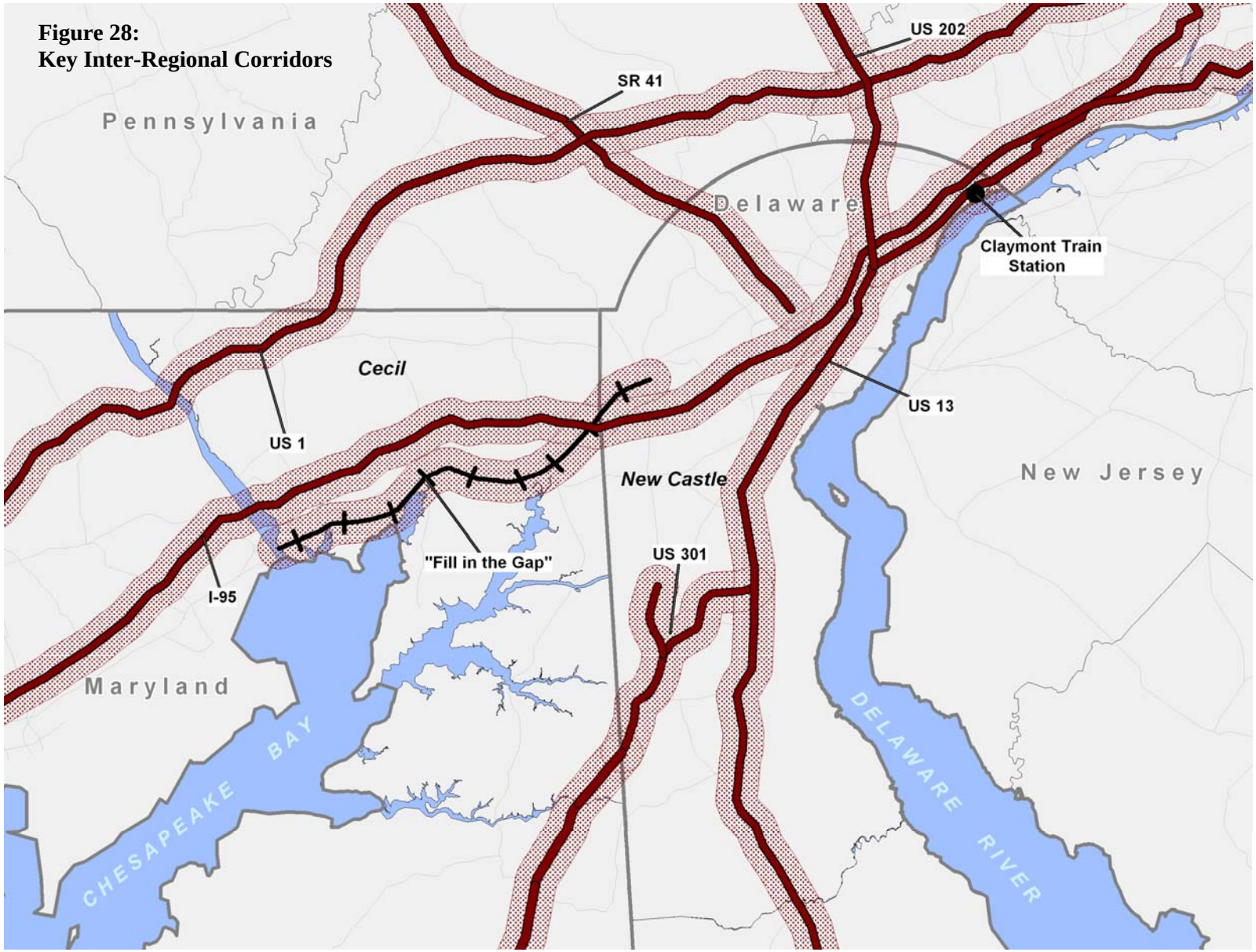
The population in this corridor is expected to increase by more than 30% between 2005 and 2030, concurrent with sharp employment gains along the Maryland Eastern Shore by 2030. Its AADT is projected to increase significantly. Between Maryland Route 300 and Delaware Route 71, for example, traffic is expected to increase from about 18,000 vehicles per day in 2002 to about 40,000 by 2035—an increase of about 115%.

Truck volumes are also projected to increase beyond 150% by 2035. Speeds along the roadway are expected to slow by less than 50% across most of the corridor by 2035. Most segments along the corridor are projected to be un-congested by 2035. The US 301 corridor does not host a significant transit service, but it is home to pockets of low-income communities. It is not home to significant minority populations. Most of the corridor is located in Developing or Rural/Agricultural designated TIAs.

7. **US 13**— Along the Delaware River there are several large scale economic development projects in the towns of Chester and Marcus Hook in addition to the redevelopment activity in the Claymont area in Delaware. US 13 will likely see increased demand as a result. The population in this corridor is expected to decrease or decline north of the Chesapeake and Delaware Canal in New Castle County between 2005 and 2030, while expanding by more than 30% to the south. Modest employment gains are projected by 2030. Its AADT was over an average of 21,000 per day in 2002 and is anticipated over 50,000 by 2035. Truck volumes alone are expected to rise by at least 115% by 2035. Speeds along the roadway are expected to slow by between 50 and 75% across most of the corridor by 2035.

Most segments along the corridor are projected to be LOS E or F by 2035. The US 13 corridor does host a significant transit service, and is home to pockets of both low-income and minority communities. Most of the corridor is located in the Center/Core/CBD designated TIAs.

Figure 28:
Key Inter-Regional Corridors



SECTION 8: PATH FORWARD

IN SHORT

Based on the findings of this report, more people, jobs, automobiles, and trucks will continue to move in and through the inter-regional study area. By 2035, overall population is anticipated to increase by 18%, while employment is expected to grow by 21.5%. From 2002 records, total traffic and truck volumes are projected to rise by 122% and 82.6%, respectively.

One of the reasons for the increase in population and employment is the Maryland Base Realignment and Closure (BRAC) which began in 2005 and must be complete by 2011. BRAC, which is initiated through the U.S. Department of Defense, closes and realigns military installations to ensure that the military is provided efficient infrastructure and to increase operation readiness.

Of particular interest to the WILMAPCO region is the expansion of the Aberdeen Proving Grounds in Harford County, MD. Several transportation and infrastructure improvements have been suggested to help accommodate the influx of new residents and employment positions over the next few years. Closing the rail service gap in Cecil County (from Newark, DE to Perryville, MD) is an example.

STAYING THE RIGHT COURSE

To ensure the effectiveness of the Inter-Regional Report is preserved and its goals are being addressed, three key questions should be asked of the Metropolitan Planning Organization:

1) What should the MPO do,
2) What has the MPO actually done, and
3) What does the MPO need to do next

These key questions are not limited to the performance of WILMAPCO, but are meant to serve as a guide and self-check for all inter-coordinating agencies.

WHAT SHOULD THE MPO DO?

1) Think Regionally *and* Inter-Regionally

MPO's are in the habit of thinking and operating regionally, yet weaving a solid inter-regional agenda into an existing planning program may require added attention. By thinking inter-regionally each agency has the benefit of directly addressing transportation conflicts extending into or from neighboring jurisdictions and ways to coordinate viable solutions to the problem.

2) Continue Communication and Coordination

Because fiscal resources are increasingly constrained, it is obvious that coordinated planning is key to manage future traffic growth induced by new people and jobs. Regular communication is required to 1) improve data collection and sharing readily, 2) identify ways to join separate planning efforts, 3) transfer ideas and best practices, and 4) to help move forward projects that are advantageous and consistent with the long-range plans of multi-jurisdictions. Lastly, if any information considered important to our planning partners has been omitted from this report, two-way communication when compiling data and making revisions for the next update will address this issue.

3) Strengthen Data Collection and Sharing
Accurate and readily available data has proven to be one of the key components to effective transportation planning and making informed decisions. Therefore, WILMAPCO will continue the two-step approach to inter-regional studies, which is built on enhanced communication and data sharing. Continued transfer of information among planning partners will remain protected to ensure sensitive data is not being misused.

4) Plan Strategically and Invest Wisely
Coordinating agencies and stake-holders should discuss necessary key investments that would ease traffic travel across regional borders. A strategic plan will ensure solutions are sustainable, affordable, and environmentally conscious. Synchronized planning will also help to reduce redundancy in investments along inter-regional corridors.

5) Prioritize
Transportation projects that are advantageous to the region of the implementing agency and any surrounding jurisdiction should be looked at closely and weighted appropriately to its intra-regional and inter-regional benefits. For instance, using WILMAPCO's adopted Prioritization Process, inter-regional projects could fall under "special consideration" in the project ranking.

6) Continually Evaluate Progress
On a consistent basis, all involved regional agencies should examine their current activities and consider in their future endeavors any new strategies that will help link individual planning efforts.

WHAT HAS THE MPO ACTUALLY DONE?

Along with updating this report and carrying out the previous six approaches, WILMAPCO has gauged (and listed below) its inter-regional efforts based on participation in committees and initiatives having an inter-regional element.

- Base Realignment and Closure (BRAC) Initiatives
- Chesapeake Science and Security Corridor (CSSC)
- DVRPC Freight Task Force
- East Coast Greenway Alliance
- Interstate 95 Corridor Coalition
- Planning at the Edge (PEAC)
- Mid-Atlantic Round-Table

SUCCESS STORIES SINCE THE LAST REPORT

Shellpot Bridge Reconstruction

The Shellpot Bridge Replacement is one of several projects listed in the MAROPS. Since its closure in 1994, the bridge re-opened again to rail traffic in the fall of 2004. This project demonstrates a successful public-private-partnership between DelDOT and Norfolk Southern; public funding was provided for bridge repairs while the private users paid a per-car fee. In the first year the bridge re-opened, an upward trend in rail car counts was reported, Norfolk Southern gained additional business, and the Edgemoor Yard to the north of the bridge was able to utilize its full capacity. Since then, the restoration of the Shellpot connection has increased rail freight operations through Wilmington and improved infrastructure at the Port of Wilmington.

SECTION 8: PATH FORWARD

ONGOING INTER-REGIONAL ACTIVITIES

DVRPC Goods Movement Task Force

The Delaware Valley Goods Movement Task Force is DVRPC's freight advisory committee. This group is open to all trucking, railroad, port, airport, shipper, freight forwarder, economic development, and member government representatives. The Task Force meets quarterly, and staff from WILMAPCO attend to discuss and participate in formulating regional policies, plans, and programs.

In the fall of 2007 WILMAPCO adopted its Regional Freight and Goods Movement Analysis, which provides a picture of goods movement in and out of our region for surface freight transportation (i.e., trucking & rail). The purpose of the study is to report what is known about projected freight movement, to identify bottlenecks in the freight system, and to recommend actions. DVRPC's Freight Task Force serves as a sounding board for innovative ideas and an exchange of best practices regarding freight that not only benefits the WILMAPCO region, but surrounding planning agencies as well.

BRAC/ Chesapeake Science Security Corridor

As the 2005 Base Realignment and Closure (BRAC) recommendations are carried out in Aberdeen Proving Ground Army base (APG) in Hartford County, Maryland, substantial changes throughout the surrounding area are expected. Over the next four to six years, positions will be relocated to APG from Ft. Monmouth, New Jersey and northern Virginia. Overall, the impact is anticipated to be 35,000 direct and indirect new positions and 60,000 new residents.

To date, there are five Regional BRAC Action Plans for Hartford, Cecil, Baltimore City, Baltimore County, and Maryland Statewide. These plans address land use, transportation and infrastructure, education, technology, workforce development, public safety, health, and community services.

The Chesapeake Science & Security Corridor (CSSC), joins together Harford, Baltimore and Cecil Counties and Baltimore City, MD, Chester, York and Lancaster Counties in PA, New Castle County, DE, the Greater Baltimore Committee, and the Economic Alliance of Greater Baltimore. This collaboration of jurisdictions is to ensure the BRAC implementation is successful.

Regional Rail Capacity Improvements

The MTA announced expanded service on the MARC Penn Line effective on Monday, February 11, 2008. The expanded Penn Line service is the first installment of the MARC Growth and Investment Plan. The MARC Growth and Investment Plan is a multi-phased, multi-year plan to triple the capacity of the MARC system. The State of Maryland will invest $6 million to cover costs. The MARC expansion will provide greater commuter comfort, expand service hours, and help reduce traffic gridlock in Maryland communities by allowing MARC customers' greater flexibility. The new service is also designed to provide additional capacity, and meet the projected needs that will result as part of the federal government's upcoming Base Realignment and Closure effort (BRAC). Currently, MARC carries 30,000 riders a day. The Penn Line averages 19,597 riders each day and runs from Perryville, in Cecil County Maryland to Union Station in Washington, D.C.

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East Coast Greenway

The East Coast Greenway hopes to be a long-distance urban trail system that will link from Florida to Maine. However, only about 20% is complete to date. Once finished, the East Coast Greenway will be a multi-use trail network that connects multiple cities by existing and proposed trails, park paths, waterfronts, abandoned railroads, and other facilities.

Currently, New Castle County has several completed trails designated as East Coast Greenway: portions of Route 4 and 72, Churchman's Road, and the James F. Hall Trail in Newark; the Christina Riverwalk in Wilmington; and the Riverfront Greenway in New Castle. The Delaware East Coast Greenway, DelDOT, WILMAPCO, and local agencies are working to plan and implement additional segments in conjunction with larger transportation improvements.

WHAT DOES THE MPO NEED TO DO NEXT?

Future Collaboration

Continued efforts should be made to expand inter-county transit services and reduce commuter related automobile activity, put more freight on rails to mitigate the increasing congestion on major roadways, security, and coordinate planning to reduce greenhouse gases. Overall, current inter-regional involvement and activities should continue. And through further inter-agency communication, additional measures to take will become evident.

IN CLOSING

Demographic and travel forecasts for the out year should certainly prompt planning agencies to explore innovative strategies that will result in a desirable and prosperous outcome. By using this document as a resource to identify strengths and opportunities for improvements, all participating agencies should be better prepared to communicate with one another in a manner which will ultimately accomplish shared inter-regional objectives.

APPENDIX: Regional Coordination Agencies

The following agencies comprise the WILMAPCO Inter-Regional study area. We thank all those who have helped in our data collection efforts.

Baltimore Metropolitan Council (BMC)

The BMC is an organization of the elected executives of Baltimore City and Anne Arundel, Baltimore, Carroll, Harford, and Howard counties. The executives identify regional interests and develop collaborative strategies, plans, and programs which will improve the quality of life and economic vitality throughout the area. BMC staff provides technical support to the Baltimore Regional Transportation Board, and is also engaged in economic and demographic research, computer mapping applications, air and water quality programs, cooperative purchasing, and rideshare coordination.

Contact Information
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Caroline County, Maryland Department of Planning and Codes

The Department of Planning and Codes Administration identifies and plans for the appropriate scale, type and location for the county's future residential growth, public facilities and economic development while working to preserve important agricultural industry and natural resources. The Department also protects public safety and welfare, property values and the environment by implementing and enforcing land development, building construction, and licensing regulations.

Contact Information
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http://www.carolinemd.org/governmt/planning

Delaware Valley Regional Planning Commission (DVRPC)

Established in 1965, the DVRPC provides transportation planning for Bucks, Chester, Delaware, Montgomery and Philadelphia counties in Pennsylvania; and Burlington, Camden, Gloucester, and Mercer in New Jersey. DVRPC's mission is to plan for future growth providing technical assistance and services; conducting high priority studies ; foster cooperation among various constituencies on diverse regional issues; determine and meet the needs of the private sector; and continuing public outreach efforts that promote two-way communication and public awareness of regional issues.

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Barry Seymour
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Dover/Kent County Metropolitan Planning Organization

The Dover/Kent County MPO is the federally-designated agency responsible for coordinating transportation planning and programming in Kent County, DE, including the towns of Milford and Smyrna. Plans and programs adopted by the MPO outline how federal transportation funds will be spent and must comply with federal laws governing clean air and transportation.

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APPENDIX: Regional Coordination Agencies

Kent County, Maryland Department of Planning and Zoning

The Kent County Department of Planning and Zoning conducts long range plans, provides preservation and enhancement and guides development in Kent County, Maryland.

Contact Information
Gail Webb Owings
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www.kentcounty.com/gov/planzone

Lancaster County Transportation Coordinating Committee (LCTCC)

The LCTCC is the MPO designated by the Governor of Pennsylvania to carry out the transportation planning process in Lancaster County. The 22-member LCTCC includes all nine Lancaster County Planning Commission members and other members representing the County Commissioners, City of Lancaster, State Legislature, the local transit and airport authorities, and PENNDOT. Staff along with PENNDOT and other planning partners and consultants, is responsible for developing federally required plans and programs.

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http://www.co.lancaster.pa.us/planning

South Jersey Transportation Planning Organization (SJTPO)

The SJTPO is the MPO for the southern New Jersey area, covering Atlantic, Cape May, Cumberland, and Salem counties. Formed in mid-1993, SJTPO replaced three smaller, existing MPOs while incorporating other areas not previously served. SJTPO works to provide a regional approach to solving transportation problems. SJTPO coordinates the planning activities of participating agencies and provides a forum for cooperative decision-making among state and local officials, transit operators, and the general public.

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Queen Anne's County, Maryland Department of Planning

Queen Anne's is a Code Home Rule County located to the south and west of WILMAPCO. Queen Anne's County is a part of the Baltimore, Maryland Primary Metropolitan Statistical Area. It is governed by a five-member elected Board of County Commissioners. The staff consist of a county administrator, engineers, planners and those specializing in financial analysis, housing and community development, emergency services and parks and recreation.

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APPENDIX: Regional Coordination Agencies

Sussex County, Delaware Department of Planning

Transportation Planning for Sussex County is conducted by the Delaware Department of Transportation in cooperation with Sussex County.

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York County Planning Commission (YCPC)

The YCPV was created in 1959 by the Board of County Commissioners. The commission prepares a comprehensive plan, as well as administering Federal programs such as the Community Development Block Grant Program and the Metropolitan Transportation Planning Program. Technical assistance is provided to municipalities requesting planning services such as development of Comprehensive Plans, Zoning Ordinances and Subdivision\Land Development Ordinances. The Planning Commission also reviews and makes recommendations to municipalities on proposed plans, ordinances and ordinance amendments as well as all subdivision and land development plans.

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