

DRAFT

2024 Inter-Regional Report

Making Connections Across Our Region's Borders



WILMAPCO

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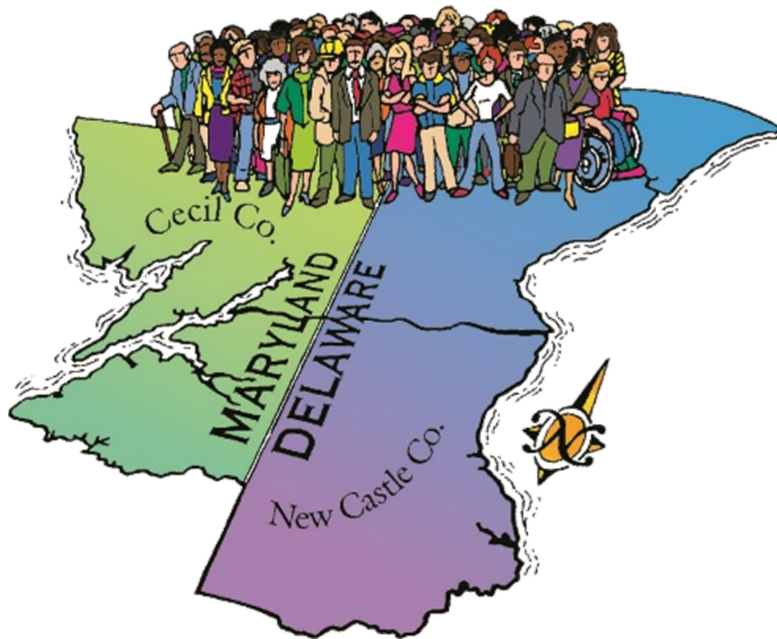
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Who is WILMAPCO?

The Wilmington Area Planning Council (WILMAPCO) is the Metropolitan Planning Organization (MPO) for Cecil County, Maryland and New Castle County, Delaware. We are charged with planning and coordinating transportation investments for the Wilmington region.

The Wilmington region is home to more than 670,000 residents, most of whom (84%) live in New Castle County. Wilmington, a financial hub supporting a population just over 70,000, serves as the principal city. Urbanized development stretches outside of Wilmington along the I-95 corridor, from the Town of Perryville to the Pennsylvania border. Natural and rural landscapes, sprawling suburbs, and small towns blanket the rest of the region.

WILMAPCO's mission is to create the best transportation plan for the region, one that meets all the requirements mandated by the Federal Clean Air Act and its Amendments (CAAA) and the Infrastructure Investment and Jobs Act (IIJA).



Executive Summary

Nationally, major demographic changes and travel challenges are foreseen that will impact many regions. The Wilmington Area Planning Council (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.

In response, WILMAPCO has adopted an Inter-Regional Report which is updated periodically, dating back to 2004. WILMAPCO has utilized a two-step approach to inter-regional studies which entails improving communication with adjacent planning agencies and strengthening data collection and sharing with those agencies. This report provides snapshots of trends beyond our regional borders to ensure every necessary measure is taken to preserve and enhance the transportation system.

The broad goals of this report are to provide a current and future demographic and travel behavior profile of the study area, and to gain an understanding of the effects of growth on transportation infrastructure. The report begins by identifying the study area, which consists of Metropolitan Planning Organizations (MPO) and county planning departments surrounding the region. It then captures a variety of data which include traffic volumes, work commute time, volume to capacity ratios, freight volumes, transportation equity, and more. The report closes with an analysis of inter-regional transportation corridors and updates on inter-regional activities.

Below are some of the major findings:

- From 2020 to 2050, the population of the study area is expected to grow by 1.1 million residents.
- Cecil County, Maryland is expected to see the highest rate of growth in population by 2050, and York County, Pennsylvania will see the highest rate of growth in employment.
- By 2050, employment for the study area is forecast to grow by 11.4%, adding over 670,000 new jobs.
- Between 2010 and 2021, the percent of workers who drive alone to work in the study area dropped from 78% to 71%, largely attributed to an increase in remote work. The counties with the lowest percentage are Philadelphia at 48% and Baltimore City at 58%, both of which saw a reduction in driving alone to work.
- From 2016 to 2021, the average commute time remained static at about 28.8 minutes, despite a reduction in driving alone to work.
- Traffic volumes are expected to grow by 52%, including 25% more trucks, between 2022 and 2045.
- Within the study area, roughly 11% of the population is below poverty and 39% are minority. Between 2010 and 2021, the minority population grew by over 600,000, and the number of people in poverty dropped by nearly 100,000.

Introduction

A Broad Perspective of Key Issues

The future of the United States is being shaped by significant population growth and demographic shifts such as employment changes and aging population. The nation's population is expected to grow by 20%, exceeding 400 million people by 2060, which will create both opportunities and challenges.¹ It is recognized at national, state, and regional levels that critical investments are essential to accommodate growth, propel sustainable land use and transportation, maintain economic competitiveness in a global market, and enhance quality of life.

These demographic changes are transforming existing metropolitan regions into emerging megaregions. Megaregions are geographical units described as clusters of major metropolitan regions interconnected by job markets, transportation networks, and land use that have similar social, cultural, and environmental characteristics. In decades to come, more than 70% of the nation's population growth is expected to occur within eleven identified megaregions.²

The Northeast megaregion stretches over 11 states from Maine to Maryland and the District of Columbia. It is a major thoroughfare for travel along the Northeast Corridor via Interstate 95 and railways and encompasses several east coast metropolitan areas such as Philadelphia, New York, and Baltimore.

Additionally, 46 million acres of existing urban land could exceed 200 million acres by 2050 if current population growth and land consumption continue to climb.³ Along with notable rates of growth and expansion of urban areas, other expected trends include aging transportation infrastructure, longer commute times, global climate change, rising goods movements, and congested airports.

Understanding the future impact of these 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. 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.

¹ US Census Bureau population projections:

<https://www.census.gov/data/tables/2017/demo/popproj/2017-summary-tables.html>

² Regional Plan Association, American 2050: <https://rpa.org/work/reports/america-2050-prospectus>

³ Carbonell, Armando, "American Spatial Development and the New Megalopolis", April 2008

Study History and Goals

In step with the goals of our region's long-range transportation plan, WILMAPCO began including inter-regional coordination as part of our core planning work dating back to 2000. During that time, the MPO joined conversations with other planning agencies from Delaware, Maryland, and New Jersey to define common inter-regional issues. These early collaboration efforts led to WILMAPCO's development and adoption of its first Inter-Regional Report in 2004.

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.

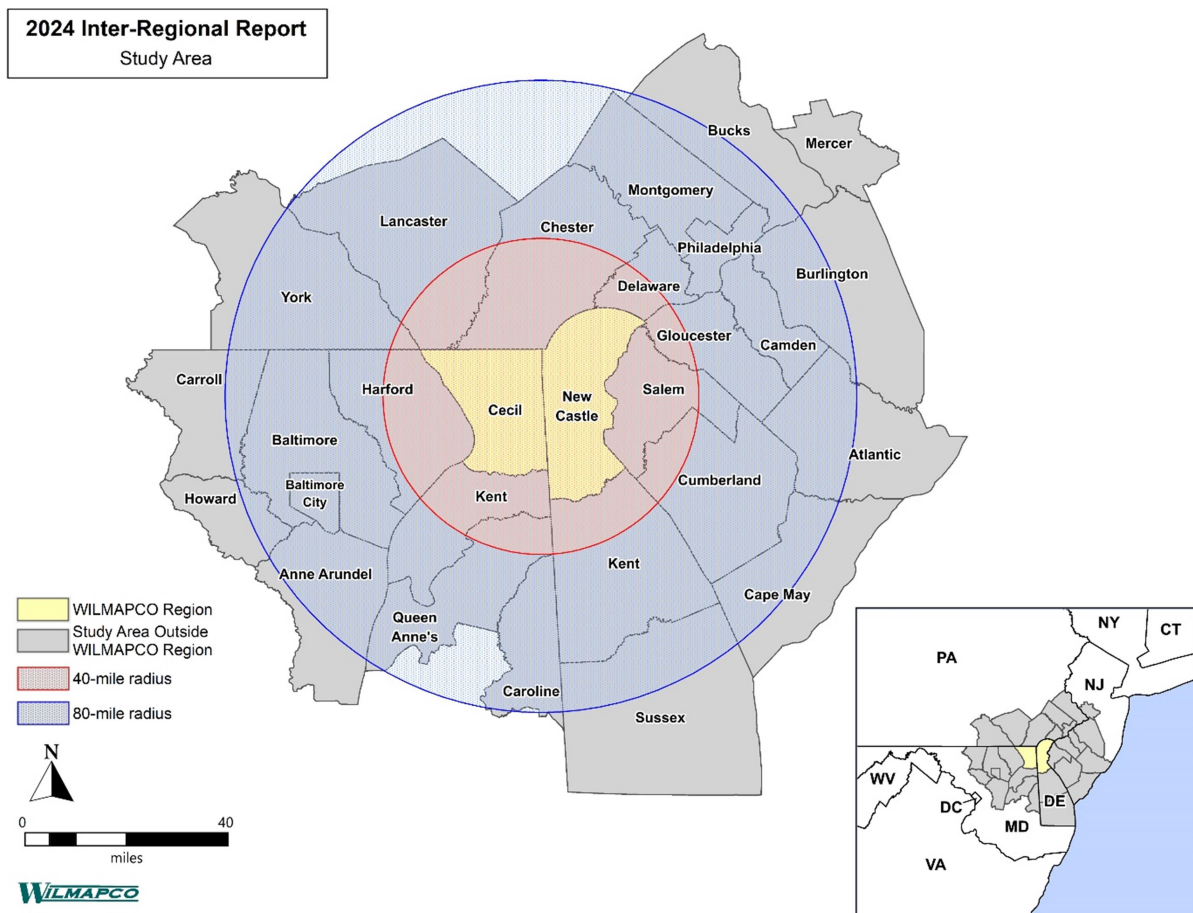
The initial 2004 report looked at projected demographics and travel behavior from 2000 to 2025. In 2008, a new report included updated analyses that expanded to 2030 and 2035; the 2012 report expanded analyses to 2040; and the 2018 report expanded analyses to 2045. This present 2024 report includes new Census data, recalculated projections through 2050⁴, detailed transit and highway data, and an updated transit service feasibility scoring. Overall, the Inter-Regional Report is intended for use as a technical tool to guide transportation investments and informed decision making, with cross-border coordination in mind.

⁴ Population projections are available through 2050. The latest traffic volume projections are through 2045; these are now compared with 2022 traffic counts.

Study Area

At the center of the study area is the WILMAPCO region, which is a major thoroughfare for travel along the Northeast Corridor via Interstate 95 and rail lines. The Port of Wilmington in New Castle County serves as a major Mid-Atlantic access point for a myriad of import and export commodities. Our region is also in close proximity to several east coast metropolitan areas such as Philadelphia, New York, and Baltimore. In addition to goods, large amounts 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 within the WILMAPCO region are expected. Many of our region's challenges are shared by adjacent counties and planning organizations, and the findings of this Inter-Regional Report seek to frame those issues.

The study area was derived by identifying planning organizations that are approximately 80 miles from the center of the WILMAPCO region. In total, the report looks at 28 counties, covering four states.⁵ 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.

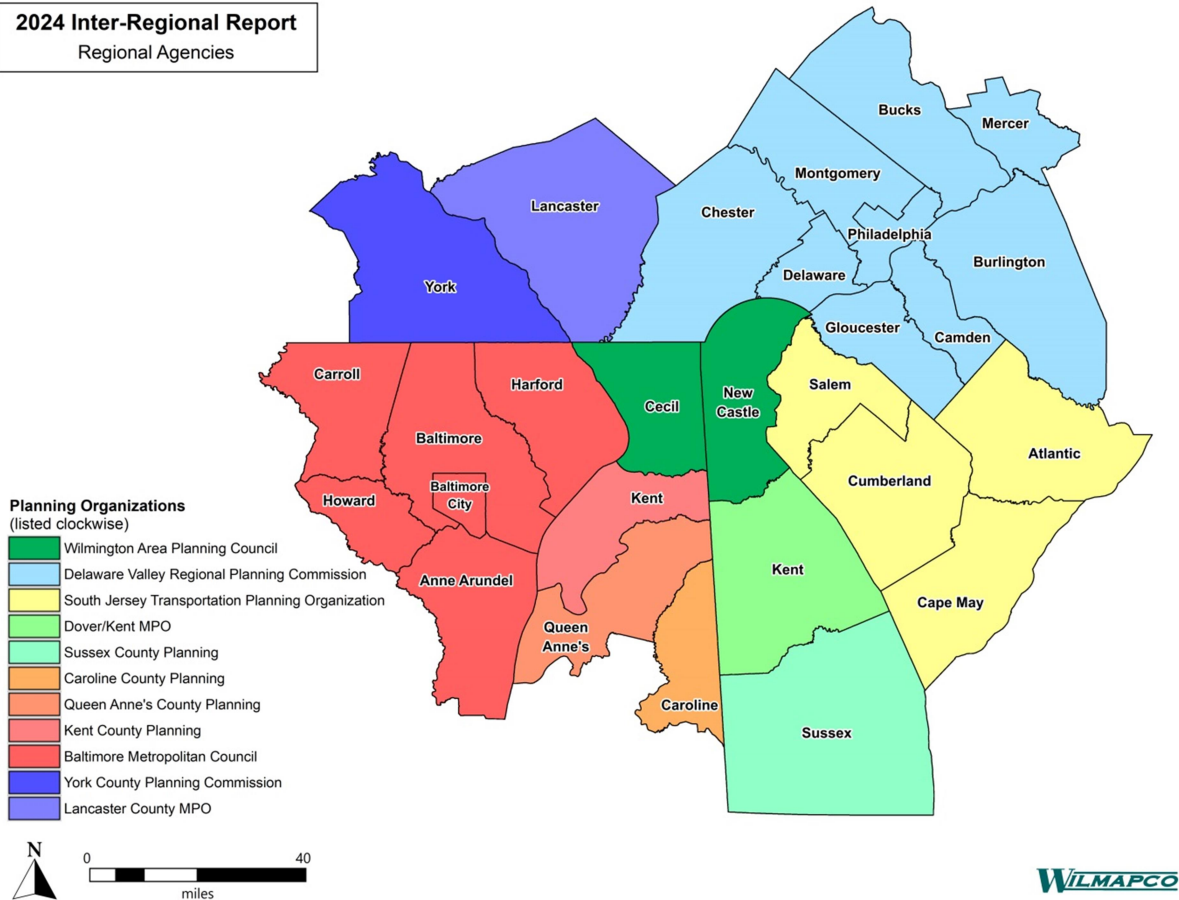


⁵ For visual clarity, maps in this report show county boundaries, and water is not shown.

Regional Agencies

There are ten planning entities 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.

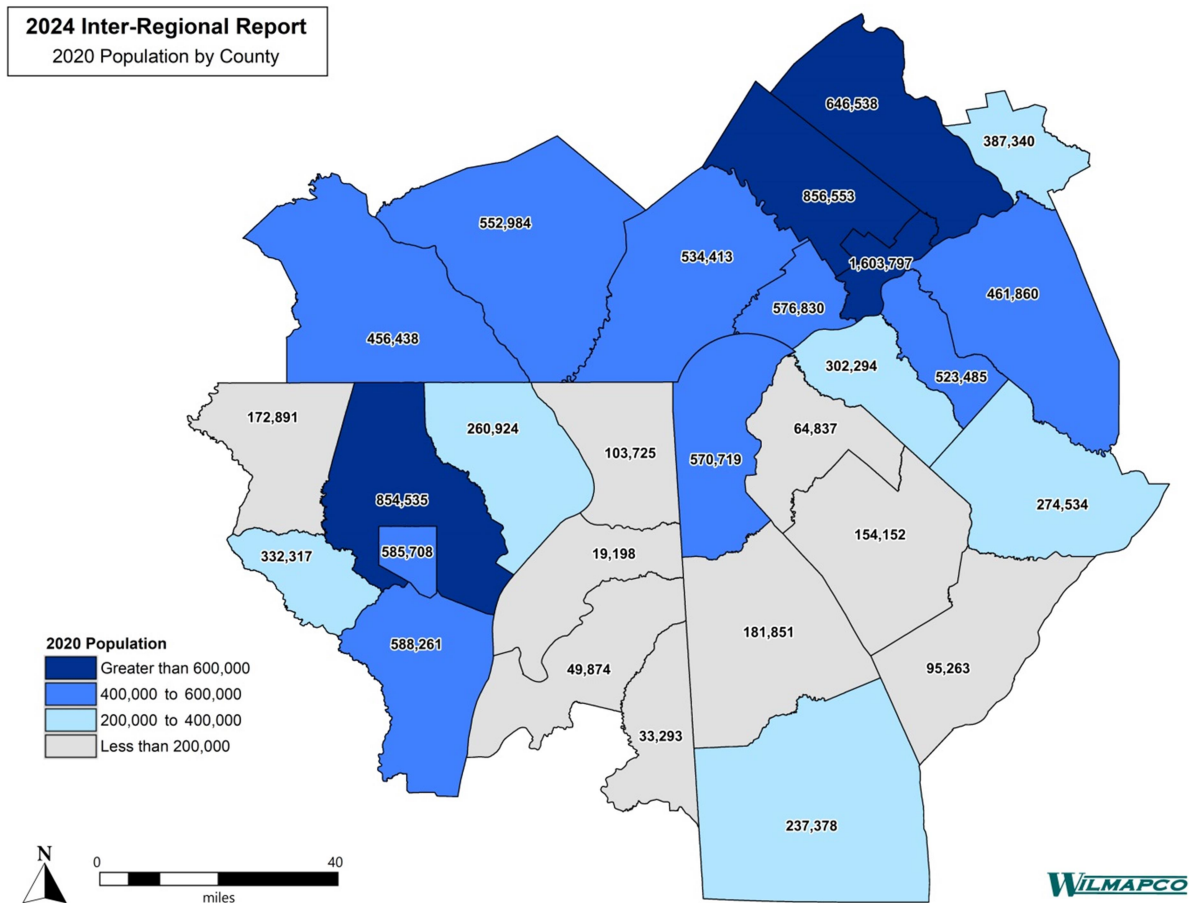
2024 Inter-Regional Report Regional Agencies



Demographics

Population by County

In 2010, the population of the study area was about 10.9 million. By 2020, the population increased by 5% to nearly 11.5 million people.⁶ Over the past decade, Philadelphia County has maintained the highest population, but Montgomery County, PA has slightly surpassed Baltimore County, becoming the second and third most populous counties in the study area, respectively.



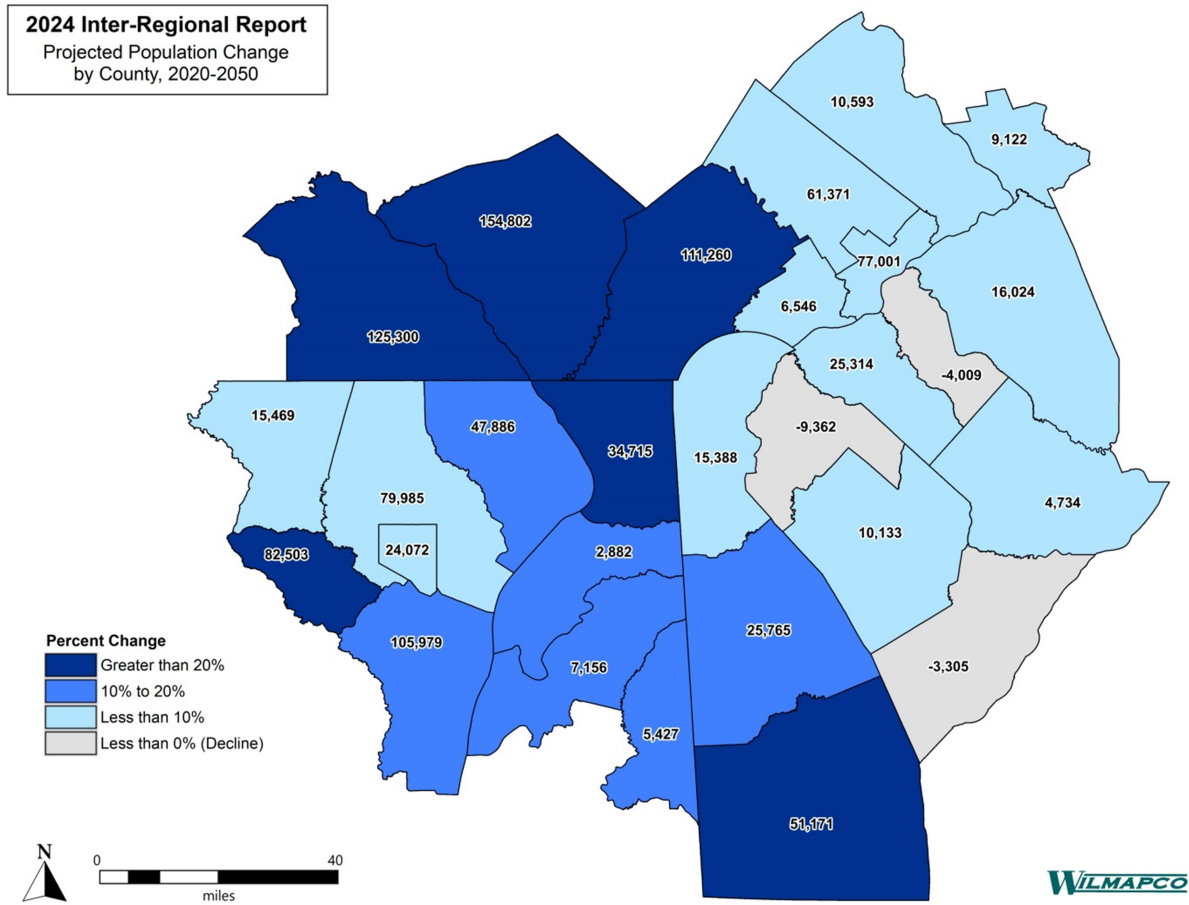
⁶ 2020 US Census

Population Change by County

Anticipating population growth is one way planners can adequately prepare for future travel demand. In the study area, from 2020 to 2050, the total population is expected to grow by 1.1 million, or 9.5%, to 12.6 million people.⁷ Cecil County, MD is expected to experience the highest rate of population growth at 33%, followed by Lancaster and York Counties in Pennsylvania. Salem County, NJ is the only county expected to have a significant decline (-14%). Baltimore City and Philadelphia are both expected to grow by between 4% and 5%. Lancaster County will have the largest growth, gaining over 150,000 residents.

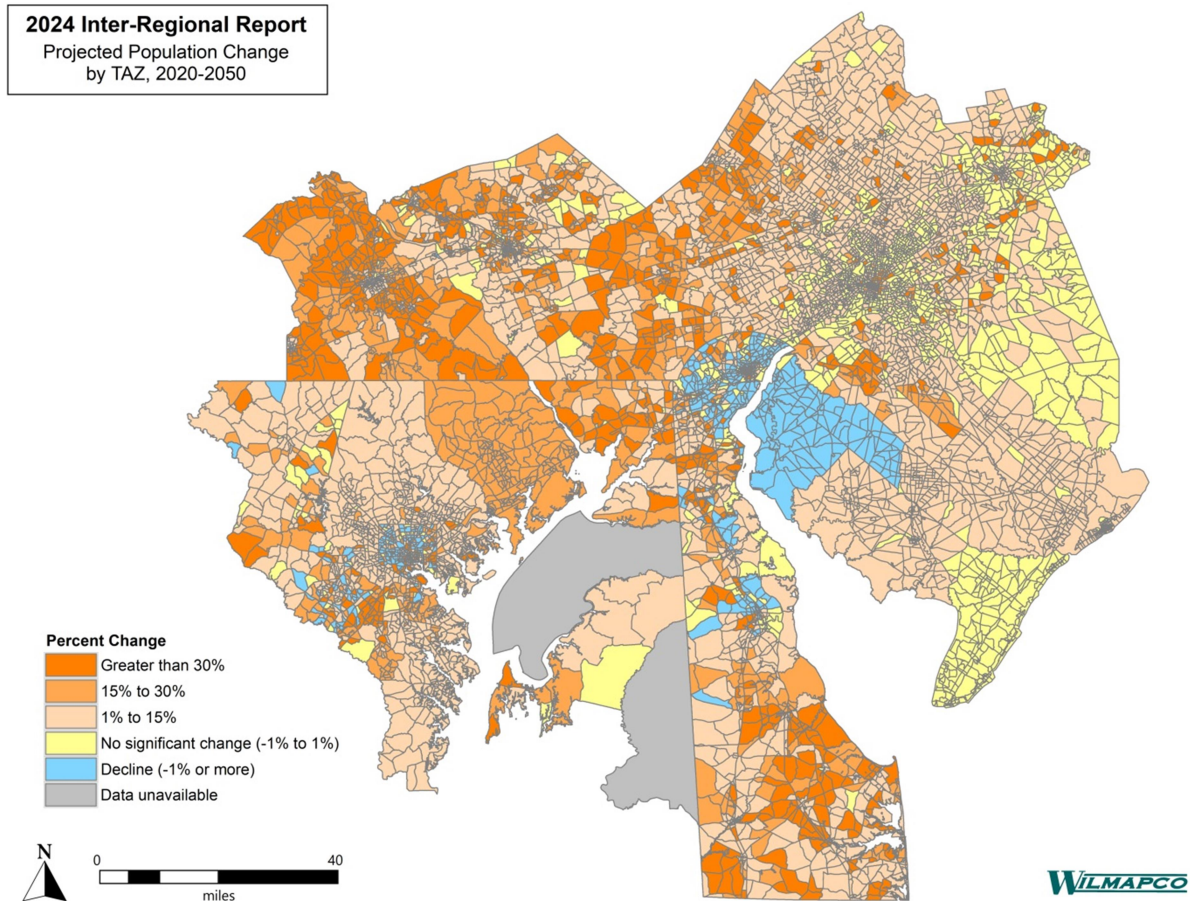
County	2020 Population	Rank	2050 Population	Rank	Pop. Change	% Change	Rank
Delaware							
Kent	181,851	20	207,616	20	25,765	14.2%	12
New Castle	570,719	8	586,107	9	15,388	2.7%	21
Sussex	237,378	19	288,549	18	51,171	21.6%	5
Maryland							
Anne Arundel	588,261	5	694,240	5	105,979	18.0%	8
Baltimore City	585,708	6	609,780	8	24,072	4.1%	19
Baltimore County	854,535	3	934,520	2	79,985	9.4%	13
Caroline	33,293	27	38,720	27	5,427	16.3%	9
Carroll	172,891	21	188,360	21	15,469	8.9%	14
Cecil	103,725	23	138,440	23	34,715	33.5%	1
Harford	260,924	18	308,810	17	47,886	18.4%	7
Howard	332,317	15	414,820	14	82,503	24.8%	4
Kent	19,198	28	22,080	28	2,882	15.0%	10
Queen Anne's	49,874	26	57,030	25	7,156	14.3%	11
New Jersey							
Atlantic	274,534	17	279,268	19	4,734	1.7%	23
Burlington	461,860	12	477,884	13	16,024	3.5%	20
Camden	523,485	11	519,476	12	-4,009	-0.8%	26
Cape May	95,263	24	91,958	24	-3,305	-3.5%	27
Cumberland	154,152	22	164,285	22	10,133	6.6%	17
Gloucester	302,294	16	327,608	16	25,314	8.4%	15
Mercer	387,340	14	396,462	15	9,122	2.4%	22
Salem	64,837	25	55,475	26	-9,362	-14.4%	28
Pennsylvania							
Bucks	646,538	4	657,131	6	10,593	1.6%	24
Chester	534,413	10	645,673	7	111,260	20.8%	6
Delaware	576,830	7	583,376	10	6,546	1.1%	25
Lancaster	552,984	9	707,786	4	154,802	28.0%	2
Montgomery	856,553	2	917,924	3	61,371	7.2%	16
Philadelphia	1,603,797	1	1,680,798	1	77,001	4.8%	18
York	456,438	13	581,738	11	125,300	27.5%	3
Total Study Area	11,481,992		12,575,914		1,093,922	9.5%	

⁷ Delaware Population Consortium, DVRPC, Lancaster County MPO, Maryland State Data Center, York County Planning Commission, and South Jersey TPO



Population Change by TAZ

Traffic analysis zones (TAZs) are used to identify population changes at a finer scale than the county level. By 2050, much of Northern New Castle County, Salem County, and Baltimore City show a declining population. Future growth estimates are higher outside of urban cores and away from the I-95 corridor, with the largest clusters of population growth in Cecil, Lancaster, York, and Sussex Counties.⁸

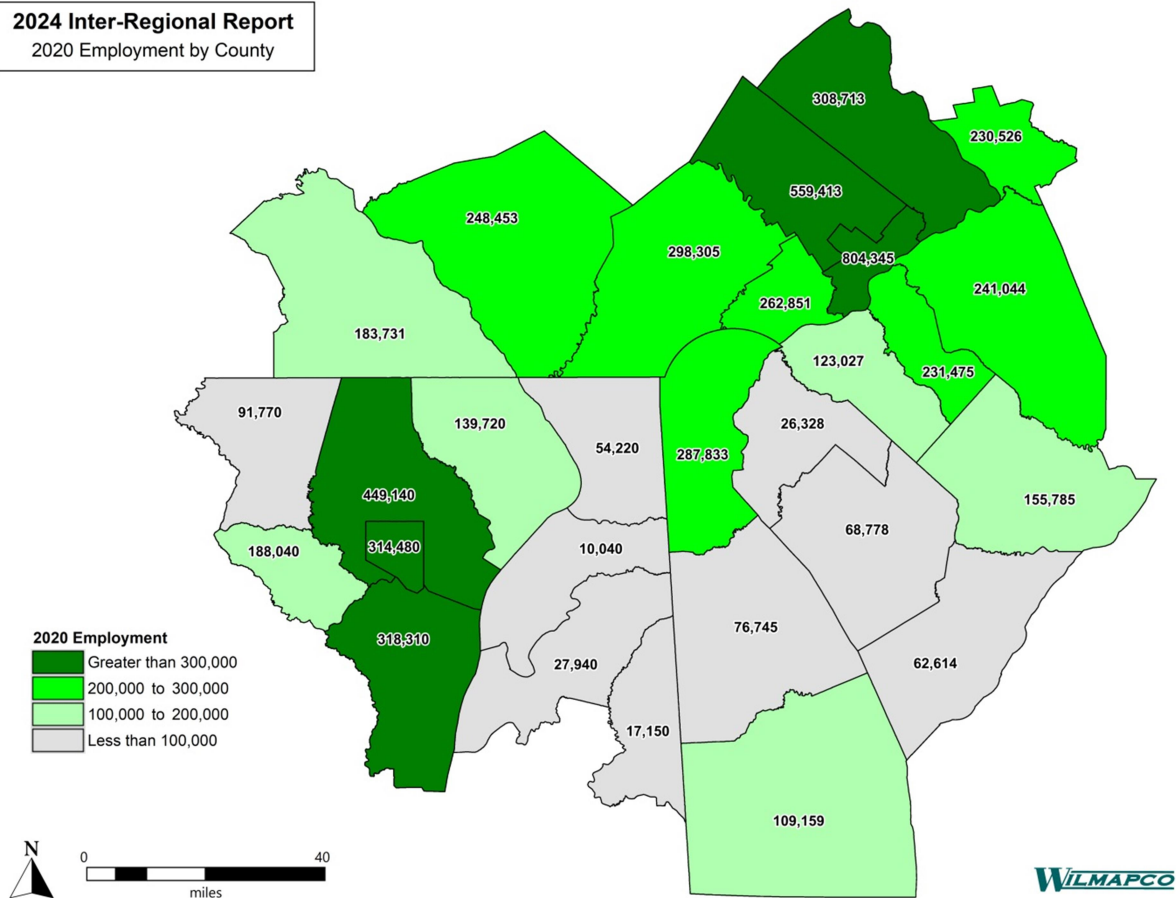


⁸ WILMAPCO, BMC, DVRPC, PennDOT (2018-2045), SJTPO

Employment by County

In 2010, total employment for the study area was about 5.5 million jobs. By 2020, employment increased by 6% to nearly 5.9 million jobs.⁹ The majority of jobs continue to be located in and around Philadelphia and Baltimore. Employment continues to grow in Philadelphia, with an 11% increase since 2010. Montgomery County follows with the second highest employment and 7% growth since 2010.

2024 Inter-Regional Report
2020 Employment by County



⁹ Delaware Population Consortium, DVRPC, Lancaster County MPO, Maryland State Data Center, York County Planning Commission, and South Jersey TPO

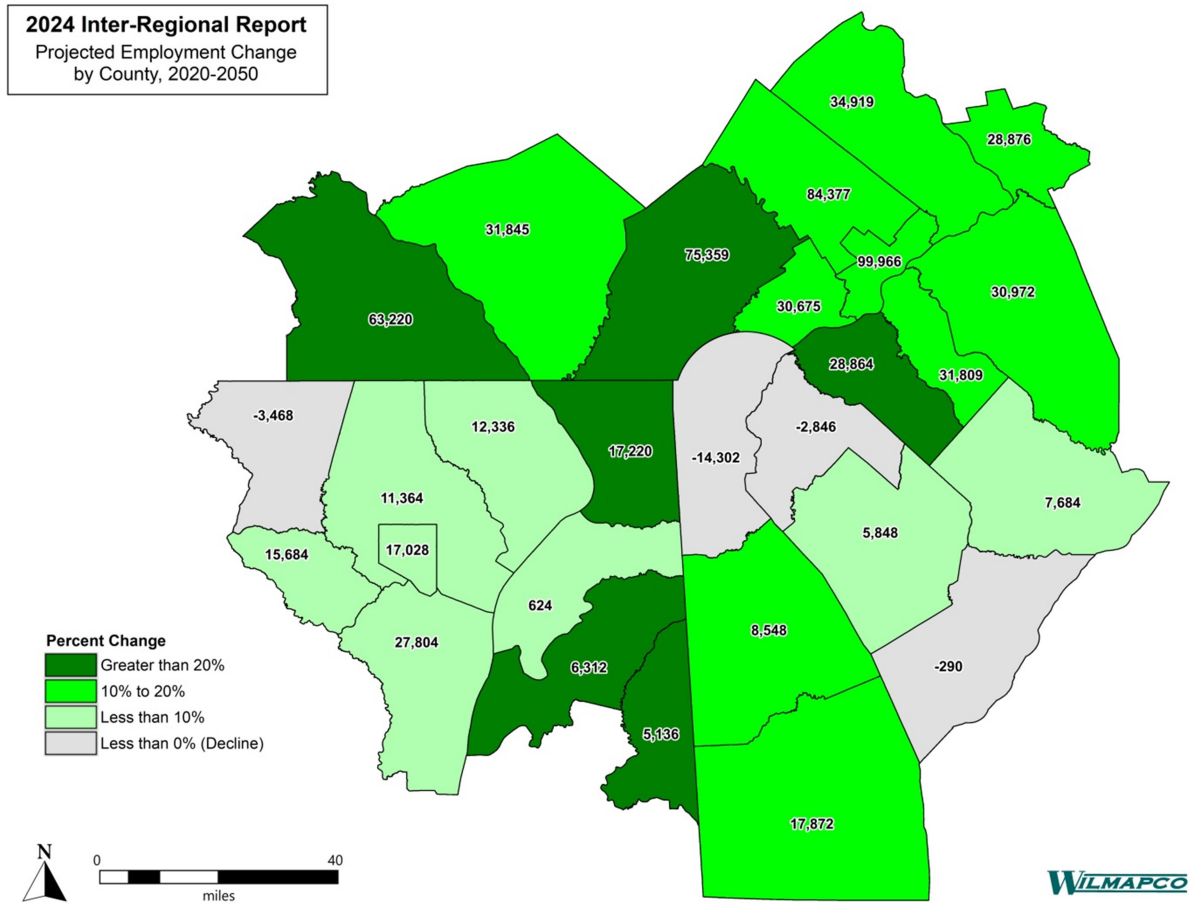
Employment Change by County

In conjunction with population projections, future employment figures help with strategies to maintain and strengthen the region's transportation system. By 2050, total employment for the study area is forecast to grow by 11.4% to over 6.5 million jobs.¹⁰

By 2050, Philadelphia will be the largest contributor to job growth, adding nearly 100,000 jobs, or 15% of total growth for the study area. Other significant contributors include Chester, Montgomery, and York Counties in Pennsylvania. Employment is expected to decrease in New Castle, Carroll, and Salem Counties, with very little change in Kent County, Maryland and Cape May County, New Jersey.

County	2020 Employment	Rank	2050 Employment	Rank	Emp. Change	% Change	Rank
Delaware							
Kent	76,745	21	85,293	21	8,548	11.1%	16
New Castle	287,833	8	273,531	10	-14,302	-5.0%	27
Sussex	109,159	19	127,031	19	17,872	16.4%	7
Maryland							
Anne Arundel	318,310	4	346,114	5	27,804	8.7%	18
Baltimore City	314,480	5	331,508	7	17,028	5.4%	22
Baltimore County	449,140	3	460,504	3	11,364	2.5%	24
Caroline	17,150	27	22,286	27	5,136	29.9%	3
Carroll	91,770	20	88,302	20	-3,468	-3.8%	26
Cecil	54,220	24	71,440	23	17,220	31.8%	2
Harford	139,720	17	152,056	17	12,336	8.8%	17
Howard	188,040	14	203,724	15	15,684	8.3%	20
Kent	10,040	28	10,664	28	624	6.2%	21
Queen Anne's	27,940	25	34,252	25	6,312	22.6%	6
New Jersey							
Atlantic	155,785	16	163,469	16	7,684	4.9%	23
Burlington	241,044	11	272,016	11	30,972	12.8%	10
Camden	231,475	12	263,284	12	31,809	13.7%	9
Cape May	62,614	23	62,324	24	-290	-0.5%	25
Cumberland	68,778	22	74,626	22	5,848	8.5%	19
Gloucester	123,027	18	151,891	18	28,864	23.5%	5
Mercer	230,526	13	259,402	13	28,876	12.5%	12
Salem	26,328	26	23,482	26	-2,846	-10.8%	28
Pennsylvania							
Bucks	308,713	6	343,632	6	34,919	11.3%	15
Chester	298,305	7	373,664	4	75,359	25.3%	4
Delaware	262,851	9	293,526	8	30,675	11.7%	14
Lancaster	248,453	10	280,298	9	31,845	12.8%	11
Montgomery	559,413	2	643,790	2	84,377	15.1%	8
Philadelphia	804,345	1	904,311	1	99,966	12.4%	13
York	183,731	15	246,951	14	63,220	34.4%	1
Total Study Area	5,889,935		6,563,371		673,436	11.4%	

¹⁰ Delaware Population Consortium, DVRPC, Lancaster County MPO, Maryland State Data Center, York County Planning Commission, and South Jersey TPO

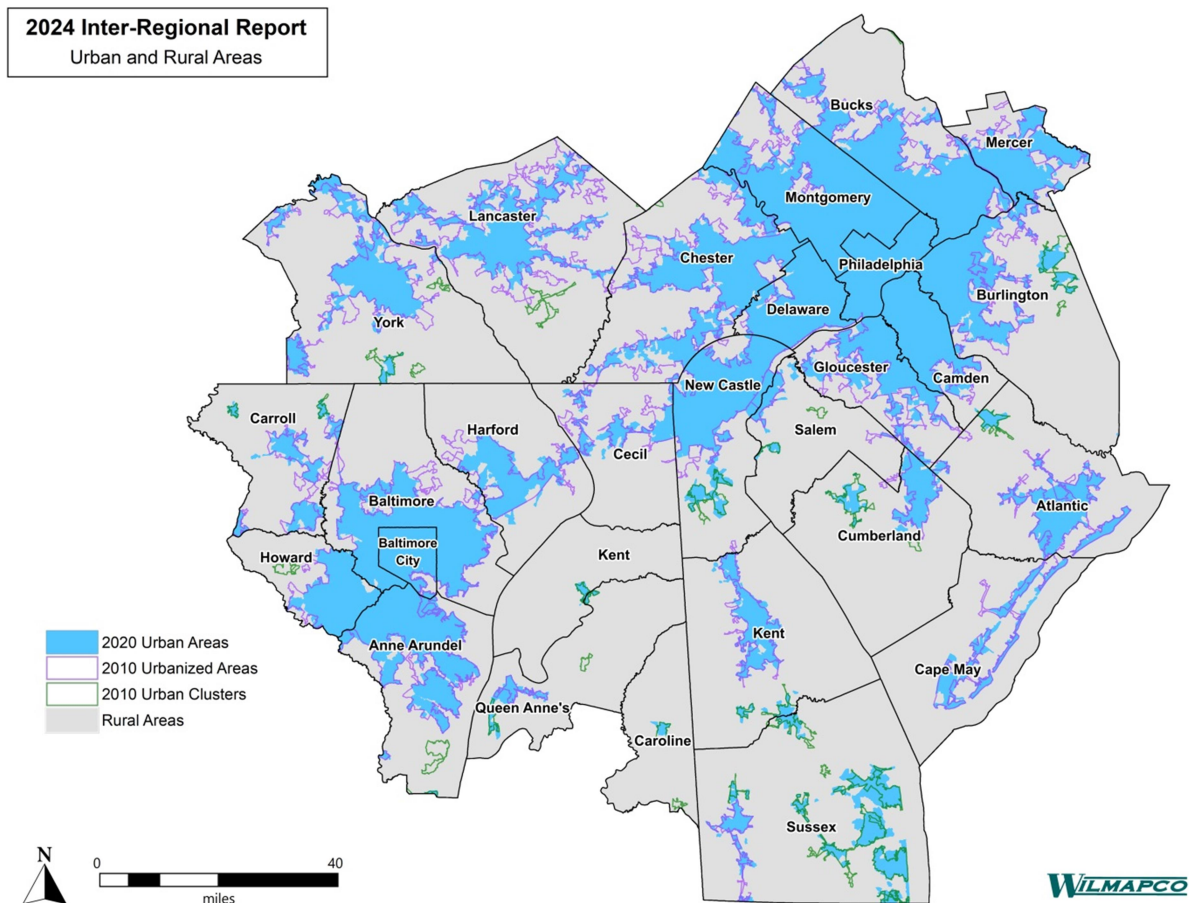


Urban Areas

For the 2010 Census, urban areas were divided into two categories: urbanized areas (population 50,000 or more) and urban clusters (population between 2,500 and 50,000). 2010 urbanized areas and urban clusters are outlined in the map below.

For the 2020 Census, the US Census Bureau combined these into one category: the urban area, defined by having at least 5,000 people or at least 2,000 housing units, with a minimum density of 425 housing units per square mile in the urban core and 200 units per square mile filling the remainder of the urban area.¹¹

As a result, 26% of the study area (about 3,800 square miles) is now considered urban, down from about 28% of the study area based on 2010 definitions. In the study area, urban areas include nearly the entire DVRPC region, northern New Castle County, Baltimore and its inner suburbs, the I-95 corridor, and other small cities and towns throughout the study area.

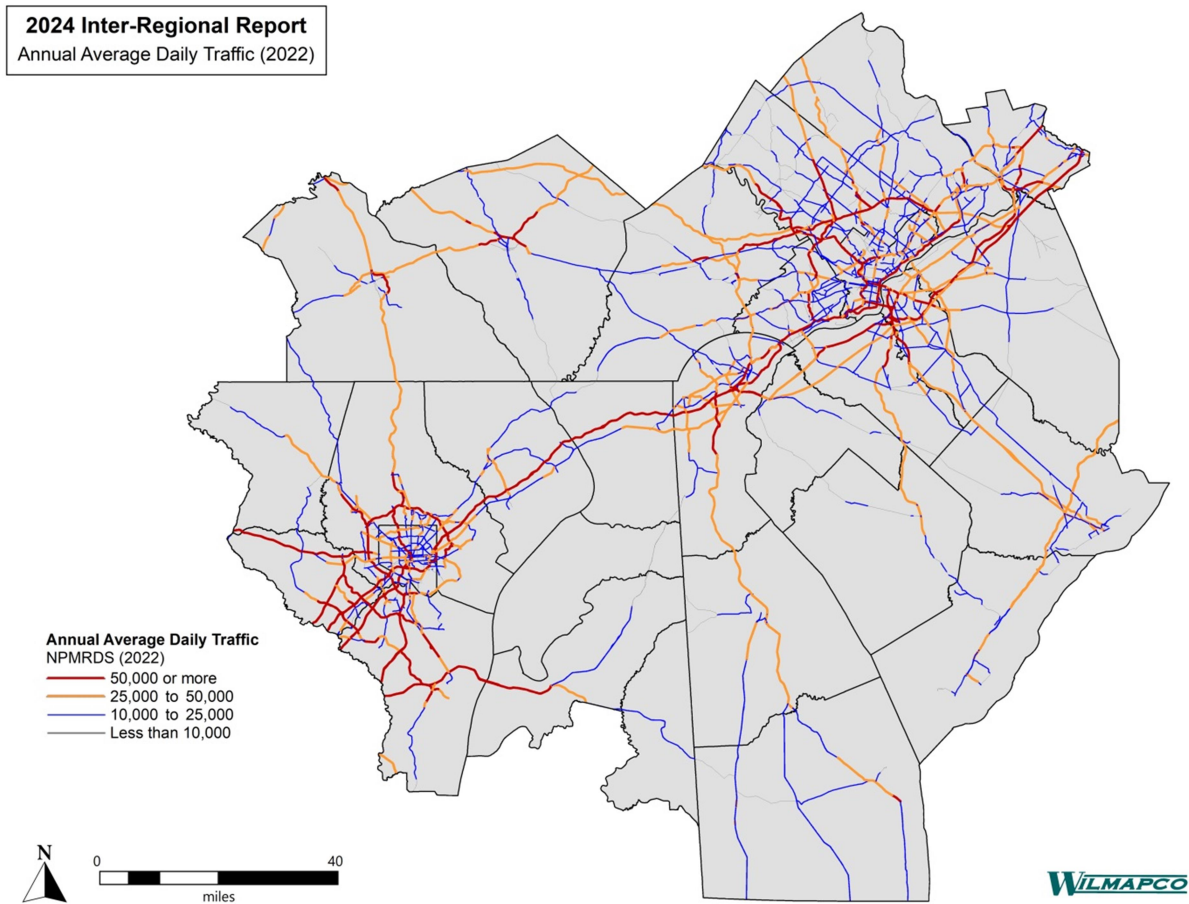


¹¹ US Census Bureau: <https://www.census.gov/newsroom/blogs/random-samplings/2022/12/redefining-urban-areas-following-2020-census.html>

Transportation

Current Traffic Volumes

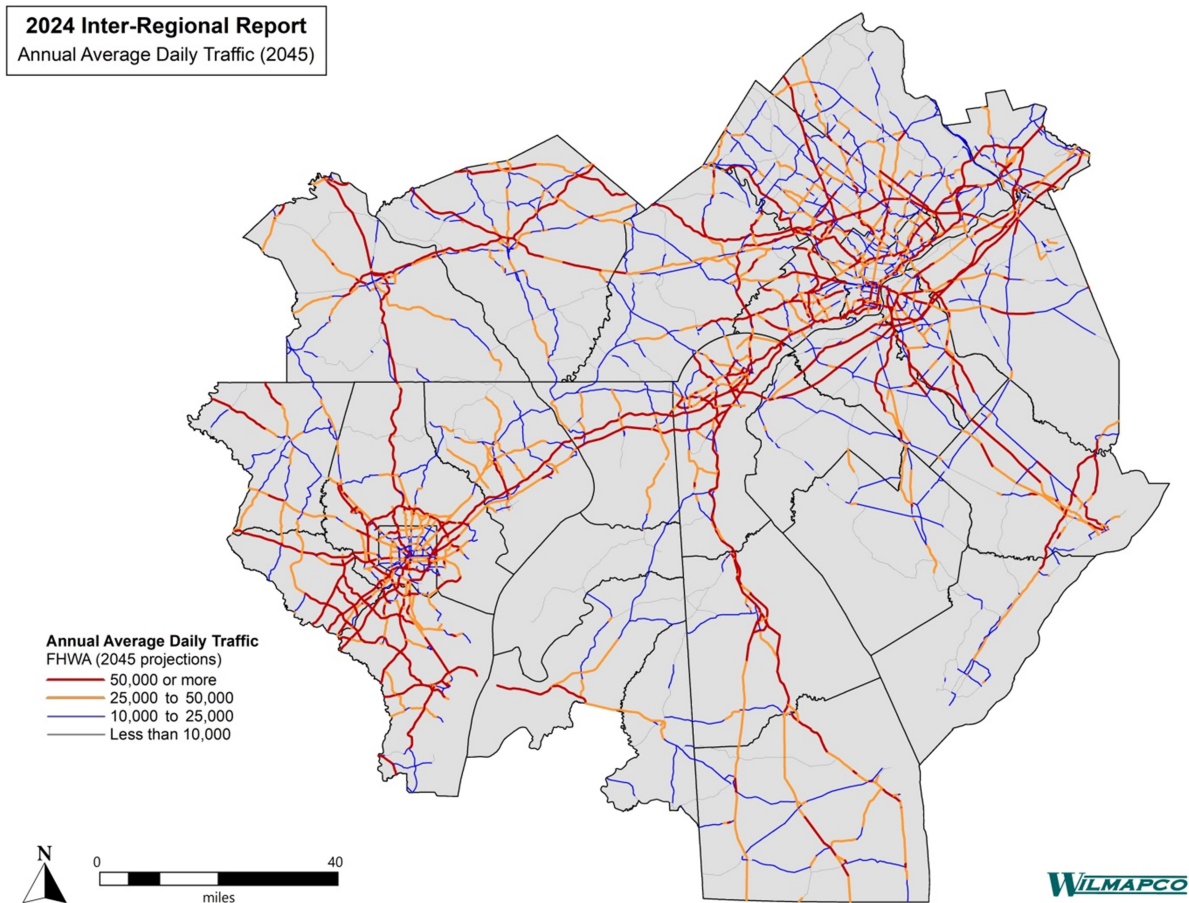
In 2022, the average measured road segment in the study area carried 31,300 vehicles each day. The I-95 corridor continues to carry significant amounts of regional traffic with an average of about 105,000 daily vehicles.¹² Though that figure is less than the 120,000 average daily vehicles on I-95 in 2012, heavy motor vehicle traffic continues to contribute to mobility challenges within the Mid-Atlantic region. The heaviest traffic moves north and south between Baltimore and Philadelphia, including northern New Castle County, as well as along highways connecting these cities to suburban areas.



¹² National Performance Management Research Data Set (NPMRDS): <https://npmrds.ritis.org/analytics/>

Projected Traffic Volumes

Concurrent with increases in population and jobs, traffic volumes are forecast to increase in the study area. By 2045, if no changes to the transportation system are made, the average major road segment in the study area is expected to carry about 47,800 daily vehicles, a 52% increase from 31,300 daily vehicles in 2022. The I-95 corridor would carry nearly 182,000 vehicles, 73% more than 105,000 in 2022.¹³ Planning for a more multimodal, less auto-dependent transportation system will help to sustainably support the region's mobility needs as the population grows over the next few decades.



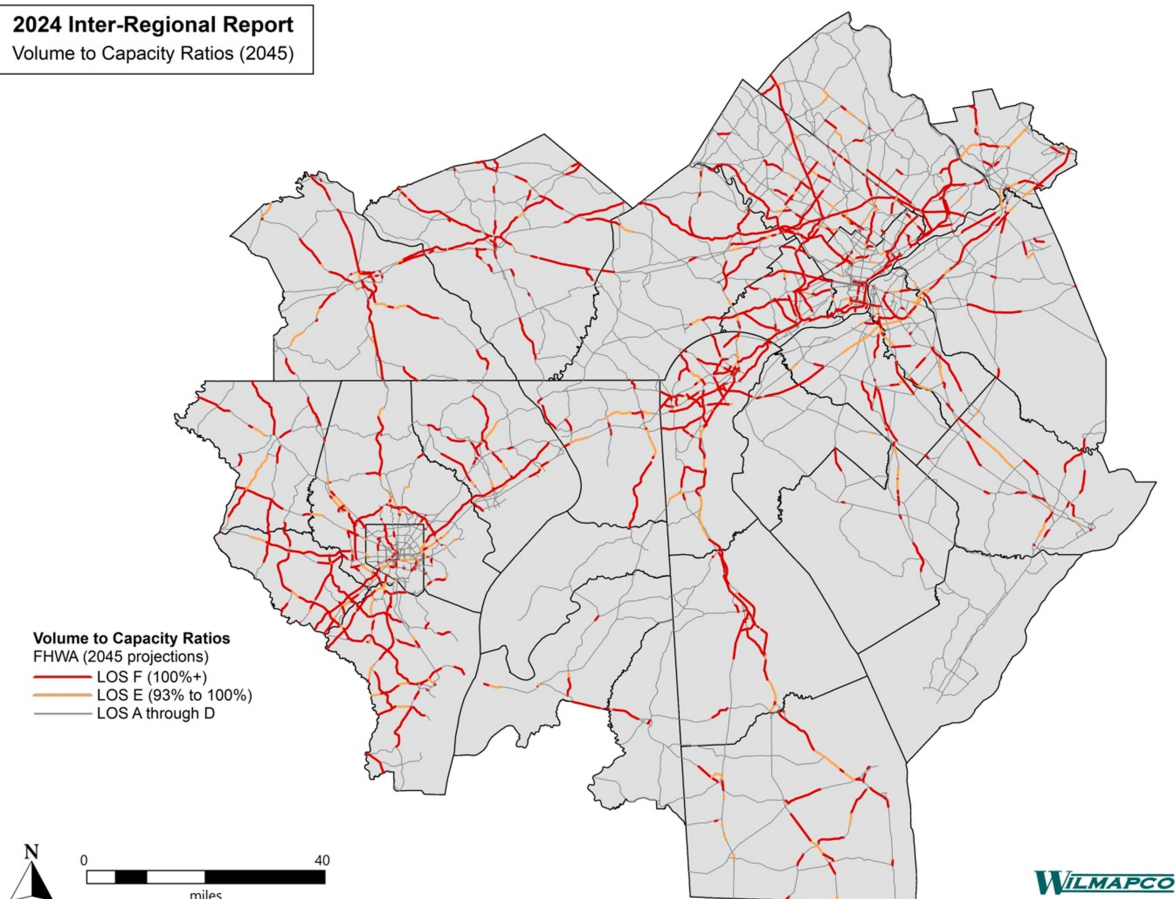
¹³ Bureau of Transportation Statistics Freight Analysis Framework: <https://www.bts.gov/faf>

Projected Volume to Capacity Ratios

A commonly used measure of roadway congestion is the volume to capacity ratio. The higher the ratio, the closer a road is to surpassing its carrying capacity. This ratio is represented by letter grades, with level of service A (LOS A) at free-flowing conditions and LOS F indicating failing conditions.

By 2045, if no infrastructure changes are made, congestion is expected to significantly impede motor vehicle flows throughout the region, especially within the DVRPC and Baltimore regions, with an increase of 65% of segments in the study area at or exceeding their capacity compared to 2012 conditions.¹⁴ Improving alternatives to automobile transportation can help reduce the region's dependence and resulting congestion on these major roadways.

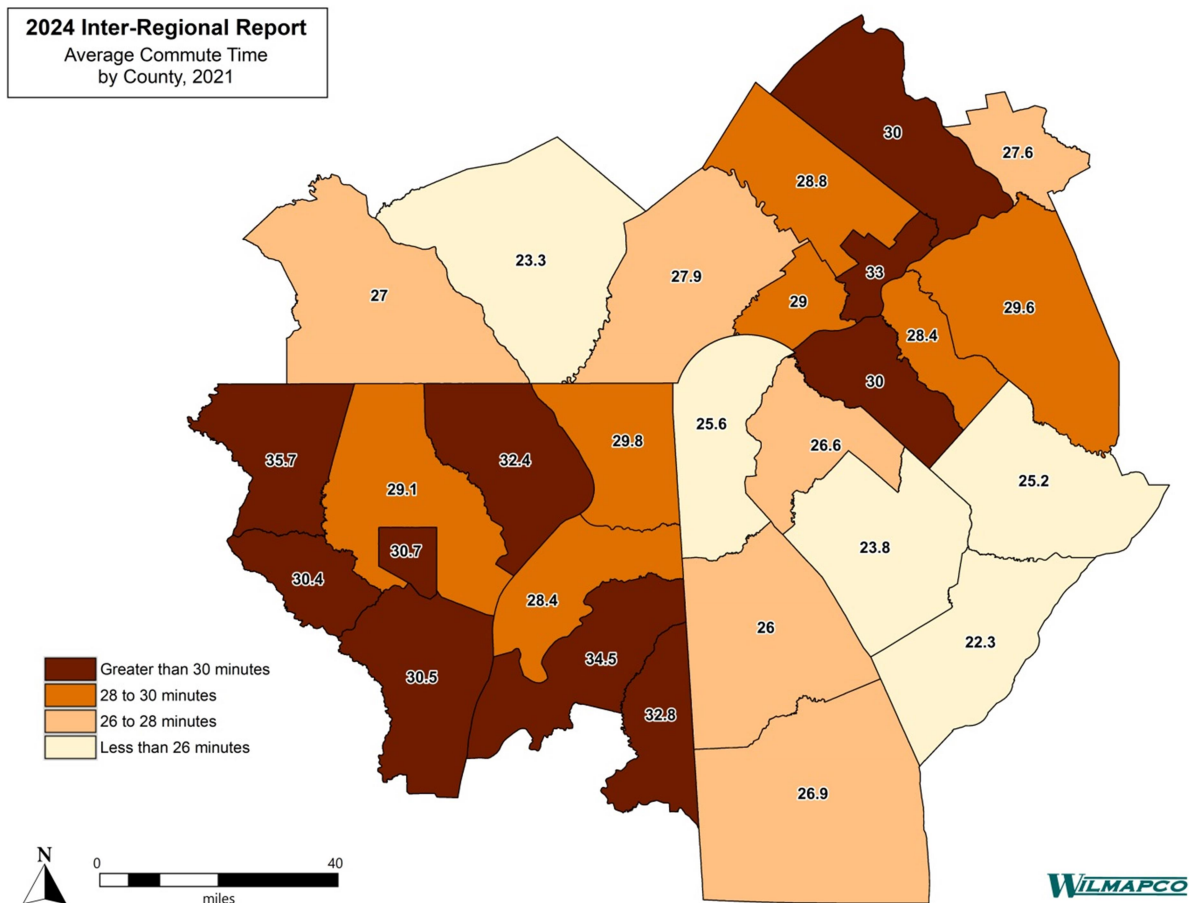
2024 Inter-Regional Report
Volume to Capacity Ratios (2045)



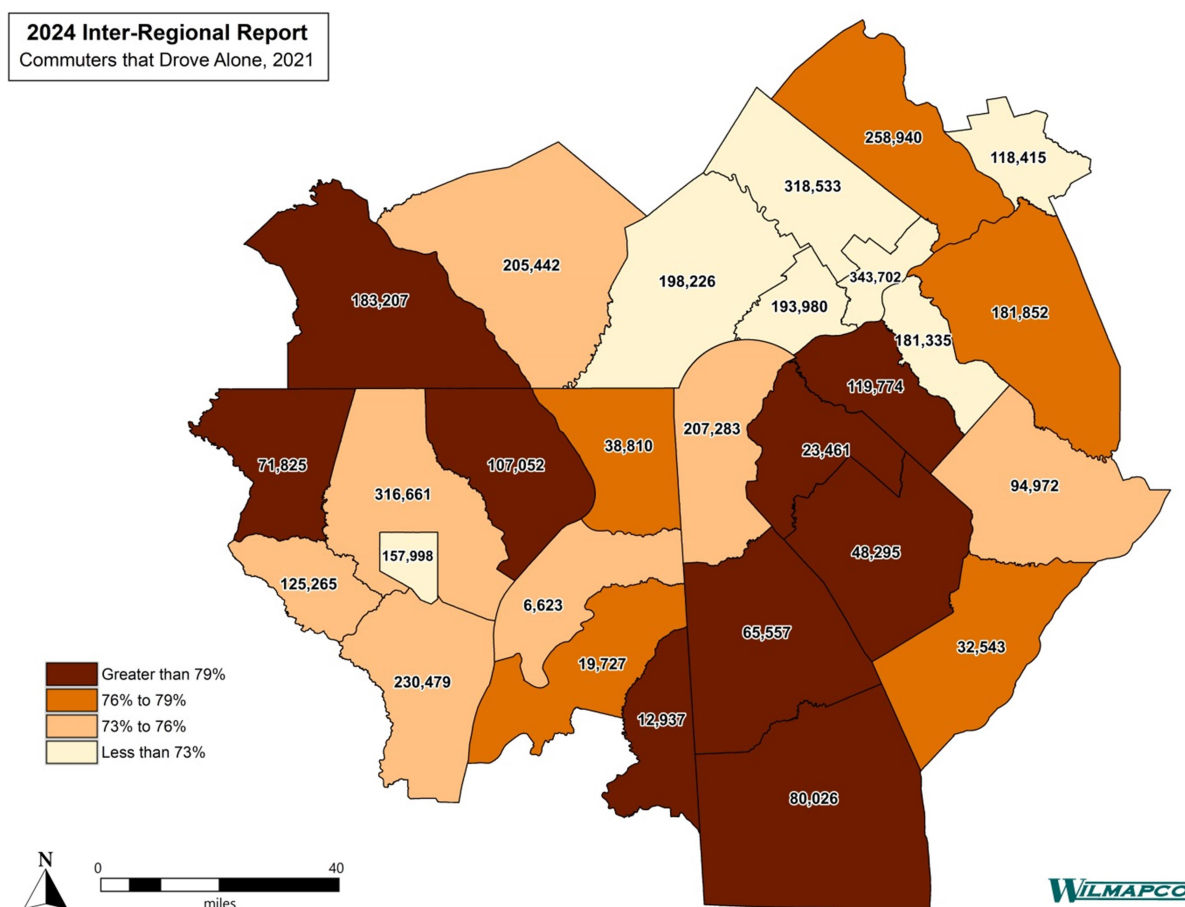
¹⁴ Bureau of Transportation Statistics Freight Analysis Framework: <https://www.bts.gov/faf>

Commute Patterns

Much of the roadway traffic in the WILMAPCO region is work-related, as large numbers of commuters travel to and from neighboring counties. Congestion during peak times causes delays and lengthens trip times to work. The COVID-19 pandemic led to a significant increase in remote work; however, between 2016 and 2021, the average commute time throughout the study area remained static, at about 28.8 minutes. Well above the regional average with greater than 32 minutes each way, the longest commutes were in Philadelphia, Carroll, and Queen Anne's Counties. Cape May County continues to have the shortest commute time. Cumberland and Lancaster Counties also had well below average travel times to work.¹⁵



Most roadway congestion is the result of more vehicles than the road can physically carry. The majority of these vehicles are single passenger vehicles traveling for work commutes. Counties with the greatest percentage of commuters who drove alone in 2021 were Caroline, Salem, and York Counties. Philadelphia and Baltimore City, the two most populous counties in the study area, continue to have the lowest rates of driving alone. The availability of public transit as well as dense land use patterns that are conducive to walking and biking give residents more transportation choices. As shown in the chart on the following page, between 2010 and 2021, the percent of commuters in the study area who drove alone dropped significantly, from 78.5% to 71%, largely as a result of the increase in remote work; 11% of workers in the study area now work from home. Other counties with low rates of driving alone were Mercer County, NJ and Delaware and Montgomery Counties in PA.¹⁶



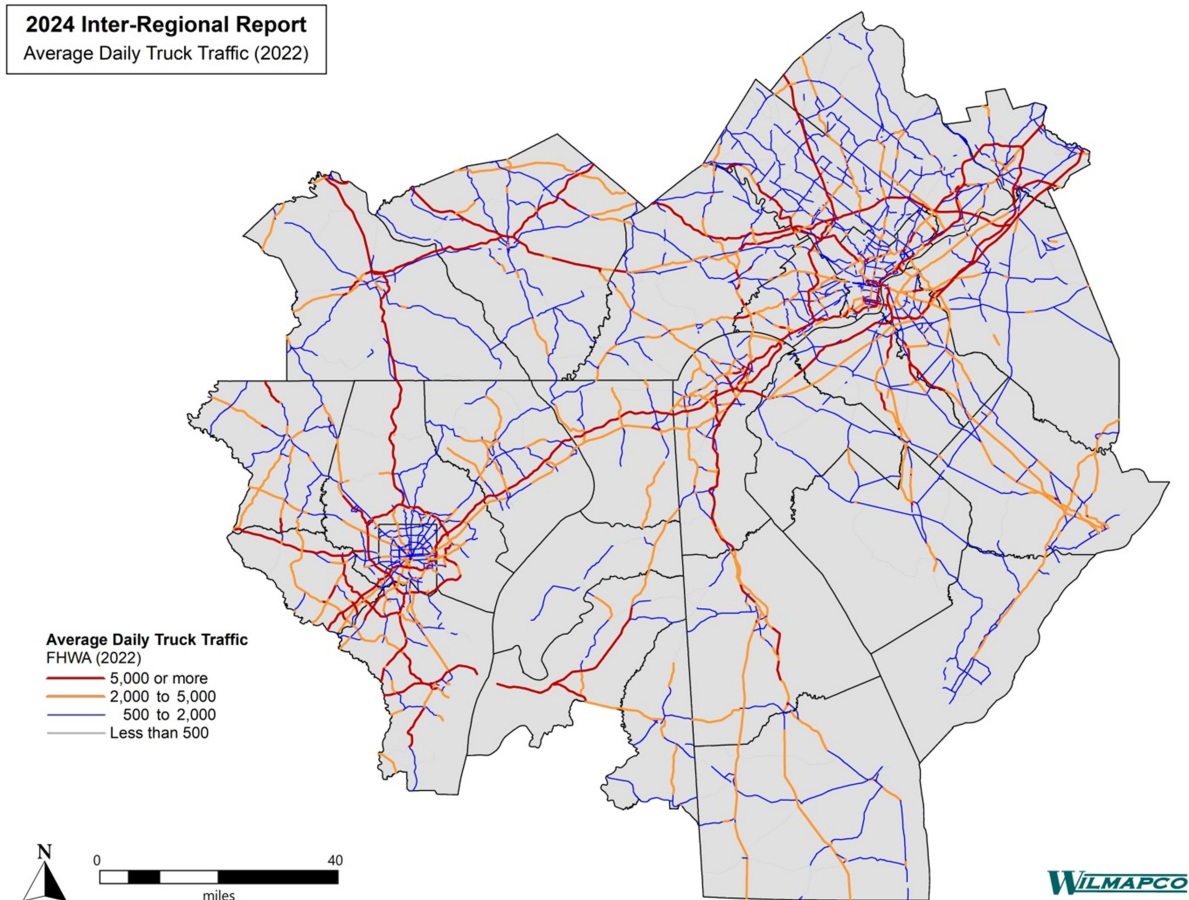
¹⁶ American Community Survey (2010, 2021)

County	2010	% Drove Alone	Rank	2021	% Drove Alone	Rank
Delaware						
Kent	57,848	83.1%	7	65,557	80.8%	4
New Castle	202,329	79.2%	17	207,283	74.4%	20
Sussex	64,599	81.7%	10	80,026	80.2%	6
Maryland						
Anne Arundel	218,915	79.4%	15	230,479	75.3%	15
Baltimore City	153,912	60.0%	27	157,998	58.2%	18
Baltimore County	315,244	79.4%	16	316,661	75.1%	27
Caroline	12,682	88.6%	1	12,937	82.1%	1
Carroll	72,123	82.8%	8	71,825	80.3%	5
Cecil	37,749	80.7%	13	38,810	78.7%	10
Harford	101,567	84.0%	5	107,052	79.8%	7
Howard	122,491	80.9%	12	125,265	73.2%	21
Kent	6,352	66.0%	26	6,623	74.5%	19
Queen Anne's	18,529	78.5%	21	19,727	78.5%	11
New Jersey						
Atlantic	97,106	78.5%	20	94,972	75.1%	17
Burlington	179,160	82.8%	9	181,852	78.5%	12
Camden	182,301	78.1%	22	181,335	72.7%	22
Cape May	30,993	75.2%	24	32,543	77.8%	13
Cumberland	48,428	80.5%	14	48,295	79.1%	9
Gloucester	117,139	86.1%	4	119,774	79.7%	8
Mercer	117,784	69.3%	25	118,415	65.3%	26
Salem	23,251	87.2%	2	23,461	82.1%	2
Pennsylvania						
Bucks	261,669	83.5%	6	258,940	77.3%	14
Chester	200,581	80.9%	11	198,226	72.2%	23
Delaware	199,471	76.6%	23	193,980	69.7%	25
Lancaster	191,966	78.6%	19	205,442	75.1%	16
Montgomery	317,820	78.8%	18	318,533	72.1%	24
Philadelphia	291,003	49.9%	28	343,702	48.3%	28
York	182,410	86.4%	3	183,207	81.4%	3
Total Study Area	3,825,422	78.5%		3,942,920	70.9%	

Freight and Goods Movement

Current Truck Volumes

Traffic congestion can impede the efficient movement of goods and services and economic activity. Freight shipments serving the region move mostly along I-95, which carried about 16,800 trucks each day in 2022, while the average measured road segment in the study area carried 3,200 daily trucks. 10% of all vehicles in the study area and 16% of vehicles on I-95 consisted of trucks. In addition to I-95, a notable amount of trucks moved along I-83 connecting Baltimore City and York County, I-76 connecting Philadelphia to Lancaster County, and I-295 connecting New Jersey counties.¹⁷

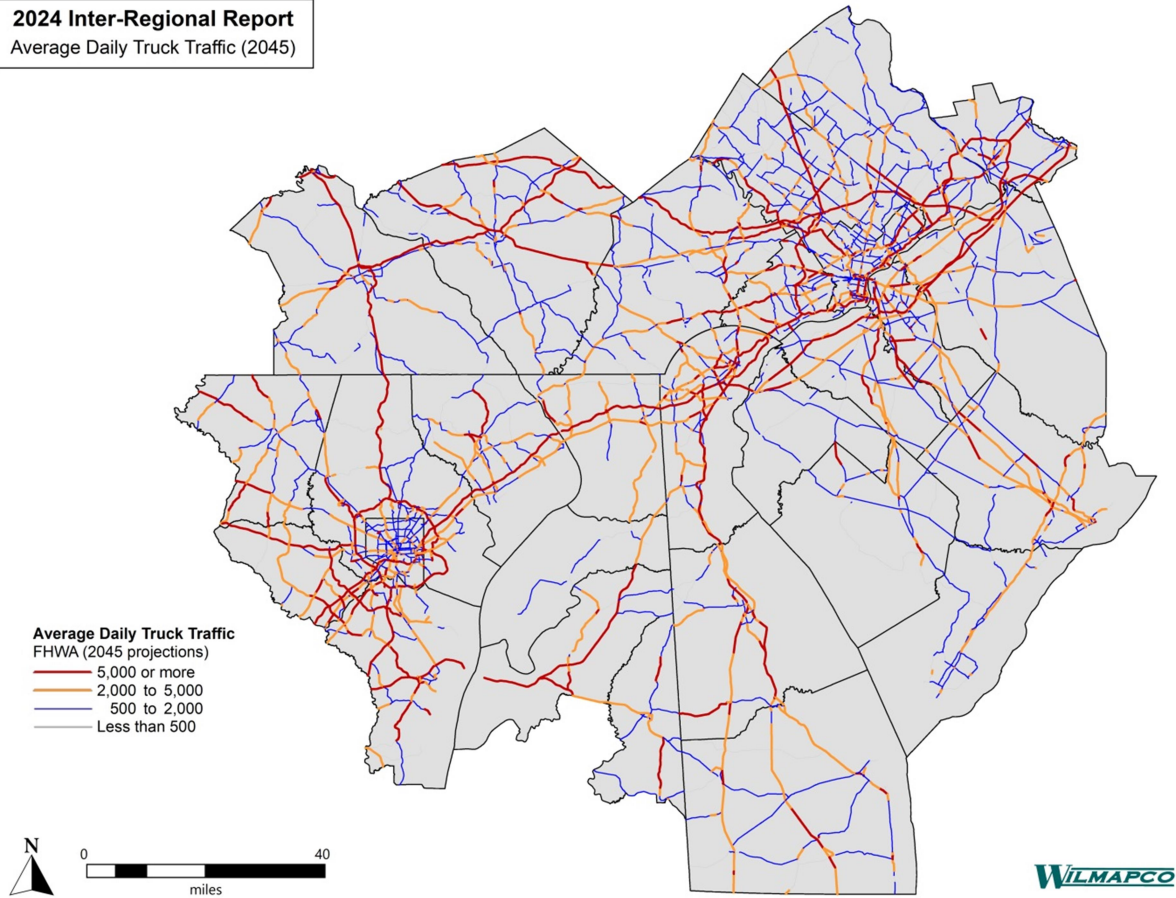


¹⁷ Bureau of Transportation Statistics Freight Analysis Framework: <https://www.bts.gov/faf>

Projected Truck Volumes

Moving trucks and other modes of freight activity is essential to maintaining an efficient and reliable system that meets regional needs. By 2045, truck traffic is expected to grow by 25% from 2022 and comprise 8% of all vehicles, with growth occurring on roadways throughout the study area. Daily truck volumes on I-95 are expected to grow by 23%, reaching an average of nearly 20,700 daily trucks, or 11% of all vehicles on I-95.¹⁸

2024 Inter-Regional Report
Average Daily Truck Traffic (2045)



¹⁸ Bureau of Transportation Statistics Freight Analysis Framework: <https://www.bts.gov/faf>

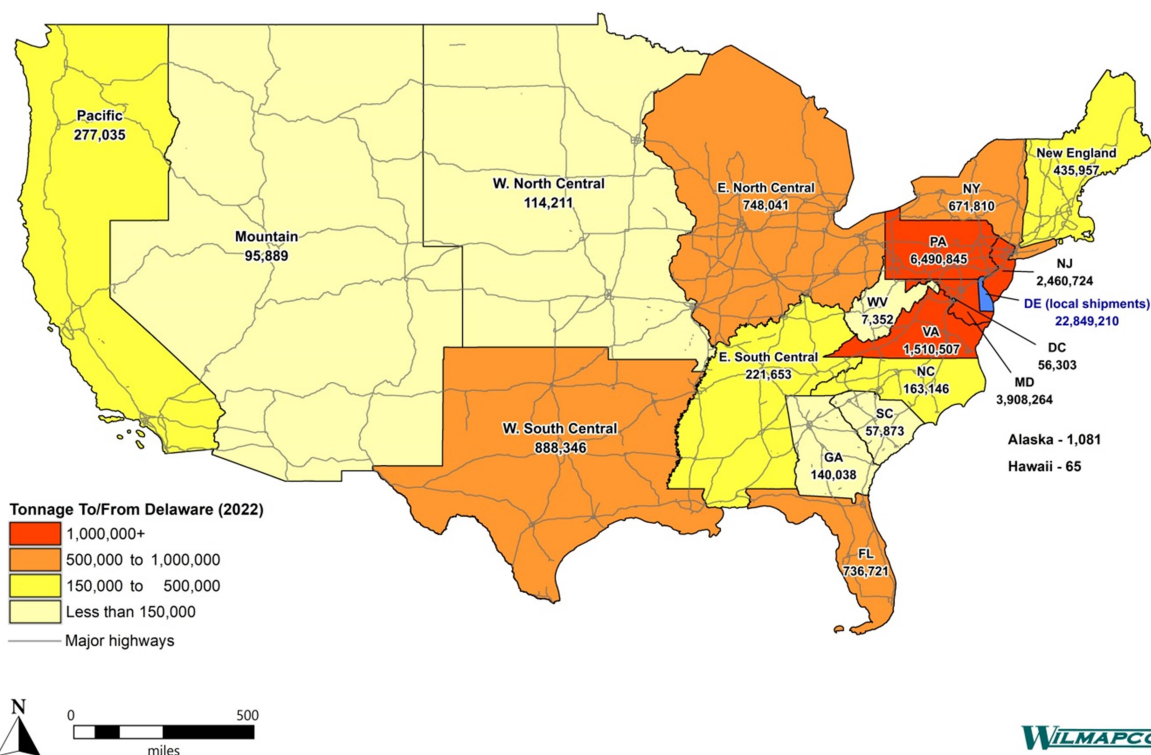
Freight Impact on Delaware

In 2022, nearly 42 million tons of domestic freight departed or arrived in Delaware. While goods were shipped throughout the country, the majority (55%) moved locally within the state. The three surrounding states comprised 31% of trade with Delaware. Less than 15% of Delaware freight traveled to or from states outside of the study area.¹⁹

State/Region	Freight Tonnage to/from DE in 2022	Percent of Total
DE	22,849,210	55%
PA	6,490,845	16%
MD	3,908,264	9%
NJ	2,460,724	6%
VA	1,510,507	4%
W. South Central	888,346	2%
E. North Central	748,041	2%
FL	736,721	2%
NY	671,810	2%
New England	435,957	1.0%
Pacific	277,035	0.7%
E. South Central	221,653	0.5%
NC	163,146	0.4%
GA	140,038	0.3%
W. North Central	114,211	0.3%
Mountain	95,889	0.2%
SC	57,873	0.1%
DC	56,303	0.1%
WV	7,352	Less than 0.1%
Alaska	1,081	Less than 0.1%
Hawaii	65	Less than 0.1%

2024 Inter-Regional Report

Freight Tonnage To/From Delaware (2022)



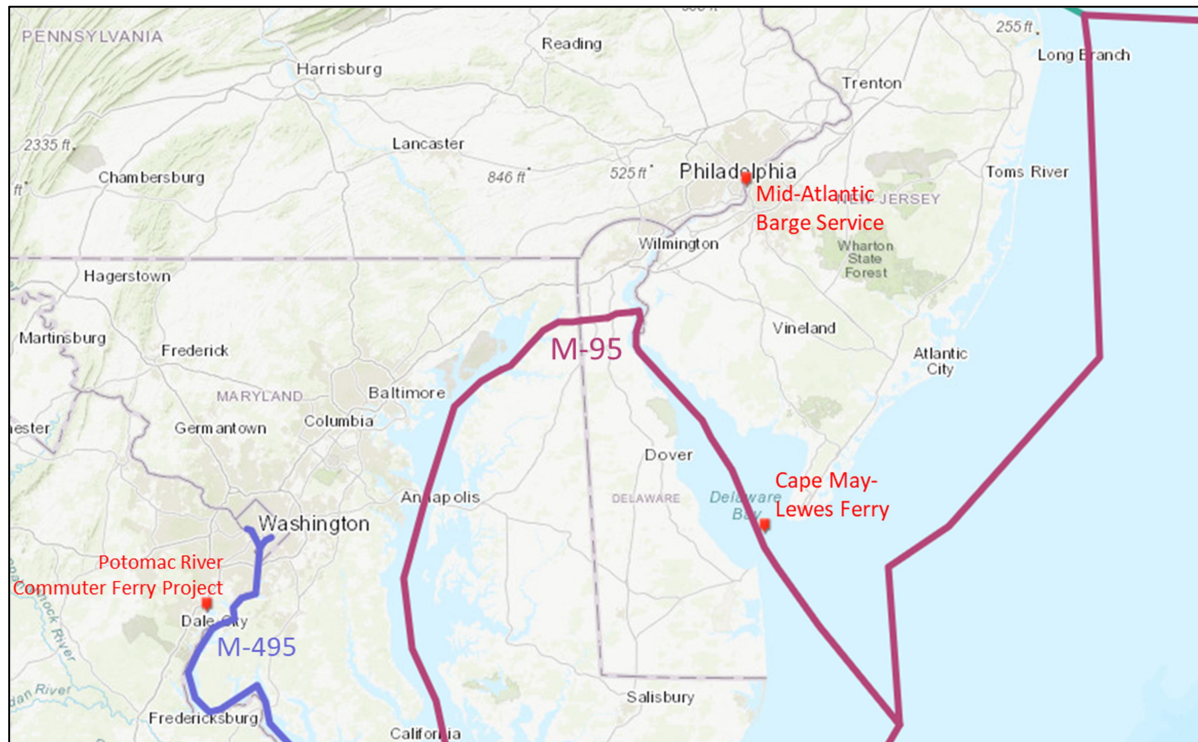
¹⁹ Bureau of Transportation Statistics Freight Analysis Framework: <https://www.bts.gov/faf>

Marine Highways

Ports, railways, and highways across the nation have become increasingly congested. In response in 2010, U.S. DOT identified 18 marine corridors, eight projects, and six initiatives for further development as part of the US Marine Highway Program (USMHP). The entire eastern seaboard was selected as a corridor. This effort is the first step to focus public and private efforts on using waterways to relieve congested land corridors, reduce greenhouse gas emissions, curb energy use, increase system resiliency, and reduce landside infrastructure costs.

In 2022, the James M. Inhofe National Defense Authorization Act expanded the definition of marine highway transportation to include bulk, liquid, and loose cargo as well as shipments to/from ports in Canada and Mexico. The Act also lessened eligibility requirements for USMHP grants and allowed rural and tribal applicants to request an increase in the federal share.

The Marine Highway system currently includes 31 routes, one of which is in the study area: M-95, which connects the Chesapeake Bay and the Delaware River to the Atlantic Ocean by way of the Chesapeake and Delaware Canal. The USMHP has funded two active projects in the study area: improvements to the Cape May – Lewes Ferry system and Mid-Atlantic Barge Service, which will expand the frequency of service between Hampton Roads, VA, Baltimore, and Philadelphia.²⁰



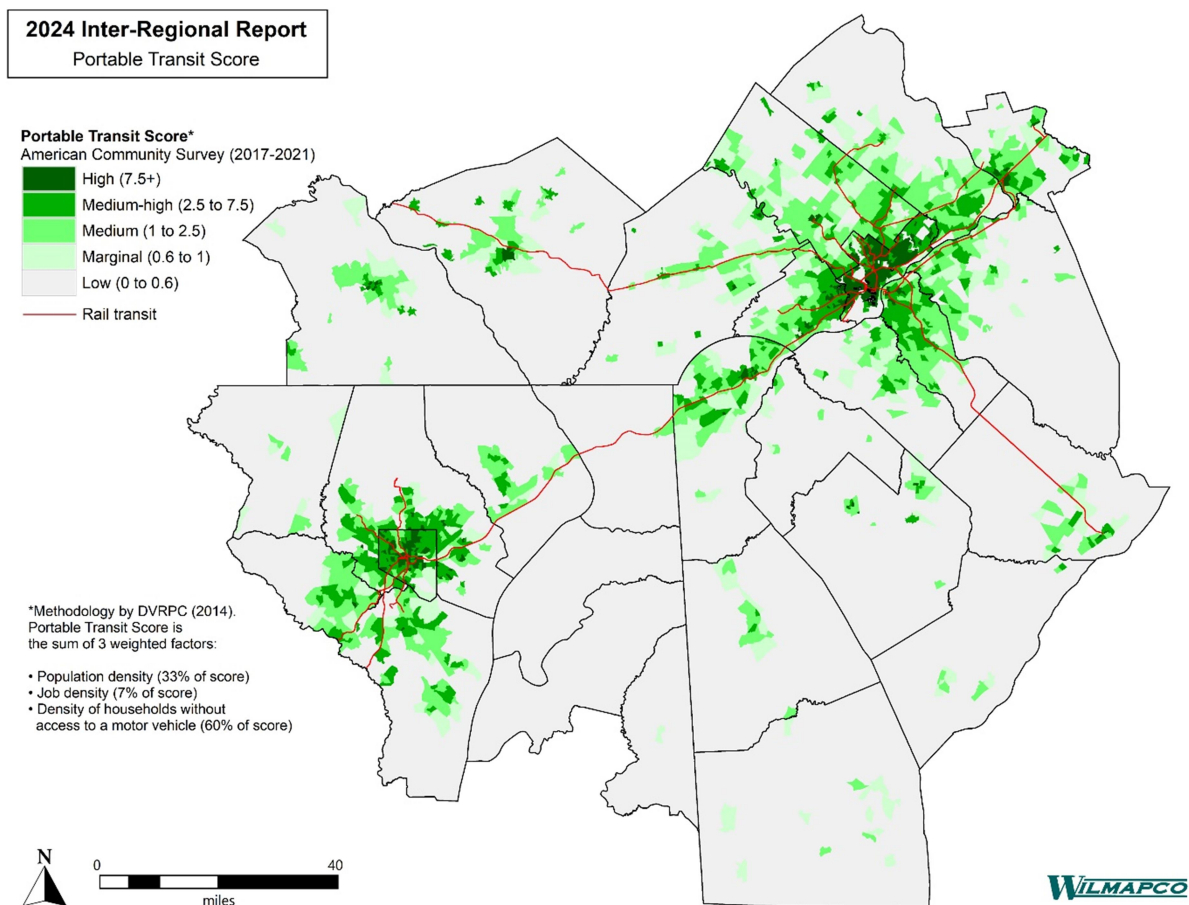
US Marine Highways and active marine highway projects in or near the study area.

²⁰ <https://www.maritime.dot.gov/grants/marine-highways/marine-highway>

Transit Services

Portable Transit Score

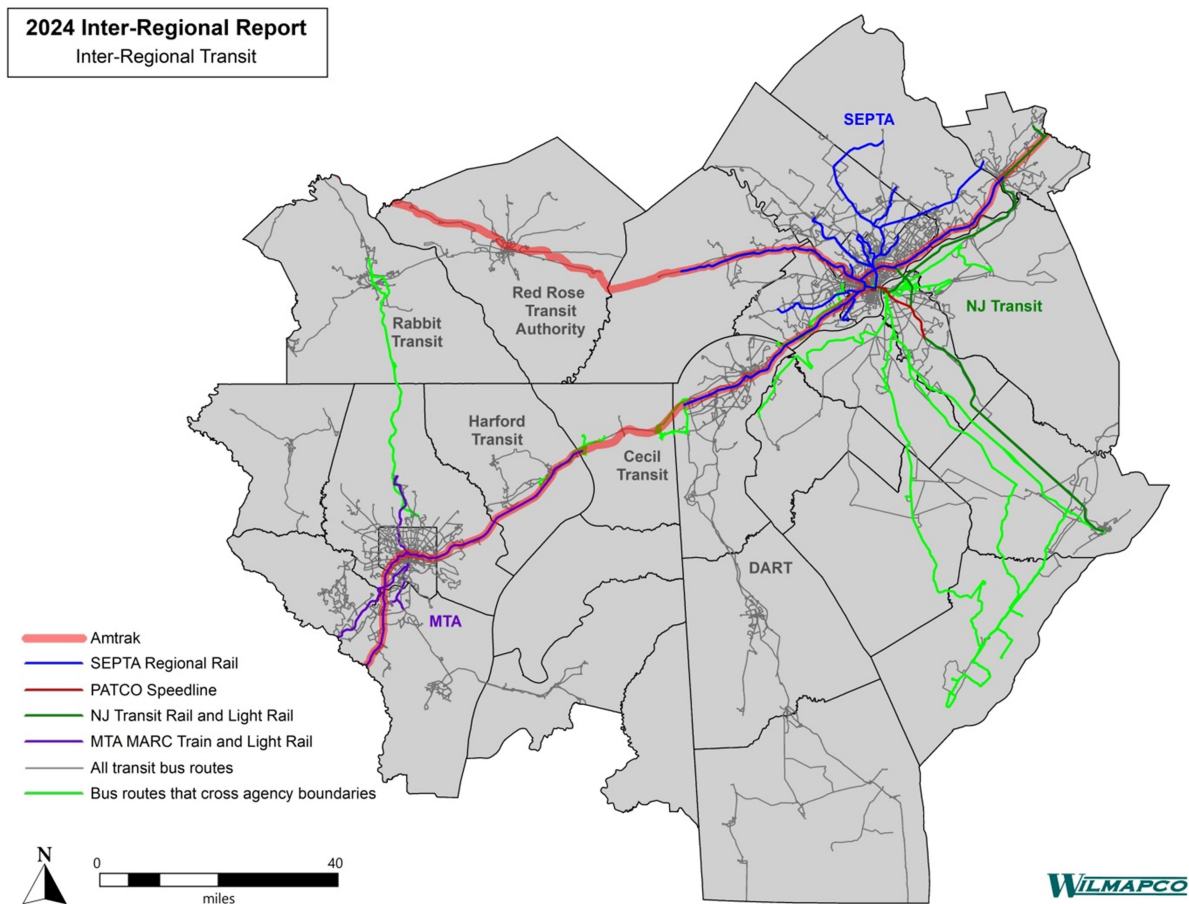
In 2014, the Delaware Valley Regional Planning Commission (DVRPC) developed a methodology to assess the viability and intensity of transit service by location.²¹ By using readily available data from the American Community Survey, this methodology can be applied to any region. The map below shows the transit scores of Census tracts in this study area, based on density of population, jobs, and households without access to a motor vehicle. High capacity, high frequency transit is most effective in the densely populated cores of Philadelphia, Wilmington, and Baltimore, as well as many denser suburbs. Existing rail transit largely serves these higher scoring areas, while bus transit (not shown) may fill in many of the gaps. Since 2005, population and employment growth along the DE-1 corridor towards southern Delaware has led to increasing transit scores, particularly in Middletown, Smyrna, and Dover, while other areas have maintained largely unchanged scores.



²¹ https://www.dvrpc.org/mapping/meta/dvrpWilmac_2010_2040_transitscore.pdf

Inter-Regional Transit

Transit services are most intensive and most viable in the study area's city centers, but transportation needs do not end at city, county, or agency borders. The map below shows all commuter rail, intercity rail, and public transit bus routes in the study area. Bus routes that extend beyond transit agencies' administrative boundaries are shown in bright green. These routes provide crucial connections between the study area's cities, towns, and suburbs. Cecil Transit operates two bus routes that connect Elkton, Maryland to Newark and Glasgow, Delaware. Harford Transit operates Route 5 between Aberdeen and Perryville, MD. Rabbit Transit operates an express bus service between York, PA and Towson, MD, where riders can connect to Maryland Transit Administration (MTA) routes to downtown Baltimore. NJ Transit operates several bus routes between Center City Philadelphia and destinations in New Jersey. Amtrak, as well as private bus operators like Greyhound and Megabus, provide direct connections between city centers. The entirety of the Northeast Corridor is also connected by commuter rail, except for a gap between Perryville, Maryland and Newark, Delaware.



Transportation Equity

Identification of Low-Income Populations

By law, transportation equity must consider the needs and participation in the planning process of low-income and minority communities. Low income is defined as populations below the poverty threshold. Between 2010 and 2020, the number of low-income individuals dropped by nearly 100,000, 1% less of the study area. In particular, concentrations of poverty within cities along I-95 have reduced, especially in Philadelphia, Wilmington, and Baltimore. 11.1% of the study area's population is below the poverty threshold, or about 1.2 million people. In the average Census tract, 11.6% of its population is in poverty. Census tracts shown in orange have 23.3% or more of their population in poverty.

	2010	2020
Total population*	11,014,269	11,147,904
Population below poverty	1,330,523	1,237,089
Percent below poverty	12.1%	11.1%

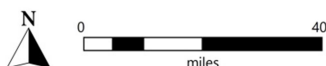
*For whom poverty status is known

2024 Inter-Regional Report

Population Below Poverty
by Census Tract

Population Below Poverty
American Community Survey (2017-2021)

Dark Green: Above Regional Average
Orange: Double Regional Average



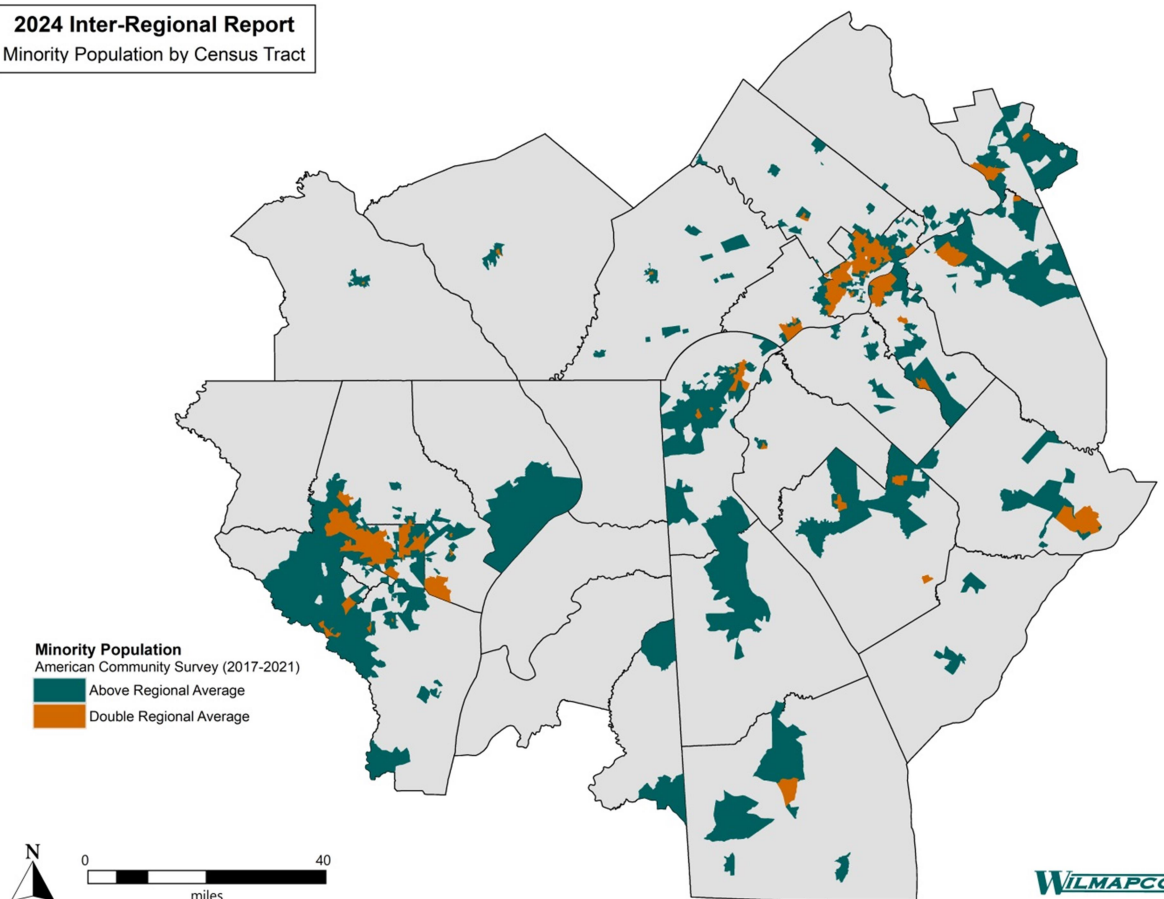
WILMAPCO

Identification of Minority Populations

Both low-income groups and ethnic and racial minorities are historically known to bear undue burdens of transportation investments, and a smaller share of the benefits. From 2010 to 2021, the minority population in the study area grew by over 600,000. Over 39% of the region consists of minority populations. Geographically, concentrations of minority groups have remained fairly static compared to 2010. Similar to low-income groups, higher concentrations of minority populations are within major cities along I-95, with smaller pockets dispersed throughout suburban communities.

	2010	%	2017-2021	%
Total population	11,014,269		11,433,461	
Non-Hispanic Asian	473,321	4.3%	636,886	5.6%
Hispanic or Latino	774,974	7.0%	1,112,258	9.7%
Non-Hispanic Black	2,202,299	20.0%	2,313,678	20.2%
Other minorities ²²	400,259	3.6%	416,480	3.6%
Minority population	3,850,853	35.0%	4,479,302	39.2%

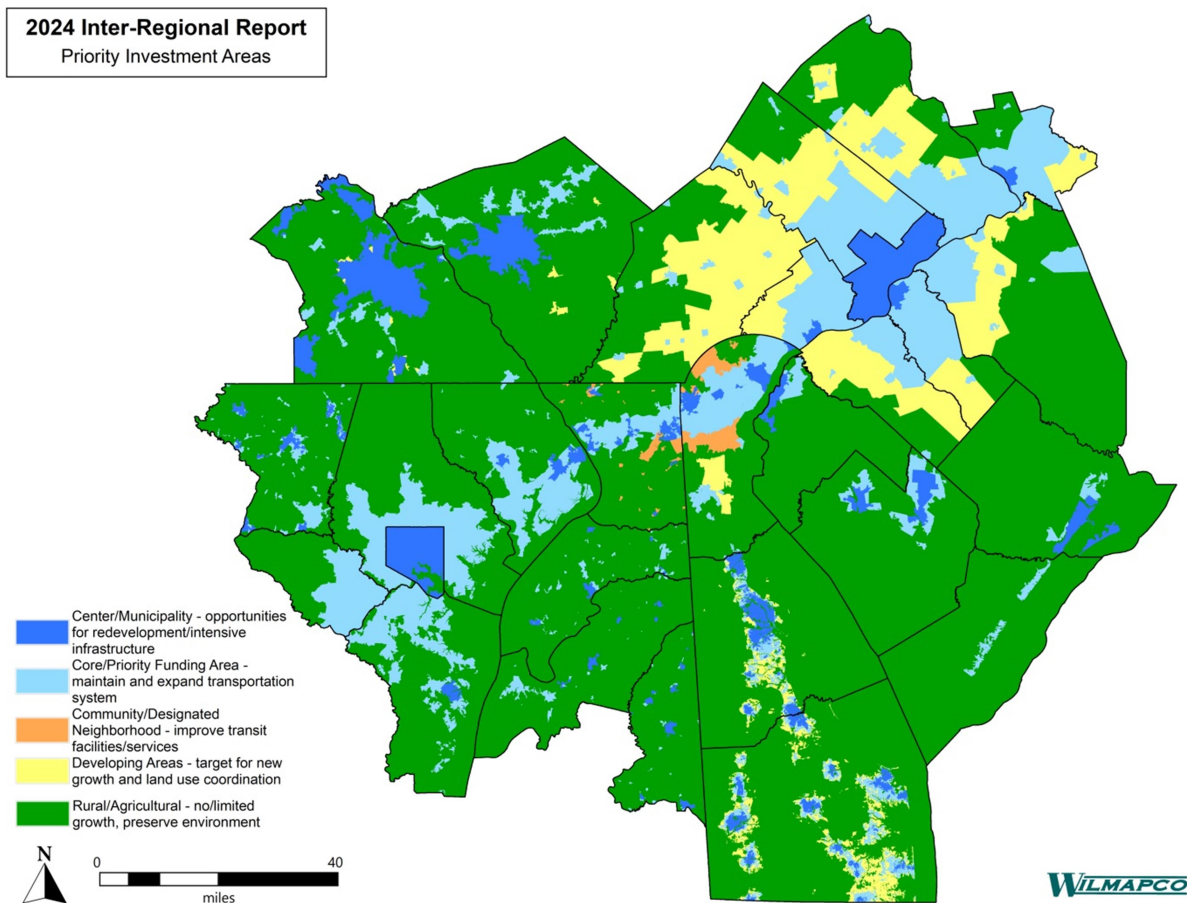
2024 Inter-Regional Report
Minority Population by Census Tract



²² As reported in the American Community Survey, other minority groups include American Indian, Alaska native, Native Hawaiian (or other Pacific islander), other race, or mixed-race.

Investment Areas

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. Though investment strategies vary across MPOs, counties, and state planning departments in the study area, agencies generally target the most intensive infrastructure investments for central urban areas, maintain and expand the transportation system in suburban areas, and limit growth and preserve the environment in rural areas.²³



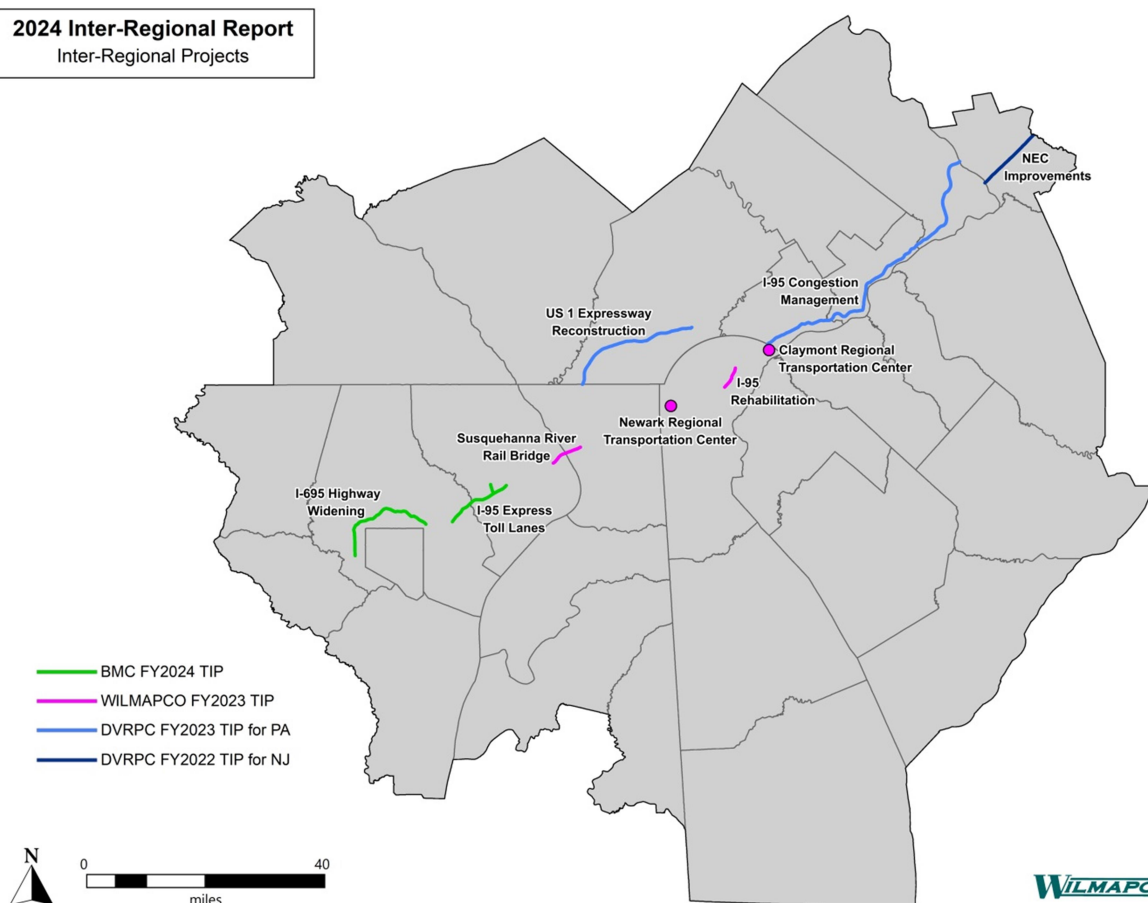
²³ WILMAPCO, Delaware Office of State Planning Coordination, DVRPC, Lancaster County Planning Commission, Maryland Department of Planning, New Jersey State Planning Commission, York County Planning Commission

In this map, WILMAPCO and DVRPC investment areas are shown in place of state investment areas for their respective counties. State strategies are shown for counties not covered by WILMAPCO or DVRPC.

Inter-Regional Projects

Based on the Transportation Improvement Programs (TIP) of surrounding agencies, there are several major projects set to be funded in the study area that would have a significant impact on the regional transportation system beyond agency borders. These include six highway projects and four transit projects. Over the next few years, nearly ten times as much funding is directed towards these highway projects than these transit projects, suggesting our continued over-reliance on our interstate highway system.

2024 Inter-Regional Report
Inter-Regional Projects

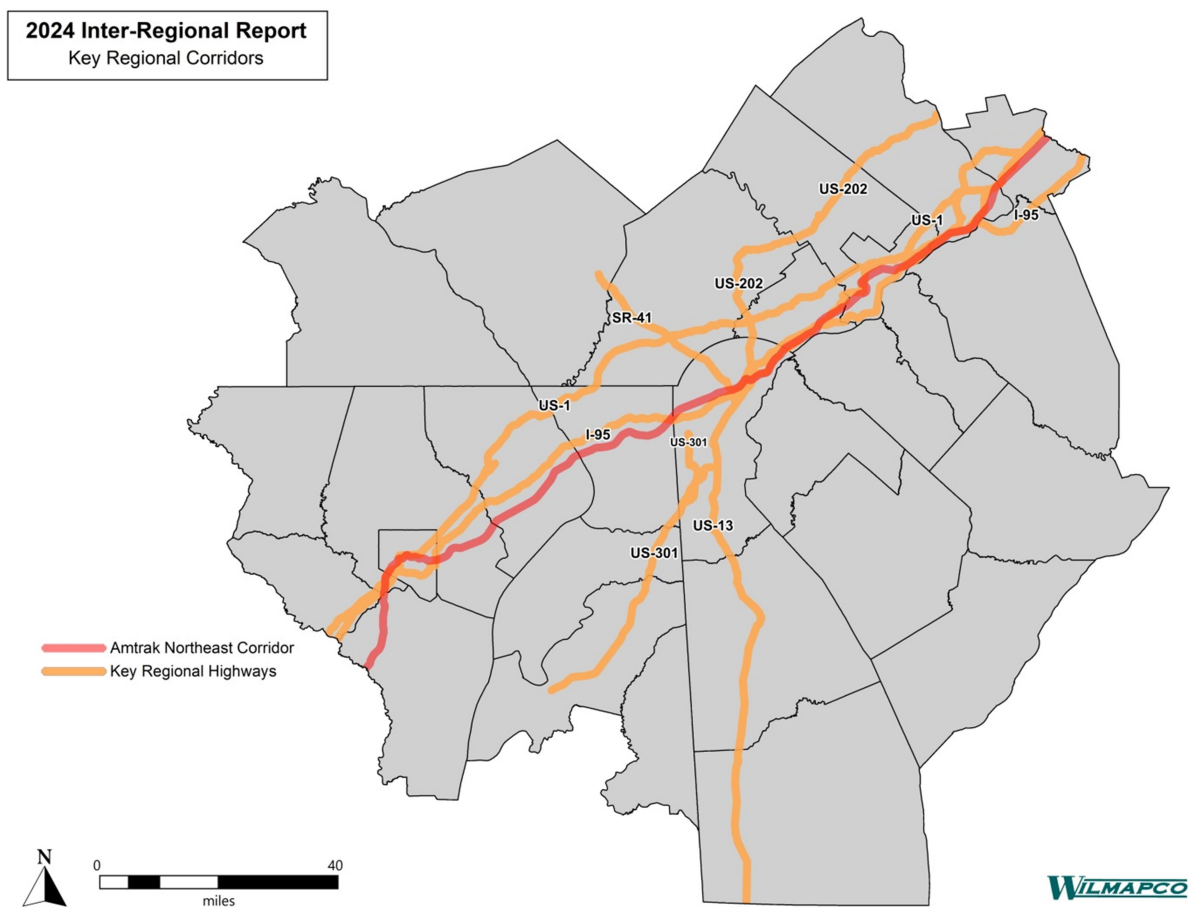


Source	Project (ordered SW to NW)	Current Funding	Outyear Funding
BMC FY2024 TIP	I-695 Highway Widening	\$ 5,117,000	\$ -
BMC FY2024 TIP	I-95 Express Toll Lanes	\$ 542,166,000	\$ -
WILMAPCO FY2023 TIP	Susquehanna River Rail Bridge	\$ 500,000	\$ -
WILMAPCO FY2023 TIP	Newark Regional Transportation Center	\$ 28,992,000	\$ -
WILMAPCO FY2023 TIP	I-295 Northbound	\$ 9,400	\$ -
WILMAPCO FY2023 TIP	I-95 Rehabilitation	\$ 174,170,000	\$ 36,601,000
WILMAPCO FY2023 TIP	Claymont Regional Transportation Center	\$ 16,135,000	\$ -
DVRPC FY2023 TIP for PA	US 1 Expressway Reconstruction	\$ 16,531,000	\$ 72,272,000
DVRPC FY2023 TIP for PA	I-95 Congestion Management	\$ 36,400,000	\$ -
DVRPC FY2022 TIP for NJ	Northeast Corridor (NEC) Improvements	\$ 43,152,000	\$ 64,728,000
Total for roadway projects:		\$774,393,400	\$ 108,873,000
Total for transit projects:		\$ 88,779,000	\$ 64,728,000

Path Forward

Key Regional Corridors

The 2008 Inter-Regional Report identified seven corridors that span across more than one metropolitan area and would benefit from planning and coordination at a wider multi-state level. These corridors were identified based on a variety of past plans and studies, and future development activity within these corridors makes them of interest to a variety of planning stakeholders. Key points for each corridor are summarized on the following pages.



Amtrak Northeast Corridor – Recognized as one of the busiest and most complex track structures, the Northeast Corridor (NEC) is the primary rail corridor for Amtrak, MARC and SEPTA passenger rail, and freight trains in the WILMAPCO region. Currently, only Amtrak provides passenger rail service across the entire study area. However, this service has limited stops and is not intended to serve as a local rail service.

WILMAPCO's Regional Transportation Plan urges the implementation of commuter rail service between Perryville, Maryland and Newark, Delaware, which would eliminate the only gap in commuter rail service along the NEC.

In 2011, the historic Wilmington Train Station underwent a restoration project totaling \$37.7 million 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. Additional improvements totaling \$11.6 million were completed in 2023, including new escalators, interior stairways, handrails, and other ADA compliance improvements.

In 2019, construction of the new Wilmington Transit Center was completed. Located adjacent to the Wilmington Train Station, the new transit center serves most DART bus routes in Wilmington and can stage up to ten buses at one time, facilitating connections to Amtrak and the SEPTA Wilmington/Newark line.

In 2020, Amtrak, DelDOT, and DTC completed the Delaware Third Track Project, a \$71.2 million project to increase capacity between Newark and Wilmington on the NEC. The project included installation of 1.5 miles of new, electrified track, eliminating a previous two-track bottleneck. In addition to increasing capacity, this project improves on-time performance and reduces delays.

In 2020, construction was completed on the station building for the Newark Regional Transportation Center. The new building contains restrooms, a waiting area, and bike parking. Phase 3 of this project will include rail upgrades and a new platform, which would accommodate additional commuter trains, allowing for the expansion of SEPTA service and an extension of MARC service from Perryville to Newark.

In 2023, construction was completed on the Claymont Regional Transportation Center. This \$90 million project replaced the Claymont Train Station, whose only amenities included bus shelters repurposed as station seating. The new transportation center features two passenger platforms with canopies, a plaza with ticketing and waiting areas, restrooms, surface and structured parking, and an enclosed footbridge with views of Philadelphia Pike and the Delaware River. Access improvements include new auxiliary lanes, traffic signals, a roundabout, sidewalks, and a multi-use path.

SR-41 – This busy corridor stretches from SR-141 in Delaware to Lancaster, PA and is widely used by commuters and truck drivers. Several roadway segments and intersections (particularly around Wilmington) are currently functioning at LOS E or LOS F in the morning and afternoon peak periods, and that trend is expected to continue through 2045. Traffic is expected to increase by 21% to 21,700 daily vehicles in

2045. In WILMAPCO's 2050 Regional Transportation Plan, SR-41 falls within the Core and Community Transportation Investment Areas (TIAs) and notably lacks significant transit service.

By 2050, the population is projected to grow by 3% in New Castle County and 21% in Chester County, where the corridor stretches. However, employment will see a slight decrease in New Castle County, while Chester County will see a 25% growth in jobs. Within 1 mile of the corridor, the population is projected to grow by nearly 11%.

US 1 – This thoroughfare makes connections from Philadelphia to Baltimore and destinations beyond the study area. Most of the corridor is located in the Developing and Rural TIAs, and traffic is expected to grow by 95% to nearly 67,000 daily vehicles in 2045. While much less developed than further east on US 1, the area is mostly comprised of suburban development. The population within one mile of this corridor is expected to increase by 8% between 2020 and 2050 to about 1.8 million people.

US 202 – US 202 is identified as a congested corridor in both the DVRPC and WILMAPCO regions. The corridor provides limited transit services, with DART Route 2 serving a portion of the corridor between Talleyville and the Brandywine Town Center. The Concord Pike (US 202) Corridor Master Plan, endorsed in 2020, recommends several transit expansions for the corridor, including extending existing service into Pennsylvania, as well as a limited stop bus service between Wilmington and West Chester. The plan also recommends many bicycle and pedestrian improvements along the corridor. The Chester County Transit Study, completed by DVRPC in 2017, also examines the potential of reintroducing transit service in this area.

Most of US 202 is located in the Core TIA, and it is recognized as one of the most heavily developed corridors in the region. Population within 1 mile of the corridor is expected to increase by 8% by 2050. If no infrastructure changes are made, congestion on US 202 is expected to double, reaching LOS F by 2045.

I-95 – Mobility along this corridor will continue to remain challenged within the Mid-Atlantic region and throughout this study area. Most of the I-95 corridor is located in the Core TIA, as well as the Center TIA in Wilmington. Accordingly, it is slated to receive funding for a number of roadway improvements, including expansion of express toll lanes outside of Baltimore, a rehabilitation project in New Castle County, and congestion management throughout the DVRPC region. Investments along this major corridor must also be sensitive to underserved populations, especially within and surrounding large urban centers.

According to recent Census data, a significant percentage of low-income and minority populations are concentrated near I-95, though poverty along the corridor has reduced since 2010. These populations could be inadvertently burdened by transportation investments. The total population within 1 mile of the corridor is expected to grow by 12% by 2050, which has been reduced from earlier 2045 projections.

Consistent with population growth projections, traffic volumes on I-95 through the study area are projected to grow by 73% for all traffic and 23% for trucks by 2045, exceeding its carrying capacity and growing from LOS E to LOS F, if significant improvements are not made. These challenges further support the need for investments in passenger rail, as well as waterways to move freight and relieve pressure along roadways.

US 301 – In 2019, the US 301 expressway in Delaware was completed. The \$636 million project consists of a 14-mile, four-lane tolled expressway between the Maryland state line and SR 1 in Biddles Corner, Delaware, replacing the route's prior alignment along DE 896 and terminating at US 40 in Glasgow. Most of the corridor is located in the Rural and Developing TIAs outside of Middletown. The project was intended to reduce traffic congestion, improve safety, and manage truck traffic, leading to an increase in truck traffic along the eastern shore of Maryland and surrounding areas.

Between 2022 and 2045, average daily traffic on US 301 is expected to increase by 16% for all traffic and 27% for trucks; however, 2045 traffic projections were completed before the US 301 expressway project, which will likely contribute to even higher traffic volumes.

US 13 – With a current population exceeding 1.3 million, most of the corridor is located in the Center and Core TIAs. The corridor is home to increasing pockets of low-income and minority communities that are well served by transit options in the area. Along the Delaware River, there are several large-scale economic development projects in Chester and Marcus Hook in Pennsylvania, redevelopment activity in Claymont, Delaware, and population growth in Middletown, Smyrna, and Dover. By 2050, the population within one mile of this corridor is expected to grow by 5% to over 1.4 million. Between 2022 and 2045, average daily traffic on US-13 through the study area is expected to more than double, with truck traffic growing by 80%, reaching over 43,000 daily vehicles in 2045.

Inter-Regional Activity Updates

Along with updating this report, WILMAPCO has gauged its inter-regional efforts based on participation in committees and initiatives having an inter-regional element.

Several of these listed efforts are summarized below:

- North Claymont Area Master Plan
- Concord Pike (US 202) Corridor Master Plan
- DVRPC Chester County Transit Study
- Susquehanna River Rail Bridge Project
- MARC Commuter Rail Extension
- NEC Future
- Amtrak Daily Long-Distance Service Study
- East Coast Greenway

North Claymont Area Master Plan

In January 2017, WILMAPCO endorsed the North Claymont Area Master Plan, which focuses on the redevelopment of the northern section of Claymont, Delaware between I-495 and the Pennsylvania state line. The area's existing land use mix of industrial, commercial, residential, and open space is underutilized and has significant potential for economic development due to ease of access to surrounding highways, the Delaware River, and public transit services, including the Amtrak Northeast Corridor. The plan presents a vision for the area including a mix of land uses, multimodal transportation options, and a more walkable, livable environment. A key recommendation, the relocation and transformation of the Claymont Train Station into the Claymont Regional Transportation Center, a multimodal hub with shared use trail connections, was completed in 2023. Land use recommendations in the plan include a variety of mixed uses within walking distance to the new transportation center, as well as a waterfront park, medical or educational institutions, and separated industrial areas. A monitoring committee formed in 2022 that will track ongoing land use and transportation changes and infrastructure needs.

Concord Pike (US 202) Corridor Master Plan

In September 2020, WILMAPCO endorsed the Concord Pike (US 202) Corridor Master Plan, which provides a 20-year vision that identifies cohesive land use and transportation strategies to ensure the US 202 corridor between the City of Wilmington and the Pennsylvania state line will continue to be a safe, accessible, and economically thriving place for all. The plan builds on the results of the 2017 US 202 Market Assessment, with the objective of redeveloping US 202 as a high-quality multimodal corridor that integrates land use and transportation and promotes walkability, bikeability, and placemaking. The Concord Pike Monitoring Committee was formed in 2022 with the purpose to help guide and fulfill the recommendations of the plan, as well as developing an Annual Monitoring Report as a summary of transportation and land use conditions and changes within the study area.

Chester County Transit Study

In January 2017, DVRPC completed a study examining the potential of transit service between Chester County, Pennsylvania and New Castle County, Delaware. The study analyzed land use patterns, existing and historic transit services, commuting statistics, and travel trends between the two counties to determine the best path forward for developing a transit service across the state line. Two primary transportation alternatives were determined to be the most realistic options for the study area: limited stop bus service and vanpools. The study will help guide area transit providers in implementing a transit alternative in the study area.

Susquehanna River Rail Bridge Project

The Susquehanna River Rail Bridge is a two-track rail bridge crossing between Havre de Grace and Perryville, Maryland. Built in 1906, the bridge currently carries Amtrak, MARC commuter rail, and Norfolk Southern trains across the Susquehanna River. However, the existing bridge is nearing the end of its useful life, with aging infrastructure, speed and capacity constraints, and maintenance and operational difficulties. In 2013, as part of Amtrak's Susquehanna River Rail Bridge Project, MDOT received a \$22 million award to rehabilitate or replace the bridge to maintain ongoing rail services. In May 2017, the NEPA process was completed with the release of a Finding of No Significant Impact (FONSI). In 2022, the project received a \$40 million grant for final design, and it is currently in design through a cooperative agreement between FRA, MDOT, and Amtrak. Before construction can begin, the remnant piers adjacent to the existing bridge must be removed. This work was approved in June 2023, with removal anticipated to begin in June 2024 and be completed by November 2024.

The Susquehanna River Rail Bridge Project is intended to provide future improvements to capacity, trip time, and safety for commuter, freight, and intercity rail services, as well as improve the navigation channel for marine users.

MARC Commuter Rail Extension

On the 460 miles of Amtrak's Northeast Corridor railroad, there is only one gap in commuter rail service, between Perryville, Maryland and Newark, Delaware. The MARC Penn Line currently provides service between Washington, D.C. and Perryville, and the SEPTA Wilmington/Newark Line provides service between Newark and Philadelphia. In August 2017, WILMAPCO completed an analysis to determine the potential ridership that would result from filling this gap. Multiple scenarios were explored for a new connecting commuter rail service or extension of one of the two existing lines, which would also bring the possibility of reintroducing rail service to Elkton, Maryland. The projected ridership analysis supports the goal of connecting these two services; however, there are currently no funds in place for operation or construction.

NEC Future

In February 2012, the Federal Railroad Administration launched a comprehensive planning effort to define, evaluate, and prioritize future investments in Amtrak's Northeast Corridor, which stretches from Washington, D.C. to Boston. In July 2017, the FRA selected a preferred alternative as a corridor-wide vision. The FRA seeks to achieve modern, efficient passenger rail service for travelers on the NEC, including improving rail service, expanding rail capacity, and modernizing infrastructure. These improvements promise more frequent train service, faster trip times, improved airport connections, and increased access to employment opportunities.

Amtrak Daily Long-Distance Service Study

As part of the 2021 Bipartisan Infrastructure Law, the Federal Railroad Administration (FRA) is tasked with conducting an Amtrak Daily Long-Distance Service Study to evaluate the restoration of daily intercity passenger rail service, and the potential for new Amtrak long-distance routes. This includes assessing the restoration of daily intercity passenger rail service along any routes that were discontinued, as well as currently operating routes with nondaily service. Stakeholder engagement for this study began in 2022 and will continue throughout 2023 and 2024. All planning agencies and transit agencies in the Inter-Regional Report study area are stakeholders in this study.

East Coast Greenway

The East Coast Greenway will be a long-distance multi-use trail network that will link from Florida to Maine. Once completed, the greenway will connect multiple cities by trails, park paths, waterfronts, abandoned railroads, and other facilities.

41 miles of the greenway travel through Delaware. 73% of off-road trail mileage is completed, and an additional 10% is funded. Most recently designated is the multi-use path which connects the City of Newark with the Maryland state line along Elkton Road. The Delaware East Coast Greenway, DelDOT, WILMAPCO, and local agencies are working to plan and implement additional segments in conjunction with larger transportation improvements. In Maryland, 166 miles of greenway are planned. Minimal progress has been made in Cecil County. Signs were installed for the entire interim on-road route in Cecil County in 2017. In 2022, the entire route through Cecil and New Castle Counties were designated a part of USBR 201 by the American Association of State Highway and Transportation Officials (AASHTO).

Summary and Recommendations

Based on the findings of this report, more people, jobs, passenger vehicles, and trucks will continue to move in and through the 28-county study area. By 2050, the study area's population is projected to grow by 9.5%, while employment will grow by 11.4%. From 2022 to 2045, total traffic and truck volumes are projected to rise by 52% and 25%, respectively. Without infrastructure improvements, congestion is expected to significantly impede traffic flows throughout the region by 2045, with a 65% increase in the number of roadway segments reaching or exceeding their carrying capacity.

Improvements to public transportation in the region will provide more accessible, more frequent, and more efficient transportation options, reducing the need for single-occupancy vehicles. The number of inter-regional transit routes has grown in recent years, providing more options for travelers crossing county lines. A number of completed and ongoing planning efforts seek to improve the public transit experience, including two major passenger rail station upgrades, feasibility studies to expand or introduce new transit services, a long-range plan for intercity rail, and area plans that encourage transit-oriented development and greater density to support transit and walkability. Closing the commuter rail service gap between Perryville, Maryland and Newark, Delaware continues to remain a key initiative, which would improve connections in commuter rail service. New and expanded trails along the East Coast Greenway continue to provide increased options for active transportation.

Continued efforts should be made to expand inter-county transit services and reduce single-occupancy vehicles trips, put more freight on rails and waterways to mitigate the increasing congestion on major roadways, promote dense and walkable land use patterns, and coordinate overall planning activities to reduce greenhouse gas emissions. Overall, current inter-regional involvement and activities should continue, and additional measures can be determined through further inter-agency coordination.

It is the aim with each iteration of this document that reported demographic and transportation projections for 2045 and 2050 would prompt planning agencies to explore innovative strategies to improve quality of life and enhance the local and inter-regional transportation system. 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 study area:

Wilmington Area Planning Council (WILMAPCO)

The Wilmington Area Planning Council (WILMAPCO) is the regional transportation planning agency for New Castle County, Delaware and Cecil County, Maryland. As the federally designated Metropolitan Planning Organization (MPO), WILMAPCO is charged with planning and coordinating transportation investments for the region based on federal policy, local input, technical analysis, and best practices.

<http://www.wilmapco.org/>

Baltimore Metropolitan Council (BMC)

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.

<https://baltometro.org/>

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.

<https://www.carolinemd.org/138/Planning-Codes>

Delaware Valley Regional Planning Commission (DVRPC)

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

<https://dvrpc.org/>

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.

<https://doverkentmpo.delaware.gov/>

Kent County, Maryland Department of Planning, Housing, 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.

<https://www.kentcounty.com/planning>

Lancaster County Metropolitan Planning Organization

The Lancaster County MPO is a coalition between local governments, regional agencies, and other groups with an interest in transportation. Lancaster County MPO tackles transportation planning in Lancaster County, PA and is staffed by the Lancaster County Planning Department.

<https://www.lancompo.org/>

South Jersey Transportation Planning Organization (SJTPO)

SJTPO is the MPO for the southern New Jersey area, covering Atlantic, Cape May, Cumberland, and Salem counties. Formed in 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.

<https://sjtpo.org/>

Queen Anne's County, Maryland Department of Planning and Zoning

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

<https://www.qac.org/234/Planning-Zoning>

Sussex County, Delaware Department of Planning and Zoning

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

<https://sussexcountycle.gov/planning-zoning>

York County Planning Commission (YCPC)

YCPC was created in 1959 by the Board of County Commissioners. The commission prepares a comprehensive plan, as well as administers 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.

<https://www.ycpc.org/>