



WILMAPCO

2040 Regional Transportation Plan Update



SETTING PRIORITIES

REGIONAL
TRANSPORTATION
PLAN FOR
NEW CASTLE
COUNTY, DE
AND CECIL
COUNTY, MD

2011 Update

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2040 Regional Transportation Plan Update

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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. Our nine member Council consists of:

- Delaware and Maryland Departments of Transportation
- Delaware Transit Corporation
- New Castle and Cecil Counties
- Appointee of the Delaware Governor
- Municipal representatives from New Castle and Cecil Counties

The Wilmington region is home to nearly 640,000 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 Elkton to the Pennsylvania border. Natural and rural landscapes, sprawling suburbs, and small towns blanket the rest of the region.

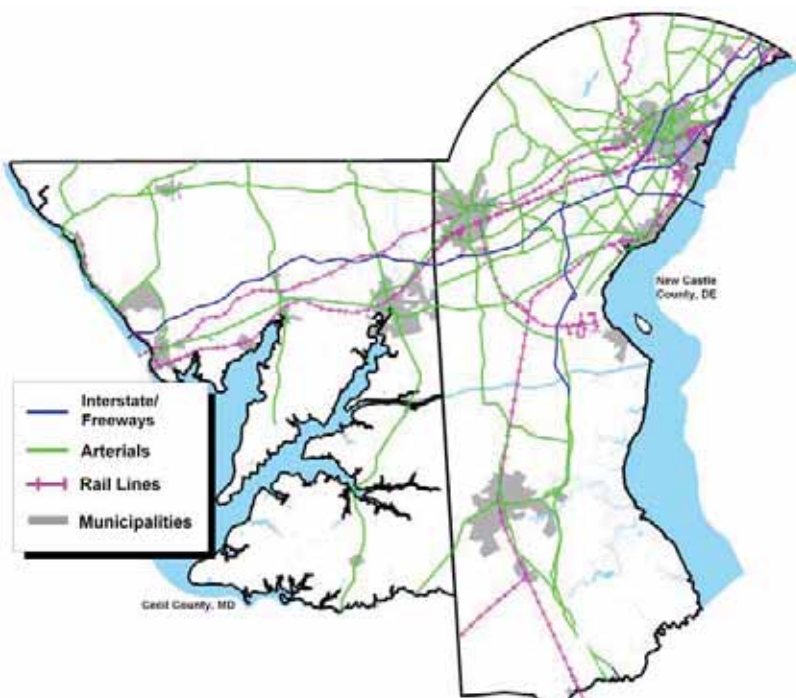
WILMAPCO's mission is to create the best transportation Plan for the region, one that meets all the requirements mandated by the Federal Clean Air Act and its Amendments (CAAA) and the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU).

What is a Regional Transportation Plan?

Every four years, we are required to update the long-range Regional Transportation Plan (RTP), with at least a 20-year planning horizon. This RTP must be financially reasonable and conform to air-quality standards. No transportation projects may be federally-funded unless they are found in the RTP.

Projects are implemented in one of two ways: through the inclusion of studies and analysis in the Unified Planning Work Program (UPWP) or through the inclusion of projects in the Transportation Improvement Program (TIP). The annual UPWP outlines all of WILMAPCO's planning activities for the fiscal year (July through June). These include area-wide studies, corridor studies, data analysis, and public outreach and education. The TIP is a four-year funding program, updated annually, which includes all federally-funded and regionally significant projects. These projects must fulfill the RTP, and are typically implemented by the state departments of transportation or local governments.

The RTP examines forecasted trends for the region such as population, employment, housing, and travel. Then it identifies the transportation





challenges that these trends pose before proposing transportation investments to mitigate these challenges. The RTP provides the broad policy framework to fulfill the WILMAPCO region's transportation goals: support economic growth, activity and goods movement; efficiently transport people; and improve quality of life.

The RTP recognizes the links between transportation, community vitality, environmental quality, economic growth, and social equity. Setting the agenda for our planning activities, the RTP challenges planners and decision-makers to consider these interconnections. The RTP is also financially reasonable, meaning that proposed project costs align with anticipated revenues. The RTP sets investment priorities through a transparent project prioritization process. Projects on WILMAPCO's "financially reasonable" list are ranked by priority to maximize the benefit of the limited transportation funding.

What is the 2040 Update to the RTP?

The 2040 RTP is an update to the 2030 RTP, approved in March 2007, and serves as the fifth Plan update, since the region's original transportation vision was established in 1996. The 1996 Plan and subsequent updates serve as a living document, a tool for making informed transportation investment and policy decisions. The Plan is subject to continual review to remain relevant and viable, as our region undergoes significant demographic, land use and transportation changes.

This 2040 RTP update serves as a companion document to the 2030 RTP, which laid out actions to achieve the long-range vision for how the region's surface transportation system should develop. As with past updates, the 2040 RTP reflects the current understanding

RTP Goals and Objectives	
Support Economic Growth, Activity and Goods Movement	
Objectives:	<ul style="list-style-type: none">• Ensure a predictable and adequate public investment program to guide private sector investment decisions• Plan and invest to promote the attractiveness of the region
Efficiently Transport People	
Objectives:	<ul style="list-style-type: none">• Improve transportation system performance• Promote accessibility, mobility, and transportation alternatives
Improve Quality of Life	
Objectives:	<ul style="list-style-type: none">• Protect the public health, safety, and welfare• Preserve our natural, historic, and cultural resources• Support existing municipalities and communities• Provide transportation opportunity and choice

of the region's transportation investment needs and financial realities but retains the established goals, objectives, and actions from the 2030 RTP.

Federal policies that shaped past transportation Plans expired in September 2009. Federal funding is currently provided by a continuing resolution. Debate is underway in Congress regarding changes to the role of MPOs. Given this uncertainty, the 2040 RTP attempts to anticipate future federal policy.



Funding

Future federal transportation legislation is expected to address insolvency of the Highway Trust Fund. According to the National Surface Transportation Policy and Revenue Study Commission 2008 Report *Transportation for Tomorrow*, the U.S. invests less than 40 percent of what is needed to keep its transportation infrastructure in working order and the economy viable.

Energy and Climate Change

Oil use in transportation has also led to the release of greenhouse gasses, speeding climate change. Transportation accounts for about 28 percent of greenhouse gas emissions in the U.S. The U.S. also imports about 70 percent of its oil, and supply is expected to diminish in coming years. President Obama has established the goal of reducing oil consumption 35 percent by 2030. Strategies to achieve this goal such as improvements in technology, operational efficiencies, land use policy shifts, and reduction in vehicle trips are anticipated in the reauthorized transportation legislation.

Livability

In 2009, a partnership was formed between the U.S. DOT, U.S. Department of Housing and Urban Development (HUD), and the EPA to provide more transportation choices, promote equitable and affordable housing, enhance economic competitiveness, support existing communities, coordinate and leverage federal policies and investments, and value communities and neighborhoods. It is anticipated that these livability principles will be part of future transportation policy.

What is the Planning Process?

Our planning process combines technical analysis with community and agency participation. Throughout this Plan, maps and data, “best practices” from across the nation, and guidance we have received from the public and member agencies are used. This approach allows us to plan in a way that is both proactive and relevant to the region. We have reached out to hundreds of residents, local governments, neighborhoods, businesses, and interest groups and incorporated their voices.

Since our Council is comprised of representatives from the State, County, and municipal level, the RTP represents a coordinated effort between all of the participating jurisdictions and agencies, and the public. Member agency plans have been incorporated into this Plan and correspondingly, this Plan will be adopted by our partners. The RTP serves as the transportation section of New Castle County’s Comprehensive Plan and provides guidance to other local jurisdictions, DelDOT, and MDOT as they plan for the region’s future.

How Does the Public Shape the RTP?

We are committed to a public participation program focused on soliciting community interaction and opinions throughout the planning process. The Public Participation Plan (PPP) guides the outreach process. Public outreach objectives for the RTP include:

- Engaging stakeholders in setting new priorities
- Providing a minimum of 30 days for review and comment on the draft document
- Seeking guidance when developing policies, identifying issues, gathering ideas, developing alternatives, setting evaluation criteria, and selecting the best alternatives



- Making the draft RTP available through WILMAPCO’s website
- Using a variety of visualization techniques to solicit public comment
- Reviewing and when appropriate, incorporating public comments into the RTP

Several strategies have been employed to meet these objectives. They include: conducting a telephone opinion survey, an RTP update web page, flyers and news articles, meetings with municipalities and civic groups, and hosting a community forum, known as “Our Town.”

Telephone Survey

Conducted every four years in both Cecil County and New Castle County (concurrent with RTP updates), the telephone opinion survey demonstrates that transportation is a critical issue for residents (see Fig .1). Residents also expressed a desire for carefully planned new development, more transit options, and preservation

of open space and farmland in both counties. Overall, the results of the survey found that residents support the goals and objectives set forth in the RTP.

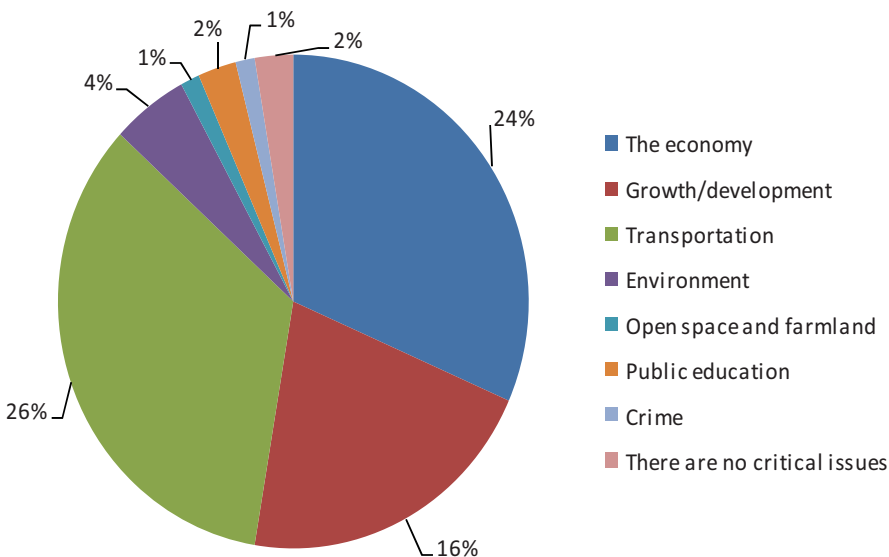
Meetings with Municipal and Civic Reps.

During the update process WILMAPCO staff met individually with Council members and their staff to solicit feedback on the goals and objectives of the RTP. WILMAPCO staff also made presentations to nearly 40 organizations during the two-month long public comment period held from November 2011 through January 2011.

Website and Publications

The Internet provides the most efficient way to reach and collect information from many residents. In addition, flyers, the *Transporter* newsletter, press releases, and the electronic newsletter (E-news) were used to get the word out and invite comments.

Figure1: Public Opinion: Most critical issues in the next 5 to 10 years



Our Town Community Forum

One highlight of our outreach process included the Our Town Community Forum held on November 17, 2010. Attended by nearly 125 people, the event provided an opportunity for stakeholders to learn about the RTP update, and share ideas. The event was held in conjunction with outreach for the Delaware Statewide Transportation Plan, Delaware State Strategies for Spending, PlanMaryland and the New Castle County Comprehensive Plan.



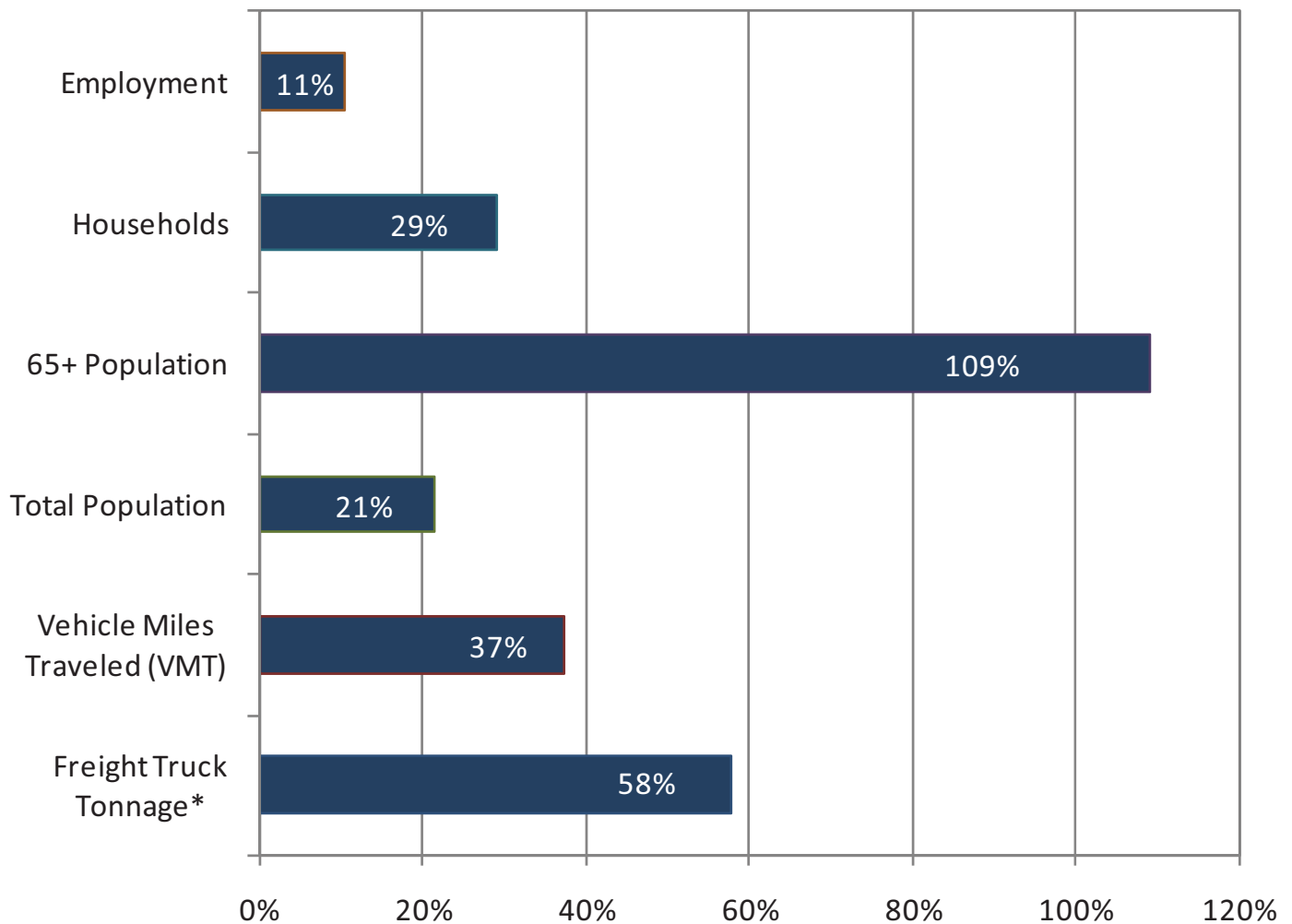
Challenges Facing the Region

This RTP update comes during the worst economic downturn since the Great Depression. Still, transportation investment is more critical than ever. Transportation improvements stimulate the economy by providing construction jobs, better multimodal access to destinations, more efficient goods movement, and reduced fuel and crash expenditures via efficiency and safety improvements. Furthermore, investment in “active transportation” or transportation improvements

that promote walking and bicycling, lead to a healthier population and lower healthcare costs.

The 2040 RTP addresses a number of current and future forces that affect our ability to attain our goals. One overriding challenge is that our anticipated transportation needs far exceed the funds available to pay for them.

Figure 2: Projected Regional Changes 2010-2040



*Projections out to 2030



Demographic Changes

During the next several decades the WILMAPCO region is expected to undergo major changes to its demographic make-up including:

- 71,000 new households
- 34,000 new jobs
- A doubling of the senior population

Creating Alternatives to the Automobile

Our Complete Streets initiative promotes the needs of those who walk, bike, and use transit. WILMAPCO plans consider the needs of all users, and fostering transportation choice is a high agency priority.

Supporting Traditional Communities

One regrettable consequence of past planning and policies has been the reduced emphasis on centralizing commerce, culture, and community. Traditional centers represent concentrations of infrastructure that support our policies and goals. Centers have the density that promotes transit, walking, bicycling, and shorter trip destinations. Providing transportation investments and supporting development in these areas is the sustainable choice, both for our economy and the environment.

A Changing Economic Landscape

Over the past decades, the employment base in the region has shifted from primarily manufacturing and business toward a more service-based economy. Providing adequate infrastructure to allow these businesses to flourish is critical.

Meeting the Needs of an Aging Population

Senior and disabled communities must negotiate a transportation system designed to facilitate the movement of younger, non-disabled adults. The unfortunate result for too many is isolation and limited access to adequate health care visits. Projected increases in both populations compound the need to act.

Meeting Increased Demand for Goods Movement and Increased Inter-Regional Strains

The transportation system is not only designed to move people but also commodities. Trucks, railcars, and ships carry goods to air and seaports, factories, and stores. Nearly 57 million tons of freight (worth about \$38 billion) enter the WILMAPCO region each year, straining the transportation system and creating bottlenecks. An increasing number of these freight movements are through trips that, while clogging the network, do not directly contribute its upkeep.

Financing the Transportation System

Significant funding issues have continued since the previous RTP update at both the regional and national levels. Many priority projects have subsequently been placed on hold. Several factors have combined to create this instability with transportation funding. These include rising material costs and labor costs, demands for new infrastructure in sprawling areas, Transportation Trust Fund collection not keeping pace with expansion, and unsustainable growth in paratransit services.



Addressing Congestion

The issue of congestion impacts every facet of our lives — from transporting goods and services, commuting to work or simply crossing the street. As a requirement for our region, WILMAPCO has a Congestion Management System to identify and monitor the most critical congested corridors in the region.

Figure 3: 2009 Congested Corridors



Preserving our Aging Infrastructure

From the largest of interstates to the smallest of culverts, an increasing amount of our available funding goes to the preservation and maintenance of our existing system. Although spending on preservation has more than doubled over the past decade, the region still struggles to maintain roadways with acceptable ride quality goals as well as address the structurally deficient/functionally obsolete bridges.

Addressing New Legislation

While it is unclear as to what exactly will be asked of MPOs in any new updates to SAFETEA-LU, some of our requirements will change. It will be important for WILMAPCO and its member agencies to be responsive to new legislation once it becomes law.

Improving Our Air Quality

One of the greatest challenges facing our region, as well as many other metropolitan areas, is meeting air quality standards while working collectively to address global climate change. Regionally, failing to meet air quality standards damages the health of our community, especially that of children, older residents, and those with respiratory diseases. Moreover, if our region does not develop and implement adequate plans to meet air quality standards, then millions of dollars in federal transportation funding may be lost.

Addressing Challenges

The 2030 RTP consisted of objectives that addressed these challenges, with actions identified for each objective. We have assessed successes and failures using performance indicators in a Regional Progress Report, produced every two years.

There is still work to be done to complete the actions first identified in the 2030 RTP, which carries over into this 2040 RTP update. For more information, see Section 3 of the RTP 2007 update. Section 6 of this document includes new actions planned to address these challenges.



Measuring Performance

Measuring performance is critical to any successful planning process, and is likely to be a key addition to the new federal transportation bill. The performance of the RTP is measured every two years via the Regional Progress Report. Designed to track the actions found in the Plan, this report uses data indicators to identify where there have been positive steps in meeting the Wilmington region's transportation goals, and where additional attention is required. The Progress Report also features a summary of the transportation and land use recommendations found in the comprehensive plans of local municipalities, which can be found in the appendix. All this makes the Regional Progress Report an important tool for fashioning the development of RTPs.

Transportation Investment Areas

One of the key tools the Progress Report uses to track performance are Transportation Investment Areas (TIAs). These were developed by reviewing adopted state, county

and local land use plans, to help make the decisions on where to focus our transportation dollars, and which investments are appropriate for specific areas. The definitions of these areas are listed below, and the spatial boundaries of our Center, Core, Community, Developing and Rural areas can be seen on the following page.

Population and Investment Swells Outside Center/Core TIAs

The Progress Report has documented evidence that we are not on track to meet many of the RTP's objectives and actions. Heavy population growth in the region's sprawling fringe has triggered significant transportation investment beyond the region's Core area. This has contributed to socially inequitable transportation investments, new challenges for public transit and infrastructure decay.

Transportation Investment Area (TIA) Definitions

Center – Areas with the highest concentrations of population and/or employment with well-established land uses and development patterns and opportunities for significant re-development. The objective is to provide intensive transportation investment with an emphasis on public transportation, walking and bicycling, and to make existing and planned improvements as safe and efficient as possible.

Core - Municipal and non-municipal areas which contain densely settled population and employment patterns. These areas contain a substantial amount of key regional transportation infrastructure encompassing all modes. The objective is to maintain the existing infrastructure while allowing for system expansion for all modes of transportation.

Community - Areas with well-established land uses and development patterns and where growth and development pressures are expected to be moderate. The objective for these areas is to expand and improve transportation facilities and services, and to make each as safe and efficient as possible.

Developing - Areas where land uses and development patterns are not yet set and continue to emerge. The objective is to appropriately encourage growth and rational development through a planned set of phased investments, land use coordination, and policy actions consistent with zoning designations.

Rural - Areas where limited growth and development exist or are expected and where natural resources are to be preserved. The objective of these areas is to preserve existing transportation facilities and services.

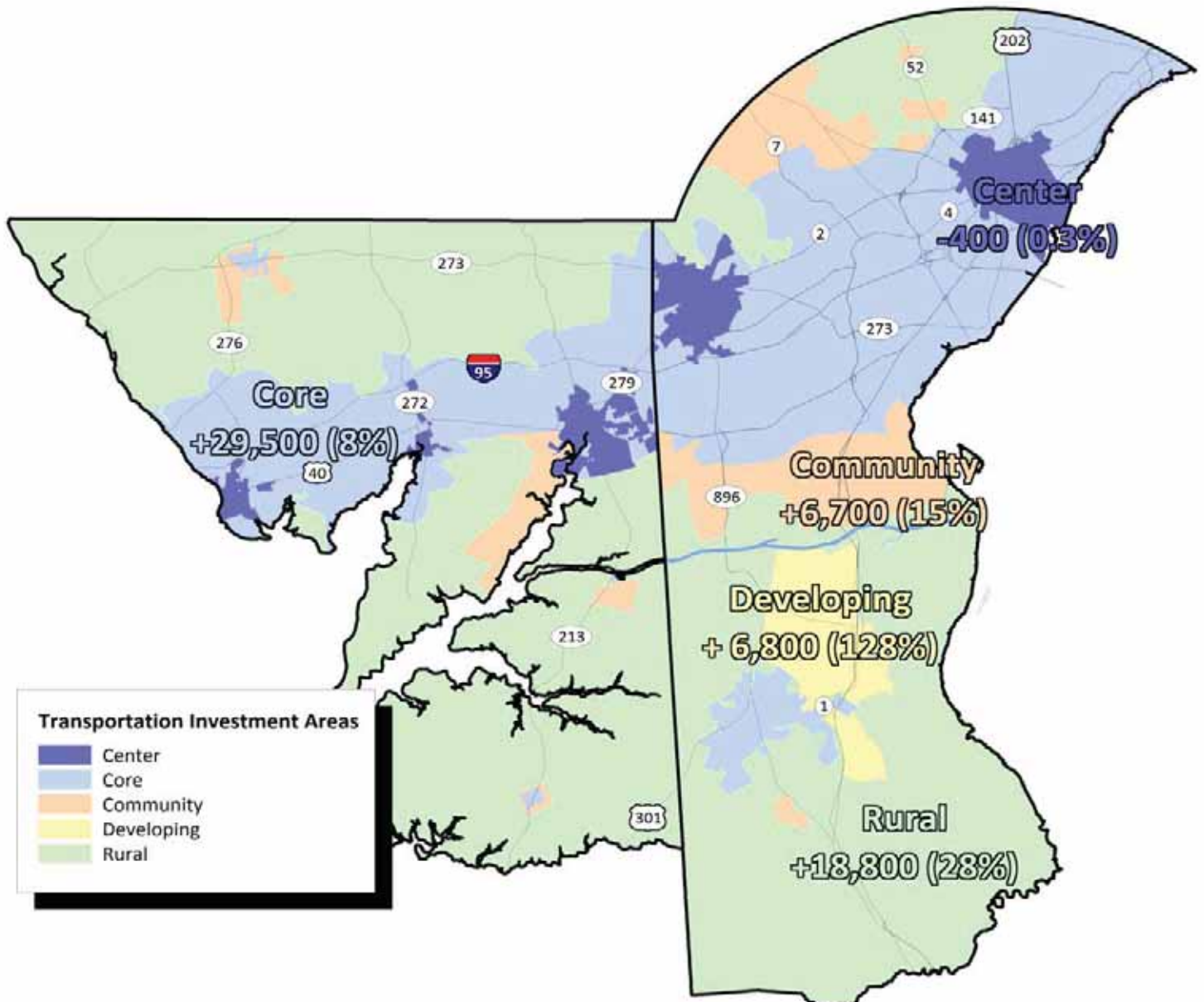


While about 80 percent of our population lives in Center and Core TIAs, growth in these areas has slowed. Since 2000, over 32,000 new residents appeared outside of the developed I-95 corridor.

This population movement has spurred transportation spending in the suburban fringe, especially around Middletown. A US 301 expansion project, which aims to

place an expressway across rural lands in the south, is the centerpiece of these new investments. Led by this project, recent TIPs have shown a much greater emphasis on expansion projects, and less emphasis on preservation, management, and multi-modal projects. Recentralizing growth and investment would help the region realize a more sustainable future.

Figure 4: Population Growth by TIA, 2000-2010





Social Inequities Surface

Transportation spending should be distributed equitably across our society. However, low-income and minority communities do not benefit from planned spending as much as expected. The percentage of project funding slated for low-income and minority neighborhoods, or Environmental Justice (EJ) areas in the region, has fallen since 2004.

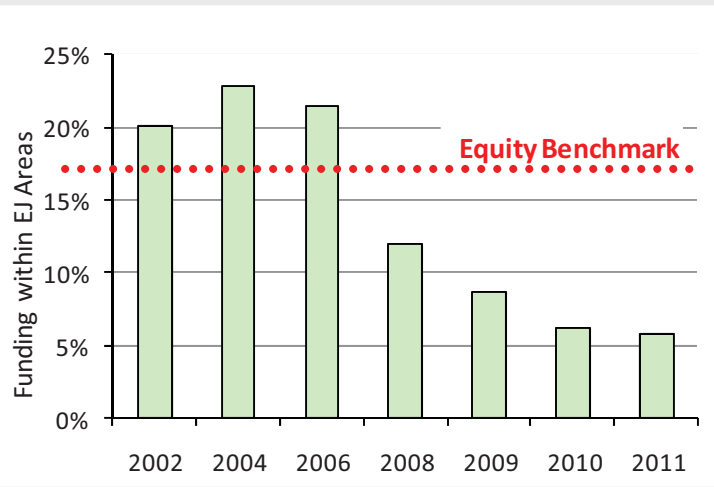
Low-income and minority neighborhoods, which lie within the Center and Core TIAs, also carry a heavier share of the system’s burden. For example, EJ areas account for a disproportionate amount of non-motorized crashes in the WILMAPCO region, and as a recent WILMAPCO data report suggests, an overrepresentation of homes with heightened near-road emission exposure.

Public Transit is Facing Challenges

With limited funding allotted for its improvement and expansion, the fixed-route public transit system in the region has struggled to keep pace with population movements outside the Core. Thus, the percentage of New Castle County’s population within walking distance of a bus stop has slipped since 1996, from about 56 percent to about 52 percent in 2009. The emergence of age-restricted communities in recent years has further highlighted this trend. In New Castle County, all 14 existing and planned adult communities south of US 40 lack fixed-route public transit access; Cecil County is home to a cluster of a dozen communities northwest of the Town of North East that are not served.

An economically unsustainable paratransit system in Delaware siphons resources from potential

Figure 5: TIP Funding Equity Benchmark¹



improvements to the fixed-route system in New Castle County. The graying of our population, coupled with liberal acceptance standards in the recent past have resulted in booming paratransit ridership throughout the state. Paratransit receives six-times the subsidy of a fixed route service; it is estimated that about 40 percent of Delaware Transit Corporation’s (DTC) operational costs are associated with paratransit, though its riders account for only a small fraction of total transit ridership.

In 2010 DTC began restructuring paratransit by prioritizing and pooling trips. But much more must be done. Ultimately limiting the service to the Americans with Disabilities (ADA) service area (within 3/4 of a mile of an existing fixed-route) would generate the most savings.

1. TIP funding here considers only projects able to be mapped. Further, only “community beneficial” projects that fell within EJ areas are tallied. Projects along interstates, rail projects, and Wilmington Riverfront projects are excluded. The benchmark of 17% represents the percentage of our region’s population residing within EJ areas.



Ride Quality on Roads Worsens

In New Castle County major projects to restructure deteriorating road segments have been shelved in favor of expanding roadways south of the C & D Canal and adding capacity to I-95 in the north.

This has coincided with a steady decline of ride quality on the county’s roadways. Between 2002 and 2008, the percent of state maintained roads with acceptable ride quality slid from more than 79 percent to 63 percent. DelDOT’s goal is for 85 percent of roads to meet this criteria². Ride quality on state maintained roads in Cecil County is more promising, exceeding 80 percent from 2002 to 2006, the last year data were available.

Automobile Crashes Drop

Beyond these gloomy trends, the Regional Progress Report has also uncovered indicators that show we are on track to meet many regional goals and objectives. Vehicle crashes have declined during the last decade. Though the crash rate has fluctuated in New Castle County in recent years, the region witnessed an overall drop in automobile crashes

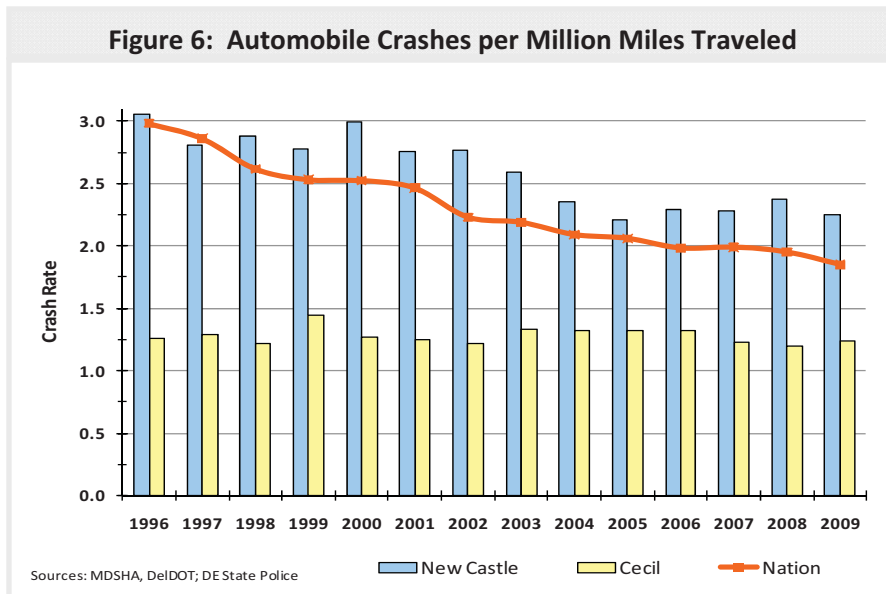
since 1996. Bicyclists and pedestrians are also safer. During the three year period of 1998-2000, there were 800 pedestrian crashes across the region. Between 2006-2008 that figure dropped 17 percent to 663.

Public Transit Use Jumps

Public transit has been enjoying a steady wave of increased ridership. In New Castle County, ridership on fixed-route buses grew by about 18 percent since 2003. In Cecil County, an expansion of bus service pushed ridership above 32,000, in 2009, from about 7,000, in 2003. More residents are also commuting via train. SEPTA’s Wilmington-Newark line in Delaware has seen a 76 percent boost in riders during the past decade; ridership at the Perryville station on MARC’s Penn Line has jumped by 22 percent from 2006 to 2008.

Growth in park and ride capacity and use and ridesharing has also been noted. The region added more than 500 new parking spaces to park and ride lots since 2000, a 14 percent increase. With the exception of Cecil County, their use has risen consistently since 2000.

Figure 6: Automobile Crashes per Million Miles Traveled



2. DelDOT is responsible for the maintenance of 89% of roads in Delaware, over four times higher than the national average.



Promoting Active Transportation

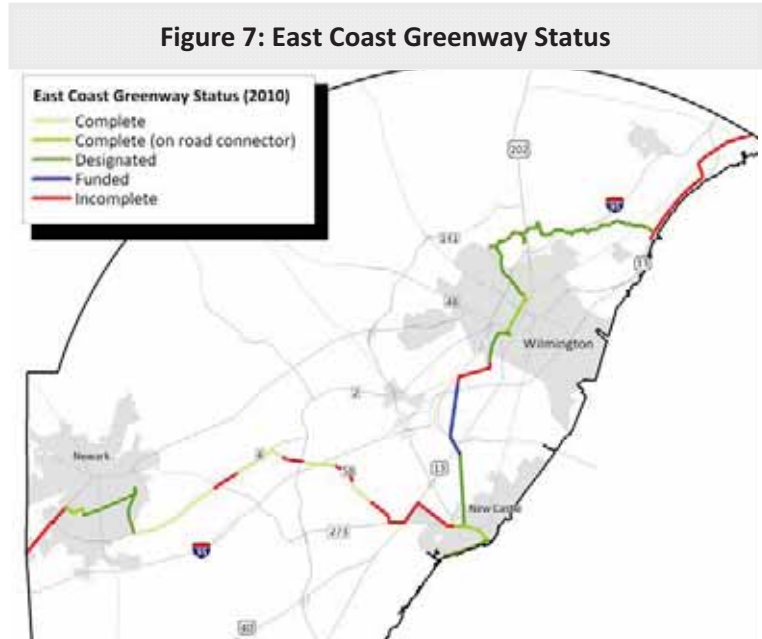
New Castle County has made solid progress building its segment of the East Coast Greenway, a 2,600 mile auto-free path linking cities from Maine to Florida. Though only a few links have been constructed in Cecil County, more than half of the planned greenway in New Castle County is complete. Nationally, more than 21 percent of the greenway is in place.

Improving Technology

E-ZPass technology is an effective way to reduce congestion on tolled highways, with its ability to process between 1,200 -1,800 cars per hour. There has been a marked increase of users of this technology in the WILMAPCO region since 2004. Usage at the I-95 Toll Plaza at the Susquehanna River and along SR 1 at the C & D Canal has increased by more than 48 percent since 2004.

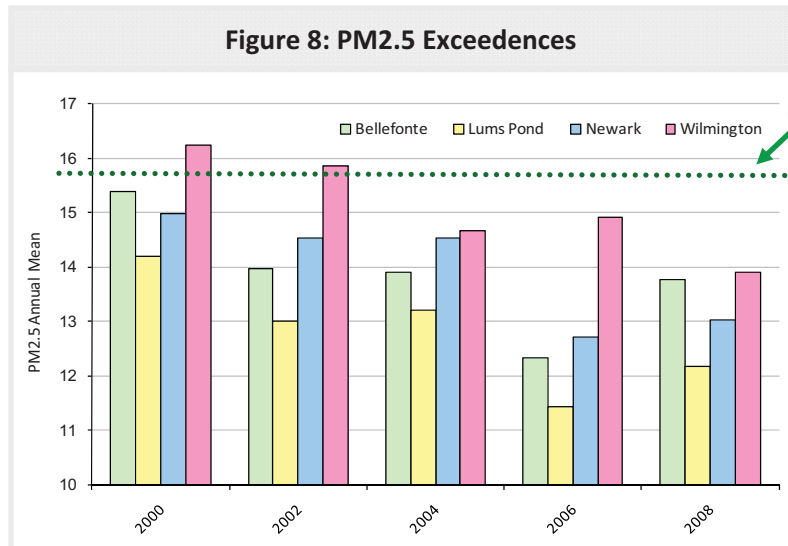
Air Quality Continues to Improve

Loss of industry and stiff federal regulations have contributed to much cleaner air throughout the United States. In the WILMAPCO region, the number of days exceeding the ozone and fine particulate matter (PM2.5) standards have fallen this past decade. As the chart below illustrates, we met the three-year federal PM2.5 standard



during the 2004-2006 period. Unfortunately, New Castle County cannot be re-designated until all stations in the Philadelphia metro region meet the standard.

Mobile-source emissions are predicted to continue to fall into the next two decades.





Beyond the key trends, the charts that follow provide a brief review of the progress WILMAPCO has made to address each goal, objective, and action in our 2030 RTP.

Table 1: Actions Update on RTP Goal- Support Economic Growth, Activity and Goods Movement

Goals, Objectives and Actions	Projects/Methods to Address Action
Objective #1 Ensure a Predictable Public Investment Program	
Adequately invest in our designated Transportation Investment Areas	Use Regional Progress Report and annual TIP document to monitor % of available revenue spent on projects within appropriate Transportation Investment Areas (TIAs)
Coordinate with DOTs and land use agencies as they implement completed sub regional plans	Include new and approved plans in the UPWP and provide public outreach and technical assistance to help facilitate their implementation
Work with land use agencies to encourage future growth in areas with existing infrastructure to efficiently use our limited transportation resources	Review comprehensive plan updates of all counties/municipalities and incorporate recommendations into regional progress report
Use WILMAPCO's approved prioritization process to select projects for funding	WILMAPCO Project Prioritization Process revisions. Update annually with new data as it becomes available
Seek additional innovative funding sources for transportation improvements and utilize existing funds more effectively	Continue to provide educational materials to the public and regional decision makers about innovative funding and regional priorities
Identify dedicated funding sources for transit operating and capital budgets that will keep pace with inflation, rising demand and changing ridership patterns	Research best practices
Continue to coordinate with community stakeholders on transportation decision making	Work through PAC to provide outreach
Develop more comprehensive performance targets for the region	Work towards better performance targets within the Regional Progress Reports
Continue to complete annual Congestion Management Process report and integrate findings into the TIP	Complete CMP Report annually
Objective #2 Plan and Invest to Promote Attractiveness of the Region	
Continue to evaluate intercounty rapid transit for New Castle County	Participate in University of Delaware Study
Work with economic development, tourism and transportation agencies to establish a better relationship between transportation and tourism	Assist with scenic byway planning, East Coast Greenway, Northern Delaware Heritage Coalition, and other initiatives
Continue to work towards intercounty transit with Cecil County and filling the regional transit gap with passenger rail service from Perryville to Elkton	Completion of the "Fill in the Gap" Study and participate in discussions regarding BRAC Intercounty Greyhound bus is scheduled to begin 2011
Support efforts to extend passenger rail service from Wilmington to Dover, including the creation of transit supportive development along the intended corridor	Promote the incorporation of TOD in southern New Castle County
Enhance the Freight/Goods Movement Analysis Capacity	Increase data collection activities
Enhance our Goods Movement Capabilities	Completion of WILMAPCO Freight & Goods Movement Analysis
Plan, fund and implement a comprehensive goods movement program	Completion of WILMAPCO Freight & Goods Movement Analysis
Continue Partnership with ridesharing agencies	Continue coordination efforts with car share, Rideshare DE and Transit Check outreach



Table 2: Actions Update on RTP Goal- Support Efficiently Transport People

Goals, Objectives and Actions	Projects/Methods to Address Action
Objective #1 Improve Transportation System Performance	
Work with transit providers to expand Regional Transit and Ridesharing information through implementation of real-time travel information via telephone, on-site, and computer-based systems	Research best practices
Work with transit providers to expand the use of smart cards region wide	Collaborate with local and regional transit agencies
Fund projects that make better use of Intelligent Transportation Systems (ITS)	Develop "CMS Sub-Report" to analyze effectiveness of congestion mitigation measures to gauge their impact on reducing congestion
Improve implementation of "Maintenance First" policy by funding a TIP that makes improving the condition of the existing transportation network the top priority	Use Regional Progress Report and annual TIP document to monitor % of available revenue spent on preservation & maintenance projects
Work with DOTs to design transportation facilities to reduce future maintenance costs	Research best practices
Work with transit agencies to improve transit efficiency and desirability by recommending and funding projects that reduce bus travel times	Research best practices; complete Downtown Wilmington Circulation Study
Fund enhancements to Park & Ride Facilities	Examine overall usage of park & ride facilities from annual usage information to determine a prioritized list of top performing locations
Expand Transportation Systems within the Center and Community Transportation Investment Areas where necessary	Use of Regional Progress Report and TIP to monitor % of available revenue spent within Center and Community Investment Areas
Objective #2 Promote Accessibility, Mobility and Transportation Alternatives	
Continue to plan for and fund multimodal projects	Use Regional Progress Report and annual TIP document to monitor % of available revenue spent on multi-modal projects
Increase access to transit with technology, service expansion, park-and-rides, bus facilities, sidewalks and bicycle racks on transit vehicles	Collaborate with local and regional agencies
Coordinate with implementing agencies on planning and design of complete streets. Implement a Complete Streets Policy through the TIP	Revise TIP Submission form to require details for not including pedestrian facilities if not specified in candidate project submission
Improve facilities for walking in pedestrian priority areas by funding pedestrian improvements within pedestrian priority areas and work through the development process to complete projects	Continue to promote "Walkable Communities"
Work with transportation agencies to improve pedestrian crossing facilities	Promote funding of improvements in high pedestrian priority areas, areas with pedestrian crashes, EJ/TJ areas and other identified areas
Work with DOTs, counties and municipalities to implement Multimodal Level of Service (LOS) Standards, and perform multimodal LOS analysis	Using the CMS, continue efforts to incorporate other modes and their LOS into the Congestion Management Process (CMP)
Implement improved fixed-route public transit service to TJ areas, where necessary	Identify and advocate for increased fixed-route service to poorly-served TJ areas
Implement recommended walkability enhancements within TJ areas, where identified, and continue to retrofit facilities to meet ADA standards	Identify and advocate for better non-motorized facilities within TJ areas
Continually monitor the progress of recommended strategies to address the transportation needs of TJ communities, especially households without access to an automobile	Use the Regional Progress Report to update and expand upon TJ analysis
Begin a dialogue to address accessibility and mobility concerns raised by seniors in our region	Discuss and build upon findings from the 2006 Senior Transportation Survey
Fund strategic improvements to our region's transit system to address the key issues and challenges facing our region	Participate in University of Delaware Studies and Cecil County Transportation Development Plan
Establish a network of pedestrian and bicycle facilities in partnership with member agencies	Update existing non-motorized facilities inventory using new aerial photos. Also, develop more responsive updating system using development plans supplied by land use agencies



2040 Regional Transportation Plan Update Section 3: Tracking Progress

Table 3: Actions Update on RTP Goal- Improve Quality of Life

Goals, Objectives and Actions	Projects/Methods to Address Action
Objective #1 Protect Public Health, Safety & Welfare	
Ensure a safe transportation system for all users	HSIP participation, crash data analysis, etc.
Assist Homeland Security agencies in developing and assessing the effectiveness of transportation security and evacuation plans	Continue participation in Transportation Management Teams (TMTs) sponsored by DelDOT
Coordinate with DOTs and schools to develop and implement Safe Routes to School Programs	Assist schools in developing Safe Routes to School plans and programs
Continue to fund traffic calming in residential areas, near schools and business districts, and areas where arterial roads bisect incorporated and unincorporated communities	Coordinate with DOTs to promote the identification of priorities and implement existing traffic calming plans such as the Newark Traffic Calming Plan. Work with other communities to develop traffic calming plans as needed
Promote the healthy communities through transportation	Improve outreach and coordination with public health officials to promote mobility friendly community design and active transportation options
Conform to Air Quality Conformity Requirements	Continue to fulfill federal requirements through the coordination of the AQS
Objective #2 Preserve our Natural, Historic, and Cultural Resources	
Provide assistance in the development of Byway Corridor Management Plans and work with DOTs to implement Context-Sensitive transportation improvements, as identified in Corridor Management Plans	Work with local committees to develop and implement corridor management plans for scenic byways. Lend technical assistance to these committees when appropriate
Limit projects within Rural Transportation Investment Area to preservation and safety	Focus TIP funding in rural TIAs on safety and preservation projects only
Objective #3 Support Existing Municipalities and Communities	
Incorporate objectives of county and municipal Comprehensive Plans into transportation plans	Collect, review, and summarize county and municipal comprehensive plans
Implement context-sensitive solutions for livable streets	Research best practices
Work with land use agencies and other stakeholders to encourage use of mobility friendly design and to develop and adopt mobility friendly design standards for additional jurisdictions	See objective
Objective #4 Provide and Promote Transportation Opportunity & Choice	
Enhance analytical capabilities and explore new methodologies for addressing the transportation needs of EJ groups	Use Regional Progress Report to explore additional analytical methods; produced 2009 EJ Report
Improve coordination with our PAC, member agencies, and the general public to enhance EJ-related activities and public awareness	See objective
Continually monitor the progress of recommended strategies to combat issues of under-representation, isolation, and lack of transportation alternatives found within EJ and TJ communities	Use Regional Progress Report to update and expand upon EJ analysis
Ensure Affordable Transportation Choices	Promote affordable transportation and monitor transportation expense in the Progress Report
Coordinated with Human Service and Transit Agencies to plan United We Ride, New Freedom, Job Access and Reverse Commute, and Special Needs of Elderly Individuals and Individuals with Disabilities Programs	Update and improve local plans



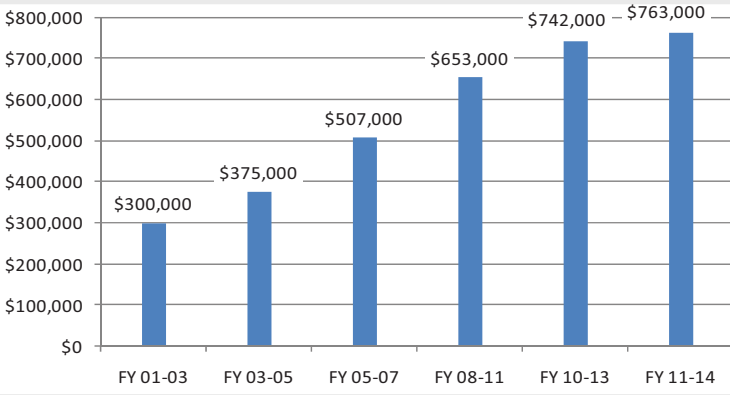
Revenue Assumptions and Estimates

Through coordination with state agencies, we have identified revenue sources that are reasonably expected to carry out a series of major projects through 2040. Overall, the financial outlook is quite bleak in New Castle County, but more favorable for Cecil County.

As shown in Figure 9, an increasing amount of our region’s funding has been slated for system preservation. If the trend continues, fewer dollars may be available for future capital projects.

Cecil County receives a percentage of the total available statewide funds. These are forecast to increase over the life of the Plan from roughly 3.5 percent in the early years, to over 11 percent by 2040. The chart below shows the predicted amounts of funding available to Cecil over the life of the Plan.

Figure 9: Total TIP Funding Spent on Preservation Projects, FY 2001-2014 (\$s x 1,000)



Source: WILMAPCO TIP Documents

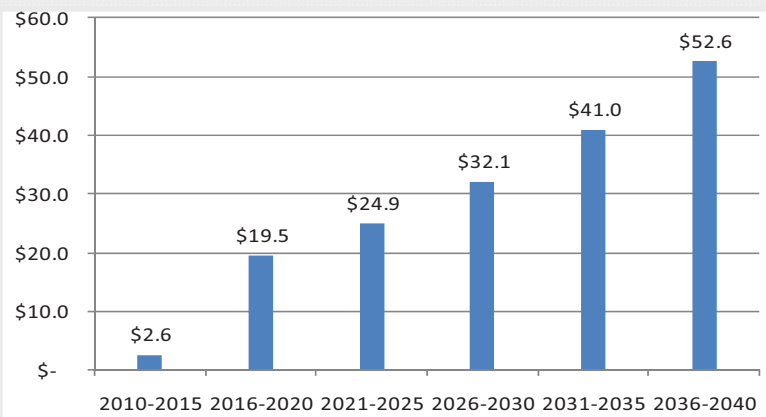
Financial projections have been developed in coordination with MDOT and DeIDOT by making assumptions based on historical spending. A full breakdown of the assumptions can be found in the appendix.

Cecil County Assumptions

Using MDOT’s FY2010-15 Trust Fund Forecast, the following growth rates have been developed to estimate future revenues from FY 2016-2040:

- Operating Costs: 2% per year
- System Preservation: 2.5% per year
- Federal Funds (Highway) 5.3% per year
- Federal Funds (Transit) 4.7% per year

Figure 10: Cecil County Available Expansion Funds Outlook, FY 2010-2040 (\$s x One Million)



Source: MDOT, June 2010

New Castle Assumptions

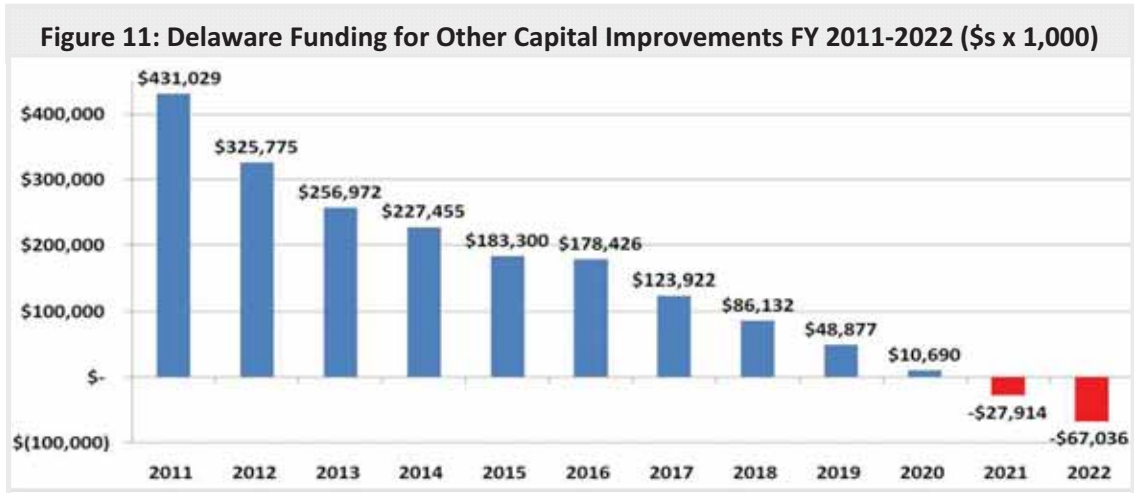
Using the Delaware Economic Forecast Advisory Committee’s FY 2010-2016 forecast, in addition to other assumptions provided by DeIDOT, a reasonable revenue forecast can be established for New Castle County. By taking the forecasted revenue (state and federal) and subtracting the operating costs, debt service payments, core business needs and GARVEE payback), the remaining amount can be used to develop a sense of funding through 2040.

As shown on the graph on the following page, Delaware cannot demonstrate that revenue will be available for capital improvements beyond FY 2020. This means projects beyond 2020 cannot be expected to be completed based on current forecasts.



2040 Regional Transportation Plan Update

Section 4: Financial Plan and Transportation Investments



Source: DEFAC, DelDOT Finance, June 2010. Chart indicates total amount of funding available after operations and core business expenses.

The chart below details the financial reasonableness of the current RTP. Since no projects are slated for in-service beyond 2020 in New Castle County, it can be determined that there is adequate funding available to complete the proposed list of projects.

Table 4: RTP Financial Analysis Summary

	Cecil County	New Castle County
Projected Revenues (FY 2011-2040)	\$677,684,000 <i>(includes \$505,084,000 in toll funds)</i>	\$1,282,031,000 <i>(includes \$533,000,000 in future toll revenue for US 301)</i>
Projected Costs, Constrained RTP	\$543,500,000	\$1,197,048,000
Surplus/Deficit (Revenues vs. Constrained Projects)	\$134,184,000	\$84,983,600

\$ in 2010 dollars

Financially Reasonable Project List

The map and table on the next pages describe projects that currently have funding available, or have anticipated revenues for implementation. This is WILMAPCO’s “financially reasonable” project list. This list does not include “aspiration” projects, for which funding has not been identified.

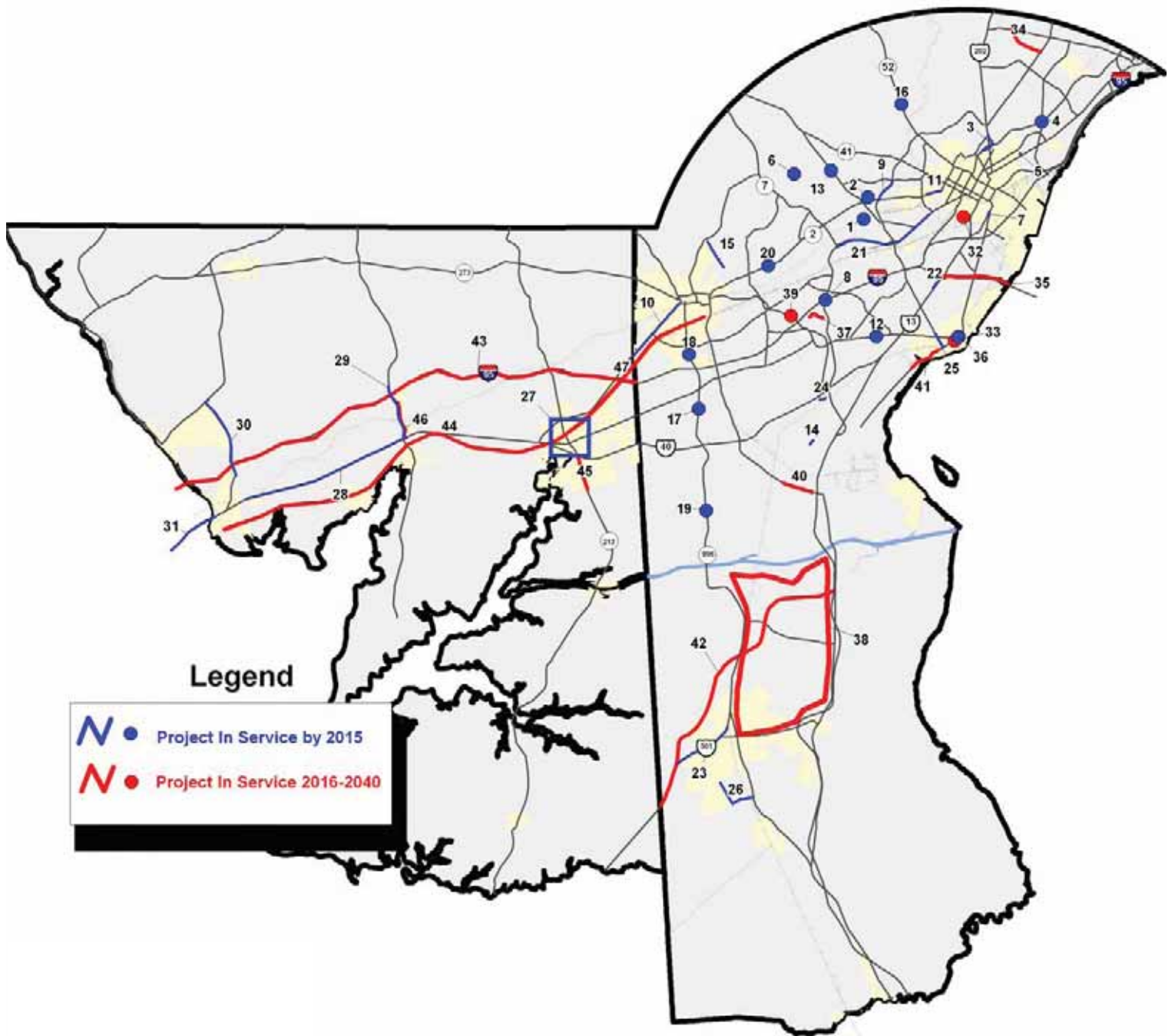
Projects included in the financially reasonable list have been submitted by the public and member agencies, and have been determined to be priority. This list does not include preservation and maintenance projects.

The short-term project list details projects that are currently funded through WILMAPCO’s TIP. Medium- and long-term projects will be programmed through future TIPs prior to their project development, engineering, and construction phases.



Financially Reasonable RTP Projects

Figure 12: Financially Reasonable RTP Projects





Financially Reasonable RTP Projects Short-Term (2011-2015)*

ID	Location	Project	In service	2010 Cost (x 1,000)	Cost in YOE (x \$1,000)**	Source plan
1	NCC	BR 1-651 CSX Rail Crossing over Newport Rd. near Delcastle H.S.	2011	\$7,300	\$ 7,592	Other Intersection / Road Improvements
2	NCC	Greenbank Rd and Albertson Blvd. Intersection	2012	\$1,200	\$ 1,298	HSIP
3	NCC	I-95 & US 202 Interchange	2015	\$41,500	\$ 50,491	US 202 / DE 141 Area
4	NCC	I-95, Carr Road and Marsh Road Interchange Improvements	2013	\$2,700	\$ 3,037	Other Intersection / Road Improvements
5	NCC	Lea Blvd - Tatnall to Market Sts.	2013	\$1,900	\$ 2,137	HSIP
6	NCC	Mill Creek Road and Stoney Batter Road Intersection (HSIP)	2012	\$3,300	\$ 3,569	Other Intersection / Road Improvements
7	NCC	Southbridge Streetscape Improvements Phase I (TE)	2012	\$1,200	\$ 1,298	2008 Southbridge Circulation Study
8	NCC	SR 1/ I-95 Interchange	2015	\$180,000	\$ 218,998	I-95 MD Line to I-295 Program
9	NCC	SR 141: SR 2, Kirkwood Hwy. to Faulkland Rd. (includes Br 160)	2013	\$34,400	\$ 38,695	Road Expansion and Management
10	NCC	SR 2, Elkton Rd: Casho Mill Road to Delaware Ave	2013	\$29,500	\$ 33,183	Newark/Elkton Plan
11	NCC	SR 2, South Union St: Railroad Bridge to Sycamore St.	2014	\$5,700	\$ 6,668	Other Intersection / Road Improvements
12	NCC	SR 273/Prangs Lane Intersection	2011	\$360	\$ 374	HSIP
13	NCC	SR 41/Hercules Rd. Intersection	2012	\$3,400	\$ 3,677	HSIP
14	NCC	SR 71, Old Porter Rd. to SR 7	2014	\$1,100	\$ 1,287	HSIP
15	NCC	SR 72, Possum Park Road: Possum Hollow Road to Old Possum Park Road	2015	\$2,000	\$ 2,433	Other Intersection / Road Improvements
16	NCC	SR 82/SR 52 Intersection	2012	\$2,000	\$ 2,163	HSIP
17	NCC	SR 896 / Four Seasons Blvd. Intersection	2011	\$623	\$ 648	HSIP
18	NCC	SR 896 and Old Chestnut Rd. Intersection	2014	\$1,255	\$ 1,468	HSIP
19	NCC	SR 896 at N 54 & N396 Intersection, Including Howell School Road to SR 71	2015	\$10,500	\$ 12,775	US 301
20	NCC	SR2/Upper Pike Creek Rd. Intersection	2011	\$710	\$ 738	HSIP
21	NCC	SR4, SR7 to N. DuPont Rd.	2015	\$3,000	\$ 3,650	HSIP
22	NCC	US 13, Bacon to McMullen Ave.	2013	\$900	\$ 1,012	HSIP
23	NCC	US 301: Middleneck Rd to Peterson Rd	2011	\$20,000	\$ 20,800	Westtown
24	NCC	US 40, Eden Square Connector	2015	\$3,600	\$ 4,380	US 40 Plan
25	NCC	Washington Street, New Castle & Frenchtown Road at DE 9	2013	\$7,500	\$ 8,436	City of New Castle
26	NCC	Wiggins Mill Road	2013	\$2,300	\$ 2,587	Westtown
27	CC	Elkton Circulator Bus Service	2012	\$60	\$ 62	Cecil Transit Development Plan
28	CC	Saturday Bus Service - Perryville and North East	2012	\$33	\$ 34	Cecil Transit Development Plan
29	CC	Cecil College to North East Connector	2012	\$11	\$ 11	Cecil Transit Development Plan
30	CC	Perryville Outlet/Chesapeake Overlook Connector	2012	\$21	\$ 22	Cecil Transit Development Plan
31	CC	Cecil Transit Connection to Harford County (actual cost)	2012	\$1	\$ 1	Cecil Transit Development Plan
NCC Short-term Total				\$367,948		
CC Short-term Total				\$126		

Source: WILMAPCO, DelDOT, MDOT

*Funding for these projects is anticipated to be available based on current financial projections. Subject to change. **YOE= Year of Expenditure



Financially Reasonable RTP Projects Long-Term (2016-2040)*

ID	Location	Project	In service	2010 Cost (x 1,000)	Cost in YOE (x \$1,000)**	Source plan
32	NCC	Christina River Bridge	2020	\$21,700	\$ 32,121	Wilmington Riverfront Improvements
33	NCC	City of New Castle Improvements (SR9/Delaware St)	2016	\$3,100	\$ 27,457	City of New Castle
34	NCC	Grubb Road, SR 261: Foulk Rd. to Naamans Rd., Ped. Improvements (HSIP)	2016	\$2,800	\$ 3,922	Brandywine Hundred Pedestrian Plan
35	NCC	I-295: Westbound from I-95 to US 13	2016	\$5,200	\$ 3,543	Other Intersection / Road Improvements
36	NCC	City of New Castle Improvements (SR9/3rd and SR9/6th)	2016	\$1,400	\$ 1,771	City of New Castle
37	NCC	Road A / SR 7 Improvements	2016	\$13,200	\$ 16,702	Churchmans Crossing Plan
38	NCC	Southern New Castle County Improvements	2020	\$46,200	\$ 68,387	US 301
39	NCC	SR 273 / Harmony Rd. Intersection Improvements (HSIP)	2020	\$1,200	\$ 1,776	Churchmans Crossing Plan
40	NCC	SR 72, McCoy Road to SR 71	2020	\$17,600	\$ 26,052	Del DOT
41	NCC	SR 9, River Rd. Area, Dobbinsville (viaduct)	2020	\$12,700	\$ 18,799	City of New Castle
42	NCC	US 301: MD State Line to SR 1 & Spur	2017	\$704,000	\$ 926,416	US 301
43	CC	I-95: Susquehanna River to Delaware State line**	2040	\$505,000	\$ 1,637,916	Roads
44	CC	Maryland Commuter Rail: Perryville to Elkton (MARC extension)	2020	\$15,000	\$ 22,204	Transit
45	CC	MD 213: Frenchtown Road to US 40	2030	\$15,000	\$ 32,867	Roads
46	CC	MD 272: US 40 to Lums Rd.	2020	\$22,200	\$ 32,861	Roads
47	CC	Rail - Newark to Elkton (SEPTA extension)	2030		TBD	Transit
NCC Long-term Total				\$829,100		
CC Long-term Total				\$557,200		

Source: WILMAPCO, DelDOT, MDOT

*Funding for these projects is anticipated to be available based on current financial projections. Subject to change. **YOE= Year of Expenditure

**Project funded from MDTA revenue.



Air Quality Conformity

Air quality conformity is a process that ensures we are on track to reduce vehicular emissions, and make the region’s air cleaner. Conformity applies to the planned transportation project mix in the RTP and TIP; determinations must be made with each update (or substantial amendment) to these plans. The full conformity determination can be found in the appendix.

While fine particulate matter (PM2.5) and ozone emissions from transportation have plummeted during the last decade, like many other metropolitan areas in the United States, we have yet to meet the rigorous federal standards. New Castle County is considered in non-attainment for PM2.5; and both New Castle and Cecil Counties are considered in moderate non-attainment for ozone.

Fine Particulate Matter (PM2.5)

PM2.5 are tiny solid particle and liquid droplets that result from fuel combustion and the transformation of gaseous emissions. Irritating membranes of the respiratory system, high exposure to PM2.5 can result in decreased lung

function, alterations of the body’s defense systems and, early death. Children and seniors are most at risk.

These particles and droplets are developed by *direct* and *indirect* sources. Direct transportation emissions are produced from exhaust fumes, break and tire wear, and road dust. Indirect transportation emissions result from exhaust components, such as nitrogen oxides (NOx).

In New Castle County, we are required to test for both direct PM2.5 and NOx (indirect source). With the absence of federally approved PM2.5 *budgets* for the county to test against, we must use an *interim emissions test*. With the interim emissions test, we must show that the region’s planned projects do not produce PM2.5 emissions in future years that will exceed those produced by the transportation system in 2002 and 2008, our *baseline years*. As shown in the table below, we have passed this test through 2040³.

Table 5: New Castle County’s PM2.5 Analysis

Analysis Year	AVMT**	PM2.5 (tons/year)	2002 Baseline	NOx*** (tons/year)	2002 Baseline	PM2.5 (tons/day)	2008 Baseline	NOx (tons/day)	2008 Baseline
2002			208.60		11,799.10				
2008							0.41		21.26
2013	6,061,173,084	110.95	Pass	4,957.51	Pass	0.30	Pass	13.58	Pass
2020	6,368,698,882	93.25	Pass	2,159.60	Pass	0.26	Pass	5.92	Pass
2030	6,873,798,124	96.30	Pass	1,564.18	Pass	0.26	Pass	4.29	Pass
2035	7,165,291,628	99.18	Pass	1,589.42	Pass	0.27	Pass	4.35	Pass
2040	7,464,654,377	103.32	Pass	1,656.19	Pass	0.28	Pass	4.54	Pass

**Annual Vehicle Miles Traveled

***NOx as particulate precursor

3. Emissions begin to trend upwards during the 2030s due to a combination of rising Vehicle Miles Traveled (VMT) and the completion of vehicle emission controls built into the model. Future emission controls are unknown, and thus cannot be modeled. Current controls built into the model even out the VMT increases expected through 2020.



Ozone

Ozone is a colorless, odorless gas that is created by a reaction between NOx and volatile organic compounds (VOCs). While ozone in the stratosphere protects life on earth, ground-level ozone is a key contributor to smog. Ozone can damage airways, cause inflammation similar to sunburn, and result in various health conditions including: aggravated asthma, reduced lung capacity, and increased susceptibility to respiratory illness. Like PM2.5, children and seniors are most at risk.

Motor vehicle exhaust produces NOx and VOCs, which combine with heat and sunlight to produce ground level ozone. As a result, ozone is considered a summertime pollutant.

Established ozone budgets (developed by state environmental agencies and found adequate by the federal government) are in place. We must show that the planned transportation system will not exceed these budgets in future years. The graphs below demonstrate the RTP's ozone conformity.

Figure 13: Cecil County's VOC Analysis

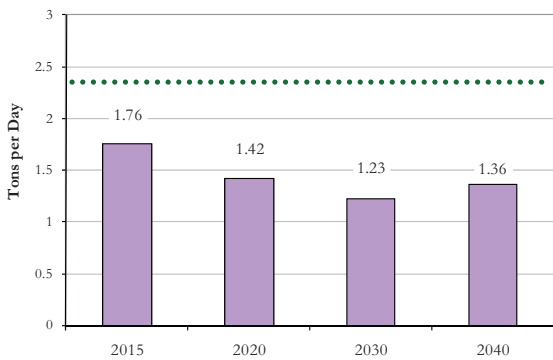


Figure 15: Cecil County's NOx Analysis

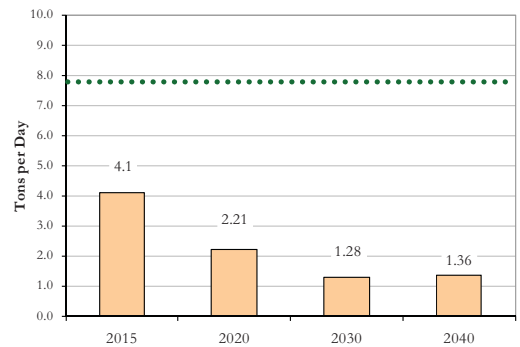


Figure 14: New Castle County's VOC Analysis

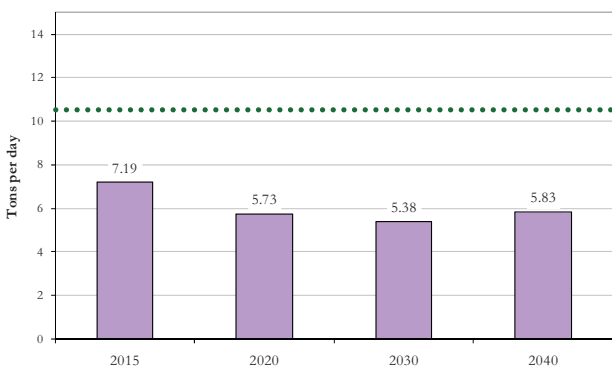
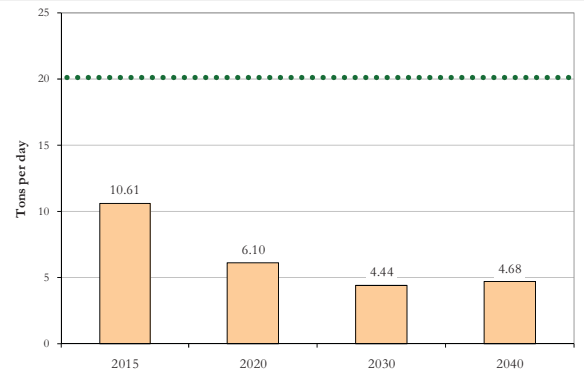


Figure 16: New Castle County's NOx Analysis





New Initiatives

With federal transportation legislation stalled in Washington, deep uncertainty abounds as to exactly which “new initiatives” MPOs will be asked to tackle. What is clear is that efforts to improve livability and address the challenges posed by a changing climate will factor heavily into the legislation⁴. As such, WILMAPCO is taking proactive steps to address these issues in the region.

Building Partnerships for Livability

While lacking the now fashionable buzz words, the 2030 RTP was unquestionably a plan for livability. The Plan sought to increase transportation investment in existing cities and towns, within low-income and minority neighborhoods, to integrate land use into the planning process, to ease the movement of people and goods, and to promote environmentally and socially sustainable forms of transportation, such as walking, cycling, and public transit.

Since its release in 2007, we have built the foundation of partnerships with public and private entities to address the livability principles below.

Livability Principles

Provide more transportation choices

Promote equitable, affordable housing

Increase economic competitiveness

Support existing communities

Leverage federal investment

Value communities and neighborhoods

This year we championed the submission of a pair of federal grants that would spur the redevelopment of underutilized places in the region. The first is the redevelopment of the Newark train station area. The loss of the Chrysler plant in Newark was a devastating blow to the region’s manufacturing base and economy. Yet the subsequent purchase of the site by the University of Delaware, and its strategic position vis-à-vis the city’s train station, present a rare opportunity for smart redevelopment.

Working with partners at all levels of government, together with the University of Delaware and the rail operator Norfolk Southern, a plan to redevelop the site was put forth. If implemented, the plan promises to streamline freight and passenger rail movement at the site, expand the capacity of the station and foster the conditions for on-site mixed-used development.

The application for the redevelopment of Newark’s train station was successful. \$2.25 million in federal planning funds has been allotted.

A separate submission sought funding to redevelop the blighted industrial belt in the region’s northeast. Stretching from the City of New Castle, across east Wilmington, to the border of Pennsylvania, this once thriving corridor faces the challenges brought about by its economic malaise: chronic unemployment, decaying infrastructure, environmental degradation, and poor public health. Partnering with New Castle County, the State, and the City of Wilmington, we helped to put forth dozens of existing redevelopment plans ready for implementation. This included ongoing work with the Wilmington neighborhood of Southbridge, located in the heart of the targeted corridor, which itself embodies the principles of livability. While this submission was unsuccessful it has received “preferred sustainability status” from HUD, which should help streamline future funding submissions.

4. A full review of draft federal transportation, and its potential impacts on MPOs, is available in the appendix.



Beyond these formal grant submissions, WILMAPCO's involvement working towards sustainable communities has increased markedly. This is exemplified by the partnerships the agency has built around the Safe Routes to School Program (SRTS) and rail initiatives.

The SRTS program seeks to increase the number of children walking to school, via the creation or improvement of non-motorized routes around school buildings and educational efforts in and out of the classroom. As transportation investments continue to be dominated by highway spending, innovative programs like SRTS must be tapped to bring about needed improvements in the non-motorized system. WILMAPCO has acted as the lead agency in three such programs in the WILMAPCO region, and will continue to engage new schools and communities during the next decade. Partnerships built around the SRTS programs include: Nemours Health and Prevention Services, the HOPE Commission, local schools, and neighborhood associations.

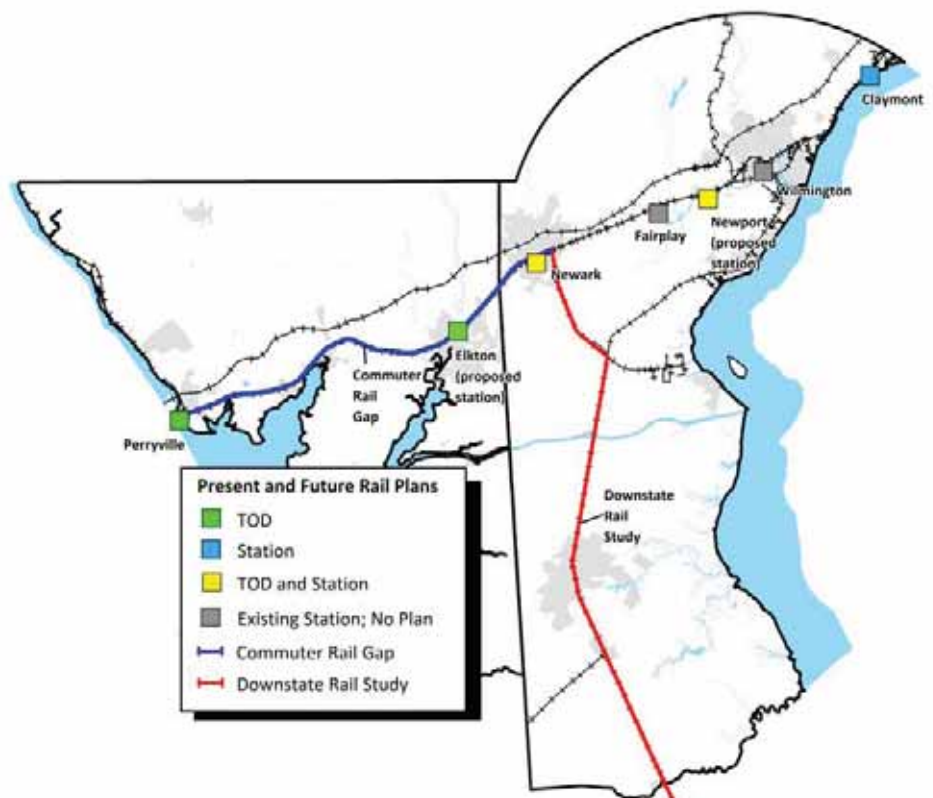
We have also built partnerships to promote commuter rail service in the region. Working with member agencies, private operators, the University of Delaware, and local groups such as the Claymont Community Coalition, we have begun work on five plans associated with rail, including one for a new station in the Town of Newport. Illustrated by the map to the right, they feature transit-oriented design (TOD) and station redesign plans for locations along the Northeast Corridor (NEC).

Additionally, WILMAPCO has led efforts to promote passenger service where it currently does not exist. The "Commuter Rail Gap," a 20 mile stretch of track between Perryville and Newark, is absent of

local train service. This is perhaps the single most pressing transportation problem the region faces. Partnering with MDOT, DelDOT, Norfolk Southern, and Amtrak, we are conducting a study to determine the benefit of adding an extra rail track to this corridor. Likewise, we are coordinating with DelDOT and DTC on a study funded by the federal High Speed Intercity Passenger Rail fund to examine the need for service between the Northeast Corridor and Dover, with an extension to Ocean City, MD.

Moving forward, WILMAPCO will continue to incorporate the principles of livability in the planning process. As the economy recovers from the throes of recession, opportunities are on the horizon to promote and realize the transit-oriented, affordable, and smart redevelopment of Center and Core communities.

Figure 17: Future Rail Plans





Addressing Energy Use and Climate Change

Though not directly identified, WILMAPCO's 2030 RTP contained objectives and actions that lower energy use and tackle climate change. Many actions could lead to the reduction of the region's greenhouse gas (GHG) emissions, which would, in-turn, slow warming. Such actions include:

- Greater investment in public transit and non-motorized networks
- Measures to boost ride-sharing
- Steps to ease congestion on highways
- Supporting transportation investments relevant to the surrounding land use

A list of climate change-related actions from the 2030 RTP can be found in the appendix.

Mitigation

During the past few years, climate change mitigation and adaptation efforts have gained steam at WILMAPCO, in step with imminent federal regulations. The agency has joined with the EPA and other MPOs in the Mid-Atlantic to coordinate efforts around environmental sustainability. In Delaware, we participated in the update of the state's Energy Plan. Together with all levels of government, advocacy groups, and some private entities, we helped develop recommendations to curb energy use through the reduction of Vehicle Miles Traveled (VMT) and the promotion of more energy-efficient vehicles. A selection of these recommendations is found below, along with strategies from other sources. These may form the basis of future actions to more fully begin climate change mitigation in the region.

WILMAPCO aims to work with its partners to develop a GHG emissions inventory for the region in the coming years. Developing baseline figures will ultimately allow us to measure performance.

Selected Recommendations to Address Climate Change⁵

- *Reduce per capita VMT*
- *Increase efficiency of public transit*
- *Reduce commuting miles to work*
- *Increase non-motorized spending to 3%*
- *Explore Bus Rapid Transit feasibility*
- *Vehicle fees should reflect energy use*
- *Promote energy-efficient infrastructure*
- *Public information campaigns*
- *Support alternative fuel sources*
- *Increase efficiency of freight movement (all modes)*
- *Parking management strategies*
- *Increase traffic calming*
- *Auto-free tourism*
- *Green Port strategies*

5. A review of all potential recommendations, along with supporting draft legislation and more detail on those listed above, is available in the appendix.



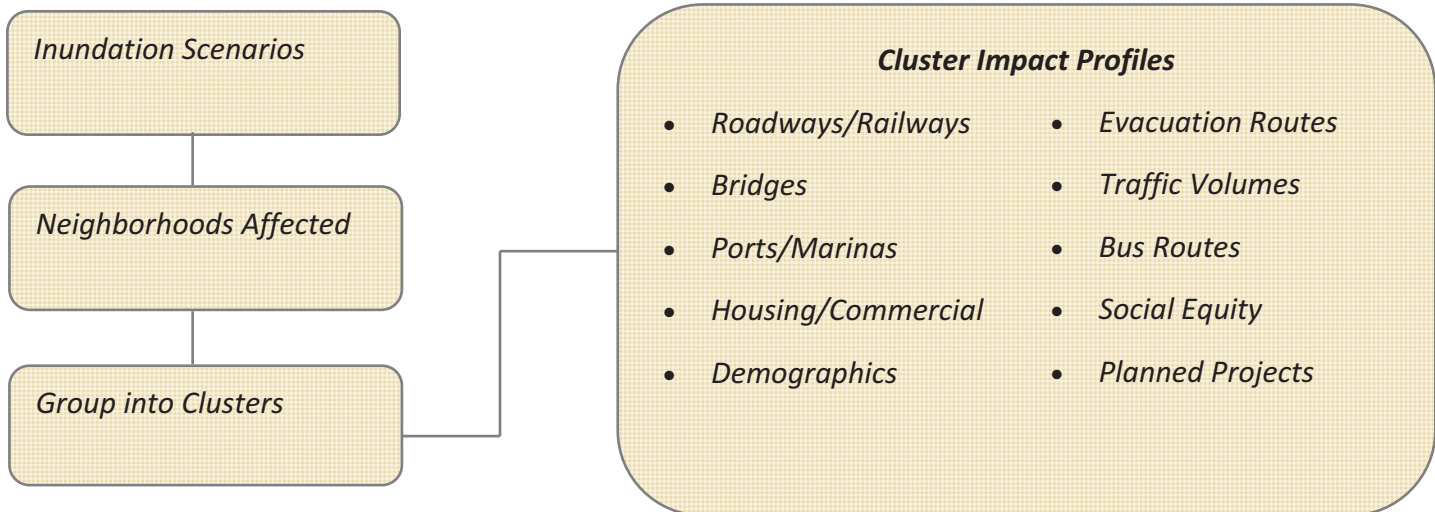
Adaptation

On the adaptation side, we have begun assessing the vulnerability of transportation infrastructure to sea-level rise. If projections hold true, important links in the highway and railway systems will encounter more flooding and total inundation during the next several decades. Continuing efforts by both Delaware and Maryland, we formed a steering-committee comprised of representatives from state environmental and transportation agencies to guide the development of a study.

Expected for release in summer of 2011, the study will portion land facing inundation under various scenarios into clusters. Roadway and rail segments, which risk inundation within these clusters, will be flagged. Key attributes of the clusters and segments will then be highlighted, as shown below.

A regional impact profile will also be generated. This assessment will paint a broad picture of the sea-level rise impacts transportation infrastructure may face. How many miles of highway risk inundation? How many bridges may be impacted? Answers to these questions and more will help press the need for action.

The sea-level rise assessment will help inform the decision to preserve pieces of land and infrastructure, or to abandon them to the waters. In the more immediate term, current and future planned projects will be assessed for vulnerability. If a project along a coastal highway falls within the boundary of an inundated segment, for example, it would be prudent to reexamine the project's scope to consider the raising of the road bed before construction begins. The ability to anticipate future needs can generate significant savings.





Intermodal Systems Initiatives

WILMAPCO is committed to promoting and planning for investments in intermodal infrastructure, which moves both people and goods through seamless access to various transportation modes and facilities. Links between our highways, passenger rail and major bus hubs, freight rail terminals, seaports, and airports will help ensure the region's lasting economic competitiveness. Several new regional and national efforts are being incorporated into our planning activities.

National Rail Plan

The Passenger Rail Investment and Improvement Act (PRIIA) created a National Rail Plan in 2009 to lay the groundwork for developing policies for the nation's transportation system. By recognizing that all modes of transportation must be integrated in order to maximize the system, several key objectives have been developed such as:

- Increase passenger/freight rail reliability
- Create a complementary transportation system with all modes
- Identify projects of national significance
- Develop high-speed passenger inter-city rail
- Increase the economic competitiveness of the U.S.

Coordination with Airports

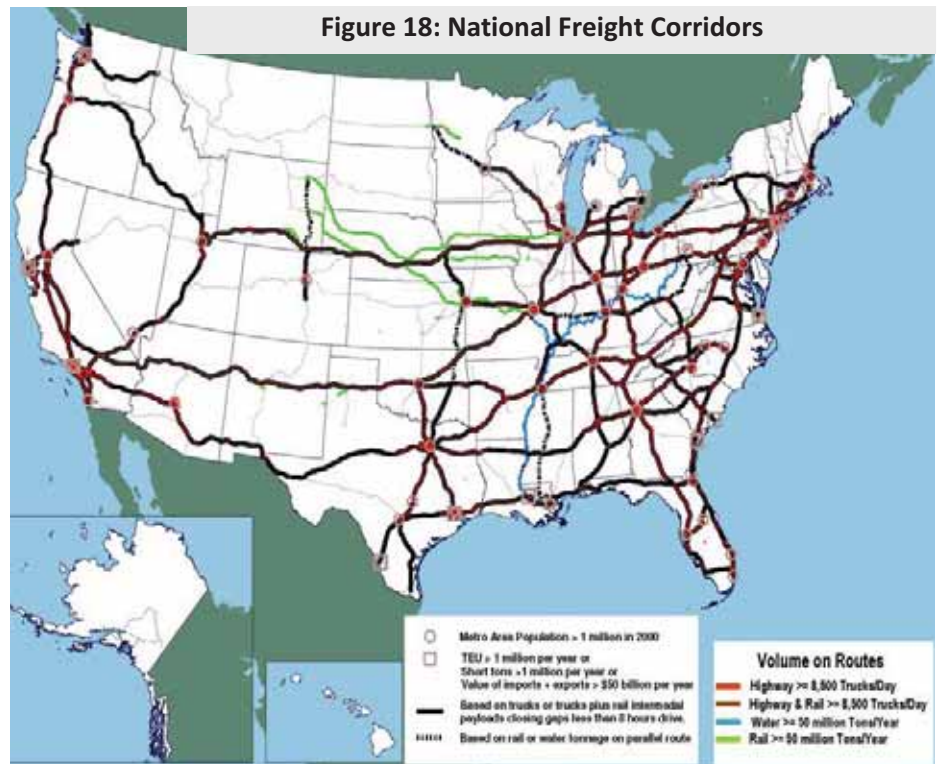
Although WILMAPCO does not receive federal aviation funding for airport systems planning, we recognize that aviation is an important component in achieving an integrated transportation network for the region. The WILMAPCO region is home to three public-use airports, two in New Castle County and one in Cecil County.

National Freight Corridors

In 2008, the FHWA released a comprehensive multi-modal freight national map showing the top road, rail and waterways used for goods movement in the U.S. Future WILMAPCO efforts will use these data in our long-range freight planning activities.

Marine Highway Program

In 2010, U.S. DOT identified 18 marine corridors, eight projects, and six initiatives for further development as part of "America's Marine Highway Program." The entire Eastern seaboard was selected as a corridor. If utilized more fully, it could relieve congested land corridors. This effort is the first step to focus public and private efforts on using waterways to relieve congestion, reduce greenhouse gas emissions, curb energy use, and increase system resiliency.





High-Speed Intercity Passenger Rail Program

In October 2010, the Federal Railroad Administrator (FRA) announced recipients for the High Speed Intercity Passenger Rail (HSIPR) Program, which included the Northeast Corridor (NEC). The HSIPR Program is intended to help address the nation's transportation challenges by investing in an efficient network of passenger rail corridors that connect communities across the country. The award for the NEC will develop a high speed improvement service plan and an environmental analysis for the Corridor. Delaware and Maryland will join eight other states and Amtrak in this partnership with FRA.

Northeast Corridor Infrastructure and Operations

The Northeast Corridor Infrastructure and Operations Advisory Committee held its inaugural in September 2010. The Commission is directed by Congress to encourage mutual and regional cooperation in developing strategies to maintain, improve and expand intercity, commuter and freight rail services along the NEC. The Commission will recommend future direction of the NEC as a transportation and economic corridor for the region and the nation.

Major goals for the commission include:

- Expanded and improved rail services for passenger and freight
- Greater safety and reliability
- Reduced travel times and increased frequencies
- Enhanced intermodal connections
- Reduce transportation energy consumption, improve air quality and economic development

The Commission is made up of representatives from U.S. Department of Transportation, Amtrak, District of Columbia and eight states served by the NEC: Massachusetts, Rhode Island, Connecticut, New York, New Jersey, Pennsylvania,

Delaware and Maryland. Delaware's Secretary of Transportation is the chair of the commission.

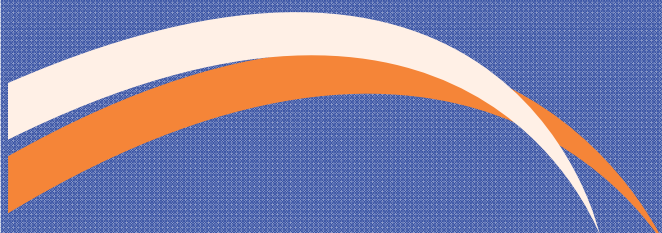
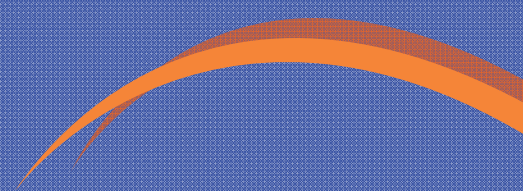
Delaware Statewide Non-Motorized Improvements Initiative

Within the Delaware Complete Streets framework, DelDOT is leading an initiative to provide non-motorized improvements and connections at two different scales, both intra-city and inter-city. Intra-city improvements call for sidewalk links, bicycle lanes, bus stop access, and school connections, whereas inter-city improvements aim to link cities with other city centers, including from Newark to Wilmington, and Smyrna, Dover, and Camden. Over the next three fiscal years, FY 2011 to 2013, DelDOT is expected to invest \$4.5 million and \$11.9 million in intra-city and inter-city improvements, respectively. Key actions include continuing work on a statewide sidewalk inventory followed by sidewalk construction, improving non-motorized access to transit, and engineering the extension of the New Castle County Industrial Track (Christina River Crossing), a key missing link between the existing rail-to-trail portion of the New Castle Industrial Track and the Wilmington Riverfront.



The logo for WILMAPCO is displayed in a white rectangular box. The word "WILMAPCO" is written in a bold, blue, italicized sans-serif font. The letters are underlined by two horizontal blue lines.

WILMAPCO



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