WILMAPCO

2050 REGIONAL TRANSPORTATION PLAN

WILMAPCO Council

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INTRODUCTION

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 this region's transportation investments.

To help guide us, we produce three important documents: the long-range Regional Transportation Plan (RTP), the Unified Planning Work Program (UPWP) and the Transportation Improvement Program (TIP). All three documents are required by federal law and they provide numerous opportunities for public participation.

What is the Regional Transportation Plan?

The Regional Transportation Plan (RTP) identifies our region's long-term transportation needs and the projects and activities that address them. The RTP extends at least two decades, and the projects it calls for must be financially reasonable (based on anticipated revenues) and meet air quality standards. Only transportation projects found in the RTP, are eligible for federal funding. It is a living plan, subject to continual revision (at least every four years) and a tool for informed transportation and policy decisions.

WILMAPCO's first RTP was published in 1996. The present document is the sixth update. This iteration of the RTP is broken into six sections. These include: the introduction; a section devoted to the status of the existing transportation system; another section which considers the successes and challenges of realizing our previous RTP; a section with our goals, objectives and actions; another section outlining available funding, and a listing of transportation projects; and a final section describing the development of this plan. An appendix houses more details and background information.

THE REGIONAL TRANSPORTATION SYSTEM

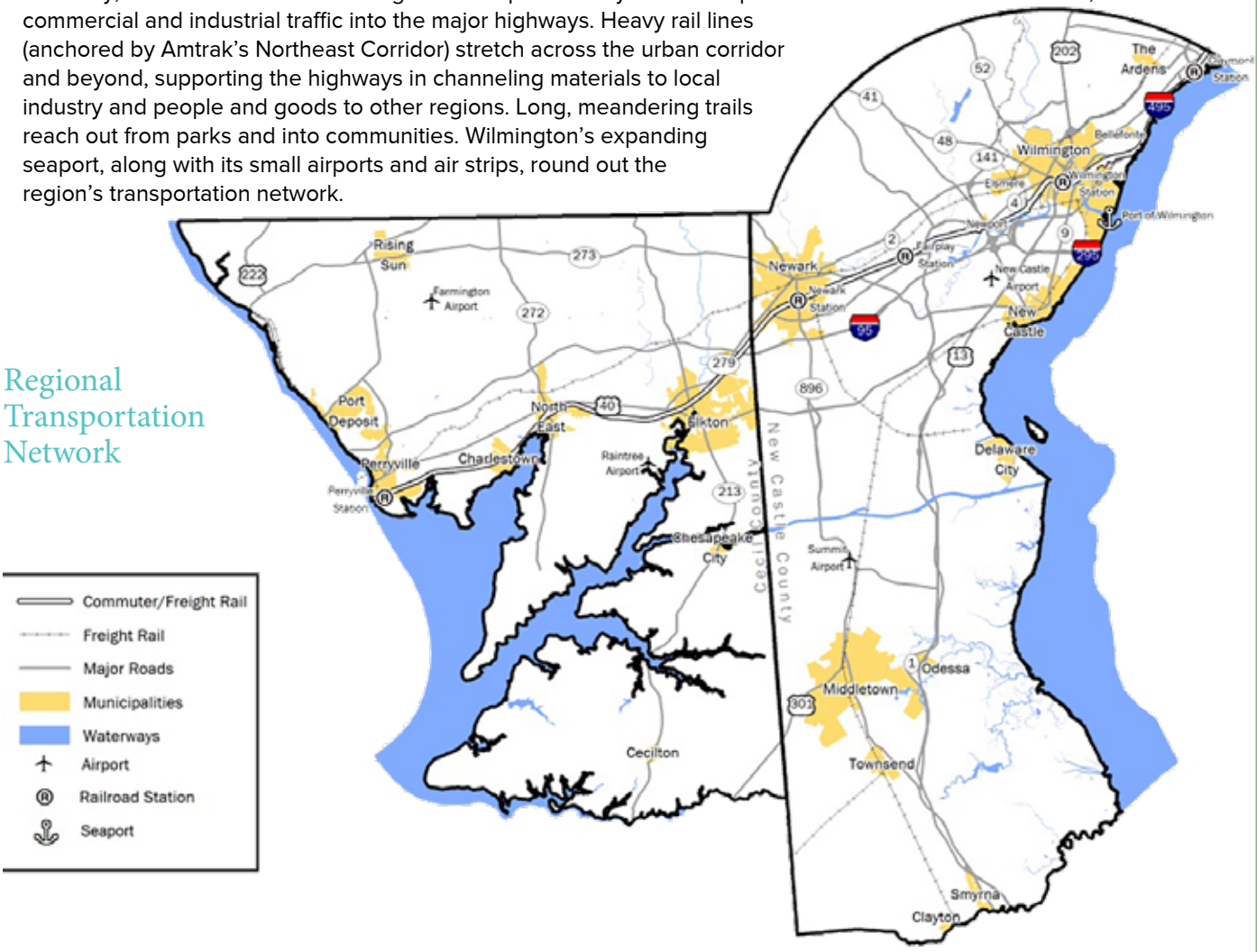
Location

The WILMAPCO region is nestled between the metropolitan areas of Philadelphia, Pennsylvania and Baltimore, Maryland, along the Eastern Seaboard of the United States. Home to more than 660,000 people and 300,000 jobs, its character is primarily rural[1] and its human landscape suburban, with a handful of towns, and a small city (population 70,000) in Wilmington. More than three quarters of the region's jobs are in the service sector, with a concentration in finance[2].

Moving People and Goods

Most of these jobs, and the people who work them, are situated along an east/west, urban belt in the region's north. Major highways run along this belt (the most important of which is I-95) while others (such as US 13) link to them from the north and south. These highways both tie our region to other metropolitan areas and, internally, form the bedrock of our region's transportation system. Less prominent roads weave residential, commercial and industrial traffic into the major highways. Heavy rail lines (anchored by Amtrak's Northeast Corridor) stretch across the urban corridor and beyond, supporting the highways in channeling materials to local industry and people and goods to other regions. Long, meandering trails reach out from parks and into communities. Wilmington's expanding seaport, along with its small airports and air strips, round out the region's transportation network.

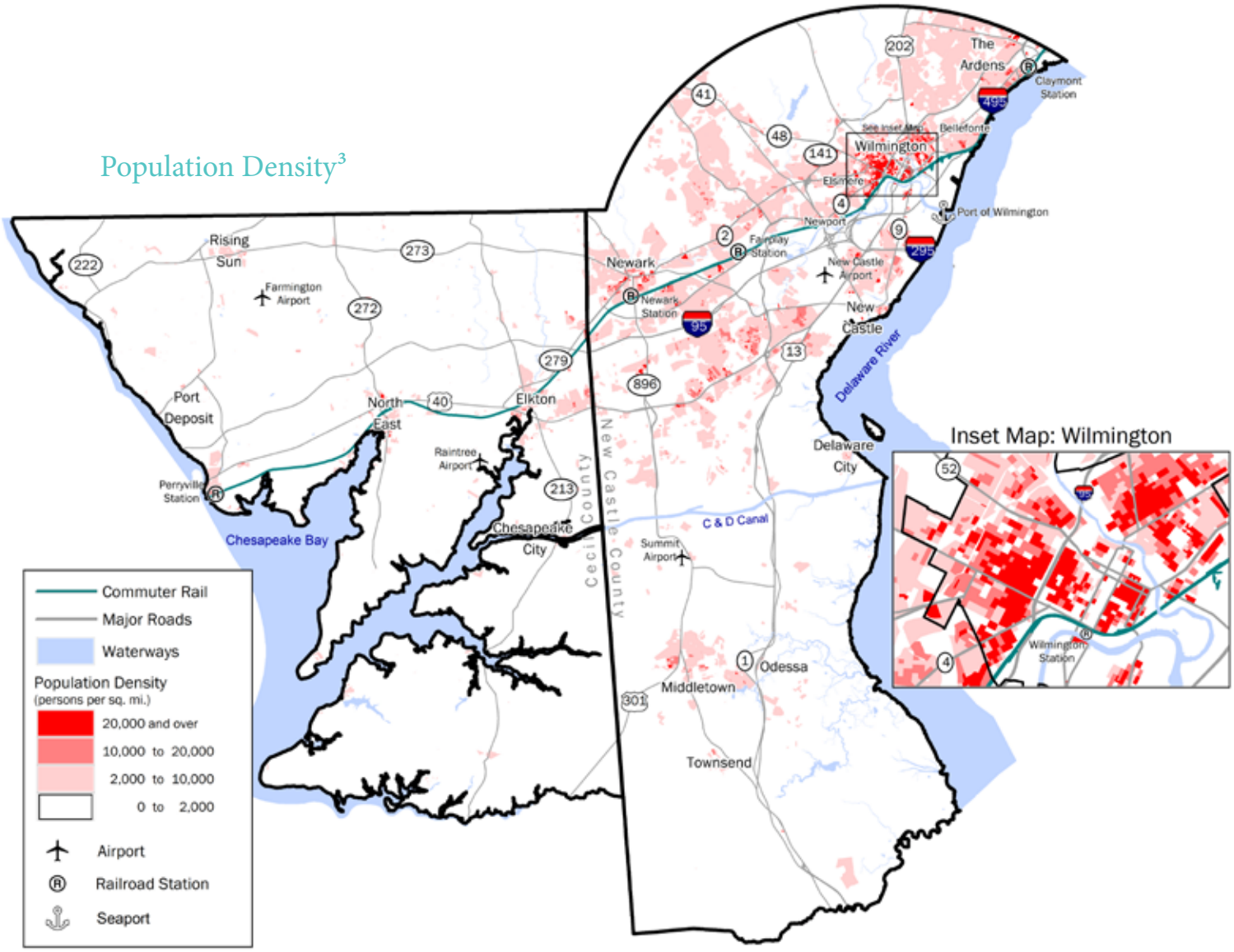
Regional Transportation Network



[1] In 2011, agriculture and developed vegetation covered 28% of the region; developed and other human use 26%; forest and woodland 25%; open water 15%. Source: USGS: GAP/LANDFIRE National Terrestrial Ecosystems 2011, New Castle County, Delaware and Cecil County, Maryland

[2] 12% of the region's jobs were in financial activities in 2012-16, compared to 7% nationally. Source: American Community Survey.

Population Density[3]



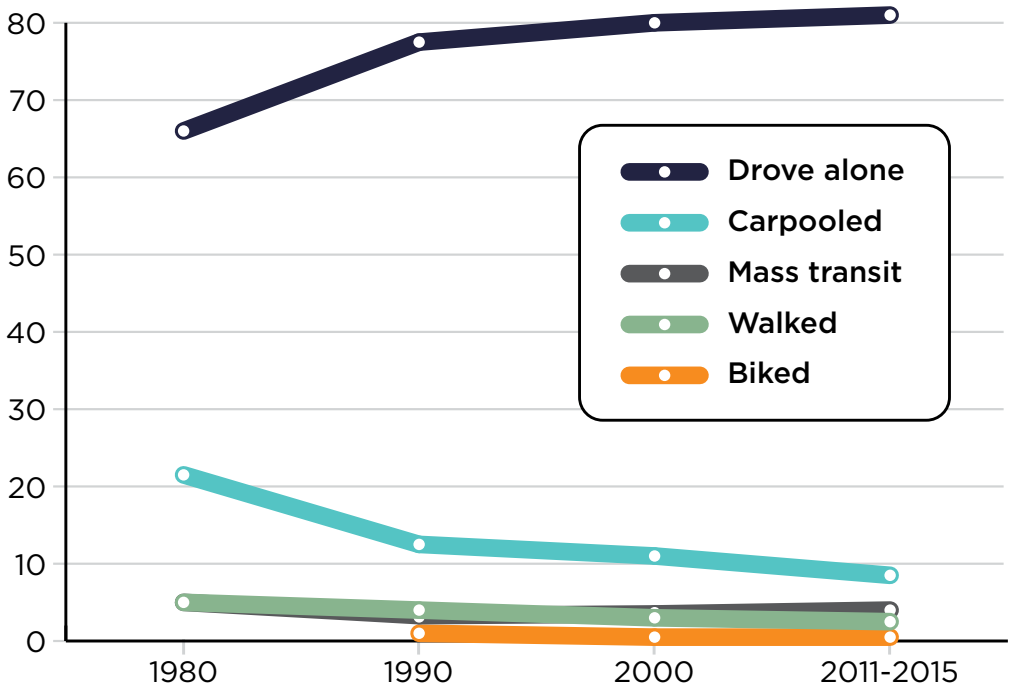
A century of suburban sprawl (channeled by highway building) has produced a transportation system where private vehicles are the dominant, and growing, means of travel. Land and transportation policies, combined with affordable fuel and private vehicles, enabled the dispersion of population and jobs from the City of Wilmington. In 1920, more than seven in ten New Castle County's residents lived within that city. Today, one hundred years later, it is about one in ten.

Nine out of ten trips each day in our region are made in a private vehicle[4]. These vehicles, and our increasingly advanced web of highways, have brought fast, efficient and unprecedented mobility to many of our region's residents and visitors, especially those with the greatest financial means. The low-density development pattern in much of the region makes alternative transportation options — such as carpooling, public transit, walking and bicycling – often difficult and sometimes impossible.

[3] Source: U.S. Census, 2010.

[4] CADSR, University of Delaware. "Delaware Trip Monitoring Survey, 2017" and American Community Survey.

Means of Transportation to Work, WILMAPCO Region[5]



The presence of I-95, together with the seaport and industrial uses along and nearby the coast, and our prevailing consumer culture, generate significant freight traffic.

Goods are hauled on the backs of trucks, in rail cars and in cargo ships. More than half (53%) of freight is just passing through, destined for other regions. Much of the inbound and outbound traffic involves building materials, food, petroleum/coal and chemicals.

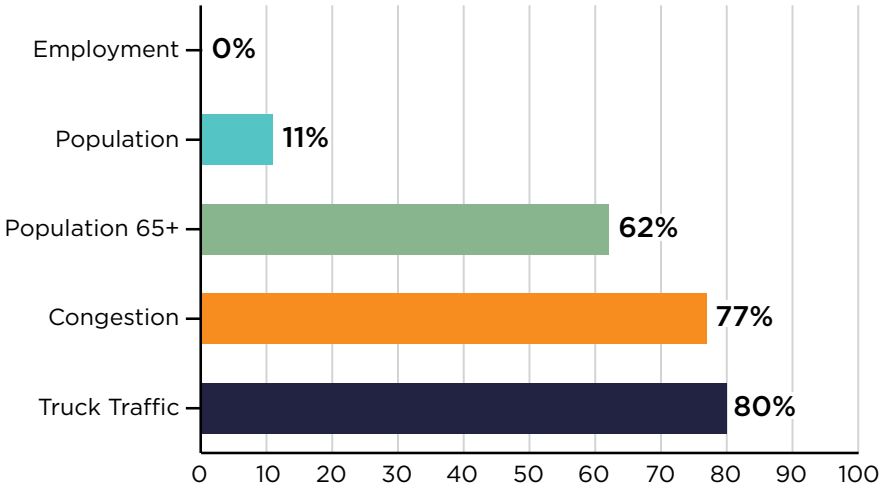
[5] American Community Survey, 2012 - 2016. This graph only considers those who work outside their home.

KEY SUCCESSES AND CHALLENGES

What will our region look like by 2050? For one thing, we can expect an 11% increase in population. While no growth in the number of jobs is expected, given our aging population (62% more seniors by 2050), net population growth will stress our transportation system. If no improvements are made, highway congestion can be expected to increase by 77%. Some of that congestion will be created by additional truck traffic, which is forecasted to grow by 80%.

The 2050 RTP seeks to address these and many more trends over the coming years. We have had success implementing policies over the years, while others remain elusive. We track our success to make sure our recommendations are on point through the data-driven Regional Progress Report and Public Opinion Survey, a scientific sample of resident opinion on matters of transportation quality and policy.

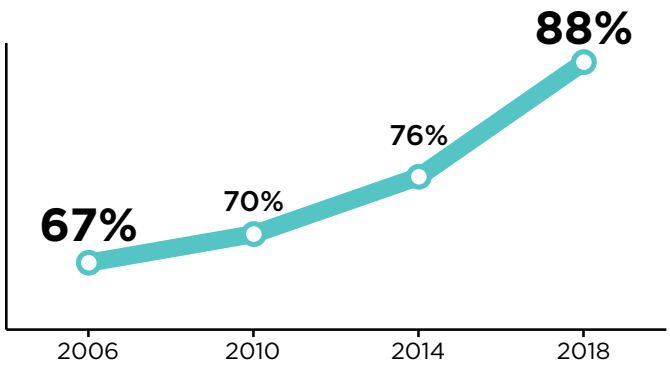
Select Regional Trends Through 2050[6]



Successes

Technological advancements in vehicles and highway infrastructure has supported a cleaner transportation system and smoother expressway travel. Automatic tolling adoption has increased from an average of 19% of tolled vehicles in New Castle County in 2000 to 75% in 2016. Together with infrastructure expansions, this has helped to streamline expressway travel. We expect to see reductions in ozone and microscopic dust emissions through the 2030s, despite rising vehicle travel. In spite of more vehicle trips, cleaner engines and fuels have reduced emissions in regulated pollutants and are expected to continue doing so.

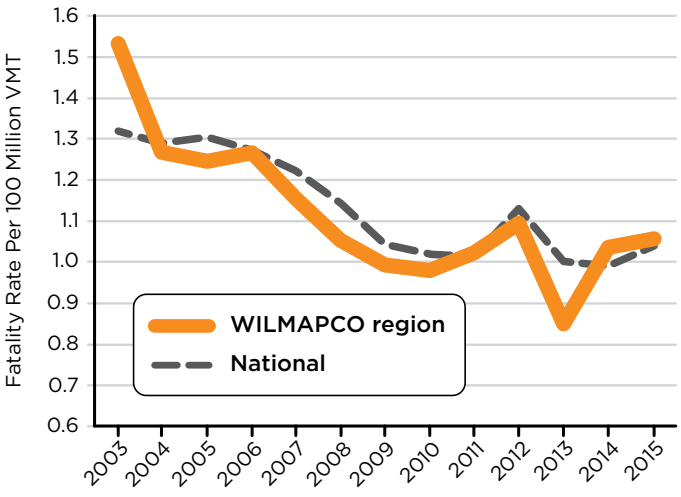
Travel Needs Are Well Met[7]



Community planning has also been a major success. Since 1995, WILMAPCO has undertaken at least 40 corridor- and city-wide or local area transportation plans. Only seven of these plans (18%) have not seen any of their policy recommendations or projects implemented. Conversely, eight plans (20%) have been fully, or nearly fully, implemented while most plans (62%) have seen at least some implementation.

But perhaps the single best measure of our success is how well residents say the system meets their travel needs. Overall, an increasing percentage of our region's residents say the transportation system meets their needs. In 2018, about nine in ten (88%) report it meets their needs "well" or "very well."

Road Fatalities per Vehicle Miles Traveled[8]



Challenges

Continuing suburban sprawl, high vehicle crash rates, and enduring social inequities are a few of the key challenges facing the region today. Our transportation and land use policies support growth in places with little existing infrastructure. More sprawl means more driving. After posting sharp declines during the first half of the 21st Century, vehicle injury and fatality rates have risen during the last few years.

Societal inequities by race and class are replicated in our transportation system. Our public opinion survey, for example, shows that difficulty utilizing the transportation system increases as income decreases. Nearly half (47%) of those living in households earning less than $25,000 a year reported at least some difficulty getting around, compared to fewer than one in ten (9%) of those living in households earning more than $100,000 a year.

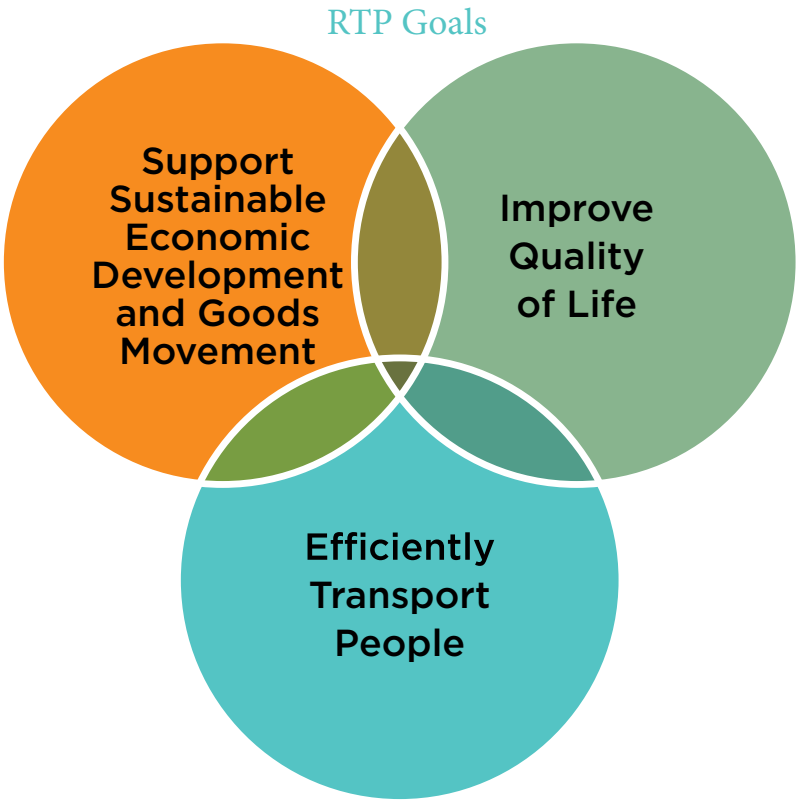
[6] Truck traffic and congestion consider trends between 2012 and 2045 from the Freight Analysis Framework. Other demographic trends were developed by combining New Castle County and Cecil County data from the Delaware Population Consortium and the Maryland Office of State Planning. Figures for 2019 in Cecil County were interpolated, while the final year of population and jobs data for Cecil County reaches to 2045.

[7] WILMAPCO Public Opinion Surveys: 2006, 2010, 2014, and 2018.

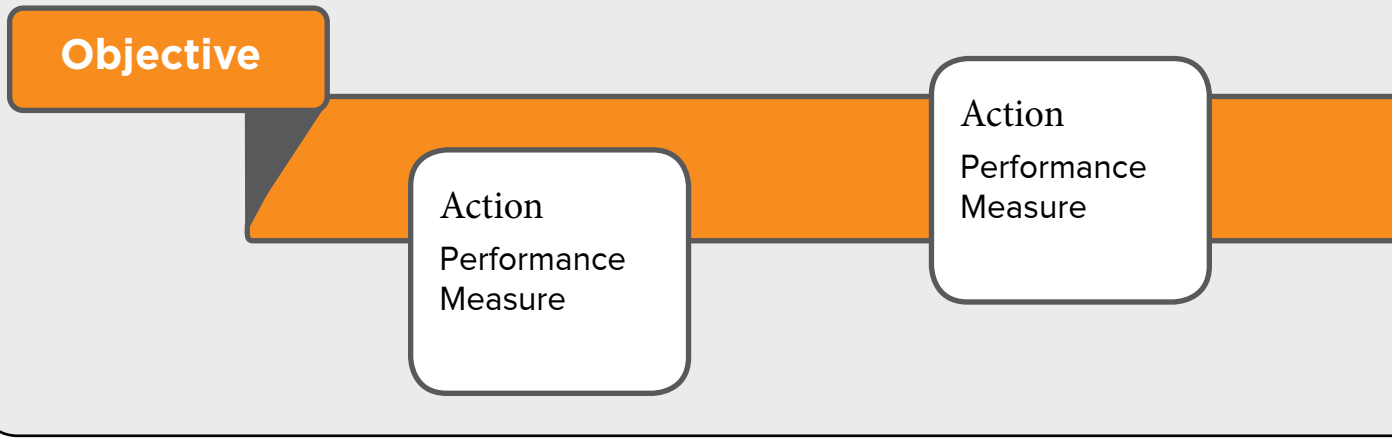
[8] VMT and freight tonnage figures show growth from 2012, while all other factors are from 2015. Sources: MDOT, DelDOT; Freight Analysis Framework; Delaware Population Consortium, Maryland Department of Planning.

PLANNING FOR TOMORROW

This section of the RTP presents the goals, objectives and actions we propose to meet the transportation challenges during the next 25 years. We have three broad, overlapping goals: Support Sustainable Economic Development and Goods Movement, Efficiently Transport People, and Improve Quality of Life.



The graphics below illustrates how each objective, action and potential performance measure will be illustrated in this section:

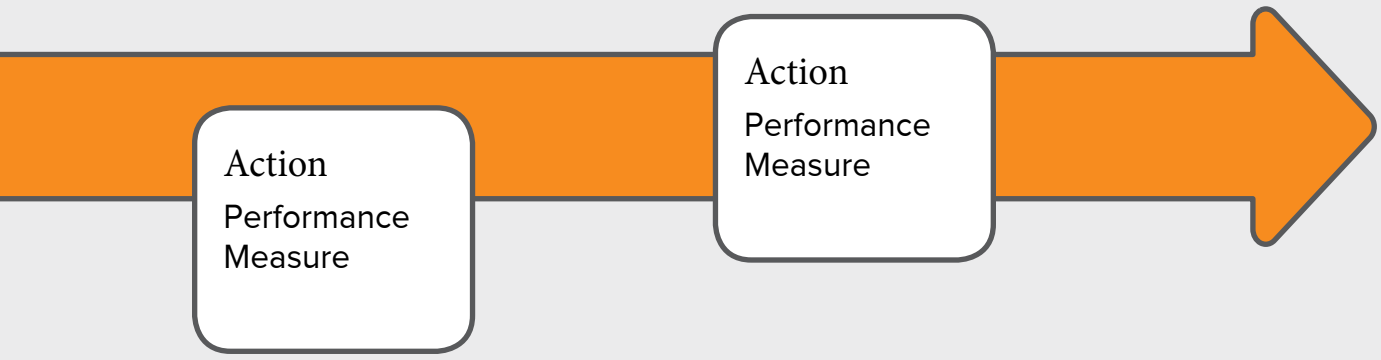


Within each goal are objectives and within each objective are actions. The 2050 RTP is not structured in a hierarchy. In other words, the achievement of one goal/objective/action is just as important as the next. In fact, many objectives and actions could easily fit underneath multiple goals.

The actions are the most crucial elements of this section. They inform the planning activities at WILMAPCO and the projects we seek to implement during the next several years. Our successes and failures in realizing these actions are tracked, with the performance measures identified in this section.

We will show two classes of performance measures – National Performance Measures (NPM) required of MPOs and Performance Measures (PM). We nest the required NPMs inside actions where we feel they will be best addressed. Not all actions will be associated with an NPM though. While not required, PMs dig deeper into the source of an action's performance. How well we do in meeting our actions and performance measures will inform the next update of our RTP, due in four years' time.

Interspersed throughout are relevant public opinions, along with spot lights, containing more details on specific points.



GOAL: Support Sustainable Economic Development and Goods Movement

Transportation can help or hinder economic development. A transportation system which efficiently moves freight and workers maximizes economic development potential, while one that leads to chronic traffic problems slows economic activity. Simultaneously, that system must be planned and built wisely to lessen and withstand the stresses of climate change, such as increased heat, sea level rise and more chronic flooding. These interwoven challenges impact our long-term economic development potential.

Ensuring that we get the most out of each transportation dollar invested, developing effective transportation networks and reducing our dependence on oil while planning to reduce and adapt to environmental impacts, will make for a stronger and more sustainable economy in the decades ahead.

OBJECTIVES

Maximize our investments

Encourage increased density and future growth in Center TIAs

PM: HH and employment growth by TIA; TIP spending by TIA; Percent of location efficient places; demographic projections and TIP spending Center vs. Rural TIAs

Use WILMAPCO's project prioritization process to select projects for TIP funding

PM: projects in current TIP vs. unfunded projects, by tech score

Public Opinion

67% SUPPORT concentrating development and transportation projects to the places with more people and jobs

TIA – Transportation Investment Area
TIP – Transportation Improvement Program
PM – Performance Measure
HH – Household
UPWP – Unified Planning Work Program

Spotlight: Corridor Planning

WILMAPCO works alongside local governments, civic leaders, residents and businesses on corridor plans. While not required by federal mandate, these local plans propose transportation and land use recommendations to support prosperity, sustainability and improve quality of life.

Many planning efforts fall into this category – from Glasgow Avenue to the Route 9 to Concord Pike. While considering ways to make travel safer and more efficient, these "master plans" also tackle how land development in the corridor influences transportation patterns that can be made better.

The Route 9 Master Plan envisions intensive housing, retail, and office redevelopment packed around the new Route 9 Library.

Support the examination of additional and sustainable funding sources for transportation projects

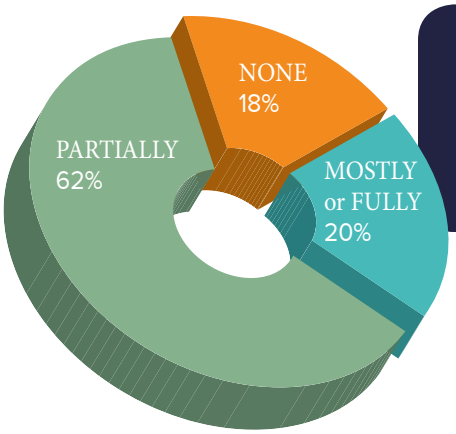
PM: alternative funding sources secured; review UPWP

Create and support the implementation of subregional plans

PM: qualitative review of UPWP; implementation progress of subregional plans

Support municipalities and existing communities

PM: qualitative review of UPWP; summarize recommendations of local plans



Performance Measurement

Degree of Implementation of WILMAPCO Sub-regional Studies, since 1995

Develop effective transportation networks

Manage congestion

NPM: % of the interstate system providing reliable travel times; % of the non-interstate NHS providing reliable travel times; % of the interstate system where peak hour travel times meet expectations; % of the non-interstate NHS where peak hour travel times meet expectations; annual hours of excessive delay per capita

PM: Maintain CMS Report; integrate CMS into TIP (management and expansion TIP projects vs. CMS corridors)

Streamline freight movement

NPM: % of the interstate system mileage providing for reliable truck travel times; % of the interstate system mileage uncongested

PM: Maintain a Freight Plan; (management and expansion TIP projects vs freight bottlenecks)

Spotlight: Interregional Planning

WILMAPCO's planning efforts do not end at our borders. Our Interregional Report tracks projects and activities on key travel routes to neighboring regions, such as along I-95, the Northeast Rail Corridor, US 40 and US 301. The report, updated every four years, also provides a demographic and travel survey of trends and forecasts of the 28-county, four-state region surrounding Cecil and New Castle Counties. The aim of this initiative is to foster seamless travel between regions.

In 2016, the Federal Highway Administration designated Delaware's portion of 1-95 as an "Alternative Fuel Corridor" for electric vehicle charging stations. This designation was part of a regional proposal to designate corridors, which helps to establish a national network of alternative fueling and charging infrastructure.

Additionally, Delaware and Maryland participate in the Transportation and Climate Initiative, a "regional collaboration of Northeast and Mid-Atlantic States and the District of Columbia that seeks to improve transportation, develop the clean energy economy, and reduce carbon emissions from the transportation sector." This group is currently looking at market-based policies to reduce greenhouse gases in the transportation sector.

NPM – National Performance Measure
NHS National Highway System
CMS – Congestion Management System
HH – Household
PM – Performance Measure
TIP - Transportation Improvement Program
UPWP - Unified Planning Work Program

Enhance intermodal systems connectivity

PM: qualitative review of UPWP

Promote seamless interregional travel

PM: Maintain an Interregional Report; status of major interregional projects

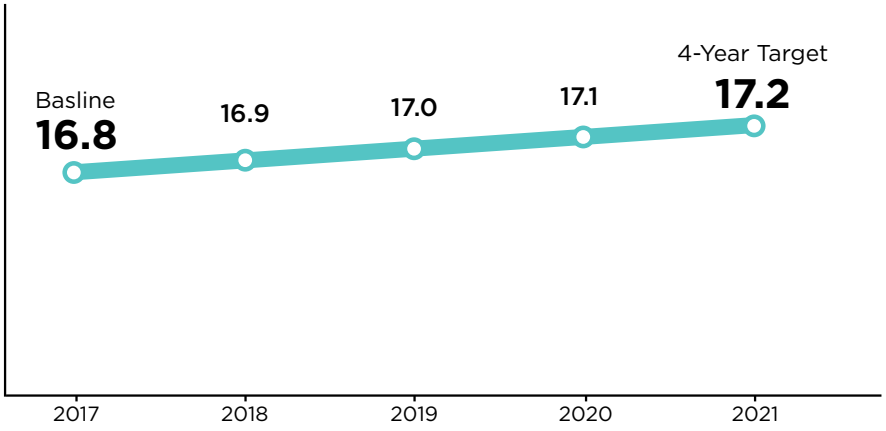
Public Opinion

54%

Improving signal timing or improving public transit is the best long-term solution to congestion

Performance Measurement

Peak Hour Excessive Delay and Future Target, in Annual Hours*



Plan for energy security and resilience

Reduce VMT
NPM: % of SOV trips
PM: per capita VMT

Public Opinion

80%

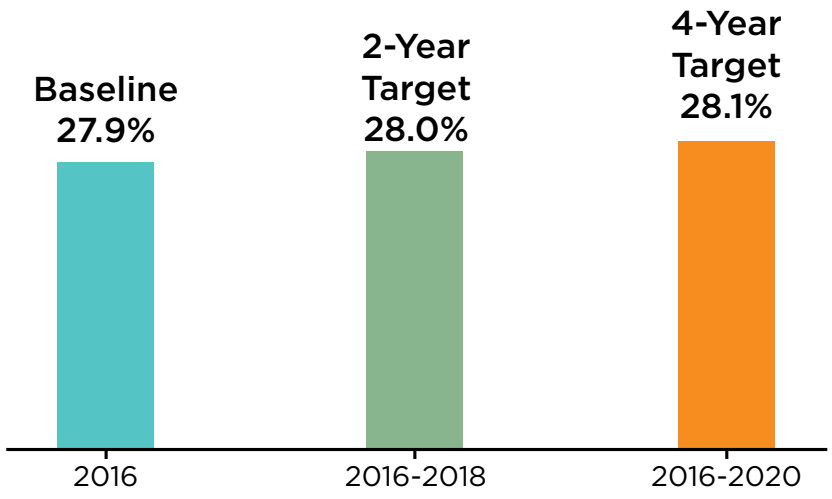
It's important to help develop infrastructure for no or low polluting alternative fuel vehicles

Spotlight: Public Electric Vehicle (EV) Charging Hotspots

Six years ago, when Electric Vehicle (EV) technology was still in its infancy, WILMAPCO developed a methodology to help identify the best places to put publicly-accessible EV charging stations. Our EV Charging Hotspot analysis has been used to support successful grant applications and has informed the work of Electrify America, which aims to build a national network of EV charging stations. Between 2012 and 2016, the number of public EV stations increased from two to 19 in our region.

Performance Measurement

Percent of Non-Single Occupancy Vehicle Trips and Future Targets*



VMT - Vehicle Miles Traveled
NPM - National Performance Measure
SOV - Single Occupancy Vehicle
PM - Performance Measure
EV - Electric Vehicle
UPWP - Unified Planning Work Program
GHG - Greenhouse Gas
SLR - Sea Level Rise
TIP - Transportation Improvement Program

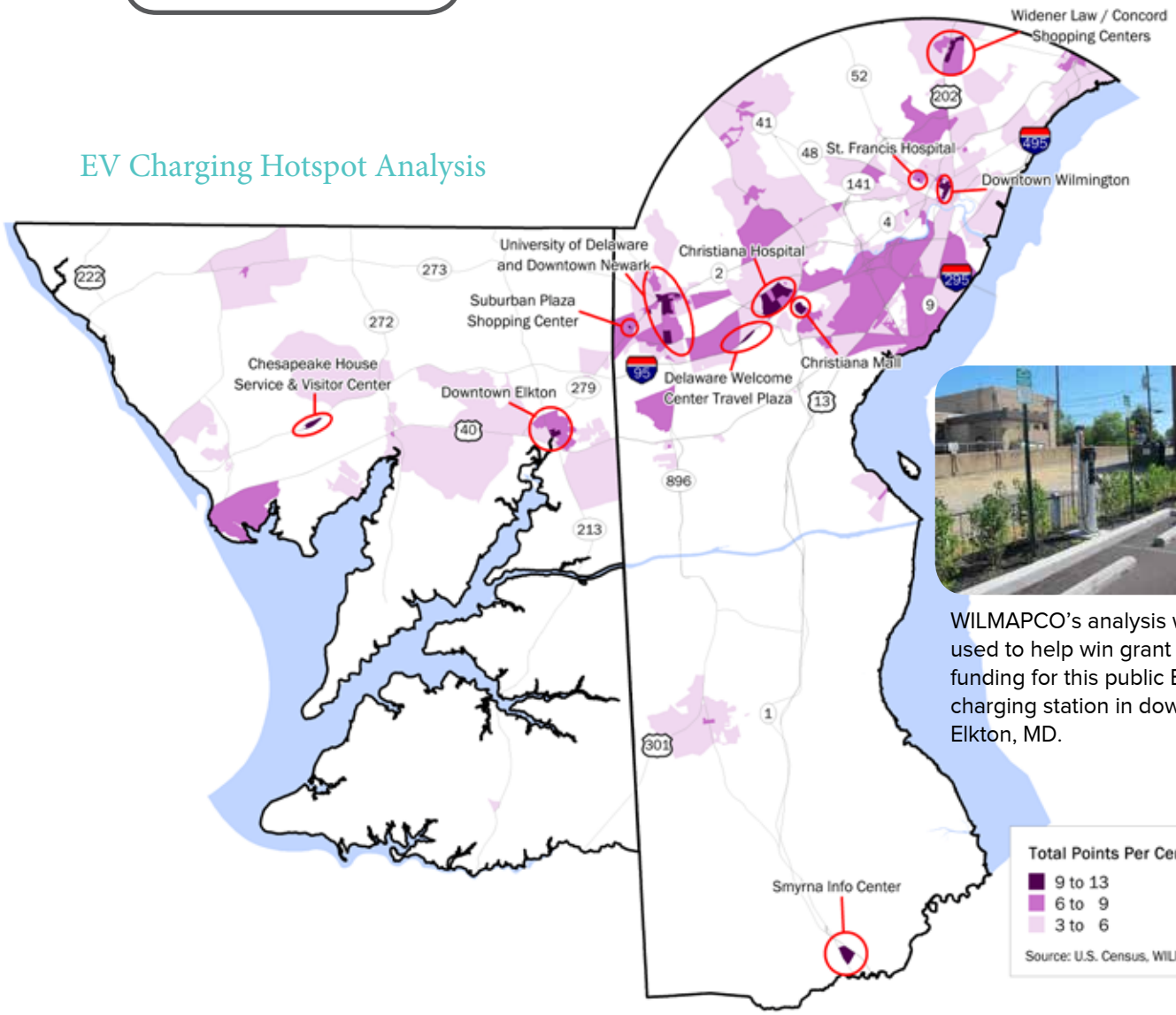
Adapt to sea level rise, storm flooding, and other environmental challenges

PM: SLR vulnerability vs. planned projects; Funded TIP projects potentially impacted by SLR; qualitative review of UPWP

Support cleaner vehicle infrastructure, fuels, and technology

PM: Qualitative review of UPWP; number of public EV charging stations; Transportation GHG Emission Analysis

EV Charging Hotspot Analysis



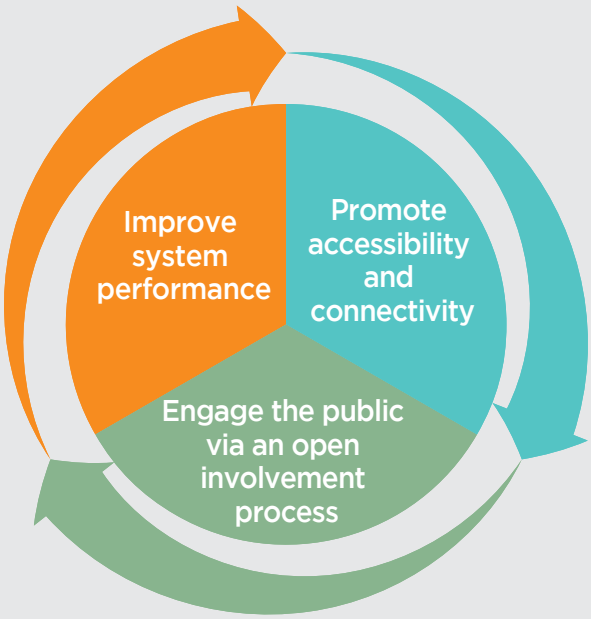
WILMAPCO's analysis was used to help win grant funding for this public EV charging station in downtown Elkton, MD.

GOAL: Efficiently Transport People

Our transportation network should move people efficiently, regardless of which form of transportation is used or who uses it. We seek to maximize the professional and personal time of our residents and visitors, reducing the hours many spend in heavy traffic, or waiting for delayed buses and trains. We engage the public about the best ways to accomplish this - early, often and throughout the planning process.

Improving system performance by lessening congestion, ensuring accessibility and connectivity, and placing the public's voice at the forefront of new plans will help us to achieve this goal.

OBJECTIVES



Improve system performance

Support high technology transportation on projects

PM: EZ-Pass use, commuter bus travel times, DTC on-time performance

Improve transit system performance

PM: commuter bus travel times, DTC on-time performance

Consider a connected and autonomous vehicle future in all WILMAPCO studies

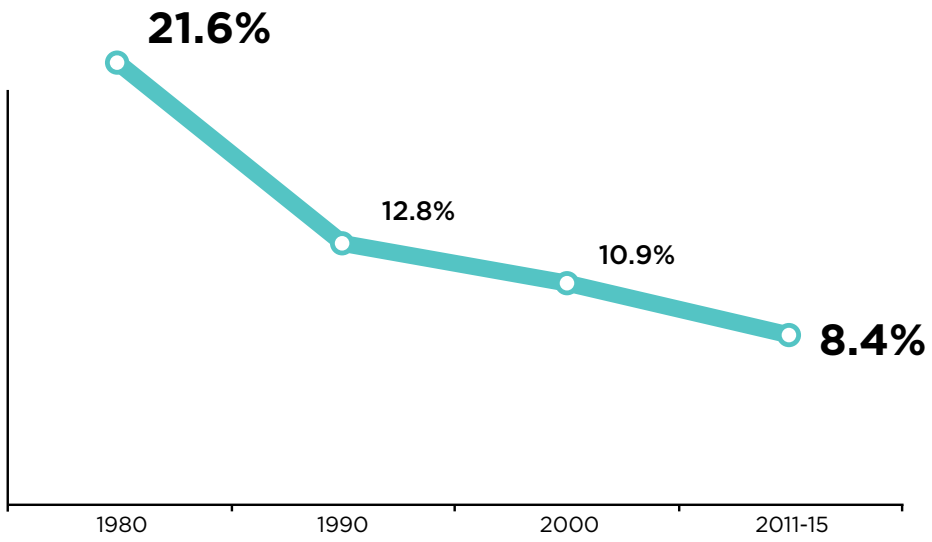
PM: qualitative review of UPWP

Public Opinion

53%

It's important to develop infrastructure to support autonomous (self-driving) vehicles

Performance Measurement



Percent of Commuters Carpooling in the WILMAPCO Region

Support autonomous vehicle preparation and testing

PM: qualitative review of UPWP performance

Fund infrastructure to support the use of our regional transportation network by connected and autonomous vehicles

PM: review of TIP

Fund preservation projects first

NPM: road and bridge conditions

PM: Set target for TIP preservation spend

Examine, document, and support shared mobility initiatives to reverse our falling carpool rate

PM: % of workers carpooling; park and ride use

Spotlight: Autonomous Vehicles

Autonomous vehicles (AVs)[self-driving] will be a game changer in how the transportation system functions and how cities are laid out. Within the next decade, car companies are expecting to roll out vehicles with partial autonomous capabilities. By 2050, it is expected that a sizable share of our vehicle fleet will be fully autonomous.

AVs hold both great promise and the threat of unintended negative consequences. With better situational awareness than humans, AVs should significantly reduce vehicle crashes. They should also allow for faster, more efficient and higher capacity travel – reducing the need for travel lanes and parking spaces, and getting people and goods to places faster. On the flip side, they may also encourage more sprawl, social inequity and pollution.

Promote accessibility & connectivity

Improve access to public transportation

PM: % of commutes by transit; employment and population w/in walking distance to bus stops

Analyze barriers TJ groups experience in the transportation network

PM: Maintain a TJ report; connectivity matrix

Public Opinion

74% More funding should be devoted to walking, bicycling and public transit

TJ - Transportation Justice*
TIP - Transportation Improvement Program
RTP - Regional Transportation Plan

*** WILMAPCO defines Transportation Justice populations as seniors, disabled, and zero-car households.**

Plan and fund public transit expansion and management projects

PM: TIP transit funding trends; ridership and transit use analysis; filling the commuter rail gap progress

Develop a complete, low-stress non-motorized transportation network

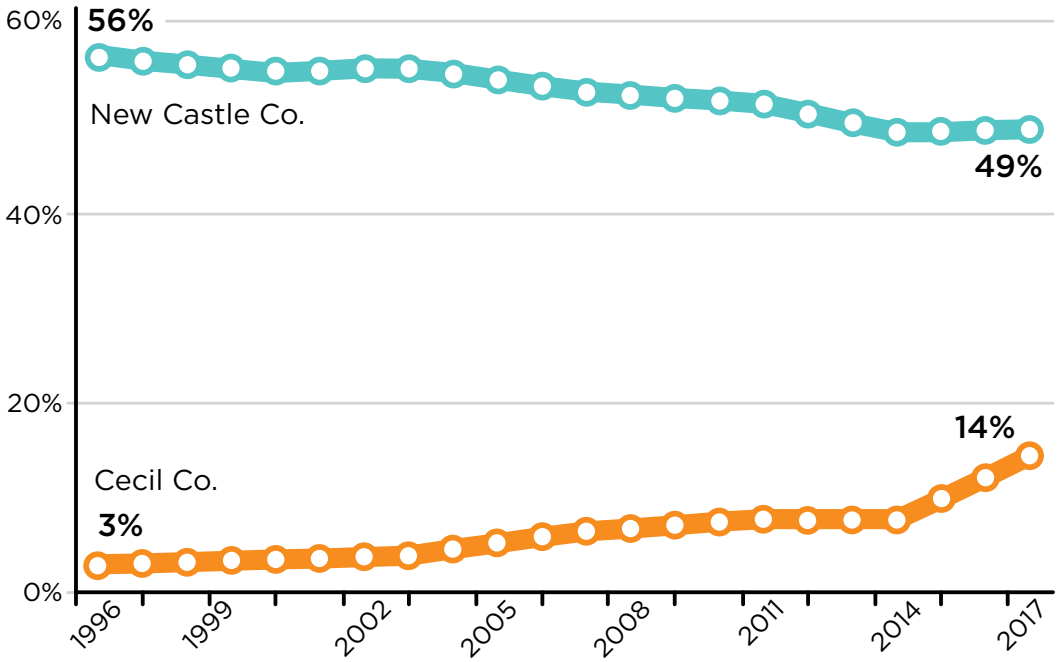
PM: Bicycle, pedestrian, and multimodal TIP projects vs. the Prioritized Pedestrian Network; Greenway progress; Trail Counts; % of commutes by walking/biking

Spotlight: Performance Measurement

Taking time to measure performance has long been a staple of work at WILMAPCO. Our centerpiece performance measurement document, the Regional Progress Report, has been updated every few years since 2004. Today, this report examines each action in the RTP and judges if we have made good, partial or poor progress through performance indicators. The Progress Report, along with the Public Opinion Survey, inform the goals, objectives and actions of the next RTP. Many poorly preforming actions from our last RTP were rethought and reinvigorated in this RTP.

Performance Measurement

Population Nearby (within ¼ mile) a Bus Stop



Engage the public via an open involvement process

Achieve an early, open, ongoing and transparent public dialogue in all WILMAPCO projects

PM: review of public participation components of studies

Reach a wide and growing public audience

PM: Transporter* distribution; electronic reach (web hits, e-news subscribers, Facebook friends); POS familiarity with WILMAPCO

Public Opinion

1/3 of the region's residents are familiar with WILMAPCO.

POS - Public Opinion Survey

PAC - Public Advisory Committee

*Transporter, WILMAPCO's quarterly printed newsletter

Promote inclusionary public participation regardless of age, race, class, or any socio-cultural community

PM: transporter distribution analysis

Increase the racial/ ethnic diversity of PAC membership

PM: Racial/ethnic background of PAC members

Spotlight: Public Involvement

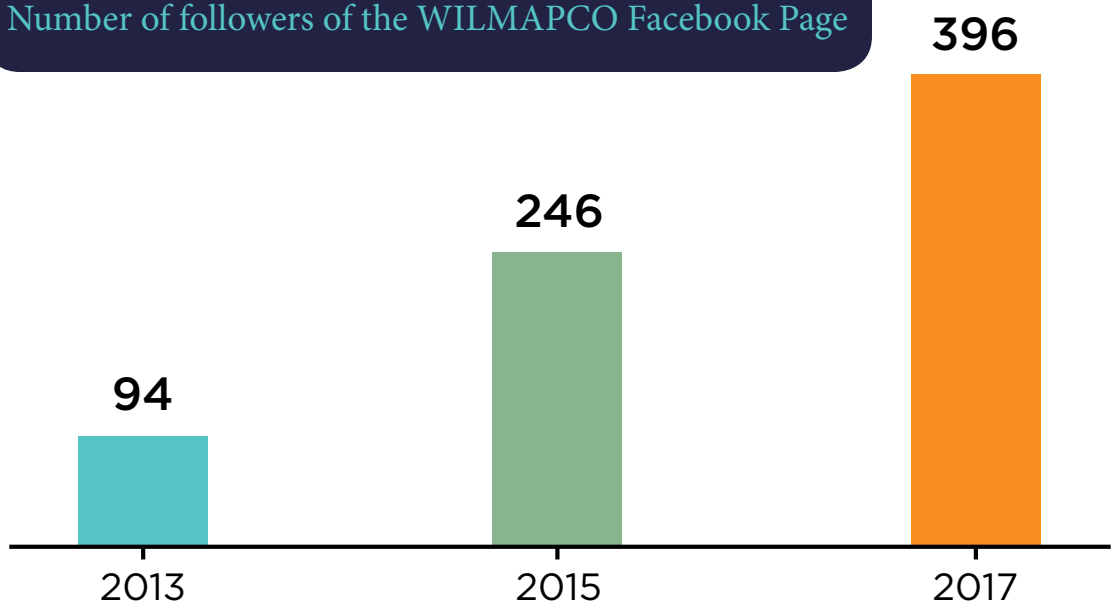
For the 2050 Regional Transportation Plan, WILMAPCO staff identified four primary goals for public outreach:

1. Test public support for the RTP objectives, gain a greater understanding of any needed changes to objectives, and fine tune the policies specified in the plan
2. Gain better understanding of which types of projects are most desired
3. Gain better understanding of preferred public outreach methodologies
4. Educate on the current state of transportation

For a region as diverse as WILMAPCO's a variety of outreach strategies were used to accomplish these goals. For additional details on the 2050 RTP outreach strategy and results, please see Appendix B.

Performance Measurement

Number of followers of the WILMAPCO Facebook Page



GOAL: Improve Quality of Life

Transportation influences the health and well-being of people and the environment. On the human health side, private vehicle crashes are a leading cause of accidental death in the United States. Over reliance on private vehicles also lowers physical activity, increasing the risk of obesity and cardiovascular disease, and produces emissions, which harm our respiratory systems, and have been linked to cancer. Societal inequities are also reproduced in the transportation network. Low income and ethnic and racial minority communities are more burdened with transportation's negative impacts (such as exposure to emissions) and receive fewer benefits (such as funded projects in their communities). The expansion of infrastructure – and the often subsequent triggering of new development – also threatens the continued destruction of our natural habitats.

By working to protect public health and safety, promoting active transportation, ensuring transportation choice and equity, and preserving our natural and cultural resources we can improve our quality of life.

OBJECTIVES

Protect public health & safety

Promote safer transportation network design and travel for all modes

NPM: road injuries and fatalities per VMT; total road injuries and fatalities; total bicycle crashes, fatalities, and injuries

Improve safety for people walking

NPM: total pedestrian crashes, fatalities, and injuries

Support disaster planning efforts

PM: qualitative review of UPWP

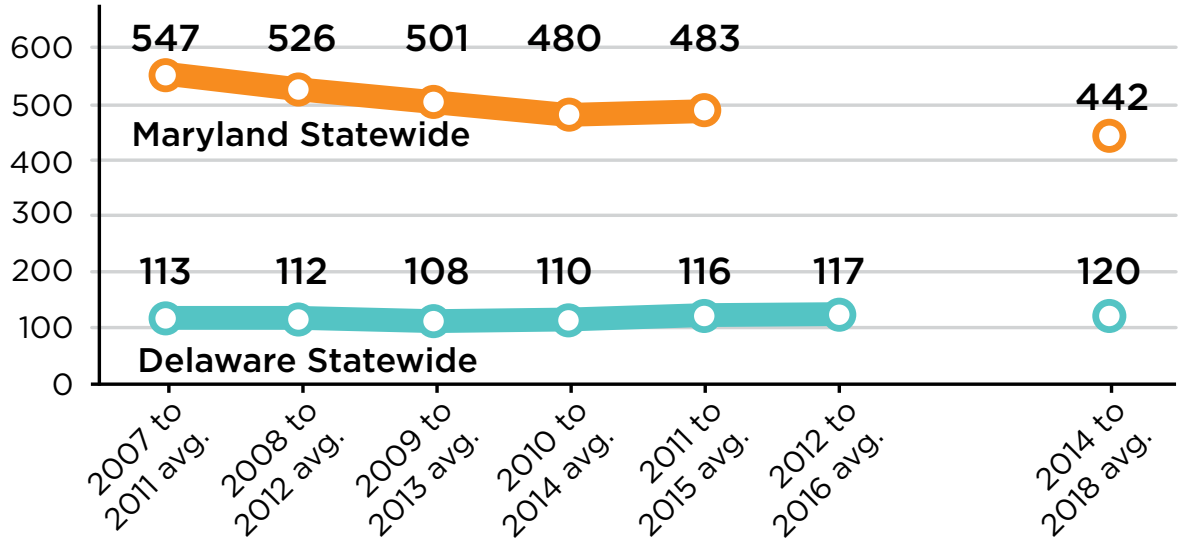
VMT – Vehicle Miles Traveled

PM2.5 – Particulate Matter

CMAQ – Congestion Mitigation and Air Quality Improvement (CMAQ) Program

Performance Measures

Total Crash Fatalities and Future Target*



Exceed transportation conformity standards

PM: on road mobile source ozone and PM2.5 projections; qualitative review of UPWP

Fund CMAQ projects with the greatest air quality benefits

PM: WILMAPCO CMAQ prioritization vs. eventual funding

NPM: 2 and 4-year total emission reductions

Seek to improve multimodal access and connectivity to healthy and affordable food, employment and services in all WILMAPCO studies

PM: connectivity analysis total emission reductions

Public Opinion

5x

Low-income residents are 5x more likely to have some difficulty with transportation, compared to high income residents

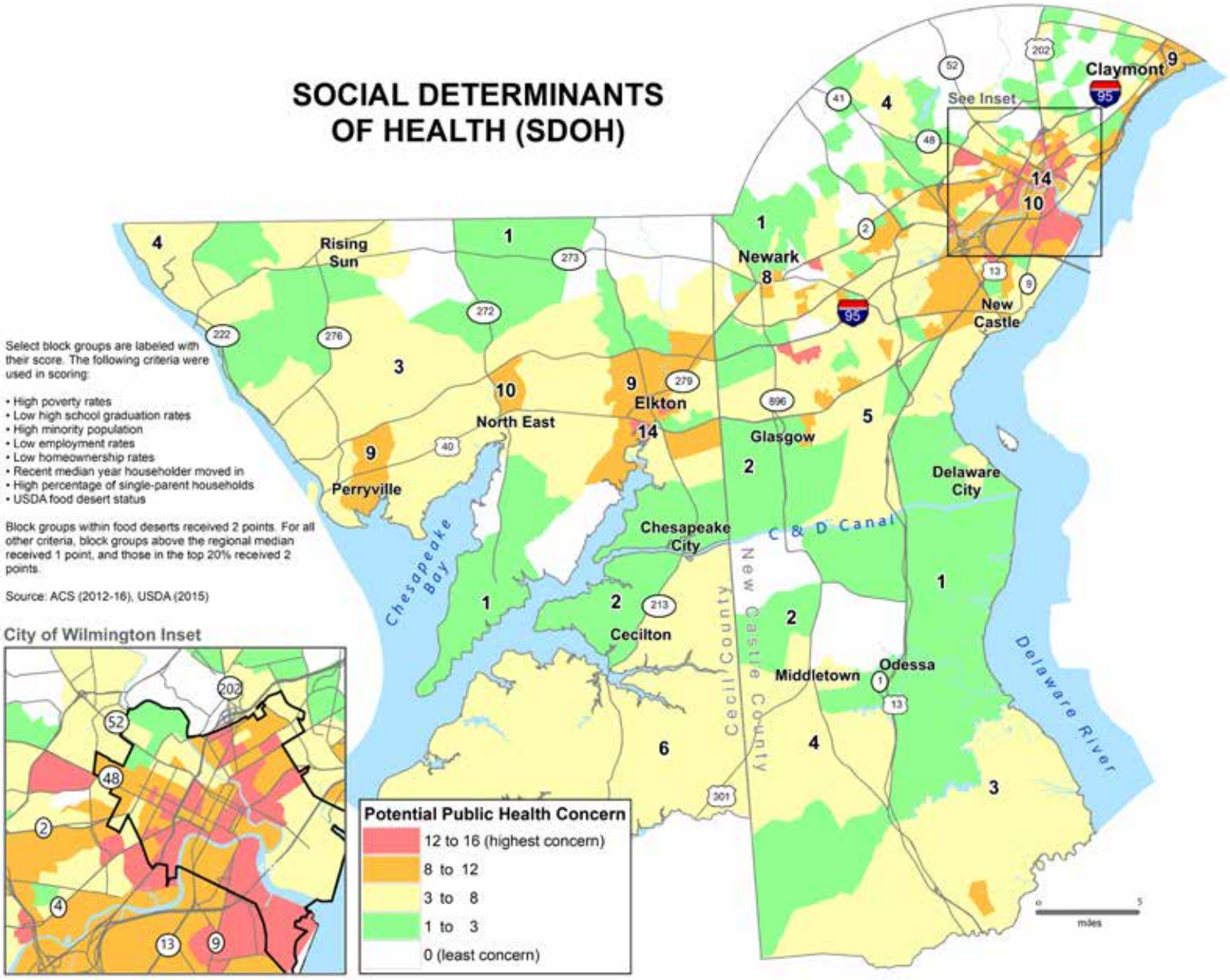
*National Performance Measure

Spotlight: Social Determinants of Health (SDOH)

A person's health is impacted not just by their genetics and lifestyle, but also by the social conditions where they live. Communities with limited formal education, without easy access to healthy food, with limited social cohesion, and those experiencing poverty and racism, among many other factors, can be expected to have poorer health outcomes.

This past year, WILMAPCO, with the support of Nemours and several other agencies and civic groups, developed a Social Determinates of Health (SDOH) index, as part of our transportation project prioritization process for the Route 9 Corridor Master Plan. It incorporated many documented SDOH indicators that caused some neighborhoods to be of greater public health concern. In that local analysis, these neighborhoods received greater consideration for transportation improvement projects, which would improve access and connectivity and help address these health concerns.

WILMAPCO is beginning to analyze and apply SDOH concepts on a regional scale and in other studies.


SOCIAL DETERMINANTS OF HEALTH (SDOH)
Select block groups are labeled with their score. The following criteria were used in scoring:
• High poverty rates
• Low high school graduation rates
• High minority population
• Low employment rates
• Low homeownership rates
• Recent median year householder moved in
• High percentage of single-parent households
• USDA food desert status
Block groups within food deserts received 2 points. For all other criteria, block groups above the regional median received 1 point, and those in the top 20% received 2 points.
Source: ACS (2012-16), USDA (2015)
City of Wilmington Inset
See Inset
Claymont
Rising Sun
Newark
New Castle
Elkton
North East
Perryville
Glasgow
Delaware City
Chesapeake City
Cecilton
Middletown
Odessa
Chesapeake Bay
C & D Canal
New Castle County
Cecil County
Delaware River
Potential Public Health Concern
12 to 16 (highest concern)
8 to 12
3 to 8
1 to 3
0 (least concern)
miles

Promote active transportation

Fund transportation choices

PM: TIP funding trends

NPM: Percentage of non-SOV trips

Apply a Complete Streets Policy in all WILMAPCO studies and in the TIP

PM: review of UPWP studies and the TIP

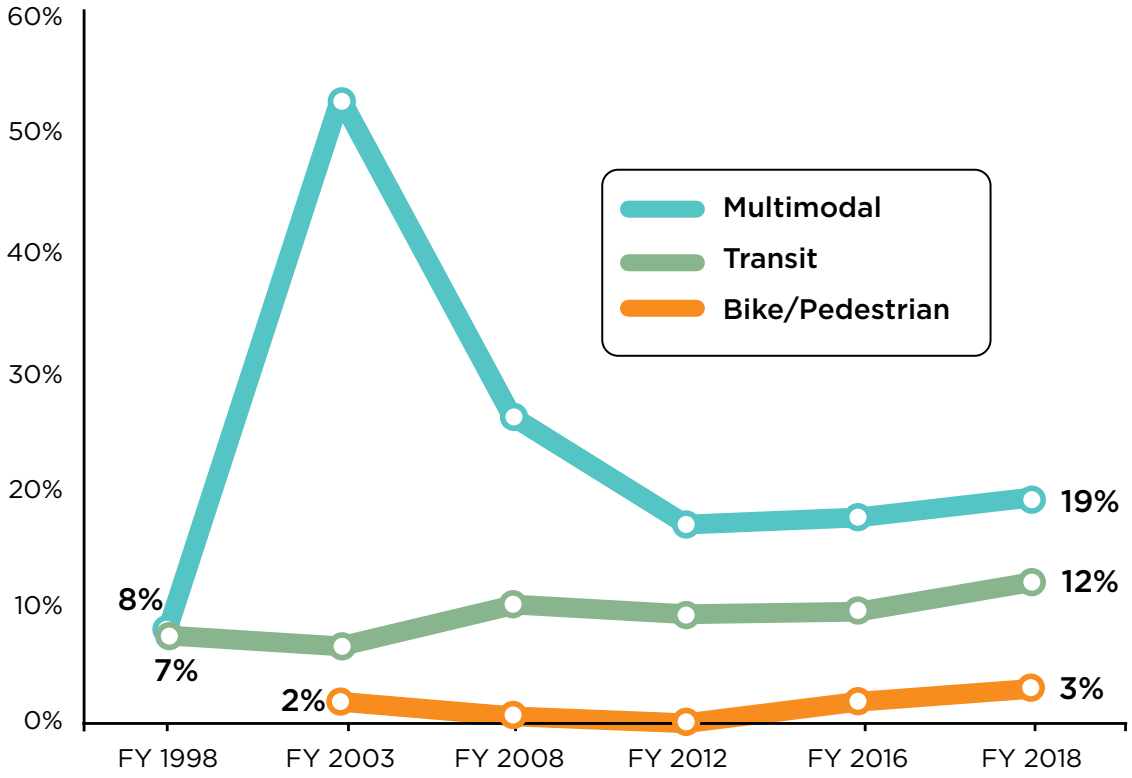
Public Opinion

65%

Distance, my car, and a lack of convenience is what keeps me from walking more.

Performance Measures

WILMAPCO's TIP funding of transportation choices



SOV – Single Occupancy Vehicle

TAP – Transportation Alternatives Program

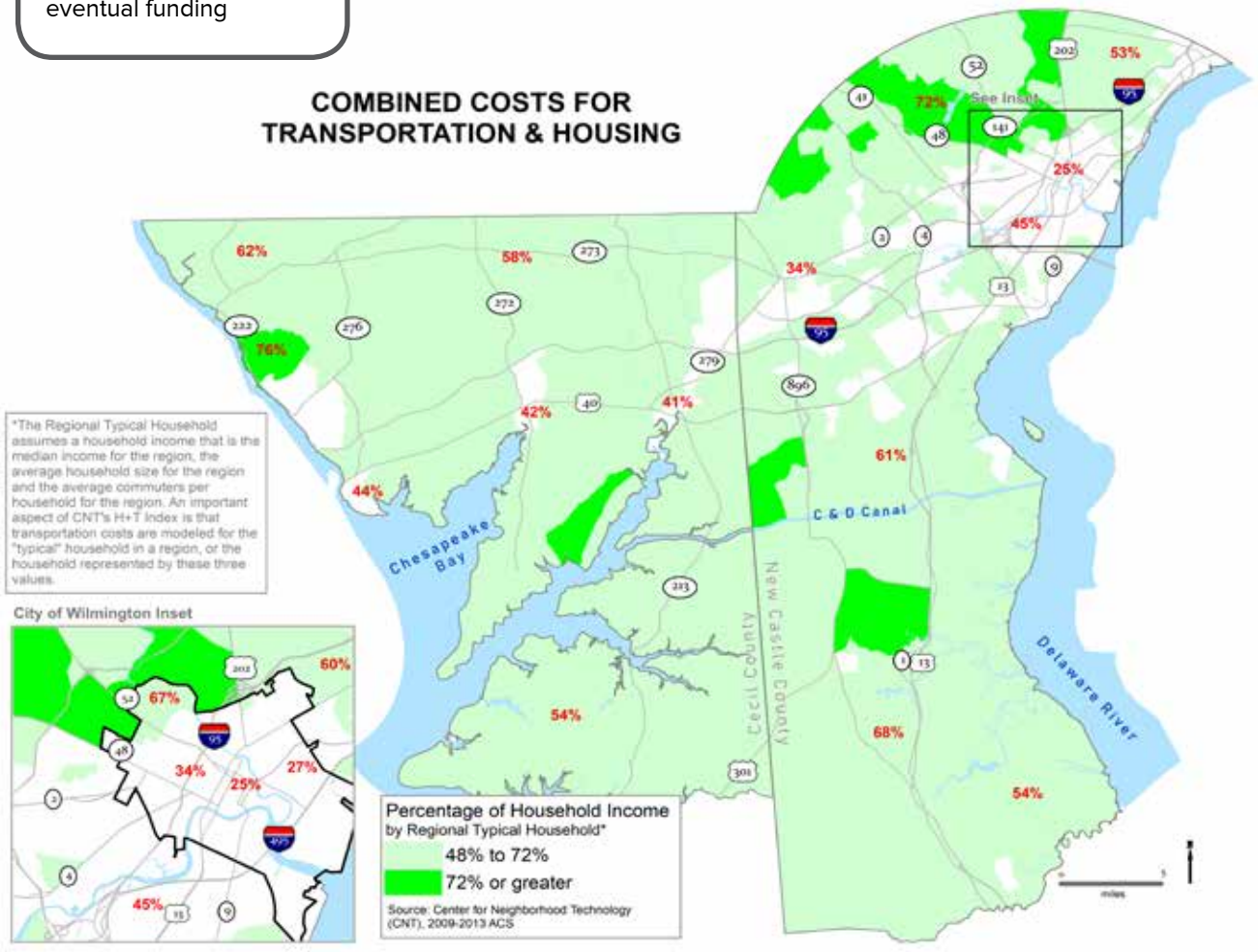
SRTS – Safe Routes to School

Fund TAP investments within areas of greatest need

PM: WILMAPCO TAP prioritization versus eventual funding

Develop and implement SRTS Programs

PM: qualitative review of UPWP



Combined transportation and housing costs above 48% of a household's annual budget are considered unaffordable.

Spotlight: Location Efficiency

Housing and transportation are the two biggest items in the average North American household's budget. Using data from the Center for Neighborhood Technology, WILMAPCO examined which communities in our region have reasonable housing and transportation costs (at or below the median spent nationally). We found, for the typical household (one that earns the region's median income), most of the region was not very affordable. While 60% of housing units are in areas where housing costs are affordable, only 19% are in places where transportation costs are affordable. Most residents of the WILMAPCO region, especially in Cecil County and outside of the I-95 corridor in New Castle County, spend much more money than expected on getting around.

Creating walkable and bikeable communities with nearby destinations like jobs, markets and activities lessens the need for private cars.

Ensure transportation choice & equity

Analyze the inequities EJ groups experience in the transportation network

PM: Maintain an EJ report

Reduce transportation costs

PM: transportation as a percentage of household spending; Inflation-adjusted bus/train fares; transportation and housing affordability data

Public Opinion

73%

Black residents say improving bus service is important versus about 48% of white residents

Equitably distribute TIP funding

PM: TIP spending within EJ communities

Generate beneficial transportation projects within EJ communities

PM: TIP spending within EJ communities

Plan for livable, sustainable and prosperous neighborhoods

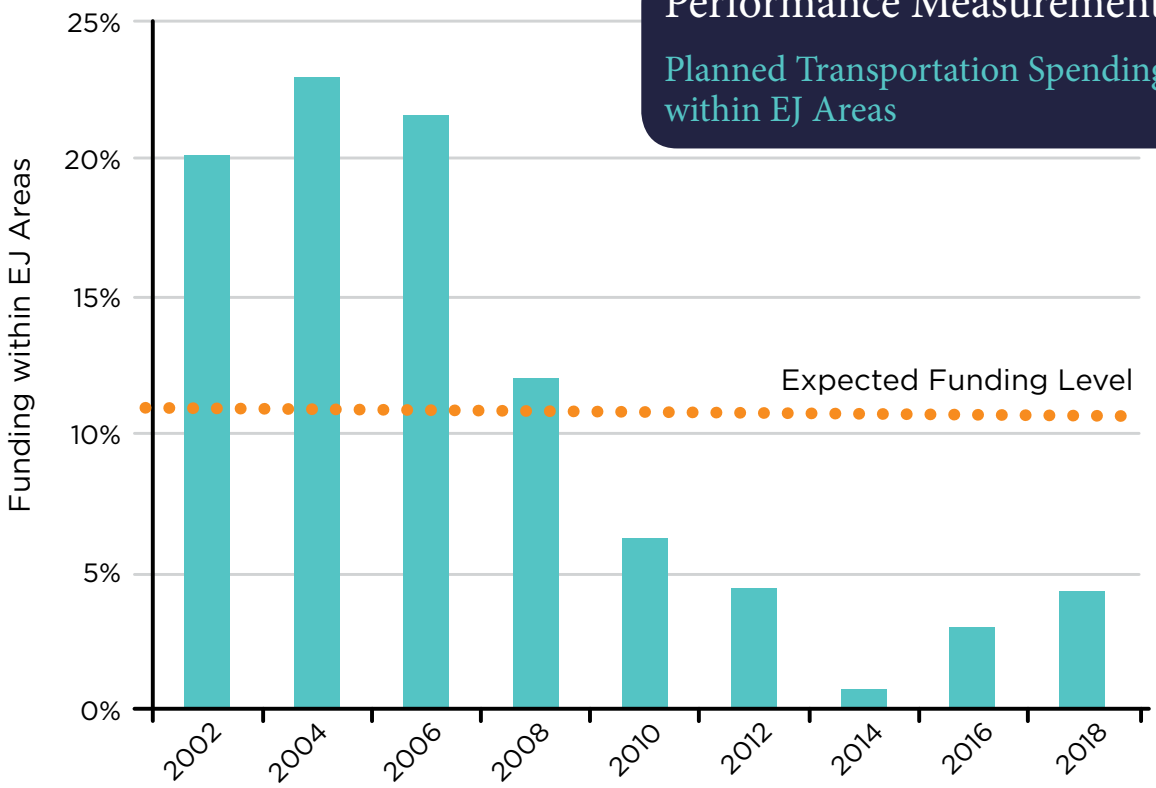
PM: qualitative review of UPWP

Spotlight: Environmental Justice (EJ)

Societal burdens carried by low-income and racial and ethnic minority or EJ communities are replicated within the transportation system. WILMAPCO has analyzed these patterns and has proposed some solutions. Significantly, we found that the percentage of planned project spending within EJ neighborhoods has declined during the past decade, in step with greater funding for suburban highway projects. We have also found that EJ groups are consistently less familiar with WILMAPCO and have unique transportation concerns. EJ is woven into our project prioritization process to help speed the implementation of beneficial projects in EJ communities. While we have bolstered EJ public outreach initiatives, more work is needed. A new regional EJ study is underway and is expected to be completed in the fall of 2019.

Performance Measurement

Planned Transportation Spending within EJ Areas



Preserve natural & cultural resources

Support the designation and implementation of scenic byways

PM: qualitative review of UPWP; corridor management plans

Avoid TIP expansion projects in Rural TIAs and Sensitive Ecological Areas

PM: analysis of RTP/ aspiration projects

Seek to preserve and protect natural and cultural resources in all WILMAPCO studies

PM: qualitative review of subregional studies

Public Opinion

70%

Preserving farmland and open space is very important

Support efforts to reduce negative transportation impacts on the environment and society

PM: qualitative review of UPWP

Promote use of designs that minimize impervious surface and environmental impacts

PM: qualitative review of subregional studies and TIP

Establish a better relationship between transportation and tourism

PM: Greenway progress

Spotlight: Rural Development

In our region, rural development is outpacing urban redevelopment. As shown in our Progress Report, the cities of Newark and Wilmington, together, can expect only a 6% increase in households though 2040. Meanwhile, rural parts of New Castle County can expect 32% more households. This continues a similar historic trend of sprawl into rural areas.

These new households, particularly in Southern New Castle County, have stressed roads and have helped trigger many of the major transportation projects found in this and past RTPs. Rural parts of New Castle County have captured more than double the planned transportation investment of Newark and Wilmington during the past decade. These expansion projects often bring lasting change to sensitive natural landscapes and set the stage for additional development, which is driving the "cycle of sprawl" we will explore in the next section.

To better preserve farmland and open space we must understand the impact transportation investments have on future land development, and plan transportation and land development in tandem.

Projected Growth (New Castle County)

6% more households

0% more jobs

32% more households

4% more jobs

Projected Growth (Cecil County)

24% more households

19% more jobs

32% more households

23% more jobs

Transportation Project Spending Since FY 2010 (Regional)

$214 million

$461 million

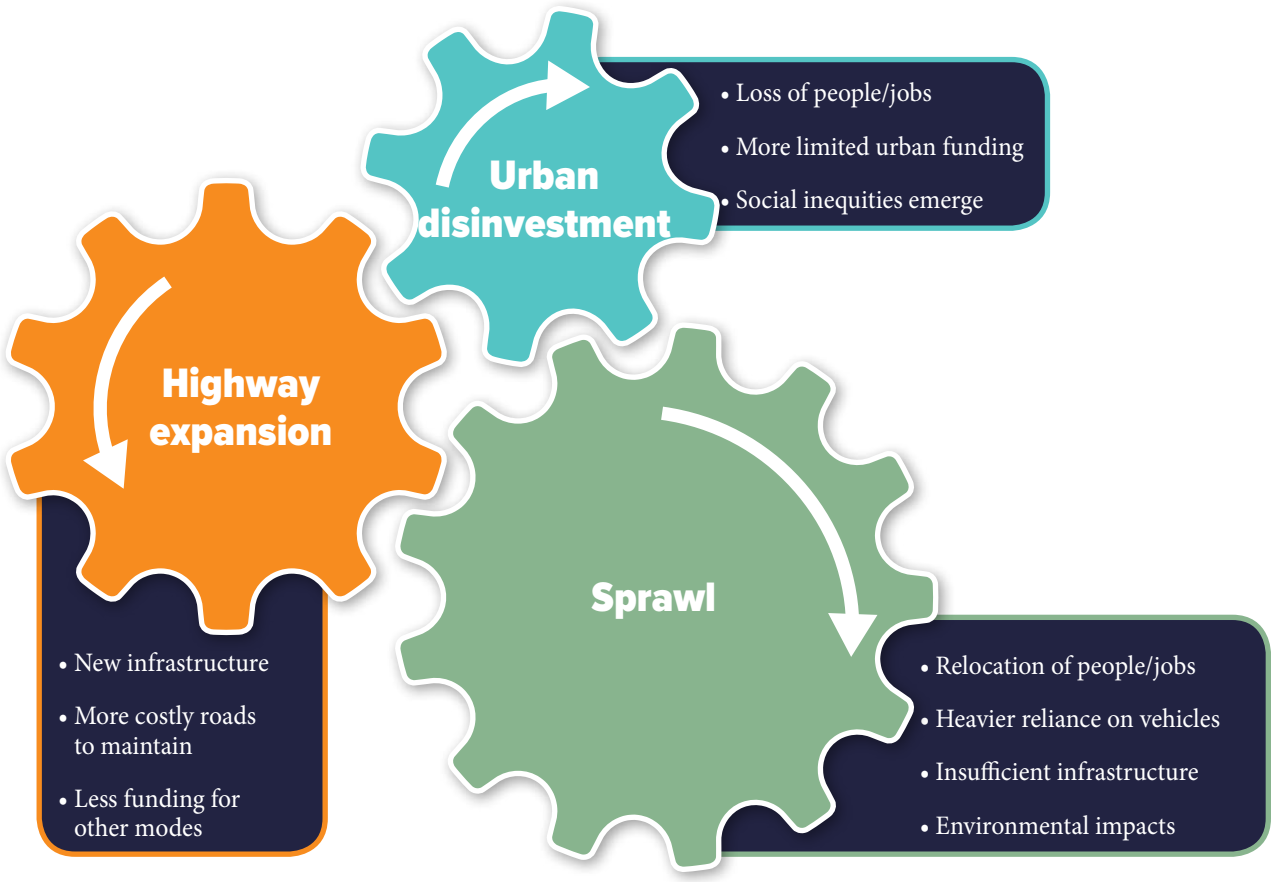
This graphic compares projected growth in urban areas (Center Transportation Investment Areas) vs. rural areas (Rural Transportation Investment Areas) with recent transportation project spending in those places. See pages 55 and 56 of the 2017 Regional Progress Report for more info: www.wilmapco.org/Progress_Report/2017_Regional_Progress_Report.pdf.

Performance Measures

Demographic Projections and Transportation Spending in Urban vs. Rural Areas

TRANSPORTATION INVESTMENT AREAS

Land use and transportation planning are often not well coordinated on a regional scale. This has historically led to Wilmington's suburban sprawl and, today, continues to churn a "Cycle of Sprawl" which threatens lasting economic growth, leads to social inequity and poor health outcomes, and endangers our environment. As shown in the conceptual graph below, sprawling developments are built on the region's edge; which necessitates transportation expansions (encouraging more sprawl); and leaves less funding for developed areas (encouraging more sprawl). The result is a continuation of suburban sprawl, increasing total vehicle miles driven, and persistence of social inequities.



Public Opinion about Regional Development [10]

100% it is sometimes or always appropriate to mix residential, office and retail

93% preserving open space and farmland is important

90% revitalizing existing communities and downtowns is important

81% connecting neighborhoods to nearby destinations is important

67% development and transportation projects should be concentrated in areas with higher population and employment; projects in rural areas should be limited to safety and system maintenance

The box above shows channeling development into existing places and identified growth areas is popular with our region's residents. In keeping with this, the North Claymont Area Master Plan imagined targeted redevelopment in the Claymont area, shown below

[10]WILMAPCO Public Opinion Survey, 2018

Transportation Investment Areas (TIAs)

One way to help break the cycle of sprawl is to properly invest in Transportation Investment Areas (TIAs). TIAs are an overarching guide for where the various types of transportation investments ought to go, in recognition of transportation's close relationship with land use. The TIAs were developed by reviewing and consolidating state and local land use plans into a single map.

The graphic below provides a description of each TIA type. Generally, places with the heaviest concentrations of population and employment and infrastructure – "Centers" and "Cores" – are tabbed for the greatest transportation investments, to maintain and expand existing networks. Places with the least development – "Rural" – should see the most limited project funding. The three other TIA types ought to receive varying levels of project funding as needed. WILMAPCO should ensure that proposed RTP and TIP projects are appropriate for the TIA designation.

While not a TIA, we also identify four distinct villages within Cecil County's Core TIA. These places were identified in the County's Comprehensive Plan. Investments made near villages should take care to consider the potential disruptions to their unique historic character.

Photo Credit: Google Earth

Center

High existing and planned concentrations of people and jobs with opportunities for significant re-development.

Transportation Objectives: intensive transportation investment with an emphasis on public transportation (including rail and the most frequent bus service) and walking and bicycling improvements. New highway interchanges should be discouraged. High frequency bus service is appropriate.

Core

Established places with a mixture of people and jobs, often along and nearby suburban highways.

Transportation Objectives: maintain and manage the existing infrastructure while allowing for system expansion for all modes of transportation, except train stations and the addition of public transit centers. Moderate frequency bus service is appropriate here.

Photo Credit: Google Earth

Photo Credit: Google Earth

Community

Established places home to mostly single-family residential communities.

Transportation Objectives: maintain and manage the existing infrastructure while allowing for some periodic system expansions. Infrequent bus service is appropriate.

Developing

Quickly developing places with unsettled land use and transportation patterns.

Transportation Objectives: maintain and manage the existing and emerging infrastructure. Some system expansion will be necessary, but major capacity road expansions and interchanges should be discouraged. Infrequent bus service is appropriate.

Photo Credit: Google Earth

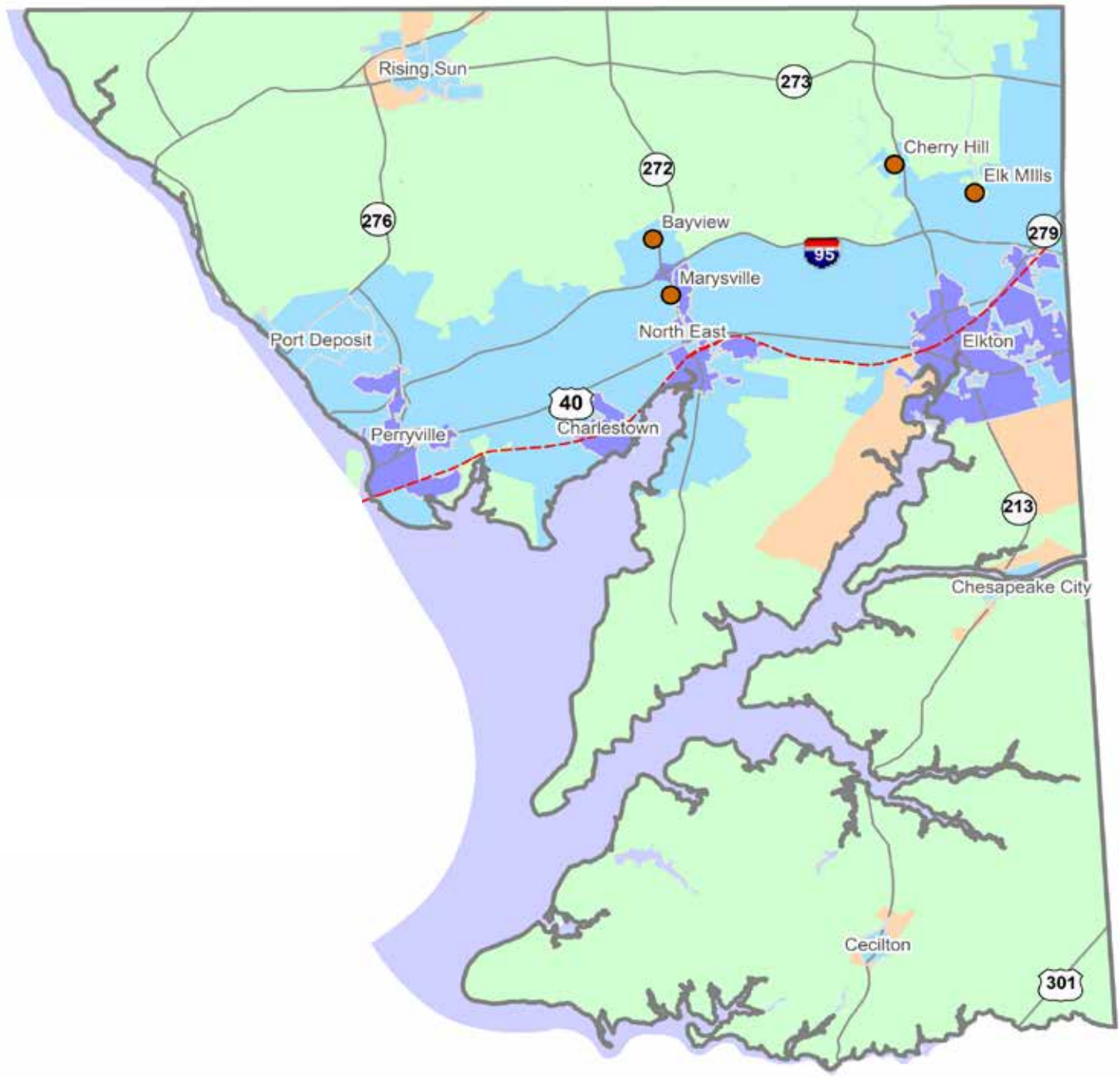
Photo Credit: Google Earth

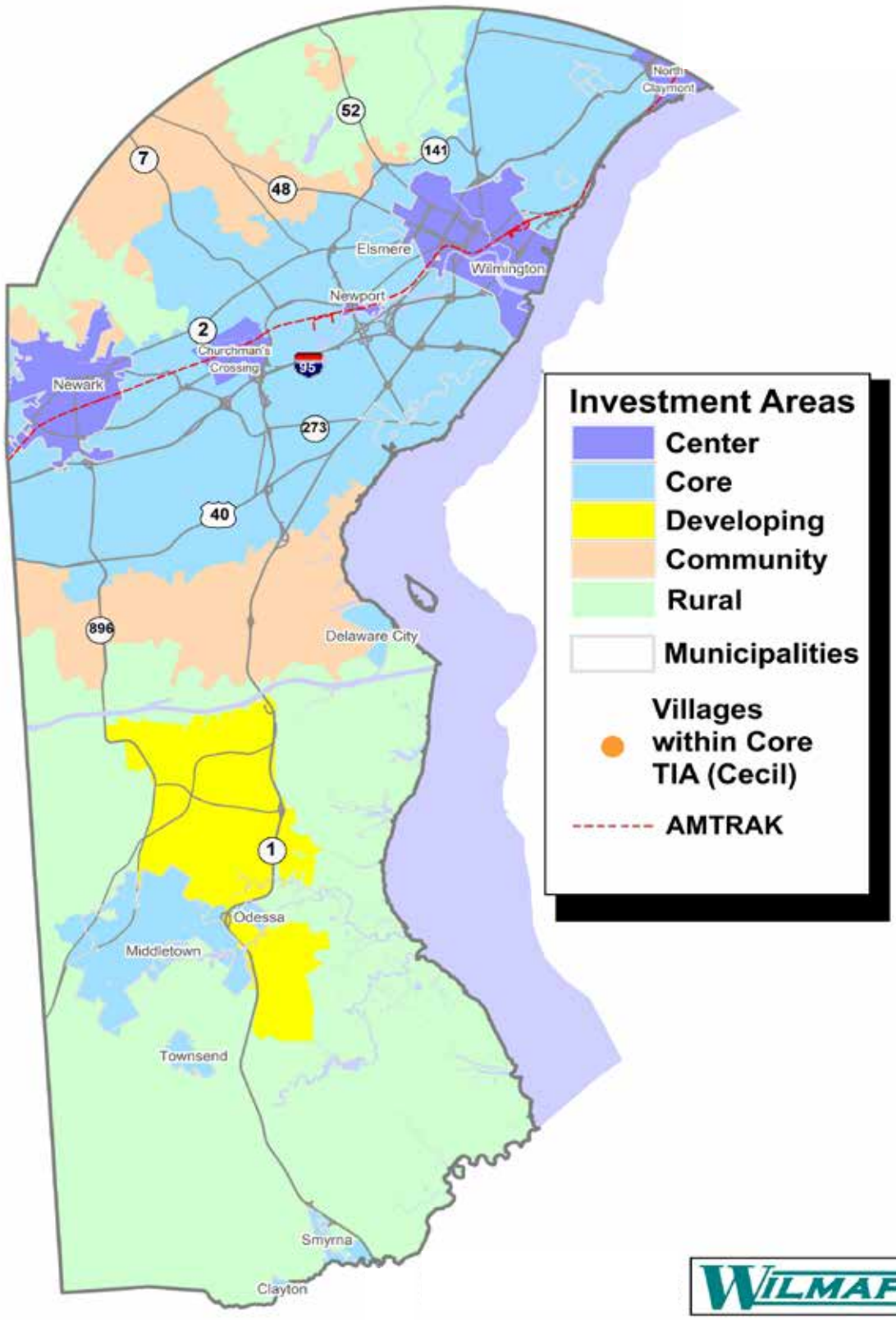
Rural

Agricultural and natural areas where urban development is not expected.

Transportation Objectives: preserve the existing infrastructure with an aim of protecting existing agriculture and natural resources. All system expansions apart from bicycling and walking paths should be actively discouraged. No fixed-route bus service is appropriate. Scenic byway easement purchases should be pursued where applicable.

Transportation Investment Areas (TIAs)




North Claymont
52
7
141
48
Elsmere
Wilmington
Newport
2
Churchman's Crossing
95
Newark
273
40
896
Delaware City
1
Odessa
Middletown
Townsend
Smyrna
Clayton
Investment Areas
Center
Core
Developing
Community
Rural
Municipalities
Villages within Core TIA (Cecil)
AMTRAK

Financial plan

The Financial Plan of the RTP assesses how much funding is available for future transportation investments, priority projects for road, transit, bicycle and pedestrian infrastructure known as the Constrained Project List, and desired projects that cannot be funded based on current funding forecasts known as the Aspirations List.

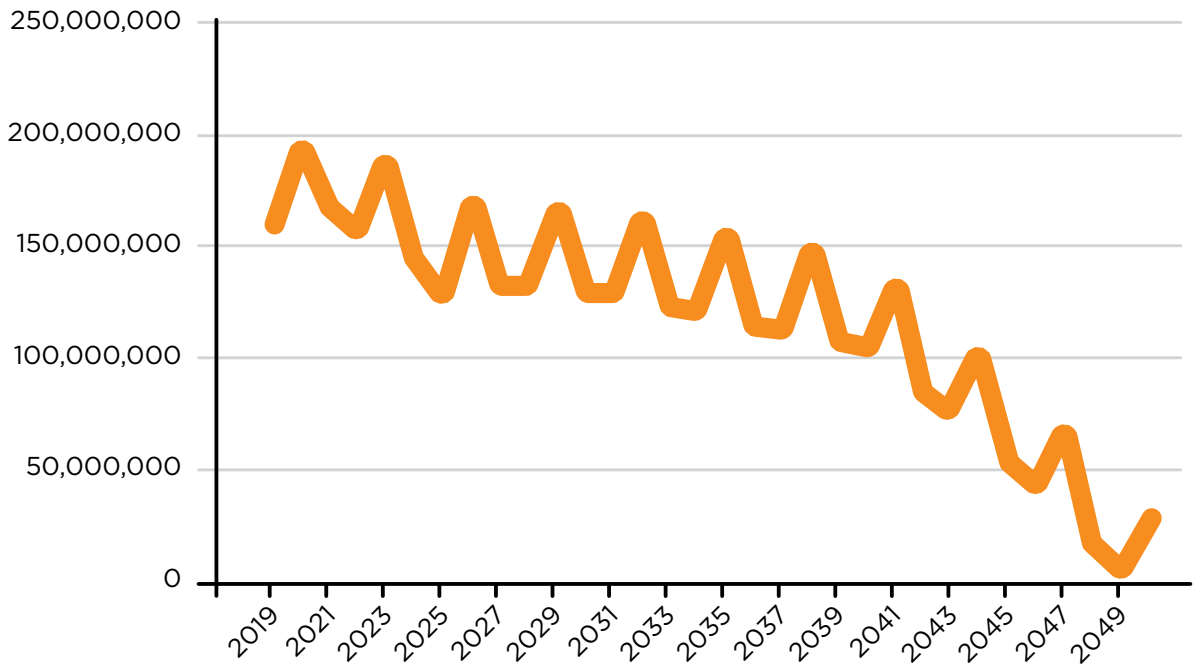
2050 Financial Forecast

Working with DelDOT and MDOT, we developed funding forecasts for New Castle and Cecil counties. Additional details about assumed operating and system preservation expenses may be found in the RTP appendices.

Available Funding Analysis - FY 2019-2050

Summary- $s x 1000	Cecil County	New Castle County
Total Revenue from State estimates[1]	$227,500	$6,612,385
MDTA Tolls/BUILD Grant	1,389,380	
Less core business		(2,755,095)
Less GARVEE payback		(76,834)
Total revenue for new capital projects	$1,616,880	$3,780,456
Constrained project costs	$1,616,879	$3,780,454

Funding Forecast for New Castle County Capital Transportation Projects

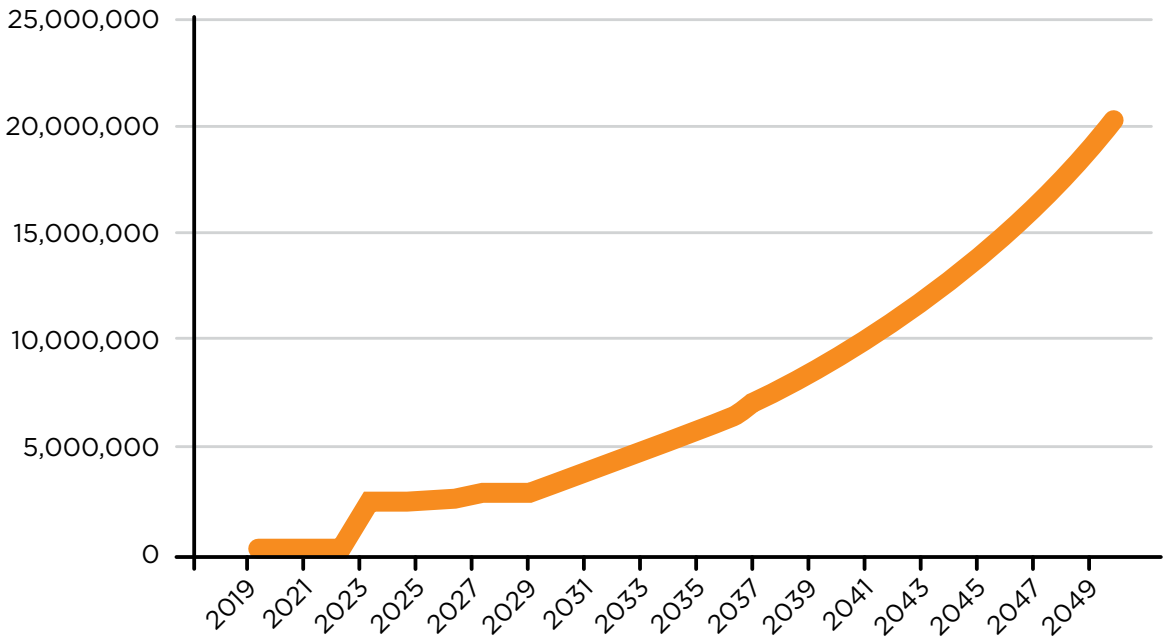


1. Total Revenue Sources:

Delaware - Total Capital Revenue for taken from line 65 "Total Funds Available for Capital Expenditures" and assumes that 50% will be spent in New Castle County.

Maryland - Assumes 86.4 % of funds will go towards surface transportation expansion, use of private funds ($696 total statewide), and that 0.5% of total surface transportation funds will go towards Cecil County projects. Assumes I-95 widening will be 100% MDTA and I-95 interchanges will be 100% MDTA/Other/BUIILD grant.

Funding Forecast for Cecil County Transportation Expansion



Financially Constrained Projects

Many capital projects can be pursued through 2050 with available funding. The projects presented in this section represent the current priority projects. This listing will likely evolve in the decades to come, as funding is identified and lost, and policies, development patterns, and priorities change.

Total Costs by Implementation Term and County

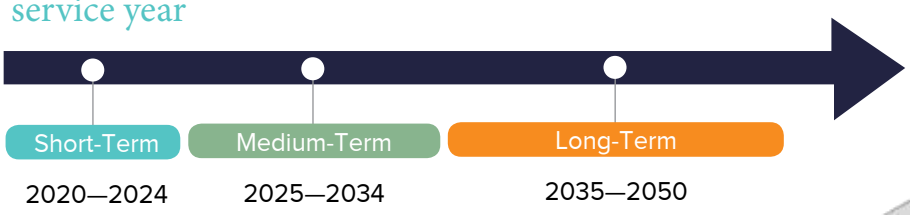
Project Name	2018 Cost (x1,000)	Year of Expenditure Cost x $1,000	Funds available for capital improvements	Difference
Cecil County Long Term	$807,509	$1,517,780	$1,517,781	0
Cecil County Medium Term	$71,998	$94,100	$94,100	0
Cecil County Short Term	$4,188	$4,999	$5,000	1
New Castle County Long Term	$577,972	$1,204,302	$1,204,303	1
New Castle County Medium Term	$1,099,088	$1,560,158	$1,560,158	0
New Castle County Short Term	$901,027	$1,015,994	$1,015,995	1
Total	$3,461,783	$5,397,333	$5,397,337	3

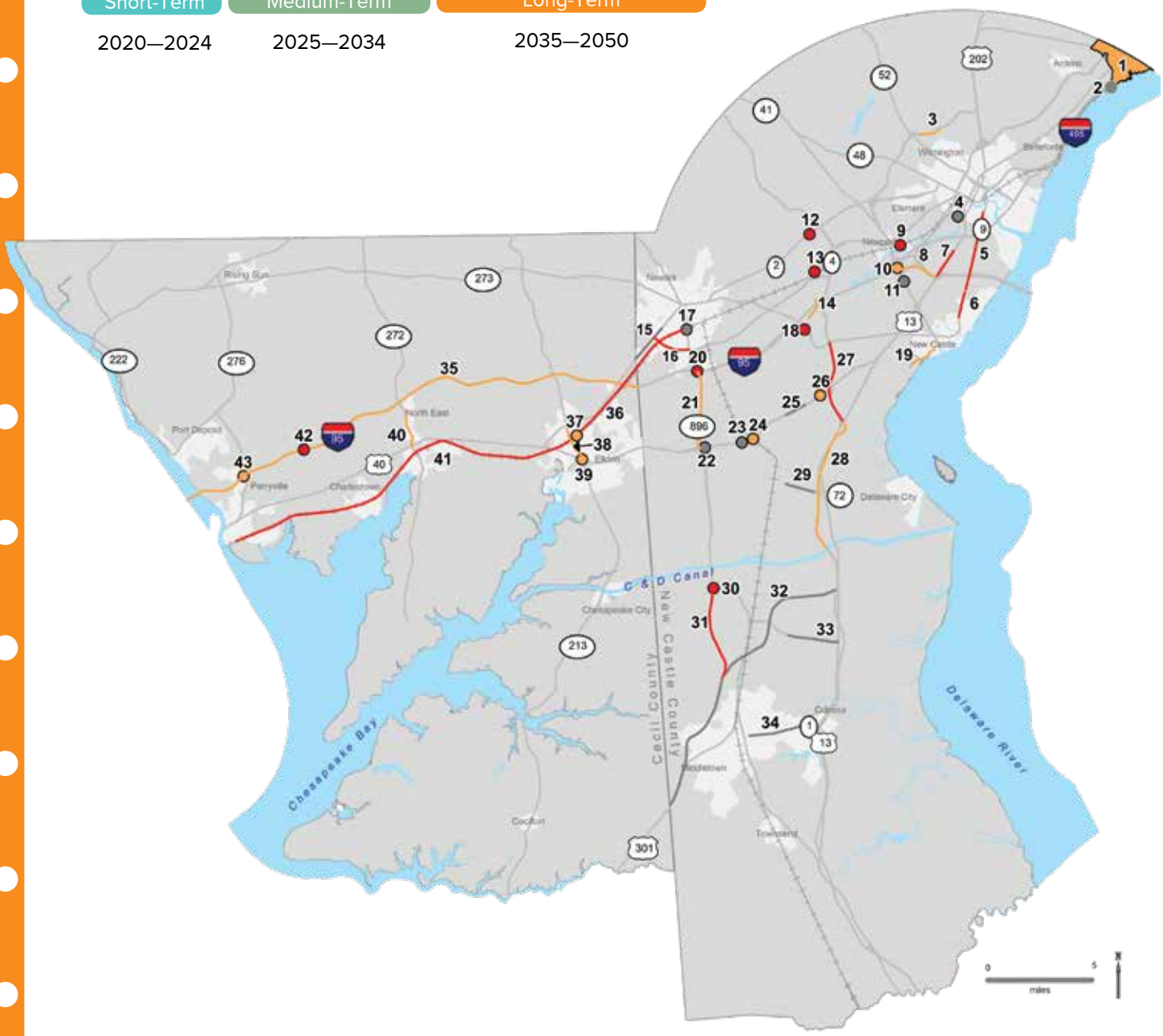
ST to 2024; MT 2025-2035; LT =>2036

Cecil County funding assumes that I-95 costs will be 100% MDTA tolls, BUILD Grant, local, and private

Map of Financially Constrained Projects Over $15 Million

Proposed projects above $15 million by in-service year





Financially Constrained Projects Over $15 Million ($s x 1000)

Time frame (Short term to 2024; Medium Term 2025-2034; Long Term 2035-2050)

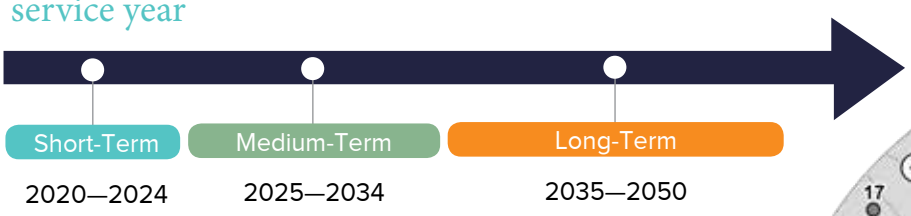
Map ID	County	Project Name	Description	Mode	Category	TIA	Technical Score	Year of Expenditure Cost x $1,000	In Service Year
1	NCC	North Claymont Area Master Plan Implementation	Diverging Diamond Interchange (DDI) at I-95 and Naamans Road	Multimodal	Expansion	Center	12	$57,483	2040
1	NCC	North Claymont Area Master Plan Implementation	I-495 ramp improvements including northbound lanes and pedestrian/bicycle access across	Multimodal	Management	Center	7	$36,363	2035
1	NCC	North Claymont Area Master Plan Implementation	Improve I-95 southbound off-ramp by widening and signalizing ramp right turn	Multimodal	Management	Center	6	$63,090	2050
1	NCC	North Claymont Area Master Plan Implementation	Install a new I-495 pedestrian bridge next to Philadelphia Pike.	Bike/Ped	Management	Center	7	$51,502	2050
1	NCC	North Claymont Area Master Plan Implementation	North Claymont Spine Road: Northeast Corridor to Naamans Road	Multimodal	Expansion	Center	9	$21,386	2030
1	NCC	North Claymont Area Master Plan Implementation	Continue connection to SEPTA bus services	Transit	Management	Center	6	$1,199	2024
1	NCC	North Claymont Area Master Plan Implementation	Philadelphia Pike/Naamans Road intersection safety and capacity improvements	Multimodal	Management	Center	6	$16,528	2035
1	NCC	North Claymont Area Master Plan Implementation	US 13, Philadelphia Pike: I-495 - PA Line safety and multimodal improvements	Multimodal	Management	Center	7	$19,161	2040
1	NCC	North Claymont Area Master Plan Implementation	Ridge Road - change free right turn from Naamans Road to a yield, and improving EB Ridge Road lane merge approaching Analine Village using signs and pavement markings	Multimodal	Management	Center	6	$7,164	2024
1	NCC	North Claymont Area Master Plan Implementation	Sidewalk upgrades: Hickman Rd (access to Tri-State Mall), Analine Village path from Parkway Ave to Woodfield Dr, Darley Rd	Bike/Ped	Management	Center	7	$3,582	2024
1	NCC	North Claymont Area Master Plan Implementation	Society Drive - all way stop or a roundabout at the Northtowne Plaza driveway/ bus stop crossing	Multimodal	Management	Center	6	$7,164	2024
1	NCC	North Claymont Area Master Plan Implementation	Enhance bus service to station and Tri-State Mall site	Transit	Management	Center	9	$1,194	2024
1	NCC	North Claymont Area Master Plan Implementation	Explore access to future residential/marina east of Northeast Corridor rail through adjacent Linde property	Multimodal	Expansion	Center	6	$8,264	2035
1	NCC	North Claymont Area Master Plan Implementation	Improve pedestrian bridge and connector trail over I-495 pedestrian bridge	Bike/Ped	Management	Center	7	$3,582	2024
1	NCC	North Claymont Area Master Plan Implementation	Install street lighting, especially in neighborhoods and along Hickman Road.	Multimodal	Management	Center	6	$2,388	2024

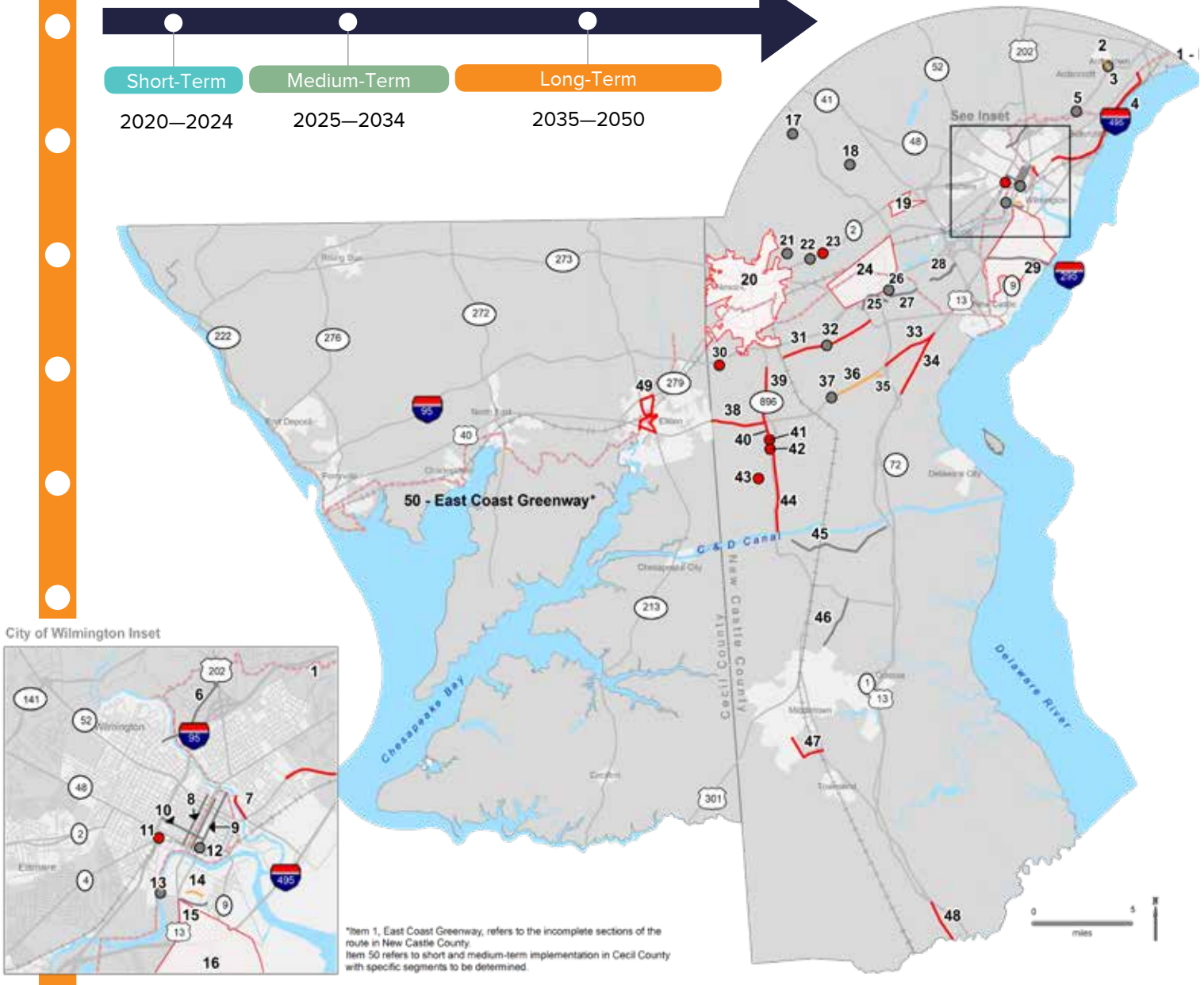
Map ID	County	Project Name	Description	Mode	Category	TIA	Technical Score	Year of Expenditure Cost x $1,000	In Service Year
1	NCC	North Claymont Area Master Plan Implementation	Naamans Rd / Philadelphia Pike access management (new signals at the spine road intersections; converting Alcott Avenue to right-in, right-out)	Multimodal	Management	Center	6	$5,970	2024
2	NCC	Claymont Train Station	Relocated multimodal transit center	Multimodal	Management	Center	14	$65,564	2021
3	NCC	Tyler McConnell Bridge, SR 141: Montchannin Road - Alapocas Road	Bridge replacement and multimodal improvements	Multimodal	Expansion	Core	8	$88,141	2040
4	NCC	Christina River Bridge	New multimodal bridge	Multimodal	Expansion	Center	8	$52,762	2020
5	NCC	SR 9: Landers Ln - A St	Road diet and intersection reconfigurations with ped/ bike improvements	Multimodal	Management	Core	15	$24,238	2030
6	NCC	SR 9, New Castle Ave: 3rd St - Landers Ln	Pavement reconstruction and multimodal improvements	Multimodal	Management	Core	9	$22,812	2030
7	NCC	US 13: US 40 - Memorial Drive	Improve pedestrian safety and access	Bike/ped	Management	Core	26	$34,436	2025
8	NCC	I-295, Northbound	Add highway capacity	Road	Expansion	Core	13	$19,161	2040
9	NCC	Newport Rail Station	New commuter rail station	Transit	Expansion	Center	11	$42,773	2030
10	NCC	SR 141 & I-95 Interchange	Reconfigure interchange, safety improvements	Road	Management	Center	12	$73,578	2040
11	NCC	SR 141 & I-95: I-95 - Jay Drive	Reconfigure interchange, safety improvements	Multimodal	Management	Core	9	$89,691	2022
12	NCC	BR 234, Kirkwood Highway over Mill Creek	Pedestrian Improvements	Bike/ped	Management	Center	16	$28,515	2030
13	NCC	Fairplay Train Station - Parking	Commuter rail station parking expansion	Transit	Management	Center	16	$20,320	2030
14	NCC	Eagle Run Rd to Continental Drive Connector	New multimodal roadway	Multimodal	Expansion	Center	10	$76,644	2040
15	NCC	SR 2, Elkton Road: MD Line to Casho Mill Rd	Capacity, safety and multimodal improvements	Multimodal	Expansion	Center	13	$37,482	2021
16	NCC	SR 4: SR 2 - SR 896	Eliminate bottleneck, improve non-motorized access	Multimodal	Expansion	Center	11	$26,442	2025
17	NCC	Newark Regional Transportation Center, Phase II	Commuter rail capacity improvements	Transit	Management	Center	22	$67,152	2021
18	NCC	SR 273 / Chapman Rd Intersection Improvements	Improve/reconfigure intersection, improve pedestrian access	Multimodal	Management	Core	18	$17,895	2025
19	NCC	SR 9, River Rd. Area, Dobbinsville (viaduct)	Reconfigure/ raise roadway to mitigate flooding	Road	Management	Core	7	$21,783	2040
20	NCC	I-95 / SR 896 Interchange	Improve/reconfigure interchange	Road	Expansion	Center	16	$211,725	2030
21	NCC	SR 896: US 40 - I-95	Road widening to six lanes	Multimodal	Expansion	Core	15	$77,252	2050
22	NCC	US 40 / SR 896 Interchange	Construct grade separated intersection, safety improvements	Road	Expansion	Core	13	$71,948	2025
23	NCC	US 40 / SR 72 Wrangle Hill Road	Improve/reconfigure intersection, improve pedestrian access	Multimodal	Management	Core	13	$15,819	2021
24	NCC	US 40 Overpass of Norfolk Southern RR	Remove at-grade rail crossing	Multimodal	Management	Core	17	$77,745	2045
25	NCC	US 40: Salem Church Rd - Walther Road	Improve roadway, improve non-motorized access	Multimodal	Expansion	Core	12	$22,090	2024
26	NCC	US 40/SR 7 Intersection	Grade separated intersection	Road	Expansion	Core	12	$111,134	2040
27	NCC	SR 1: Tybouts Corner - SR 273	Reconstruct roadway	Road	Expansion	Core	13	$156,834	2030
28	NCC	SR 1: Tybouts Corner - Roth Bridge	Expand and reconstruct roadway	Road	Expansion	Community	5	$154,505	2050

Map ID	County	Project Name	Description	Mode	Category	TIA	Technical Score	Year of Expenditure Cost x $1,000	In Service Year
29	NCC	SR 72: McCoy Road - SR 71	Expand roadway, improve nonmotorized access	Multimodal	Expansion	Community	3	$19,810	2021
30	NCC	SR 896 / Bethel Church Rd Interchange	Construct grade separated intersection, safety improvements	Road	Expansion	Developing	-2	$30,747	2025
31	NCC	US 301: Spur	New limited access highway, congestion reduction, safety improvements	Road	Expansion	Developing	6	$111,209	2030
32	NCC	US 301: MD State Line - SR 1	New limited access toll road	Road	Expansion	Rural, Core, Developing	7	$150,249	2020
33	NCC	Boyds Corner Rd: Cedar Lane - US 13	Expand roadway, improve nonmotorized access	Multimodal	Expansion	Developing	6	$21,493	2024
34	NCC	SR 299: SR 1 - Catherine Street	Expand roadway, improve pedestrian access	Multimodal	Expansion	Core	11	$28,667	2022
35	CC	I-95: Susquehanna River - DE Line	Major roadway and bridge expansion, congestion reduction, safety improvements	Road	Expansion	Core	3	$1,021,768	2040
36	NCC	Rail - Newark to Elkton	Expand commuter rail service	Transit	Expansion	Center	6	$42,773	2030
37	CC	Elkton Train Station	New commuter rail station	Transit	Expansion	Center	9	$25,268	2036
38	CC	MD 213, Bridge St.: US 40 - MD 279	Multi-lane urban reconstruction	Multimodal	Management	Core	11	$34,900	2036
39	CC	MD 213 / US 40 Intersection Improvements	Improve/reconfigure intersection	Multimodal	Management	Core	17	$63,789	2030
40	CC	MD 272: US 40 - Lums Rd.	Major roadway improvements, congestion reduction, safety improvements	Multimodal	Expansion	Core	3	$58,443	2040
41	CC	Maryland Commuter Rail: Perryville to Elkton	Expand MARC commuter rail	Transit	Expansion	Center	9	$32,455	2029
42	CC	I-95 / Belvidere Road Interchange	New interchange	Road	Expansion	Core	4	$54,000	2025
43	CC	I-95 / MD 222 Interchange	Improve/reconfigure interchange	Road	Expansion	Center	1	$313,612	2040
NA	NCC	Support for new technologies	Autonomous vehicle retrofits, EV charging, etc.	Multimodal	Management	NA	9	$95,524	2024
NA	NCC	Support for new technologies	Autonomous vehicle retrofits, EV charging, etc.	Multimodal	Management	NA	9	$171,896	2035
NA	NCC	Support for new technologies	Autonomous vehicle retrofits, EV charging, etc.	Multimodal	Management	NA	9	$124,547	2040
NA	NCC	Support for shared ride services	Support for ride sharing service expansion	Multimodal	Management	NA	9	$24,292	2025
NA	NCC	Transit service expansion and frequency enhancements	Transit improvements	Transit	Expansion	NA	12	$71,643	2024
NA	NCC	Transit service expansion and frequency enhancements	Transit improvements	Transit	Expansion	NA	12	$342,183	2030
NA	NCC	Transit service expansion and frequency enhancements	Transit improveements	Transit	Expansion	NA	12	$130,295	2040

Financially Constrained Projects Under $15 Million

Proposed projects under $15 million by in-service year





Financially Constrained Projects Under $15 Million ($s x 1000)

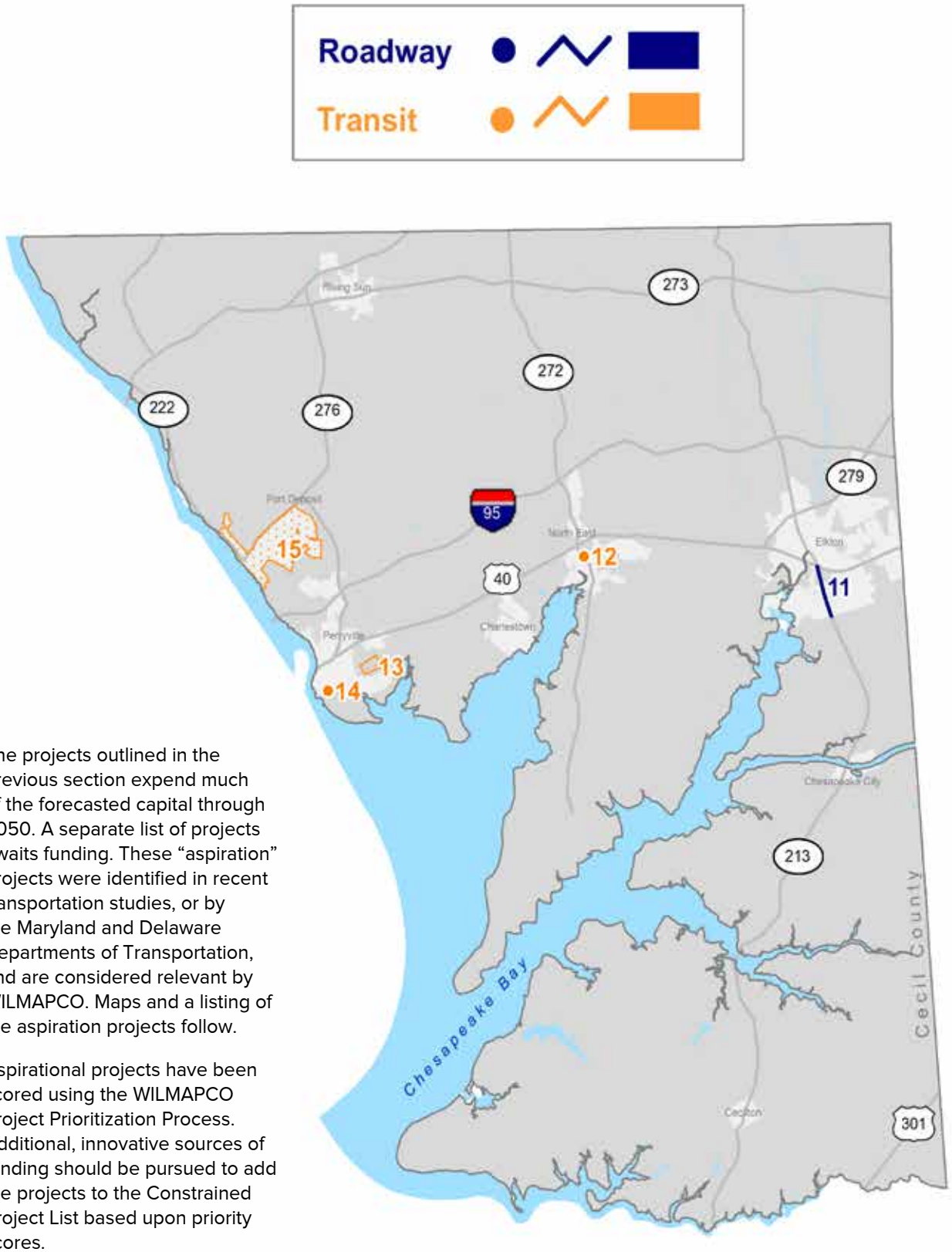
Timeframe (Short term to 2024; Medium Term 2025-2034; Long Term 2035-2050)

Map ID	County	Project Name	Description	Mode	Category	TIA	Technical Score	Year of Expenditure Cost x $1,000	In Service Year
1	NCC	East Coast Greenway - New Castle County	East Coast Greenway: Churchmans Crossing - Newark gaps (approx .2 mi)	Bike/Ped	Expansion	Core	22	$955	2024
1	NCC	East Coast Greenway - New Castle County	East Coast Greenway: Claymont Station - Northern Delaware Greenway (2.25 mi)	Bike/ped	Expansion	Core	10	$14,783	2028
1	NCC	East Coast Greenway - New Castle County	East Coast Greenway: New Castle - Churchmans Crossing gaps (approx. 2.8 mi)	Bike/Ped	Expansion	Core	27	$5,970	2024
1	NCC	East Coast Greenway - New Castle County	East Coast Greenway: PA line to Claymont Regional Transportation Center	Bike/Ped	Expansion	Center	9	$4,502	2022
2	NCC	Harvey Road Traffic Calming	Traffic calming	Multimodal	Management	Core	6	$5,107	2036
3	NCC	Harvey Road and Sconset Road Pedestrian Improvements	Implements Ardentown Paths Plan, improve pedestrian crossing	Bike/Ped	Management	Core	6		2022
4	NCC	Governor Printz Boulevard Road Diet	Road Diet	Multimodal	Management	Core	10	$1,426	2030
5	NCC	I-95, Carr Road / Marsh Road Interchange	Improve/reconfigure interchange to improve safety	Multimodal	Management	Core	4	$5,328	2020
6	NCC	Augustine Cutoff Pathway	Bicycle and pedestrian path	Bike/Ped	Management	Core	12	2,364	2022
7	NCC	Wilmington Traffic Calming; 12th St. Connector	Implements 12th Street Connector study	Multimodal	Management	Center	12	9,839	2025
8	NCC	King & Orange Streets: MLK Blvd. - 13th St.	Improve streetscape and transit facilities, i.e. bus shelters, lighting, and pedestrian upgrades	Multimodal	Management	Center	18	$6,631	2020
9	NCC	Walnut St.: Front St. to 3rd St.	Improve roadway, operational safety improvements, sweep removal	Multimodal	Management	Center	18	$4,443	2024
10	NCC	4th St.: Walnut St. - I-95	Construct bus shelters, improve striping, crosswalks, sidewalks and signals	Multimodal	Management	Center	18	$3,478	2023
11	NCC	Maryland Ave. / Monroe Street	Multimodal improvements	Multimodal	Management	Center	11	$9,839	2025
12	NCC	Wilmington Transit Hub	New bus transit center	Transit	Expansion	Center	24	$10,609	2020
13	NCC	New Sweden Road Extension (South Wilmington)	New roadway	Multimodal	Expansion	Center	6	$9,581	2040
14	NCC	Garasches Lane	Improve access between the Southbridge neighborhood and the Wilmington Riverfront	Multimodal	Management	Center	8	$5,626	2021
15	NCC	Rt 9 Neighborhood pathway network	Bicycle/pedestrian paths from Rt 9 Master Plan	Bike/ped	Expansion	Core	15	$1,267	2026
16	NCC	Valley Rd/Little Baltimore Rd/ North Star Rd Intersection	Drainage improvement	Road	Management	Developing	1	$2,826	2021
17	NCC	Mill Creek Road / Stoney Batter Road Intersection	Highway Safety Improvement Program, Improve/reconfigure intersection, improve pedestrian access	Multimodal	Management	Core	5	$3,555	2020

Map ID	County	Project Name	Description	Mode	Category	TIA	Technical Score	Year of Expenditure Cost x $1,000	In Service Year
18	NCC	SR 273 / Harmony Rd. Intersection	Highway Safety Improvement Program, Improve/reconfigure intersection	Multimodal	Management	Core	16	$4,562	2021
19	NCC	Marshallton Circulation Study Improvements	Gilbert Avenue sidewalk (one side)	Bike/ped	Expansion	Core	7	$537	2024
19	NCC	Marshallton Circulation Study Improvements	New St sidewalk (one side): Old Capitol Trail to Jackson Avenue	Bike/ped	Expansion	Core	7	$979	2024
19	NCC	Marshallton Circulation Study Improvements	Newport Rd Sidewalk, east side: Old Capitol Trail - Kiamensi St	Bike/ped	Expansion	Core	7	$1,194	2024
19	NCC	Marshallton Circulation Study Improvements	Old Capitol Trail/ Newport Rd. Roundabout	Multimodal	Management	Core	7	$4,564	2030
19	NCC	Marshallton Circulation Study Improvements	Old Capitol Trail/ Stanton Rd. Roundabout	Multimodal	Management	Core	7	$3,575	2030
19	NCC	Marshallton Circulation Study Improvements	Red Clay Creek Greenway through Marshallton	Bike/ped	Expansion	Core	7	$8,555	2030
20	NCC	Possum Park Rd / Old Possum Park Rd Intersection	Improve/reconfigure intersection, improve pedestrian access	Multimodal	Management	Core	1	$1,857	2022
21	NCC	SR 2 / Red Mill Rd. Intersection	Improve/reconfigure intersection, improve pedestrian access	Multimodal	Management	Core	19	$10,158	2022
22	NCC	Newark Transportation Plan Implementation	Delaware Avenue Extension to Marrows Rd	Multimodal	Expansion	Center	19	$5,628	2022
22	NCC	Newark Transportation Plan Implementation	Delaware Avenue Separated Bicycle Facility	Multimodal	Management	Center	17	$11,255	2022
22	NCC	Newark Transportation Plan Implementation	Library Ave Pedestrian Improvements	Bike/Ped	Management	Center	18	$2,388	2024
22	NCC	Newark Transportation Plan Implementation	Newark Bicycle Signal Detection	Bike/Ped	Management	Center	18	$2,388	2024
22	NCC	Newark Transportation Plan Implementation	Newark Bike Lanes	Bike/Ped	Management	Center	18	$2,388	2024
22	NCC	Newark Transportation Plan Implementation	Newark Mid-block Pedestrian Crossing Improvements	Bike/Ped	Management	Center	18	$1,426	2030
22	NCC	Newark Transportation Plan Implementation	Newark Pedestrian Improvements	Bike/Ped	Management	Center	18	$2,852	2030
22	NCC	Newark Transportation Plan Implementation	Newark Transit Amenities and Service Modification	Transit	Management	Center	17	$1,194	2024
22	NCC	Newark Transportation Plan Implementation	S. College Ave Gateway	Multimodal	Management	Center	20	$2,016	2028
22	NCC	Newark Transportation Plan Implementation	Signal Coordination - S. College Ave	Multimodal	Management	Center	18	$2,688	2028
22	NCC	Newark Transportation Plan Implementation	West Park Place Traffic Calming	Multimodal	Management	Center	9	$3,564	2030
22	NCC	Newark Transportation Plan Implementation	Wyoming Rd and Marrows Road Access Management	Multimodal	Management	Center	6	$5,107	2036
23	NCC	SR 2. Kirkwood Hwy / Harmony Rd	Safety improvements	Multimodal	Management	Core	16	$7,842	2030
24	NCC	Churchmans Crossing Plan Implementation	Churchmans Crossing Sidewalks & Bus Stop Improvements	Multimodal	Management	Center	18	$7,129	2030
24	NCC	Churchmans Crossing Plan Implementation	Eagle Run Road: SR 273 - SR 7	Multimodal	Expansion	Center	10	$3,183	2020
24	NCC	Churchmans Crossing Plan Implementation	SR 4 / Churchmans Road Intersection	Multimodal	Management	Center	17	$11,888	2040
24	NCC	Churchmans Crossing Plan Implementation	SR 4 / Harmony Road Intersection	Multimodal	Management	Core	18	$1,069	2030

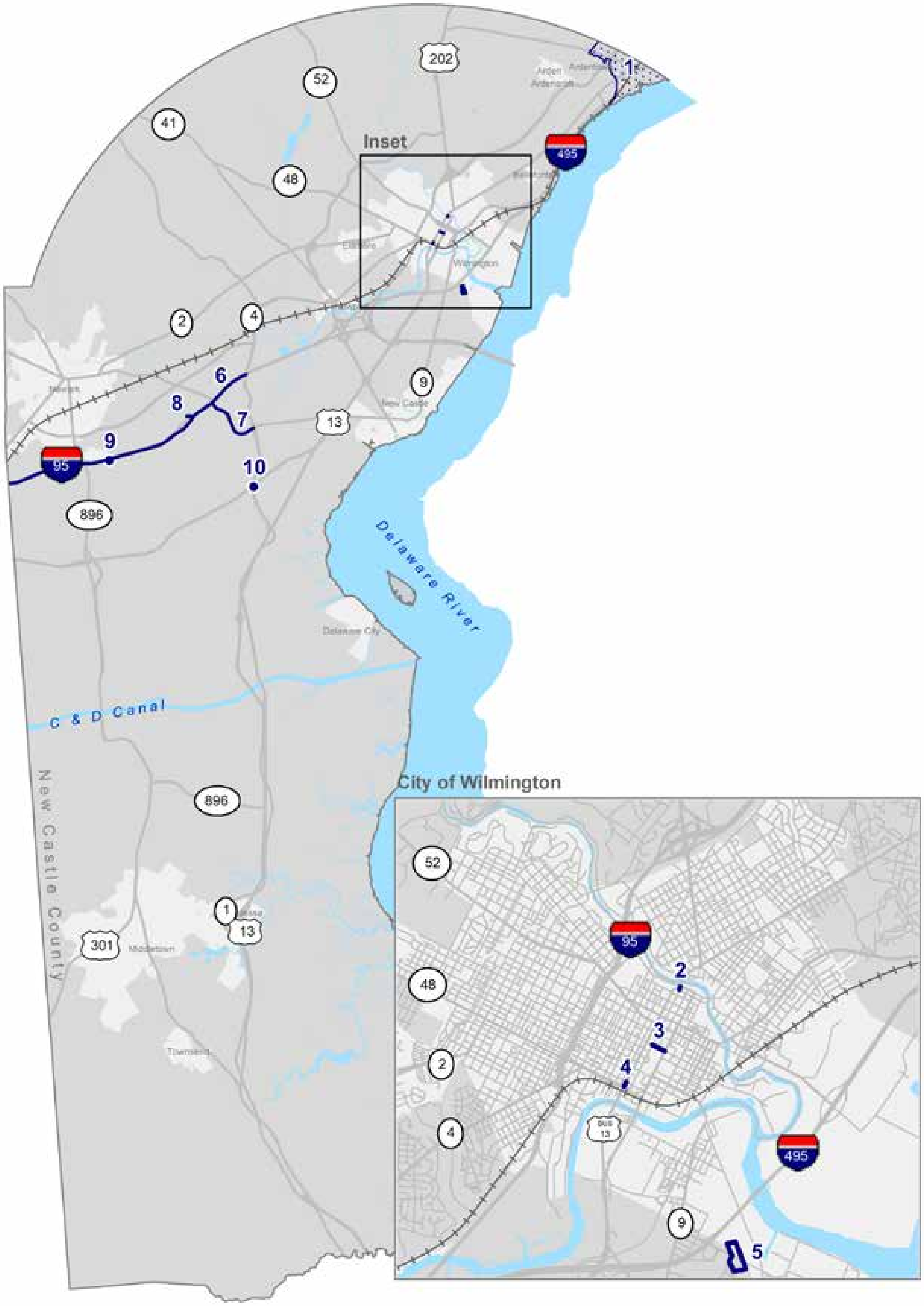
Map ID	County	Project Name	Description	Mode	Category	TIA	Technical Score	Year of Expenditure Cost x $1,000	In Service Year
24	NCC	Churchmans Crossing Plan Implementation	SR 4, Ogletown Stanton Road/ SR 7, Christiana Stanton Road Phase 1, Stanton Split	Multimodal	Management	Center	16	$1,283	2030
25	NCC	Road A / SR 7 Improvements	Expand and reconfigure roadway	Multimodal	Expansion	Center	8	$12,071	2021
26	NCC	New Castle County Transit Center	Relocate existing park and ride transit center	Transit	Management	Core	6	$4,644	2021
27	NCC	Center Boulevard extended to Churchmans Rd	Multimodal road as part of NCC Transit Center	Multimodal	Expansion	Core	0	$5,464	2021
28	NCC	Commons Blvd Pathway	Multiuse path from Jack Markell Trail to Churchmans Rd	Bike/Ped	Management	Core	16	$6,508	2024
29	NCC	I-295, Westbound: I-95 - US 13	Improve roadway, operational safety improvements	Road	Expansion	Core	13	$5,305	2020
30	NCC	Otts Chapel Rd/Welsh Track Rd Intersection	Intersection reconfiguration	Road	Management	Core	3	$285	2030
31	NCC	Old Baltimore Pike: SR 72 - SR 273, Sidepath	Pedestrian / bicycle improvement	Bike/ped	Management	Core	12	$11,406	2030
32	NCC	Old Baltimore Pike / Salem Church Rd Intersection	Improve/reconfigure intersection	Multimodal	Management	Core	11	$2,493	2020
33	NCC	US 40: SR 1 - US 13, Sidepaths	Pedestrian / bicycle improvement	Bike/ped	Management	Core	18	$10,134	2026
34	NCC	US 13: US 40 - Tybouts Corner, Sidepaths	Pedestrian / bicycle improvement	Bike/ped	Management	Core	10	$9,980	2030
36	NCC	US 40: Newtown Trail & Pedestrian Improvements	Pedestrian / bicycle improvement	Bike/ped	Expansion	Core	11	$9,581	2040
38	NCC	US 40: MD State Line to SR 896, Sidepaths	Pedestrian / bicycle improvement	Bike/ped	Management	Core	5	$11,406	2030
39	NCC	DE 896: US 40 to Porter Road, Sidepaths	Pedestrian / bicycle improvement	Bike/ped	Management	Core	2	$4,277	2030
40	NCC	Glasgow Ave Improvements	Multimodal road improvement	Multimodal	Management	Core	10	$11,406	2030
42	NCC	Cedar Lane: Marl Pit Rd. - Boyds Corner Rd.	Improve roadway, operational safety improvements, construct roundabout at Cedar & Marl Pit Rds.	Multimodal	Management	Developing	4	$14,068	2024
43	NCC	Wiggins Mill Road	Improve roadway, improve non-motorized access	Multimodal	Management	Community	4	$1,069	2030
44	NCC	US 13: Duck Creek to SR 1	Roadway access improvements, improve non-motorized access	Multimodal	Management	Community	2	$7,438	2035
45	NCC	Elkton Bus Service Circulator	Community bus service expansion	Transit	Expansion	Center	18	$12,142	2024
46	CC	East Coast Greenway Implementation - Cecil County	East Coast Greenway - Cecil County Phase 1	Bike/ped	Expansion	Center	13	$4,999	2024
46	CC	East Coast Greenway Implementation - Cecil County	East Coast Greenway - Cecil County Phase 2	Bike/ped	Expansion	Center	13	$7,438	2035
NA	NCC	Support for shared ride services	Support for ridesharing service expansion	Multimodal	Management	NA	13	$7,166	2024
NA	NCC	Support for shared ride services	Support for ridesharing service expansion	Multimodal	Management	NA	13	$9,581	2040

UNFUNDED "ASPIRATIONS" PROJECTS



The projects outlined in the previous section expend much of the forecasted capital through 2050. A separate list of projects awaits funding. These "aspiration" projects were identified in recent transportation studies, or by the Maryland and Delaware Departments of Transportation, and are considered relevant by WILMAPCO. Maps and a listing of the aspiration projects follow.

Aspirational projects have been scored using the WILMAPCO Project Prioritization Process. Additional, innovative sources of funding should be pursued to add the projects to the Constrained Project List based upon priority scores.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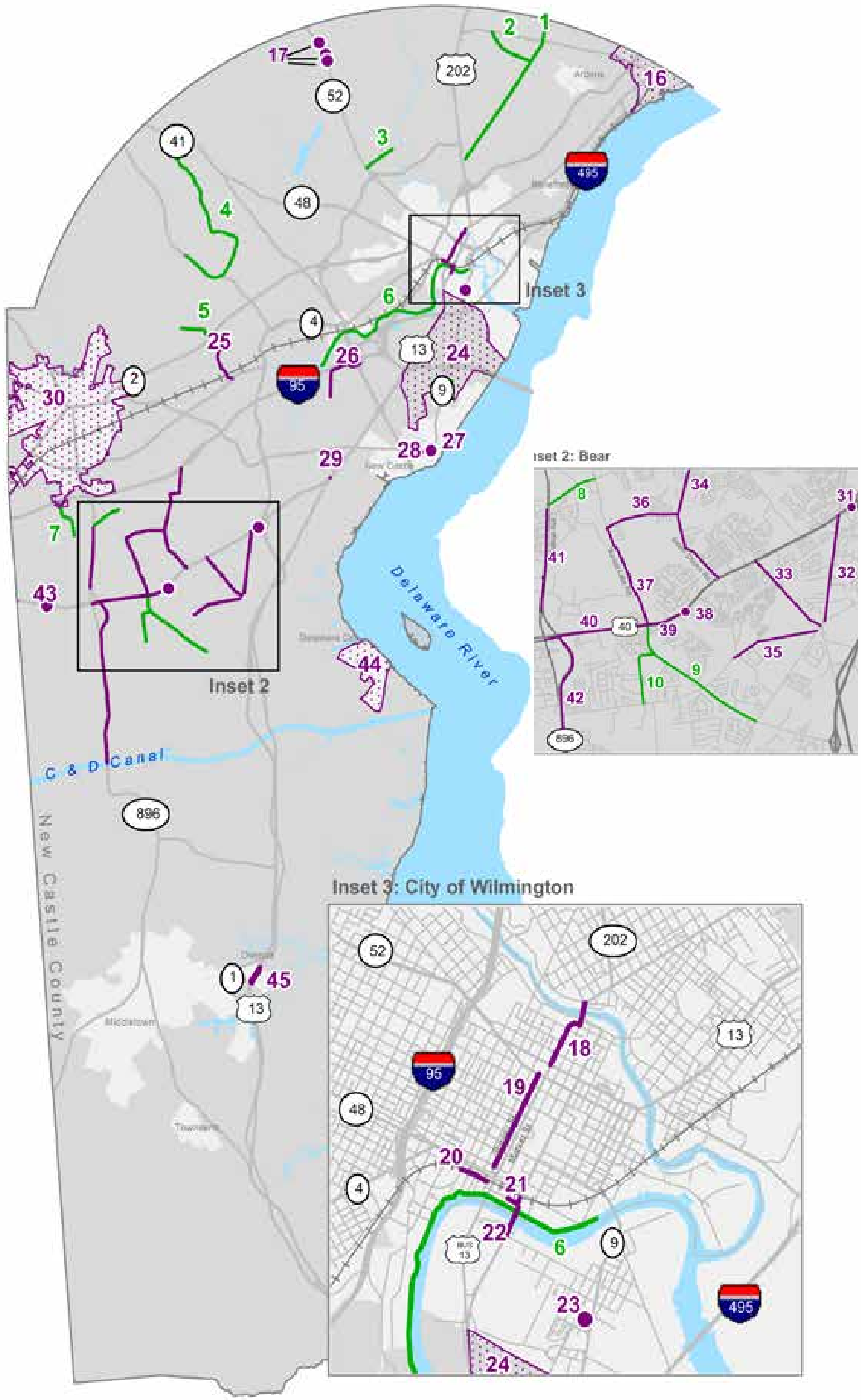
UNFUNDED "ASPIRATIONS" PROJECTS

*Item 12, East Coast Greenway, refers to long-term implementation in Cecil County with specific segments to be determined.



Inset 2
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Listing of Unfunded Aspiration Projects – Bicycle, Pedestrian and Multimodal

Map ID	County	Project Name	Source Plan	Mode	Category	TIA	Technical Score
1	NCC	Foulk Road Sidewalks	Other Bike/Ped	Bike/Ped	Management	Core	9
2	NCC	Convert 1500 block of King St to two-way street	2010 Downtown Circulation Study	Multimodal	Management	Center	2
2	NCC	Grubb Road, SR 261: Foulk Rd. to Naamans Rd.	Brandywine Hundred Pedestrian Plan	Bike/Ped	Expansion	Core	4
3	NCC	Two-way traffic on 8th St between King & Walnut Sts	2010 Downtown Circulation Study	Multimodal	Management	Center	13
3	NCC	Buck Rd Sidewalk	New Castle County	Bike/Ped	Management	Core	4
4	NCC	Mill Creek/Hockessin Greenway	2006 New Castle County Greenway Plan	Bike/ped	Expansion	Community	7
5	NCC	Pike Creek Road Sidewalks	Other Bike/Ped	Bike/Ped	Management	Community	4
6	NCC	Newport/Christina River Greenway	2006 New Castle County Greenway Plan	Bike/ped	Expansion	Core	8
7	NCC	SR 896 Corridor Pathway (formerly Iron Hill Bikeway)	2006 New Castle County Greenway Plan	Bike/ped	Expansion	Center	1
8	NCC	Cooch's Bridge/Old Baltimore Pike Greenway	2006 New Castle County Greenway Plan	Bike/ped	Expansion	Core	7
9	NCC	SR 72: US 40 to SR 71, Sidewalks	2000 US 40 Plan	Bike/ped	Management	Core	9
10	NCC	Del Laws Road, Sidewalks	2000 US 40 Plan	Bike/ped	Management	Core	2
11	CC	MD 213: Frenchtown Road to US 40	Other Intersection / Road Improvements	Multimodal	Expansion	Core	-1
11	CC	North East TOD Pedestrian Improvements	2014 North East TOD Plan	Bike/Ped	Management	Center	1
12	CC	East Coast Greenway - Cecil County Phase 3	2003 East Coast Greenway Feasibility Study	Bike/ped	Expansion	Core	9
13	CC	Perryville Bicycle and Pedestrian Improvements	2012 Perryville Greenway Plan	Bike/Ped	Expansion	Center	2
14	CC	Susquehanna River Pedestrian/Bicycle Crossing	Other Bike/Ped	Bike/ped	Expansion	Center	2
15	CC	Lower Susquehanna Heritage Greenway	Lower Susquehanna Heritage Greenway Corridor Management Plan	Bike/ped	Expansion	Core	1
16	NCC	Construct new road from Alcott Avenue to spine road	2017 North Claymont Area Master Plan	Multimodal	Expansion	Center	14
16	NCC	Widen eastbound Naamans Road approaching Spine Rd (2 left turn, 2 through, 1 right turn)	2017 North Claymont Area Master Plan	Multimodal	Expansion	Center	14
16	NCC	Philadelphia Pike: Naamans Rd - PA Line	North Claymont Area Master Plan	Multimodal	Management	Center	0
17	NCC	SR 52 and Snuff Mill Rd, Center Meeting Rd Intersections	2002 Centerville Village Plan	Multimodal	Management	Community	1
18	NCC	Market Street: 11th to 16th Sts.	Wilmington Initiatives Plan	Multimodal	Management	Center	10
19	NCC	Shipley Street Enhancements: 12th Street to MLK Blvd.	Wilmington Initiatives Plan	Multimodal	Management	Center	9
20	NCC	Water St. West: Shipley Street to West Street	Wilmington Initiatives Plan	Multimodal	Management	Center	10
21	NCC	Water St. East Extended (French St. to Front St.)	Wilmington Initiatives Plan	Multimodal	Expansion	Center	10
22	NCC	S. Walnut Street Bridge Area	Wilmington Initiatives Plan	Multimodal	Management	Center	14
23	NCC	Southbridge Streetscape Improvements (Future Phases)	2008 Southbridge Circulation Study	Multimodal	Management	Center	9
25	NCC	Churchmans Road Extended, SR 2 to SR 4	1997 Churchmans Crossing Plan	Multimodal	Expansion	Center	11
26	NCC	Airport Rd: Commons Blvd – I-95	New Castle County	Multimodal	Management	Core	4

Listing of Unfunded Aspiration Projects – Bicycle, Pedestrian and Multimodal

Map ID	County	Project Name	Source Plan	Mode	Category	TIA	Technical Score
27	NCC	City of New Castle Intersections (SR9/3rd and SR9/6th & SR9/Delaware St)	1999 City of New Castle Transportation Plan	Multimodal	Management	Core	6
28	NCC	Route 9; Reconstruct Ferry Cutoff as 4 lanes	1999 City of New Castle Transportation Plan	Multimodal	Expansion	Core	5
29	NCC	US 40/ US 13 Interchange	2000 US 40 Plan	Multimodal	Management	Core	3
30	NCC	Newark Car-sharing Expansion	2011 Newark Transportation Plan	Bike/Ped	Expansion	Center	25
30	NCC	N. Chapel St. Underpass at Cleveland Ave	2011 Newark Transportation Plan	Multimodal	Management	Center	23
31	NCC	DE 1 southbound ramp/US 40 Intersection	US 40 Plan	Multimodal	Management	Core	10
32	NCC	DE 7: US 40 to DE 71	2000 US 40 Plan	Multimodal	Management	Core	8
33	NCC	Church Road: Wynnfield to SR 71	2000 US 40 Plan	Multimodal	Management	Core	2
34	NCC	Salem Church Rd: I-95 to US 40, Sidewalks	2000 US 40 Plan	Multimodal	Management	Core	9
35	NCC	Old Porter Road: Porter Road to SR 71	2000 US 40 Plan	Multimodal	Management	Core	1
36	NCC	Reybold Road: SR 72 to Salem Church Rd	2000 US 40 Plan	Multimodal	Management	Core	3
37	NCC	SR 72: Reybold to US 40	2000 US 40 Plan	Multimodal	Management	Core	1
38	NCC	Scotland Drive/US 40, Intersection	2000 US 40 Plan	Multimodal	Management	Core	13
39	NCC	US 40, SR 72 to Salem Church Rd	2000 US 40 Plan	Multimodal	Management	Core	13
40	NCC	US 40: SR 896 to SR72	2000 US 40 Plan	Multimodal	Management	Core	13
41	NCC	Local Glasgow Circulator Roads - to include sidewalks and bicycle accommodations	2000 US 40 Plan	Multimodal	Management	Core	14
42	NCC	SR 896: C & D Canal to US 40, Widening to 6 lanes	US 301	Multimodal	Expansion	Core	4
43	NCC	US 40 & Pleasant Valley Road Intersection	2000 US 40 Plan	Multimodal	Management	Core	7
44	NCC	Clinton St Bicycle Plans	2009 Delaware City Transportation Plan	Bike/Ped	Preservation	Core	7
44	NCC	Delaware City Pedestrian / Bike / Wayfinding Improvements	2009 Delaware City Transportation Plan	Multimodal	Preservation	Core	7
44	NCC	Delaware City Plan Regional Wayfinding	2009 Delaware City Transportation Plan	Multimodal	Preservation	Core	7
44	NCC	Emergency planning and implement flood mitigation	2009 Delaware City Transportation Plan	Multimodal	Preservation	Core	7
44	NCC	Route 9 traffic calming, pedestrian facilities and bicycle lanes	2009 Delaware City Transportation Plan	Multimodal	Preservation	Core	7
44	NCC	Washington Street Improvements	2009 Delaware City Transportation Plan	Multimodal	Preservation	Core	7
45	NCC	US 13: Odessa Transportation Plan Implementation	Other Intersection / Road Improvements	Multimodal	Management	Core	1
N/A	NCC	East Coast Greenway Spot Improvements	ECG Feasibility Study 2003	Bike/Ped	Management	Center/Core	27
46	CC	MD 213, Singerly Rd: North of Providence Rd. to MD 273, 2 lane reconstruction	Other Intersection / Road Improvements	Multimodal	Management	Core	0
47	CC	Elkton Downtown Connector Streets & Streetscaping	2011 Elkton TOD Plan	Multimodal	Expansion	Center	2
48	CC	Chesapeake City Parking Plan Implementation	2009 Chesapeake City Parking Plan	Multimodal	Management	Community	0

Listing of Unfunded Aspiration Projects – Bicycle, Pedestrian and Multimodal

Map ID	County	Project Name	Source Plan	Mode	Category	TIA	Technical Score
49	CC	MD 213 / MD 282 Intersection	Other Intersection / Road Improvements	Multimodal	Management	Community	0
50	CC	US 40 Corridor and Intersection Improvements	US 40 Plan - Cecil County	Multimodal	Management	Core	4
51	CC	Rolling Mill Rd. Bridge (2-lanes with sidewalks)	2014 North East TOD Plan	Multimodal	Management	Center	1
52	CC	MD 272/ North Main St. Intersection Improvements	2014 North East TOD Plan	Multimodal	Management	Center	0
53	CC	MD 7, Philadelphia Rd.- Cecil Ave: East limits of Charlestown to MD 272, 2 lane reconstruction	Other Intersection / Road Improvements	Multimodal	Management	Core	0
54	CC	MD 273, Telegraph Rd: East Limits of Rising Sun to Sylmar Rd, 2 lane reconstruction	Other Intersection / Road Improvements	Multimodal	Management	Community	0
55	CC	MD 275, Perrylawn Drive: MD 222 to MD 276 (divided highway reconstruct)	Other Intersection / Road Improvements	Multimodal	Management	Core	1
56	CC	MD 222, Perryville/Bainbridge Rd: US 40 to MD 276	Other Intersection / Road Improvements	Multimodal	Expansion	Core	0
57	CC	MD 222, Bainbridge Rd: MD 275 to Bainbridge entrance, 2 lane reconstruction	Other Intersection / Road Improvements	Multimodal	Management	Center	0
58	CC	Perryville Connector Streets	2012 Perryville TOD Plan	Multimodal	Expansion	Core	2
N/A	CC	Cecil County Bicycle Plan Implementation	2012 Cecil County Bicycle Master Plan	Bike/Ped	Expansion	Center	0

Listing of Unfunded Aspiration Projects – Roadway and Transit

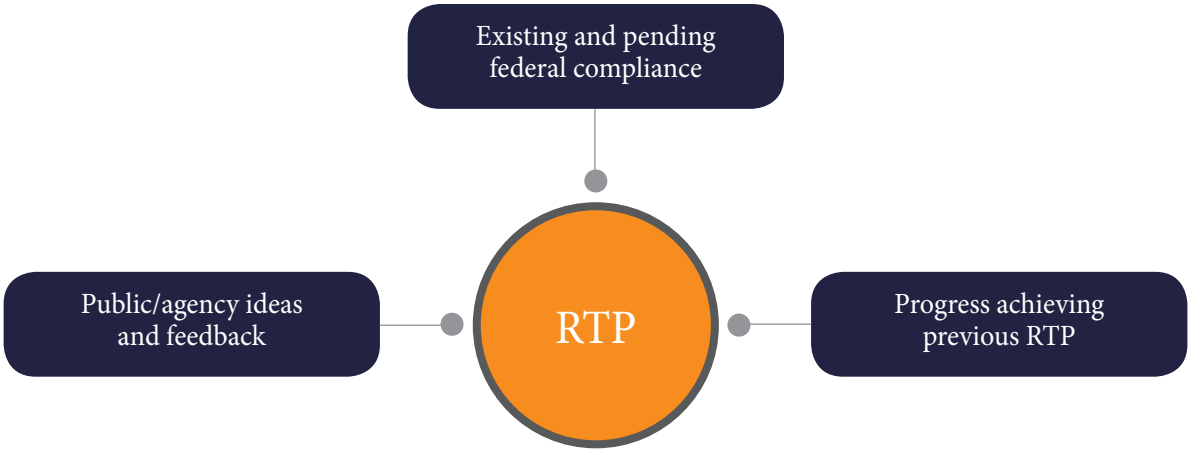
Map ID	County	Project Name	Source Plan	Mode	Category	TIA	Technical Score
1	NCC	Build industrial access road to future industry east of Northeast Corridor rail with new bridge over Naamans Creek	2017 North Claymont Area Master Plan	Road	Expansion	Center	14
4	NCC	Add Southbound lanes on Market St. between 2nd St and MLK Blvd.	2010 Downtown Circulation Study	Road	Management	Center	8
5	NCC	Port of Wilmington Truck Staging Area (site location undetermined)	2013 Port of Wilmington Truck Parking Study	Road	Management	Center	10
6	NCC	I-95: MD Line to SR 1	I-95 MD Line to I-295 Program	Road	Expansion	Core	4
7	NCC	SR 273: I-95 to SR 1	Other Intersection / Road Improvements	Road	Management	Core	15
8	NCC	I-95/ Chapman Road ramp	1997 Churchmans Crossing Plan	Road	Management	Core	4
9	NCC	I-95/DE 72 partial interchange - northbound entrance, southbound exit only	US 301 MIS	Road	Expansion	Core	11
10	NCC	SR 1 NB Ramp to US 40	2000 US 40 Plan	Road	Management	Core	9
12	CC	North East Transit Hub/ Train Station	2014 North East TOD Plan	Transit	Expansion	Center	3
13	CC	MARC Maintenance Facility	Rail	Transit	Expansion	Core	0
14	CC	Perryville Train Station Parking Improvements	2012 Perryville TOD Plan	Transit	Management	Center	4
15	CC	Port Deposit Shared Ride Service	2013 Port Deposit Transit Feasibility Study	Transit	Management	Core	3
24	NCC	Garasches Ln to Terminal Ave Extension Concept Study	2017 Route 9 Corridor Master Plan	Study	Expansion	Center	16
24	NCC	Pigeon Point Rd Extension w/new I-295 interchange Concept Study	2017 Route 9 Corridor Master Plan	Study	Expansion	Core	15
24	NCC	Comprehensive truck signage	2017 Route 9 Corridor Master Plan	Trucks	Management	Core	16
24	NCC	Illegal truck movement outreach and enforcement	2017 Route 9 Corridor Master Plan	Trucks	Management	Core	16
N/A	NCC	Newark Downtown Parking Improvements	2011 Newark Transportation Plan	Road	Management	Core	22

RTP Development

The contents of the present Plan were informed by many factors, agencies, and individuals. Chief among these was ensuring its compliance with current federal transportation requirements. This includes having a financially constrained and air quality-conforming project list and including relevant performance measures and targets.

Our progress in achieving previous RTP actions (documented in the 2017 Regional Progress Report, which is available in the appendix) was another major influence. Objectives and actions were revised, added, or removed, based on our performance.

Finally, feedback from our member agencies, local governments, civic representatives, and the general public informed the Plan. A public opinion survey (available in the appendix) of 600 residents across our region was conducted to better understand transportation needs. Representatives from WILMAPCO also gathered feedback on draft versions of the RTP through an "Our Town" open house event held on February 7, 2019, and presentations given to dozens of civic and local government groups.

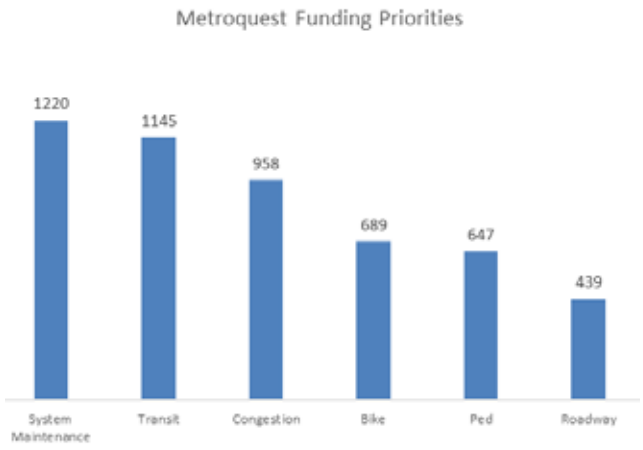


Public Outreach

Outreach strategies for a region as diverse and spread out as ours need to include both technological and non-technological tools. The 2050 RTP outreach employed both technological tools, including Metroquest (public outreach software) and a Virtual Public Workshop; and low technology strategies, including engaging branding and in-person pop-up events.

With Metroquest, we launched a visually compelling survey, completed by 592 people and resulting in more than 500 comments. The survey asked respondents to rate the goals and objectives of the 2050 RTP, and at least 4 (out of 5) points were received for all of the goals and objectives, demonstrating strong support for the fundamentals of the plan.

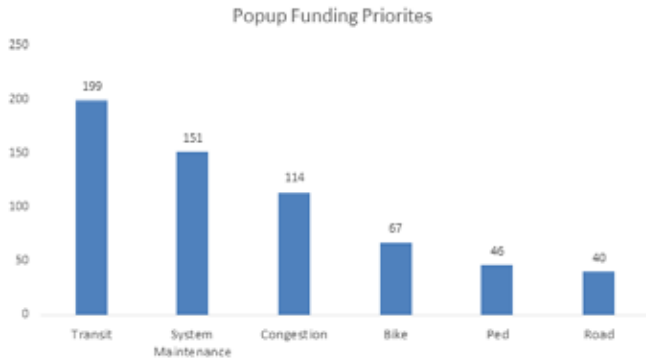
Respondents were also asked to prioritize types of transportation investment. In line with our "Preservation First" policy, the most support was demonstrated for maintaining existing infrastructure (24%) vs building new roadways (9%). Public transportation was the next most supported funding category (23%).



We also conducted a Virtual Public Workshop. The workshop was attended by 75 and included a presentation, electronic polling, Q & A and a collaborative white board activity that yielded many project ideas.

In addition, we conducted nearly a dozen pop-up events, reaching hundreds of people who would not have otherwise been reached. The pop-ups offered an in-person version of the Metroquest Survey.

Pop-up funding priorities were similar to Metroquest with most support for public transportation and system maintenance (see chart below).



To facilitate a high-level of public engagement, social media played a large role. Our social media efforts, which reached nearly 40,000 people, served to promote all RTP activities, including the Metroquest survey, virtual and in person workshops and other opportunities for public review and comment on the draft document. Through social media, we were able to communicate with the public, disseminate project updates, and provide a source for pubic feedback and comment.

Additional outreach strategies employed, included presentations to more than a dozen civic and municipal organizations, consultations with all our member agencies and our biannual Our Town event. The Our Town event, attended by more than 100, not only featured the 2050 RTP, but also the long-range plans of several other agencies including DelDOT, MDOT, New Castle County, and the City of Wilmington.

In total, through all the outreach methods used, we engaged with over 1200 individuals and received 639 comments on the draft plan. A summary of comments received and our responses can be found in Appendix C.

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