

# The Planning Process

## Who is WILMAPCO?

WILMAPCO (Wilmington Area Planning Council) is the metropolitan planning organization (MPO) for Cecil County, Maryland and New Castle County, Delaware. As the MPO, we are required by the federal government to bring local government, state transportation agencies and the public into the transportation decision making process. A range of stakeholders come together through WILMAPCO to develop a long range Regional Transportation Plan (RTP), the Congestion Management System (CMS), Corridor and Area Studies and the Transportation Improvement Program (TIP).

## What is the WILMAPCO Planning Process?

Our planning process is designed to foster involvement by all interested parties, such as the business community, community groups, environmental organizations, and the general public, through a proactive participation process conducted in coordination with DeIDOT and MDOT.

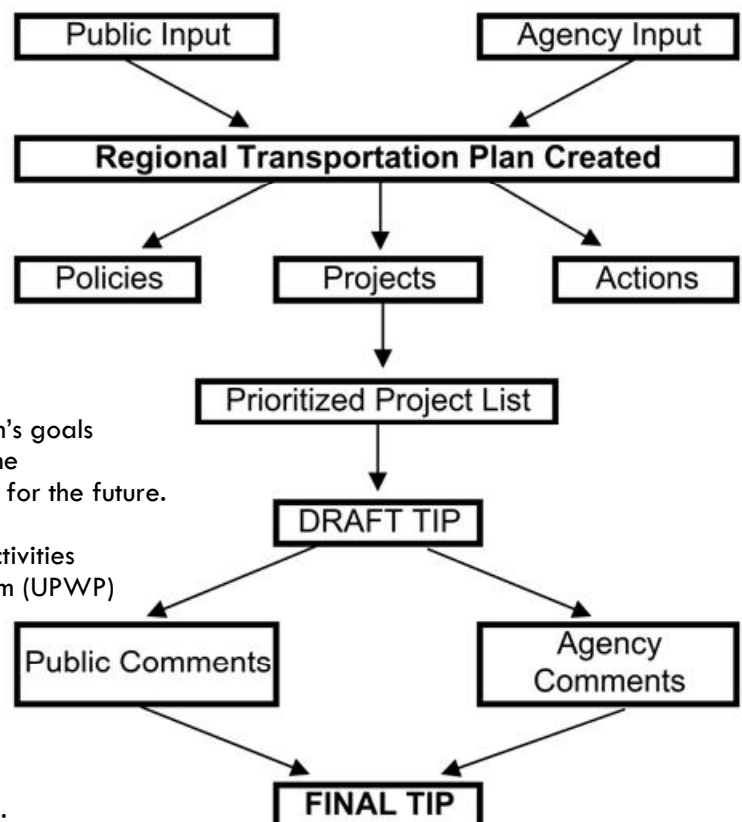
Key steps include:

- ▣ Monitoring existing conditions
- ▣ Forecasting future growth
- ▣ Assessing land uses
- ▣ Identifying needs and solutions, through detailed planning studies
- ▣ Developing capital and operating strategies for people and goods
- ▣ Estimating the impact of transportation on air quality

The RTP is an action plan for making our region's goals and visions a reality over the next 20 years. The plan identifies policies, strategies, and projects for the future.

It is from the RTP that we generate planning activities that go into the Unified Planning Work Program (UPWP) and specific projects that go into the TIP.

Additional projects are proposed from studies contained in the UPWP and feedback from member agencies and the public. Potential projects are prioritized based on criteria related to the RPT.



# DRAFT items for public review:

- **FY 2011-2014 Transportation Improvement Program amendments**
  - FY 2011-2014 TIP was approved March 2010, however amendments are required to reflect matching funds from Delaware Bond Bill
  - Draft document contains \$2.2 billion in roadway, transit, multimodal and bicycle/pedestrian projects
- **Air Quality Conformity Analysis for FY 2011-2014 TIP**
  - Air Quality Conformity Analysis ensures that the TIP and Regional Transportation Plan are consistent with our goals for improving air quality
  - New Castle and Cecil Counties are designated in moderate non-attainment for ozone & New Castle County is considered in non-attainment for fine particulate matter (PM<sub>2.5</sub>)
- **Amendments to FY 2010-2013 TIP**
  - DelDOT has been awarded an American Recovery and Reinvestment Act grant to conduct a Downstate Intercity Rail Connection Study

# Prioritization Process

- *Created to provides a quantitative method to compare projects proposed for our Transportation Improvement Program (TIP) and RTP using measurable criteria*
- *Criteria based on the goals of our long-range Regional Transportation Plan (RTP)*
- *Process was adopted by WILMAPCO Council on May 11, 2006*
- *Ranked projects get submitted to DelDOT/MDOT for use in their statewide process*

## STEP 1:

Apply screening criteria

- Is project consistent with the Regional Transportation Plan and local, county and state transportation plans and land use plans?
- If not, project should not be ranked or plan amendments should be made prior to ranking.

## STEP 2:

Staff calculates technical score

- Staff calculates a score for each project based on the goals and objectives of the RTP
- Criteria are designed to be objective measures using data available to WILMAPCO.

## STEP 3: TAC review

- Technical Advisory Committee (TAC) reviews technical scoring for accuracy and prepares comments for Council consideration

## STEP 4:

WILMAPCO Council ranks submissions

- Council considers:
  - Technical score
  - TAC comments
  - Cost effectiveness
  - Urgency of project
  - Other considerations

## Goals and Scoring Criteria

### Improve Quality of Life

**Air Quality:** Project expected to improve air quality by

- Reducing emissions
- Reducing vehicle miles traveled
- Not adding capacity
- Increasing access to non-auto modes

**Environmental Justice:** Project enhances environment in location with high percentage low-income or minority residents

**Safety:** Project addresses high accident location based on the absolute number of crashes and the rate at which crashes occur

### Efficiently Transport People

**Congestion:** Project addresses congested area

- Points are awarded for projects addressing areas with Level of Service E or F/areas identified in the Congestion Management System
- For projects within these congested areas, additional points may be awarded based on:
  - Average Annual Daily Traffic
  - Transit Use

**Transportation Justice:** Project improves mobility and eases access to transit and other transportation choices for zero-car households, elderly and persons with disabilities

### Support Activity & Goods Movement

**Freight:** Project supports major freight routes, based on identified truck route bottlenecks

**Economic Development:** Project supports economic development including adding or improving access to brownfields, major employment centers, and existing communities based on defined Delaware State Strategies and Maryland Priority Funding Areas

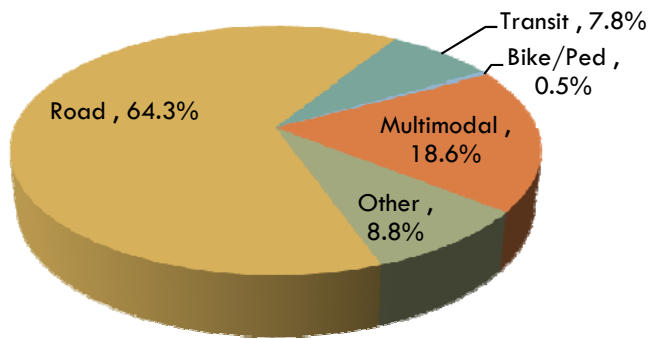
**Funding Contribution:** Local and/or private commitment demonstrated through funding contribution

# What is the TIP?

- **The TIP is the agreed upon list of specific priority projects.** The TIP lists all projects for which federal funds are anticipated, along with non-federally funded projects that are regionally significant. The TIP represents the transportation priorities of the region and is required by federal law. The list is multimodal; in addition to the roadway and transit projects, it includes bicycle, pedestrian, and freight projects.
- **The TIP shows estimated costs and schedule by project phase.** The TIP lists specific projects, and also documents the anticipated schedule and cost for each project phase (project development/planning, preliminary engineering, right-of-way acquisition, and construction). Inclusion of a project phase in the TIP means that it is seriously expected to be implemented during the TIP time period.
- **The TIP implements the Regional Transportation Plan.** Regionally significant projects must be drawn from the region's long range plan and all projects in the TIP must help implement the goals of the plan. The long range plan, required by federal law, is the document which helps direct transportation and land use decisions over the next 20-years. The TIP represents the translation of recommendations from WILMAPCO's long-range transportation plan, the 2030 RTP, into a short-term program of improvements.
- **The TIP covers 4 years and is updated annually.** The TIP may be changed after it is adopted. Under the provisions of federal law and regulation, the approved TIP can be amended to add or delete projects, advance or delay projects, and accommodate cost and phase of work changes or major scope changes to a project. A public comment period will occur before any major amendments are approved.
- **The TIP is financially constrained.** The list of projects in the TIP must be financially constrained to the amount of funds that are expected to be available. To add projects to the TIP, others must be deferred to maintain this financial constraint. As a result, the TIP is not a "wish list"; competition between projects for a spot on the TIP clearly exists.
- **The TIP is air quality conforming.** The Clean Air Act Amendments of 1990 require that all transportation plans, programs and projects conform to state plans to attain air quality standards. A TIP is said to conform if it is drawn from a plan which meets the standards as determined by an emissions analysis. That is, if the regionally significant projects contained in a TIP are a subset of the regionally significant projects in the conforming transportation plan, the TIP conforms without the need for a separate emissions analysis.
- **The TIP is NOT a final schedule of project implementation.** The time frame shown in the TIP is the "best estimate" at the time of TIP development, which is six to nine months prior to the beginning of the first fiscal year of the TIP period. Projects quite often cannot maintain that schedule and get reprogrammed to later years.
- **The TIP is NOT a guarantee of project implementation.** Unforeseen problems may arise, such as engineering obstacles, environmental permit conflicts, changes in priorities, and additional financial constraints. These problems can slow a project, cause it to be postponed, or even dropped from further consideration.

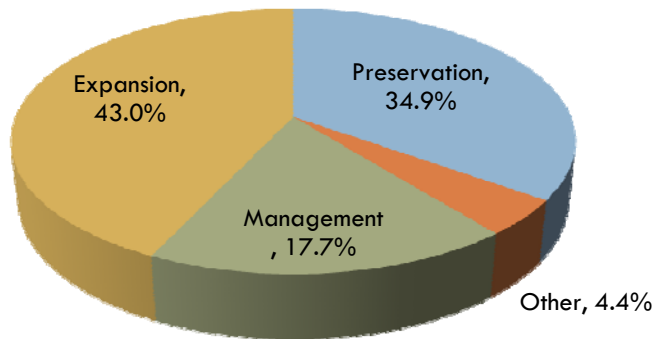
# TIP Summary

FUNDING BY MODE	Approved TIP FY 2011-2014	Amendments FY 2011-2014	Amendments % Mode	Percent Change
Bike/Pedestrian	4,974.0	10,758.4	0.5%	116%
Multimodal	330,686.7	406,348.9	18.6%	23%
Other	229,915.5	193,357.8	8.8%	-16%
Road	1,182,898.1	1,406,749.2	64.3%	19%
Transit	177,364.1	170,209.3	7.8%	-4%
<b>Total</b>	<b>1,925,838.4</b>	<b>2,187,423.6</b>		



- **Bike/pedestrian** – Project exclusively for walking/bicycling
- **Multimodal**– A complete street project, serves cars, transit, freight, pedestrians and bicycles in a balanced way
- **Other**– Includes aeronautics, port, contingency funds, environmental, equipment, planning, etc.
- **Road**–Project exclusively for road
- **Transit**–Project exclusively for bus transit, passenger rail, or paratransit

FUNDING BY CATEGORY	Approved TIP FY 2011-2014	Amendments FY 2011-2014	Amendments % Category	Percent Change
Preservation	707,570.5	763,395.9	34.9%	8%
Other	139,015.8	95,609.3	4.4%	-31%
Management	355,261.0	387,258.1	17.7%	9%
Expansion	723,991.1	941,160.3	43.0%	30%
<b>Total</b>	<b>1,925,838.4</b>	<b>2,187,423.6</b>		



- **Preservation** – Maintain an existing facility or service
- **Management** – Enhance existing facility or service to sustain an acceptable level of service
- **Expansion** – New or expanded services and infrastructure

FUNDING BY YEAR	Approved TIP FY 2011-2014	Amendments FY 2011-2014	Percent Change
FY 2011	411,158	509,854	24%
FY 2012	441,092	526,587	19%
FY 2013	520,135	578,277	11%
FY 2014	553,453	572,706	3%
<b>TOTAL</b>	<b>1,925,838</b>	<b>2,187,424</b>	<b>14%</b>

# Congestion Management System (CMS)

## What is the WILMAPCO CMS?

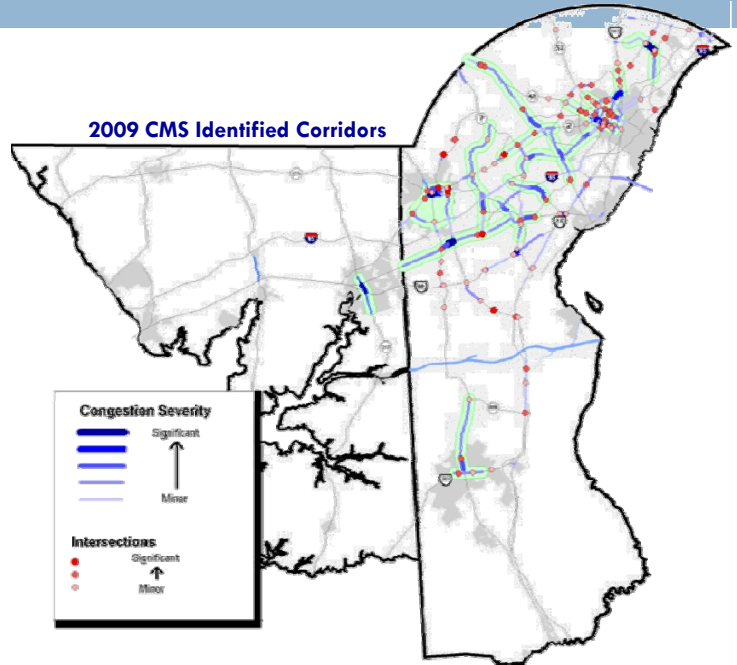
The WILMAPCO 2009 CMS uses a "Summary-Style" approach that has been designed to focus on the core functions of what a CMP is to perform. The goal was to create a more streamlined, data-oriented summary that serves as a resource for use in other Metropolitan Planning Organization (MPO) documents. The report has four key sections:

**SECTION 1: Congestion Definition**—A review annual performance measure data and the determination of the most congested locations based on a regional analysis

**SECTION 2: Strategy Evaluation**—Identification (by consensus) congested corridors, perform a detailed analysis of each corridor and determine which mitigation strategies are feasible

**SECTION 3: System Monitoring**—Track congestion trends and changes to transportation characteristics over time

**SECTION 4: Data Collection & Inventory**—A display of ongoing data collection activities that relate to congestion.



## CMS and the TIP Prioritization Process

There are 3 criteria from the CMS which help prioritize projects for the TIP:

Proximity to a Identified Corridor

- 2pts.— Project within a CMS corridor
- 1pt. — Deficient Segment outside of identified CMS corridors

Additional Bonus Criteria—Only Applies to Projects that meet the above criteria

Average Annual Daily Traffic (AADT) - If project is in the CMS, then calculate additional points:

- 4pts.— Greater than 60,000 AADT
- 3pts.— 40,000 – 60,000 AADT
- 2pts.— 20,000-40,000 AADT
- 0pts.— Less than 20,000 AADT

Transit Usage - Transit Load Factor by segment based on the average number of riders vs. the number of available seats.

- 3pts.— Greater than 35% capacity
- 2pts.— 25 – 35% capacity
- 1pt.— 15 – 25% capacity
- 0pts.— Less than 15% capacity

Top Projects Based on CMS Criteria from the WILMAPCO Prioritization Process

Project	Project Type	CMS Proximity Score	CMS AADT Score	CMS Transit Score	Total Score	CMAQ Eligible?
1 I-95 & SR 141 Interchange	Expressways	2	4	3	9	
2 I-95 & SR 1 Interchange	Expressways	2	4	3	9	
3 Rail: Newark to Wilmington Track Expansion	Transit	2	4	3	9	Yes
4 I-95 / US202 Interchange	Expressways	1	4	3	8	Yes
5 SR 1, Tybouts Corner to SR 273, Widening to 6 lanes	Expressways	1	4	3	8	
6 SR 2: S. Union Street	Arterial	2	2	3	7	
7 Aeronautics, New Castle County Airport Terminal Improvements	Other	1	4	2	7	
8 Churchmans: BR 234 Pedestrian Improvements	Bike Ped	2	2	3	7	Yes
9 Transit Vehicle Replacement and Refurbishment, New Castle County	Transit	2	2	3	7	Yes
10 SR 141 & US 13 to Burnside Blvd. Widening	Arterial	1	4	1	6	
11 Transit Vehicle Expansion: Bus Route 301	Transit	1	2	3	6	Yes
12 SR 7/US 40: SR 7, Newtown Rd. to SR 273	Arterial	2	2	1	5	
13 Churchmans: SR4/Harmony Rd.	Arterial	1	2	2	5	Yes
14 SR 4, Christina Parkway: SR 2, Elkton Rd. to SR896. S. College Ave	Arterial	2	2	1	5	
15 US 40: Eden Square Connector	Arterial	1	2	2	5	
16 Wilmington Traffic Calming: Walnut: MLK Blvd. to 16th	Collector	2	2	1	5	
17 I-95: Carr Road/Marsh Rd. Interchange	Expressways	2	3	0	5	
18 Bicycle, Pedestrian: Pomeroy	Bike Ped	2	2	1	5	Yes
19 Transit Vehicle Expansion: Middletown/Glasgow/Newark	Transit	2	2	1	5	Yes
20 Transit Vehicle Expansion: 301 MIS	Transit	2	2	1	5	Yes
21 US 40: Transit improvements	Transit	1	2	2	5	Yes
22 Rail Improvements: Fairplay Station Parking	Transit	2	0	3	5	
23 SR 2, Elkton Rd., Casho Mill Rd. to Delaware Ave.	Arterial	2	2	0	4	
24 SR 2, Elkton Rd., Maryland State Line to Casho Mill Rd.	Arterial	2	2	0	4	
25 Wilmington Riverfront: Christina River Bridge	Collector	1	0	3	4	
26 US 301: MD Line - SR 1, and Spur	Expressways	2	2	0	4	
27 Transit Vehicle Expansion, NCC	Transit	1	2	1	4	Yes

# Environmental Justice

**Environmental Justice (EJ)** entails the fair treatment of people from all races, cultures, and incomes regarding the development of environmental laws, regulations, and policies. An outgrowth of Title VI of the Civil Rights Act of 1964, EJ can primarily be thought of as measures ensuring the non-discriminatory distribution of federal funds.

## □ 2003 EJ Report

- Delineated concentrations of low-income and minority groups
- System analysis (TIP project locations, transit access, etc.)
- Provided suggestions for public outreach

## □ 2007 Transportation Justice (TJ) Report

- Delineated concentrations of elderly, disabled, and zero-car households
- System analysis (transit access, walkability, senior survey, etc.)
- Provided funding sources, public outreach measures

## □ 2009 EJ Report

- Refines EJ area identification process
- Enhances system analysis (goods/employment access, survey, etc.)
- Comprehensive strategies to improve public outreach

### **Current Initiatives**

- South Wilmington Neighborhood Plan
- Southbridge Circulation Study
- Asthma Action Plan

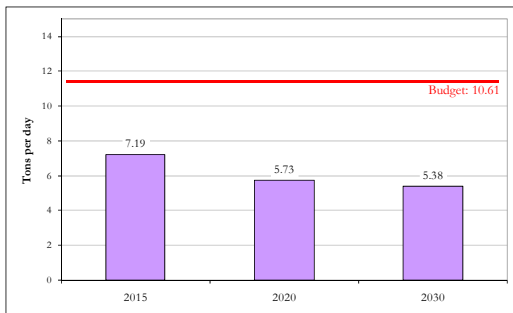




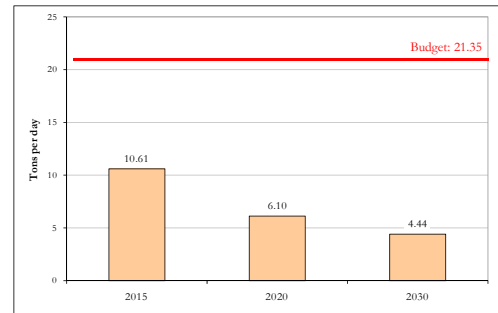
# Air Quality Conformity

## New Castle County

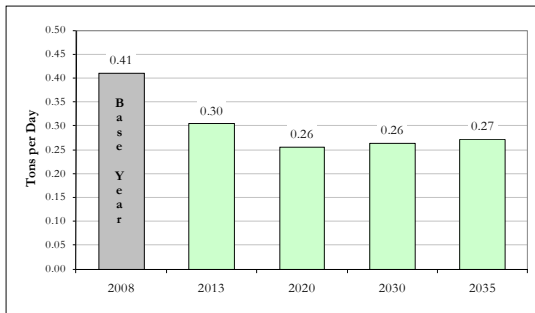
### VOCs



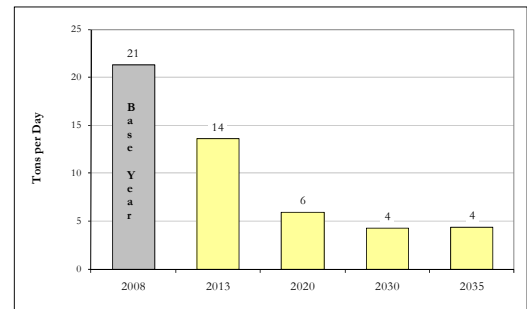
### NOx



### Direct PM2.5

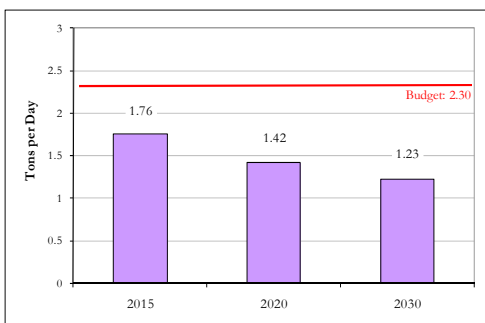


### Indirect PM2.5



## Cecil County

### VOCs



### NOx

