

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 DelDOT and MDOT.

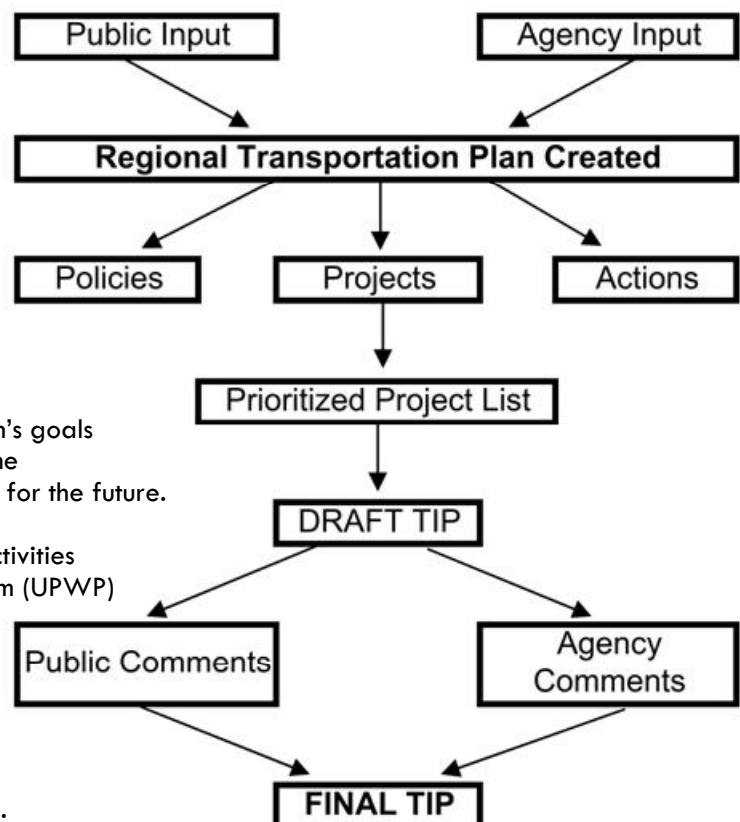
Key steps include:

- 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.



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 2040 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.

Items for public review:

DRAFT FY 2014-2017 Transportation Improvement Program

- Is under consideration for Council adoption in March 2013
- Contains almost \$1.7 billion in road, transit, rail, multimodal & bicycle/pedestrian projects
- Contains 32 percent less funding than the FY 2012-15 TIP
 - ▣ 3 added bridge preservation projects
 - ▣ Funding delayed or deleted for some projects

DRAFT Air Quality Conformity Analysis for 2040 Regional Transportation Plan and FY 2014-17 TIP

- Federal regulations require that the region assess the air quality consequences of proposed transportation improvements
- Improvements must work toward achieving healthier emission levels for nitrogen oxides (NO_x) and volatile organic compounds (VOC) that lead to the creation of ozone

TIP Development Process

Timeline for the FY 2014-2017 TIP

2012

- April** ➤ Technical Advisory Committee (TAC) prioritizes project submissions
➤ Air Quality Subcommittee (AQ) reviews submissions

- May** ➤ Council approves prioritized project list for submission to DOTs

- November** ➤ AQ review of proposed projects for Air Quality Conformity

- December** ➤ AQ/TAC review of Air Quality Conformity Determination

2013

- January**  TIP released for public comment January 25-March 7. Air Quality Conformity public comment period in January 14 – March 7.

- February** ➤ Revise TIP based on public comments
➤ AQ (Feb. 14)/TAC (Feb. 21)/Public Advisory Committee (PAC) (Feb. 25) recommendation for adoption

-  TIP Public Workshop – February 25. 4 -7 p.m.

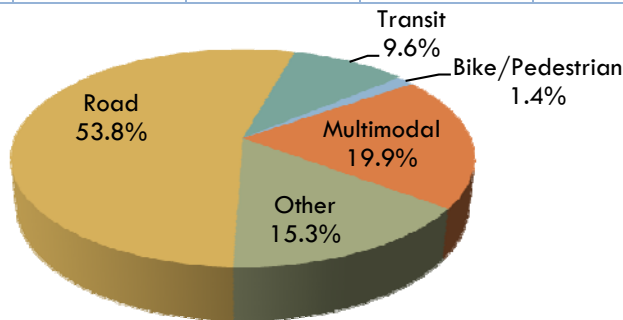
- March** ➤ Revise TIP based on public comments
➤ Council adoption of FY 2014-17 TIP (March 14)

After adoption, TIP is periodically amended, particularly following the June approval of the Delaware Bond Bill. The Bond Bill authorizes state funding matches for projects. Typically, these amendments are released for public comment in July and approved by Council in September with a public workshop held in August.

 = Best opportunities for public input

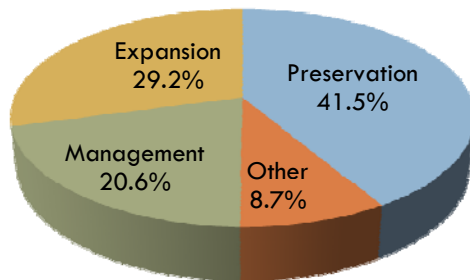
TIP Summary

FUNDING BY MODE	Approved 9/2012 FY 2012-2015	Draft FY 2014-2017	Draft % Mode	Percent Change
Bike/Pedestrian	38,661	24,218	1.4%	-37%
Multimodal	447,821	336,057	19.9%	-25%
Other	314,924	258,079	15.3%	-18%
Road	1,428,920	907,434	53.8%	-36%
Transit	238,729	161,759	9.6%	-32%
Total (\$s x 1000)	2,469,056	1,687,547		-32%



- **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 9/2012 FY 2012-2015	Draft FY 2014-2017	Draft % Mode	Percent Change
Preservation	874,874	700,677.8	41.8%	-20%
Other	214,792	146,931.9	8.8%	-32%
Management	446,467	346,822.3	20.7%	-22%
Expansion	932,923	493,115.0	29.4%	-47%
Total (\$s x 1000)	2,469,056	1,687,547		-32%



- **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
- **Other**--Engineering & contingency, education & training, environmental program and planning

FUNDING BY YEAR \$s x 1000	Approved FY 2012-2015	Draft FY 2014-2017	Percent Change
FY 2012	691,260		
FY 2013	722,086		
FY 2014	599,116	604,186	0.85%
FY 2015	456,522	471,865	3.36%
FY 2016	330,781	322,161	-2.61%
FY 2017	343,168	289,335	-15.69%

Projects with the largest increases include:

- Paving & Rehabilitation
- SR 1/I-95 Interchange
- Technology
- Transit Preventive Maintenance, NCC
- MD 272 Bridge over Amtrak

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:
 - o Average Annual Daily Traffic
 - o 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

Draft Compared with Project Prioritization

ALL \$ x 1,000	Technician Score	COUNCIL RANK	DRAFT FY 2014-17 TIP Phases					
PROJECT			2014	2015	2016	2017	2018	2019
Arterial								
SR 2: S. Union Street	14	1	C \$3,200	1,300				
US 40: US 40/SR 72 Intersection, including Del Laws Rd.	7	2	PE \$310	380	ROW \$7,000	C \$4,000	7,500	
SR 2, Elkton Rd. MD Line to Casho Mill Rd.	8	3						
US 40: US 40/SR 896 Grade Separated Intersection	11	4				PE \$4,000		
SR 9: 3rd St. to Heald	7	4						
US 13, Philadelphia Pike, Claymont Renaissance Plan Implementation	7	4	PE \$150	200				
City of New Castle: SR 9/Delaware St./Harmony St.	6	5		PE \$200		ROW \$500	250	
City of New Castle: SR9/6th St/3rd St.	6	5				C \$200	1,100	
US 40: Eden Square Connector	5	6						
SR 9, River Rd. Area, Dobbinsville	3	7						
Bridge								
Tyler McConnell Bridge, SR141: Montchanin Rd. to Alapocas Rd.	9	1						
Collectors								
Wilmington Riverfront: Christina River Bridge	11	1	PE/ROW \$300	4200	C \$3000	16,000	17,900	
Garasches Lane	8	2						
SR 72: SR 71 - McCoy Rd	3	3	ROW \$500	500		C \$2000	9,000	2,207
Possum Park Rd. at Old Possum Park Rd.	1	4	PE \$10		ROW \$400			
Expressways								
I-95 & SR 141 Interchange	16	1						
Ramps G & F			PE \$300	C \$5000	15,000			
SR 141/Commons Blvd			PE \$600	200	ROW \$500	C \$3000	6,000	
I-295 Westbound: US 13 - I-95	11	2	C \$1000					
US 301: MD Line - SR 1, and Spur	9	3	ROW/C \$168,521	C \$186,105				
I-295 Improvements: Bridges	8	4	ROW/C \$3654	C \$2460				
SR 1, Tybouts Corner to SR 273	8	4	PE/ROW \$2500		C \$15,000	20,000		
Road A /SR 7	4	5						
Fashion Center			C \$235					
A/SR7 Improvements			C \$750	750				
Road A Bridge					PE \$600	600		
Local								
Southern New Castle County Improvements: N412A: Hyetts Corner - Lorewood	6	1						
Southern New Castle County Improvements: Jamison Corner Rd. Relocated at Boyd's	7	2			ROW \$1000			
Southern New Castle County Improvements: Lorewood Grove Rd.: N412A - SR 1	4	3						
Southern New Castle County Improvements: Cedar Lane Rd.: Marl Pit - Boyd's Corner	5	4						
Westtown: Wiggins Mill Rd., Green Giant Rd. to St Annes Church Rd.	5	4						
Southern New Castle County Improvements: Boyd's Corner Rd.: Cedar Ln - US 13	8	5						
Other								
Aeronautics, New Castle County Airport Terminal Improvements	3	1						
Mid County DMV	2	2	C \$16,373	3,000				
Pedestrian/Bicycle								
New Castle Industrial Track: s. of Christina River - Riverwalk	10	1	PE \$300					
Bicycle, Pedestrian: Washington St., New Castle: Basin Rd. to SR 9	4	2	Under construction					
Grubb Road Pedestrian Improvements: Foulk Rd. to Naamans Rd.	4	2						
C & D Canal Trail	1	3	Under construction					
Transit								
Rail: Newark to Wilmington Track Expansion	27	1	C \$29,029	7,047				
Transit Vehicle Expansion: SR 141	18	2						
Transit Vehicle Replacement and Refurbishment, New Castle County	18	2	Pro \$13,068	13,894		1,594	1,875	9,330
Wilmington DART Bus Hub	18	2		PD \$400	400			
Transit Vehicle Expansion, NCC	15	3			Pro \$1,467			
Claymont Train Station	10	4		PD \$200	PE \$1,600			
Rail Improvements: Fairplay Station Parking	10	4						
Rail: Newark Regional Transit Center (Newark Train Station)	10	4	C \$4,962	10,000	15,600			
Transit Vehicle Expansion: Paratransit	6	5						
Rideshare Program, statewide	4	6	Pro \$480	480	480	480	480	480

Project Development
 Preliminary Engineering and Right of Way Acquisition
 Construction, procurement and programs

Status of project without funds

Boyds Corner Park and Ride	Complete
BR 212 on Upper Pike Creek Road Scour	Complete
BR 221 on N301 Pleasant Hill Road over Middle Run	Complete
BR 651, Newport Road over CSX	Complete
Cecil County Bridge Preservation (CE-0097 Baron Rd)	Complete
I-95 Turnpike Toll Plaza Rehab & E-Zpass ARRA	Complete
Pomeroy Trail	Complete
Rail Cars ARRA	Complete
S. Market Street Rehabilitation ARRA	Complete
SR 141 & SR 100 Landscaping	Complete
SR 141:Kirkwood Highway to Faulkland Road	Complete
BR 330 on Marrows Road over Cool Run	Under construction
BR 366 on N399 Chesapeake City Road over Guthrie Run	Under construction
C&D Canal Trail	Under construction
Small Urban Transit - Capital Assistance	Funding TBD
Small Urban Transit - Operating Assistance	Funding TBD
Boyds Corner Rd: Cedar Lane to US 13 (S. NCC Imp)	Not funded
BR 204 on New Linden Hill Rd over Tributary to Mill Creek	Not funded
BR 687, 688, 693 Wilmington Drawbridge	Not funded
Cedar Lane: Marl Pit to Boyds Corner Rd (S. NCC Imp)	Not funded
Christiana Mall Park and Ride	Not funded
Downstate Intercity Rail Connection ARRA	Study underway, implementation not funded
Elkton Road: Casho Mill Rd to Delaware Ave	Not funded
Fairplay Station (Churchmans Xing) Parking	Not funded
Garasches Lane	Study only, implementation not funded
Grubb Rd: Foulk Rd to SR 92, Pedestrian Imp.	Not funded
Jamison Corner: Boyds Corner Rd to Hyetts Corner Rd	Not funded
Lorewood Grove Rd: RD 412A to SR 1	Not funded
N412A: Hyetts Corner Rd to Lorewood Grove Rd	Not funded
Port of Wilmington (Rail Program Autoport)	Not funded
Southern NCC Project Development	Not funded
SR 9, New Castle Ave: 3rd Street to Heald Street	Only temporary paving funded
SR 9, River Road Flood Remediation	Not funded
Transit (Paratransit) Vehicle Expansion, NCC	Not funded
Tyler McConnell Bridge, SR 141: Montchannin to Alapocas	Not funded
Westown Concept Designs and Program Management	Not funded
Westown, Wiggins Mill Rd: Green Giant to St Annes	Not funded

Congestion Management System (CMS)

Federal guidelines prohibit projects that increase capacity for single occupant vehicles unless the project comes the WILMAPCO analysis of congestion in the region—the CMS. Our CMS serves to:

- Measure multi-modal transportation system performance
- Identify the causes of congestion
- Assess alternative actions
- Implement cost-effective actions
- Evaluate the effectiveness of implemented actions

Using a “Summary-Style” approach, the CMS is a streamlined, data-oriented summary that serves as a resource for use in planning and selection of projects for the TIP. The report contains five sections:

SECTION 1: Congestion Performance

Measures—A review annual performance measure data and the determination of the most congested locations based on a regional analysis

SECTION 2: Intersection Operational

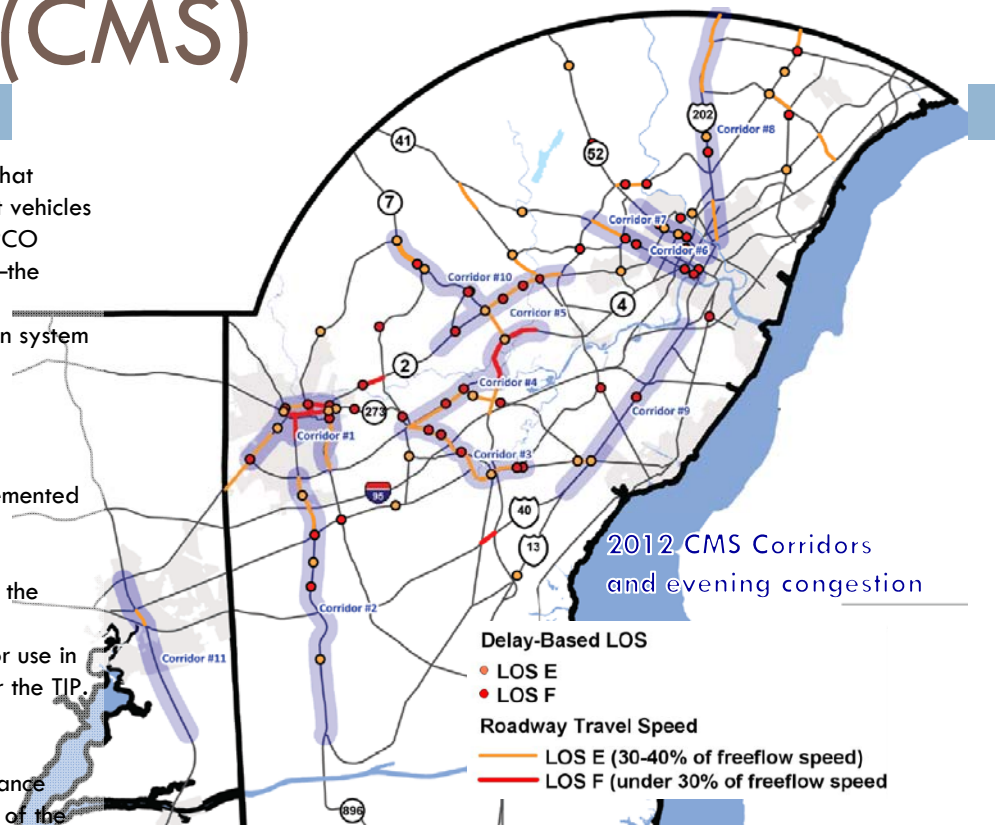
Analysis—Detailed analysis to determine if a deficient intersection is suffering from a signal timing issue or has it truly reached a level of volume in which it requires more physical, on-road improvements

SECTION 3: Strategy Evaluation

Identification (by consensus) congested corridors, perform a detailed analysis of each corridor and determine which mitigation strategies are feasible

SECTION 4: System Monitoring—Track congestion trends and changes to transportation characteristics over time

SECTION 5: Data Collection & Inventory—A display of ongoing data collection activities that relate to congestion.



CMS Corridor	Projects that address CMS corridors
#1	Elkton Road: Casho Mill Rd to Delaware Ave, Reconstruction, Improve intersection
#1	Elkton Road: MD Line to Casho Mill Rd, Reconstruction, Intersection Improvements
#1	Pomeroy Trail, Construction of Bicycle & Pedestrian Pathway
#1,4,6	Third Rail Track Expansion, Newark to Wilmington
#2	US 40 and 896 interchange - Grade Separated Intersection
#3	Road A/SR 7, Widening & reconfiguration of intersections
#3	SR 7: Newtown Road to SR 273, Widen from 2 to 4 lanes
#4	Churchman's Crossing, Fairplay Station - Parking Expansion
#5	SR 141:Kirkwood Hwy to Faulkland Rd, Construct 4-Lane Arterial
#6	S Union Street, SR 2: Railroad Bridge to Sycamore St, Sidewalk & Curb Replacement
#6	Wilmington Riverfront - AAA Parking Garage
#6	Market Street Safety Improvements
#6,7,8	Wilmington Signal Improvements, Phase II
#7	Wilmington Transit Hub
#8	I-95 and US 202 Interchange, Widening of Ramp
#9	I-295 Improvements, from I-295 to US 13

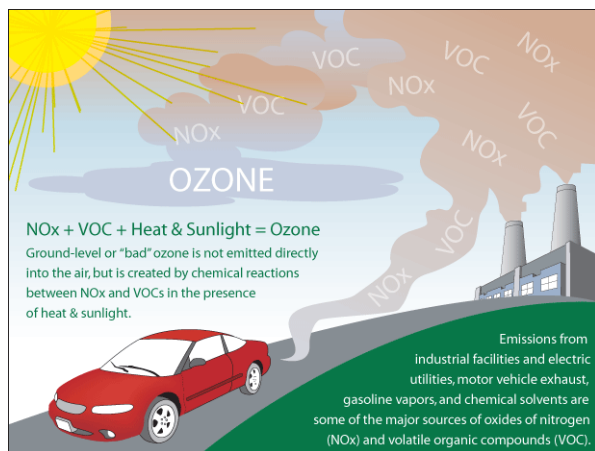
Air Quality Conformity

In order to receive federal funding for transportation projects, we must show that our planned projects do not worsen air emissions. A recent analysis was completed in step with the draft FY 2014 -17 TIP and amended 2040 RTP.

We tested planned transportation projects, forecasted demographics, and known technological upgrades in the vehicle fleet against Maryland and Delaware's established and pending transportation-related emission budgets and baselines. Budgets are in place for ozone—nitrogen oxides (NO_x) and volatile organic compounds (VOC)—in both our counties. Baselines and pending budgets for fine particulate matter (PM_{2.5}) are set for New Castle County. The good news is that we passed all required tests. Indeed, ozone and particulate emissions have been falling steadily for the last several decades, and are projected to continue to do so through 2035.

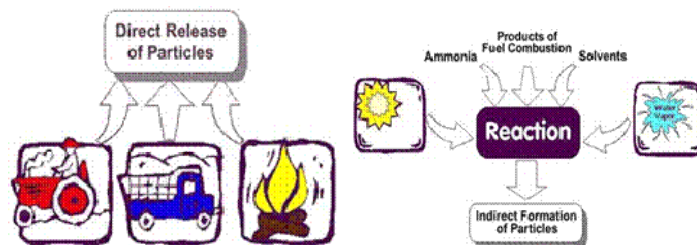
Like many other metropolitan regions in the USA, however, we predict an increase in these emissions as we near 2040. This is attributable to the implementation of known emission reduction technologies and our ever-increasing Vehicle Miles Traveled (VMT). Checking VMT growth through better land-use decisions and promoting alternative transportation would lower emissions now and in the long-term. This would also stifle our rising greenhouse gas emissions (not federally regulated) which contribute to global warming, and reduce our dependence on oil.

Ozone formation & impacts



Breathing ozone can trigger a variety of health problems including chest pain, coughing, throat irritation, and congestion. It can worsen bronchitis, emphysema, and asthma. Ground level ozone also can reduce lung function and inflame the linings of the lungs. Repeated exposure may permanently scar lung tissue. Plants and wildlife are also at risk because high ozone levels can stunt plant growth and damage leaves.

Fine particulate formation & impacts



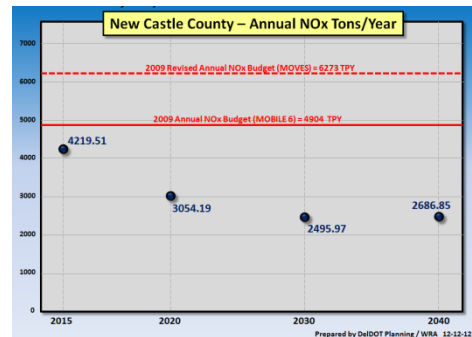
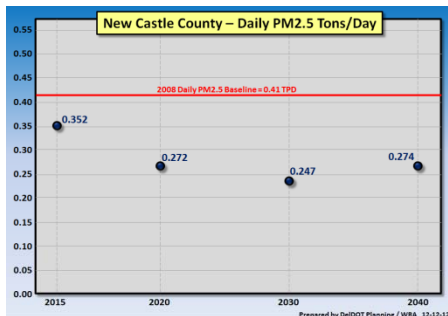
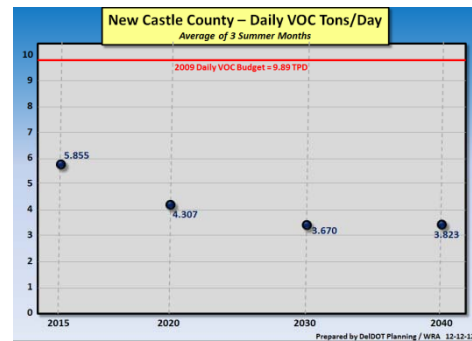
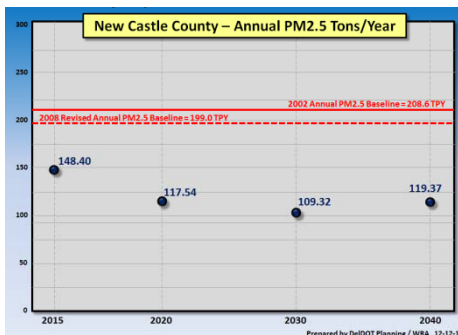
Irritating the membranes of the respiratory system, particulate matter can result in increased respiratory problems and disease, decreased lung function, alterations of the body's defense systems, and early death. Particulates can also cause reduced driver visibility (haze), cause harm to the natural environment by settling into water, and stain monuments and buildings.



Conformity Analyses

New Castle County

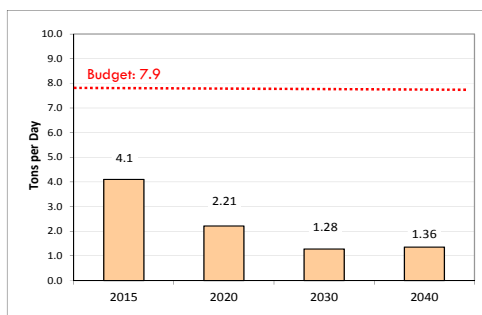
New Castle County is in nonattainment for both of ozone and fine particulate matter (PM2.5). The graphs below show that the planned transportation system for the county meets all applicable and pending budgets and baselines through 2040.



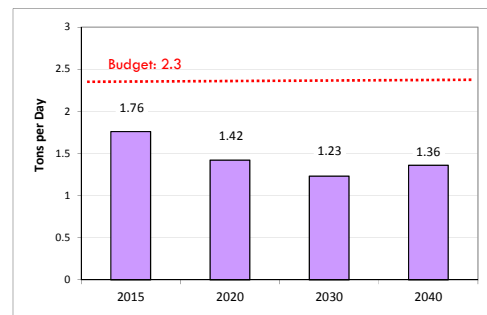
Cecil County

Cecil County is in nonattainment for ozone. The graphs below show that the planned transportation system for the county meets all applicable budgets through 2040.

NOx Emissions



VOC Emissions

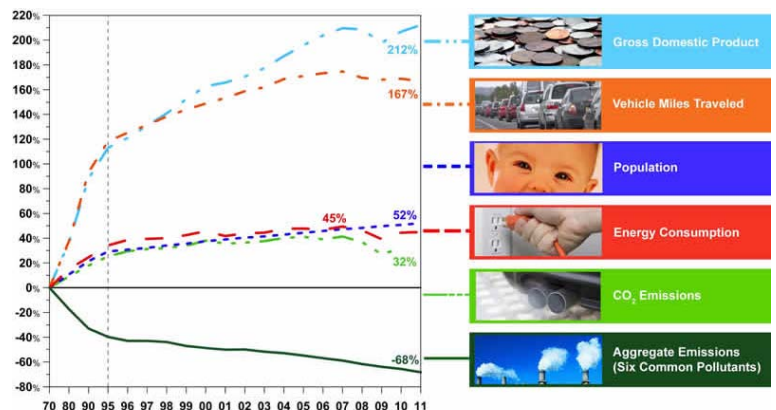


Air Quality & Vehicle Miles Traveled

There is some good news and bad news when it comes to air quality trends and projections.

The good news is that the USA's emissions from the six common pollutants (including ozone and particulates) have been falling for decades.

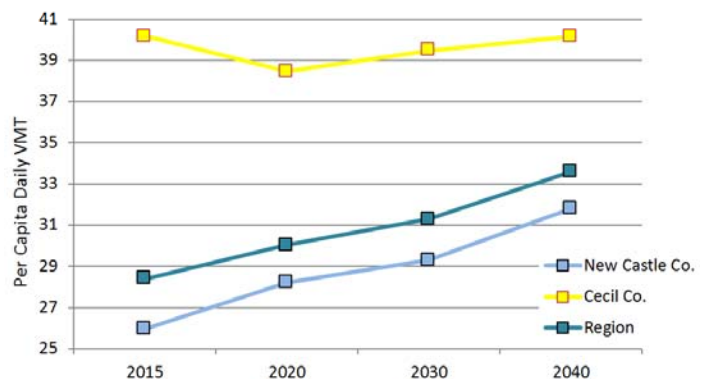
The bad news is twofold. First, carbon emissions have increased—by nearly 1/3 across the board in the USA since 1970—speeding global warming. Second, as our regional air quality analysis showed, ozone and PM2.5 transportation emissions are expected to increase in the 2030s.



Graphic: EPA

Spurring the increases in these emissions is vehicle miles traveled (VMT) growth. We are becoming more dependent on cars to get around. In fact, a higher percentage of us drive alone to work today than 10 or 20 years ago. And between now and 2040 we expect VMT to rise by 38%, while our population is only expected to grow by 17%.

Residents of the more rural and less populous Cecil County drive more than their counterparts in New Castle County. Between now and 2040, however, per capita VMT in NCC is poised to rise sharply—closing this gap. Continued and planned heavy residential building outside the I-95 corridor, with little nearby commercial expansion, is a key factor.



Shifts in policy and culture would help reduce our VMT and mobile source emissions. Here are some ideas:

- Prioritize and direct growth into existing communities, forming dense, mixed use centers
- Set VMT reduction targets
- Institute more and more frequent bus routes; and construct new rail lines and pathways
- Champion idle reduction, and diesel engine retrofit projects
- Raise public awareness (consumption behavior, housing/work choice, etc.)

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.

□ 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 Environmental Justice (EJ) Report

- Delineating concentrations of low-income, and minority groups
- Enhanced system analysis (goods/employment access, survey, etc.)
- Comprehensive strategies to improve public outreach



□ 2013 EJ Report (forthcoming)

- Refines EJ area identification process
- New systems analysis: food deserts, bus access, project spending
- EJ public opinion survey

Current EJ Initiatives

- South Wilmington Planning Network
- Palmer & Edison Safe Routes to School
- Nemours' Asthma Action Plan



Photos: U.S. Census