

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, the Congestion Management System, Corridor and Area Studies and the Transportation Improvement Program (TIP).

What is the WILMAPCO Planning Process?

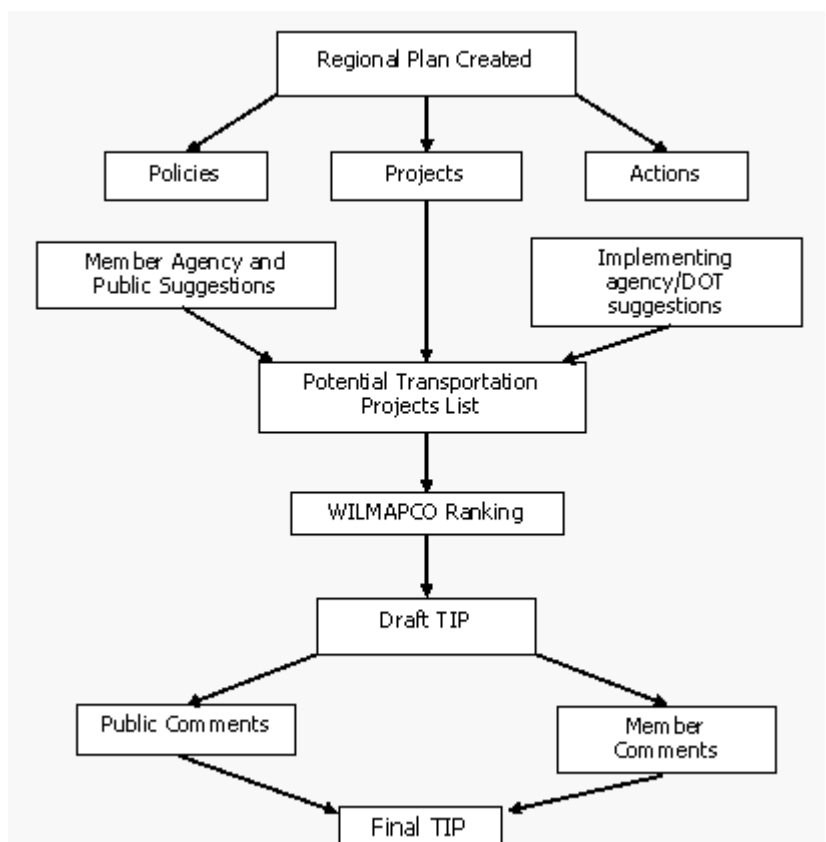
Transportation planning process is designed to foster involvement by all interested parties, such as the business community, community groups, environmental organizations, and the general public, through a proactive public participation process conducted in coordination with Delaware and Maryland DOTs.

Key steps include:

- Monitoring existing conditions
- Forecasting future growth
- Assessing fund 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 Regional Transportation Plan (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:

- **Regional Transportation Plan (RTP) Amendment**

Proposed addition of construction funds by DeIDOT into the TIP requires that the RTP be amended to show available funding and air quality impacts. Proposed “financially constrained” projects include:

- *Road 7/A*
- *Christiana River Bridge*
- *US 301*

- **US 301 Amendment**

Funding proposal submitted by DeIDOT shows implementation of US 301 using \$602 million bond proceeds, \$81 million state and \$21 million federal funds, with completion by FY 2017. Requires amendment to RTP, FY 2008-2011 TIP and FY 2009-2012 TIP.

- **FY 2009-2012 Transportation Improvement Program**

Draft document contains \$1.8 billion in roadway, transit, multimodal and bicycle/pedestrian projects

Requirements for RTPs

Federal legislation (SAFETEA-LU) requires Regional Transportation Plans (RTP) to:

- Contain policies, strategies, and projects
 - Must consider roads, transit, bike/pedestrian and intermodal connections and projected demand for transportation services over 20 years
- Coordinate with regional land use goals and plans
- Demonstrate financial constraint
 - Show cost estimates and expected sources of funds (federal, state, local, and private) to implement proposed improvements and operate and maintain the entire system, through the comparison of revenues and costs
- Focus on preservation
 - Identify ways to preserve existing roads and facilities and make efficient use of the existing system
- Meet air quality conformity requirements
 - Air quality emissions analysis must include all projects that are expected to be federally funded or are regionally significant

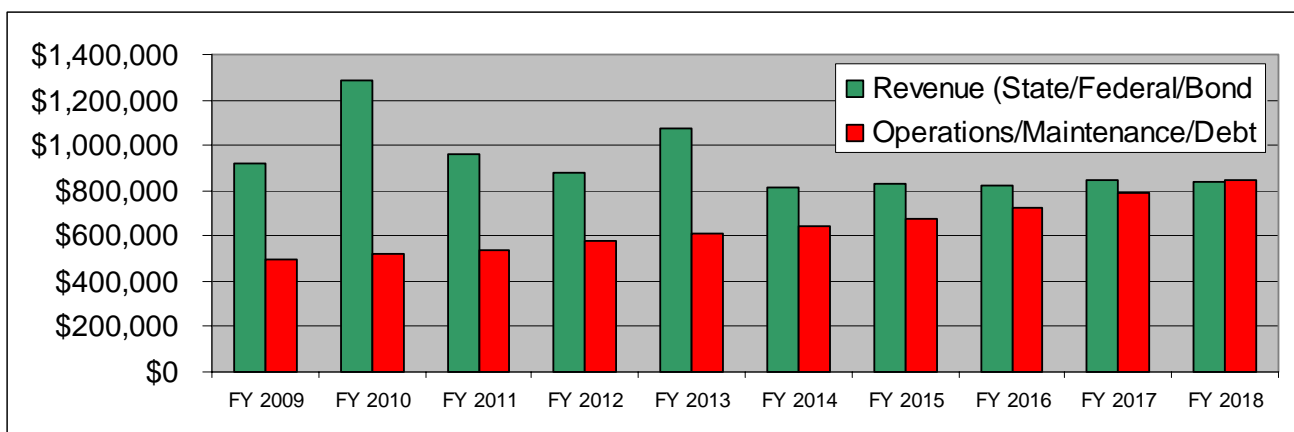
Proposed RTP amendments: Financial

- Revised “financially constrained” project list

- Reflects new expected in-service years and revised revenue forecasts
- Delaware portion of RTP only constrained until FY 2017

	Cecil County [unchanged]	New Castle County
Projected Revenues	\$80.1 million and \$505 million toll funds	\$1.6 billion including proposed US 301 Bond
Projected Costs, Constrained RTP	\$27.9 million and \$505 million toll funds	\$1.6 billion including proposed US 301 Bond
Project Costs, Aspirations List	\$229.7 million	\$1.5 billion
Surplus/Deficit (Revenues vs. Constrained/Aspirations Projects)	-\$177.5 million	-\$1.5 billion

- Beyond FY 2017, operation/maintenance costs exceed available revenue



Proposed RTP amendments: Air Quality

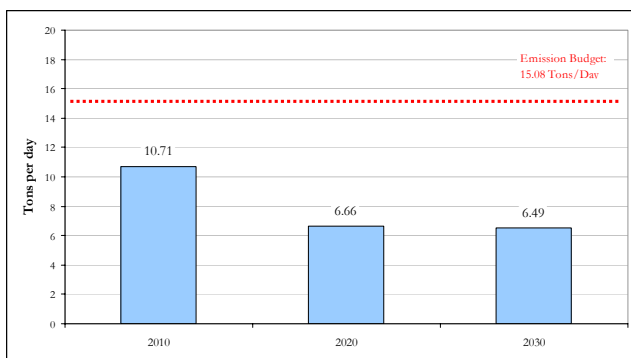
- Must show that future projects will not hinder efforts to improve regional air quality. The projects will not:
 - Cause or contribute to new air quality violations
 - Worsen existing violations
 - Delay timely attainment of desired emissions levels
- New project modeled for the Draft Amended FY08 TIP
 - US 301
- New projects modeled for the Draft FY09 TIP:
 - Road A/7 ● Christiana River Bridge
 - SR 72: McCoy Road to SR 71 ● US 301
- Results for Draft Amended FY 2008-2011 TIP and Draft FY 2009-2012 TIP and 2030 RTP show that projected emissions meet air quality standards

(See Air Quality Graphs to View the Results)

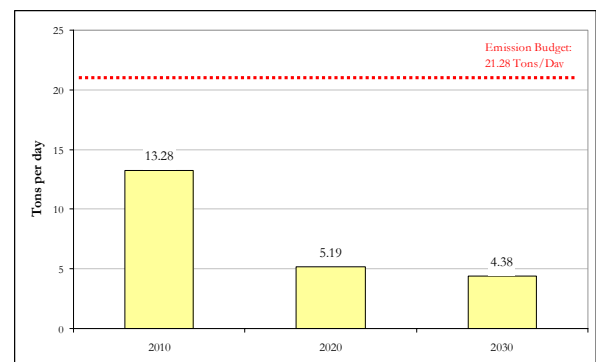
Air Quality Conformity

New Castle County, Amended FY 2008-2011 TIP; 2030 RTP

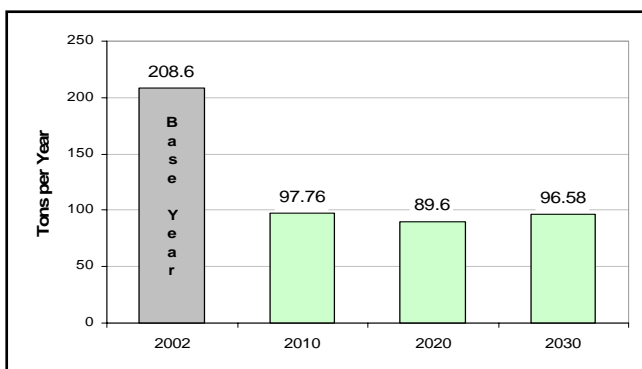
VOC Emissions



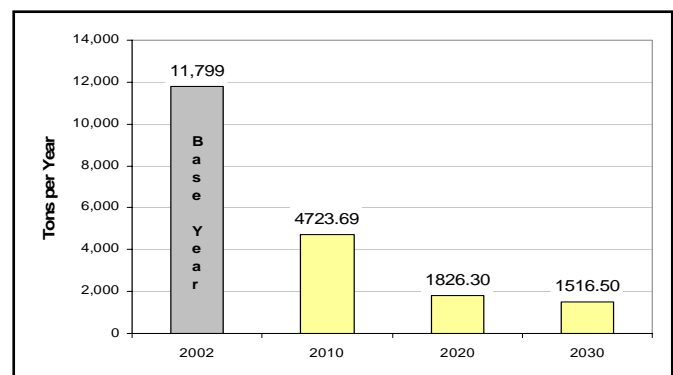
NOx Emissions



Direct PM2.5 Emissions



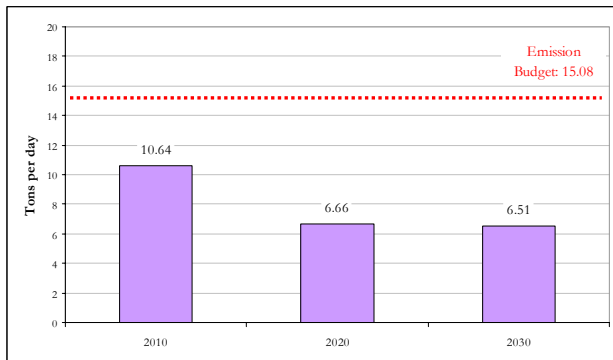
Precursor (NOx) PM2.5 Emissions



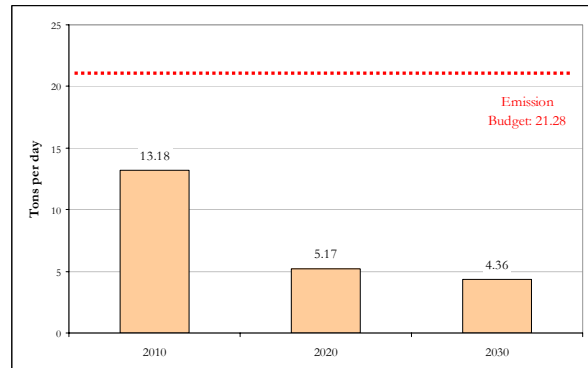
Air Quality Conformity

New Castle County, FY 2009-2012 TIP; 2030 RTP

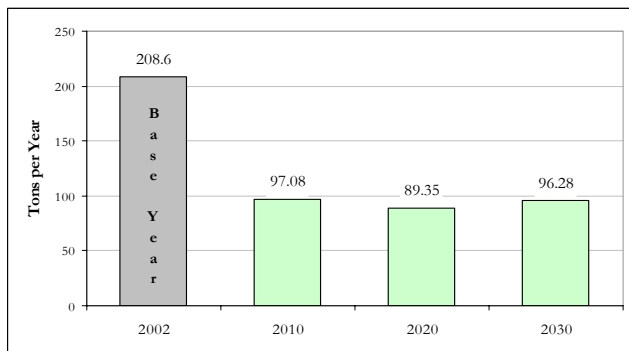
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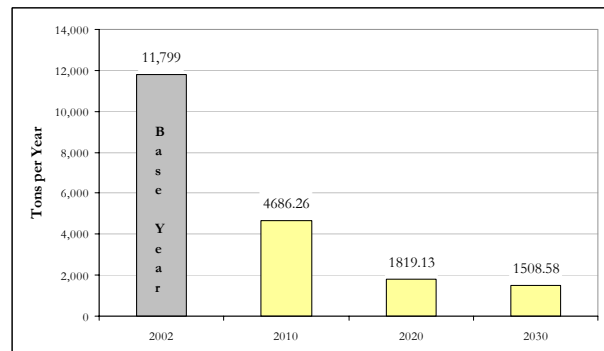
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Direct PM2.5 Emissions

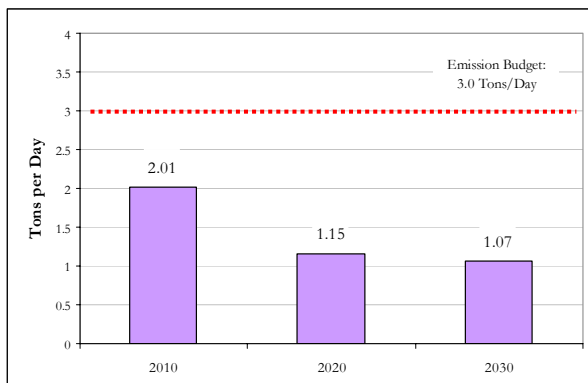


Precursor (NOx) PM2.5 Emissions

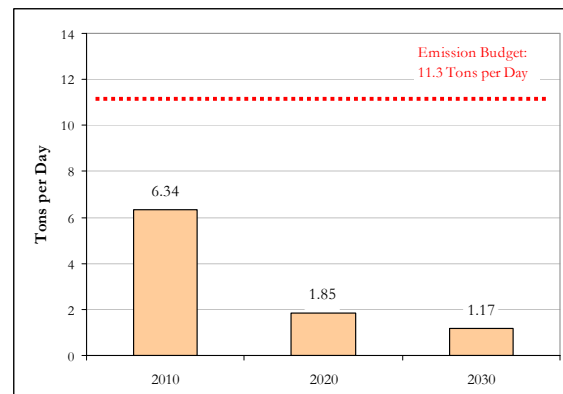


Cecil County, FY 2009-2012 TIP; 2030 RTP

VOC Emissions



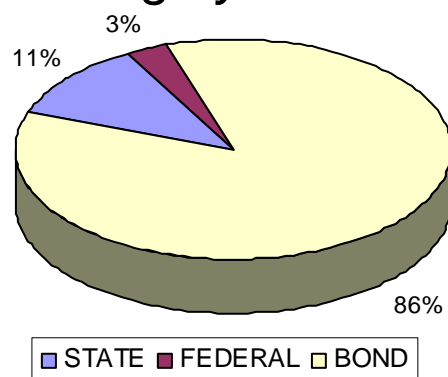
NOx Emissions



Proposed US 301 Amendment

- Submitted by DeIDOT for amendment into FY 2008-2011 TIP, draft FY 2009-2012 TIP and 2030 RTP
- Project proposal is for a new four-lane (two lanes in each direction) U.S. 301 from the Maryland/Delaware state line to Route 1, south of the Chesapeake & Delaware Canal, and a new two-lane (one lane in each direction) Spur Road from new U.S. 301, in the vicinity of Armstrong Corner Road, to Summit Bridge.
- Funding by source (state and bond funding must be approved by the Delaware General Assembly):

Funding by Source



Projected Year of Expenditure

PHASE	FUNDING SOURCE	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012
PD	STATE	6,000				
PE	STATE		10,000			
PE	BOND PROCEEDS			16,000		
RW	STATE	4,400	10,275			
RW	FEDERAL	17,500	3,600			
RW	BOND PROCEEDS			50,000	33,225	
C	STATE				10,000	10,000
C	BOND PROCEEDS				60,000	50,000
TOTAL	All \$ x 1,000	27,900	23,875	66,000	103,225	60,000

PHASE	FUNDING SOURCE	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017
C	STATE	10,000	10,000	10,000		
C	BOND PROCEEDS	130,000	130,000	95,000	27,000	11,000
TOTAL	All \$ x 1,000	140,000	140,000	105,000	27,000	11,000

Project Prioritization Process

- Created to provide 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

- Projects reviewed for consistency with RTP and local, county and state transportation plans and land use plans.
- If not consistent, it will not be ranked or the RTP must be amended.

STEP 2:

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:

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

Transport People and Goods

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 Economic Activity & Growth

- **Freight:** Project supports major freight routes, based on the number of trucks and percentage of trucks using the road

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

See draft TIP for details about the technical scoring criteria and prioritization process.

TIP Development Schedule

October	<ul style="list-style-type: none"> ▪ Maryland Tour held to seek project submissions
January	<ul style="list-style-type: none"> ▪ Request for submissions sent. Meet with local officials to get project submissions
March	<ul style="list-style-type: none"> ▪ Deadline for project submissions, including DelDOT Pipeline
April	<ul style="list-style-type: none"> ▪ Technical Advisory Committee (TAC) prioritizes project submissions and the Public Advisory Committee (PAC) and Air Quality Subcommittee review them
May	<ul style="list-style-type: none"> ▪ Council approves prioritized project list for submission to DOTs
July	<ul style="list-style-type: none"> ▪ DelDOT Project Development Committee (PDC) meets to prioritize projects statewide
August	<ul style="list-style-type: none"> ▪ PAC/TAC presentation of DelDOT's proposed projects and status on WILMAPCO priorities ▪ <i>PAC/TAC take action on amendments to prior year's TIP based on Delaware Bond Bill</i>
September	<ul style="list-style-type: none"> ▪ Council presentation of DelDOT's proposed projects and status of WILMAPCO priorities ▪ <i>Council amends prior year's TIP based on Delaware Bond Bill</i> ▪ Joint TIP/ CTP public hearing
December	<ul style="list-style-type: none"> ▪ DelDOT supplies WILMAPCO with draft Capital Transportation Plan by 2nd week ▪ PAC/TAC/AQS review draft TIP ▪ Air Quality Conformity Determination completed
January	<ul style="list-style-type: none"> ▪ TIP released for public comment, including local government/public outreach. <ul style="list-style-type: none"> ▪ Submit your comments at the Public Meeting ▪ Mail comments to: WILMAPCO, 850 Library Ave., Suite 100, Newark, DE 19711 ▪ Fax to: 302/737-9584 ▪ Or comment online at: www.wilmapco.org
February	<ul style="list-style-type: none"> ▪ Revise TIP based on public comments ▪ PAC/TAC adoption -- <u>DELAYED UNTIL APRIL 10</u>
March	<ul style="list-style-type: none"> ▪ Council Adoption --<u>DELAYED UNTIL APRIL 10</u> ▪ <u>March 7th – April 7th – 2nd Public Comment period</u>
April	<ul style="list-style-type: none"> ▪ <u>PAC Adoption – April 7, 7 p.m.</u> ▪ <u>Joint TAC/AQ Committee meeting - April 10, 10 a.m.</u> ▪ <u>Special Council meeting for TIP/RTP amendment adoption - April 10, 6:30 p.m.</u>

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 multi-modal; in addition to the traditional highway and public transit projects, it includes bicycle, pedestrian, and freight-related projects.

The TIP shows estimated costs and schedule by project phase. The TIP not only lists the specific projects, but 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 the purpose of state implementation plans (SIP) 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.

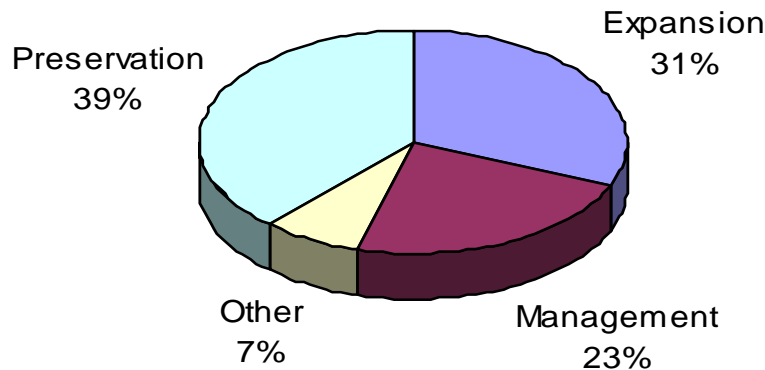
The TIP is NOT a guarantee of project implementation. Unforeseen problems may arise, such as engineering obstacles, environmental permit conflicts, changes in priorities, and additional financial constraints. These problems can slow a project, cause it to be postponed, or even dropped from further consideration.

TIP Summary

TIP Funding by WILMAPCO Category (All \$ x 1,000)

WILMAPCO CATEGORY	TOTAL FY 2009-12	PERCENT	OUTYEARS FY 2013-14
Expansion	558,220.4	31.5%	374,659.8
Management	402,654.7	22.7%	70,476.2
Other	131,198.9	7.4%	125,673.6
Preservation	681,429.1	38.4%	312,594.2
TOTAL	1,773,503.1		883,403.8

- **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



TIP Funding by Mode (All \$ x 1,000)

MODE	TOTAL FY 2009-12	PERCENT	OUTYEARS FY 2013-14
Bicycle/Pedestrian	9,033.5	0.5%	1,708.0
Multimodal	347,762.3	19.6%	138,072.4
Other	239,696.0	13.5%	119,226.0
Road	1,039,032.8	58.6%	578,912.4
Transit	137,978.5	7.8%	45,485.0
TOTAL	1,773,503.1		883,403.8

