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FISCAL YEAR 2027
July 1, 2026– June 30, 2027

UNIFIED PLANNING WORK PROGRAM

For the

WILMINGTON METROPOLITAN AREA

Prepared by the staff of the
Wilmington Area Planning Council

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FY 2027 Unified Planning Work Program

Wilmington Area Planning Council Unified Planning Work Program - FY 2027

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I INTRODUCTION

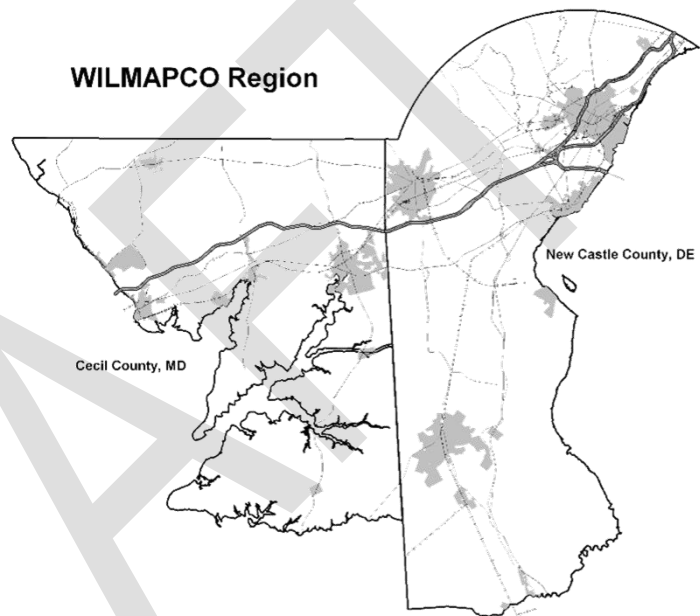
The Unified Planning Work Program (UPWP) is a document that includes all planning activities to be performed with funds provided under Title 24, U.S.C. and the Federal Transit Act. The Fixing America's Surface Transportation Act (FAST Act) requires that metropolitan planning organizations (MPOs), such as the Wilmington Area Planning Council (WILMAPCO), in urbanized areas with populations of 200,000 or more develop a UPWP in cooperation with the States and operators of publicly owned transit. Other sources of federal funds used for planning activities in the region should also be included in the UPWP.

The UPWP discusses the planning priorities facing the metropolitan planning area and should describe all metropolitan transportation and transportation-related air quality planning activities anticipated within the area during the next one- or two-year period, regardless of funding sources or agencies conducting activities, in sufficient detail to indicate who will perform the work, the schedule for completing the work and the products that will be produced.

The WILMAPCO region consists of two counties. The total area is 744 square miles (396 in New Castle County and 348 in Cecil County) with a 2020 population of 674,478. Although the square mileage of the two counties is similar, their population figures are quite disparate: Cecil County had a 2020 population of 103,725, while New Castle County had 570,753. New Castle County is an urbanized county with a density of 1,441 persons per square mile while Cecil County has only 298 persons per square mile.

WILMAPCO's mission is to ensure the implementation of the best multi-modal transportation plan that meets all the requirements mandated by the Federal Clean Air Act and its Amendments (CAAA) and FAST Act and that promotes the attainment of the Goals for the Region. The Goals, Objectives and Actions arrived at by consensus through the several long-range plan updates are:

- ❖ **Support Sustainable Economic Development and Goods Movement**
 - *Objectives:*
 - Maximize our Investments
 - Develop Effective Transportation networks
 - Plan for Energy Security and Resilience
- ❖ **Efficiently Transport People**
 - *Objectives:*
 - Improve System Performance
 - Promote Accessibility and Connectivity
 - Engage the Public Via an Open Involvement Process
- ❖ **Improve Quality of Life**
 - *Objectives:*
 - Protect the Public Health and Safety
 - Promote Active Transportation
 - Ensure Transportation Choice
 - Preserve Natural and Cultural Resources



WILMAPCO performs its mission by using the Comprehensive, Continuing and Cooperative (3-C) metropolitan transportation system planning process. It serves as a cooperative regional forum for the development of transportation system plans and programs and for the resolution of transportation planning-related issues.

WILMAPCO is responsible to all the citizens of the region to ensure the implementation of the best transportation plan for the region. Therefore, the WILMAPCO Council is composed of elected officials from state, county and municipal

jurisdictions. These elected officials are accountable to their respective citizens. The implementation of the transportation plan is carried out by WILMAPCO's member agencies.

WILMAPCO collects, analyzes and evaluates demographic, land use and transportation-related data and seeks public input to understand the transportation system requirements of the region. Understanding these requirements allows for the development of plans and programs and the implementation of a transportation system that provides for the efficient transport of people, goods and services.

WILMAPCO has developed and updated a long-range Regional Transportation Plan (RTP). The RTP is a regionally based plan encompassing a twenty-year planning horizon and includes all transportation modes. The Transportation Improvement Program (TIP) is a four-year program of capital investments that implements the long-range plan. The RTP is derived from the Vision and Goals established for the region and is supported by demographic and land use data to define the transportation system investments. These transportation system investments are periodically tested and updated, and the resulting paradigms are adopted as the twenty-year horizon transportation plan.

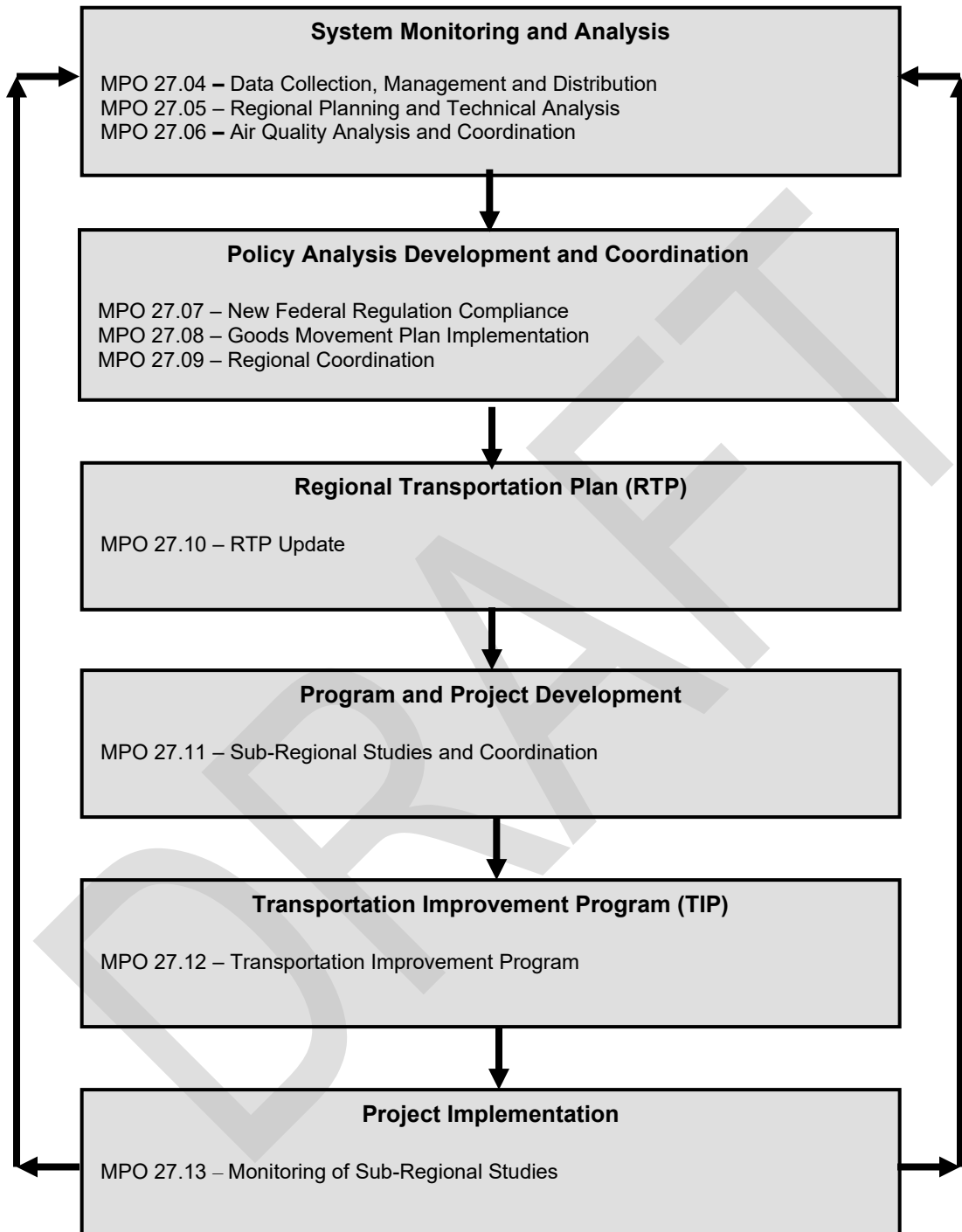
WILMAPCO evaluates the RTP within a four-year planning horizon, weighs and prioritizes elements, considers funding sources, and evaluates the potential near-term benefit to the residents of the WILMAPCO region. The highest priority RTP projects are then incorporated into the TIP for implementation. WILMAPCO, in conjunction with its member agencies, implements these near-term elements of the RTP. In addition, WILMAPCO, as the region's metropolitan planning organization, must approve all federally funded transportation projects in the region and must select all projects other than projects on the National Highway System.

The work tasks in this UPWP are presented in a sequence that reflects the planning process used by WILMAPCO. The first three tasks describe activities that are overarching and permeate all aspects of the planning process. *Administration* provides the underpinnings of WILMAPCO's activities, the *Unified Planning Work Program (UPWP)* provides for the development and administration of the work plan and budget that guide all of WILMAPCO's activities, and the *General Public Outreach and Education* task provides for public involvement and education throughout the planning process.

The actual planning work is reflected in the remaining work tasks. The following flow chart shows the general flow of the planning process as reflected in the Unified Planning Work Program (UPWP). Data is collected and analyzed and used to inform policy discussions. Policies are determined and incorporated into the long-range regional transportation plan (RTP). The Plan includes policies, objectives, actions, performance measures, and projects that guide the development of studies and plans. The projects that are recommended for implementation in studies and plans are programmed for capital and operating funds in the TIP. Projects programmed for engineering in the TIP are monitored by WILMAPCO to provide continuity from the planning process through the engineering process.

WILMAPCO FY 2027 UPWP

Planning Flow Chart



II ORGANIZATION

WILMAPCO Council

The policy making body of WILMAPCO is its Council that consists of nine voting members:

1. **Delaware Governor's appointee** – David Edgell
2. **Delaware Department of Transportation, Secretary** – Shanté Hastings
3. **Delaware Transit Corporation, Chief Executive Officer** – John Sisson
4. **City of Wilmington, Mayor** – John Carney
5. **New Castle County, County Executive** – Marcus Henry
6. **New Castle County, Municipalities representative** – Kenneth Branner, Mayor of Middletown
7. **Maryland Governor's appointee** – Geoff Anderson, Maryland Department of Transportation
8. **Cecil County, County Executive** – Adam Streight
9. **Cecil County, Municipalities representative** – Kelly A. Benson, Mayor of North East

Technical Advisory Committee (TAC)

The TAC consists of planners and engineers from all WILMAPCO participating agencies. It performs analyses and makes recommendations concerning transportation and land use issues to Council for their approval. The actual technical work is performed by WILMAPCO staff and the TAC member organizations. The TAC elects its own chairperson and vice-chair annually from among its members to serve for a one-year period from fiscal year to fiscal year, subject to approval by the Council. The following is a list of the TAC member agencies and the current representatives:

1. **Cecil County Office of Planning and Zoning** – William Goldman
2. **Delaware Department of Natural Resources and Environmental Control** – Tina Merrill
3. **Delaware Department of Transportation** – Clare Quinlan
4. **Delaware River and Bay Authority** – Stephen D. Williams
5. **Delaware Division of Small Business, Development & Tourism** – Patricia Cannon
6. **Delaware Department of Transportation, Delaware Transit Corporation** – Catherine Smith
7. **Maryland Department of Transportation** – Shawn Kiernan
8. **Maryland Transit Administration** – Laurie Brown
9. **Maryland Department of Planning** – David Dahlstrom
10. **Maryland State Highway Administration** – Benjamin Allen
11. **Maryland Department of the Environment** – Catherine Salarano
12. **Newark Planning Department** – Michael Fortner
13. **New Castle County Department of Land Use** – Cooper Bowers
14. **Delaware Office of State Planning Coordination**– Samantha Bulkilvish
15. **Town of Elkton** – Jeanne D. Minner
16. **Wilmington Department of Planning** – Gwineth Kaminsky Rivera
17. **Wilmington Department of Public Works** – Steven G. Weber

Ex-Officio Members:

18. **Federal Transit Administration** – Timothy Lidiak
19. **Federal Highway Administration (DE)** – Enos Han
20. **Federal Highway Administration (MD)** – Jasmine Champion
21. **Federal Environmental Protection Agency** – Gregory Beacoat
22. **Amtrak** – Harry Garforth
23. **Diamond State Port Corporation** – Brian J. Devine

Current subcommittees of the TAC are the Air Quality Subcommittee (AQS), the Congestion Management System (CMS) Subcommittee, the Demographic and Data Subcommittee, the Goods Movement Working Group, the Mobility Opportunities Working Group, and the Nonmotorized Transportation Working Group.

Public Advisory Committee (PAC)

The Public Advisory Committee (PAC) was organized to include citizen representatives from different geographic areas throughout the WILMAPCO region that have an interest in transportation policy and public involvement. PAC members are recruited from the following groups: civic umbrella groups, business groups, public interest groups, environmental groups, transportation interest groups and agencies that represent diverse populations, such as minorities, the elderly, disabled residents, and transit-dependent populations.

The PAC assists Council with public outreach by recommending outreach and involvement strategies; reviewing WILMAPCO publications for clarity, effectiveness and user friendliness; serving as a liaison between Council and the public for the distribution of WILMAPCO publications and information; advising Council on the needs for public education regarding WILMAPCO and regional transportation policies; and advising Council on the effectiveness of public outreach for Action Items.

Members of the PAC were recommended by the Executive Director and appointed by the Council to serve for a term of no more than three (3) years and may be reappointed by the Council for an additional term. The PAC elects its own chair and vice-chairperson annually from among its members for a term of one year from fiscal year to fiscal year, subject to approval by the Council.

The current membership of the PAC is as follows:

1. **Carlos de los Ramos, AARP**
2. **Glenn Pusey, Bear/Glasgow Council**
3. **Patricia D. Folk, Cecil County**
4. **Joshua Solge, City of Newark**
5. **William Dunn (Alternate), Civic League for NCC**
6. **William Lower, Committee of 100**
7. **Sarah Lester, Cornerstone West, Wilmington**
8. **Mike Kaszyski, Delaware State Chamber of Commerce (Chair)**
9. **Mark Blake, GHADA**
10. **Robin Bullock, Holloway Terrace**
11. **Peggy Schultz, League of Women Voters**
12. **Dave Tancredi, Milltown-Limestone Civic Alliance**
13. **Tracy Chamblee, MOT Alliance, Southern NCC**
14. **Richard Janney, Southern NCC**
15. **Barry Shotwell, 7/40 Alliance (Vice Chair)**

WILMAPCO Staff

The day-to-day operations of the agency are performed by the WILMAPCO staff, with technical expertise in transportation systems planning and other related areas. The staff, in conjunction with WILMAPCO's member agencies, collects, analyzes and evaluates demographic, land use, and transportation data to understand the transportation system requirements of the region. They also prepare materials for use at TAC, PAC and Council meetings as well as any existing sub-committee meetings.

The professional staff members participate in all WILMAPCO meetings and provide expertise as needed. In addition, they represent the agency at other meetings of importance to planning activities within the region.

The current staff members are:

Tigist Zegeye, Executive Director
Daniel S. Blevins, Principal Planner
David Gula, Principal Planner
William Swiatek, Principal Planner
Jacob Thompson, Senior Planner
Leonard Bonarek, Senior Planner
Colleen Stroud, Regional Planner
Dawn Stant, Outreach Coordinator
Sharen T. Elcock, Executive Assistant
Elizabeth Espinal, Administrative Assistant
Heather Dunigan, Principal Planner, Emeritus

III FY 2027 UPWP FINANCIAL INFORMATION

**FY 2027 UPWP FUNDING ANALYSIS
TOTAL FUNDS AVAILABLE
and
TOTAL CASH COMMITMENT**

FUNDING SOURCE	CASH SHARE
DELAWARE	
FHWA	\$3,942,105
FTA	\$961,960
STATE	\$1,182,720
NEW CASTLE COUNTY	\$31,500
CITY OF WILMINGTON	\$11,796
DELAWARE TOTAL	\$6,130,081
MARYLAND	
FHWA	\$93,481
FTA	\$33,678
STATE	\$15,895
CECIL COUNTY	\$15,895
MARYLAND TOTAL	\$158,949
GRAND TOTAL	\$6,289,030

FY 2027 UPWP FUNDING OUTLINE

Task #	Task Description	Total Cash Activity
MPO 27.01	Administration	\$700,119
MPO 27.02	Unified Planning Work Program (UPWP)	\$222,957
MPO 27.03	Public Outreach & Public Education	\$292,049
MPO 27.04	Data Collection, Management & Distribution	\$522,204
MPO 27.05	Regional Planning & Technical Analysis	\$575,431
MPO 27.06	Air Quality Coordination & Analysis	\$40,529
MPO 27.07	New Federal Regulation Compliance	\$79,710
MPO 27.08	Goods Movement Plan Implementation	\$183,870
MPO 27.09	Regional Coordination	\$274,981
MPO 27.10	RTP Implementation	\$718,025
MPO 27.11	Sub-Regional Studies and Coordination	\$951,130
MPO 27.12	Transportation Improvement Program (TIP)	\$147,828
MPO 27.13	Monitoring and Implementation of Sub-Regional Studies Implementation	\$1,142,248
TOTAL		<u>\$5,851,080</u>
Vacation and Holiday		\$437,950
Grand Total		\$6,289,030

WILMAPCO Consultant Costs (included in cash activity above) 2027.

MPO 27.01	BOOKKEEPING	\$15,000
MPO 27.03	URBAN BIKE PROJECT: EARN A BIKE & TRIP FOR KIDS PROGRAM	\$3,000
MPO 27.03	NEWARK BIKE PROJECT	\$2,500
MPO 27.04	INTERSECTIONS COUNTS – REGIONAL	\$35,000
MPO 27.04	REGIONAL MODELING SUPPORT \$30,000 CADSR DPC support \$25,000 Increasing Job, Healthcare, and Food Access through Multimodal Connectivity Enhancements \$25,000	\$80,000
MPO 27.04	INTERSECTION CONTROL EVALUATIONS & ALTERNATIVE SCREENING	\$250,000
MPO 27.05	CONGESTION MANAGEMENT SYSTEM CONSULTANT SUPPORT \$50,000 Congestion Management Process (CMP) TDM strategies checklist and assessment along major corridors \$75,000	\$125,000
MPO 27.05	REGIONAL TRANSPORTATION PERFORMANCE MEASUREMENT DEVELOPMENT	\$80,000
MPO 27.05	LOGISTIC/FULFILLMENT CTR TRANSPORTATION & LAND USE IMPACT STUDY	\$25,000
MPO 27.08	DE STATEWIDE FREIGHT PLAN UPDATE	\$60,000
MPO 27.10	CONSULTANT SUPPORT	\$500,000
MPO 27.11	WILMINGTON INITIATIVES SUPPORT	\$20,000
MPO 27.11	NCC and CC SIDEWALK GAP ANALYSIS MONITORING AND IMPLEMENTATION SUPPORT	\$75,000
MPO 27.11	SNCC GROWTH AREA LAND USE & TRANSPORTATION PLAN	\$200,000
MPO 27.11	LIMESTONE ROAD (SR 7) LAND USE AND TRANSPORTATION PLAN	\$150,000
MPO 27.11	NORTHERN NEW CASTLE COUNTY BICYCLE/PEDESTRIAN NETWORK MASTER PLAN	\$100,000
MPO 27.11	BELLEFONTE PEDESTRIAN PATHWAYS	\$50,000
MPO 27.11	SUSQUEHANNA RIVER ROAD (MD 222) CORRIDOR STUDY	\$50,000
MPO 27.13	MD RT 272 CORRIDOR MONITORING AND IMPLEMENTATION SUPPORT	\$25,000
MPO 27.13	E. ELKTON TRAFFIC CIRCULATION & SAFETY PLAN MONITORING AND IMPLEMENTATION SUPPORT	\$25,000
MPO 27.13	SR2, KIRKWOOD HIGHWAY CORRIDOR LAND USE & TRANSPORTATION PLAN MONITORING AND IMPLEMENTATION SUPPORT \$150,000 Kirkwood Transit Accessibility Spotlight - bus stops \$50,000 Churchman's Road Extended - Secondary Impacts to Kirkwood Highway \$50,000	\$250,000
MPO 27.13	US 202 CORRIDOR MONITORING AND IMPLEMENTATION SUPPORT	\$150,000

MPO 27.13	ARDENS TRANSPORTATION PLAN MONITORING AND IMPLEMENTATION SUPPORT	\$25,000
MPO 27.13	SNCCMP TRAFFIC MONITORING AND IMPLEMENTATION SUPPORT	\$12,500
MPO 27.13	RT 9 CORRIDOR MASTER PLAN MONITORING AND IMPLEMENTATION SUPPORT	\$25,000
MPO 27.13	CLAYMONT AREA/GOV PRINTZ BLVD CORRIDOR MASTER PLAN MONITORING AND IMPLEMENTATION SUPPORT	\$25,000
MPO 27.13	NCC RT 40 CORRIDOR MONITORING AND IMPLEMENTATION SUPPORT	\$35,000
MPO 27.13	CHURCHMANS CROSSING PLAN MONITORING AND IMPLEMENTATION SUPPORT \$150,000 Continental / Samoset Circulation \$75,000	\$225,000
		\$2,618,000

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IV FY 2027 WORK TASKS – WILMAPCO

MPO 27.01 – ADMINISTRATION

27.01.01 – General Administration

ADMINISTRATOR: Tigist Zegeye, Executive Director and Sharen T. Elcock, Executive Assistant

This task includes all office management functions including purchasing all supplies, office equipment and computer equipment, maintaining equipment and facilities and developing the most cost-effective and efficient methods of providing the necessary support for staff, member agencies and the public. This task also includes updating and maintaining WILMAPCO's database of interested residents, consultants, state and local officials, and committee members. In addition, weekly staff meetings keep staff informed of WILMAPCO activities and provide direction and the exchange of ideas.

27.01.02 – Financial Administration

ADMINISTRATOR: Tigist Zegeye, Executive Director and Sharen T. Elcock, Executive Assistant

This task includes all financial and accounting functions including preparation of monthly Financial Status Reports and monthly billing reports. This task also provides for annual audits, annual budget development and Monitoring and Implementation, and coordination with federal fund administrators.

\$15,000 Bookkeeping

27.01.03 – Personnel Administration

ADMINISTRATOR: Tigist Zegeye, Executive Director and Sharen T. Elcock, Executive Assistant

This task includes all personnel functions including recruiting and hiring of new personnel, maintaining personnel records, coordinating employee evaluations, administering employee benefits programs, and performing payroll functions including preparation of all tax returns, W-2s and 1099s.

27.01.04 – Support for Council, Committees and Subcommittees

ADMINISTRATORS:

Council: *Tigist Zegeye, Executive Director*

Technical Advisory Committee: *Dave Gula, Principal Planner*

Public Advisory Committee: *Dawn Stant, Outreach Coordinator*

Air Quality Subcommittee: *William Swiatek, Principal Planner*

Congestion Management System Subcommittee: *Daniel Blevins, Principal Planner*

Demographics and Data Subcommittee: *Daniel Blevins, Principal Planner*

Nonmotorized Transportation Working Group: *Leonard Bonarek, Senior Planner*

Goods Movement Working Group: *Daniel Blevins, Principal Planner*

Title VI and Community Impacts Working Group: *William Swiatek, Principal Planner*

The Council, with the support of the advisory committees, determines WILMAPCO policy, approves the expenditure of federal transportation funds in the WILMAPCO region, and oversees staff planning and agency coordination activities. Staff efforts ensure that the Council and the supporting advisory committees' function effectively, that materials and information are developed on a timely basis to support council decisions, and that public meetings are regularly held. This task includes time and expenses for staff preparation and attendance at all WILMAPCO Council, committee and sub-committee meetings including development of materials (agendas, minutes, reports) as well as mailings.

27.01.05 – Staff Training and Education

ADMINISTRATOR: WILMAPCO Staff

Ongoing staff training includes attendance at conferences, seminars and training sessions. Employee training needs are also identified, and appropriate classes and/or training programs are made available to employees to enhance their skills.

27.01.06 – Other

ADMINISTRATOR: Tigist Zegeye, Executive Director and Sharen T. Elcock, Executive Assistant

Other administrative tasks as identified.

OUTCOME AND FINAL PRODUCT: Efficient operation of the WILMAPCO Council and offices, accurate financial and budget information, efficient personnel administration, well-staffed committees provided with all necessary information to perform their functions, effective staff communications, and knowledgeable and well-trained staff.

SCHEDULE: FY 2027

TASK TYPE: Recurring

PUBLIC PARTICIPATION: All WILMAPCO Council, committee and subcommittee meetings are open to the public and databases are maintained to ensure that as many people as possible are kept informed of WILMAPCO activities. All financial reports are made available to the public at TAC and Council meetings or by request.

BENEFIT: Optimal utilization of planning funds by ensuring that WILMAPCO is run efficiently, cost effectively and within budget, with well-trained and educated staff, and informed committees.

PARTICIPANTS: WILMAPCO Staff

TOTAL COSTS:

Resource Allocation	WILMAPCO	\$685,119
	CONSULTANT	\$15,000
	TOTAL	\$709,119
Cost Allocation		Total Cash Budget
FHWA DE		\$438,851
FTA DE		\$107,089
FHWA MD		\$10,407
FTA MD		\$3,749
Delaware		\$131,665
Maryland		\$1,769
New Castle County		\$3,507
Cecil County		\$1,769
City of Wilmington		\$1,313
TOTALS		\$709,119

MPO 27.02 – UNIFIED PLANNING WORK PROGRAM (UPWP)

27.02.01 – UPWP Preparation

ADMINISTRATOR: Tigist Zegeye, Executive Director, Sharen T. Elcock, Executive Assistant, and Staff

WILMAPCO, in cooperation with the states of Delaware and Maryland and operators of publicly owned transit, develops a UPWP to meet the requirements of 24 CFR Part 420, sub-part A that states, "In urbanized areas with populations of 200,000 or more, the states' Metropolitan Planning Organization (MPO) shall develop a UPWP, which describes urban transportation and transportation-related air quality planning activities anticipated in the metropolitan area during the next one- or two-year period including all planning work to be performed regardless of funding source or the agencies conducting activities. The UPWP will also indicate who will perform the work, the schedule for completing it, and its products." This task provides for the development of the FY 2027 UPWP by the WILMAPCO staff.

27.02.02 – UPWP Administration

ADMINISTRATOR: Tigist Zegeye, Executive Director and Sharen T. Elcock, Executive Assistant

This task provides for the administration of the UPWP throughout the fiscal year including distribution of the document, preparation of funding agreements, contract administration, and preparation of proposed amendments and updating the document as required.

27.02.03 – Other

ADMINISTRATOR: Tigist Zegeye, Executive Director and Sharen T. Elcock, Executive Assistant

Other UPWP tasks as identified.

OUTCOME AND FINAL PRODUCT: The FY 2027 Unified Planning Work Program will contain documentation of all transportation planning activities in the WILMAPCO region.

SCHEDULE:

Draft Review by TAC and PAC	March-April 2026
Draft UPWP 30-Day Public Comment Period	March 31, 2026–May 1, 2026
Final Draft Approval by TAC and PAC	April 2026
Council Approval	May 2026
Submission to DeIDOT and MDOT	May 2026
Implementation	July 1, 2026

TASK TYPE: Recurring

PUBLIC PARTICIPATION: The public is invited to attend all TAC and PAC meetings during the development of the UPWP and the final draft will be available for public review from March until adoption by the Council in May. The public review period will be advertised in all agency platforms.

BENEFIT: A document that guides planning activities in the Wilmington metropolitan region.

PARTICIPANTS: WILMAPCO Staff, TAC, PAC and Council

TOTAL COSTS:

Resource Allocation	WILMAPCO	\$222,957
	CONSULTANT	\$0
	TOTAL	\$222,957
Cost Allocation		
Cost Allocation		Total Cash Budget
FHWA DE		\$139,754
FTA DE		\$34,103
FHWA MD		\$3,314
FTA MD		\$1,194
Delaware		\$41,929
Maryland		\$564
New Castle County		\$1,117
Cecil County		\$564
City of Wilmington		\$418
TOTALS		\$222,957

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MPO 27.03 – PUBLIC OUTREACH AND PUBLIC EDUCATION

OBJECTIVE AND TASK DESCRIPTION: Provides for public education and participation in transportation planning decisions in the WILMAPCO region. Federal and State transportation planning laws and regulations require public involvement in the process. These requirements reflect the fact that transportation decisions are more likely to be effective, add value to the surrounding communities, and be implemented in a timely manner when the public is involved in the process.

This task provides for the staff time for general public involvement in the transportation planning process at WILMAPCO. In addition to the specific sub-tasks described below, this task also provides for staff time to make presentations and brief interested groups and elected officials; participate in public meetings and workshops; and general staff liaison and coordination of work with other agencies and groups. Individual planning efforts and their public involvement activities are budgeted in those specific work tasks later in this document.

27.03.01 – Public Meetings and Outreach

ADMINISTRATOR: Dawn Stant, Outreach Coordinator and Staff

- A. **General Public** - Staff will identify organizations and individuals representing a broad spectrum of community interests and encourage their participation in the transportation planning process. This will include working to identify new stakeholders and building relationships with underserved populations within the region. A variety of methods will be used, including public meetings, workshops, walking workshops, conferences, seminars, presentations, health and safety events, stakeholder and municipal groups, and other outreach activities as appropriate. Staff will explore new locations to hold public workshops. Venues where people are already present will be sought. Meetings will also be held in a variety of ADA compliant locations to reach a wider audience. Each project will use an array of formats specific to the needs of the community.
- B. **Targeted Audiences** – Public participation strategies will be developed that fit the audience and its particular needs, rather than using a “one size fits all” approach. Staff will strive to understand the interests and concerns of target audiences in order to determine the most relevant content and most efficient ways to communicate with and engage the variety of stakeholders. Staff will target specific audiences, go where people are, and participate in events targeted to those audiences. When working in these communities, additional strategies may include investing in relationship building, encouraging local leadership in studies, acknowledging any past harm done by transportation and land use planning, striving for equitable participation, and aiming for community empowerment.

27.03.02 – Development of Public Information Documents

ADMINISTRATOR: Dawn Stant, Outreach Coordinator and Staff

Brochures, booklets, pamphlets, flyers, and videos will be developed to promote general WILMAPCO efforts as well as individual tasks. Supplemental guides may also be created to provide more detailed information regarding topics such as; air quality, the TIP process, the RTP Update, or the public involvement process. A public friendly TIP summary document will be created to provide ease of understanding of the larger TIP document. Transportation planning information will be conveyed in language and context that is easily understandable to the lay citizen. Acronyms, abbreviations, and jargon will be kept to a minimum and all necessary background information on documents prepared will be provided to ease understanding of transportation planning processes and programs. Easy to understand documents and/or videos will be developed explaining steps in the planning process and typical timelines involved. Real examples and success stories will be used to demonstrate how public ideas have influenced planning outcomes. Staff will develop literature and videos that promote awareness of WILMAPCO’s achievements and capabilities.

27.03.03 – Newsletter and E-News

ADMINISTRATOR: Dawn Stant, Outreach Coordinator and Staff

A quarterly newsletter focusing on transportation issues, plans, projects and programs will be produced and distributed to a database of interested parties. The newsletter will be distributed via postal mail and electronically on a quarterly basis. In addition, a monthly electronic newsletter will be sent out with current meeting information and brief stories of interest to the MPO’s e-mail address list. Effort will be made in newsletters to include examples of how the public has impacted the transportation planning process and outcomes.

27.03.04 – Development of Multimedia Presentations and Videos

ADMINISTRATOR: Dawn Stant, Outreach Coordinator and Staff

To expand the public’s awareness of WILMAPCO, staff will develop various presentations and/or videos to educate the public on the importance of their involvement in the transportation planning process. PowerPoint presentations and videos will be created to show to civic and community groups, city, town, and county council meetings, and other

interested organizations. These presentations and videos may focus on several topics, including the TIP development process, interregional coordination, community and regional planning, RTP development, and freight studies.

27.03.05 – Webpage Management

ADMINISTRATOR: Dawn Stant, Outreach Coordinator; William Swiatek, Principal Planner; and Staff

Maintain, update, and continue to improve the WILMAPCO webpage, which provides information including meeting dates, times, locations, and agendas for upcoming Council, Committee, Subcommittee, and other related meetings; publishes and makes available WILMAPCO's plans and studies; and informs the public about opportunities to participate. The webpage also provides access to the UPWP, the TIP, RTP, PPP, and other planning documents, as well as planning data and maps; and provides another method of presenting information and receiving comments on draft documents and planning activities in the region.

27.03.06 – School Children Education, Safe Routes to School Program, Safe Kids Delaware

ADMINISTRATOR - Dawn Stant, Outreach Coordinator; and Heather Dunigan, Principal Planner

A School Children's Transportation Curriculum was developed in 2001 and adjustments have been made to improve its effectiveness. In 2010 the program was correlated to Delaware State learning standards and integrated into the statewide curriculum used by all Delaware schools. Staff will continue to work with other local schools and community centers by participating in educational cluster sessions, GIS days, summer camps, and other educational activities and events. WILMAPCO's Safe Routes to School Program helps create safe, convenient, and fun opportunities for children to bicycle and walk to and from schools by helping to secure federal funding for infrastructure improvements including crosswalk, sidewalk and sign improvements; and developing education and encouragement strategies. Staff will work with elementary schools, DOT's, health educators, AAA Delaware, local police departments, Safe Kids Delaware, advocacy groups, and other local partners to coordinate SRTS programs. Educational and encouragement highlights include Walk and Bike to School Days, Park-n-Walk/Bike events, bike and pedestrian rodeos, safety assemblies, art contests, health and safety fairs, surveys, poster contests, and many other educational activities and events. Staff will continue efforts to coordinate SRTS programs including, chairing and organizing meetings, coordinating walk and bike to school events, offering incentive items, partnering with outside organizations, and conducting events and activities that educate and encourage students to walk and bike to school safely. WILMAPCO also develops pedestrian and bicycle safety education activities, events, materials and videos in partnership with Safe Kids Delaware.

Urban Bike Project

The Earn-a-Bike Program serves the community's needs, provides for transportation choice and improves quality of life by engaging youth about biking. This project sparks the cultural change necessary to view the bicycle as an appropriate, affordable, healthy and energy-efficient form of transportation. In addition, the project instills a positive work ethic and occupies the student's after-school and weekend hours with a positive, productive, and self-esteem building program. The program includes class instruction allowing students to become proficient in the use, identification, and maintenance of bicycle parts and tools, and safe riding skills. Under supervision from Urban Bike Project staff, the youth begin construction of their bicycles from spare parts. Youth are tested on their understanding of safe riding habits before receiving the bicycles they have built from scratch. The program also includes bicycle-riding activities for the youth such as riding around local neighborhoods, practice using bicycle racks on buses, and bicycling along scenic greenways and park trails. Laura Wilburn (Urban Bike Project) administers this project.

\$3,000 is budgeted for the program

Newark Bike Project Education and Youth Program

Newark Bike Project's youth program uses bicycle education as a means of pursuing the organization's mission to work towards sustainability through emphasizing community, education, and empowerment. Youth programs include support for local safe routes to school programs in partnership with WILMAPCO, City of Newark, Christina School District, DelDOT and Bike Newark; partnership with local schools to teach bicycle safety and maintenance; and the Youth Empowerment Program. The Youth Empowerment Program is aimed at youth ages 9 to 14 and includes community service and bike activities that foster the use of bicycling as transportation and promote safety. Other bicycle safety education programs focus on safer bicycling education for the University of Delaware and greater Newark communities.

\$2,500 is budgeted for the program.

27.03.07 – Coordination with Other Agencies on Public Outreach

ADMINISTRATOR – Tigist Zegeye, Executive Director; Dawn Stant, Outreach Coordinator; and Staff

Staff will coordinate public involvement activities with other jurisdictions and agencies, particularly those focused on transportation. This includes participating and arranging local conferences and events and conducting exhibit tables during events. It also includes conducting seminars and conferences that educate target audiences on design, development, and technological advances furthering WILMAPCO's mission and goals. Staff will work to facilitate the sharing of WILMAPCO information and events with other agencies and organizations via website, social media,

newsletters, and any other means available. Staff will participate in the development and scoping of a variety of plans and studies that further the goals and strategies of the RTP. Staff will also conduct legislative briefings for area elected officials as determined by community and area planning advisory committees, or major funding or policy changes.

27.03.08 – Air Quality Public Outreach

ADMINISTRATOR – Dawn Stant, Outreach Coordinator and William Swiatek, Principal Planner

This task provides for the oversight of outreach efforts to the public and legislators on air quality matters. This includes participation with the Air Quality Partnership of Delaware (AQP). AQP is a public/private coalition of businesses, agencies, and individuals working to raise awareness and inform the public about practices that improve air quality and community health statewide in Delaware, and across New Castle and Cecil Counties. The Partnership includes Dover/Kent MPO, DNREC, DART First State, Delaware Commute Solutions, Chesapeake Utilities, Bruce Productions, American Lung Association of Delaware, and others. AQP has developed a mascot (Tropo) to message and educate about air quality matters. This approach provides an interactive and fun method to convey important air quality matters and provides a strong foundation for retention and understanding of targeted messaging. AQP has developed an outreach assembly program for youth and their families to increase awareness of how clean air impacts health, and how daily activities affect the environment and their health and converted the in-person assembly into an easily sharable video format. AQP also coordinates Delaware Air Quality Awareness Week, a social media campaign that encourages use of alternative modes of transportation throughout the week via contests, videos and social media posts. The partnership also participates in Wilmington's Earth Day event.

27.03.09 – Underrepresented Communities Outreach

ADMINISTRATOR – Dawn Stant, Outreach Coordinator and William Swiatek, Principal Planner

WILMAPCO's PAC and Title VI Working Group help to develop strategies to engage traditionally underrepresented communities with less awareness of WILMAPCO in the transportation decision-making process. Strategies outlined in WILMAPCO's Public Participation Plan (PPP) seek to reduce the participation barriers that these communities often experience. Staff also attends and helps to organize expos, exhibits, and conferences to better engage and understand the evolving needs of underrepresented groups in transportation planning.

27.03.10 – Social Media and Video Outreach and Education

Administrator – Dawn Stant, Outreach Coordinator; and Staff

Social media tools such as Facebook, Instagram, Twitter, YouTube, and Nextdoor may be used to supplement traditional communication methods and increase meaningful interaction with the communities WILMAPCO serves. Social media will be used to promote WILMAPCO and partner organization events and may include boosted posts and events. Staff will share articles, websites, or online information as appropriate. Staff will also work to create online content via outreach videos focusing WILMAPCO's planning efforts, the planning process, and safety education.

27.03.11 – Other

ADMINISTRATOR: Dawn Stant, Outreach Coordinator
Other Public Outreach tasks as identified.

OUTCOME AND FINAL PRODUCT: A process and products that educate the public on transportation plans and processes in the region and encourages community initiative, involvement, and comment. Educational programs and events are designed to educate the citizens of New Castle County and Cecil County on transportation planning and programming and opportunities for involvement.

SCHEDULE: FY 2027

TASK TYPE: Recurring

PUBLIC PARTICIPATION: The public is invited to attend all PAC, TAC, and Council meetings during the development of the work products described above. Individual public meetings and workshops will be advertised in local newspapers and will be publicized through press releases and media relations work with local newspapers, radio, and television stations. A Calendar of Events will be published quarterly and will include dates, times, and locations of all regular WILMAPCO Council, TAC, PAC, and subcommittee meetings, as well as special project meetings.

BENEFIT: A better-informed public who will be more equipped to make intelligent and responsible transportation decisions and a transportation system that better serves the needs of the public.

PARTICIPANTS: General Public, WILMAPCO, PAC

TOTAL COSTS:

Resource Allocation	WILMAPCO	\$286,549
	CONSULTANT	\$5,500
	TOTAL	\$292,049
Cost Allocation		
Cost Allocation		Total Cash Budget
FHWA DE		\$183,063
FTA DE		\$44,671
FHWA MD		\$4,341
FTA MD		\$1,564
Delaware		\$54,923
Maryland		\$738
New Castle County		\$1,463
Cecil County		\$738
City of Wilmington		\$548
TOTALS		\$292,049

MPO 27.04 – DATA COLLECTION, MANAGEMENT, AND DISTRIBUTION

OBJECTIVE AND TASK DESCRIPTION: To develop, research, and analyze data that assists member agencies and the public with understanding the demographic, economic, and transportation planning issues confronting the WILMAPCO region. This task will result in a number of analytical reports on various issues, the analysis for different studies and plan implementation, and the development of projects for the Transportation Improvement Program (TIP). Under this task, WILMAPCO staff will also provide technical assistance to member agencies, organizations, businesses and residents, as requested.

27.04.01 – Data Collection

ADMINISTRATOR: *Daniel Blevins, Principal Planner, William Swiatek, Principal Planner Jacob Thompson, Senior Planner, and Colleen Stroud, Regional Planner*

1. To produce more useful analysis tools, specific data must be collected on a frequent basis. Data collection activities will include:

- **Regional Traffic Counts.** This task will include collection of turning movement counts and other traffic data as needs are identified. The data collected will serve as input into the WILMAPCO Congestion Management System (CMS) and support for Monitoring and Implementation of sub-area studies. **\$35,000 is budgeted for the counts.**
- Roadway Travel Time runs will continue in New Castle County (funded through DelDOT) and in Cecil County. The travel time runs will collect travel speed and delay data on major roadways in our region and will serve as a primary input into the WILMAPCO Congestion Management System (CMS).
- Additional traffic counts will be done in Cecil County to help analyze both current and future transportation needs. Specific locations will be determined as part of this task in cooperation with MDOT and Cecil County.
- Travel demand data for use in planning activities such as the CMS and the long-range regional transportation plan (RTP) will be generated and maintained.
- Information on pedestrian travel will be collected for use in planning and project analysis and other uses as needed.

2. Intersection Control Evaluations and Alternatives Screening

Description: To perform Intersection Control Evaluations at select intersections within New Castle County. Intersection Control Evaluations (ICE) are a data-driven, performance-based approach used to objectively screen alternatives and identify an optimal geometric and/or control solution for an intersection. Locations can be initiated for a variety of reasons such as traffic operations, safety, multimodal access, land access, and placemaking.

Using guidance from published FHWA tools and materials (i.e. NCHRP Research Report 1087, FHWA's Primer on Intersection Control Evaluations) evaluations can be conducted for new intersections or when substantive change is considered for the traffic control or geometry of existing intersections. An Intersection Control Evaluation can typically be conducted in two stages:

Stage I – Scoping: Determine the short list of all possible alternatives that merit further consideration and analysis because they meet project needs and are practical to pursue.

Stage II – Alternative Selection: Determine the preferred alternative based on more detailed evaluations conducted during typical preliminary engineering activities. **\$250,000 is budgeted for consultant support.**

27.04.02 – Data Updating, Management and Acquisition

ADMINISTRATORS: *Daniel Blevins, Principal Planner, Jacob Thompson, Senior Planner and Staff*

This task includes recurring efforts such as the development of population and employment estimates and geographic information system management. This task also includes technical assistance to member agencies and reflects the needs that member agencies have identified during the Unified Planning Work Program development.

- **Population and Employment Estimates**

To provide location-specific, accurate population estimates, future population and employment projections, and housing and employment data by traffic analysis zones (TAZs) for use in the regional transportation planning process. Estimates and projections in this task will be based on the most current Delaware Population Consortium, Maryland Office of Planning, New Castle County and Cecil County data. Data derived from this task will be utilized in transportation network modeling, land use simulation models, analysis of sub-regional projects and studies, and the future updates of the WILMAPCO Regional Transportation Plan (RTP).

Continuation of initial support for CADSR's transition to resume the annual release of population projections for the State of Delaware, all three counties and communities greater than 20,000 persons (currently Newark, Dover, Wilmington & Middletown). **\$25,000 is budgeted for consultant support.**

- **Geographic Information Systems**

A regional Geographic Information Systems (GIS) database will be coordinated by staff to better organize and maintain the vast amounts of spatially related data developed by member agencies. The database will make the management and tracking of transportation project status, development patterns, and demographic data, among others, much easier to comprehend. The following contains a listing and abbreviated description of some of the components of the regional GIS development:

- Annual Travel Time and Delay data for all major arterials/freeways in New Castle and Cecil Counties
- Annual Park and Ride Usage

Staff will maintain, update, and map a project database so that projects can be listed, tracked and utilized by WILMAPCO's GIS. The database will include projects from the Transportation Improvement Program (TIP) and projects contained in the Regional Transportation Plan (RTP) constrained projects. Staff will work with New Castle County, Cecil County, DelDOT, and MDOT to compile GIS road coverages including classification, AADT, capacity and other transportation-related data elements, including land use and zoning data for planning purposes.

- **Regional Model Development and Support**

Assist DelDOT modeling in developing input for all travel demand models. Effort needed to continue to incorporate relevant truck/rail traffic data into their travel demand model to help facilitate better investment decisions. Funding allows for periodic reviews that should be performed to ensure all base year model inputs are based on the most recent data collection activities. Travel demand data for use in planning activities such as the CMS and the long-range regional transportation plan (RTP) will be generated and maintained. **\$30,000 is budgeted for modeling support.**

- **Data Report Production**

Provide timely updates to regularly published data summaries.

- **Increasing Job, Healthcare, and Food Access through Multimodal Connectivity Enhancements**

As recommended in the Mobility Opportunities Plan, we will work with CADSR to identify potential improved transportation connections from Economic Opportunity, Mobility Challenged, and Food Desert communities to key destinations. Specifically, this analysis will: 1.) Examine bus, walking, and cycling enhancements from Significant Economic Opportunity and Mobility Challenged Communities with unaffordable transportation costs for lower income households to nearby supermarkets, routine medical care, and job clusters. 2.) Examine bus, walking, and cycling connectivity enhancements from Food Deserts with weak or poor bus connectivity to supermarkets to supermarkets. **\$25,000 is budgeted for modeling support.**

- **Data Acquisition**

In order for WILMAPCO to continue producing its regional performance-based documents, large amounts of data are required for their development. As a result, WILMAPCO relies on its member agencies to provide several data items delivered in a timely manner to allow for staff to produce the desired outcomes. To better serve the needs of our planning activities, a list of additional needed data from member agencies is provided below:

Data	Description	County	Responsible Agency	Delivery Date
Pavement Conditions	Tabular data file of roadway conditions during FY 2025. Includes: <ul style="list-style-type: none"> - NCC: Total centerline miles and quality rated either Good, Fair or Poor - Cecil: Total centerline miles and quality rated either Very Good, Good, Fair, or Poor 	New Castle/ Cecil	DeIDOT/ MDSHA	August 2026
Bridge Inventory and Conditions	Tabular/GIS file of all Bridges with each county in the region and their status (Structurally Deficient and Functionally Obsolete) for FY 2025	New Castle/ Cecil	DeIDOT/ MDSHA	August 2026
Annual Crash Statistics	GIS file of all reported crashes and associated attribute data for calendar year 2025	New Castle	DeIDOT	June 2026
Annual Transit Ridership	Tabular data consisting of transit operations statistics (Monthly and Annual): <ul style="list-style-type: none"> - Total Transit Ridership by service type and route - On-Time performance for paratransit and fixed route services - Transit costs per trip for paratransit and fixed route services - Total Annual Route Mileage for paratransit and fixed route services 	New Castle	DTC	August 2026
Completed Projects- FY 2025	GIS file of all projects completed during the fiscal year	New Castle	DeIDOT	August 2026
EZ Pass/MTag Usage	Tabular file of Monthly/Annual totals at all toll collection facilities including: <ul style="list-style-type: none"> - SR 1 & Dover, Smyrna, Denney Road. Biddles Corner and Boyd's Corner Road - I-95 @ DE/MD Line - I-95 @ Kent/Cecil Border 	New Castle/ Cecil	DeIDOT/ MDSHA	August 2026
Transit Data	Updated GIS files for DTC bus stops, transit routes and headways	New Castle	DTC	August 2026
Air Quality Data	Tabular speed vs. emission data for ozone and PM2.5. In addition, GIS shapefiles of each benchmark year (including base year), containing Model AADT, VMT, VHT, emissions and truck volumes	New Castle	DeIDOT	With each model run
Parcel Data	Updated GIS file for parcels in New Castle County, with descriptive attribute data, including the number of units per parcel	New Castle	NCC-LU	October 2026

27.04.03 – Data Distribution and Local Planning Support

ADMINISTRATOR: Daniel Blevins, Principal Planner, William Swiatek, Principal Planner, Jacob Thompson, Senior Planner

Staff will provide technical data to WILMAPCO member agencies, local municipalities and other entities. The data provided typically includes traffic counts, accident data, demographic projections, and data developed for the RTP. Staff will work with member agencies to improve data collection activities. The following are some anticipated data management and distribution projects:

- Maintain a WILMAPCO Data Clearinghouse for regional data provided by member agencies and other sources that will be accessible via the WILMAPCO website and by request. The clearinghouse will function as a common site for data to be shared/exchanged between various groups to improve data gathering for various activities. Data such as population/employment projections, roadway network coverages, municipal boundaries, annual transit ridership figures, and other data sets will be listed on the site. The data will be accessible by direct downloading from the website, links to other websites containing the listed data, or by submitting a request to WILMAPCO staff for the data. This format also allows for accommodating individual public data requests.
- Produce a series of WILMAPCO Data Reports containing data, maps and other information pertaining to the region. The document will be accessible by direct downloading from the website and hardcopy by request.
- Develop a summary of travel time data and analyze its impact on various parts of our region. Utilizing existing data, the project will illustrate short-term and long-term shifts in travel times and the possible implications for transportation planning activities.
- Support planning exercises for local municipalities and civic groups through the provision of specialized planning information and data products.
- Accommodate individual requests from the public, providing data in a variety of formats.

27.04.04 – Other

ADMINISTRATOR: Daniel Blevins, Principal Planner

Other data collection, management, and distribution tasks as identified.

OUTCOME AND FINAL PRODUCT:

Staff, with consultant assistance, will produce a series of annual population and employment estimates for the region that will serve as inputs for updates of the RTP, TIP, transportation network model, and subsequent sub-regional transportation plans. Additional products may include reports such as a project summary report that includes findings resulting from the project and an evaluation of project results, data limitations, problems and methods needed to resolve them. Staff will produce a comprehensive GIS database containing, among other elements: upcoming TIP projects, intersection data, roadway geometry data, traffic volumes, population and employment data, proposed development listings, and travel demand forecasts. Staff will maintain the regional data clearinghouse and produce spreadsheets and maps of available data as requested. Demographic data will also be produced to identify targeted populations for environmental justice analysis and outreach.

SCHEDULE: FY 2027

TASK TYPE: Recurring

PUBLIC PARTICIPATION: There is a 30-day public comment period on all population and employment numbers. The public is invited to attend all TAC and PAC meetings during the development of the work products described above. Individual public meetings and workshops will be advertised in local newspapers and will be publicized through press releases, the WILMAPCO website, and media relations work with local newspapers and radio and television stations.

BENEFIT: Knowledgeable member agencies and residents better able to contribute to the planning process; increased use of sophisticated demographic data in the planning process; and more accurate travel models that promote better plan development. Population and Employment estimates will provide a useful tool for updating and Monitoring and Implementation the WILMAPCO RTP, network model, and other regional and sub-regional transportation planning needs. This task will also provide reports and/or maps as requested for specific uses such as travel and demographic data

analysis and area study GIS maps. Activities will be better coordinated between member agencies, local municipalities and other entities.

PARTICIPANTS: WILMAPCO Staff, Demographics Subcommittee, Congestion Management Subcommittee, Member Agencies and Municipalities

TOTAL COSTS:

Resource Allocation	WILMAPCO	\$157,204
	CONSULTANT	\$365,000
	TOTAL	\$522,204
Cost Allocation		
Cost Allocation		Total Cash Budget
FHWA DE		\$327,329
FTA DE		\$79,876
FHWA MD		\$7,762
FTA MD		\$2,796
Delaware		\$98,206
Maryland		\$1,320
New Castle County		\$2,616
Cecil County		\$1,320
City of Wilmington		\$979
TOTALS		\$522,204

DRAFT

MPO 27.05 – REGIONAL PLANNING AND TECHNICAL ANALYSIS

27.05.01 – Congestion Management System & Intersection Operations Analysis Development

ADMINISTRATOR: Daniel Blevins, Principal Planner, William Swiatek, Principal Planner, Jacob Thompson, Senior Planner and Colleen Stroud, Regional Planner

Staff and the CMS Subcommittee will collect and analyze data from a variety of sources including traffic impact studies, cordon study counts, intersection turning movement counts, travel demand model output, and corridor travel time analyses in order to update the WILMAPCO CMS Report. Based on this data, congested corridors or areas will be identified, and a screening process will be applied to determine the most appropriate congestion mitigation strategies for each corridor or area. The effectiveness of strategies recommended in previous CMS reports will be assessed.

Congestion Management Process (CMP) TDM strategies checklist and assessment along major corridors. Benefits most studies and major monitoring efforts. Using BMC/WASHCOG as an example and expansion of efforts currently within WILMAPCO CMP. Summary of potential mitigation strategies are applicable to each CMP hotspot based on principles originating from WILMAPCO RTP. **\$125,000 is budgeted for consultant support.**

27.05.02 – Regional Progress Report

ADMINISTRATOR: William Swiatek, Principal Planner and Jacob Thompson, Senior Planner

To gauge how well the region is progressing towards the goals developed in the Regional Transportation Plan (RTP) and Public Participation Plan (PPP), staff will develop a Regional Progress Report in preparation for each RTP. Using data-driven performance measures where possible, the report tracks the progress of each action in the RTP. Red, yellow, and green light indicators are provided for each action representing poor, partial, and full progress.

27.05.03 – Title VI and Mobility Opportunities Plan

ADMINISTRATOR: William Swiatek, Principal Planner, Jacob Thompson, Senior Planner, Dawn Stant, Outreach Coordinator, Sharen T. Elcock, Executive Assistant

Measures will continually be developed to better assess the mobility and public participation constraints of our economically and mobility challenged populations, along with groups traditionally and currently underrepresented in the transportation planning process. Technical analyses identify and track the transportation barriers these communities experience through public surveying and spatial data analysis. Recommendations are made to eliminate identified barriers.

27.05.04 – Data Analysis for Planning Partners

ADMINISTRATOR: Daniel Blevins, Principal Planner, William Swiatek, Principal Planner, Jacob Thompson, Senior Planner and Colleen Stroud, Regional Planner

27.05.05 – Public Opinion Survey

ADMINISTRATOR: Dawn Stant, Outreach Coordinator and William Swiatek, Principal Planner

WILMAPCO's Public Opinion Survey provides data on the public perception of transportation facilities and services. The results are used to monitor public concerns and opinions and develop policy in the RTP. The Cecil County Public Opinion Survey and the New Castle County Public Opinion Survey have been revised and combined into one survey that will be conducted every four years, in concurrence with Regional Progress Report updates. This will be used in conjunction with the data received from DelDOT and other transportation agencies. WILMAPCO's Public Opinion Survey allows the MPO to track the opinions of residents over time, to identify trends, and provide direction for policies. The surveys also provide data regarding topics such as: which modes of transportation are most favored, the most effective methods to improve the transportation system; how land use, growth and development should be controlled; and the most favored public outreach methods. Results are then used, in conjunction with other outreach efforts, to set policies for future planning efforts.

27.05.06 – Top Priority Pedestrian Segments

ADMINISTRATOR: Jacob Thompson, Senior Planner & William Swiatek, Principal Planner

A regional assessment of top priority pedestrian segments was completed in 2012. The study features an update of the Prioritized Pedestrian Network, introduced in the 2030 RTP, and walkability recommendations for the region's 20 highest-scoring corridors. A matrix of appropriate funding mechanisms for implementation was provided. Staff will work with member agencies and decision-makers to help guide identified projects onto implementation. Staff updated the Prioritized Pedestrian Network in 2016 and in 2020.

27.05.07 – Sea-level Rise Transportation Vulnerability Assessment

ADMINISTRATOR: William Swiatek, Principal Planner, Jacob Thompson, Senior Planner

A regional Sea-level Rise (SLR) transportation vulnerability assessment was finalized in 2011, in coordination with wider efforts from both state environmental agencies. The assessment profiles existing and planned transportation infrastructure (highways, railways, marinas, etc.) and projects which risk inundation at established rise levels. Staff will

continue efforts to ensure the study's findings are worked into the decision-making process. Staff will support efforts to adapt to SLR in Delaware and Maryland. The SLR transportation vulnerability assessment was updated in 2020 with revised scenarios. Updates will be made as these projected scenarios are revised.

27.05.08 – Regional Transportation Performance Measure Development

ADMINISTRATOR: Daniel Blevins, Principal Planner, William Swiatek, Principal Planner, Jacob Thompson, Senior Planner

OBJECTIVE AND TASK DESCRIPTION: Provides tracking trends of key indicators of how the transportation system is performing to improve the ability to address short- and long-term decisions based on system performance. In order to respond to demands for accountability from elected officials and the public, development of transportation and land use performance measures and prepare an annual performance report on state and regional efforts and their relation to the goals of State and MPO long range plans.

This task will provide support for decisions about transportation budgeting and appropriations and will provide a trigger for in-depth examinations of performance problems and possible corrections. It will focus on identifying and using the most credible performance measures that are reliable, relevant and regional in scope, easy to understand by a wide audience, available from public sources of data and available over a period of time. This task is to mainly cover consulting help in expediting LOS analysis, extraction of real-time ITMS data for uses in various projects.

\$80,000 is budgeted for consultant support.

27.05.09 – Logistic/Fulfillment Center Transportation & Land Use Impact Study

ADMINISTRATOR: Daniel Blevins, Principal Planner, William Swiatek, Principal Planner, Jacob Thompson, Senior Planner

OBJECTIVE AND TASK DESCRIPTION: The Logistic/Fulfillment Center Transportation and Land Use Impact Study will evaluate the impacts of these facilities on roadway infrastructure in New Castle County and Cecil County. It will evaluate whether the current ITE Codes adequately address these uses as well as if and what empirical trip data should be incorporated. The study will additionally evaluate the effectiveness of current traffic mitigation efforts prescribed to address truck traffic resulting from these facilities.

The Logistic/Fulfillment Center Transportation and Land Use Impact Study will evaluate the impact of facilities based on their size and nature of operation. It will make land use and transportation recommendations informed by industry best practices as well as with state agencies (DNREC and Maryland Department of the Environment).

Finally, the Logistic/Fulfillment Center Transportation and Land Use Impact Study will examine land use/zoning provisions in county codes and make recommendations based on best practices, to provide regulatory protections for neighboring communities, while allowing logistic and fulfillment centers in locations that best support their operational needs. This will further include an effort to ensure that how the use is defined is clear and consistent by both state and county governments. **\$25,000 is budgeted for consultant support.**

SCHEDULE: FY 2027 TASK TYPE: Recurring

PUBLIC PARTICIPATION: Updates on interagency coordination in these areas will be presented as appropriate at TAC and Council meetings or by request.

BENEFIT: Increased interagency coordination and shared staff knowledge and resources in the development of technical tools. The task also allows WILMAPCO staff to ensure that federal regulations concerning transportation models are met.

PARTICIPANTS: WILMAPCO Staff, member agency staff

TOTAL COSTS:

Resource Allocation	WILMAPCO	\$345,431
	CONSULTANT	\$230,000
	TOTAL	\$575,431
Cost Allocation		Total Cash Budget
FHWA DE		\$360,693
FTA DE		\$88,019
FHWA MD		\$8,553
FTA MD		\$3,081
Delaware		\$108,216
Maryland		\$1,454
New Castle County		\$2,882
Cecil County		\$1,454
City of Wilmington		\$1,079
TOTALS		\$575,431

MPO 27.06 – AIR QUALITY ANALYSIS AND COORDINATION

OBJECTIVE AND TASK DESCRIPTION: As the Federally designated Metropolitan Planning Organization (MPO) for New Castle County, Delaware and Cecil County, Maryland, WILMAPCO is charged with addressing regional air quality issues with member agencies and developing air quality conformity determinations on our Transportation Improvement Program (TIP) and Regional Transportation Plan (RTP) to ensure compliance with Federal air quality goals.

Staff will coordinate to address regional air quality and transportation conformity issues with the assistance of the WILMAPCO Air Quality Subcommittee. These coordination issues include, but are not limited to:

1. Reviewing the TIP, RTP and major amendments to the TIP and Plan for adherence to Federal guidelines and for conformity determination “triggers”.
2. Reviewing any Federal regulations or guidance for applicability to the WILMAPCO region.
3. Reviewing all technical inputs to the air quality conformity modeling process.
4. Developing and/or reviewing any public outreach activities or materials related to air quality.
5. Serving as a forum for raising or discussing any regional or local air quality issues.

The WILMAPCO Air Quality Subcommittee includes members from the Federal Highway Administration (FHWA), Federal Transit Administration (FTA), the Environmental Protection Agency (EPA), the Delaware Department of Transportation (DeIDOT), the Delaware Transit Corporation (DTC), the Maryland Department of Transportation (MDOT), the Delaware Department of Natural Resources and Environmental Control (DNREC), the Maryland Department of the Environment (MDE), New Castle County, and Cecil County. This task also includes involvement in other regional air quality committees such as the Delaware Statewide Air Quality Conformity Consultation Working Group.

The WILMAPCO Air Quality Subcommittee will meet as necessary to discuss and make recommendations to the WILMAPCO TAC on any amendments to the TIP or RTP that may trigger a conformity determination. This task also includes staff coordination on technical modeling issues related to air quality conformity determinations with the Delaware Department of Transportation (DeIDOT), Maryland Department of Transportation (MDOT), the Delaware Department of Natural Resources and Environmental Control (DNREC), and the Maryland Department of the Environment (MDE).

OUTCOME AND FINAL PRODUCT: WILMAPCO, DeIDOT, MDOT, DNREC, and MDE will undertake an interagency consultation process with local or regional offices of EPA, FHWA, and FTA on the development of the TIP, the RTP, any revisions to the preceding documents, and all required conformity determinations resulting in an air quality conforming TIP and RTP. A second result of this task will be agency coordination on other air quality issues, Federal guidance and regulations, and public outreach activities. WILMAPCO staff will produce air quality conformity determination reports for submission to USDOT and EPA when deemed appropriate by the WILMAPCO Air Quality Subcommittee and with the approval of the WILMAPCO Council.

SCHEDULE: FY 2027

TASK TYPE: Recurring

PUBLIC PARTICIPATION: There is a public comment period on all air quality conformity determinations developed as part of the TIP or RTP. The conformity determinations are presented to the Air Quality Subcommittee, TAC, and Council. The public is invited to attend all Air Quality Subcommittee, TAC and Council meetings during the development of the work products described above.

BENEFIT: Coordination between member agencies on air quality issues and transportation planning documents that conform to Federal clean air standards.

ADMINISTRATOR: *Tigist Zegeye, Executive Director and William Swiatek, Principal Planner*

PARTICIPANTS: WILMAPCO Staff, Air Quality Subcommittee, Member Agencies (including Municipalities), and the public.

TOTAL COSTS:

Resource Allocation	WILMAPCO	\$40,528
	CONSULTANT	\$0
	TOTAL	\$40,528
Cost Allocation		Total Cash Budget
FHWA DE		\$25,404
FTA DE		\$6,199
FHWA MD		\$602
FTA MD		\$217
Delaware		\$7,622
Maryland		\$102
New Castle County		\$203
Cecil County		\$102
City of Wilmington		\$77
TOTALS		\$40,528

MPO 27.07 – NEW FEDERAL REGULATION COMPLIANCE

As the federally designated metropolitan planning organization for the region, WILMAPCO must respond to the planning requirements of two federal laws: the Infrastructure Investment and Jobs Act (IIJA) and the Clean Air Act Amendments of 1990 (CAAA). The Infrastructure Investment and Jobs Act is the largest long-term investment in infrastructure and economy in the Nation's history. It provides \$550 billion over fiscal years 2020 through 2027 in new Federal investment in infrastructure, including in roads, bridges, and mass transit, water infrastructure, resilience, and broadband.

The Infrastructure Investment and Jobs Act provides the basis for FHWA programs and activities through September 30, 2027. It makes a once-in-a-generation investment of \$350 billion in highway programs. This includes the largest dedicated bridge investment since the construction of the Interstate Highway System. Under this legislation, each MPO is a partner in the planning for the use of all federal transportation funds allocated within their region. The IIJA also requires each MPO to produce and oversee a Transportation Improvement Program (TIP), the region's short-range capital investment plan, which must be consistent with and serve to implement the region's Long-Range Plan. The TIP prioritizes the region's transportation projects within the constraints of federal funding that Delaware and Maryland can reasonably expect to receive within four years.

New programs under the Infrastructure Investment and Jobs Act focus on key infrastructure priorities including rehabilitating bridges that are in critical need of repair, reducing carbon emissions, increasing system resilience, removing barriers to connecting communities, and improving mobility and access to economic opportunity.

Many of the new programs include eligibility for local governments, Metropolitan Planning Organizations (MPOs), Tribes, and other public authorities, allowing them to compete directly for funding.

The Metropolitan Planning Regulations promulgated from the Infrastructure Investment and Jobs Act identify **ten** planning factors that must be considered in the metropolitan planning process. The ten planning factors listed below are integrated within the tasks of this Unified Planning Work Program.

- Support the **economic vitality** of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
- Increase the **safety** of the transportation system for all road users.
- Increase the **security** of the transportation system for all road users.
- Increase **accessibility and mobility** of people and freight.
- Protect and enhance the **environment**, promote **energy conservation**, improve the **quality of life**, and promote **consistency** between transportation improvements and state and local planned **growth and economic** development patterns.
- Enhance the **integration and connectivity** of the transportation system, across and between modes, for people and freight.
- Promote efficient **system management and operation**.
- Emphasize the **preservation** of the existing transportation system.
- Improve the **resiliency and reliability** of the transportation system and reduce or mitigate stormwater impacts of surface transportation.
- Enhance **travel and tourism**.

The Metropolitan Planning Regulations also require that MPOs with a population of more than 200,000 undergo a certification review conducted jointly by the Federal Highway Administration and the Federal Transit Administration at least every four years to determine if their metropolitan transportation planning process meets the federal planning requirements. Federal certification of the planning process is a prerequisite to the approval of federal funding for transportation projects in their area. WILMAPCO underwent the site-visit portion of the review in November 2022 and received the Final Certification Review Report in March 2024. With the preparation and distribution of the Final Report, the FHWA and FTA certified WILMAPCO's metropolitan transportation planning process fully with no corrective action.

The requirements of the Clean Air Act Amendments (CAAA) establish a program and set a timetable for improving the nation's air quality. The Wilmington area has been classified as a non-attainment area for ground-level ozone and portions of the region are in maintenance of the fine particulate matter standards. The region must attain or continue to maintain the mandated air quality standards for these factors. Although the responsibility for attaining the standards falls directly on the states, WILMAPCO is responsible for developing many of the programs relating to air quality attainment or maintenance. The projects in the region's TIP and the Long-Range Plan must conform to the states' air quality implementation plans. These projects must not lead to any further violation of the federal clean air standards or impede the region's progress toward meeting those standards.

SCHEDULE: FY 2027

TASK TYPE: Recurring

PUBLIC PARTICIPATION: Updates and information on this task will be made available at the PAC, TAC, and WILMAPCO Council meetings, and upon request.

BENEFIT: The task promotes increased interagency coordination and better integration of its planning efforts into the comprehensive MPO planning process.

ADMINISTRATOR: *Tigist Zegeye, Executive Director and Staff*

PARTICIPANTS: WILMAPCO Staff, Member Agency Staff and other Stakeholder Groups

TOTAL COSTS:

Resource Allocation	WILMAPCO	\$79,710
	CONSULTANT	\$0
	TOTAL	\$79,710
Cost Allocation		Total Cash Budget
FHWA DE		\$49,964
FTA DE		\$12,192
FHWA MD		\$1,185
FTA MD		\$427
Delaware		\$14,991
Maryland		\$201
New Castle County		\$399
Cecil County		\$201
City of Wilmington		\$150
TOTALS		\$79,710

MPO 27.08 – GOODS MOVEMENT PLAN IMPLEMENTATION

OBJECTIVE AND TASK DESCRIPTION: As an MPO, WILMAPCO is bound by federal transportation legislation to be involved with the integration and connectivity of freight, across and between modes. The collection of data and its analysis will serve to broaden WILMAPCO’s understanding of the logistic, safety and economic issues that surround the movement of goods throughout the region. The 2017 Statewide Freight Plan summarized current and future freight planning and transportation needs to enhance freight and goods movement and related economic opportunities on the 14-county tri-state area of the Delmarva peninsula. WILMAPCO will work to meet the need for multimodal freight planning collaboration within regional jurisdictions and across economic corridors to enhance mobility at the local, state, regional, and national level. Also, it will begin to seek ways to implement the goals of the freight plan and begin a system to monitor changes along the freight corridors identified by the plan.

Delaware Statewide Freight Plan Update

The purpose of this task is to support DelDOT efforts to develop an update to the 2017 Statewide Freight Plan including truck parking counts at various Park and Ride locations statewide. Per FAST-Act requirements, DOTs will develop (and update) plans in consultation with State DOTs, MPOs, and other appropriate public and private transportation stakeholders.

\$60,000 is budgeted for consultant support.

SCHEDULE: FY 2022

TASK TYPE: Recurring

PUBLIC PARTICIPATION: Meetings with freight transport companies, as well as public meetings and the annual freight summit and subsequent task for meetings, will be held throughout the goods movement planning process to ensure that the significant issues for both the private and public sectors are addressed. Updates and information on this task will be made available at the PAC, TAC, and WILMAPCO Council meetings, and upon request.

BENEFIT: The examination of the economic and safety impacts of goods movement will allow WILMAPCO planners to better understand both the economic and safety impacts surrounding trucks that travel the region’s roadways, as well as freight rail, barge and pipeline. By evaluating mode and route choices, WILMAPCO can formulate a means of improving the efficiency and effectiveness of the overall goods movement system in the region.

ADMINISTRATOR: Daniel Blevins, Principal Planner, Jacob Thompson, Transportation Planner, William Swiatek, Principal Planner

PARTICIPANTS: WILMAPCO Staff, member agencies, DVRPC

TOTAL COSTS:

Resource Allocation	WILMAPCO	\$123,870
	CONSULTANT	\$60,000
	TOTAL	\$183,870
Cost Allocation		Total Cash Budget
FHWA DE		\$115,254
FTA DE		\$28,124
FHWA MD		\$2,733
FTA MD		\$985
Delaware		\$34,578
Maryland		\$465
New Castle County		\$921
Cecil County		\$465
City of Wilmington		\$345
TOTALS		\$183,870

MPO 27.09 – REGIONAL COORDINATION

OBJECTIVE AND TASK DESCRIPTION: To promote the coordination of government and agency planning and programming activities, and to address policy issues that are important to the efficient operation of the transportation system in the WILMAPCO region, WILMAPCO serves as a forum for discussion, policy development, and regional coordination on key issues. Staff acts to provide forums and facilitate discussion of regional issues that might not otherwise occur given different state, local, and agency jurisdictions in the region. To address transportation issues that are generated by transportation investments, growth patterns, and policy changes outside of the WILMAPCO region, WILMAPCO serves to promote coordination with bordering governments and regional planning agencies. Regular coordination promotes awareness and education on the regional transportation system and growth issues and encourages the development of multi-regional policies and solutions that are required to address significant regional issues.

27.09.01 – Intra-Regional Coordination

ADMINISTRATOR: Tigist Zegeye, Executive Director and Staff

Transportation issues having impacts on both counties in the region may be raised from time to time. These issues will be identified and studied, and recommendations will be developed to address the issues and/or an action plan will be recommended.

27.09.02 – Inter-Regional Agency Coordination

ADMINISTRATOR: Tigist Zegeye, Executive Director, Daniel Blevins, Principal Planner, Jacob Thompson, Senior Planner

To promote ongoing coordination between planning agencies, municipalities, environmental agencies and transportation departments adjacent to and impacting the WILMAPCO region, WILMAPCO staff will regularly pursue coordination opportunities with appropriate agencies. This will include the sharing of information on work programs, coordination meetings on cross-border studies and other issues, and the review and discussion of regional transportation planning issues. Information regarding the transportation plans and activities of adjacent MPOs and other transportation planning commissions or organizations will be gathered and reviewed to determine its impact, if any, relative to plans in place for the WILMAPCO region as part of an update to the Inter-Regional report. This work also supports FHWA'S Every Day Counts goals for regional models of cooperation.

27.09.03 – Community Health and Safety Initiatives

ADMINISTRATOR: Tigist Zegeye, Executive Director, William Swiatek, Principal Planner, Jacob Thompson, Senior Planner and Colleen Stroud, Regional Planner

Staff will coordinate with agencies both within and beyond its borders to better link health and transportation and improve the environmental quality of our communities. Specific work includes supporting coordinated efforts to promote community development, community health, reduce air emissions, and overall transportation safety.

27.09.04 – Other

ADMINISTRATOR: Tigist Zegeye, Executive Director

Other regional coordination tasks as identified.

OUTCOME AND FINAL PRODUCT: The development of a statement of issues, impacts, and conclusions, recommendations for further study, and an action plan to pursue their resolution.

SCHEDULE: FY 2027

TASK TYPE: Recurring as issues are identified.

PUBLIC PARTICIPATION: Updates and information on this task will be made available at the PAC, TAC, and WILMAPCO Council meetings, and upon request. In addition, specialized public outreach may occur as deemed appropriate.

BENEFIT: The task allows WILMAPCO to address a bi-state and regional coordination issue affecting the transportation system and regional economic development issues.

PARTICIPANTS: WILMAPCO Staff, member agencies, local officials

TOTAL COSTS:

Resource Allocation	WILMAPCO	\$274,981
	CONSULTANT	\$0
	TOTAL	\$274,981
Cost Allocation		Total Cash Budget
FHWA DE		\$172,364
FTA DE		\$42,061
FHWA MD		\$4,087
FTA MD		\$1,473
Delaware		\$51,713
Maryland		\$695
New Castle County		\$1,377
Cecil County		\$695
City of Wilmington		\$516
TOTALS		\$274,981

MPO 27.10 – RTP UPDATE

The WILMAPCO 2050 Regional Transportation Plan (RTP): 2023 Update, adopted on March 12, 2023, identifies the region's long-term transportation needs and the projects and activities that seek to address them. The RTP extends at least two decades into the future, and the projects it calls for are financially reasonable and meet air quality standards. Staff will update the RTP with input from member agencies and public. **\$500,000 is budgeted for consultant support.**

The Goals and Objectives arrived at by consensus through the long-range plan updates are:

❖ Support Sustainable Economic Development and Goods Movement

➤ Objectives:

- Maximize our Investments
- Develop Effective Transportation networks
- Plan for Energy Security and Resilience

❖ Efficiently Transport People

➤ Objectives:

- Improve System Performance
- Promote Accessibility and Connectivity
- Engage the Public Via an Open Involvement Process

❖ Improve Quality of Life

➤ Objectives:

- Protect the Public Health and Safety
- Promote Active Transportation
- Ensure Transportation Choice
- Preserve Natural and Cultural Resources

OUTCOME AND FINAL PRODUCT: Implemented actions that will help to achieve the goals of WILMAPCO's 2050 RTP.

SCHEDULE: FY 2027

TASK TYPE: Non-Recurring

PUBLIC PARTICIPATION: The task involved outreach to the members of the public, through regular occurring and additional public outreach forums.

BENEFIT: Implementation of these actions assisted WILMAPCO in evaluating policy required to fully implement the RTP and engaged key stakeholders in a necessary discussion of public policy and planning tools for the region.

ADMINISTRATOR: Tigist Zegeye, Executive Director and Staff

PARTICIPANTS: WILMAPCO Staff, member agencies, local officials, public, other stakeholder groups

TOTAL COSTS:

Resource Allocation	WILMAPCO	\$218,025
	CONSULTANT	\$500,000
	TOTAL	\$718,025
Cost Allocation		Total Cash Budget
FHWA DE		\$450,074
FTA DE		\$109,828
FHWA MD		\$10,673
FTA MD		\$3,845
Delaware		\$135,032
Maryland		\$1,815
New Castle County		\$3,596
Cecil County		\$1,815
City of Wilmington		\$1,347
TOTALS		\$718,025

MPO 27.11 – SUBREGIONAL STUDIES AND COORDINATION

This task allows for the coordination of transportation and land use planning activities by working with local and state governments and community groups. WILMAPCO either takes the lead or participates in the development and scoping of a variety of plans and studies that further the implementation of the RTP. Studies WILMAPCO expects to administer during fiscal year 2027 include the following:

27.11.01 – Safe Routes to Schools Planning Assistance

OBJECTIVE AND TASK DESCRIPTION: This project will facilitate and promote the safe travel of children to school, particularly by foot and bicycle. WILMAPCO will work with DOTs to publicize the program and to identify potential schools and will coordinate with schools and DOTs to examine existing and potential routes to school and identify deficiencies in the network that discourage safe walking and biking. Strategies to remedy these deficiencies (sidewalks, speed reduction, pedestrian and bicycle crossing improvements, bikeways, etc.) will be identified. WILMAPCO will work with the state DOTs, counties, municipalities, and school districts to design, program and implement public infrastructure improvements in tandem with bicycle and pedestrian safety education programs.

OUTCOME AND FINAL PRODUCT: Work will assist schools in developing needed plans to apply for Safe Routes to School implementation funding.

SCHEDULE: FY 2027

TASK TYPE: Non-recurring

PUBLIC PARTICIPATION: School children, parents, school districts and staff, state DOTs, municipalities, residents, transportation agencies and operators.

BENEFIT: To improve travel safety, reduce traffic congestion, improve air quality, reduce school transportation costs, and promote healthy, active living.

ADMINISTRATOR: *William Swiatek, Principal Planner, Jacob Thompson, Senior Planner and Colleen Stroud, Regional Planner*

27.11.02 – Scenic and Historic Byways Planning Assistance

OBJECTIVE AND TASK DESCRIPTION: WILMAPCO, in partnership with DeIDOT, MDOT, New Castle County, Cecil County and the local scenic byway development committees, will assist with the Scenic Byway designation process by providing technical and public outreach assistance.

OUTCOME AND FINAL PRODUCT: The final products will be reports detailing resources in the corridors and characterizing the threats endangering the long-term viability of these important resources. This will include a review of zoning and land use plans for future growth, identification of current and future local and state planned infrastructure investments and transportation level of service.

SCHEDULE: FY 2027

TASK TYPE: Non-recurring

PUBLIC PARTICIPATION: These studies will require extensive public involvement. WILMAPCO and its partners will seek the input of residents, business owners, environmental and historic preservation organizations, and tourist attractions in the corridors as well as other interested stakeholders. WILMAPCO seeks public involvement by publicizing workshops and meetings. The publicity includes notices in area newspapers, flyers posted at area libraries, and direct mailings to interested groups, civic associations, individuals, and others.

BENEFIT: These studies will help to implement the RTP strategies to preserve natural and historic resources, improve commerce, and link land use and transportation.

ADMINISTRATOR: *Heather Dunigan, Principal Planner*

PARTICIPANTS: WILMAPCO staff, the Scenic Byway Management Committees established for each targeted scenic byway, New Castle County, DeIDOT, Cecil County, MDOT

27.11.03 – Walkable Community Workshop Program

OBJECTIVE AND TASK DESCRIPTION: Walkable Community Workshops are interactive events that focus attention and provide information on how to make communities safer and easier to walk in.

OUTCOME AND FINAL PRODUCT: During workshops, participants will learn about the elements of a walkable community and solutions to common issues. Instructors then lead a walking tour of the study area and emphasize

seeing the community from the perspective of a pedestrian. Participants identify specific measures to improve conditions for pedestrians and priority actions they can take to create a more walkable community.

SCHEDULE: FY 2027

TASK TYPE: Non-recurring

PUBLIC PARTICIPATION: Any city, town, unincorporated community, or corridor where there is a desire for safer, more attractive routes for walking. Workshops bring together residents, elected officials, advocates, public agency staff, public health practitioners, educators, planners and engineers.

BENEFIT: Engage with community leaders to share the needed tools to advocate and plan for walkable communities.

ADMINISTRATOR: Heather Dunigan, Principal Planner, Leonard Bonarek, Senior Planner, William Swiatek, Principal Planner, Jacob Thompson, Senior Planner and Colleen Stroud, Regional Planner

1. Bellefonte Pedestrian Pathways

WILMAPCO STAFF PARTICIPANT: William Swiatek, Principal Planner, Leonard Bonarek, Senior Planner and Colleen Stroud, Regional Planner

The Town would like to create/develop three pedestrian pathways by completing missing sidewalks from Brandywine Boulevard to Philadelphia Pike via 1) Marion Ave, 2) Bellefonte Ave, and 3) Beeson Rd.

- Marion Ave - will provide pedestrian path from bus stop on Brandywine Blvd. to bus stop on Philly Pike; this is also a walking path for some Mt. Pleasant HS students.
- Bellefonte Ave - this is a primary pedestrian pathway for students to Mt. Pleasant H.S. (partial sidewalks exist but are incomplete, so students walk in the street, creating pedestrian danger)
- Beeson Rd. - this is a primary pedestrian walkway to Mt. Pleasant Elementary. There are currently no sidewalks on Beeson. This is also a primary pedestrian path to businesses on Philadelphia Pike (especially Wawa and Rita's Water Ice). In summer, there are regularly people walking in the street creating pedestrian danger.

\$50,000 is budgeted for consultant support.

27.11.04 – Coordination with the Delaware Department of Transportation (DelDOT)

1. Augustine Cutoff Corridor Bicycle and Pedestrian Network Improvements, Phase 2

WILMAPCO STAFF PARTICIPANT: David V. Gula, Principal Planner, Daniel Blevins, Principal Planner, Leonard Bonarek, Senior Planner, Heather Dunigan, Principal Planner

This study follows the Phase 1 study that led to a pathway/sidewalk improvement concept for Augustine Cutoff from Lovering Ave. to Cantera Ave. There is a need to develop a concept for the entire corridor to function more safely for all road users. The study will continue to develop a program of pedestrian and bicycle improvements from Cantera Avenue to West Park Drive and will continue the public engagement effort that began with Phase 1. The goal is to develop concepts for the road from a more holistic perspective (bike/ped facilities, intersection improvements, traffic calming, typical sections, aesthetics) and develop scope for a capital project.

WILMAPCO will work cooperatively with Delaware Department of Transportation, Delaware Office of State Planning Coordination, Delaware Transit Corporation, New Castle County Department of Land Use, the City of Wilmington and State and Local elected officials.

2. Rocky Run Pathway Underpass Feasibility Study

WILMAPCO STAFF PARTICIPANT: David V. Gula, Principal Planner, Daniel Blevins, Principal Planner

This study will assess the feasibility of closing one of the three cells of the Rocky Run culvert under US202 (bridge #1-024), near Widener Law School, and converting it to a shared-use pathway. This will also require the realignment of Rocky Run to maintain stream and stormwater flow through the remaining two cells, as was described in DelDOT's completed hydrology report. This new pathway must also be connected to nearby pedestrian facilities and networks of low stress cycling facilities. The study must include a design concept developed with extensive public outreach, and will also include cost estimates, any necessary phasing, and the project delivery pathways.

WILMAPCO will work cooperatively with Delaware Department of Transportation, Delaware Office of State Planning Coordination, Delaware Transit Corporation, New Castle County Department of Land Use, the City of Wilmington and State and Local elected officials

27.11.05 – Coordination with the Maryland Department of Transportation (MDOT)

1. Maryland I-95 Corridor Study

WILMAPCO STAFF PARTICIPANT: Tigist Zegeye, Executive Director

Staff will participate in an analysis of transportation needs including roadway pricing/value pricing alternatives for I-95 in Cecil County. MDOT contact: Shawn Kiernan

27.11.06 – Coordination with the Cecil County

1. Cecil County Transit Coordination

WILMAPCO STAFF PARTICIPANT: Heather Dunigan, Principal Planner, David Gula, Principal Planner

Working as a member of the Cecil County Transit Coordinating Council, staff assists with analysis to assist with transit planning and development in Cecil County. Work includes participation in the Transit Development Plan (TDP), a five-year guide that identifies needed transit services and facilities.

2. Cecil County Strategic Highway Safety Plan (SHSP)

WILMAPCO STAFF PARTICIPANT: William Swiatek, Principal Planner

Staff will assist Cecil County in the development, evaluation, and updating of the SHSP. Developed by a committee of local, state, regional, and federal agencies, the SHSP identifies actions that can be taken at the local level to reduce the frequency and severity of motor vehicle crashes, including those involving bicyclists and pedestrians, that occur on roadways in Cecil County.

3. Susquehanna River Road (MD 222) Corridor

WILMAPCO STAFF PARTICIPANTS: William Swiatek, Principal Planner, Leonard Bonarek, Senior Planner and Colleen Stroud, Regional Planner

The purpose of this project is to develop strategies and conceptual improvements for Susquehanna River Road in terms of safety for all road users and accessibility to natural, cultural, and historic resources. A 2024 plan to create the former Hopkins Quarry as an adventure park sketched out several ideas for improving safety and access in the area, but in consultation with the Maryland State Highway Administration it was agreed that a more robust corridor study is needed to address speed, alignment, access management, and separated bicycle/pedestrian facilities. The study may also include an assessment of potential parking areas along the Scenic Byway, potential pedestrian crossings that facilitate safe access to recreation areas along Susquehanna River Road, and strategies to reduce commercial vehicle traffic. Community engagement activities and coordination with Norfolk Southern Railroad will also be part of the study. **\$50,000 is budgeted for consultant support.**

4. New Castle County and Cecil County Sidewalk Gap Analysis

WILMAPCO STAFF PARTICIPANTS: Heather Dunigan, Principal Planner, Leonard Bonarek, Senior Planner and Jacob Thompson, Senior Planner

The Sidewalk Gap Analysis will identify, assess, and prioritize gaps in the region's pedestrian network to promote low-stress, accessible pedestrian routes and improved connectivity within New Castle and Cecil Counties. This analysis aims to assist in future planning, funding allocations, and infrastructure development. Work will include:

- Update GIS to identify and map existing sidewalk infrastructure.
- Locate and document gaps in the sidewalk network within the Center and Core Transportation Investment Areas (TIA).
- Conduct stakeholder outreach to get feedback about priority gaps.
- Assess the impact of sidewalk gaps on pedestrian mobility, accessibility, and safety using WILMAPCO pedestrian priority area analysis and other identified factors.
- Provide recommendations, prioritization and recommended funding program for closing sidewalk gaps.

27.11.07 – Coordination with the City of Wilmington

1. Wilmington Initiatives Public Outreach and Management Assistance & Interagency Coordination

WILMAPCO STAFF PARTICIPANT: Tigist Zegeye, Executive Director, David Gula, Principal Planner

The City of Wilmington (City) plays a key role in the region to promote development of cost-effective and user-friendly transportation systems. Effective outreach and proper coordination are essential components in the process of developing workable solutions to transportation problems. Implementation of this work task will assist with achieving optimal intergovernmental coordination and promoting meaningful public/private communication. In particular, this effort will focus on the budgetary status of various initiatives, as they relate to updating the long-range plan. A consultant will be retained to attend, coordinate, and provide timely follow-through in support of the various initiatives. Also, up-to-date public information materials will be developed to clearly summarize the status of the various transportation projects in the City, in support of the WILMAPCO Public Outreach program and efforts to address important Transportation Justice concerns and Access to Jobs issues.

Effective coordination of public outreach activities, in concert with the design development process of the Wilmington Initiatives committees (Management, Technical, Steering, and Partners), is essential to achieving the RTP goal of

linking land use and transportation activities. The Wilmington Initiatives support a variety of cultural and economic developments in an area where population and employment densities can support relatively cost-effective bus and rail transit. Inclusion of grass-roots public participation in the efforts to update the long-range plan will be critically needed to promote quality-of-life improvements, such as installing pedestrian-level street lighting to enhance safety and security, while allowing growth of street trees to reinforce the aesthetic and environmental assets of the City. A separate consultant will be retained to complete concept plans for smaller projects that are designed in concert with community input.

This study coordinates Wilmington's development strategies and provides the specific information needed to make the concepts in the WILMAPCO RTP work in practice. This task is a continuation of work begun in FY 1996. Objectives of this element of the task are:

1. To provide a balance between the requirements for local and regional access within the corridor for all modes including walking, bicycling, transit and private vehicles.
2. To promote economic development related to community objectives.
3. To improve the visual quality of the corridors for residents, workers and visitors in keeping with community character.
4. To enhance safety for all modes of travel and environmental quality within the corridors.
5. To support coherent and viable neighborhoods in sync with other community goals.
6. To assist in prioritizing transportation projects for the CTP and TIP.

Participants include WILMAPCO Staff, City of Wilmington, DeIDOT, DART, a Consultant and the Community. Coordination with other ongoing planning studies and design projects, such as the Citywide Environmental Enhancement projects conducted by the City and the Christina Waterfront Projects being conducted by DeIDOT and RDC, will be an integral part of this task. **\$20,000 is budgeted for consultant support.**

2. Neighborhood Planning Support

WILMAPCO STAFF PARTICIPANT: William Swiatek, Principal Planner, and David Gula, Principal Planner

Staff will provide technical guidance and support on neighborhood planning and community development efforts across the City of Wilmington including supporting the South Wilmington Planning Network (SWPN), Westside Grows Together, Eastside Rising, the Wilmington Community Advisory Council, and other neighborhood planning efforts, such as the implementation of the Southbridge Neighborhood Action Plan.

27.11.07 – Coordination with the City of Newark

1. Newark Bicycle Plan Update

WILMAPCO STAFF PARTICIPANT: Heather Dunigan, Principal Planner

The Newark Bicycle Plan will update the status of recommendations from the 2014 Newark Bicycle Plan, incorporate recommendations from the Newark TID, and include new recommendations based on national best practices and stakeholder input. WILMAPCO will work cooperatively with the City of Newark, DeIDOT, New Castle County, Bike Newark, and other community groups, and planning will include a variety of public outreach opportunities.

27.11.08 – Coordination with the municipalities and unincorporated communities

WILMAPCO STAFF PARTICIPANT: Heather Dunigan, Principal Planner

WILMAPCO assists municipalities and unincorporated communities on planning activities including assistance with comprehensive development plans, transportation plans, public outreach, data and mapping, and master planning.

27.11.09 – Coordination with New Castle County

1. Limestone Road (SR7) Land Use and Transportation Plan

WILMAPCO STAFF PARTICIPANT: Dan Blevins, Principal Planner and David Gula, Principal Planner

The purpose of this task is to create a cohesive, multi-modal plan evaluating Limestone Road (SR 7) for both short- and long-term land use and transportation improvements. Limestone Road is a 6.8-mile-long principle arterial that stretches from the Pennsylvania Line to Main Street (SR 4) in Stanton, with average annual daily traffic (AADT) ranging from approximately 15,000 (northmost segment) to 44,000 (southernmost segment) vehicles per day (2024). This planning-level corridor study would engage stakeholders and the community to diagnose needs and opportunities, generating improvement recommendations that address safety, multi-modal connectivity, traffic circulation, and the overall feel and function of the roadway. This process would include:

- A review of prior relevant planning efforts (including recommendations and implementations from the SR 10 Special Committee and Kirkwood Highway Land Use and Transportation Master Plan)
- An economic assessment evaluating existing conditions and future trends to determine market strength for residential and non-residential land uses

- Mapping and documentation of existing and future land use and transportation conditions
- Gathering feedback from project partners, stakeholders, and the public throughout the study Partners with you in transportation planning
- Development of recommendations based on public input, traffic analysis, and guiding principles from implementation agencies (such as New Castle County's Comprehensive Plan, the Delaware Department of Transportation's Safe System Approach and Complete Streets policy, and Delaware Transit Corporation's DART Reimagined)

\$150,000 is budgeted for consultant support.

2. Northern New Castle County Bicycle and Pedestrian Network Master Plan

WILMAPCO STAFF PARTICIPANT: Heather Dunigan, Principal Planner, Leonard Bonarek, Senior Planner and Colleen Stroud, Regional Planner

The purpose of this plan is to identify and plan for a safe, connected, and comprehensive bicycle/pedestrian network linking historic, culturally significant, and other important destinations and trailways in northern New Castle County. Integrating these locations into the larger transportation network is vital for providing safe and reliable non-motorized access to historic and cultural landmarks without relying on autocentric modes of travel.

This plan will document current and propose future bicycle/pedestrian facilities, amenities, and improvements to serve as linkages and connections to historical and cultural assets in the County. Reviewing existing signage and historic indicators along with recommendations for additional wayfinding will also be included in this study. **\$100,000 is budgeted for consultant support.**

3. New Castle County Comprehensive Plan and Regional Transportation Plan Strategic Action Plan

WILMAPCO STAFF PARTICIPANTS: Dan Blevins, Principal Planner and David Gula, Principal Planner

The Strategic Action Plan will provide guidance for New Castle County, WILMAPCO, and DeIDOT in implementing the New Castle County Comprehensive Plan and the Regional Transportation based on best practices across the country. The plan will explore innovative initiatives to achieve the aspirations of those plans.

During the production of the Strategic Action Plan the chosen consultant will evaluate opportunities as Major Land Development plans are submitted to the County and DeIDOT to make sure that opportunities to implement the Regional Transportation Plan and County Comprehensive Plan are not foreclosed on.

WILMAPCO will work cooperatively with New Castle County Government, Delaware Department of Transportation, and Delaware Transit Corporation.

4. New Castle County and Cecil County Sidewalk Gap Analysis

WILMAPCO STAFF PARTICIPANTS: Heather Dunigan, Principal Planner, Leonard Bonarek, Senior Planner and Jacob Thompson, Senior Planner

The Sidewalk Gap Analysis will identify, assess, and prioritize gaps in the region's pedestrian network to promote low-stress, accessible pedestrian routes and improved connectivity within New Castle and Cecil Counties. This analysis aims to assist in future planning, funding allocations, and infrastructure development. Work will include:

- Update GIS to identify and map existing sidewalk infrastructure.
- Locate and document gaps in the sidewalk network within the Center and Core Transportation Investment Areas (TIA).
- Conduct stakeholder outreach to get feedback about priority gaps.
- Assess the impact of sidewalk gaps on pedestrian mobility, accessibility, and safety using WILMAPCO pedestrian priority area analysis and other identified factors.
- Provide recommendations, prioritization and recommended funding program for closing sidewalk gaps.

5. Southern New Castle County (SNCC) Growth Area Land Use and Transportation Plan (LUTP)

WILMAPCO STAFF PARTICIPANTS: Dan Blevins, Principal Planner and David Gula, Principal Planner

The SNCC Growth and LUTP will serve as an update to the land use and transportation plan for the SNCC Transportation Improvement District (TID), as well as a supplement to the SNCC Master Plan. It will evaluate and model traffic within the growth area based on updated development patterns and forecasts. The LUTP will be built on improvements to the framework and function of TIDs made over the past decade and potentially include recommended projects and a fee structure to assure that infrastructure will appropriately address automotive and other modes of traffic in the growth area.

After consideration by WILMAPCO Council, and if determined appropriate by New Castle County and DeIDOT, the LUTP will be evaluated and considered for consistency with the requirements in the New Castle County Code (Unified

Development Code) and DelDOT Development Coordination Manual to update the Southern New Castle County TID. **\$200,000 is budgeted for consultant support.**

27.11.12 – Other

ADMINISTRATOR: Tigist Zegeye, Executive Director

Other sub-regional study coordination tasks as identified.

OUTCOME AND FINAL PRODUCT: Recommendations for implementation and RTP, TIP and UPWP amendments, where appropriate.

SCHEDULE: FY 2027

TASK TYPE: Non-recurring

PUBLIC PARTICIPATION: The study process requires extensive public involvement. Although the Steering Committees for various studies and planning efforts represent the public and it is involved in the evaluation and recommended selection of strategies, we cannot understate the role of individual members of the public, particularly those most affected by the recommendations. We also conduct legislative briefings for area elected officials.

WILMAPCO seeks public involvement by publicizing workshops and meetings. The publicity includes notices in area newspapers, flyers posted at area libraries, and direct mailings to interested groups, civic associations, individuals, and others. The members of Steering Committees have also taken responsibility of informing those individuals they represent of upcoming opportunities for public comment.

BENEFITS: Coordinated transportation and land use plans for our communities, supports WILMAPCO's goals and implements the 2050 RTP. Particularly, these studies and plans will link land use and transportation and seek to improve quality of life, strengthen our existing communities and improve intergovernmental relations between the state and local levels of government.

PARTICIPANTS: Each major WILMAPCO study is directed in partnership by Management Committees of Senior officials from WILMAPCO, DOT(s), County(ies), and affected municipalities. The Management Committee responsibilities include overall direction and management of the work effort. A Technical Committee, made up of staff planners and engineers from the above agencies, provides technical review of all study data and products. The Technical Committee also provides input and carries out technical analysis as requested by the Management Committee. The Steering Committees include civic association representatives, residents, builders and developers, businesses, area elected officials, Transportation Management Association of New Castle County, and other interested groups. The steering committee provides input to the study process at periodic meetings and review materials for public workshops and meetings before such events. Smaller studies may include a smaller participation and management structure.

Other responsible member agencies, as noted above, will determine their own study process and participants.

TOTAL COSTS:

Resource Allocation	WILMAPCO	\$306,130
	CONSULTANT	\$645,000
	TOTAL	\$951,130
Cost Allocation		Total Cash Budget
FHWA DE		\$596,189
FTA DE		\$145,483
FHWA MD		\$14,138
FTA MD		\$5,093
Delaware		\$178,871
Maryland		\$2,404
New Castle County		\$4,764
Cecil County		\$2,404
City of Wilmington		\$1,784
TOTALS		\$951,130

DRAFT

MPO 27.12 – TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

OBJECTIVE AND TASK DESCRIPTION: Provides for the amendment of the FY 2027-2030 Transportation Improvement Program (TIP) and development of the FY 2029-2032 TIP. The TIP is the WILMAPCO Council-adopted list of priority projects for the region and signifies a consensus of what is expected to be built or carried out, with estimated costs and schedules. It is based on available funding and works toward achieving regional goals for healthier air quality. The TIP will be developed according to federal requirements in cooperation with Maryland and Delaware departments of transportation and public transit providers.

Developing the Transportation Improvement Program Process and Schedule – Summary	
<u>Amending the TIP – Summary</u>	
The TIP is amended each year following the approval of matching funds through the Bond Bill, as well as when needed throughout the year due to project changes. Many amendments necessitate additional public outreach.	
July-	<ul style="list-style-type: none">• TIP & Air Quality Conformity released for public comment July– September
September	<ul style="list-style-type: none">• TIP Public Meeting• Revise TIP based on public comments• TAC/PAC recommendation for adoption• Council adoption of TIP as amended
Amend as needed	<ul style="list-style-type: none">• Public comment period extending at least 30 days will be scheduled with amendments as needed

OUTCOME AND FINAL PRODUCTS: Implementation of projects in the Regional Transportation Plan via the TIP. A TIP that is consistent with the 2050 Regional Transportation Plan (RTP) and reflects the transportation needs of the region.

SCHEDULE: The FY 2027-2030 TIP was adopted in May 2026 by the WILMAPCO Council and forwarded to FHWA, FTA, EPA, DelDOT and MDOT. The FY 2029-2032 TIP is expected to be adopted May 2028.

TASK TYPE: Recurring

PUBLIC PARTICIPATION: WILMAPCO will hold at least two public meetings at different stages of the TIP development: (1) to present a candidate list of new projects and (2) to present a final draft TIP. WILMAPCO will also advertise a 30-day public notice for the draft TIP and air quality conformity analysis.

BENEFIT: A four-year document that provides the program for the implementation of the Regional Transportation Plan.

ADMINISTRATOR: *Tigist Zegeye, Executive Director, Jacob Thompson, Senior Planner, Heather Dunigan, Principal Planner and Colleen Stroud, Regional Planner*

PARTICIPANTS: Public, WILMAPCO, Member Agencies

TOTAL COSTS:

Resource Allocation	WILMAPCO	\$147,828
	CONSULTANT	\$0
	TOTAL	\$147,828
Cost Allocation		
Cost Allocation		Total Cash Budget
FHWA DE		\$92,662
FTA DE		\$22,611
FHWA MD		\$2,197
FTA MD		\$792
Delaware		\$27,801
Maryland		\$374
New Castle County		\$740
Cecil County		\$374
City of Wilmington		\$277
TOTALS		\$147,828

DRAFT

MPO 27.13 – MONITORING AND IMPLEMENTATION AND IMPLEMENTATION OF SUBREGIONAL STUDIES

OBJECTIVE AND TASK DESCRIPTION: To work with member agencies and the public to develop and coordinate the implementation of adopted transportation and comprehensive development plans that are significant to the region in the attainment of the goals of the 2050 Regional Transportation Plan. Under this task, WILMAPCO staff provides member agencies with technical or coordination assistance as requested by the implementing agency. The implementing agency will take the lead role in the specific sub-tasks described below.

WILMAPCO tracks the extent of the implementation of these prior studies through the Regional Progress Report (www.wilmapco.org/regional-progress-report). Completed subregional study reports may be found at www.wilmapco.org/plans-and-reports or are available by contacting WILMAPCO.

27.13.01 – City of New Castle

1. City of New Castle Comprehensive Plan 2020 Update

WILMAPCO STAFF PARTICIPANT: William Swiatek, Principal Planner

Staff collaborated with the City of New Castle to develop elements of the Comprehensive Plan update.

2. 2022 City of New Castle Transportation Plan

WILMAPCO STAFF PARTICIPANT: Heather Dunigan, Principal Planner, Jake Thompson, Senior Planner

WILMAPCO, the City of New Castle, DelDOT, and community stakeholders developed the City of New Castle Transportation Plan which included recommendations to improve the multimodal transportation network, provide connectivity to communities and trails, enhance health and livability, reduce illegal truck traffic, improve safety, address flooding and sea-level rise impacts on land use and access to major transportation corridors, improve gateways to the historic city, and address parking needs. WILMAPCO will work with the planning team to monitor and assist with implementation of the Plan.

27.13.02 – Mobility Friendly Design Standards

WILMAPCO STAFF PARTICIPANT: Leonard Bonarek, Senior Planner, Daniel Blevins, Principal Planner

Mobility Friendly Design Standards have been completed in Middletown, Chesapeake City, Rising Sun, Perryville, Port Deposit, Cecilton and North East. Staff will work with these towns, community leaders, and member agencies to implement their mobility friendly design standards as requested.

27.13.03 – City of Newark Planning

WILMAPCO STAFF PARTICIPANT: Heather Dunigan, Principal Planner, David Gula, Principal Planner

Staff will continue to work with involved member agencies to implement the short- and long-term recommendations of the Newark plans, including Monitoring and Implementation of the Cleveland Avenue Task Force, Newark Traffic Calming Plan, Newark Transportation Plan, Newark Transit Study, and Newark Bicycle Plan. Staff will also serve on the Newark Traffic Committee and BikeNewark. In addition, staff will participate in Monitoring and Implementation and updates to the Newark Transportation Improvement District.

27.13.04 – Centreville Village Plan

WILMAPCO STAFF PARTICIPANT: Heather Dunigan, Principal Planner

Staff will work with the Centreville Civic Association, DelDOT and New Castle County to assist with implementation of the Centreville Village Plan.

27.13.05 – East Coast Greenway

WILMAPCO STAFF PARTICIPANT: Heather Dunigan, Principal Planner

Staff will work with the Nonmotorized Transportation Working Group to coordinate greenway planning efforts between Delaware and Maryland and assist with implementation of the East Coast Greenway route. Staff provides guidance regarding trail designation through our membership on the East Coast Greenway Alliance Greenway Committee.

27.13.06 – New Castle County

1. SR 141 Corridor 20-Year Transportation Plan & TOD Analysis

WILMAPCO STAFF PARTICIPANT: Daniel Blevins, Principal Planner, David Gula, Principal Planner

Staff worked with the County and its planning partners to create a 20-year land use plan based on existing and future land use development within the corridor. The first phase of this project was completed in FY 2017. Staff will be involved in future phases as requested by planning partners.

2. Glasgow Avenue Main Street Study

WILMAPCO STAFF PARTICIPANT: David Gula, Principal Planner, Daniel Blevins, Principal Planner

This was a comprehensive study to improve the appearance and functionality along Glasgow Avenue that will encourage more non-motorized trips and better connectivity. WILMAPCO will work with NCC, DelDOT, and area

stakeholders on implementation efforts.

3. Red Clay Valley Scenic Byway – Design Standards Overlay District

WILMAPCO STAFF PARTICIPANT: Heather Dunigan, Principal Planner

Staff worked with New Castle County and its planning partners to create a scenic corridor zoning overlay and design standards, which was completed in 2016. Staff will assist the County and the Red Clay Valley Scenic Byway as they work to implement the standards and the byway's Corridor Management Plan.

4. New Castle County Greenway Plan

WILMAPCO STAFF PARTICIPANT: Heather Dunigan, Principal Planner

WILMAPCO, in partnership with DeDOT, New Castle County, DE State Parks, and local governments coordinated to identify existing and potential multi-use connections, emphasizing a network of side paths and greenways with proposed actions and policies to promote their implementation. Information will be reviewed and updated as projects are implemented and new projects are identified.

5. Route 9 Corridor Transportation and Land Use Master Plan Monitoring and Implementation Support

WILMAPCO STAFF PARTICIPANT: William Swiatek, Principal Planner, Colleen Stroud, Regional Planner

In 2017 WILMAPCO developed a Master Plan for the Route 9 Corridor just south of Wilmington. Staff will continue to provide technical assistance to our local civic and agency partners to help realize the implementation of this plan, through efforts such as the Route 9 Redefined RAISE Grant. This includes organizing Route 9 Monitoring and Implementation Committee and Subcommittee meetings, supporting the prioritization of local transportation projects, conducting outreach, measuring data trends, and providing general support as needed for the plan's implementation.

\$25,000 is budgeted for consultant support.

6. US 202 20 Year Land Use and Transportation Plan – Monitoring and Implementation Support

WILMAPCO STAFF PARTICIPANTS: Dan Blevins, Principal Planner and David Gula, Principal Planner

The objective of the US 202 corridor Master Plan was to develop recommended physical improvements and governmental policies regarding transportation and land use. The goal is to provide an environment to redevelop as a high-quality and attractive multi-modal corridor with provisions for future mixed-use land development with walkability, bikeability and place-making.

This project provides consultant support to monitor changing transportation and land use patterns along Concord Pike, between the city of Wilmington and the DE/PA State Line, to support implementation efforts of the Concord Pike Corridor Master Plan. Land development activity and trends will be profiled, along with average daily vehicle traffic, truck traffic, intersection level of service, crashes, bus ridership and service changes, the status of both transportation and land use projects called for in the Master Plan, and a profile of other relevant area planning and project efforts. The project, guided by input from the Monitoring and Implementation Committee, will culminate in a published report. Participants include WILMAPCO, NCC Land Use, DeDOT, DTC and a consultant.

\$150,000 is budgeted for consultant support.

7. Southern New Castle County Master Plan - Monitoring and Implementation Support

WILMAPCO STAFF PARTICIPANTS: Dan Blevins, Principal Planner and David Gula, Principal Planner

The objective of the Southern New Castle County Master Plan was to develop a plan for the area south of the C&D Canal, which informs development and preservation decisions, recommended physical improvements and governmental policies regarding transportation and land use for Southern New Castle County, as implemented through the New Castle County Comprehensive Plan. The goal is to provide an environment that allows for growth and development with mixed-use land development with walkability, bikeability and place-making, while preserving natural and agricultural resources and assets.

This project provides consultant support to monitor changing transportation and land use patterns in Southern New Castle County and to support implementation efforts of the Master Plan. Land development activity and trends will be profiled, along with average daily vehicle traffic, truck traffic, intersection level of service, crashes, bus ridership and service changes, the status of both transportation and land use projects called for in the Master Plan, and a profile of other relevant area planning and project efforts. The project, guided by input from the Monitoring and Implementation Committee, will culminate in a published report.

Participants include WILMAPCO, NCC Land Use, DeDOT, DTC and a consultant.

\$12,500 is budgeted for consultant support.

8. Churchmans Crossing Plan Update - Monitoring and Implementation Support

WILMAPCO STAFF PARTICIPANT: Daniel Blevins, Principal Planner, David Gula, Principal Planner

The initial Churchmans Crossing Study was a joint effort by DeDOT, New Castle County and WILMAPCO to develop a land use/transportation vision for this important area. The land use and transportation recommendations provide a

planning guide for this growth area over the next 27 years, including process and design guidelines. The study and its recommendations were adopted by the WILMAPCO Council into the 2020 Metropolitan Transportation Plan on September 11, 1997 and subsequently into the 2030 RTP. To account for the uncertainty as to when development will actually occur, the study provides performance indicators that DeIDOT, New Castle County and WILMAPCO have been Monitoring and Implementing closely to determine when and which projects should be implemented.

This project provides consultant support to monitor changing transportation and land use patterns in the Churchmans Crossing area. The project, guided by input from the Monitoring and Implementation Committee, will culminate in a published report.

Continental / Samoset circulation: Project JJ from Churchmans Crossing Plan Benefits all modes, but detailed modeling is needed for it to be considered in the CTP. It would also include benefits from I-95 access from Continental Dr. (Project X from the plan.) and Brownleaf Road pedestrian extension (Project II from the plan). Brownleaf requires discussions with private landowners. **\$255,000 is budgeted for consultant support.**

9. North Claymont Area Master Plan/Claymont Area Master Plan/Gov Printz Blvd Corridor Master Plan – Monitoring and Implementation Support

WILMAPCO STAFF PARTICIPANT: Heather Dunigan, Principal Planner

Staff will work with the Monitoring and Implementation Committee to track existing conditions and further assess multimodal improvements recommended in the plans. This project updated and enhanced the 2004 Claymont Community Redevelopment Plan, which was conducted by the County and the community for the purpose of establishing a Hometown Overlay District. In FY 2027, the Planning Partners will complete the Plan's development and establish a Monitoring and Implementation process.

\$25,000 is budgeted for consultant support.

10. SR 2, Kirkwood Highway Corridor Land Use and Transportation Plan

WILMAPCO STAFF PARTICIPANTS: Dan Blevins, Principal Planner and David Gula, Principal Planner

The goal is to create a 20-year land use and transportation plan for the corridor. Data analysis and community engagement will lead to a series of transportation and land use recommendations that will support sustainable growth and redevelopment along the corridor, along with significantly improved multimodal access and connectivity. The length of the study area will stretch roughly between SR 72 to SR 100.

WILMAPCO will work cooperatively with Delaware Department of Transportation, Delaware Economic Development Office, Delaware Office of State Planning Coordination, Delaware Transit Corporation, New Castle County Department of Community Services and New Castle County Department of Land Use, and the Town of Elsmere.

Kirkwood Transit Accessibility Spotlight - Detailed study of all bus stops along Kirkwood Highway for potential improvement, relocation and/or consolidation to address safety and enhance transit operations. Identified short-term recommendations from 2025 study and can be a line-item monitoring task. Will follow similar effort being conducted along Concord Pike.

Churchman's Road Extended - Secondary Impacts to Kirkwood Highway: Further study is recommended from the Kirkwood Highway Corridor Study for the number and termini of travel lanes on Eastbound and Westbound SR 2 between Milltown Road and SR 7. **\$250,000 is budgeted for consultant support.**

11. New Castle County Bicycle Plan

WILMAPCO STAFF PARTICIPANT: Heather Dunigan, Principal Planner, Leonard Bonarek, Senior Planner

WILMAPCO, New Castle County, municipalities and other stakeholders developed the New Castle County Bicycle Plan to support implementation of the 2018 Blueprint for a Bicycle-Friendly Delaware. WILMAPCO will monitor existing conditions and proposed projects from other local, county, regional and state plans and work with agencies, local governments and stakeholders to support the Plan's implementation and periodically update the recommendations.

27.13.07 – Delaware City Transportation Plan

WILMAPCO STAFF PARTICIPANT: Heather Dunigan, Principal Planner, William Swiatek, Principal Planner

The Plan identified and made recommendations to address the community's transportation concerns and recommended enhancements to the transportation system. WILMAPCO will continue to coordinate with DeIDOT, Delaware City and DTC to support its implementation.

27.13.08– Delaware Department of Transportation and Delaware Transit Corporation

1. Route 40 Corridor Improvements

WILMAPCO STAFF PARTICIPANT: Daniel Blevins, Principal Planner, David Gula, Principal Planner

The Route 40 Corridor Improvements Project was initiated by DelDOT in partnership with New Castle County and WILMAPCO in September 1998. The Route 40 Corridor 20-Year Transportation Plan was completed on June 19, 2000, and was adopted by the Steering Committee. The final step of the project, now underway, is the implementation of the Plan recommendations. As part of this step a Corridor Monitoring and Implementation Committee was created in order to assure that all projects in the Plan are implemented as conditions dictate – neither prior to the anticipated need, nor subject to unnecessary delay after need is identified. Staff is participating as a member of the Committee and providing assistance to the effort. **\$35,000 is budgeted for consultant support.**

2. Tyler McConnell Bridge

WILMAPCO STAFF PARTICIPANT: Daniel Blevins, Principal Planner and David Gula, Principal Planner

This effort will support staff participation in the Tyler McConnell Bridge working group committee and provide technical and coordinating assistance as needed.

3. Route 301

WILMAPCO STAFF PARTICIPANT: Daniel Blevins, Principal Planner

The initial Greater Route 301 MIS was a joint effort by DelDOT, New Castle County and WILMAPCO to reach a conclusion on a locally preferred alternative package of investment endorsed by New Castle County, municipalities and the State of Delaware through the WILMAPCO Council. WILMAPCO staff is participating in the implementation of these projects including the Monitoring and Implementation of traffic conditions as part of the US 301 Spur Trigger Analysis.

4. DTC Business Plan / Long-Range Plan

WILMAPCO STAFF PARTICIPANT: David Gula, Principal Planner

This effort will support staff participation in the DTC Business Plan / Long-Range Plan implementation and provide technical and coordinating assistance as needed.

5. Amtrak Northeast Corridor Studies

WILMAPCO STAFF PARTICIPANT: David Gula, Principal Planner, Daniel Blevins, Principal Planner, Heather Dunigan, Principal Planner

WILMAPCO Staff will work with DelDOT, Norfolk Southern Railroad, Amtrak FRA, and Maryland DOT, to determine the feasibility and cost estimate to develop an infrastructure solution (additional track, switches, etc.) on the Amtrak Northeast Corridor that will allow 24/7 access for freight movements between Perryville, Maryland and Newark, Delaware. This work will be coordinated with the NEC Future Tier I and Tier II Studies that are being carried forward by the FRA. The Perryville-Newark Link has been identified in the Delaware and WILMAPCO freight plans, as well as by the NS Delmarva Business Unit, as a very important freight rail project for the State and region. The additional track capacity between Perryville and Newark will facilitate the long-term expansion of transit service (MARC) to areas north of Perryville, including possible new service to Delaware. The *MARC Growth & Investment Plan* cites the need for expanded transit to: 1) provide fast, reliable transportation in key corridors and serve BRAC-related travel markets; 2) reduce the need to expand highways; 3) offer efficient, environmentally sustainable transportation choices to commuters and regional travelers; 4) encourage efficient regional land use and transit-oriented development, and 5) support more efficient freight rail movement.

6. Claymont Regional Transportation Center

WILMAPCO STAFF PARTICIPANT: David Gula, Principal Planner

WILMAPCO Staff will work DTC and their consultant as they complete NEPA work, develop the TIGER Agreement, complete station design, and coordinated with TOD development for this station improvement project. Staff will work with FTA to develop performance measures for the TIGER Agreement document.

27.13.09 – MDOT, Cecil County Office of Planning and Zoning, Parks and Recreation, and Cecil County Department of Aging

1. MD-272 Corridor Transportation Plan Monitoring and Implementation Support

WILMAPCO STAFF PARTICIPANT: William Swiatek, Principal Planner and Colleen Stroud, Regional Planner

The MD-272 Corridor Plan is aimed at improving transportation along the MD-272 from Joseph Biggs Memorial Highway (MD-274) in the north to Shady Beach Road and Hance Point Road in the south. The Plan was developed under the guidance of a Steering Committee comprised of agency partners and local leaders with input from the community. The Plan reviewed current and future transportation and land use conditions and then recommended the best options for making transportation safer, more connected, and accessible.

Following the plan's endorsement, a Monitoring and Implementation Committee was established to guide implementation. **\$25,000 is budgeted for consultant support.**

2. Cecil County Transit Study

WILMAPCO STAFF PARTICIPANT: Heather Dunigan, Principal Planner, David Gula, Principal Planner

Staff will assist with and monitor the implementation of the recommendations from the transit study conducted by the Cecil County Department of Aging.

3. Incorporate the Lower Susquehanna Heritage Greenways Management Plan into Cecil County Mobility Friendly Design Standards in Perryville and Port Deposit, Maryland

WILMAPCO STAFF PARTICIPANT: Heather Dunigan, Principal Planner, David Gula, Principal Planner

Staff will participate in the Mobility and Transit Friendly Design Standards Studies and provide technical assistance as needed. Staff will provide assistance as requested to Cecil County and their consultant to support the work begun in FY 2002 with North East, to develop and adopt mobility friendly design standards.

4. Transit Service, Between Harford and Cecil Counties—*Filling the Gap*

WILMAPCO STAFF PARTICIPANT: David Gula, Principal Planner, Heather Dunigan, Principal Planner

Staff will work with the Maryland Department of Transportation and Maryland Transit Administration in collaboration with Harford and Cecil counties, Baltimore Metropolitan Council (BMC), and Delaware Transit Corporation (DTC) in seeking short-term means to improve connections between existing transit services in Harford and Cecil Counties; thereby “filling the gap” for transit riders traversing the Harford and Cecil County lines. The objectives of this effort are to examine near-term improvements that: 1) link the existing local transit service offered in Harford and Cecil Counties, 2) serve longer regional transit needs to Baltimore and Wilmington through extension of commuter bus service or better interface with existing commuter bus and rail service, and 3) improve communication regarding availability of local and regional transit services and how such linkages between the services can be made. As needed, staff will provide assistance to update the commuter ridership model to show past trends in ridership, current ridership, and projected ridership and will take into account county to county workflow and rail use potential that may be affected by lack of parking, including analysis of the full market, both north and south bound, with Baltimore and Philadelphia as endpoints.

5. Cecil County Bicycle Plan

WILMAPCO STAFF PARTICIPANT: David Gula, Principal Planner

The Cecil County Bicycle Plan was developed in coordination with Cecil County, the Maryland Department of Transportation (MDOT), municipalities, cyclists and other stakeholders to establish recommendations for improved access and comfort of bicycling. The Plan proposed bicycle facilities for both unincorporated and incorporated areas of Cecil County, while integrating the bicycle recommendations for Elkton and Perryville. WILMAPCO staff will coordinate with staff from Cecil County Planning and Zoning and incorporated towns to implement the recommendations.

6. Cecil County Route 40 Program Development Support

WILMAPCO STAFF PARTICIPANT: Dan Blevins, Principal Planner

Staff will develop annual report Monitoring and Implementation transportation and land use changes to the US 40 corridor in Cecil County. This report will establish baseline and future traffic and land use projections and monitor on ongoing basis. In addition, the report will assess the conditions that may trigger the need to implement projects that were evaluated and identified in the 2007 Roadway Improvement Strategic Plan for Cecil County.

27.13.10 – Town of Chesapeake City

1. Town of Chesapeake City Comprehensive Plan Update

WILMAPCO STAFF PARTICIPANT: Heather Dunigan, Principal Planner, William Swiatek, Principal Planner

Staff will assist the Town of Chesapeake City in implementing and updating its Comprehensive Plan as needed. Assistance has been provided for the town’s Zoning Ordinance and Map and Subdivision Regulations.

2. Town of Chesapeake City Parking Plan

WILMAPCO STAFF PARTICIPANT: Heather Dunigan, Principal Planner

Staff will work with the Town of Chesapeake City in implementing its Parking Plan recommendations.

3. Walking and Biking Plan & Implementation Program

WILMAPCO STAFF PARTICIPANT: Heather Dunigan, Principal Planner, William Swiatek, Principal Planner

WILMAPCO will assist the Town with development of funding applications for the Transportation Alternatives Program or other sources of implementing funds to complete identified improvements from the Walkable Community Workshop and town plans.

27.13.11 – Town of Elkton Planning

1. East Elkton Traffic Circulation and Safety Plan Monitoring and Implementation Support

WILMAPCO STAFF PARTICIPANT: William Swiatek, Principal Planner and Leonard Bonarek, Senior Planner

The East Elkton Traffic Circulation and Safety Plan analyzes existing and forecasted traffic patterns, identifies potential safety hazards, and proposes solutions to enhance traffic flow and safety for a developing suburban area in Elkton. The plan addresses the concerns of residents and stakeholders regarding traffic congestion and safety issues within the community. Traffic flow patterns, crash data, pedestrian and cyclist movements, road geometries, and existing infrastructure were evaluated using a Planning and Environmental Linkages (PEL) study approach and recommendations made to address them. A Monitoring and Implementation Committee has been established to guide implementation. **\$25,000 is budgeted for consultant support.**

2. Town of Elkton TOD Feasibility Study

WILMAPCO STAFF PARTICIPANT: David Gula, Principal Planner, William Swiatek, Principal Planner

Staff will work with the Town of Elkton in implementing recommendations from the TOD Feasibility Study.

3. Town of Elkton Bicycle Plan

WILMAPCO STAFF PARTICIPANT: David Gula, Principal Planner, William Swiatek, Principal Planner

Staff will work with the Town of Elkton in implementing recommendations from the bicycle plan.

4. Town of Elkton Zoning Ordinance and Subdivision Update

WILMAPCO STAFF PARTICIPANT: David Gula, Principal Planner, William Swiatek, Principal Planner

Staff will work with the Town as they implement the zoning ordinances and subdivision regulations to be consistent with Elkton's Comprehensive Plan and WILMAPCO's Regional Transportation Plan (RTP).

5. Elkton Pedestrian Plan

WILMAPCO STAFF PARTICIPANT: Jacob Thompson, Senior Planner & William Swiatek, Principal Planner

Staff will work with the Town of Elkton in implementing recommendations from the pedestrian plan.

27.13.12 – City of Wilmington

1. Wilmington Initiatives Implementation

WILMAPCO STAFF PARTICIPANT: David Gula, Principal Planner, Tigist Zegeye, Executive Director

The Wilmington Land Use and Development Capacity Assessment and The Downtown Circulation Study were both adopted by the WILMAPCO Council on September 11, 1997. The Downtown Circulation Study is updated. Results from these studies call for major improvements in the City of Wilmington encompassing several design project development efforts, such as:

- Market Street Retail Corridor Improvement
- Delaware Avenue/Washington Street Gateway Improvements
- King and Orange Streets Transit Corridor Improvements
- Transportation Center Phase III Transit Hub (Porter Site)
- Downtown 4th Street Improvements Project
- Wilmington Signalization Project
- Northeast Boulevard Streetscape Improvements
- Two-Way King Street/Fletcher Brown Park Study

Staff is working with the City of Wilmington, DeIDOT, and DTC to design and implement the above projects.

2. Southbridge Transportation Action Plan (Update to the 2008 Southbridge Circulation Study) Monitoring and Implementation

WILMAPCO STAFF PARTICIPANT: William Swiatek, Principal Planner, Dave Gula, Principal Planner, and Leonard Bonarek, Senior Planner

The Southbridge Transportation Action Plan updated the 2008 Southbridge Circulation Plan. It addressed traffic and circulation in Southbridge for the purpose of reducing, slowing and restricting traffic, as well as diverting truck traffic onto Christina Avenue. As part of the study, the following were examined: a road diet, D Street sweep removal, truck reduction options, potential traffic impacts associated with the South Market Street Master Plan, along with measures recommended in the Southbridge Neighborhood Action Plan. The study proceeded with collaboration from the South Wilmington Planning Network, the Southbridge Civic Association, and the Southbridge Community Development Corporation. This year, staff will work on a follow up study entitled *Reducing Truck Traffic in the Southbridge Neighborhood: A Feasibility Study of Alternative, More Efficient Routes* (aka the Southbridge Truck Bypass Study). This work will evaluate new, more efficient routes for truck traffic to reduce the volume of trucks passing through the Southbridge community. It will study the feasibility, impacts, benefits, and costs of alternative truck routes recommended in the Southbridge Transportation Action Plan. This task will provide Monitoring and Implementation

support through the South Wilmington Planning Network to guide state and municipal infrastructure project implementation.

3. Downtown Wilmington Circulation Study

WILMAPCO STAFF: David Gula, Principal Planner

Staff will be working with the City of Wilmington, DeIDOT, and DTC to design and implement recommendations from the circulation study.

4. City of Wilmington updates to Subdivision Regulations

WILMAPCO STAFF PARTICIPANT: Tigist Zegeye, Executive Director, William Swiatek, Principal Planner

Staff will work with the City as they implement the subdivision regulations to be consistent with their Comprehensive Plans and WILMAPCO's Long Range Regional Transportation Plan (RTP).

5. Delaware Avenue/11th/12th Streets Curve Study

WILMAPCO STAFF PARTICIPANT: Tigist Zegeye, Executive Director, David Gula, Principal Planner

The Downtown Circulation Study, completed by WILMAPCO in 2010, identified Delaware Avenue/11th/12th Streets as an area for further study. The Delaware Avenue/11th/12th Streets Curve Study developed recommendations to improve road geometry of this area and include streetscape, pedestrian, and bicycle accommodations along the corridor. The analysis identified recommendations for reconstructing this corridor. WILMAPCO Staff will work with the Wilmington Departments of Planning and Public Works, and the Wilmington Initiatives Partnership (DeIDOT, DTC, WILMAPCO, and the City of Wilmington), and affected community representatives.

6. Wilmington Bicycle Plan

WILMAPCO STAFF PARTICIPANT: David Gula, Principal Planner, Jacob Thompson, Senior Planner

WILMAPCO staff will coordinate with staff from the City of Wilmington's Mayor's Office Planning & Urban Design and Public Works Department on the City's Advisory Committee that will work to implement the recommendations of the Bike Plan.

7. 12th Street Connector Alignment Study

WILMAPCO STAFF PARTICIPANT: Tigist Zegeye, Executive Director, David Gula, Principal Planner

The purpose of this project was to evaluate and recommend the optimal location and design for the proposed 12th Street Connector. This roadway will provide a more direct route to downtown Wilmington, and redirect current traffic from Price's Run, Riverside and East Side neighborhoods. The concept will generate economic development opportunities by opening new land in the vicinity of and along the Brandywine Creek while providing the necessary multimodal improvements to reduce neighborhood congestion, improve connections to the creek and make the area more bicycle and pedestrian friendly. This study was conducted in partnership with the Wilmington Initiative partners; DeIDOT, DTC and City of Wilmington departments. Staff will work with the City as they implement the plan elements.

8. East 7th Street Peninsula Roadway Improvements/ Development Study

WILMAPCO STAFF PARTICIPANT: Tigist Zegeye, Executive Director, David Gula, Principal Planner

The goal of the project was to prepare a master plan which identifies and prioritizes the implementation of necessary roadway and utility improvements. The plan evaluates and recommends land use and development potential that will attract suitable public/private investment opportunities to facilitate future economic development on the East 7th Street Peninsula. This study was conducted in partnership with the Wilmington Initiative partners; DeIDOT, DTC and City of Wilmington departments. Staff will work with the City as they implement the plan elements.

9. Safety & Capacity Improvement Study for 5-Point Intersection

WILMAPCO STAFF PARTICIPANT: Tigist Zegeye, Executive Director, David Gula, Principal Planner

The goal of the project was to evaluate and recommend roadway and infrastructure improvements to address operational and safety issues in the vicinity of Maryland Avenue, S. Madison Street, Martin Luther King Jr. Boulevard and West Street to improve the efficiency and effectiveness of the transportation grid that serves downtown Wilmington, the Christina Riverfront, local neighborhoods and regional interests. The study addressed necessary safety and capacity improvements, optimized circulation and access, and planned multimodal connectivity at and around the 5-Point Intersection. This study was conducted in partnership with the Wilmington Initiatives partners; DeIDOT, DTC and City of Wilmington departments. Staff will work with the City as it implements the plan elements.

10. Union Street Reconfiguration and Streetscapes Improvement Study

WILMAPCO STAFF PARTICIPANT: David Gula, Principal Planner

The Union Street Rapid Configuration Project resulted in the reduction of lanes between SR 52 (Pennsylvania Avenue) and Sycamore Street from 3 to 2, while reconfiguring existing left-side parallel parking to back-in angle parking with an adjacent bicycle lane. This project was intended as an interim step to the final design as it was mainly a re-stripping effort that limited changes to the left travel and curb lanes, with limited curb ramp and crosswalk additions.

11. I-95 Cap Feasibility Study Monitoring and Implementation Support

WILMAPCO STAFF PARTICIPANT: Tigist Zegeye, Executive Director, David Gula, Principal Planner

When I-95 was constructed through Wilmington in the mid-1960s it created a barrier between the downtown and the western part of the City. Nationwide, many cities are creating caps over highways and utilizing this found space for parks and recreational purposes, as well as other creative developments. WILMAPCO worked in partnership with DelDOT and the City of Wilmington to explore the feasibility of creating a “cap” over the section(s) of I-95 that are below grade within Wilmington between Delaware Avenue and 6th Street. Public outreach was a crucial element as there is already a grassroots movement in Wilmington to convert vehicular bridges over I-95 into pedestrian spaces.

The study resulted in a preferred configuration that is optimal to support future land use and transportation needs. The new concept is a result of a community driven process to develop a long-term vision for the adjacent Union Street corridor. The project team evaluated the existing design and operation and collaborated with the community to create a configuration that will balance the flow of vehicular traffic with the need for a pedestrian and bicycle friendly corridor that prioritizes wider sidewalks and traffic calming measures, while also serving transit operations. The report includes the preferred concept with cost estimates and includes a Planning and Environmental Linkage (PEL) Study that contributes to the necessary NEPA work and enables the project to be eligible for state and federal funds.

Staff will monitor the study results and provide technical guidance and support to partners as concepts are explored to provide new connections between neighborhoods that were divided when the highway was constructed.

27.13.13 – Town of Perryville

1. Town of Perryville Greenway Plan

WILMAPCO STAFF PARTICIPANT: Heather Dunigan, Principal Planner

WILMAPCO and the Town of Perryville have developed a master plan for pedestrian and bicycle facilities and policies that was completed in FY 2012. Staff will work with the town and the Perryville Greenway Committee as they implement the recommendations.

2. Town of Perryville Transit Oriented Development (TOD)

WILMAPCO STAFF PARTICIPANT: Heather Dunigan, Principal Planner, David Gula, Principal Planner

The Town of Perryville TOD study examined opportunities to enhance the existing MARC commuter service and surrounding land uses and was completed in FY 2012. Staff will work with the Town as they implement the land use and transportation recommendations.

27.13.14 – Town of North East

1. Transportation and Land Use Maps Update, Subdivision Regulation, and Road Code Revisions

WILMAPCO STAFF PARTICIPANT: Heather Dunigan, Principal Planner, William Swiatek, Principal Planner

WILMAPCO has provided support for comprehensive plan development and implementation in North East. The Town of North East completed revisions to the Transportation and Land Use Maps. Staff will work with the town as they implement roads, trails, bicycle paths, sidewalks and identify the course of planning for North East.

2. Town of North East Transit Oriented Development

WILMAPCO STAFF PARTICIPANT: Heather Dunigan, Principal Planner, William Swiatek, Principal Planner

WILMAPCO and the Town of North East completed a Transit Oriented Development (TOD) Study Plan to identify opportunities and land areas within North East for future transit supportive development and transportation around existing and future transit. The Plan identified a potential location for a future train station and transit hub, and included recommendations for land use master planning, zoning and urban design to support new development that will be sensitive to the existing character and desired development patterns, and included implementation strategies, to provide a rail link to the Town of North East by examining existing and future demand on the land areas. They will also develop a transit-oriented plan for rail service, which would accommodate existing and future needs of the Town. The Study will include recommendations and options of locations where a rail station is feasible, a plan to include suitable land uses associated with rail use and identify the impacts to the town in relationship to parking and street improvements. Participants include an Advisory Committee that included North East Planning Commission, The North East Mayor and Commissioner's Town Board, State Highway Administration, Chesapeake Bay Critical Area Commission, Maryland Department of Planning, Cecil County, North East Rail Service Committee (to be established), Homeowners Associations, and interested communities.

27.13.15 - Coordination with the Town of Port Deposit

Transit Feasibility Study

WILMAPCO STAFF PARTICIPANT: Heather Dunigan, Principal Planner, William Swiatek, Principal Planner

The Port Deposit Transit Feasibility Study was completed in FY 2013 and assessed potential routes, ridership and cost for fixed route public transit as well as alternative measures to improve mobility within the town and promote access to

areas outside the town. Staff will work with Port Deposit and Cecil County to promote implementation of improvements and services.

27.13.16 – Coordination with the Village of Marshallton

Village of Marshallton Circulation Study

WILMAPCO STAFF PARTICIPANT: William Swiatek, Principal Planner

In coordination with the Village of Marshallton, DelDOT and New Castle County the Marshallton Circulation Study was completed in 2014. The study made recommendations to address heavy vehicle volumes and speeding traffic on Old Capitol Trail, along with improving the village's multimodal transportation network. Staff will support the implementation of these recommendations as needed.

27.13.17– Coordination with the Village of Ardentown

Ardentown Paths Plan

WILMAPCO STAFF PARTICIPANT: Jacob Thompson, Senior Planner & William Swiatek, Principal Planner

The Ardentown Paths Plan identified necessary improvements to the historic network of pedestrian paths in Ardentown to preserve its natural and cultural history and to support making the village a more walkable and bikeable community. This Plan's recommendations have been folded into Connecting with the Ardens: A Transportation Plan Monitoring and Implementation.

27.13.18 – Coordination with the Ardens

Connecting with the Ardens: A Transportation Plan Monitoring and Implementation

ADMINISTRATOR: William Swiatek, Principal Planner and Jacob Thompson, Senior Planner

The Ardens Transportation Plan addressed transportation issues common among the villages of Arden, Ardentown, and Ardencroft. Calming traffic and increasing access and safety for active transportation were central to the plan. The plan was developed in partnership with the three villages through a robust public participation process inclusive of other relevant agencies and stakeholders. This task will provide Monitoring and Implementation support to guide state and municipal infrastructure project implementation. **\$25,000 is budgeted for consultant support.**

27.13.19 – Coordination with the Town of Newport

Newport Transportation Plan - Monitoring and Implementation Support

WILMAPCO STAFF PARTICIPANT: David Gula, Principal Planner and Jake Thompson, Senior Planner

The Newport Transportation Plan examined the impacts that new development in Newport, and in the surrounding area, will have on the Town, and identified multimodal improvements to the Town's transportation infrastructure to create a walkable, bikeable and transit-friendly town. The study area includes the Town of Newport and the surrounding area in unincorporated New Castle County.

This project provides consultant support to monitor changing transportation and land use patterns in the study area for the Newport Transportation Plan, to support implementation efforts of the Plan. Land development activity and trends will be profiled, along with average daily vehicle traffic, truck traffic, intersection level of service, crashes, bus ridership and service changes, the status of both transportation and land use projects called for in the Plan, and a profile of other relevant area planning and project efforts. The consultant team will also develop an updated cost estimate for the proposed Newport Train Station to reflect recent rail project cost trends. The project, guided by input from the Monitoring and Implementation Committee, will culminate in a published report. Participants include WILMAPCO, NCC Land Use, DelDOT, DTC and a consultant.

\$20,000 is budgeted for consultant support.

27.13.20 – Coordination with the Town of Charlestown

Charlestown Walkable Community Workshop and Planning Study

WILMAPCO STAFF PARTICIPANT: Heather Dunigan, Principal Planner, Jacob Thompson, Senior Planner.

In 2022, WILMAPCO and Charlestown held a Walkable Community Workshop. The primary goal was to improve safety of the pedestrian route from the historic town core up to the school. The existing sidewalks are narrow and crumbling, obstructed by a parking area, and subject to flooding from multiple sources. Replacement of the pedestrian bridge across Red Rum Creek is necessary to improve safety and ADA compliance. Future plans along this route could include pedestrian-level street lighting, marked crosswalks and crossing signs, relocating power lines underground, realignment at 343 Market to separate the road and sidewalk, and a potential roundabout at Bladen and Market Street. The result would be an active, walkable historic town core that would attract heritage tourists and increase business activity. Staff will support the Town of Charlestown; Colonial Charlestown, Inc.; Delmarva Power, Inc.; AECOM, Town Engineer; the Maryland State Highway Administration; and the Maryland Department of Transportation.

27.13.21 – Other

ADMINISTRATOR: Tigist Zegeye, Executive Director, and Staff

Other sub-regional study implementation tasks as identified.

OUTCOME AND FINAL PRODUCTS: Implemented plans and projects that will help to achieve the goals of WILMAPCO's 2050 RTP

SCHEDULE: FY 2027

TASK TYPE: Recurring

PUBLIC PARTICIPATION: Member agencies are responsible for implementing public participation strategies for their projects. WILMAPCO will assist when possible by placing notices in our newsletter, e-news and other mailings.

BENEFIT: Assurance that plans and projects are implemented in such a manner as to conform to the goals and strategies of WILMAPCO's 2050 RTP.

PARTICIPANTS: WILMAPCO Staff, Member Agencies, and the Public

TOTAL COSTS:

Resource Allocation	WILMAPCO	\$344,748
	CONSULTANT	\$797,500
	TOTAL	\$1,142,248
Cost Allocation		Total Cash Budget
FHWA DE		\$715,987
FTA DE		\$174,716
FHWA MD		\$16,979
FTA MD		\$6,117
Delaware		\$214,812
Maryland		\$2,887
New Castle County		\$5,721
Cecil County		\$2,887
City of Wilmington		\$2,142
TOTALS		\$1,142,248

V PRIOR YEARS' WORK TASKS CARRIED OVER

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Information to be inserted upon program amendment.

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VI FY 2027 UPWP COST ALLOCATION BY FUNDING SOURCE

FY 2027 WORK TASKS - WILMAPCO											
TASK #	FEDERAL				STATE		LOCAL			FY2027 PROGRAM	
	FHWA	FTA	FHWA	FTA	DELAWARE	MARYLAND	NEW CASTLE COUNTY	CECIL COUNTY	CITY OF WILMINGTON		
	DELAWARE		MARYLAND								
TOTAL TASK COST											
Administration											
MPO 27.01	\$438,851	\$107,089	\$10,407	\$3,749	\$131,665	\$1,769	\$3,507	\$1,769	\$1,313	\$700,119	
Unified Planning Work Program (UPWP)											
MPO 27.02	\$139,754	\$34,103	\$3,314	\$1,194	\$41,929	\$564	\$1,117	\$564	\$418	\$222,957	
Public Outreach & Education											
MPO 27.03	\$183,063	\$44,671	\$4,341	\$1,564	\$54,923	\$738	\$1,463	\$738	\$548	\$292,049	
Data Collection, Management & Distribution											
MPO 27.04	\$327,329	\$79,876	\$7,762	\$2,796	\$98,206	\$1,320	\$2,616	\$1,320	\$979	\$522,204	
Regional Planning & Technical Analysis											
MPO 27.05	\$360,693	\$88,019	\$8,553	\$3,081	\$108,216	\$1,454	\$2,882	\$1,454	\$1,079	\$575,431	
Air Quality Coordination and Analysis											
MPO 27.06	\$25,404	\$6,199	\$602	\$217	\$7,622	\$102	\$203	\$102	\$77	\$40,528	
New Federal Regulation Compliance											
MPO 27.07	\$49,964	\$12,192	\$1,185	\$427	\$14,991	\$201	\$399	\$201	\$150	\$79,710	
Goods Movement Plan Implementation											
MPO 27.08	\$115,254	\$28,124	\$2,733	\$985	\$34,578	\$465	\$921	\$465	\$345	\$183,870	
Regional Coordination											
MPO 27.09	\$172,364	\$42,061	\$4,087	\$1,473	\$51,713	\$695	\$1,377	\$695	\$516	\$274,981	
RTP Implementation											
MPO 27.10	\$450,074	\$109,828	\$10,673	\$3,845	\$135,032	\$1,815	\$3,596	\$1,815	\$1,347	\$718,025	
Sub-regional Studies & Coordination											
MPO 27.11	\$596,189	\$145,483	\$14,138	\$5,093	\$178,871	\$2,404	\$4,764	\$2,404	\$1,784	\$951,130	
Transportation Improvement Program											
MPO 27.12	\$92,662	\$22,611	\$2,197	\$792	\$27,801	\$374	\$740	\$374	\$277	\$147,828	
Monitoring and Implementation of Sub-regional Studies											
MPO 27.13	\$715,987	\$174,716	\$16,979	\$6,117	\$214,812	\$2,887	\$5,721	\$2,887	\$2,142	\$1,142,248	
TOTAL FY 2025 TASKS											
	\$3,667,588	\$894,972	\$86,971	\$31,333	\$1,100,359	\$14,788	\$29,306	\$14,788	\$10,975	\$5,851,080	
Vacation & Holiday	\$274,517	\$66,988	\$6,510	\$2,345	\$82,361	\$1,107	\$2,194	\$1,107	\$821	\$437,950	
Grand Total FY 2025 UPWP											
	\$3,942,105	\$961,960	\$93,481	\$33,678	\$1,182,720	\$15,895	\$31,500	\$15,895	\$11,796	\$6,289,030	

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VII COUNCIL RESOLUTION

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