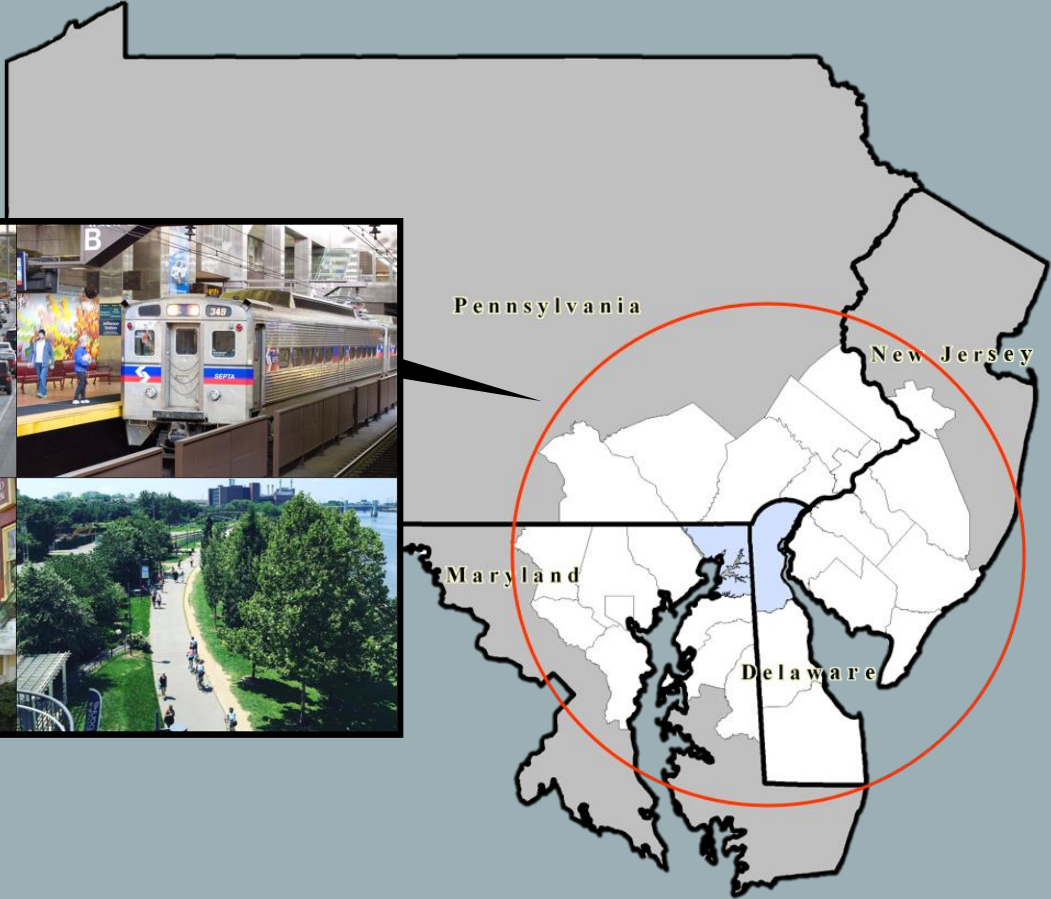




BRTB Meeting  
December 17, 2024

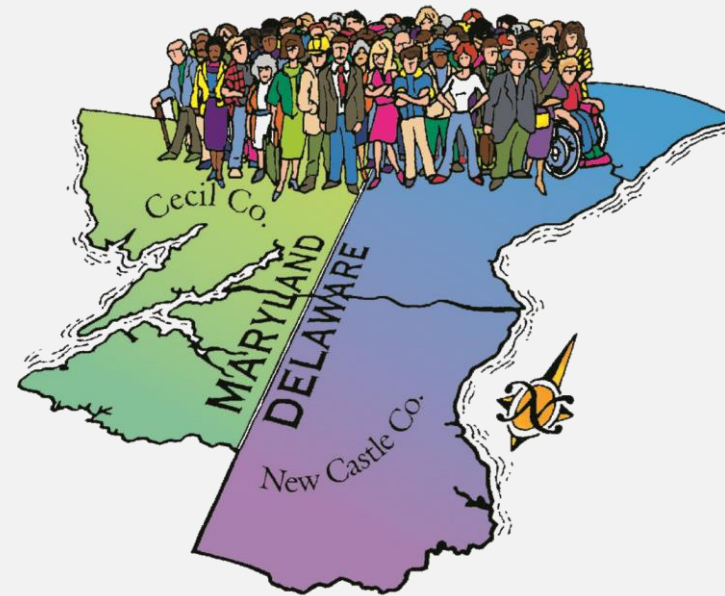


# INTER-REGIONAL REPORT

## 2024 UPDATE

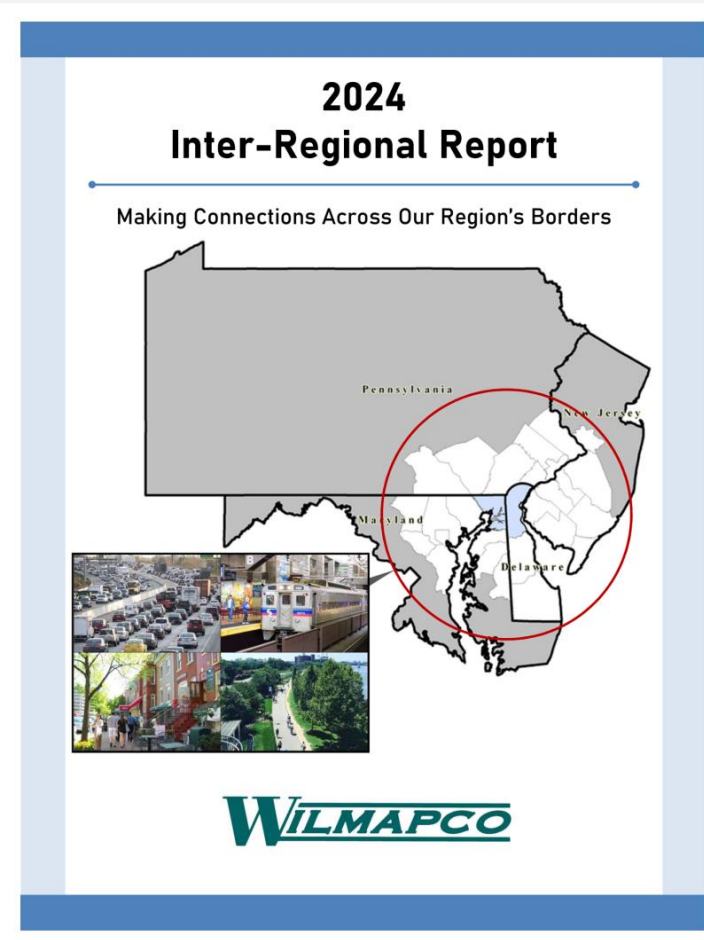
# WHO IS WILMAPCO?

- Wilmington Area Planning Council
- Metropolitan Planning Organization
- New Castle County, Delaware and Cecil County, Maryland



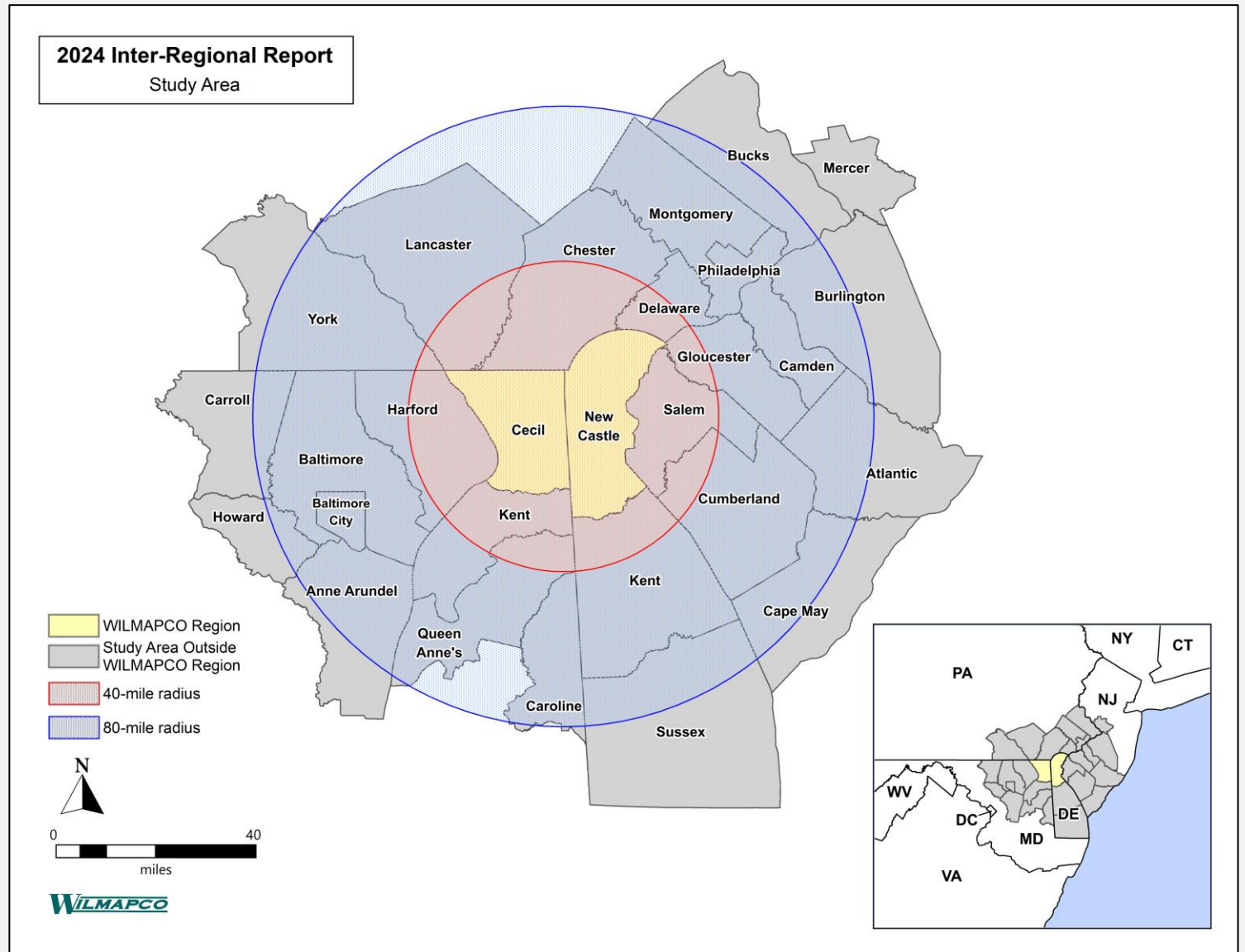
# OVERVIEW

- Demographic changes and travel characteristics
- 28-county study area
- Transportation system does not end on county lines
- First IRR was in 2004
- 2024 Report includes updated projections through 2050



# STUDY AREA

- Includes MPOs and counties within 80 miles of the WILMAPCO region
- 28 counties in four states



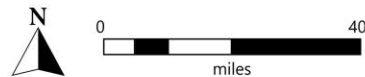
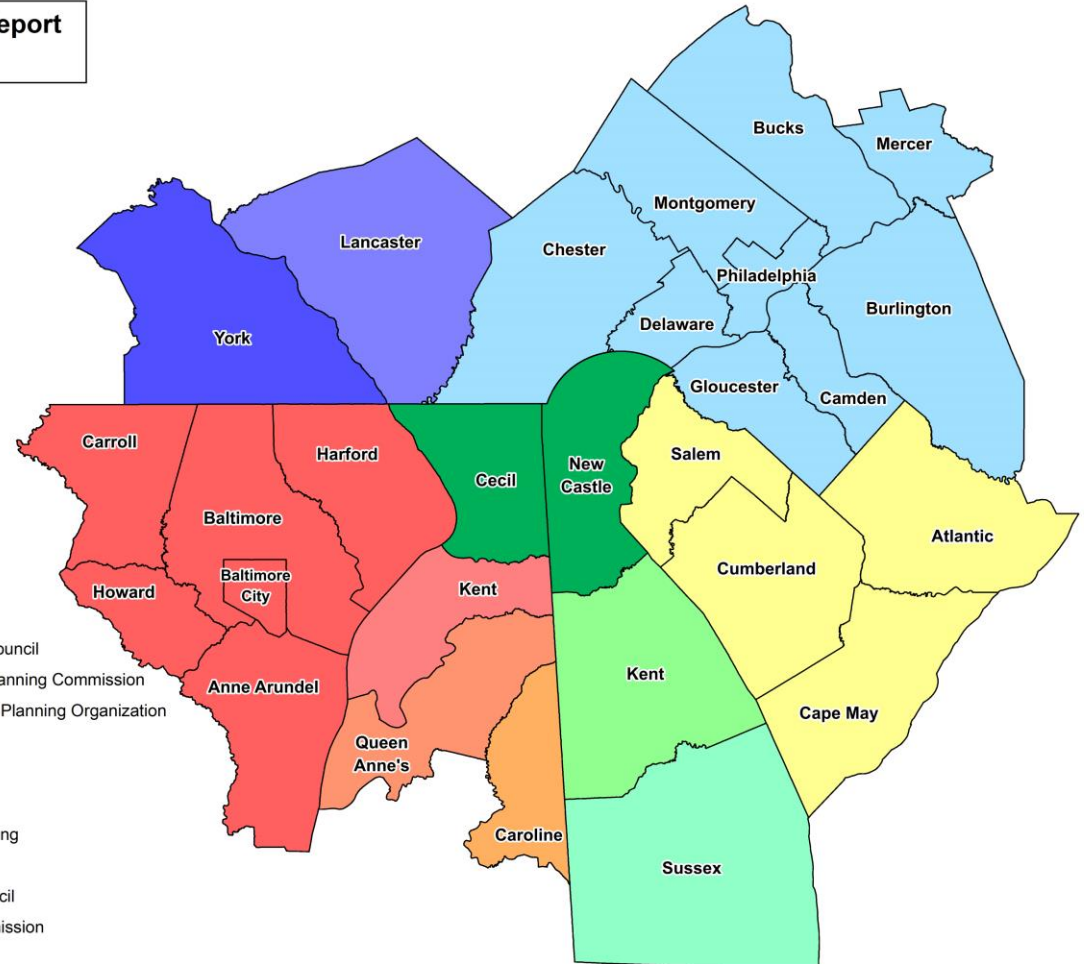


# DATA SOURCES

- US Census Bureau
- FHWA
- State DOTs
- MPOs
- County planning departments
- Transit providers

## 2024 Inter-Regional Report Regional Agencies

- Planning Organizations  
(listed clockwise)
- Wilmington Area Planning Council
  - Delaware Valley Regional Planning Commission
  - South Jersey Transportation Planning Organization
  - Dover/Kent MPO
  - Sussex County Planning
  - Caroline County Planning
  - Queen Anne's County Planning
  - Kent County Planning
  - Baltimore Metropolitan Council
  - York County Planning Commission
  - Lancaster County MPO

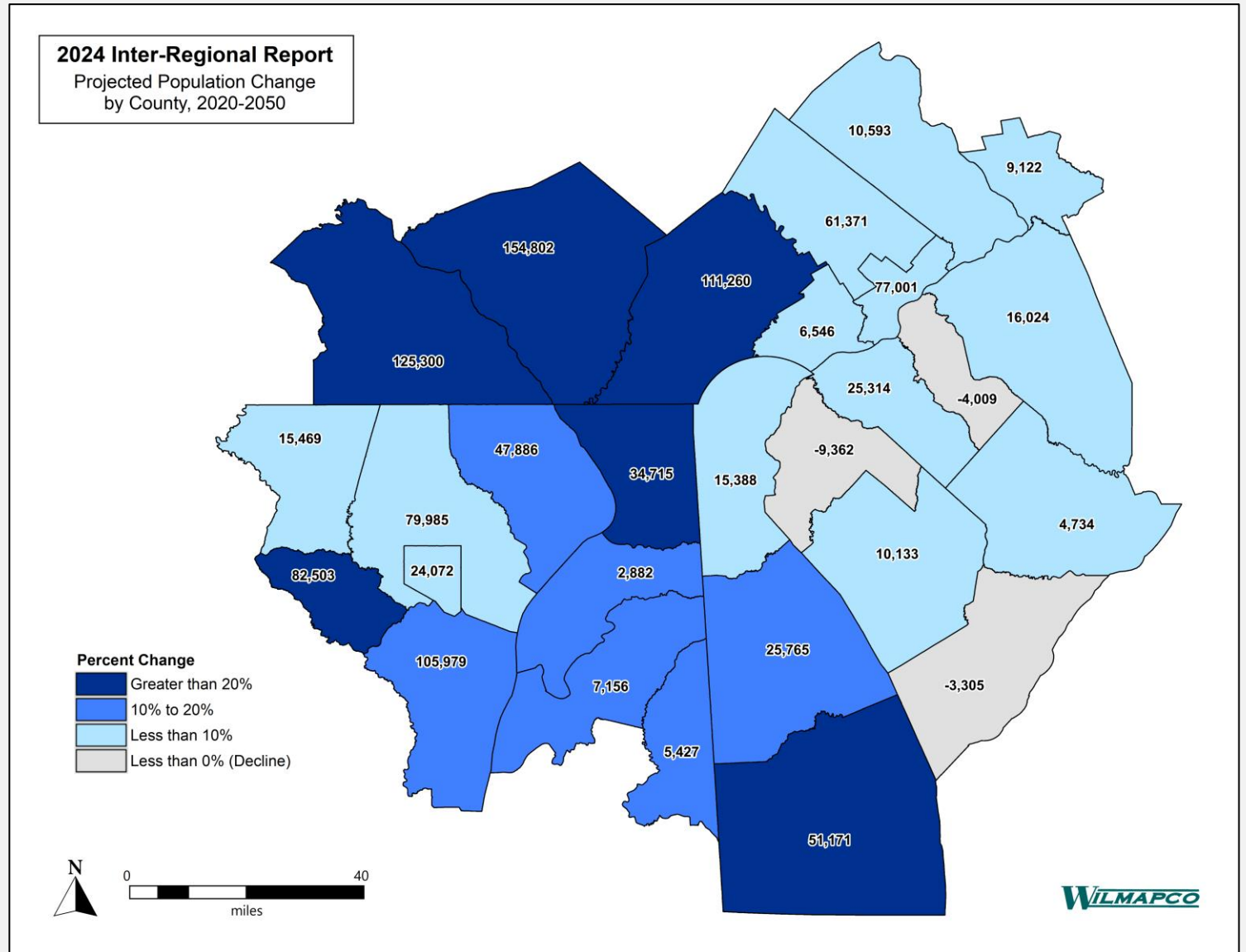


WILMAPCO

WILMAPCO

# POPULATION

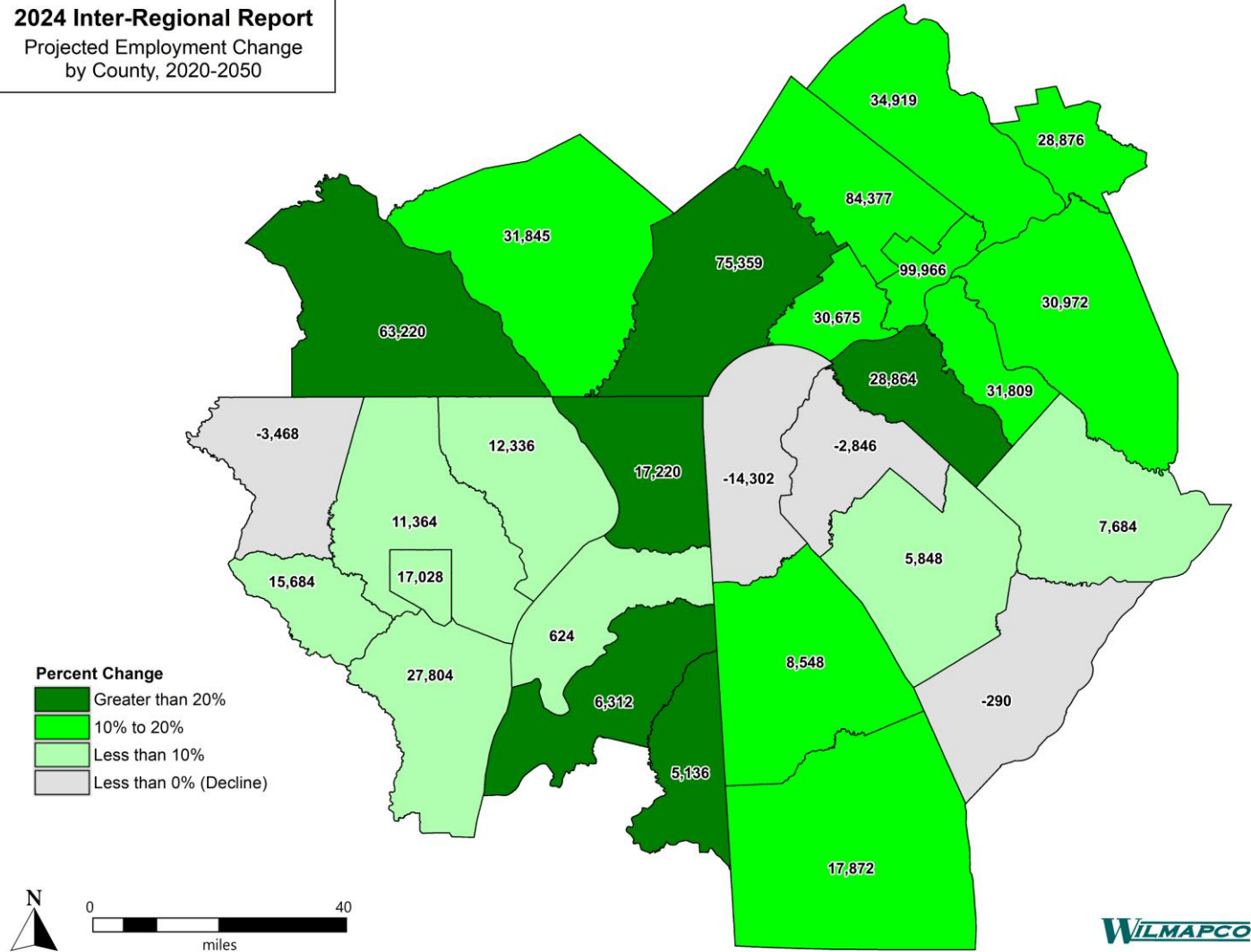
- Will grow from 11.5 to 12.6 million
- 1.1 million increase (10%)
- Cecil County, MD – largest growth (33%)
- Salem County, NJ – only county expected to have significant decline (-14%)
- Baltimore City – 4%
- Philadelphia – 5%



# EMPLOYMENT

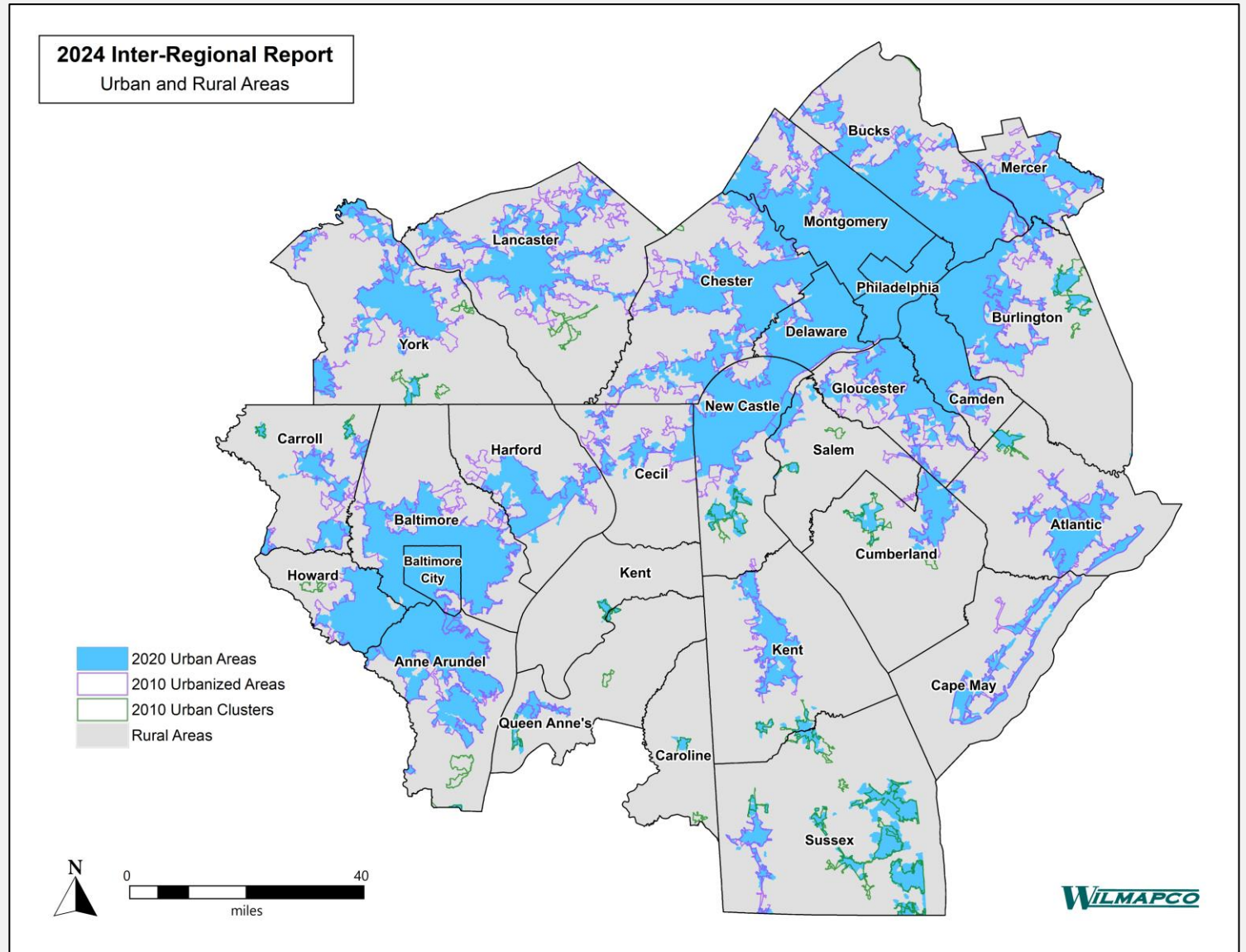
- Will grow from 5.9 to 6.5 million
- 600,000 more jobs (11% increase)
- Philadelphia will be the largest contributor, adding 100,000 jobs
- New Castle (DE), Carroll (MD), and Salem (NJ) Counties are expected to lose significant amount of jobs

2024 Inter-Regional Report  
Projected Employment Change  
by County, 2020-2050



# URBAN AREAS

- 2010 Census – two categories: urbanized areas and urban clusters
- 2020 Census – combined into one category: the urban area
- 26% of study area now considered urban (28% based on 2010 Census)





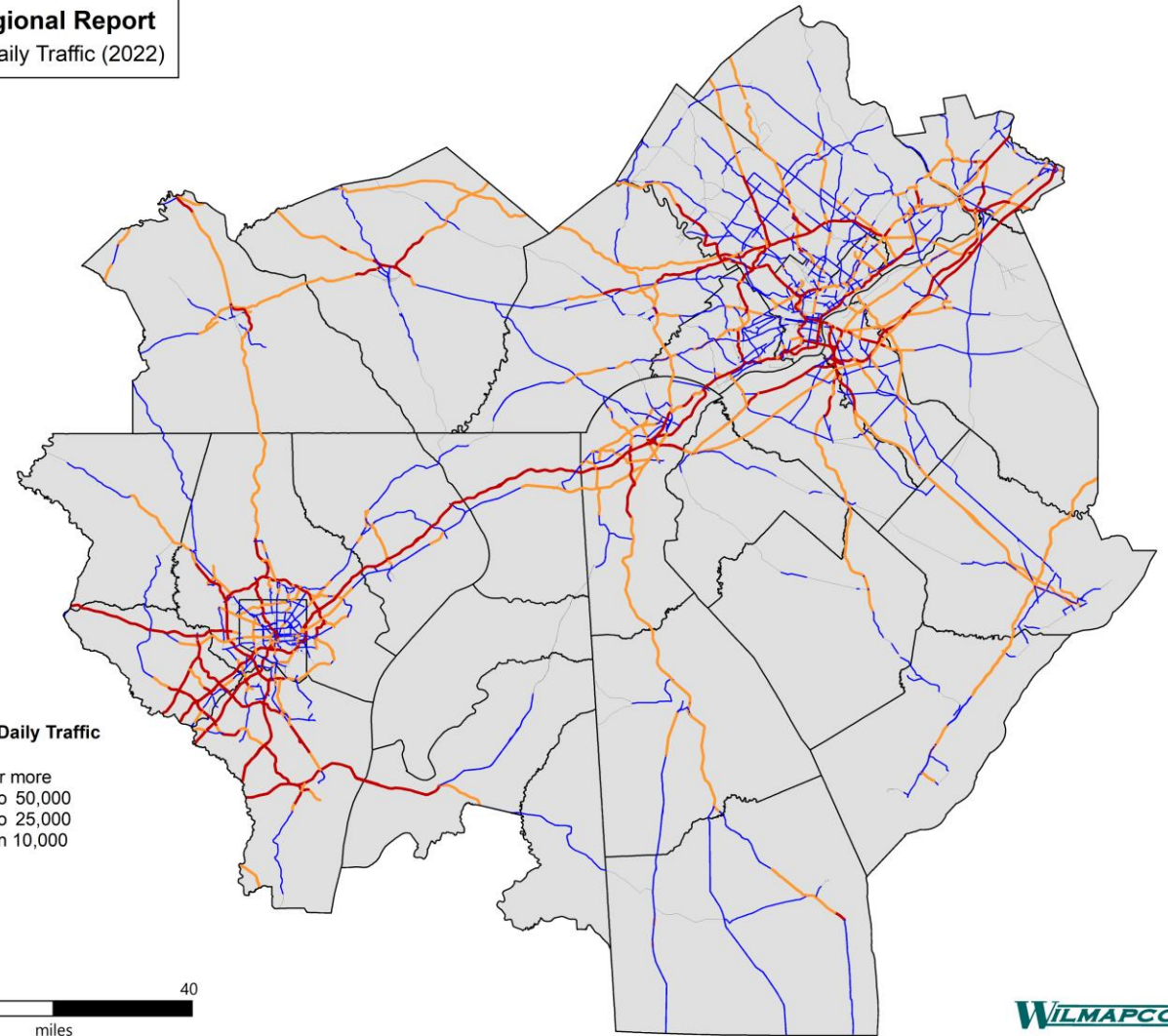
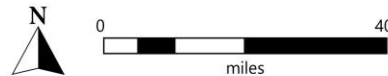
# TRAFFIC

- 2022: Average road segment carried over 31,000 vehicles per day
- I-95 corridor: over 105,000 daily vehicles
  - Down from 120,000 in 2012
- Heaviest traffic moves north-south between Baltimore and Philadelphia

**2024 Inter-Regional Report**  
Annual Average Daily Traffic (2022)

**Annual Average Daily Traffic**  
NPMRDS (2022)

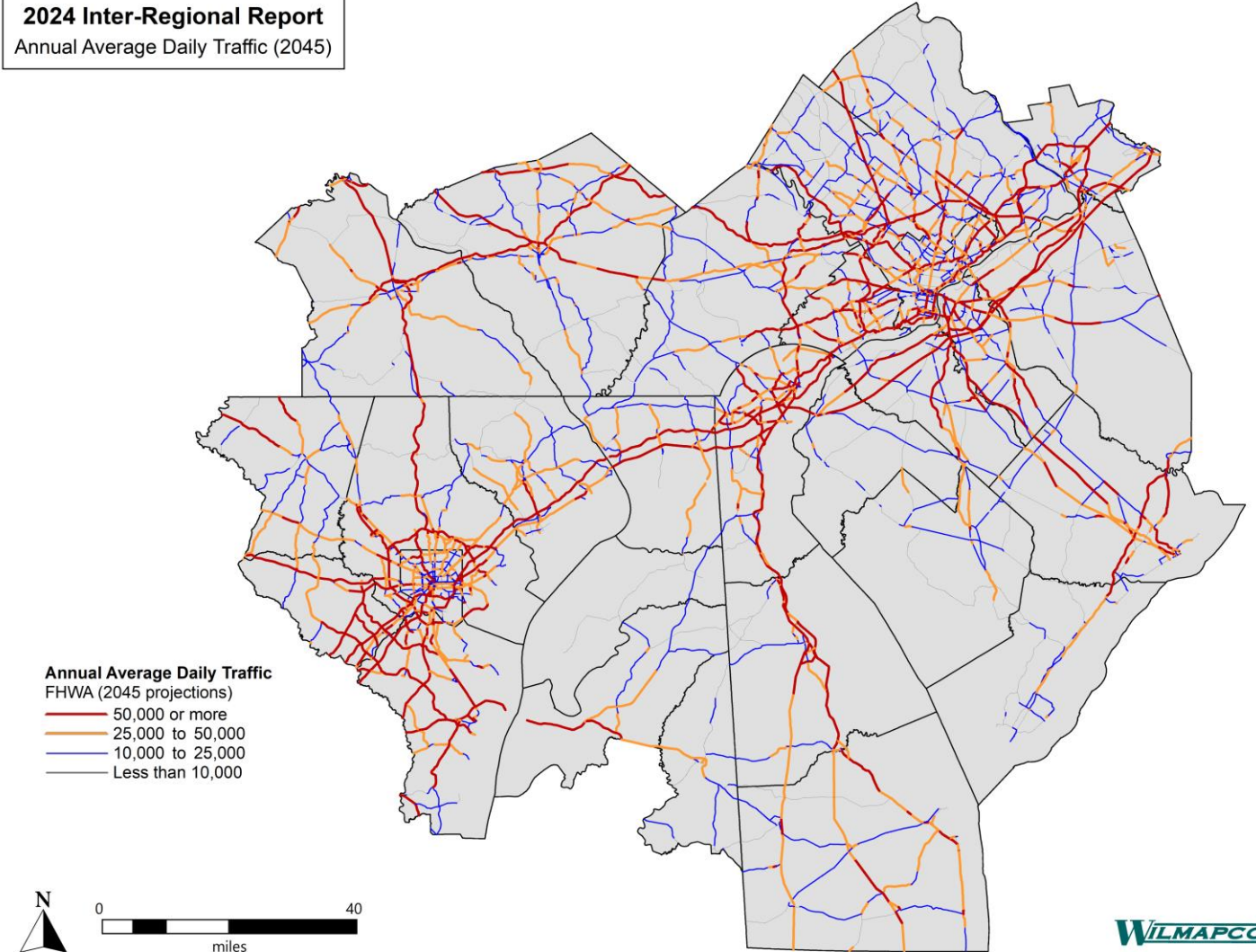
- 50,000 or more
- 25,000 to 50,000
- 10,000 to 25,000
- Less than 10,000



# TRAFFIC

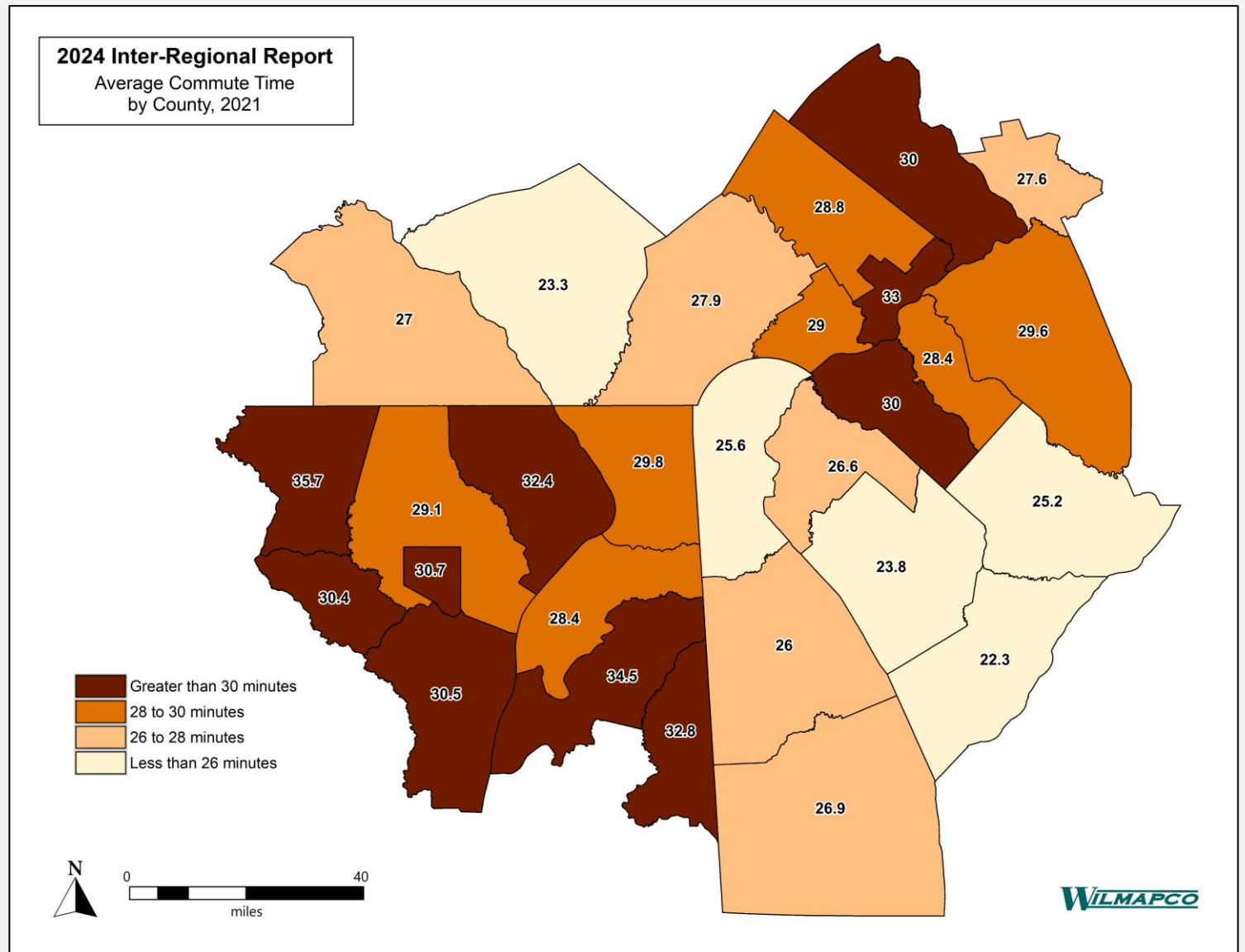
- Increases in population and employment will drive increases in traffic – if no changes are made to the transportation system
- 2022-2045: 52% increase in traffic throughout the study area
- I-95 corridor: 73% increase to 182,000 daily vehicles
- More multimodal, less auto-dependent transportation system will help sustainably support the region's mobility needs

**2024 Inter-Regional Report**  
Annual Average Daily Traffic (2045)



# COMMUTE TIMES

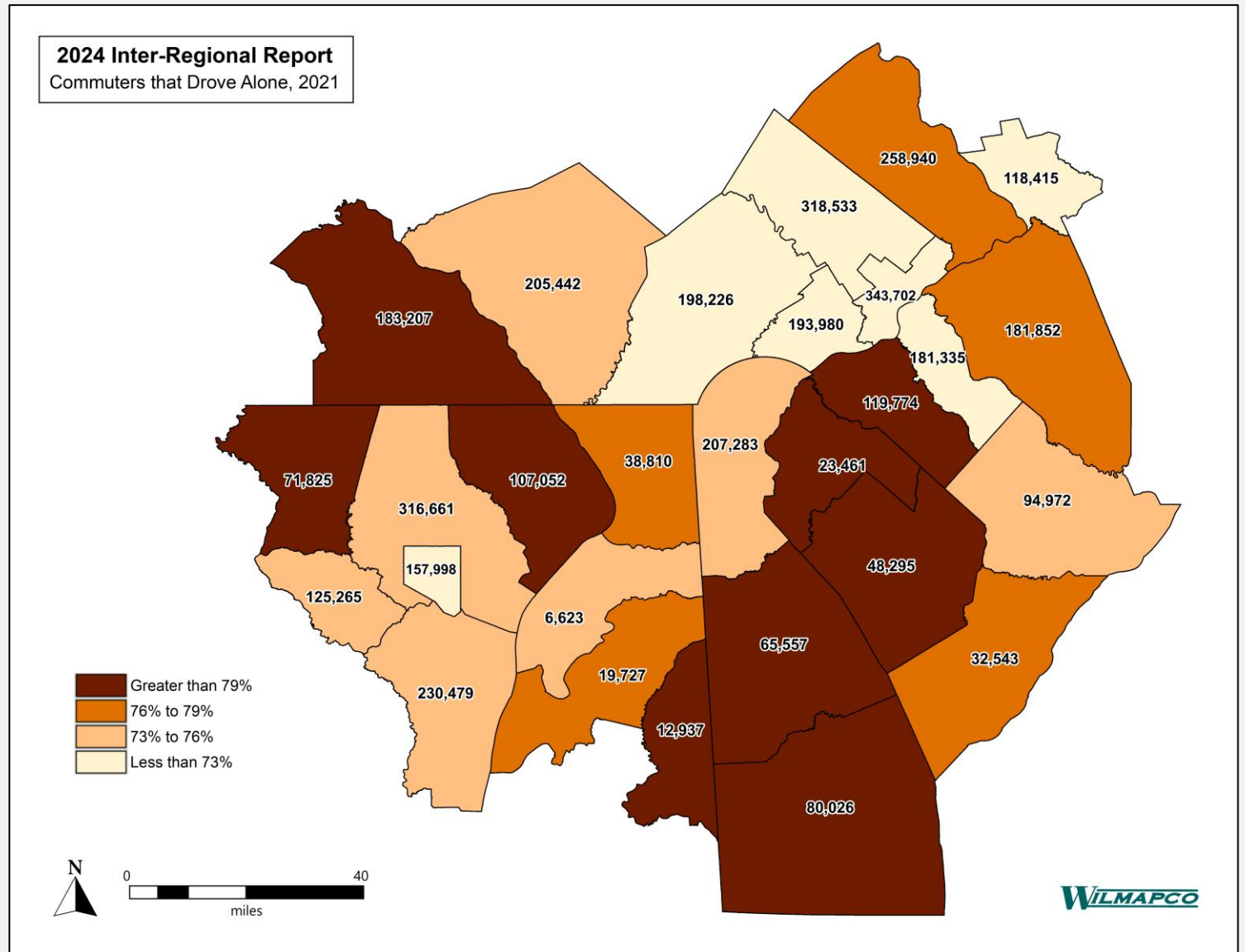
- COVID-19 pandemic led to significant increase in remote work
- 2016-2021: average commute time remained static at 28.8 minutes
- Longest commutes:
  - Philadelphia – 33 minutes
  - Queen Anne’s (MD) – 35 minutes
  - Carroll (MD) – 36 minutes
- Shortest commutes:
  - Cape May (NJ) – 22 minutes





# DRIVING MODE SHARE

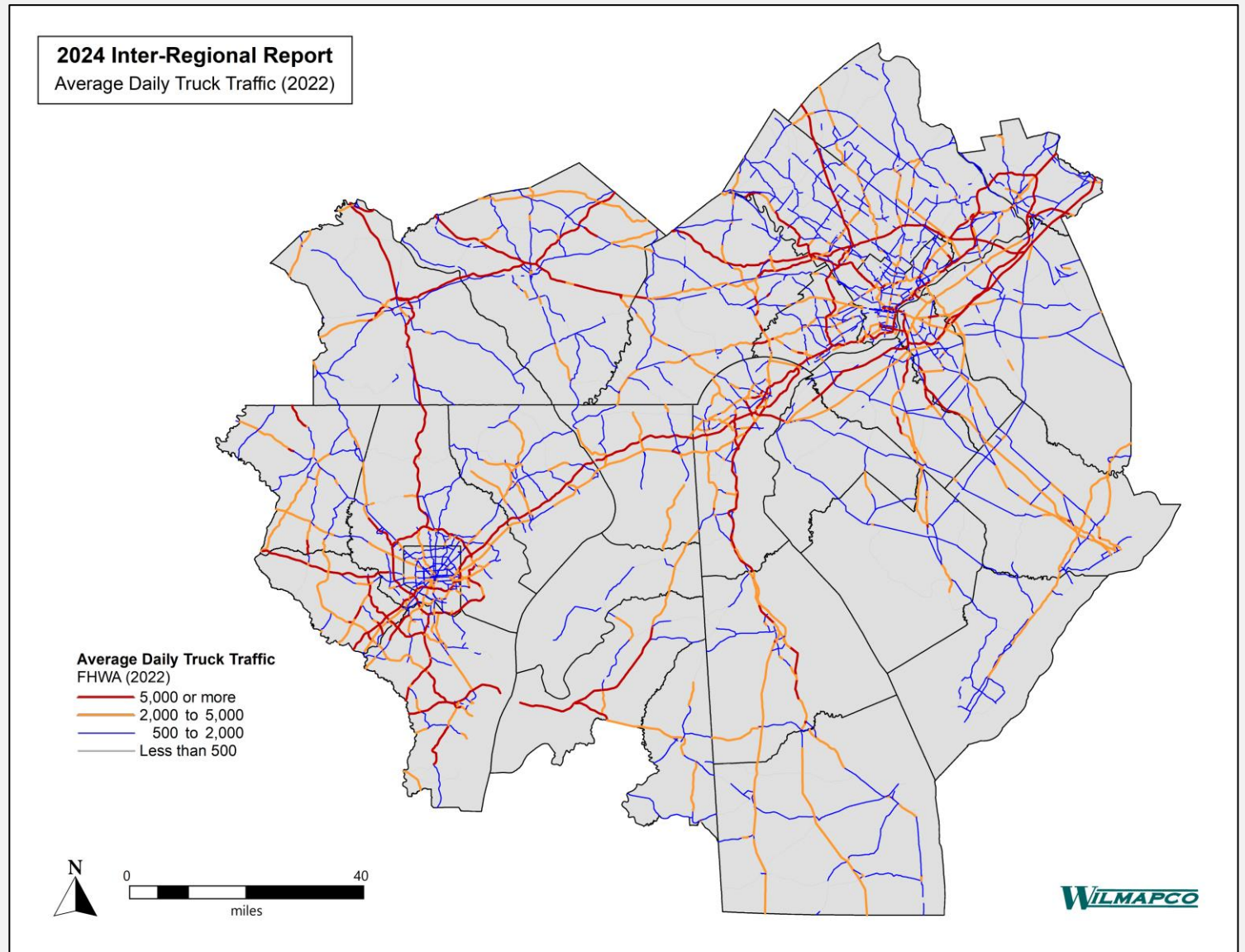
- Highest percentage of workers who drove alone
  - Caroline County (MD) – 82%
  - Salem County (NJ) – 82%
  - York County (PA) – 81%
- Lowest percentage
  - Philadelphia (48%)
  - Baltimore City (58%)
- 2010-2021: significant decline (79% to 71%)
- 11% of workers in the study area now work from home





# TRUCK TRAFFIC

- I-95 in the Mid-Atlantic is the most heavily traveled truck route in the US
- 2022: I-95 carried nearly 17,000 daily trucks (average segment)
- 10% of all vehicles in the study area and 16% of I-95 consisted of trucks
- Other significant truck routes:
  - I-83 (Baltimore City to York County)
  - I-76 (Philadelphia to Lancaster County)
  - I-295 (New Jersey)



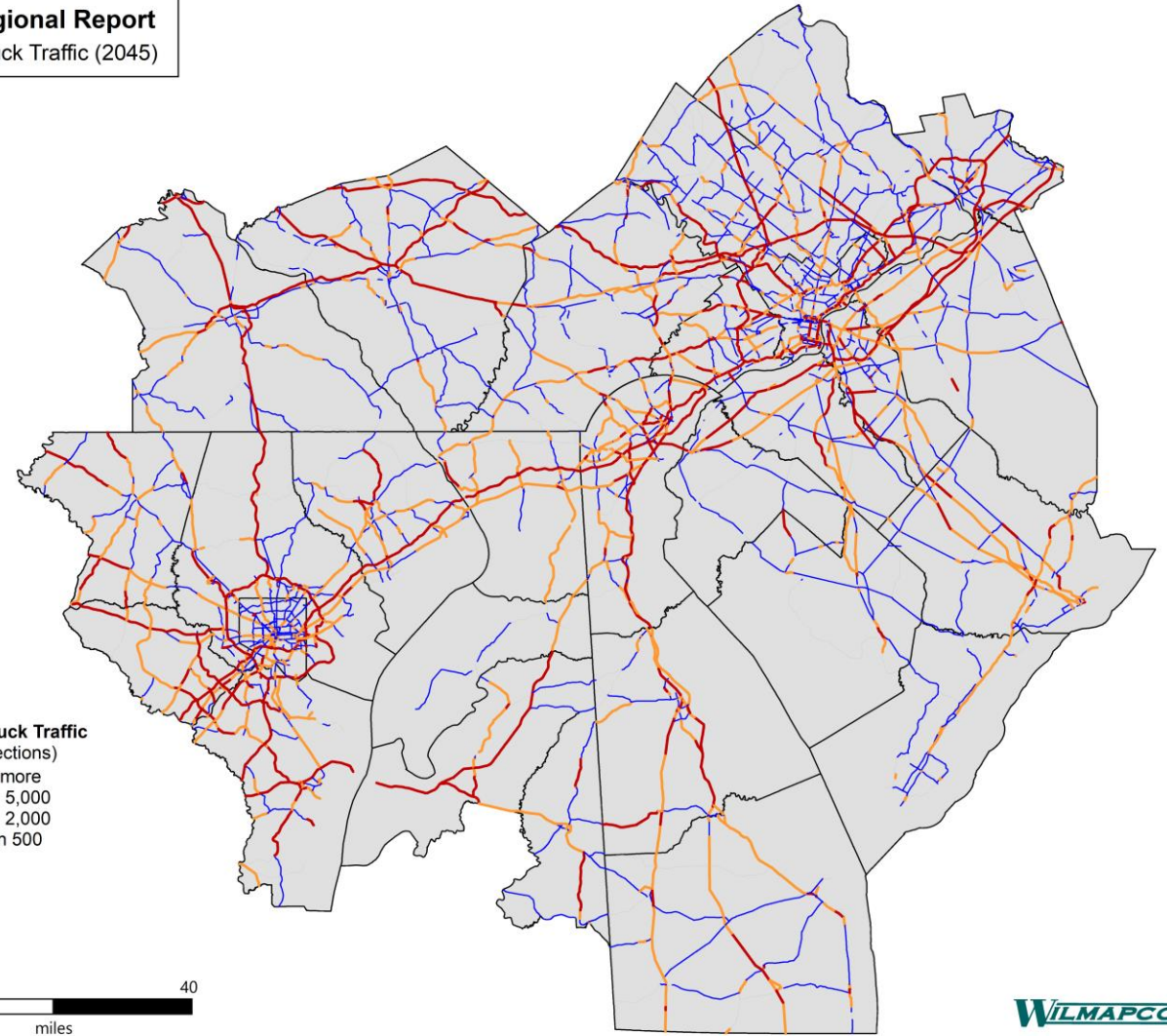
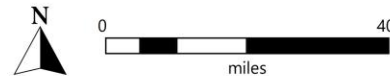
# TRUCK TRAFFIC

- 2022-2045: Truck traffic expected to grow by 25% and comprise 8% of all vehicles
- Growth occurring on roadways throughout the study area
- I-95: truck traffic will grow by 23%, reaching nearly 21,000 daily trucks (11% of all vehicles on I-95)

2024 Inter-Regional Report  
Average Daily Truck Traffic (2045)

Average Daily Truck Traffic  
FHWA (2045 projections)

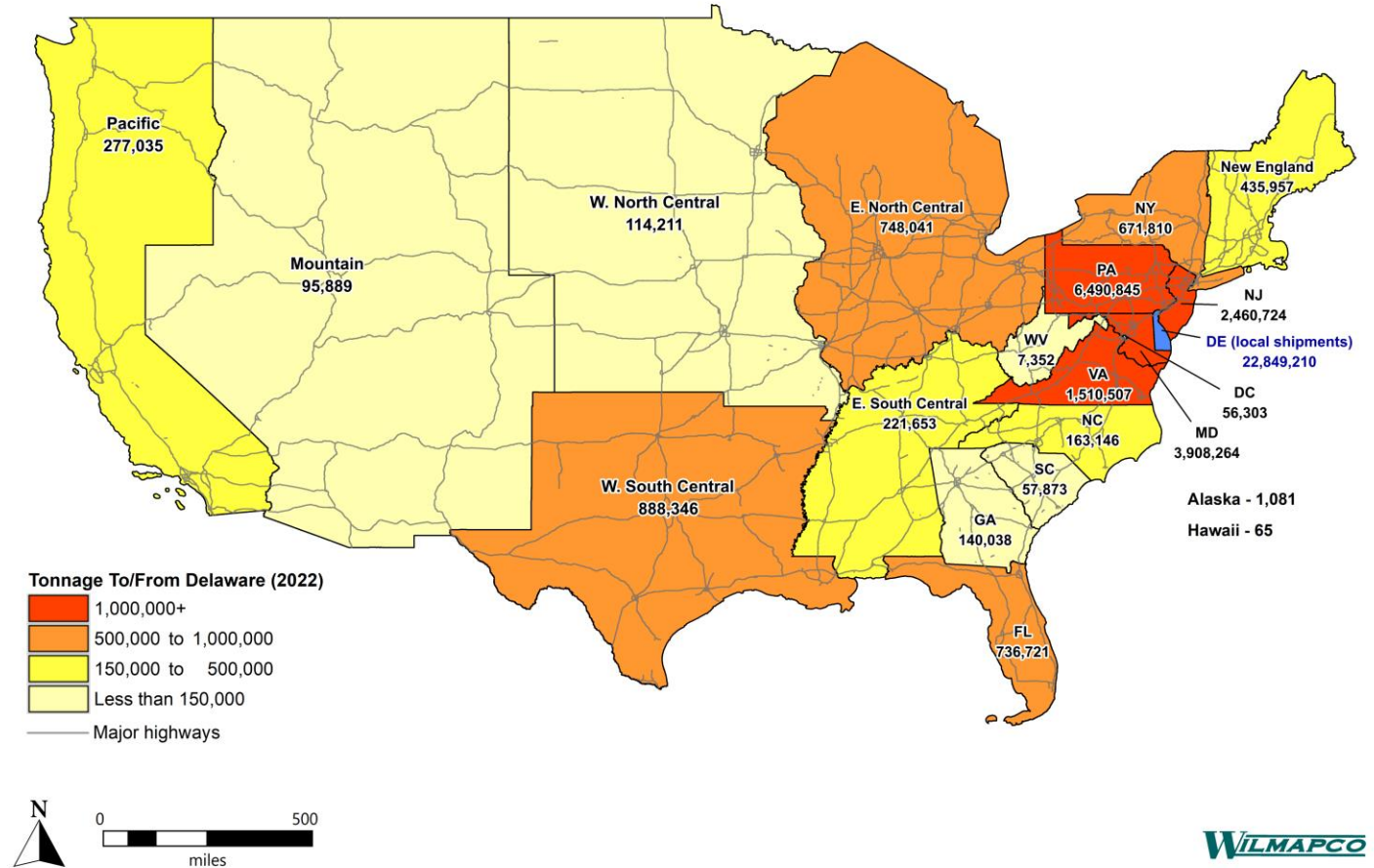
Red line	5,000 or more
Orange line	2,000 to 5,000
Blue line	500 to 2,000
Grey line	Less than 500



# FREIGHT MOVEMENT

- 2022: nearly 42 million tons of domestic freight departed or arrived in Delaware
- 22 million tons produced locally and stayed within the state
- 3 surrounding states comprised 31% of trade
- Less than 15% of Delaware freight traveled outside the Inter-Regional Report study area

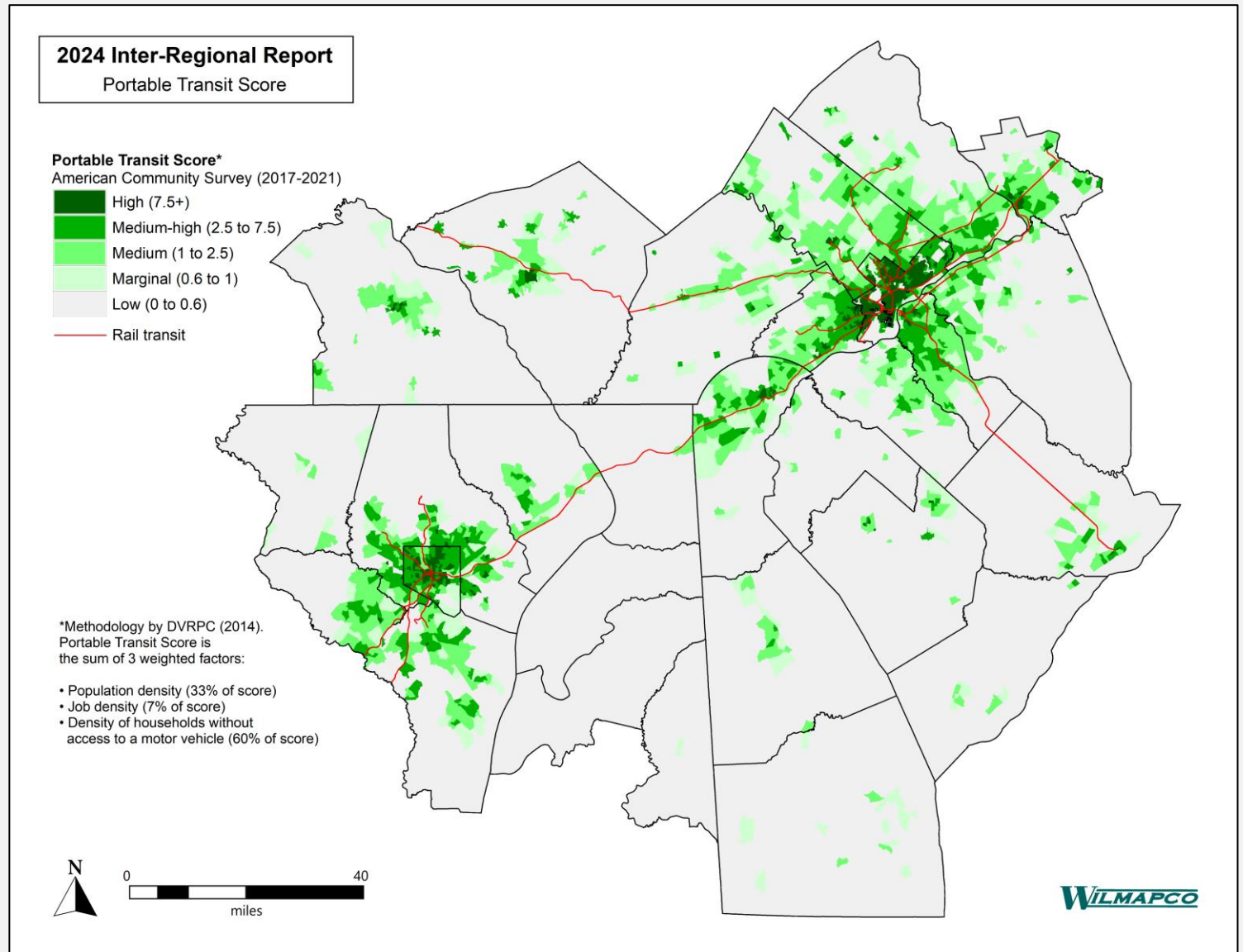
**2024 Inter-Regional Report**  
Freight Tonnage To/From Delaware (2022)





# TRANSIT SCORE

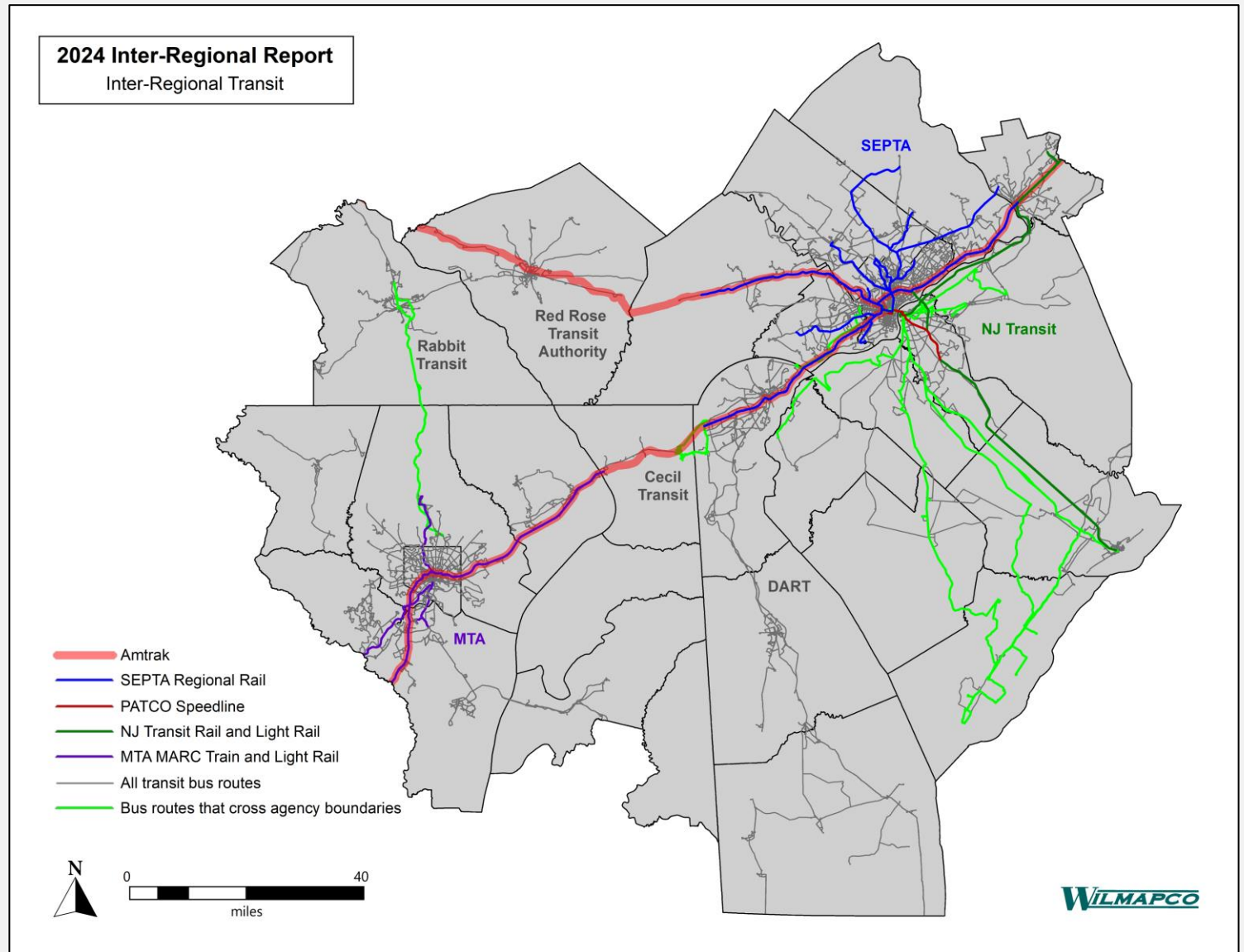
- Scores areas based on ability to support transit investments
- Useful in long range planning and congestion management
- Factors include:
  - Population density
  - Employment density
  - Zero-car households
- Highest scores in dense city centers
- Since 2005, scores grew along DE-1
  - Middletown, Smyrna, and Dover
- Other areas remained largely unchanged





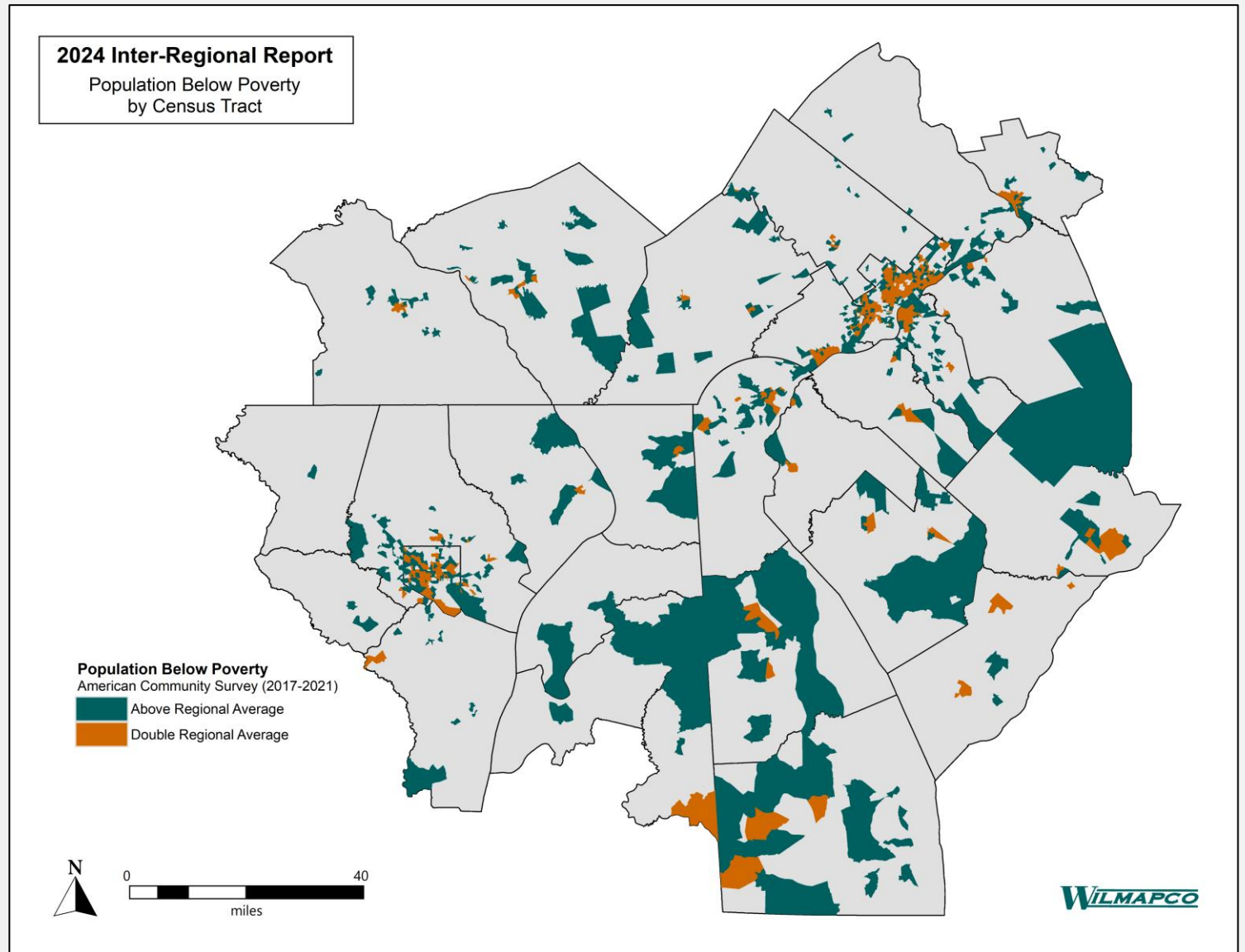
## INTER-REGIONAL TRANSIT

- Transit services are most intensive in city centers, but transportation needs do not end at administrative borders
- Map highlights transit routes that extend beyond county lines
- In addition to intercity and commuter rail:
  - Cecil Transit – 2 bus routes between Elkton and Newark/Glasgow
  - Rabbit Transit – express bus service between York, PA and Towson, MD
  - NJ Transit – several bus routes between Center City Philadelphia and NJ destinations



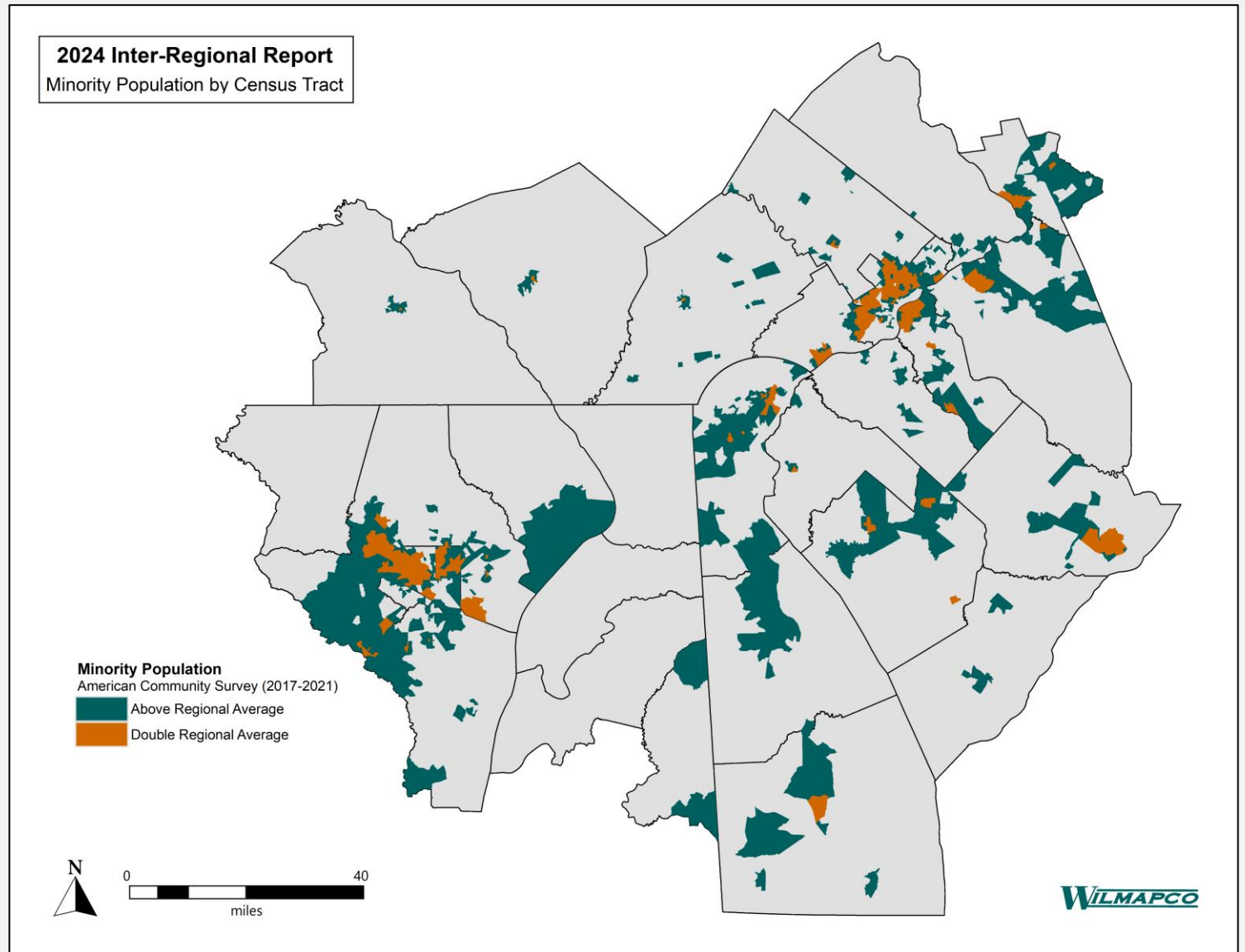
## TRANSPORTATION EQUITY LOW-INCOME POPULATIONS

- MPOs required by law to consider needs and participation of low-income and minority populations
- 2010-2020: low-income individuals dropped by 100,000
  - From 12% to 11% of the study area
- Concentrations of poverty within cities along I-95 have reduced
- Census tracts with above-average poverty scattered throughout the study area



## TRANSPORTATION EQUITY MINORITY POPULATIONS

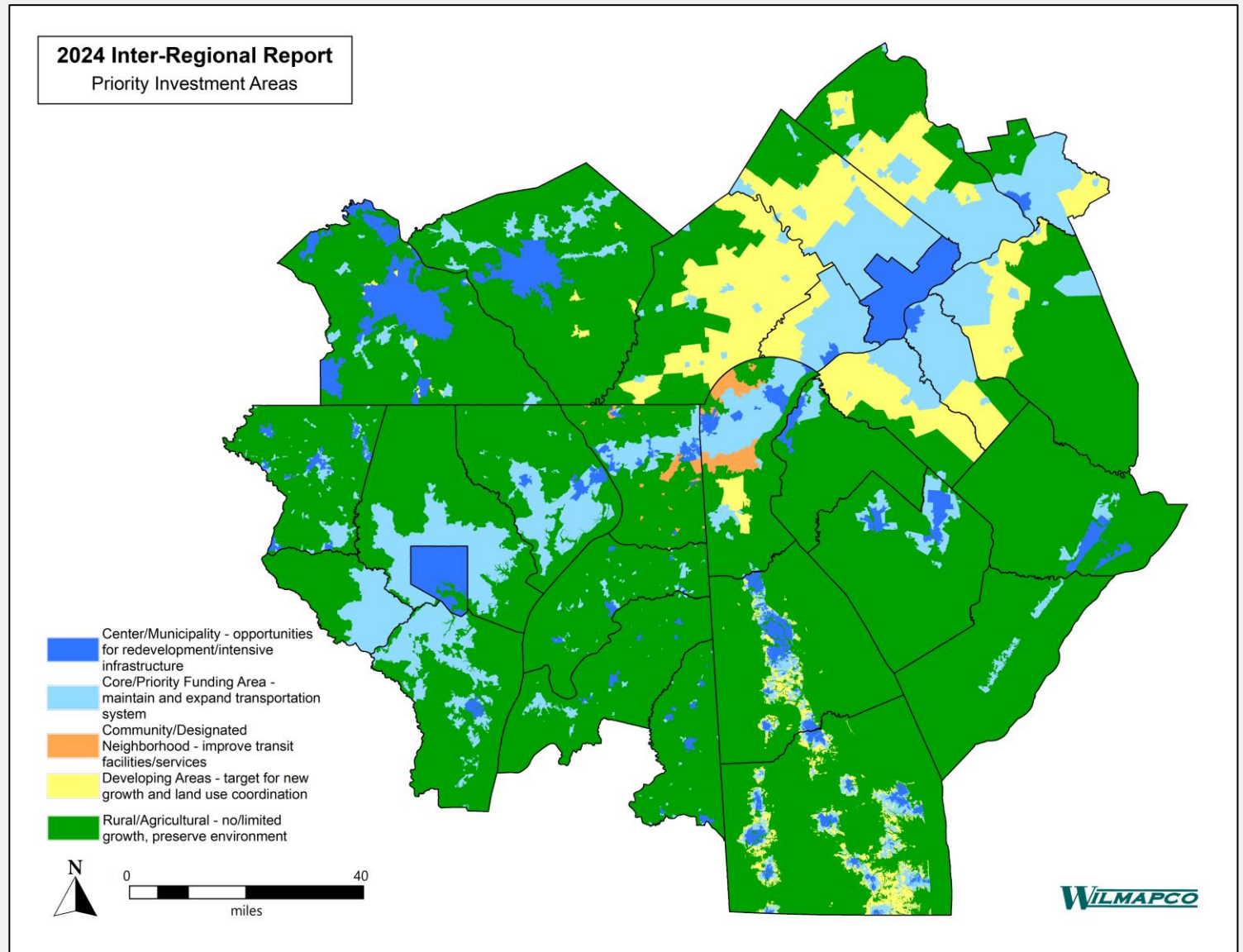
- 2010-2021: minority population grew by 600,000 to 4.5 million people
- 39% of region's population
- Geographically, concentrations have remained fairly static since 2010
- Higher concentrations remain within cities along I-95, with smaller pockets in suburban communities





# INVESTMENT AREAS

- MPOs and counties identify investment areas based on land use patterns
- Coordinate transportation investments and land use
- Use limited resources efficiently
- Address growth management issues
- Strategies vary across agencies, but tend to target:
  - Most intensive infrastructure investments in central urban areas
  - Maintenance/expansion in suburban areas
  - Environmental preservation in rural areas

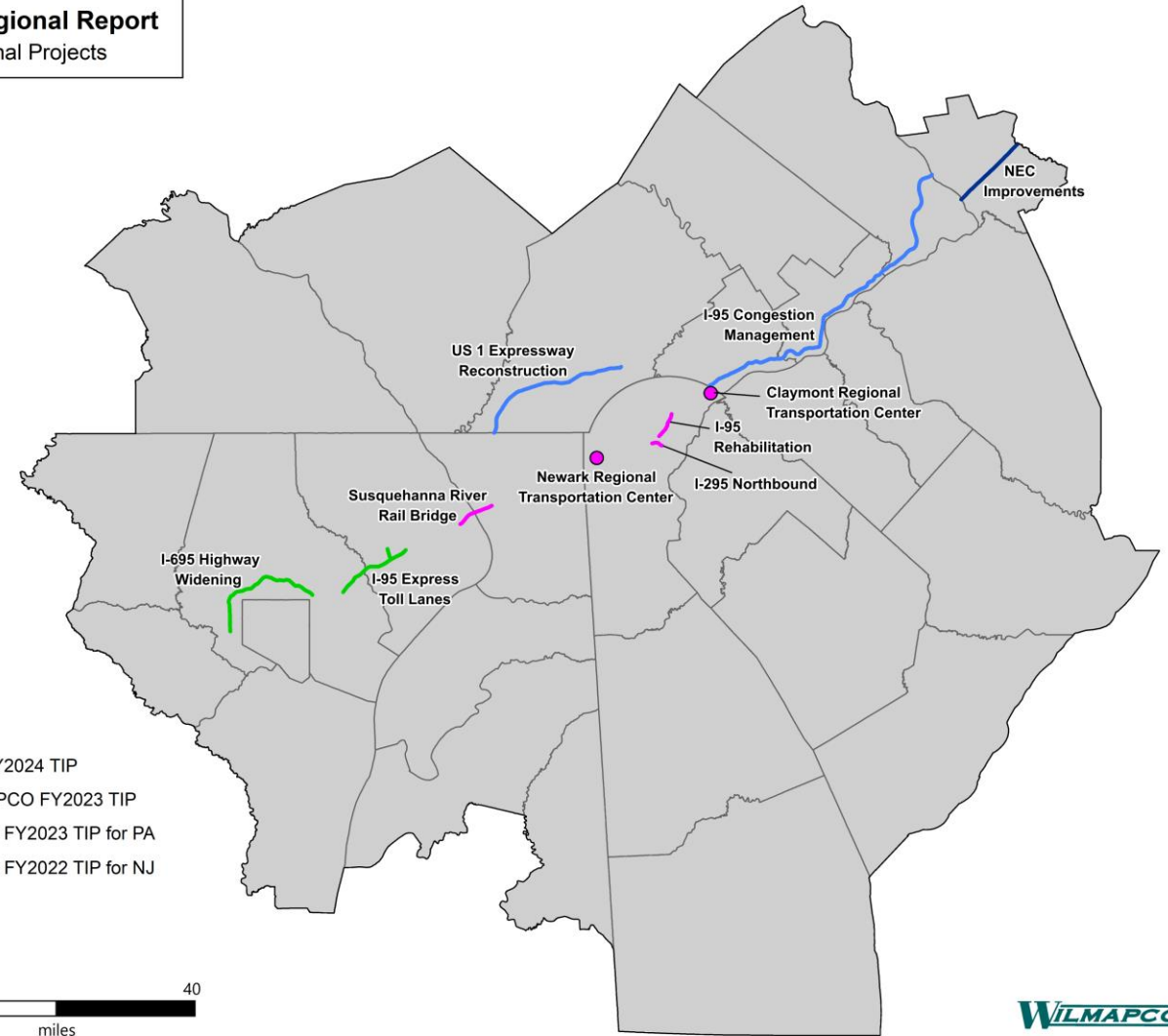




# INTER-REGIONAL PROJECTS

- TIP projects that would have significant impact on regional transportation system
- 6 highway projects and 4 transit projects
- Over the next few years – nearly 10x as much funding directed towards these highway projects than these transit projects

2024 Inter-Regional Report  
Inter-Regional Projects



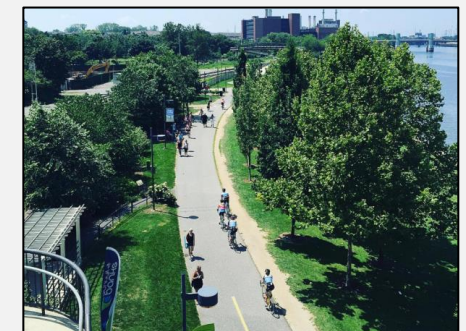
- BMC FY2024 TIP
- WILMAPCO FY2023 TIP
- DVRPC FY2023 TIP for PA
- DVRPC FY2022 TIP for NJ



Source	Project (ordered SW to NW)	Current Funding	Outyear Funding
BMC FY2024 TIP	I-695 Highway Widening	\$ 5,117,000	\$ -
BMC FY2024 TIP	I-95 Express Toll Lanes	\$ 542,166,000	\$ -
WILMAPCO FY2023 TIP	Susquehanna River Rail Bridge	\$ 500,000	\$ -
WILMAPCO FY2023 TIP	Newark Regional Transportation Center	\$ 28,992,000	\$ -
WILMAPCO FY2023 TIP	I-295 Northbound	\$ 9,400	\$ -
WILMAPCO FY2023 TIP	I-95 Rehabilitation	\$ 174,170,000	\$ 36,601,000
WILMAPCO FY2023 TIP	Claymont Regional Transportation Center	\$ 16,135,000	\$ -
DVRPC FY2023 TIP for PA	US 1 Expressway Reconstruction	\$ 16,531,000	\$ 72,272,000
DVRPC FY2023 TIP for PA	I-95 Congestion Management	\$ 36,400,000	\$ -
DVRPC FY2022 TIP for NJ	Northeast Corridor (NEC) Improvements	\$ 43,152,000	\$ 64,728,000
<b>Total for roadway projects:</b>		<b>\$774,393,400</b>	<b>\$ 108,873,000</b>
<b>Total for transit projects:</b>		<b>\$ 88,779,000</b>	<b>\$ 64,728,000</b>

# SUMMARY AND RECOMMENDATIONS

- Significant population and employment growth by 2050
  - Population expected to grow by 9.5%
  - Employment will grow by 11.4%
- Significant increases in truck traffic (25%) and overall traffic (52%) if no changes are made to the transportation system
- Recommendations
  - Expand inter-county transit services
  - Continue inter-agency coordination
  - Support dense, walkable land uses and limit outward growth



# QUESTIONS?

For more information and  
to view the report:

<http://www.wilmapco.org/interregional/>

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