

**REGULAR COUNCIL MEETING  
JANUARY 12, 2017**

The Council meeting was held at WILMAPCO, 850 Library Avenue, Suite 100, Newark, Delaware, on January 12, 2017.

1. **CALL TO ORDER:** Mr. John Sisson, Council Chair, opened the meeting at 6:30 p.m.

2. **ROLL CALL:**

**Members present:**

Drew Boyce, representing Jennifer L. Cohan, DeIDOT Secretary of Transportation  
Rich Hall, representing New Castle County Executive, Matthew Meyer  
Connie Holland, Delaware Governor's Appointee  
Jeanne Minner, representing Mayor Robert J. Alt, representing Cecil County Municipalities  
Heather Murphy, Maryland Governor's Appointee  
Eric Sennstrom, representing Cecil County Executive, Alan McCarthy  
John Sisson, Delaware Transit Corporation's Chief Executive Officer  
Leonard Sophrin, representing City of Wilmington Mayor, Michael S. Purzycki  
Michael Spencer, representing New Castle County Municipalities

**Members absent:**

None.

**Guests, Observers:**

Amanda Doremus, University of Delaware  
Reed McMillan, New Castle County

**Staff members:**

Dan Blevins, Principal Planner  
Janet Butler, Administrative Assistant  
Heather Dunigan, Principal Planner  
Sharen T. Elcock, Executive Assistant  
Dave Gula, Principal Planner  
Randi Novakoff, Outreach Manager  
Bill Swiatek, Senior Planner  
Jacob Thompson, Transportation Planner  
Tigist Zegeye, Executive Director

Minutes prepared by Janet Butler

3. **MINUTES:**

The November 10, 2016 meeting minutes were approved.

**ACTION:** On motion by Mr. Spencer seconded by Mr. Sophrin the Council approved the November 10, 2016 Council Meeting Minutes.

Motion passed.

(1-12-17-01)

4. **PUBLIC COMMENT PERIOD:**

None.

## **COUNCIL MEMBERS' AND DIRECTOR'S REPORT:**

### **5. Chairperson's Report:**

Mr. Sisson said Delaware Transit Corporation (DTC) has just completed the December 2016 service changes, which was a big success. In addition, they rolled out real-time and transit information. Mr. Gula and Mr. Sisson will present Wilmington Transit Moving Forward (WTMF) concepts to the new Wilmington City Council, and Wilmington Public Works and Transportation Committee, which includes plans for the new Wilmington Transit Center at Front and Walnut Streets near the Wilmington Train Station. One qualified firm will submit bids in March 2017. Other WTMF projects include Fourth Street and Orange Street projects.

#### **- Council Member's Reports:**

Ms. Minner said new electric charging stations were installed in the Municipal Parking Lot, Main Street, Elkton, Maryland. Mr. Sisson asked if there is a charge for the electricity. Ms. Minner replied they are just recouping the cost of the electricity. She added the Town of Elkton used the June 2014 WILMAPCO Data Report #12, Electric Vehicle (EV) Charging Hotspots when they applied for a grant to re-do the parking lot.

Mayor Spencer said he contacted a few people from various organizations who are interested in joining the PAC. He asked who he should direct them to. Ms. Zegeye replied that she or Randi Novakoff would be the best contacts.

Mr. Boyce said the DeIDOT Long Range Plan Updates are being developed and DeIDOT will sit down with WILMAPCO staff and others to shape it and to look at performance measures and targets with the goal of being consistent and having transparency of messaging.

**6. Executive Director's Report** – Ms. Zegeye shared the following events and information:

- The WILMAPCO Air Quality Conformity Analysis for the FY 2017-2020 TIP and 2040 Long Range Plan was approved by FHWA and FTA.
- Staff has begun work on the 2017 Regional Progress Report. Staff will reach out to member agencies for data requests.
- The Federal Highway Performance Management Rulemaking was published. FTA is still developing some of the performance measures. WILMAPCO staff will work with MDOT, DeIDOT, and transit agencies to develop performance measures for the region. The rulemaking stipulates that states and transit agencies develop their measures first and MPOs will have 180 days to develop theirs. Our goal is to develop the performance measures concurrently.
- The Newark Regional Transit Center (NRTC) study weekly conference calls are ongoing with FTA and the project is on schedule for construction to begin in the spring of 2017.
- Staff is working on scheduling a Wilmington Initiatives (WI) briefing to the new City of Wilmington Mayor and his senior staff, including the Wilmington Transit Moving Forward (WTMF) projects.
- Staff is helping DTC and DeIDOT with completing the FTA TIGER agreement for the Claymont Regional Transportation Center.
- Staff is working towards completing the Glasgow Avenue Planning Study and hope to present the findings at a public meeting in early 2017. WILMAPCO staff is also working on scheduling a Unified Planning Work Program (UPWP)

presentation to the New Castle County Executive, New Castle County Land Use General Manager and senior staff.

- The US 202 Master Plan project was submitted by New Castle County and a Market Assessment report has been completed. A briefing on the assessment will be provided to New Castle County.
- The Ridership Modeling Project Analysis, which measures ridership between Baltimore and Philadelphia, is due by the end of January 2017.
- Staff has been asked to serve and chair a special committee to study and make recommendations regarding truck traffic and freight movement on SR 48, SR 41, and SR 7. There is no resolution introduced creating this special committee yet.
- The Tier I Final Environmental Impact Statement (EIS) for the North East Corridor (NEC) Future has been released. WILMAPCO received an e-mail yesterday regarding four public meetings to be held including two online sessions on February 13 and February 16, 2017. Agencies can send in their comments until January 30, 2017.
- The MPO Coordination and Planning Reform final ruling is out. It clarifies that a Metropolitan Planning Area (MPA) includes an entire urbanized area, which in our region includes Delaware Valley Regional Planning Commission (DVRPC), South Jersey Transportation Planning Organization (SJTPO) and WILMAPCO. There are three options that can be done to comply with the rule: 1) Adjust Metropolitan Planning Organization (MPO) boundaries; 2) Merge the three MPOs; and 3) Put together a unified MPO planning product including a single Long Range Plan (LRP), a single Transportation Improvement Program (TIP) and a jointly established set of performance targets for the MPA. The final rule will be effective by January 21, 2017. The final rule includes an exception that, if approved by the Secretary, allows multiple MPOs in an MPA to continue to generate separate planning products if the affected Governors (in our case governors of Maryland, Delaware, New Jersey, and Pennsylvania) and all MPOs in the MPA (DVRPC, SJTPO and WILMAPCO) submit a joint written request and justification to FHWA and FTA, which will explain why it is not feasible for the MPOs to produce unified planning products for the MPA. Ms. Zegeye said she believes it is doable. In addition, the new U.S. Administration could make changes or even eliminate this rule making.
- Ms. Zegeye distributed the December 2016 billing report. The expenditures show it is still under budget.

Mayor Spencer asked why a new committee is being formed to look at truck traffic on Routes 48, 41, and 7. He said he thought the issue was previously covered with the determinations of truck traffic in the WILMAPCO Freight Report a year and a half ago. He added there were no recommendations to put truck traffic on Route 48 or weight restrictions. There are a large number of citizens who don't want to change anything on these routes.

Ms. Zegeye replied that DeIDOT asked WILMAPCO to undertake this study as a neutral body, and WILMAPCO's role is to coordinate and make sure all aspects of the argument are heard. She added, if anything, it is for us to have a dialogue with the community as well as educate the community on the various functions of the roadway system in our region. Ms. Zegeye said the value is that it is not just what WILMAPCO is bringing to the table; we also plan to bring in experts from DVRPC's Freight Sub-committee to participate in this study. Mr. Boyce said WILMAPCO is respected and this will help with the process.

Mr. Sophrin recommended that the Route 202 Master Plan project should not stop at I-95 at the Wilmington City Line. He said it needs to be looked at and end at Market Street. He added we should let the City of Wilmington and New Castle County work together, because the project will serve a greater number of people. In addition, there are no sidewalks connecting the Route 202 corridor; therefore, sidewalks need to be connected to tie into other areas.

#### **7. Public Advisory Committee (PAC) Report:**

Ms. Novakoff said the PAC met on December 12, 2016. Mr. Valenzuela was re-nominated as PAC Chair, and Mr. Shotwell as PAC Vice Chair. The PAC also approved the public outreach for the TIP. There was a discussion about why Tweeds Mill Park had public access. Staff presentations included: 1) Data and Demographics, and a question was raised regarding the percentage of accuracy of predictions, which was 4%; 2) Ardentown Paths Plan, and a question was raised on why citizens chose no lighting on the paths, which was because they prefer the natural feel of the town and lack of light pollution, and 3) The Housing Report inspired a comment that it is better to improve transit near jobs rather than near housing.

#### **8. Technical Advisory Committee (TAC) Report:**

Ms. Dunigan said the TAC met on November 17, 2016. There were no action items. Staff presentations included the FY 2018-2021 TIP, Ardentown Paths Plan, Route 9 Corridor Master Plan and North Claymont Area Master Plan. The December 15, 2016 TAC meeting included recommending the release of the draft FY 2018-2021 TIP, the endorsement of the North Claymont Area Master Plan, and the amendment of the Cecil County Roadway Functional Classifications. Presentations were made about the Maryland Transit Asset Management Plan and 2050 demographics projections.

#### **ACTION ITEMS:**

#### **9. To Release the Draft FY 2018-2021 Transportation Improvement Program (TIP) for Public Comment**

Ms. Dunigan said the public comment period for the FY 2018-2021 TIP will run from January 16, 2017 through February 28, 2017. A joint WILMAPCO and DeIDOT TIP workshop is planned at the Newark Library on February 1, 2017. Public outreach will include a WDEL radio advertisement and a Delaware Online email advertisement. The TIP Quick Guide lists new and complete projects and maps major projects. It also includes how the TIP is broken down by mode, by category, and by funding amounts on the back.

The following new projects are listed in the TIP Quick Guide:

- 1) BR I-295 on Providence Drive Over Tributary to Christina River
- 2) Denny Road and Lexington Parkway Intersection Improvements
- 3) Middletown Park and Ride
- 4) Old Capitol Trail, Newport Road to Stanton Road
- 5) SR4/Harmony Road Intersection Improvements
- 6) SR4/Ogletown Stanton Road/SR7/ Christina Station Road Phase I, Stanton Split
- 7) SR 896/Bethel Church Road Interchange

The TIP spreadsheet highlights projects with no funding, new projects; and funding changes. The total draft TIP contains \$2.1 billion in roadway, transit, multimodal,

bicycle/pedestrian and other transportation investment anticipated over the next four fiscal year.

**ACTION:** On motion by Mr. Spencer seconded by Mr. Boyce the Council released the draft FY 2018-2021 TIP for public comment.

Motion passed.

(1-12-17-02)

#### **10. To Endorse the North Claymont Area Master Plan (NCAMP)**

Ms. Dunigan said NCAMP recommends improvements and infrastructure to guide future growth and development for the northern Claymont area. It was developed through a collaborative process to create a comprehensive vision and assessed the area's potential to support a mixed-use development designed to promote economic activity, make public transit successful, make walking and bicycling convenient and safe, and provide for a vibrant, livable community.

The planning partners include WILMAPCO, New Castle County, Claymont Renaissance Development Corporation (CRDC), DelDOT, Delaware Office of State Planning and Coordination (OSPC), Delaware Department of Natural Resources and Environmental Control (DNREC), DART, and Delaware Economic Development Office.

Three public workshops were held that provided feedback at key points during the plan's development. The first public workshop resulted in a series of goals and performance measures. At the second public workshop sought feedback on four draft land use scenarios and other recommendations. The third presented a recommended scenario that includes a mixture industrial, residential and commercial uses and unveiled the draft plan.

Ms. Dunigan discussed the nodes of development, known as focus areas. The focus area for the train station/waterfront, includes the train station relocation with a multi-use trail and bus transfer station/multimodal hub, a waterfront park, residential-apartments/townhouses, mixed-use office with retail and residential, industrial/flex, and a marina with waterfront retail and recreation. In the central focus area, recommendations include mixed-use office with retail, mixed-use retail with institutional and mixed-use office with retail and residential. The northern focus area includes Tri-State Mall; recommendations include institutional (medical and educational) and a mixed-use Lifestyle Center with retail, institutional, and apartments. Land use changes are not recommended for the other, actively used portions of the study area.

The implementation section of the plan includes eight strategies, each with recommended actions and responsible parties identified:

1. Implement a New Future Land Use Plan
2. Improve Conditions for All Transportation Modes
3. Craft an Economic Development Strategy for Claymont
4. Enhance Safety for Existing Neighborhoods and Redeveloping Areas
5. Beautify Claymont
6. Promote Community Health and Wellness
7. Improve and Add Recreation, Parks, and Green Spaces
8. Mitigate Air, Water, and Noise Pollution

The plan recommends that development and transportation needs be monitored and implementation be phased to coordinate with redevelopment. The Claymont Train Station construction is scheduled to begin in 2018, including the “spine road” east of Philadelphia Pike.

Ms. Holland said the Delaware Office of State Planning commends and supports this planning effort.

**ACTION:** On motion by Mr. Spencer seconded by Mr. Hall the Council endorsed the North Claymont Area Master Plan.

Motion passed.

(1-12-17-03)

### **11. To Change the Cecil County Roadway Functional Classifications**

Mr. Blevins said the functional classification occurs every ten years on a statewide level. The classifications were reviewed in the Federal Urbanized Area Boundary Update. This update is implementing the new Federal Guidelines, and includes changes to 29 segments. These changes include major and minor urban collectors, and rural three-way expressways. WILMAPCO’s Data and Demographics Subcommittee (DDS) reviewed the update on October 31, 2016, and solicited comments from TAC membership and adjacent areas including Pennsylvania, Delaware, and Kent County. The TAC has recommended endorsement.

**ACTION:** On motion by Ms. Murphy seconded by Mr. Sennstrom the Council approved the change of the Cecil County Roadway Functional Classifications.

Motion passed.

(1-12-17-04)

### **PRESENTATION/DISCUSSION ITEMS:**

#### **12. Route 9 Corridor Master Plan**

Mr. Swiatek said the Route 9 Corridor Master Plan covers a segment of Route 9 from Route 13 to the Delaware River. The Steering Committee includes New Castle County, State of Delaware, and neighborhood civic associations, the Rose Hill Community Center, New Castle Prevention Coalition, Colonial School District, Nemours, and Delaware HEAL.

Five tasks and the timeline of the plan include: 1) Background (December to February); 2) Economic Assessment (January to June); 3) Visioning (January to September); 4) Develop Alternatives (September to November); and 5) Complete Report (December to February). Public outreach methods have included: 1) Traditional methods; 2) Mobile van presentations, and 3) The online elements, such as Facebook.

All the outreach resulted in the plan’s vision statement and community identified needs and top priorities. The vision statement states that the Route 9 Corridor Master Plan will identify the best reinvestment and redevelopment strategies for the Route 9 Corridor between the City of Wilmington and the City of New Castle.

Community-identified needs include: 1) Enhance existing community amenities, 2) Eliminate chronic crime, (the top priority when prioritized at the 2<sup>nd</sup> workshop); 3) Reduce the environmental and health burdens of industry; 4) Maintain affordable housing and additional owner-occupied housing development; 5) Add retail development; 6) Support

education and job access and growth; 7) Provide better bus, walking, and bicycling transportation, which is the top youth priority.; 8) Showcase the area's rich history, and 9) Tie the future port expansions to sustainable economic growth.

The plan recommends adjustments to the underlying zoning, which is the basis of public health and environmental concerns. Industry should remain in the corridor, but only in the north. Existing residential there should be relocated. South, beginning around Rogers Road, industry should be restricted in the area should transition to mixed-use residential/commercial. Changes to specific zoning categories are also recommended to allow for mixed-use development.

Potential growth over the next 20 years is urged to focus around the new library site. This area is envisioned to become a suburban center with office, senior housing, and a mix of retail and other housing types.

Transportation concerns and needs include update, expand, and improve the transportation network including sidewalks and ADA compliance, bike lanes and regional connections, roadway crossings, visibility, separation from motor vehicles, bus shelter, lighting, streetscape, and left and right turns. The Pedestrian and Bike Plan focuses on adding nonexistent connections between neighborhoods.

Road diets and intersection rebuilds are proposed for Route 9 and Memorial Drive. At times, a lane in each direction will be removed to make room for pedestrian and bicycle and bus amenities. Roundabouts are proposed at: Terminal Avenue, Memorial Drive, and Cherry Lane. Intersection rebuilds that focus on improving vehicle safety and pedestrian safety are proposed at Rogers Road and Stamm Boulevard. An innovative center lane multiuse trail is proposed to facilitate pedestrian and bicycle travel across the I-295 interchange, which forms a barrier between communities. A traffic analysis was conducted with a 20-year horizon and liberal growth factor. The analysis showed that these roadways functioned nearly the same with the road diet than without, due to the underlying excess of capacity.

Truck management strategies include establishing overnight parking locations, update and map software, provide better signage and enforcement, establish commercial loading zones, and. establish more direct routes to the port. These more direct routes include an extension of Garasches Lane to Terminal Avenue and an extension of Pigeon Point Rd., south to join with I-295 as a new interchange and beyond to connect to industry and future port expansions.

Seventy people attended a public workshop in November. Residents viewed a draft of the alternatives, prioritized community needs, and helped craft project's vision. Feedback to the recommendations was mixed. There was strong support for reducing the impact of industry and the development alternatives. About half of the residents supported the roundabouts and were skeptical of the road diets, though there was strong support for improving pedestrian and bicycle travel. Overall residents wanted more time to digest the draft plan.

Mayor Spencer asked how the New Castle County Library is coming along, and what the timeframe is for completion. Mr. Swiatek said the construction is underway. Mr. Reed McMillan, New Castle County, will report to us on its progress.

Mr. Sisson asked if people will be walking into the roundabout. Mr. Boyce said no, pedestrians will walk where the crosswalk is located. Mr. Boyce also said DeIDOT needs to see where to direct its focus for a strategy for implementation of the process; and these are very good ideas that will likely need to be tackled piecemeal.

Mr. Sophrin said that this Plan, along with the completion of the Industrial Track, has created a circle or loop that is vibrant for many kinds of recreational activities from Wilmington to New Castle, which is extremely valuable. Mr. Sophrin commended the work, saying that unlike most plans this one has very clear and literal recommendations.

### **13. Ardentown Paths Plan**

Mr. Thompson said Ardentown was founded in 1922. The Ardens include Ardentown, Ardencroft, and Arden. The residents are leaseholders and do not own the land. Ardentown is approximately .2 square miles, and the population is 264. The Steering Committee for the Ardentown Paths Plan is made up of Ardentown residents, including Ardentown Planning Committee members, WILMAPCO staff, and state and county representatives.

In 2013, The Village of Ardentown Planning Committee had developed a “Report and Recommendations from the Planning Committee Regarding Village Paths.” They identified paths and unofficial path names and assessed conditions. Ardentown has functional as well as recreational paths, and some paths are impassable or indistinguishable.

The project scope includes a review of the previous work and a GIS inventory of Ardentown’s existing paths, researching best practices, and conducting outreach at the town meetings and online.

Tasks also include reviewing feedback from outreach (in progress), completing steering committee draft recommendations (in progress), holding a second public workshop in February 2017, and completing a summary of prioritized recommendations, final maps, and identifying funding sources.

Mr. Thompson showed examples of paths between leaseholds, “invisible paths”, mulch paths, steps, bridges, and signage. He said the first public workshop was held at an Ardentown Town Meeting on Monday November 14, 2016, with 25 attendees, and 22 surveys were completed, which indicated very positive responses.

The public survey was available online and on paper. It included questions on residency, familiarity with paths, path usage, suggestions for improvement, paving, safety, lighting, naming, and signage. Sixty-five responses revealed that 92% are familiar with paths; 85% use paths “often” or “sometimes;” recreation was emphasized more than transportation; the most common suggestion was clearing paths; most prefer natural paths, signage and no lighting; 74% are not concerned about personal safety; and some say the roads are safe for bicycling. Other results were the need for better access to woods; and safe connections to Wilmington Montessori School and the Town of Ardencroft.

Recommendations include keep paths cleared, based on priority, name, and sign paths; consider opening historic paths; improve crossing at Sconset Road; improve crossings



at Millers and Veale Roads; and improve access to Sunnyside Tract from the steps at the Harvey Road entrance and the creek crossing under the railroad bridge.

The project's estimated timeline consists of base data collection and analysis (Oct-Dec 2016); study feedback from public outreach (Nov. 2016-March 2017); develop draft recommendations (January 2017); complete the study (Feb-April 2017); final endorsement from the Town (April 2017); and present the study to WILMAPCO Council (May 2017).

#### **14. 2050 Demographic Projections**

Mr. Blevins said the Delaware Population Consortium (DPC) released the 2050 projections, which is the basis for this draft report. The DPC which was formed in 1975, produces population, household, and employment projections for Delaware, in all three counties, and the cities of Wilmington, Newark, and Dover. Soon it will include projections for all the municipalities.

The projection process began with the 2010 age-race-gender distribution obtained from the US Bureau of Census for the jurisdiction. This distribution is comprised of 102 separate age cohorts beginning with the zero age group and ending with the 100 - and - over - age group. Several factors that are considered include mortality, birth/death rates, fertility rates, migration, and labor force participation.

The baby boomers age group began turning 65 in 2011. After the "baby boom" (1946-1964), the "baby bust" (1965-1976) occurred when the birth rate declined. However, by 2029 the baby boomers will all be over the age of 65 and will represent 20% of the population. By 2043, the aggregate minority population will become the majority of the population. By 2060, the baby boomers age group will dwindle down.

The baby boomers and other groups have affected population numbers: In 1945 the population was up to 140 million, and by 1965 it was 194 million. In 1990, the population went up to 250 million, and by 2012, it went up to 314 million. By 2030, the population is projected to go up to 358,471,000, and by 2060, the population is projected to go up to 420 million.

By 2030, more people in Delaware will be dying than will be born; therefore, the population numbers will increase through migration. The population aged 65 and older will continue to rise nationally. In New Castle County projections show population will peak by 2040 and then decline. In Sussex County projections forecast that a large increase in population will be due to the number of people aged 65 and older. These data will also contribute to the upcoming WILMAPCO Regional Transportation Plan (RTP).

The City of Wilmington projections show population will level out like the rest of the state, and the projections reflect a modest decrease of 9,000 in the state's total population from last year's 2040 projections. In addition, Newark is showing partial student growth.

Changes in transportation choices by age show Vehicle Miles Travelled (VMT) has declined since the 2000s, due to the aging of population and transportation by millennials. The economy is partially to blame. Between 2001 and 2009, 19-34 year-olds took 15% fewer trips by car; 16% more bike trips; and travelled 40% more by public transit. In 2001, 19-34 year-olds drove 10,300 miles per year; in 2009, they drove 2,900

miles per year, which was 46 miles a week, which were fewer miles. In addition, fewer people were getting their drivers' licenses from 1983 to 2014, which included 47% fewer 16-year-olds; 16% fewer 20-to-24 year-olds; and 10% fewer 30-to-34 year-olds.

Reasons for not getting licenses included too busy (37%), the cost of owning a vehicle (32%), the ease of getting a ride (31%), they preferred biking or walking (22%), public transportation (17%), concerns for the environment (9%), shop/talk online (8%), and disability (7%). As a result, fewer people made decisions to purchase automobiles.

Mr. Sisson asked how accurate the projections are. Mr. Blevins responded the projections are about 3-4% accurate. Mr. Hall asked about the employment projections and the employment trading zones. Mr. Blevins responded the map shows the commuters' journey-to-work data. We are an importer of employment from Chester County, Pennsylvania, where it is almost a 3-to-1 ratio. In addition, there is almost an even trading partner with Delaware County and with Cecil County. Some commuters also travel to Philadelphia. Mr. Hall also asked about those people who make permanent moves. Mr. Blevins responded a lot are coming from New Jersey. In addition, the DC/Metro area brings in a lot of people who have beach homes in Sussex County.

Ms. Holland said for the Delaware Comprehensive Plans the local jurisdictions have to use the Delaware Population Consortium data. She commended WILMAPCO for the data the Office of State Planning receives, which helps the entire state. She asked do we know what the University of Delaware will do with this data once Mr. Ratledge leaves. Mr. Blevins responded yes. There are others who are already learning what Mr. Ratledge does in preparation for when he retires.

Mr. Hall asked if the projections roll up to the forecasts for the smaller areas. Mr. Blevins replied yes, all the traffic data from the smaller areas add up to the total figure. Mr. Sisson asked if after Route 301 is built, if development is expected to open up all around the roadway. Mr. Blevins replied that development is already in process.

**13. INFORMATION ITEMS:** DeIDOT's Administrative Modification Request Letters.

**ADJOURNMENT:** Mr. Spencer made a motion to adjourn, Mr. Boyce seconded the motion. The meeting adjourned at 8:23 p.m.

**ATTACHMENTS:**  
**(None)**