

**REGULAR COUNCIL MEETING
JANUARY 10, 2019**

The Council meeting was held at WILMAPCO, The Tower at STAR Campus, 100 Discovery Boulevard, Suite 800, Newark, DE 19713.

1. CALL TO ORDER: Mr. John Sisson, Council Chair, opened the meeting at 4:00 p.m.

2. ROLL CALL:

Members present:

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

Members absent:

None.

Guests, Observers:

Lindsay Donnellon, FHWA (via conference call)
Tom Fruehstorfer, City of Newark
Givvel Marrero, Delaware Hispanic Commission
David Mathe, State of DE (DSB)

Staff members:

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

Minutes prepared by Janet Butler

3. MINUTES:

The November 8, 2018 meeting minutes were approved.

ACTION: On motion by Mr. Spencer seconded by Mr. Sennstrom the Council approved the November 8, 2018 Council Meeting Minutes.

Motion passed.

(1-10-19-01)

PUBLIC COMMENT PERIOD:

None.

COUNCIL MEMBERS' AND DIRECTOR'S REPORT:

4. Chairperson's Report:

Mr. Sisson said on February 21, 2019 at 10:00 a.m., there will be an announcement of the groundbreaking of the Claymont Regional Transportation Center Project. The location is still to be determined.

- Council Member's Reports:

Ms. Holland said the Population Consortium legislation did not pass; however, it will probably be back on the legislature agenda on Tuesday or Wednesday of next week.

Mr. Spencer said the Town of Newport has entered into an agreement for funding the Feasibility Study for the Bike Path that will connect to the Markell Trail.

Mr. Sekowski said WILMAPCO and New Castle County will hold a public meeting for the Southern New Castle County (SNCC) Study at the Odessa Fire Hall on January 31, 2019.

Mr. Boyce said northbound and southbound lanes are operating on Route 301 today. There is still a lot of work to be done for construction; and a more formal opening will be held on March 1, 2019. In addition, the Delaware Governor has put forth a change for the Delaware Code, from an annual Capital Transportation cycle to a bi-annual Capital Transportation cycle. DelDOT is excited about the staff hours that they will save.

Mr. Byrne said the Federal partners want MDOT to change to a one-year STIP rather than a two-year STIP cycle. The CTP is still done annually, which is why they want MDOT to change to a one-year STIP cycle.

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

- Staff supported DelDOT at the Memorial Drive road diet public workshop on November 13, 2018.
- WILMAPCO hosted the Delaware Clean Cities Coalition meeting on November 28.
- The Transportation Justice (TJ) working group met on December 6, 2018.
- Staff held workshops for the New Castle County Bike Plan in Brandywine Hundred and Elsmere.
- A Public Workshop was held on January 7, 2019, for the 12th Street Connector.
- The Delaware APA annual meeting will be held on January 16, 2019, and Ms. Connie Holland is the keynote speaker.
- Staff will attend the Maryland MPO Roundtable conference call on January 18, 2019.
- Staff will attend a coordination meeting with DVRPC, Penn DOT, and DelDOT to discuss East Coast Greenway implementation at the Delaware /Pennsylvania Line on January 22, 2019.
- The Pedestrian Council will meet on January 22, 2019.
- On January 22, 2019, the Union Street and Pennsylvania Avenue public workshop will be held at Woodlawn Library, from 4:00 p.m.-7:00 p.m.

- WILMAPCO and New Castle County will hold a public visioning session for the Southern New Castle County (SNCC) Master Plan at the Odessa Fire Hall on January 31, 2019, and an Advisory Committee will meet there on January 17, 2019.
- The Route 202 Corridor Master Plan community visioning session and stakeholders interviews were held in Mid-November 2018. This information will be used to develop draft concepts for the corridor.
- WILMAPCO's Our Town Event save the date flyer was distributed. The date is February 7, 2019, from 4:00 p.m.-7:00 p.m., in The UD STAR Campus Atrium (first floor), 100 Discovery Boulevard, Newark, DE 19713. The Keynote speaker is Beth Osborne, Transportation for America. Ms. Zegeye is also contacting Mr. Shailen Bhatt to ask him if he will speak at the event.
- Staff will attend the Delmarva Winter Freight Meeting on December 5, 2018, in Dover.

7. Public Advisory Committee (PAC) Report:

Mr. Tom Fruehstorfer, PAC Chair, said the PAC met on December 17, 2018. Mr. Fruehstorfer, City of Newark, was elected as PAC Chair and Mr. Mark Blake, GHADA, was elected as Vice Chair. The PAC approved the release of the 2050 Draft RTP for public comment. PAC discussed costs and possible popup event locations in Southern New Castle County (SNCC). PAC approved the release of the FY2020-2023 Transportation Improvement Program (TIP) and The New Castle County Bike Plan. PAC also discussed specific projects and percentages of TIP funding for different categories including biking.

8. Technical Advisory Committee (TAC) Report:

Ms. Dunigan said the TAC and Air Quality Subcommittee (AQS) held a joint meeting on November 15, 2018. The TAC recommended approval of the Air Quality (AQ) Conformity results for the 2050 Regional Transportation Plan (RTP). Staff presentations included the Air Quality (AQ) Conformity Document for the 2050 RTP; the 2050 RTP Update; the FY2020-2023 TIP; and the Wilmington Plans Update for the 7th Street Peninsula Master Plan and the 12th Street Connector Alignment Study. The TAC and Air Quality Subcommittee (AQS) also met on December 20, 2018, which included the annual Holiday Lunch and Networking. Action items included recommending amendment of the FY2019-2022 TIP; recommending release of the 2050 RTP and FY2020-2023 TIP Air Quality (AQ) Conformity Determination for public comment; recommending release of the 2050 RTP for public comment; recommending release of the FY2020-2023 TIP for public comment; and recommending endorsement of the 2018 Inter-Regional Report. Scott Flanigan, Cecil County Public Works, presented the Cecil County Strategic Highway Safety Plan.

ACTION ITEMS:

9. To Amend the WILMAPCO FY 2019-2022 Transportation Improvement Program (TIP)

Ms. Dunigan said this amendment would fund replacement of the Cecil County Bridge CE-0042, Mechanics Valley Road over CSX Railroad, which is in poor condition and is functionally obsolete, with a new modern bridge on a new alignment that will also improve the intersection of Mechanics Valley Road and Bouchelle Road. This funding is for construction dollars.

ACTION: On motion by Mr. Sennstrom seconded by Mr. Sekowski the Council amended the FY 2019-2022 TIP – Cecil County Bridge CE-0042 on Mechanics Valley Road over CSX Railroad.

Motion passed.

(1-10-19-02)

10. To Release the Draft 2050 Regional Transportation Plan (RTP) and FY2020-2023 TIP Air Quality Conformity Determination for Public Comment

Mr. Swiatek said Page 6 of the Cecil County document and Page 15 of the New Castle County document shows that the budgets were passed, respectively, for Cecil and New Castle Counties for Ozone and Fine Particulate Matter. There were no major changes except wording changes. These documents are scheduled to be released for public comment along with the FY2020-2023 TIP and 2050 RTP Update from January 14 through March 6, 2019.

ACTION: On motion by Mr. Spencer seconded by Mr. Sennstrom the Council released the 2050 RTP and FY2020-2023 TIP Air Quality Conformity Determination for Cecil County and New Castle County for public comment.

Motion passed.

(1-10-19-03)

11. To Release the Draft 2050 RTP for Public Review and Comment

Ms. Zegeye distributed the WILMAPCO 2050 RTP Timeline (**Attachment A**). The update started a year ago with the WILMAPCO Progress Report regarding the 2040 RTP accomplishments. She said from March-May 2018 the Public Opinion Survey was completed. A draft project list was developed from January through July 2018, which helped with the Air Quality (AQ) Conformity that started in August 2018. From May-September 2018 staff conducted a technical assessment, which included land use, air quality, and financial reasonableness. By October 2018 staff completed the Air Quality (AQ) Conformity Determination for the RTP and TIP. Currently, staff is conducting public outreach to civic associations, counties, municipalities, and member agencies.

Staff is asking that the 2050 RTP document be released from January 14, 2019-March 6, 2019, for public comment. Staff will review the document based on comments received. Staff will present the 2050 RTP Update at the Our Town event on February 7, 2019. Staff expects that PAC and TAC will recommend adoption. Staff will submit the RTP to Council at their March 2019 meeting, then, it will be submitted to FTA and FHWA for review.

Staff conducted additional public outreach that included Metroquest Surveys, which resulted in 470 participants, and staff received 353 comments. In addition, at the Virtual Workshop, 127 registered, and 75 attended. Popup events were held at the Wilmington Train Station, Delaware Decision Makers Forum, Christiana Mall, and Wilmington Public Library. Staff is working to schedule YMCAs and the Perryville Train Station. On social media staff advertised the Metroquest Surveys and received 155 event responses, 10,900 individuals saw the advertisement, and 49 liked, commented, or shared the RTP information. There were 791 survey clicks, 386 completed the survey, and there was a 49% completion rate.

The PAC, TAC, and AQS recommended release of the 2050 RTP for public comment. The Non-motorized Transportation Working Group (NMTWG) held a discussion regarding biking and walking. The Congestion Management Subcommittee (CMS) will

review the document at their January 24, 2019 meeting. Staff recommends release of the 2050 RTP for public review and comment.

Ms. Holland asked does DNREC coordinate and get involved in how we get the data into the projects. Ms. Zegeye said DNREC sits on the Air Quality (AQ) Subcommittee and works closely with the AQ Conformity Analysis.

ACTION: On motion by Mr. Sennstrom seconded by Mr. Holland the Council released the 2050 RTP for Public Review and Comment.

Motion passed.

(1-10-19-04)

12. To Release the Draft FY 2020-2023 Transportation Improvement Program (TIP) for Public Comment

Ms. Dunigan reviewed the proposed new projects including:

- Glasgow Avenue: SR896 – US 40
- Southbridge Transportation Network
- SR2/ Harmony Road Intersection
- SR 7 Median Barrier Replacement
- SR 896: US 40 – I-95 Widening
- Tyler McConnell Bridge: SR 141, Montchanin Road – Alapocas Road
- SR 40 / SR 7 Intersection
- Mechanics Valley Road Bridge
- I-95 Belvedere Road Interchange

Ms. Dunigan said the public comment period for the TIP coincides with the RTP comment period, with the public workshop being held as part of the Our Town event on February 7.

Ms. Dunigan distributed the WILMAPCO TIP Quick Guide (**Attachment B**) that highlights how to comment on the TIP, highlights new projects, maps all projects, and summarized funding by type, location, mode and category.

Ms. Minner asked how the Pedestrian Bridge on Delaware Avenue fits into the funding. Ms. Dunigan replied she believes the funding falls under the area-wide projects category, and she would look into it again to be sure.

ACTION: On motion by Mr. Sennstrom seconded by Mr. Spencer the Council released the FY 2020-2023 TIP for public comment.

Motion passed.

(1-10-19-05)

13. To Endorse the 2018 Inter-Regional Report

Mr. Thompson said the current 2018 Inter-Regional Report utilizes new Census data, the Federal Highway Administration, MPO, County Planning Department, and transit provider data. It includes detailed maps and analyses including recalculated projections through 2045, detailed transit and highway data, and updated transit service feasibility scoring. The report is intended to be a technical tool to guide transportation investments and informed decision making, with cross-border coordination.

The report includes some of the major findings regarding demographics with population and employment change, environmental indicators, traffic volumes, travel speeds,

volume to capacity ratios, Level of Service (LOS), commute times, freight and goods movement, portable transit scores, transportation investment areas, and interregional projects. The report concludes with recommendations on page 48.

Some of the key findings are that by 2040 the overall population is projected to increase by 11.8%, while employment is expected to grow by 9.9%. From 2012 to 2045, total traffic and truck volumes are projected to rise by 53% and 55% respectively. In the past decades, travel speeds have decreased in metropolitan areas and increased in rural areas. Congestion is expected to significantly impede traffic flows throughout the region by 2045, with a 65% increase in the number of roadways reaching or exceeding their carrying capacity.

The document concludes that more people, jobs, passenger vehicles, and trucks will continue to move in and through the 28-county study area. Public transportation in the region will provide more accessible, more frequent, and more efficient transportation options and reduce the need for single-occupancy vehicles.

The TAC recommended endorsement. Some changes to the document from TAC feedback includes in Figure 8 on Page 19, the rural areas were changed to the color green; and on Page 24, the legend indicates the rail corridors and highway corridors.

ACTION: On motion by Ms. Minner seconded by Mr. Sennstrom the Council endorsed the FY2018 Inter-Regional Report.

Motion passed.

(1-10-19-06)

PRESENTATION/DISCUSSION ITEMS:

14. 2018 WILMAPCO TMA Preliminary Findings

Ms. Lindsay Donnellon, Federal Highway Administration (FHWA), said that FHWA and Federal Transit Administration (FTA) reviewed 8 of the 24 topic areas in the Transportation Management Areas (TMAs) Preliminary Findings, regarding Performance Based Planning and Programming. They have also provided commendations and recommendations, as part of the MPO Certification Review. The Certification Review process is done every four years for populations in transportation areas of more than 200,000 people.

Ms. Donnellon said WILMAPCO has worked with DeIDOT and MDOT to establish MPO agreements, and there is an understanding of what is expected in the Long Range Regional Transportation Plan (RTP), for setting targets for performance measurements. Commendation for the transit side of performance and planning and programming are being done well. Asset management was included in the TIP. The next step as part of recommendations, were to take into consideration the effects of performance measures.

Commendations were also given that FHWA and FTA were impressed with WILMAPCO's freight planning, which is using an entire statewide approach, not just an MPO approach. Recommendations are to make the FAST ACT Compliance requirements more accessible on WILMAPCO's website.

Bike/Pedestrian Planning commendations are that bike/pedestrian planning is being done very well while utilizing in-house capabilities. WILMAPCO is working with East Coast Greenway and establishing bike facilities/accommodations across the Susquehanna River. Commendations were also regarding the Public Participation Plan

(PPP), which has been enhanced with proactive engagement including virtual and online opportunities for public outreach.

WILMAPCO's Best Practices includes the annual February Unified Planning Work Program (UPWP) letter, which is requesting projects that come from member agencies. Commendations include the MPO taking on planning and environmental studies and working with DeIDOT, while utilizing the NEPA process, which are best practices.

Commendations also include that Appendix H in the TIP is a great model for including all performance measures targets.

Commendations regarding Civil Rights, Title VI, and public involvement engagement, are that WILMAPCO's coordinated efforts are reaching minority communities. However, recommendations are that WILMAPCO is conducting so much public outreach that it would be best to spend more time documenting more of the events and creating a better narrative.

Commendations regarding Air Quality (AQ) include that the Air Quality Subcommittee (AQS) is requesting Environmental Protection Agency (EPA) input, and WILMAPCO has done a good job with the interagency coordination process. Recommendations are to consider lower emissions, using technology to lower budgets, and create a possible maintenance plan. In addition, WILMAPCO uses the models requested by the EPA, and WILMAPCO utilizes a one-person staff that is coordinating AQ work well.

Commendations are also regarding CMAQ accommodations. AQS works through CMAQ projects and eligibility, which are all being done well and in a timely manner, using ad hoc meetings when needed. Recommendations include establishing a CMAQ process with MDOT that is like the one conducted with DeIDOT.

Ms. Donnellon said that FHWA will provide more preliminary findings in the final report by March 2019.

15. WILMAPCO Transportation Justice Analysis Update

Mr. Swiatek said the WILMAPCO Transportation Justice (TJ) Analysis Update includes Transportation Justice (TJ), Environmental Justice (EJ), regarding fair treatment and meaningful involvement; and the Title VI Report, regarding the Civil Rights Act, which defers to the FTA/FHWA interpretations of race, color, national origin, sex, age, disability, low-income, and limited-English proficiency. Transportation Justice (TJ) is being referred to as Mobility Challenged (MC). It includes the needs of seniors, people with disabilities, and households without vehicles.

The Update seeks to satisfy all requirements and requests. The new analyses are done particularly with multimodal connectivity in mind. The document is more streamlined, with less project justification and fewer background statistics. The Update is also guided by a working group. The document includes an Executive Summary, Background, Part 1: Environmental Justice (EJ), Part 2: Mobility Challenged (MC), and Summary of Recommendations.

Using the Public Opinion Survey, WILMAPCO surveyed 600 residents, which was reflective of the population with stronger demographic quotas in place. It included

opinions of the transportation system and policy. In addition, The Public Opinion Survey was revamped in 2017 for the 2050 Regional Transportation Plan (RTP).

Survey participants were asked about whether or not transportation sometimes keeps them from their daily activities. Some of results included that 47% of respondents saying “yes” lived in households, which earned under \$25 K, 20% earned \$25K to \$50 K, 18% earned \$50 to \$100K, and 9% earn more than \$100 K.

In the Update, the Spatial Analyses includes using the new EJ and MC area definitions and using the latest available data from the 2012-2016 American Community Survey (ACS). The work feeds into the WILMAPCO Prioritization Process, and includes multi-modal analyses.

The planned multi-modal connectivity analyses includes accessing low-wage employment, grocery stores, libraries, hospitals, senior centers from EJ areas, food deserts, bus connectivity to supermarkets, location of efficiency of travel time, health impacts, TIP project equity, public bus affordability, crash rates, and Sea Level Rise (SLR) exposure. The report also incorporates the Age Restricted Community Connections Analysis (ARCCA) public transit and pedestrian analyses.

During the presentation, Mr. Swiatek discussed maps showing a 45-minute transit trip to the supermarket, a 10-minute walk with access to a low-wage center, and a 10-minute bike access route to a pharmacy, which would increase better connectivity.

Recommendations may include improving inclusivity in WILMAPCO's planning outreach. This will include enhanced analyses depicting where limited English proficient populations, and low-literate populations reside, so as to better inform outreach methods when working within those communities.

The timeline for the new TJ report is to complete the analyses by spring 2019, and produce a draft by summer 2019. This report follows the WILMAPCO 2050 RTP Update release. Staff also expects WILMAPCO Council to endorse the report in November 2019.

Ms. Holland said the Office of State Planning is designated as a State Data Center that is gearing up for the Census. One of the issues has been where to locate the people that Mr. Swiatek discussed who do not want to be found. Ms. Zegeye responded that WILMAPCO will help with the process where we can, but, the municipalities are mainly involved with it. Ms. Minner said that while doing citizen counts in Elkton she found there are some apartments where she has had difficulty getting the data about people who live there because of the Privacy Act, which is very strict now. Mr. Byrne added that there are food deserts in Baltimore where there is no transit access; and it is very good that WILMAPCO is acknowledging using transit surveys to get the data to help meet the needs of underserved people.

16. Wilmington Plans Update: East 7th Street Peninsula Master Plan and 12th Street Connector Alignment Study

Mr. Gula said the **East 7th Street Peninsula Master Plan** analysis includes data on flooding, environmental constraints/resources, land use/zoning, recreational amenities, and the existing transportation network.

Frequent flooding locations include the central part of the peninsula. The East 7th Street roadway is often under water after storms and tidal events that cut off access to the eastern part of the peninsula, which is at a higher elevation. WILMAPCO has worked to document the flooding with pictures and videos including a video showing water coming up through utility/cable manholes. Flood data was compiled through field visits, and public, utility, and tide information. Potential flooding causes include unmaintained drainage infrastructure, and poor grading, especially at the East 7th Street low points. In addition, raised development and tidal flooding are included in the data.

Flooding mitigation measures are accomplished through comprehensive development and drainage plans, such as elevating remaining parcels, elevating roadways, and stormwater storage (Wet Pond). Maintenance of existing drainage systems includes clearing pipes, installing tide gates, surveying drainage systems, and improving capacity.

The flood mitigation measures concepts propose a resilient development plan. These plans include the first floor elevation above the base flood elevation for structures. Development uses include hiking, biking, recreational fields, gardens, and boating. The Riparian buffers include dense grasses and vegetation. In addition, the living shoreline and stormwater management areas are included in the plan.

The environmental constraints and resources mapping shows the need to preserve and provide connectivity for the Fort Christina Park, Old Swedes Church, the Kalmar Nyckel Shipyard, the Skate Park, Lacey's Restaurant, St. Mary's Church, Eastside Community, and Open Space near the Skate Park. Other historic resources on the peninsula include the archaeological remains of Fort Christina, and the Jackson Sharp/Delaware Car Works.

Wayfinding has been a challenge. The study results include ideas for wayfinding signs to help people to get around. The waterfront zoning allows for some manufacturing such as heavy industrial to low intensity, as well as commercial – recreation and residential – commercial. Additionally, potential new development could have staging for concerts. Other types of land uses will probably include a marina with restaurants, kayak launches, bike trails, retail, open space, and parkland.

Opportunities for land use may also include water sports, canoes, jet skis, sailing lessons, fishing piers, hiking areas, connections to the Eastside Community, and a River Walk Extension.

Some of the recreational amenities recommended by the community include benches, trashcans, lighting, restrooms, landscaping, kiosks, historical markers, picnic facilities, boat ramps, river taxis, parks, athletic fields, pavilions and bus parking, public green spaces, and indoor running tracks.

The existing transportation network challenges include improving pedestrian accessibility, improving the roadway network, with a fully signalized Old Swedes Landing/Fourth Street intersection. The study will also consider traffic calming, reopening the Eighth Street underpass, and improving pedestrian lighting. The next steps for the East 7th Street Peninsula Plan are to complete public outreach and finish the flooding analyses.

Mr. Boyce asked if there has been any mention of a 12th Street connection to East 7th Street. Mr. Gula responded one possibility that was mentioned early on is that the

roadway could go across Brandywine Creek (via a bridge) and connect to 12th Street. However, the businesses would discourage that now. What we are currently hearing is to make improvements with lower intensity, with no hotels or casinos.

Ms. Holland asked regarding flooding in the opportunity zones, is there a way to find another place that would be more viable for businesses to relocate. Mr. Gula responded the business owners we have spoken to do not want to move.

Mr. Sekowski expressed concern that businesses are not willing to move because flooding could involve spilled chemicals, which would cause additional hazards. Mr. Gula responded that many of these business owners have been there long-term and are not willing to move; however, that it is something we can still look into and try to find some incentives to help people relocate in the long-term.

The 12th Street Connector Alignment Study.

Mr. Gula said there has been a lot of public support for the **12th Street Connector Alignment Study**, which will improve access to the waterfront, for residents and possible new development, improve sidewalks and crosswalks, improve traffic operations, improve streetscape aesthetics, and maintain truck access to existing manufacturing and businesses.

The WILMAPCO Study includes public parks, residential, retail, and maintaining the light industrial facilities in the area. After taking an inventory, the draft report shows existing conditions that include nearby bike routes, and transit connectivity, but also a disjointed street network, with missing sidewalks, curb ramps, crosswalks, and some congested intersections.

The EPA area-wide grant was secured by the City of Wilmington to look at the community's economic development possibilities. There is a draft EPA area-wide Brown Field Study being done at the same time as the WILMAPCO Study. WILMAPCO's Study includes transportation improvements that will be necessary for the development of the EPA solutions. The City of Wilmington is working in-step with the community to create growth in neighborhood economic development; therefore, the City of Wilmington is a wonderful partner for this study.

A Crash Evaluation was completed showing a three-year study period, reporting 140 crashes along Vandever Avenue and 12th Street. Most incidents occurred at Northeast/12th Street, Northeast/Vandever Avenue, and Vandever Avenue/Thatcher Street. Twenty-four incidents involved parked cars along Vandever Avenue, and six pedestrian incidents along Vandever Avenue, with no fatalities.

The 2018 Traffic Operations Analysis started with the collection of updated vehicular, pedestrian, and bike counts. The consultant team is in the process of developing the 2040 projections for future volumes. After the 2040 volumes are developed, traffic analyses will be performed regarding the established alternatives and how they will perform for traffic flow.

There are primarily three Alternatives for the plan:

- Alternative A: develops a Waterfront Parkway; it also has a continuous waterfront park and direct connections to the neighborhood. However, there are minimal improvements to Northeast Boulevard; maximum impacts to the right-of-way; and it is the most expensive. It matches the EPA proposed Alternative A.

- Alternative B: utilizes the existing roadways; has minimal right-of-way impacts; has improvements on Northeast Boulevard; and it is the least expensive. However, there is only an indirect connection from 12th Street; it cuts off traffic on some side streets; and has limited improvements to Northeast Boulevard.

- Alternative C: has a direct connection to 12th Street; it redirects traffic along the waterfront; and there are some improvements on Northeast Boulevard. However, there are some right-of-way impacts; it cuts off traffic on some side streets; and it has limited improvements to Northeast Boulevard.

The next steps for the study are to hold a public meeting to present the Alternatives to the community, and select the preferred Alternative by January 21, 2019; hold the final public meeting during February 2019; and Complete the PEL Study and Final Report in late March or early April 2019.

14. INFORMATION ITEMS: Administrative Modification Request Letters.

ADJOURNMENT: Mr. Spencer made a motion to adjourn, Mr. Sekowski seconded the motion. The meeting adjourned at 5:50 p.m.

ATTACHMENTS: (2)

WILMAPCO 2050 Regional Transportation Plan Update Schedule

1/10/2019

ATTACHMENT A

2050 Regional Transportation Plan (RTP) and FY 2020-2023 Transportation Improvement Program (TIP) Development Process																			
Status	Tasks	2018												2019					
		Jan	Feb	Mar	Apr	May	June	July	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	
👍	Review 2040 RTP accomplishments and results to identify data and analysis needs and areas where we are falling short of our regional goals and objectives, and report on this in <i>Regional Progress Report</i>			C	T	C													
👍	Conduct Public Opinion Survey to analyze public perception of goals and strategies in RTP and transportation needs					T/C													
👍	Develop draft project list		T	C			T	C											
👍	Begin conformity analysis								AQ										
👍	Conduct technical assessment and agency coordination to draft RTP for mobility, livability, air quality, land use, environmental and financial reasonableness							T	T	T/C									
👍	Air Quality Conformity Determination completed for RTP and TIP										AQ/T								
	Outreach to civic organizations, member agencies, counties & municipalities																		
	Develop RTP draft document. Conduct public review through meetings, presentations and public workshops										C	P/T	C	P/T					
	Develop 2020-23 TIP draft document.													P/T	C				
	Based on Public Outreach meetings, comments & technical assessment, refine draft. Release draft RTP, TIP and AQ Documents for official comment period from 1/14 - 3/6.													P/T	C				
	Review public comments and revise as needed																		
	Our Town/RTP/Joint WILMAPCO and DelDOT TIP Public Workshop																		
	Public Advisory Committee recommendation to Council																	P	
	Technical Advisory Committee recommendation to Council																	T	
	WILMAPCO Council Adopts the 2050 RTP and TIP																		C
	Submit Final RTP to FTA and FHWA																		
	FTA and FHWA Review																		

C=Update to Council
T=TAC update
P=PAC update
AQ=Air Quality Subcommittee update

WILMAPCO TIP QUICK GUIDE

The TIP is prepared by WILMAPCO in cooperation with the public and local transportation and land use agencies. Broad input is crucial because the TIP identifies regional priorities for how our federal, state and local transportation funding is spent.

How is the TIP Funded?

All federally funded projects must be included in the TIP and most federal funds require matching funds. Much of this revenue is from user fees such as the gas tax. State and local matches are also supplemented by borrowing, state and local taxes, and private funding.

\$1,159 million
Delaware/Maryland
53%

Delaware/Maryland funds from fuel taxes, tolls, motor vehicle and other fees, & bonds

\$994 million
federal
45%

Federal Highway Administration (FHWA) and Federal Transit Administration (FTA)

\$54 million other 2%

Other funding comes from local funds, developer contributions, toll bonds, and grants

Where are the projects?

While projects are located throughout the region, Transportation Investment Areas define appropriate projects based on location, and direct the greatest resources toward serving the most population. WILMAPCO uses a prioritization process to identify benefits by location.

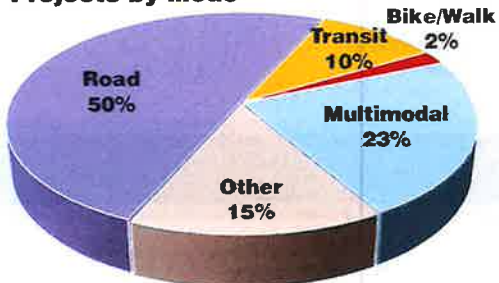
Cecil County 6%
New Castle County 34%

The TIP document is grouped by Cecil County, New Castle County, and Delaware Statewide. Delaware Statewide contains funding for all counties in Delaware and projects do not specify amounts for New Castle County, for example Engineering and Contingency

Delaware Statewide 59%

What Types of Projects are in the TIP?

Projects by Mode



Road—Exclusively for roads and highways

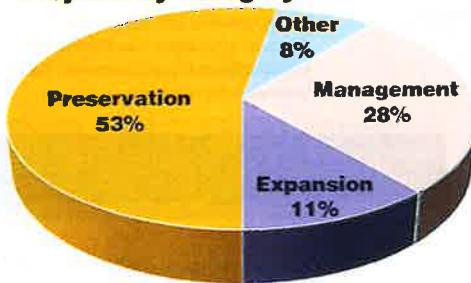
Transit—Bus, passenger rail or paratransit

Bicycle/walk—Pedestrian and cycling transportation

Multimodal—Serves cars, transit, freight, walking and bicycles in a balanced way

Other—Includes aeronautics, port, contingency funds, environmental, equipment, planning, etc.

Projects by Category



Preservation—Maintain an existing facility or service

Management—Enhance existing facility or service to sustain an acceptable level of service

Expansion—New/expanded services and infrastructure

Other—Engineering & contingency, education & training, environmental program and planning

HAVE A SAY IN HOW YOUR TRANSPORTATION DOLLAR\$ ARE SPENT

WILMAPCO's Transportation Improvement Program (TIP) funds the region's transportation projects.

The TIP represents the first 4 years of your region's long-range plan, and prioritizes and documents planned projects including roads, buses, rail, bicycle and pedestrian improvements.



How can you participate?

- Stay informed—sign up for our monthly e-news and quarterly newsletter by visiting www.wilmapco.org or calling 302.737.6205
- Attend public meetings or invite us to speak to your group. Two TIP workshops are held each year. In addition, WILMAPCO, DelDOT and MDOT host many public events on individual plans and projects
- Call us or E-mail comments to wilmapco@wilmapco.org or comment online at www.wilmapco.org/tip

WHAT'S NEW: Draft TIP is available for comment from January 14—March 6, 2019

NEXT PUBLIC WORKSHOP:

Meeting will be held in conjunction with

Regional Transportation Plan Forum 2019 Our Town: Planning for Tomorrow

February 7, 4-7 p.m.,
University of Delaware Tower at Star
100 Discovery Blvd, Newark, DE 19713

- Contains \$2.1 billion in road, transit, rail, multimodal & bicycle/pedestrian projects, 12% less than the TIP approved in September 2018

New projects include:

- SR 896 widening, US 40-I-95 with multimodal improvements
- Glasgow Avenue, SR 896-US 40, implement the Glasgow Avenue study
- US 40 / SR 7 Intersection Improvements
- Kirkwood Highway / Harmony Rd Intersection
- Tyler McConnell Bridge replacement with improvements to SR 141, Montchanin Rd – Alapocas Rd
- Southbridge Wilmington local street network
- SR 7 median barrier replacement
- I-95 / Belvidere Road new interchange

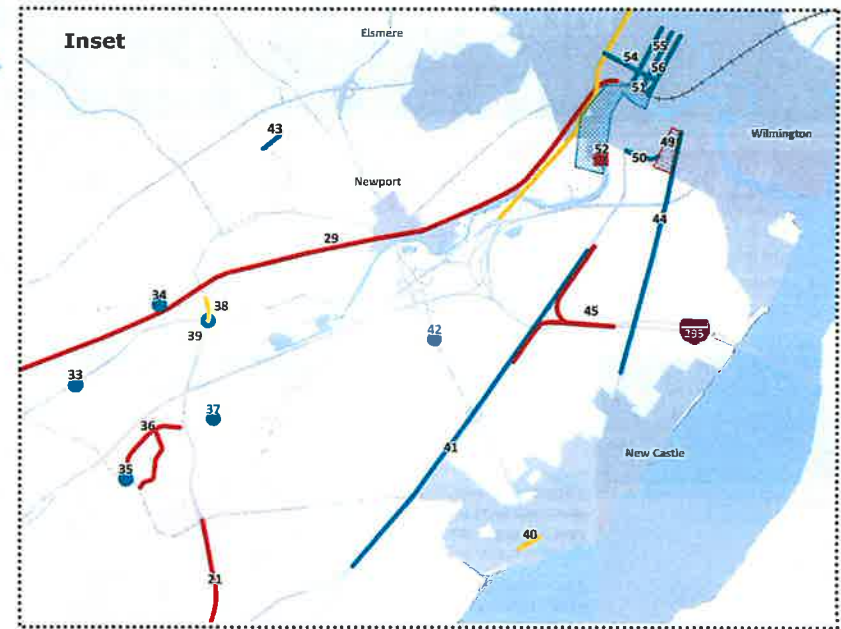
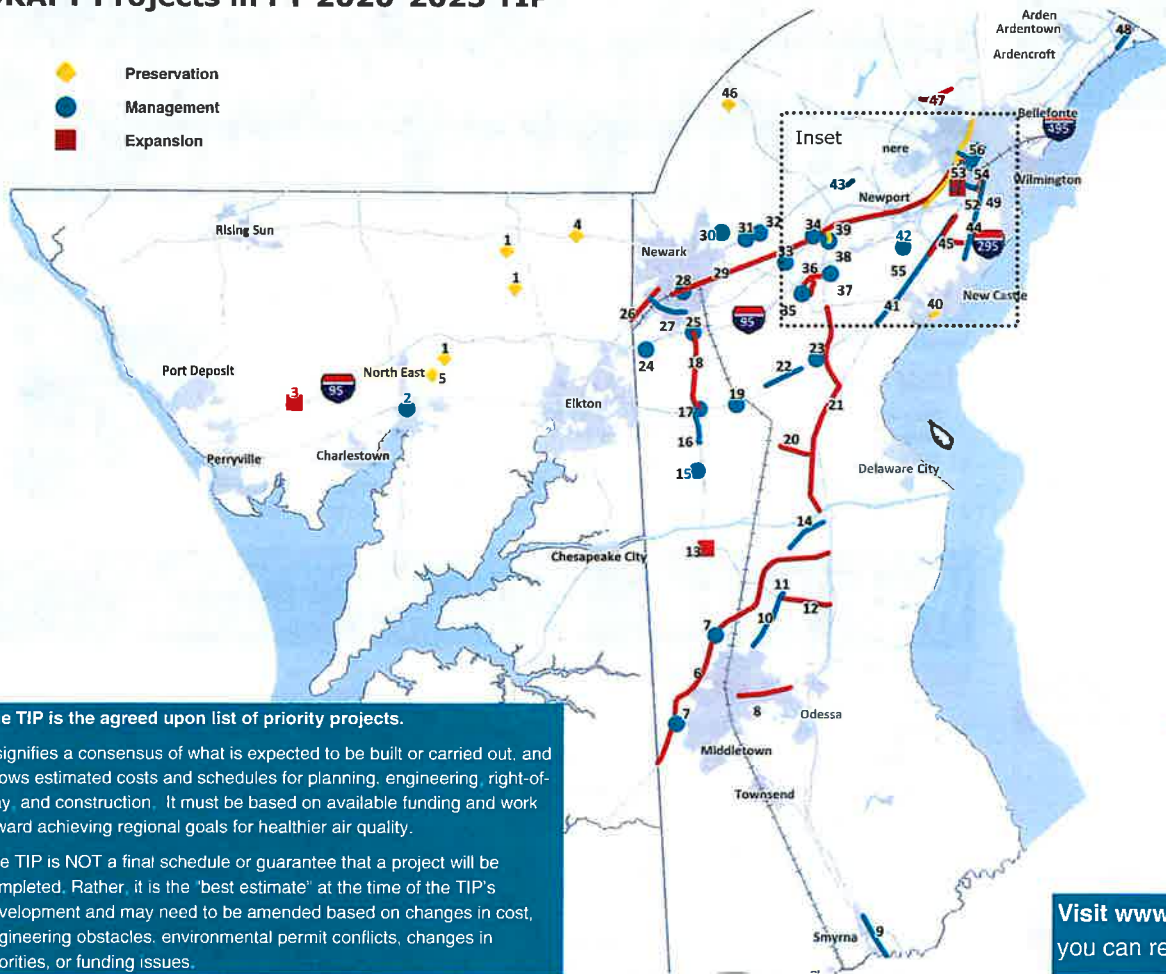
WILMAPCO
WILMINGTON AREA PLANNING COUNCIL
850 Library Avenue, Newark, DE
302-737-6205 © wilmapco@wilmapco.org
WWW.WILMAPCO.ORG/TIP

SEE INSIDE FOR PROJECT MAP



DRAFT Projects in FY 2020-2023 TIP

- ◆ Preservation
- Management
- Expansion



The TIP is the agreed upon list of priority projects. It signifies a consensus of what is expected to be built or carried out, and shows estimated costs and schedules for planning, engineering, right-of-way and construction. It must be based on available funding and work toward achieving regional goals for healthier air quality.

The TIP is NOT a final schedule or guarantee that a project will be completed. Rather, it is the "best estimate" at the time of the TIP's development and may need to be amended based on changes in cost, engineering obstacles, environmental permit conflicts, changes in priorities, or funding issues.

Example Projects (areawide projects, not mapped)

- Road and bridge preservation
- Safety
- Transit Operating and Capital Funds
- Bicycle and Pedestrian Improvements and Recreational Trails Program
- Municipal Street Aid and Community Transportation Funds
- Intersection Improvements

Visit www.wilmapco.org/tip or call 302-737-6205 to learn more. In the TIP document, you can read all project descriptions and learn funding for each year and phase.

ID	Project	ID	Project	ID	Project	ID	Project
1	Cecil County Bridge Painting	13	SR 896 / Bethel Church Interchange	25	I-95 / SR 896 Interchange	37	New Castle County Transit Center
2	MD 272 Bridge over Amtrak	14	Lorewood Grove Rd: Rt 412A - SR 1	26	Elkton Rd: MD Line - Casho Mill Rd	38	SR 7 Median Barrier
3	I-95 / Belvidere Rd Interchange	15	Denny Rd / Lexington Pkwy	27	SR 4: SR 2 - SR 896	39	SR 4 / SR 7
4	MD 273 Bridge over Big Elk Creek	16	Glasgow Ave	28	Newark Train Station	40	SR 9, River Road Flood Remediation
5	Mechanics Valley Rd Bridge over CSX	17	US 40 / SR 896 Interchange	29	Third Rail Track Expansion, Newark - Wilmington	41	US 13: US 40 - Memorial Dr Pedestrian
6	US 301: Maryland Line - SR 1	18	SR 896 Widening	30	Possum Park Rd / Old Possum Park Rd	42	SR 141: I-95 - Jay Dr
7	Middletown Park and Ride	19	US 40 / SR 72 Interchange	31	SR 2 / Red Mill Rd	43	Old Capital Trail: Newport Rd - Stanton Rd
8	SR 299: SR 1 - Catherine St	20	SR 72: McCoy Road - SR 71	32	SR 2 / Harmony Rd	44	SR 9: Landers Ln - A St
9	US 13: Duck Creek - SR 1	21	SR 1: Roth Bridge - SR 273	33	SR 4 / Harmony Rd	45	I-295 Improvements
10	Cedar Ln: Marl Pit Rd - Boyds Corner Rd	22	US 40: Salem Church Rd - Walther Rd	34	Fairplay Train Station	46	Little Baltimore Pike
11	Jamison Corner Rd: Relocated to Boyds Corner Rd	23	US 40 / SR 7 Intersection	35	SR 273 / Chapman Rd	47	Tyler McConnell Bridge
12	Boyds Corner Rd: Cedar Lane - US 13	24	Otts Chapel Rd / Welsh Tract Church Rd	36	Road A/SR 7	48	Claymont Train Station
						49	Southbridge Transportation Network
						50	Garasches Lane
						51	Wilmington Riverfront Program
						52	Christina River Bridge
						53	I-95: I-495 - N. of Brandywine River
						54	4th St: Walnut St - I-95
						55	King & Orange Sts: MLK Blvd - 13th St
						56	Walnut St: Front St - 13th St