

TECHNICAL ADVISORY COMMITTEE MEETING
September 20, 2018

A meeting of the Technical Advisory Committee (TAC) was held on Thursday, September 20, 2018, at WILMAPCO, 850 Library Avenue, Suite 100, Newark, DE 19711.

1. CALL TO ORDER: Mr. Dahlstrom, TAC Chairperson, brought the TAC meeting to order at 10:00 a.m.

2. TAC Members present:

Tricia Arndt, Delaware Office of State Planning Coordination (via conference call)
Nathan Attard, Delaware Department of Transportation
Ian Beam, Maryland Department of Transportation
Alex Brun, Maryland Department of the Environment (via conference call)
David Dahlstrom, Maryland Department of Planning and Development
Stacey Dahlstrom, New Castle County Department of Land Use
Lauren DeVore, Delaware Department of Natural Resources and Environmental Control
Michael Fortner, City of Newark
Gwineth Kaminsky, City of Wilmington Planning
Stephen Miller, Maryland State Highway Administration
Jeanne Minner, Town of Elkton (via conference call)
Brian Mitchell, City of Wilmington Department of Public Works
Catherine Smith, Delaware Transit Corporation

TAC Ex-Officio Members present:

None

TAC Members absent:

Cecil County Land Use and Development Services
Delaware Division of Small Business, Development, and Tourism
Delaware River and Bay Authority
Maryland Transit Administration

TAC Ex-Officio Members absent:

Amtrak
Diamond State Port Corporation
U.S. Environmental Protection Agency
U.S. Federal Highway Administration
U.S. Federal Transit Administration

Guests and Invitees:

Bill Dunn, Civic League for New Castle County
Jay Gerner, DeIDOT
Angie Hernandez, Johnson, Mirmiran, and Thompson (JMT)
Allysha Lorber, Johnson, Mirmiran, and Thompson (JMT)
Kevin Racine, Citizen

Staff:

Dan Blevins, Principal Planner
Janet Butler, Administrative Assistant
Heather Dunigan, Principal Planner

Dave Gula, Principal Planner
Sharen Elcock, Executive Assistant
Randi Novakoff, Outreach Manager
Bill Swiatek, Principal Planner
Jacob Thompson, Transportation Planner
Tigist Zegeye, Executive Director

Minutes prepared by: Janet Butler

3. MINUTES

ACTION: On motion by Mr. Mitchell and seconded by Ms. Kaminsky, the TAC approved the July 19, 2018 minutes.

Motion passed.

(9-20-18 - 01)

a. Air Quality Subcommittee (AQS)

Mr. Swiatek said the Air Quality Subcommittee (AQS) met on September 13, 2018. The key discussion point was to review the CMAQ Performance Plan, which WILMAPCO staff has been compiling during the summer, and is on the agenda for action today. The group did not make a recommendation for TAC endorsement at the meeting due to unanswered questions about the CMAQ On-Road Mobile Source Emissions target setting process in New Castle County. Following the meeting after some additional information was provided the AQS voted to recommend endorsement. The AQS also discussed the ongoing conformity analysis of the 2050 RTP. That analysis will be completed by October 11, 2018, where results will be reviewed at the Air Quality Subcommittee meeting.

5. PUBLIC COMMENT PERIOD:

Mr. Kevin Racine said transit should make better connections from Havre de Grace, Maryland through the Philadelphia region. He said the bus left the Perryville Station this morning before he was able to board it, which was because the timing was too tight for his transfer to Newark. A woman he knows travels from Philadelphia to Havre de Grace, Maryland regularly and works for the Cancer Research Foundation. She also travels to Richmond, Virginia for work. He would like to propose that if someone is a regular, long-distance transit user there could be something, such as a chip in a transit card, which can show how far the transit rider can go. He uses a Stored Value DART Card.

ACTION ITEMS:

6. To Recommend Adoption of WILMAPCO CMAQ Performance Measures

Mr. Swiatek said WILMAPCO is seeking TAC's recommendation for approval of the CMAQ Performance Plan. A copy of the plan was included in the TAC packet. This plan is part of meeting the new federal requirements for performance measurement. This will be the first in a series of CMAQ Performance Plans that WILMAPCO must submit during the next decade. The plan contains regional targets for Peak Hour Excessive Delay and Percent Non-SOV travel, on pages 4 and 5. There is also an On-Road Mobile Emissions component on page 6.

The plan also includes a listing of potential future CMAQ projects and documents that shows how they would benefit from both air emissions and traffic congestion reduction. Putting together the mobile source emissions has been the most controversial element, which will be reviewed. On page 7, WILMAPCO elected to use MDOT's proposed baseline figure; however, we have proposed slightly different targets. WILMAPCO determined the potential benefits of a

series of unfunded bicycle and pedestrian projects. After some initial concern, this process was accepted unanimously by AQS.

On pages 8 and 9 are New Castle County's targets. WILMAPCO proposed to adopt the state's targets, which were submitted by DelDOT to FHWA in May 2018. After spending time looking at DelDOT's methodology, WILMAPCO concluded the process for target setting could be improved. Unfortunately, the timeline for having all data to WILMAPCO was not met. This leaves little time to tweak inputs to come up with county-specific, updated targets.

The AQS proposal is to still use the Delaware statewide target. The AQS believes this is reasonable since statewide targets were adopted with other measures, such as traffic safety. DelDOT expects to revise the targets in two years, when there is an opportunity to do this with tighter methodology. The AQS voted in favor of it, with one conditional vote from DNREC.

Ms. DeVore said DNREC had concerns about the calculations in the spreadsheet and could not figure out the methodology. DNREC would like to approve the action conditionally providing the spreadsheet be better explained.

ACTION: On motion by Ms. Smith and seconded by Mr. Fortner, the TAC recommended adoption of the CMAQ Performance Measures.

Motion passed

(9-20-18 - 02)

Ms. DeVore, DNREC, voted conditionally providing the spreadsheet be updated.

PRESENTATION/DISCUSSION ITEMS:

7. DelDOT Long Range Transportation Plan

Mr. Jay Gerner, DelDOT, said "Innovation in Motion," DelDOT's 2040 Long Range Transportation Plan is not a project-based plan, but a policy-based plan. The full draft of the plan will be completed in October 2018.

Ms. Allysha Lorber, JMT, said the public outreach process includes utilizing the website: deldot.gov/Publications/reports/plan, where a public opinion survey was available, as well as several pop-up community events, and a YouTube video, featuring Ms. Jennifer Cohan, Secretary of DelDOT. Agency engagement includes an agency survey, collaboration between divisions, and linking related plans.

The plan's 10 goals include: 1) Economic Vitality; 2) Safety and Security; 3) Connectivity; 4) System Preservation; 5) Quality of Life; 6) System Management and Operations; 7) Resiliency and Reliability; 8) Environmental Stewardship; 9) Travel and Tourism; and 10) Customer Service and Communication. In addition, the eight transportation plan elements are: 1) Planning & Land Use; 2) Roads, Bridges, and Other Assets; 3) Traffic Management; 4) Bicycle Transportation; 5) Pedestrian Transportation; 6) Freight Movement; 7) Aeronautics; and 8) Public Transit.

A corridor master planning program, a comprehensive database management system, pipeline public input process, transportation planning integrated into local land use plans, and an expanded Transportation Improvement District program will be developed regarding land use plans.

Delaware's roads, bridges, and other assets will need a comprehensive spatial asset management database, a public relations database, assessments of material life cycle and long-term sustainability, a mitigation banking program, threat and hazard risk assessments, green infrastructure for flood mitigation, and risk mitigation funding. In addition, Delaware's traffic management will employ transportation safety measures for all modes, a public education campaign, and implement intelligent transportation management system technologies and advanced technology preparedness.

A bicycle design guide, bicycle network of statewide importance, a living laboratory research program, assess returns on investment, and an education and outreach program, will all be developed. In addition, pedestrian transportation will include a living laboratory research program, statewide pedestrian network plan, pedestrian priority area program, and education and outreach program.

Delaware will also manage freight route congestion, maintain critical freight infrastructure, improve multi-modal connectivity, promote regional supply chain positioning, and invest in first/final mile connections. While Delaware aeronautics will develop the aviation system GIS database, keep track of reliable airport operations counts, and develop an Unmanned Aircraft System (UAS) Task Force.

Public transit will be developed to make better first/final mile connections, have more flexible schedules to accommodate non-traditional work shifts, support increasing demand and costs of paratransit, regional rail service investment on the I-95 corridor to help close the transit gap between Perryville and Newark, and integrate autonomous vehicle technologies, such as with paratransit services.

All of these enhancements will need Integrated Transportation Management Systems (ITMS), open source mapping, mobile applications, crowd-source information, GPS, real-time conditions, and connected vehicle technologies.

Next steps for the Delaware Long Range Transportation Plan is to complete stakeholder outreach, publish the draft plan (October) and the conduct the 30-day-public review process in the fall 2018. In addition, DeIDOT will review the public comments (December), then refine and finalize the plan.

Mr. Fortner asked how the Waze app helps DeIDOT. Ms. Lorber responded there is a partnership with DeIDOT. It is a crowd-sourcing tool.

Ms. Dahlstrom requested that in addition to first-and-last mile connections for the transit network and for freight, that DeIDOT include first-and-last mile connections for bicycle and pedestrian. Ms. Lorber said DeIDOT would do that.

Ms. DeVore asked Ms. Lorber to expand on mitigation banking. Ms. Lorber responded there are some private mitigation banks, which are economic win-win situations. For instance, regarding flooding on Airport Road, DeIDOT could re-route the road and the traffic, and assign credits to the land. Then DeIDOT could use that land for other projects that may be affecting the environment.

8. Maryland Transportation Plan

Mr. Beam distributed a summary of the Maryland 2040 Transportation Plan, Connecting You to Life's Opportunities (**Attachment A**). In the summary, the mission states "The Maryland

Department of Transportation is a customer-driven leader that delivers safe, sustainable, intelligent, and exceptional transportation solutions in order to connect our customers to life's opportunities." The MTP goals were developed in response to the MDOT mission statement, and were based on input from MDOT staff, statewide surveys, and outreach to the public, the State of Maryland, and regional and local partners on transportation priorities.

Mr. Beam said the plan's seven goals are: 1) Ensure a safe, secure, and resilient transportation system. 2) Maintain a high standard and modernize Maryland's multimodal transportation system. 3) Improve the quality and efficiency of the transportation system to enhance the customer experience. 4) Provide better transportation choices and connections. 5) Facilitate economic opportunity and reduce congestion in Maryland through strategic system expansion. 6) Ensure environmental protection and sensitivity; and 7) Promote fiscal responsibility.

He added that the State is divided into five regions: 1) Eastern Shore, 2) Baltimore Metro region, 3) The Washington Metro region, 4) Southern Maryland, and the 5) Washington Metro region. Each region has a different character, distinct needs, and an associated transportation system. Although some of the 2040 MTP's implementation strategies are statewide, MDOT recognizes the state's regions are diverse and places high importance on customizing strategies to fit each region's unique needs and special context.

MDOT conducted an extensive engagement process both internally and externally with local, state, and regional planning partners and the public. The planning process has included a project website: www.mdot.maryland.gov/mtp, email updates, social media posts, a project web video, an online survey, a phone survey, and presentations to groups throughout Maryland.

Maryland's extensive, multimodal network faces a number of challenges. Some are inherent to the network, continuing to ensure the safe and efficient movement of people and goods, while others are related to changing transportation needs associated with technological, societal, demographic, land use, climate, and other environmental changes.

The 2040 MTP will be adopted in January 2019, and will include a System Performance Report for Safety and Transit Asset Management Performance Measures. MDOT is updating performance targets for the following measures through its Highway Safety Improvement Program: Number of fatalities, Rate of fatalities per 100 million Vehicle Miles Traveled (VMT), Number of serious injuries, Rate of serious injuries per 100 million VMT, and Number of non-motorized fatalities and non-motorized serious injuries.

Some of the enhancements will include replacing the electronic toll collection and operating system; upgrading truck weigh facilities; installing solar canopies in parking lots; deploying smart traffic signals on major regional corridors; and modernizing MDOT MVA's infrastructure. In addition, MDOT will update bicycle and pedestrian plans, deploy Positive Train Control (PTC) in coordination with Amtrak and CSX to increase safety across the MARC service, partner with jurisdictions and transit operators to encourage innovation in transit, and connect with partners to expand opportunities in automated vehicle testing.

Mr. Beam said MDOT MdTA is completing a National Environmental Policy Act (NEPA) Study for the I-95 Belvidere Road Interchange; and for the effects of a new Bay Bridge Crossing location. They will also complete construction of the Nice Bridge, a new Potomac River crossing from Charles County, Maryland to King George County, Virginia; and continue to progress on updates to MD 4 from MD 2 to MD 235, including replacement of the Thomas Johnson Bridge.

He said MDOT is seeking comments until November 1, 2018, on the MDOT Transportation Plan (MTP), and comments can be submitted on the MDOT website at www.mdot.maryland.gov/mtp.

9. 2050 Regional Transportation Plan (RTP) Outreach Update

Ms. Novakoff said that typical RTP outreach includes presentations to more than 30 municipal and civic organizations; discussions with member agencies; the Public Opinion Survey; WILMAPCO's "Our Town" event; and collaborating with New Castle and Cecil Counties, DelDOT, and MDOT. Typical RTP outreach also includes exhibiting at festivals and events such as Newark Community Day and Elkton Fall Festival, in addition to WILMAPCO newsletters, press releases, and radio interviews.

For the 2050 RTP, in addition to the typical outreach, WILMAPCO will be employing new and innovative outreach techniques utilizing the Federal Highway Administration (FHWA) State Transportation Innovation Council (STIC) Incentive Program funding. A Request for Proposals (RFP) for innovative outreach strategies was issued. WILMAPCO chose the best parts from each of the six proposals received, and hired four consultants. The consultants include Remline, who will provide print and digital materials; McCormick Taylor, who will help conduct the two virtual workshops; Public Engagement Associates, who will design the pop-up events; Sharp & Company, who will manage a social media campaign; and Metroquest. Metroquest is a survey software designed to enhance public outreach and interaction in planning. It is designed to maximize public engagement in a visually appealing and highly interactive way.

A virtual workshop will be held on November 2, 2018. The virtual workshop will include a 20-minute presentation, real-time polling, other gamified means of interaction, and a Q&A. The workshop will also be recorded and posted to the website. Pop-up events will be held in November and December 2018, in geographical areas not covered by other outreach, in high pedestrian areas such as the malls, transit stops, and University of Delaware. The popups will also target Environmental Justice (EJ), Transportation Justice (TJ) and Limited English Proficient (LEP) areas.

An aggressive social media campaign will drive participation in Metroquest and the virtual workshops. The outreach timeline includes Metroquest launch in early October 2018 and possible phase 2 in December 2018; member agency meetings from October through December 2018; and presentations to municipal and civic organizations from November through December 2018. The public comment period will run from mid-January through early March 2019. The "Our Town" event will be held on February 7, 2019. PAC approval will be sought on February 11, 2019, with TAC expected on February 21, 2019, and Council adoption expected on March 14, 2019.

10. WILMAPCO Transportation Justice (TJ) Analysis Update

Mr. Swiatek said WILMAPCO staff is working to complete the Update to the 2013 Environmental Justice (EJ)/Title VI Report and 2015 Transportation Justice (TJ) Report. This new analysis is being done while including the focus of multimodal connectivity. The report will also be more streamlined than previous reports with less project justification and fewer background statistics. A Working Group is guiding the Transportation Justice (TJ) Analysis Update Report process.

Title VI is part of the Civil Rights Act that is a discriminatory statute, regarding race, color, and national origin, with regulatory requirements that are enforceable in court. Environmental Justice (EJ) includes executive and DOT orders that impact low-income and minority persons that are not enforceable in court. For WILMAPCO "Transportation Justice (TJ)" has historically been an extension of EJ, which includes the mobility needs of seniors, people with disabilities, and

households without vehicles. WILMAPCO's analysis includes connectivity, accessibility, and engagement needs. WILMAPCO proposes to re-classify these groups as "Mobility Challenged" and termed the whole umbrella process, "Transportation Justice."

The TJ and Tile VI Report includes an Executive Summary, Background section, Part 1: Environmental Justice section, Part 2: Mobility Challenged section, and a Summary of Recommendations, which includes spatial analyses and public participation data from the WILMAPCO Public Opinion Survey (POS) results. The POS provides a sample of 600 residents, is reflective of the population, and has strong demographic quotas. The POP was revised in 2017 to coincide with the release of the WILMAPCO 2050 RTP in 2019.

Some interesting results of the POP revealed that 47% of those who make less than \$25,000 per year at least sometimes have issues with transportation that keeps them from activities – as income increases, so does success with the transportation system. In addition, 14% white, 20% black, and 16% Hispanic report that transportation sometimes keeps them from activities; while 54% zero car households say that transportation sometimes keeps them from activities. In addition, 43% of those who make more than \$100,000 per year have heard of WILMAPCO, 29% who make \$50,000 to \$100,000 have heard of WILMAPCO; 19% of those who make \$25,000 to \$50,000 have heard of WILMAPCO, and 10% of those who make under \$25,000 have heard of WILMAPCO.

The new EJ area definitions in the spatial analysis include the latest available data from the American Community Survey (2012-2016) and the Census Block Group Level Analysis, which locates the heaviest concentrations of EJ groups. This methodology has become more inclusive of places that are home to high percentages of low-income or minority groups.

The multi-modal connectivity analysis includes low-wage employment areas, grocery stores, libraries, hospitals, and senior centers, which were all compared to EJ areas. The University of Delaware is aiding with this analysis. Additional analyses will cover food deserts, bus connectivity to supermarkets, location efficiency, travel time, health impacts, Transportation Improvement Program (TIP) project equity, public bus affordability, crash rates, and Sea Level Rise (SLR) exposure.

The planned multi-modal analysis also includes the Age Restricted Community Connections Analysis (ARCCA) Public Transit and Pedestrian Analyses. In addition, a Limited English Proficient (LEP) cluster analysis highlights the latest available data from the 2012-2016 Census Block Group level analysis and has a more stringent methodology that screens for dominant non-English language usage.

The timeline for release of the TJ Update Report consists of completing the analysis through spring 2019 and developing a draft by summer 2019. This report will follow the release of the WILMAPCO 2050 RTP. Projected WILMAPCO Council endorsement is November 8, 2019.

Mr. Dahlstrom asked if English as a second language data from the public schools could be obtained. Mr. Swiatek replied yes, the public schools have lots of data we could glean from, but we would need to tie it to student homes to understand it spatially, and that would be a harder lift.

INFORMATION ITEMS:

11. Staff Report

Ms. Dunigan reported on the following plans and events:

- At the WILMAPCO Council meeting on September 13, 2018, Council amended the FY2019 UPWP with carryover tasks, and WILMAPCO and member agency tasks; amended the WILMAPCO FY2019-2022 TIP, New Castle County/Delaware Statewide Elements; and approved the proposed Public Advisory Committee (PAC) Reappointments. Staff presentations included the WILMAPCO Interregional Report and the 2050 RTP Update.
- The 12th Street Connector Alignment Study Project alternatives will be presented to the Wilmington Initiatives (WI) group on September 20, 2018.
- The 7th Street Peninsula Project team met on September 19, 2018, and a concept plan will be presented to the Wilmington Initiatives (WI) group on September 20, 2018.
- The Route 202 Master Plan public meeting was held at Talleyville Fire Hall on July 25, 2018, and a Community Visioning Workshop is planned for late October 2018.
- The Southern New Castle County (SNCC) Plan held a Kick-off meeting on September 10, 2018; and a public information session will be held on October 17, 2018.
- The Wilmington Bike Plan draft was released to partners for feedback and will be revised.
- Staff attended the FHWA Pilot Workshop for Incorporating Reliability as Planning Operations on August 23 and 24, 2018, in Washington, DC.
- From September 11 through September 12, 2018, staff attended the International Freight Peer Exchange in Baltimore, hosted by FHWA.
- Staff is working with New Castle County Land Use to host a Level of Service (LOS) Forum, on October 1, 2018.
- On August 22, 2018, staff participated in the Better Maryland State Development Plan Meeting.
- The WILMAPCO EJ and TJ steering committee met on September 17, 2018, and if you wish to collaborate, please get in touch with Bill Swiatek.
- The Route 9 Steering Committee will meet on October 16, 2018.
- Staff is supporting public outreach with DelDOT for the Memorial Drive Road Diet.
- Staff is supporting Safe Routes to School (SRTS) activities at Eisenberg Elementary School and McCullough Middle School.
- The Delaware American Planning Association (APA) Conference will be held in Rehoboth Beach, Delaware, from October 23-24, 2018.
- On September 5, 2018, staff attended the Jack Markell Trail Ribbon Cutting event.
- Staff attended the Maryland MPOs Roundtable event on September 14, 2018.
- Staff exhibited at the Elkton Fall Festival on September 15, 2018.
- Staff exhibited at Newark Community Day on September 16, 2018.
- The Federal Certification Review is scheduled on November 7, 2018, and there are opportunities for member agencies to participate.
- On August 29, 2018, staff met with DNREC State Parks Corporate Committee to review the draft Outdoor Recreation Plan for the State of Delaware.
- Staff attended the Cecil County Pre-Tour on September 6, 2018.
- Staff will attend the Cecil County Public Tour on September 25, 2018.
- On September 29, 2018, staff will participate in the Brandywine Creek Greenway Stakeholders Workshop, which is looking at connections in Delaware and Pennsylvania.
- The next Newark Area Transit Study Management Committee meeting will be held on October 2, 2018, which will review outreach and plan a public meeting.
- Staff will be presenting the New Castle County Bike Plan to the Delaware Bicycle Council on October 3, 2018.
- Staff will be participating in the trail network on October 22, 2018.
- Staff is scheduling meetings with the Council of Civic Organizations of Brandywine Hundred (CCOBH) and presenting the 2050 RTP information to Elsmere on November 8, 2018.

- WILMAPCO 2050 RTP discussions with member agencies are being set up.
- Staff is participating with DeIDOT in the Downes Elementary Walk-to-School Week event during October 2018 that includes safety rodeos.
- The WILMAPCO 2050 RTP public outreach presentations are being scheduled with towns and municipalities throughout fall-winter 2018.

OTHER BUSINESS:

Mr. Dahlstrom announced that the Better Maryland Regional Session would be held in Perryville, Maryland at 6:30 p.m., on October 23, 2018.

ADJOURNMENT:

The meeting adjourned at 11:40 a.m.

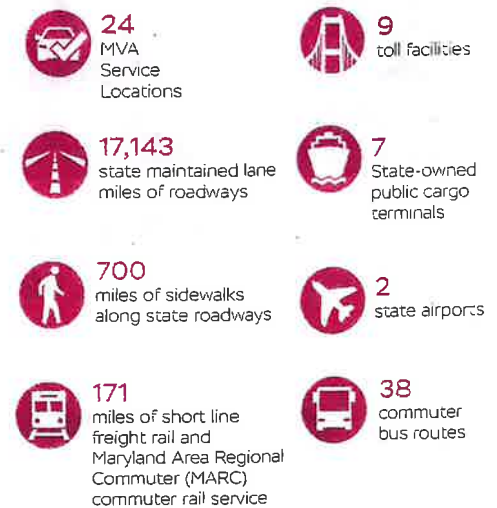
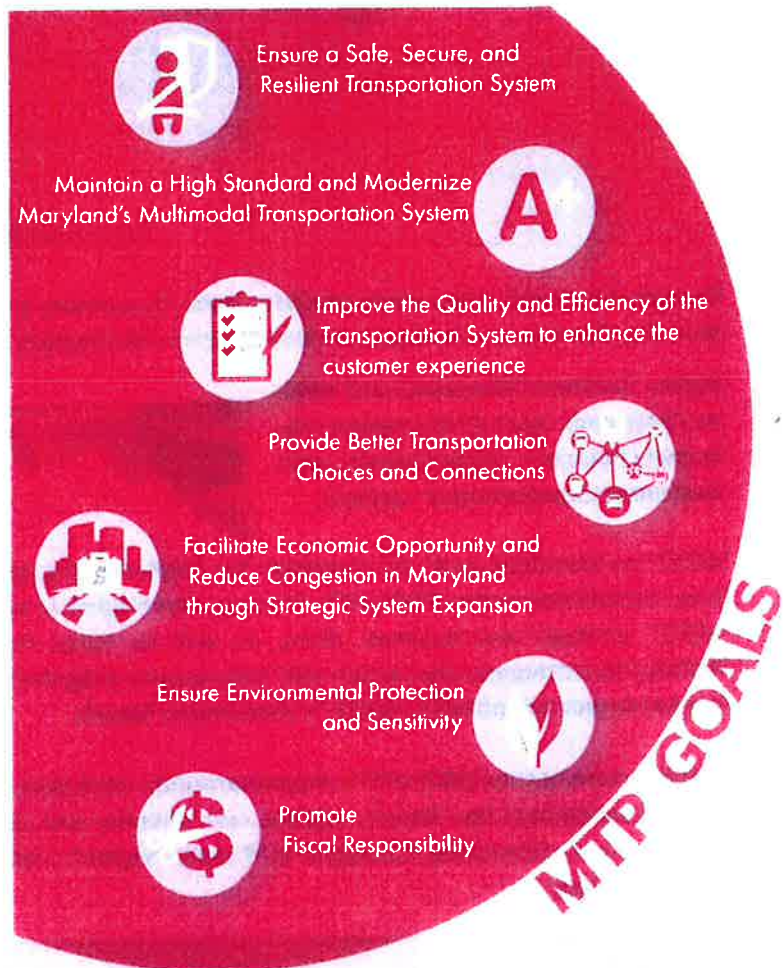
Attachments (1)

What is the Maryland Transportation Plan & Why Is It Important?

- Every five years, MDOT develops the statewide long-range transportation plan, or the MTP, a 20-year vision for transportation in Maryland.
- Consistent with MDOT’s mission, the MTP is a policy plan that outlines the States overarching transportation priorities and helps create a larger context for transportation decision making and guiding transportation investments.
- The MTP goals were developed in response to the MDOT mission statement, and based on input from MDOT staff, statewide surveys, and outreach to the public and to our state, regional and local partners on transportation priorities.

Challenges and Opportunities

Maryland’s extensive, multimodal network faces a number of challenges. Some are inherent to the network itself—continuing to ensure the safe and efficient movement of people and goods— while others are related to the changing transportation needs associated with technological, societal, demographic, land use, climate, and other environmental changes. As Maryland sets its transportation agenda for the next 20 years, MDOT will monitor and evaluate the challenges and opportunities in order to develop programs and projects that address these critical challenges and ensure Maryland remains a great place to live, work, and do business.



Trends and Considerations

POPULATION

6.0M
2016 C2 ▲ 4.4% (2010-2016)

EMPLOYMENT

3.6M
2016 C2 ▲ 6.2% (2010-2016)

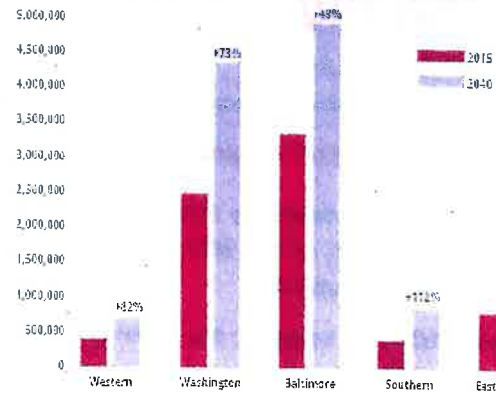
REGISTERED VEHICLES

5.1M
2016 C2 ▲ 4.9% (2010-2016)

ANNUAL VEHICLE MILES TRAVELED (VMT)

58.9M
2016 C2 ▲ 4.9% (2010-2016)

Vehicle Hours of Travel (by Region)



Source: Maryland Department of Transportation State Highway Administration (MDOT SHA)

Implementation

Though Maryland is the ninth smallest state, it contains a remarkable degree of geographic diversity. Reflecting that diversity, Maryland is divided into five regions—the Eastern Shore, the Baltimore Metro region, the Washington Metro region, Southern Maryland, and Western Maryland. Each of the regions has its own character, distinct needs, and associated transportation system.



MDOT has identified a set of strategies for implementing goals and objectives established in the 2040 MTP. Strategy development was informed by MDOT strategic and business plans, as well as input from the public. Putting the strategies into action will help assure progress toward performance targets identified in MDOT's Attainment Report.

Though some of the 2040 MTP's implementation strategies are statewide, MDOT recognizes the State's regions are diverse and places high importance on customizing strategies to fit each region's unique needs and special context.

Tell us

WHAT YOU THINK

2040

Maryland

TRANSPORTATION PLAN

Please provide comments by November 15, 2018

www.mdot.maryland.gov/mtp

Also checkout:

www.mdot.maryland.gov/BikePedPlanUpdate

MARYLAND

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