

**TECHNICAL ADVISORY COMMITTEE AND AIR QUALITY SUBCOMMITTEE MEETING  
February 20, 2020**

A meeting of the Technical Advisory Committee (TAC) and Air Quality Subcommittee was held on Thursday, February 20, 2020, at WILMAPCO, 100 Discovery Blvd., Suite 800, Newark, DE 19713.

**1. CALL TO ORDER:** Mr. David Dahlstrom, Maryland Department of Planning, brought the TAC meeting to order at 10:01 a.m.

**2. TAC Members present:**

Ben Allen, Maryland State Highway Administration  
Tricia Arndt, Delaware Office of State Planning  
Ian Beam, Maryland Department of Transportation  
Cooper Bowers, Delaware Department of Transportation  
Alex Brun, Maryland Department of the Environment (via conference call)  
Marvina Cephas, DNREC  
David Dahlstrom, Maryland Department of Planning  
Stacey Dahlstrom, New Castle County Department of Land Use  
Michael Fortner, City of Newark  
Jeanne Minner, Town of Elkton (via conference call)  
Brian Mitchell, City of Wilmington Department of Public Works  
Steve O'Connor, Cecil County Land Use  
Jolyon Shelton, DNREC  
Catherine Smith, DTC

**TAC Ex-Officio Members present:**

**TAC Members absent:**

City of Wilmington Planning  
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:**

Jane Dilley, League of Women Voters  
Bill Dunn  
Valerie Gray, DNREC  
Susan Love, DNREC  
Paul Moser, Delaware Department of Transportation  
Kevin Racine

**Staff:**

Dan Blevins, Principal Planner  
Heather Dunigan, Principal Planner  
Dave Gula, Principal Planner  
Randi Novakoff, Outreach Manager  
Bill Swiatek, Principal Planner  
Jacob Thompson, Transportation Planner  
Dawn Voss, Administrative Assistant  
Tigist Zegeye, Executive Director

**Staff Absent:**

Sharen Elcock, Executive Assistant

Minutes prepared by: Dawn Voss

**3. MINUTES**

The January 16, 2020 TAC minutes were approved.

**ACTION:** On motion by Mr. Brian Mitchell and seconded by Ms. Stacy Dahlstrom, the TAC approved the January 16, 2020 TAC minutes.

Motion passed.

**(02-20-20 - 01)**

**4. SUBCOMMITTEE UPDATES**

**a. Nonmotorized Transportation Working Group**

Ms. Dunigan reported the following events from the February 4, 2020 meeting of the Nonmotorized Transportation Working Group:

- Mr. Matt Harris from the City of Wilmington presented on the now-adopted city bicycle plan. The NMTWG will be taking all the recommendations from the Wilmington Bicycle Plan into the New Castle County Bicycle Plan.
- Mr. Jake Thompson presented an update on the Route 9 Paths Plan, which is an outgrowth of the Route 9 Corridor Master Plan to further define some of the pathway recommendations.
- Mr. Thompson also provided an update on progress with developing a pedestrian inventory of New Castle County. WILMAPCO has completed some sections of the county, and DeIDOT will be completing the remainder.
- Ms. Dunigan provided an update on the New Castle County Bicycle Plan. The NMTWG provided feedback about draft recommended programs and policies.

**5. PUBLIC COMMENT PERIOD**

Mr. Racine asked about the policy for using lifts on DART buses to assist seniors and the handicapped. His experience has been that the bus moves before those who need the lift can be seated. Ms. Zegeye responded that she will take this information to DTC. Ms. Dunigan recommended that Mr. Racine alert the bus driver that he would like driver to wait until he is seated before moving the bus. Mr. Racine further suggested that the bus shelter on Union Street advertise that bus tickets are available for sale in a nearby store so the public are made aware that tickets can be purchased in the community. Ms. Zegeye responded that this suggestion will also be forwarded to the DTC. Ms. Zegeye further recommended that Mr. Racine

serve on the DTC transit committee. Mr. Racine requested that he be given a contact for DTC so he can direct his questions there.

Ms. Dilley shared that the League of Women Voters did a test ride on DART and found that the bus drivers are very committed to staying on schedule. If no one is at the stop, they don't even slow down. Some people with strollers and wheelchairs were in the group and the drivers were wonderfully cooperative with them but rushed. It was apparent the drivers are under pressure.

**ACTION ITEMS:**

**6. To recommend certifying the Metropolitan Transportation Planning Process for FY 2021**

Ms. Dunigan reviewed the draft resolution and self-certification documentation and explained that in addition to doing a formal certification review with the federal agencies every four years, we are required, at least every four years, to have Council review to confirm and document that we are meeting federal requirements. Then the secretaries of transportation from Maryland and Delaware sign it. The resolution and self-certification list all the code requirements for MPOs. The rest of the documentation explains how WILMAPCO complies with the requirements. WILMAPCO prepares all the required documents and the processes including the RTP, the Combustion Management System, the Unified Planning Work Program, the TIP, Performance Based Planning and the Public Participation Plan. The remainder of the document addresses work related to equality, discrimination and exclusion including meeting DBE, ADA and Older Americans Act requirements and other non-discriminatory measures. The requirements and where they can be found are listed. A page on the WILMAPCO website describes our Title VI policy, and the information is translated into different languages to make it accessible. The website also advertises that WILMAPCO's public meetings have accommodations for various needs. Also included is Clear Air Act compliance, which is coordinated by the Air Quality Subcommittee and is part of our TIP and RTP processes.

Mr. Dahlstrom asked if Ms. Dunigan could elaborate on the 3C planning process in the Air Quality section in the attachment. Ms. Dunigan replied that it refers to working with a broad range of partners, coordinating the process and using all the relative technical resources available. The 3C's refers to: continuing, cooperative and comprehensive.

**ACTION:** On motion by Mr. Fortner and seconded by Mr. O'Connor the TAC recommended certifying the Metropolitan Transportation Planning Process for FY 2021.

Motion passed.

**(02-20-20-02)**

**PRESENTATION/DISCUSSION ITEMS:**

**7. Transportation and Climate Initiative**

Ms. Susan Love presented the Transportation and Climate Initiative's proposed cap and invest program for the region. Ms. Love is the Administrator of the Climate Sustainability Section in the Division of Climate, Coastal and Energy in DNREC. Ms. Valerie Gray is the Planning Supervisor in the Division of Air Quality in DNREC. The goal in the state is to reduce emissions by 26-28% by 2025 in accordance with the Paris Accord. Transportation emissions now represent the largest single contributor to greenhouse gas emissions in the country, region and state. Greenhouse gas emissions are the primary driver of the climate changes that we are experiencing. The challenges of trying to reduce greenhouse gas emissions in the transportation sector include, reducing vehicle miles traveled (VMT), encouraging people to ride public transportation, managing roadways, and coordinating with land use. The Transportation Climate Initiative (TCI) was formed in 2005 and is a collaboration of 13 jurisdictions. In 2010 the

jurisdictions decided to work together on transportation. This region has 52 million registered vehicles, 72 million people, and \$5 trillion GDP. The emissions from transportation here is three times the emissions from electric production.

Cap and Invest places a cap on emissions in the region. This has been done successfully with power plants in the region through the Regional Greenhouse Gas Initiative (RGGI). Cap and Invest is limited to gas and on-road diesel, which account for 80-85% of the fuels that contribute to transportation emissions. To create the cap, a measure of CO<sub>2</sub> emissions would be calculated to correspond with a measure of fuel. Wholesalers would comply with regulations to hold allowances to cover the CO<sub>2</sub> from the fuel they sell. Quarterly, allowances would be divided and auctioned off to the wholesalers. The proceeds from the auctions are given to the states to invest in clean transportation. It is market driven so high demand drives up the price for allowances, while low demand drives prices down. The program works and keeps cost down by re-investing the proceeds into reducing the need for gasoline and diesel. In the RGGI program the allowance price ranged from \$2-8 which is a fraction of the \$80-100 true or social cost of carbon estimated by academic and scientific communities. These prices will fluctuate by supply, demand, and political pressure. The process is circular. The cap reduces CO<sub>2</sub> emissions over time and creates proceeds for states to invest into clean transportation. Investment in clean transportation systems reduces the emissions, which then reduces the need for allowances.

A public process is being developed by the states. The framework for the program is available for public comment until the end of this year as well as a memorandum of understanding. The next step is for the governors to decide if their states will move forward. The hope is that the governors who wish to move forward will sign a memorandum of understanding in the spring. In Delaware, like many of the states, a program like this requires legislation. There will be many steps to bring the initiative through legislation. The next opportunity for public comment ends on February 28, 2020. TCI will take comments anytime, but it is most helpful to receive comments by the deadline. Full results and the webinar are available at [TransportationAndClimate.org](https://TransportationAndClimate.org).

This is a market-based emissions program, not a gas tax. There may be a price increase at the pump as the wholesaler passes the cost on to the consumer. TCI is very concerned the impact it will have on job creation and the economy as a whole, but also know that cleaning up emissions will have a positive impact on public health.

TCI looked at 20%, 22% and 25% decreases in emissions in the ten-year period from 2022 to 2032. The base model shows that without action, the transportation sector might see up to 19% reduction, but that assumes current emission standards remain in place and a relatively high gas price, so it is a very high estimate. Without the program, the range of reduction in emissions is 6%-19% in the transportation sector. Considering current climate change, 6% reduction seems inadequate. An emission cap set at a 25% reduction would mean a 25% reduction and a declining emissions cap would lock in decreases. This model anticipates an at-the-pump price increase per gallon ranging from \$.05 with a 20% cap to \$.17 with a 25% cap by year 2022.

Each state will have legislation on what to do with the proceeds. Most states will likely invest in clean transportation. TCI modeled scenarios in which the investment would be spent on electrification, which gets emissions down quickly. In the model, states invest in electric buses, public transit and in bike/pedestrian improvements.

The estimated health benefits in 10 years amount to \$3.2-10.5 billion. Most of the health benefits would be accrued from bike/ped improvements. Models estimated \$249-892 million in avoided climate impact. Macroeconomic modeling indicates a positive impact on the economy

from construction jobs, training, etc. The modeling indicates a modest increase of .01% in the GDP. The emissions cap scenarios indicate that the lower the CO2 cap, the higher the CO2 allowance prices, which result in higher program proceeds for reinvestment.

Ms. Gray encourages comments be made on the website. The governors will be considering this commitment, then TCI will be working on model regulation to plan how the states will adopt this program through a regulatory process. States that commit to move forward would promulgate individual state regulations by 2021 and the program begins in 2022.

Ms. Dahlstrom asked what should happen to the model if a state does not opt in but is immediately adjacent to another that does; and has anything similar been done in the system for power plants? Ms. Love replied that the system works better and is more predictable when everyone participates, the team is looking into ways of tracking delivery of fuel into individual states. A distributor will know that they have a compliance obligation in participating states. The team is working on making sure the plan will work even if some states do not participate. This problem did not exist in the RGGI program because power plants do not move, making regulating them less complicated.

Mr. Mitchell asked if there was any calculation into the program of what would happen if we drive electric vehicles and use bikes, etc. without any additional program. Ms. Love replied that the 19% reduction she described earlier takes into account that emission standards for cars stay in place which would mean more electric vehicles, and more affordable electric vehicles.

Mr. Paul Moser asked how you reconcile putting caps on emissions when the feds are not only planning, but in some ways celebrating the revenue stream from an increase in VMT of .5% over a fifteen-year period and also asked if the word "cap" is a hard cap with no additional options or sales? Ms. Love responded that it is supposed to be a hard cap, but they do recognize that there may be circumstances where there is a need for more fuel. The program is designed to avoid creating economic hardship. Like the RGGI program, if the allowance costs get to certain level, allowances can be added to the system to increase supply and therefore reduce the cost. Ms. Gray responded that the first question is a modeling question and the federal data on VMT growth is incapsulated in the models they have already created. Mr. Moser asked as you approach that threshold and have the increased allowances at auction, is that an agreement between the states? Ms. Gray replied that it is a market price. If something happened to affect fuel prices, such as fires at refineries, there are thresholds that add more allowances into the market to allow short-term price relief. We already see market price fluctuations at the pump, so they are designing the program to allow for price relief if the suppliers pass the price on to consumers. Ms. Love added that DOT Department of Natural Resources representatives are working together to find solutions to concerns like this. Ms. Love added that the revenue generated from this program will be funding projects that are not normal capital costs. Delaware does not currently have a large revenue source for switching to electric vehicles. There are only modest programs funded by the Regional Greenhouse Gas Initiative.

Mr. Bill Dunn offered support of the plan in general but expressed concern that according the American Lung or Heart Associations, New Castle County exceeds surrounding counties' bad ozone days by 7-11 days per year and that is increasing. He appreciates the desire to increase use of electric vehicles, but we are in a crisis for transportation management in New Castle County. Road systems are packed at peak times, which creates a lot of CO2. Mr. Dunn recommends the money be applied to the immediate problem, rather than altruistic reduction in carbon powered vehicles. He also asked how quickly funding will be applied after it's collected. Ms. Love responded that if the state decides to join on to the MOU, during the legislative

process she is sure there will be robust discussion on how to use that revenue. From a modeling standpoint, the fastest way to reduce CO2 is to swap out the cars. The goal of the program is greenhouse gas reduction. The program will start in 2022 with auctions set quarterly, so in March 2022 money could be available for programs that are ready.

Ms. Dilley mentioned that the first thing people will notice is the price at the pump, which is an uneven distribution of pain. She asked if there is an answer to that? Ms. Love clarified that Ms. Dilley's question is one of equity. TCI has been very concerned about equity and are trying to make sure those who pay for and benefit from the program are equally distributed. In urban areas, an improved public transit system is a benefit and increased air quality is a benefit from cleaner buses. In rural areas, people drive longer distances and the poorer people in rural areas tend to drive less efficient vehicles. Having programs to swap people into electric vehicles would be useful in rural areas. Some of the more rural states have also talked about using some of these funds to bring broadband to rural areas to allow people to telecommute and save trips to town.

Mr. Dahlstrom asked if there is a pie chart detailing where man-made CO2 come from. Ms. Gray replied that they have data broken down into economic sectors. In Delaware most CO2 comes from transportation and electric generation, which accounts for about three-quarters of the pie chart. The rest is our building envelope which is our energy efficiency industry in Delaware, and emissions from industry, primarily the refinery. Ms. Love added transportation is 35% of state carbon emissions, industrial is 28-29%, and electricity generation is 22%. That switched from ten to fifteen years ago when the majority of emissions came from generating electricity, when we generated more electricity with coal. There's more natural gas and renewable energy in the production of electricity now and proceed from the RGGI have been invested in reducing emissions from those sectors. Flyers were distributed about the TCI and the upcoming climate change workshops (**Attachment A**).

The state has begun working on a climate action plan. This plan will come up with strategies to reduce carbon emissions and adapt to climate change in the state. One in each county in early March then one in summer and then one in fall. There will also be opportunities for online comment.

## **8. Public Participation Plan**

Ms. Novakoff presented the update of the Public Participation Plan, which is the document that guides and documents how we conduct public outreach. The plan was initially created in 2008 and updated in 2012. The plan outlines our general philosophy and three main goals for public outreach as well as how we plan to achieve goals. The process began in 2018 with a telephone public opinion survey. This survey is a statistically valid and demographically weighted survey that is conducted every four years to help inform Regional Transportation Plan. To develop the PPP the following strategies were used:

- best practices were reviewed
- staff participated in a peer exchange
- an online survey was conducted
- staff participated in an outreach conference
- updates were provided to member agencies.
- WILMAPCO and DelDOT had a joint public meeting for the CTP and PPP.

We are currently developing a draft plan, which will be released for public comment.

An online survey was conducted May–June 2019. There were 177 respondents, 6 in Spanish. The survey was promoted through our e-newsletter and social media, as well as advertising on Facebook and posted on Nextdoor. Results of the online survey show that 70% of people are aware of WILMAPCO, however most of those people indicate that they are never involved or only involved when it is important to them. The greatest perceived barriers to involvement in transportation work include: not knowing how to get involved, lack of free time or lack of understanding of the planning process. According to the telephone survey, preferred methods of receiving information are direct communication and public meetings, but all methods scored high. The most preferred methods of receiving information according to the online survey were email, social media and the WILMAPCO newsletter. Online survey demographics skewed white, older and higher income. To get other demographics, an online survey may not be best tool.

Changes to the plan include streamlining to remove repetitive text, incorporating recommendations from the recently adopted Transportation Justice Report, and adding a list of outreach strategies. A draft of the plan was distributed to TAC members (**Attachment B**). Shaded areas on page 7 are new additions to the plan based on the Transportation Justice report. A transportation justice goal and objectives are on Page 14. A new social media policy can be found on page 16.

Mr. Dahlstrom asked if there was a due date for comments. Ms. Novakoff replied that comments are welcome anytime while the draft is still being prepared.

## **9. New Castle County Bicycle Plan**

Ms. Heather Dunigan presented updates about the draft New Castle County Bicycle Plan. Completed sections include the development of goals and objectives, identification of a recommended bicycle networks, and strategies for prioritization, funding, implementation, and evaluation. Staff is currently drafting the remaining sections, which detail recommended programs and policies.

Program and policy recommendations will address maintenance, parking and support facilities, transit connections, safety and enforcement, equitable access, land use development, and education and encouragement. At the last nonmotorized meeting, there was very good discussion of all of these topics.

Maintenance involves looking at a bicycle asset management system in a way similar to roadway asset management. It is necessary to know what is in place, what its condition is, and set a standard for the quality of its maintenance. Current funding for needed repairs is inadequate. Creating design guidelines to minimize maintenance frequency is recommended. For example, painted bike lanes require maintenance at least annually, while epoxy, thermoplastic or tinted pavement needs maintenance much less frequently. Greater community coordination for maintenance would be enhanced via a single place for the public to report concerns regardless of jurisdiction, as well as promoting volunteer support for existing programs.

Parking and support are critical to ensure that there are end of trip facilities. Short-term parking should be close and visible, versus long-term parking which should be sheltered and secure. A complete review of the zoning in all the jurisdictions in New Castle County revealed that very few address bicycle parking in zoning codes. Retrofitting existing development is recommended,

because many of the existing commercial and employment centers do not have good bike parking nor are they required too unless the area is re-zoned or redeveloped. Other support for bike riders like fix-it stations, wayfinding and commuter needs are also recommended.

Transit recommendations include expanding bikes of transit to regional rail; currently all buses and accommodate bicycles, but full sized bikes are only allow on rail during off-peak trips. Other transit recommendations include providing bike parking at high ridership bus stops and bus stops with high bike use. Prior sensors for bike rack use on buses no longer work; if their functioning was restored, this information would be valuable for riders when planning their trips with the DART app.

Mr. Dahlstrom asked if there was an inventory or cost yet. Ms. Dunigan replied we won't be including costs in the plan, but some of the programs, such as marketing, are very low cost. For example, one area promoted a bike to work month and allowed bike riders to ride the bus for free. In terms of overall cost, the infrastructure is more expensive, but we spend 2% of overall Transportation Improvement Program (TIP) funding on bike/ped only projects. Incorporating bike/ped infrastructure into other transportation projects would complete them more affordably.

Safety and enforcement recommendations include design of facilities as well as education and enforcement. When bike facilities are created, the design should create the lowest stress travel possible. This is achieved by evaluating the facilities, striping, and separation of cars and bikes to look for low stress options. This is also achieved by looking for low-cost options for short connections using easements between properties, making sure sewer grates are bike-friendly, designing complete streets for low stress travel. DeIDOT has been evaluating road diets to see if more space can be dedicated to bike travel. Education includes marketing to make people aware of existing laws and enforcing laws we have. This may include adding bicycle information into defensive driving classes and instituting diversion courses for people who get tickets. Perhaps police could give lights to people who are biking at night without a light, they provide something people need instead of only writing a ticket.

Equitable access recommendations address affordability, transportation justice, and providing for all ages and abilities. Recommendations include expanded access bike cooperatives like Urban Bike Project and Newark Bike Project, and introducing bike share programs potentially tied to DART transit fares. Equitable access may include offering bicycle libraries so people can publicly check out a bike, currently offered in some Delaware State Parks. Transportation Justice Report has data assessing connectivity for mobility challenged and EJ populations, which should be used as a resource for project selection. Providing for all ages and abilities (8 to 80) refers expanding equitable access by designing for low stress travel while incorporating marketing and events to encourage people to ride.

Land Use Development recommendations include suggested zoning codes to support bicycle-friendly communities. Beyond parking changes, suggested land use tools would support bicycle-oriented development to promote short trips, mixed-use development, and bicycle-oriented economic development.

Education and encouragement recommendations focus on more ways to get people riding including safe routes to schools, public events, marketing, and encouraging communities to apply for the Bicycle Friendly Community program.

We are working on those remaining sections now, will get feedback from the TAC and wrap up the report soon.



Mr. Dunn asked in reference to the 2% investment in bike projects, how is that spending divided between the counties and how much money does that represent? Ms. Dunigan replied that virtually all of it is in the New Castle County portion of the TIP and the portion that is in the Cecil County TIP is very small. The 2% represents a couple of million dollars per year.

## **10. Demographic Projections**

Mr. Dan Blevins presented an update on demographics in anticipation of the upcoming census.

On the national level:

- U.S is Growing but slowing
- The population continues to “gray”.
- Deaths are catching births.
- The political landscape is changing.
- The transportation picture is changing

Overall growth in the U.S. population has been declining since the Civil War. The U.S. is growing, but the rate of growth continues to slow. 2010 will be slowest rate of growth we have had, even lower than the Great Depression. Mr. Dahlstrom asked if the growth on the graphic was only 5%. Mr. Blevins replied that it is, as we get bigger sustained growth is harder to maintain, but we are still growing slowly overall.

Since 2000-2019 the population under eighteen years old has been declining in overall size. By 2030, all the boomers born from 1946-1964 will be over sixty-five years old. By 2060, one in four people in the country will be over sixty-five years old. By 2034 those sixty-five and older will outnumber those under eighteen. This leads to discussion about Social Security including the number of people working per person drawing from Social Security. Boomers peaked in 1999. As boomers age and their numbers decline, millennials will become the largest generational demographic, which changes the dynamic of the country.

Natural increase has fallen below one million. West Virginia, Maine, Vermont and New Hampshire have experienced more deaths than births, so they have a natural decrease now. By 2030 immigration will be the largest portion of growth in our country, though this is difficult to predict because geo-political policy changes affect it.

The census is being conducted in 2020 and new congressional apportionment will be in 2022. The changing population numbers will change the political landscape related to the number of electoral college votes and congressional seats some states have.

Changing demographics change how transportation is managed. There is a lot of literature about transportation for an aging population including contradictory information ranging from a race to legislate self-driving cars to doubt that self-driving cars are the best thing for older drivers.

The Delaware Population Consortium was created in 1975. Recent legislation formally requires that this information be used in planning by state and county agencies for non-policy purposes. By 2030 Delaware population will be over one million, but Delaware growth is slowing down as well. Delaware is growing a little faster than some other states, perhaps due to the tax

structure, and proximity to larger cities which makes the job market more fluid. Delaware also has resort areas, where beach homes can turn into permanent homes.

Around year 2028, death and birth rates cross each other in Delaware. By 2030 the state will rely only upon migration to grow. Sussex County's entire growth has depended on migration since 2013. Kent County has marginal growth, but all from migration. New Castle County's growth has been inconsistent since the great recession due to fluctuating migration numbers. Workforce numbers show that 67,000 people come into New Castle County and 47,000 leave every day. We see about 110,000 people come in and out of the state each day. That is an increase since 2000. Many people living in Kent County commute to New Castle County to work. Cecil County has seen a drop in this since 2000.

The number of people in each household in the state has changed over time. New Castle County added more than 6,000 owner-occupied homes but added more than 8,000 renter-occupied homes. Generally, owner-occupied homes have more residents than renter-occupied homes. New Castle County added 10,000 non-family residences, but fewer than 5,000 family residences, where family is defined as two or more people living in a home together. Single, 65+ households in New Castle County have increased from just over 16,000 in 2000 to over 20,000 in 2015. In New Castle County from 2010 to 2050, the population over sixty-five years old will grow from fewer than 70,000 to greater than 134,000. This shift will affect the school districts related to the size of schools, the number of schools, etc. Race/Ethnicity Projections predict increases in Black/Hispanic and other Ethnic populations and decreases in White, non-Hispanic population.

Municipalities will be included in all population consortium projections. They are small numbers. Once the Census is complete, the small area projections will be revised. All this data ends up in the Travel Demand Model (TDM).

Mr. Dahlstrom asked where the Maryland data came from. Mr. Blevins replied that the Demographics and Data Subcommittee (D&DS) compile data for Cecil County. D&DS used to do the Eastern Shore, but now work with MDOT. MDOT took over the Eastern Shore. Mr. Dahlstrom said that Caroline County looked off to him and that the range of household changes is not what he sees. Mr. Blevins answered that this all feeds back into our projection model, and Maryland has not put out a new projection series since 2017. Mr. Blevins asked if there was any timeline for release of updated Maryland data. The process is that once D&DS get county totals, they get into the lower level geography. Mr. Ian Beam responded that he would make inquiries about updated data from Maryland.

## **INFORMATION ITEMS**

### **11. Staff Report**

Ms. Dunigan reported on the following plans and events:

- On February 5, staff attended the Clean Cities Coalition.
- On February 10, staff participated in the Air Quality Partnership of Delaware and attended the Wilmington Health Planning Council Meeting.
- On February 21, staff participated in the University of Delaware Safe Kids Day.
- On January 24, WILMAPCO hosted a meeting of the Maryland Bicycle and Pedestrian Advisory Committee.

- On January 27, staff conducted a Public Visioning Workshop for the Newport Transportation Study, which was attended by approximately forty people. Ms. Dunigan will be posting a summary soon on WILMAPCO's webpage.
- On January 29, staff conducted a Public Visioning Workshop for the Governor Printz Boulevard Study, which was attended by approximately ninety people. On the WILMAPCO website, there is an online survey available through the end of February as well as a summary of comments received.
- On March 2, staff will participate in the New Castle County All Hazards Mitigation Plan Update Stakeholder Workshop.
- On March 4, staff will attend the Delaware Climate Plan Technical Advisory Committee Meeting.
- On March 9, there will be a kickoff meeting for the Churchman's Crossing Plan. The consultant selected is RK&K who is partnered with Renaissance Planning, Kramer Associates and Rybinski Engineering.
- On March 17, staff will attend the Safe Kids Delaware Board Meeting and the next Route 9 Master Plan Monitoring Committee Meeting will be held.
- Staff is supporting funding applications for the Healthy Community Delaware Planning and Implementation Grant Funding Program for the Route 9 corridor including Southbridge.
- Staff is working with the consultant on the design for modeling two scenarios for the Concord Pike Master Plan. We hope to have that done by mid-March with the next public workshop on April 1st.
- Southern New Castle County staff is hoping to have traffic modeling for the preferred land use scenario completed in April. There may be a public workshop in March so New Castle County can discuss comments received and changes made to the preferred scenario as well as the start of the comprehensive plan update.

#### **OTHER BUSINESS:**

Ms. Catherine Smith distributed the DTC *Notice of Public Hearing Workshops for Proposed Changes to DART Bus Services (Attachment C)* and spoke about the May Service Change. Public hearings will take place March 3 at the Wilmington Public Library, Wednesday, March 4 in Dover, Thursday, March 5 in Georgetown and Middletown, and Tuesday, March 10 in the DART Administration Building in Wilmington. There are 2 pages of changes, but the big change is that the new transit center will be operational. DTC will implement the best supportive infrastructure that you can think of. DTC will concentrate bus transfers and it will be improved with many amenities including: WIFI, bike parking, an indoor seating waiting area, real-time bus displays, ticket sales, rest rooms, USB charging stations, vending machines and a bike repair station. There will be ten bus bays at the new transit center. Along Walnut Street there will be spaces for three buses at any one time. Internally, there will be two sections. There will be pedestrian access and amenities. There will be three bays in the first station and four in the second station. Ms. Smith thanked the agency partners, the City, WILMAPCO, the business community and the community itself. She did a walking tour of the area diagonally across Walnut and Front Streets and north on Walnut Street under the viaduct bridge and found a tremendous improvement there with visibility, sidewalks and lighting. Ms. Smith found it to be a very comfortable and safe walking environment. More improvements will be made including an APS signal. People are intimidated to cross Walnut Street, but there's a countdown pedestrian signal with comfortably forty to forty-five seconds to cross, and a refuge in the median. DART is accepting comments on their website or by phone, Facebook or email. Comments will be included in a public transcript and discussed for the final staff recommendation to the DTC CEO and the Secretary of Transportation. Comments will be accepted until March 12<sup>th</sup>.

**ADJOURNMENT:**

On a motion by Ms. Arndt and seconded by Mr. Fortner, the TAC meeting adjourned at 11:56 a.m.

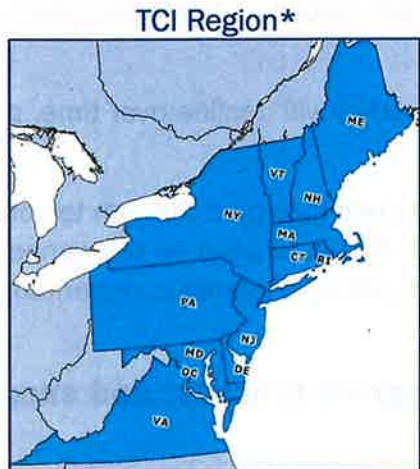
**Attachments (3)**

# Transportation and Climate Initiative

January 2020

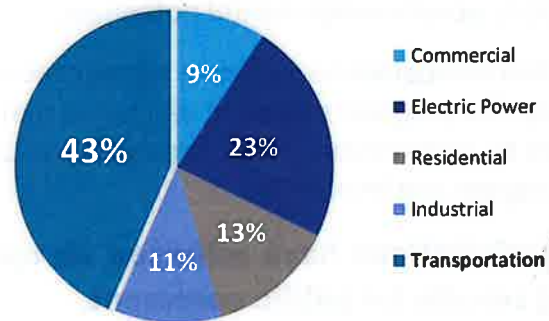
ATTACHMENT A

**Transportation is the largest source of carbon pollution in the TCI region.**



\*New Hampshire is no longer a participating state.

Sources of Carbon Dioxide Emissions in the TCI Region



Without action in the transportation sector, states will be unable to reach their greenhouse gas (GHG) reduction targets. The Transportation and Climate Initiative (TCI) is a bipartisan collaboration among 11 Northeast and Mid-Atlantic states and the District of Columbia and an opportunity for participants to establish a regional mechanism to achieve GHG reductions in this sector.

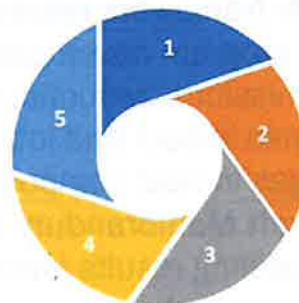
**TCI jurisdictions are developing a 'cap-and-invest' program to reduce the consumption of on-road diesel and finished motor gasoline and make investments that accelerate de-carbonization.**

## HOW REGIONAL CAP & INVEST WORKS

Using the RGGI Example

5. EACH STATE INVESTS IN CARBON-REDUCING MEASURES.

4. COMPANIES/ENTITIES BUY THE ALLOWANCES TO COVER EACH TON OF POLLUTION.



1. STATES SET ONE REGIONAL EMISSIONS CAP WITH A DECLINING FUTURE LIMIT

2. STATES DIVIDE UP THE TONS SO EACH STATE SHARES IN REDUCING THE REGIONAL LIMIT/GOAL

3. STATES SELL ALLOWANCES IN ONLINE REGIONAL AUCTION (Each allowance equals a ton of pollution.)

TCI program modeling estimates total regional revenue to range from \$1.8 billion to \$6.9 billion annually (over 2022-2032), depending on the selected program cap level. State investment priorities could include cleaner trains and buses, expanding public transportation service, expanded and safer bicycling infrastructure, improved pedestrian accessibility, and rail electrification.

## **States will decide how to invest their portions of the TCI revenue.**

TCI jurisdictions have committed to considering equity when developing state investment priorities.

## **A cap and invest program functions differently than a gas tax or a fixed carbon price.**

A cap and invest program, in which allowances are auctioned, allows the price to float in response to macroeconomic conditions.

A cap and invest program allows the price per ton to be set by the market, based on fluctuating demand and emissions levels.

Under a cap and invest program, the number of allowances on the market will decline over time, providing more certainty about environmental outcomes.

Requiring fuel companies to purchase allowances could result in costs being passed through to consumers at the pump. TCI program modeling estimates that if fuel companies decide to pass on allowance costs it could mean an incremental price increase in 2022 of \$.05- \$.17 per gallon of gasoline, depending on the selected program cap level.

## **The TCI jurisdictions have released an updated draft program proposal and supporting modeling results for public comment.**

In December 2019, the TCI region released a draft Memorandum of Understanding (MOU) and initial projects of program-related emissions reductions, economic and public health benefits, and estimated changes in fuel prices for public comment. Public comment is asked to be submitted by Friday, February 28, 2019, through the online comment portal.

## **The TCI region has made substantial progress in developing a cap and invest program, and a final program Memorandum of Understanding is scheduled to be released in Spring 2020.**

To reach this milestone, the TCI jurisdictions have been working on the accelerated timeline below that has included active participation by state staff as well as public consultation and stakeholder engagement.

<b>TCI Timeline</b>	
<b>October 2019</b>	<b>Draft program framework released</b>
<b>October-December 2019</b>	<b>Modeling for program development</b> Including: emissions reductions; energy use and consumption; macroeconomic impact and job creation; public health; allowances prices; changes in fleet composition and vehicle sales
<b>December 2019</b>	<b>Release of draft Memorandum of Understanding (MOU)</b> Including: modeling results showing potential costs and benefits of different program options
<b>Spring 2020</b>	<b>Final Memorandum of Understanding released</b> Each jurisdiction decides to sign on individually
<b>Throughout 2021</b>	<b>Jurisdictions conduct rulemaking process to adopt regulations</b>
<b>As early as 2022</b>	<b>Program implementation begins</b>

# DELAWARE'S

## Climate Action Plan



## Help Shape Delaware's Future!

*Our climate is changing.  
Delawareans are experiencing:*



More sunny day  
flooding



Longer, hotter  
summers



More frequent  
intense storms

*What can Delaware do to address the  
causes and consequences  
of climate change?*



## Tell us at our public workshops!

*Refreshments will be provided at all workshops  
Open house activities from 4:30 - 5:30 p.m.  
Presentations and facilitated discussion from 5:30 - 7:30 p.m.*

### TUESDAY, MARCH 3

4:30 — 7:30 p.m.

CHEER Community Center  
20520 Sand Hill Road  
Georgetown, DE

### WEDNESDAY, MARCH 4

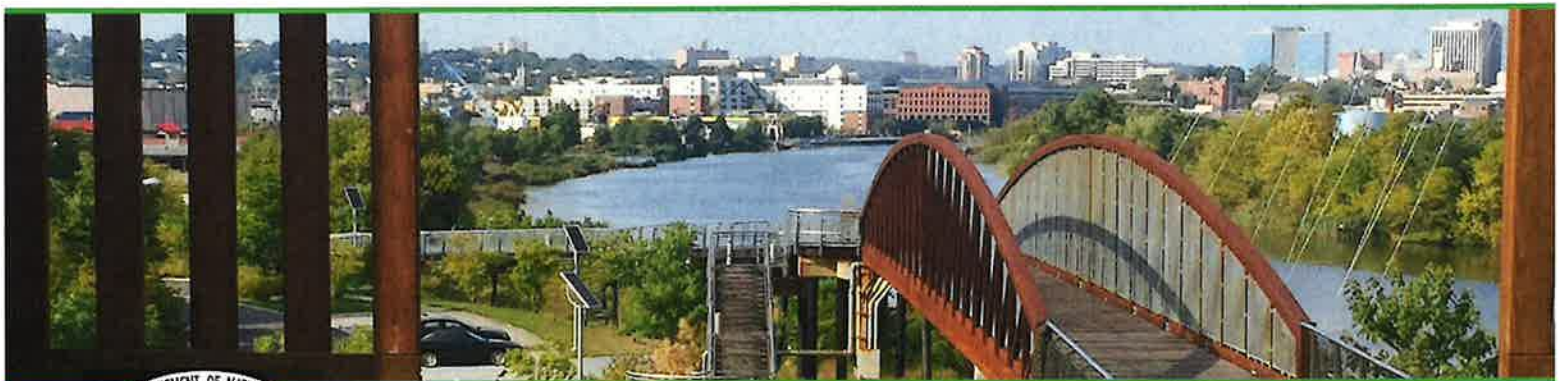
4:30 — 7:30 p.m.

Wilmington Public Library  
10 East 10th Street  
Wilmington, DE

### THURSDAY, MARCH 5

4:30 — 7:30 p.m.

Del Tech Del-One Conference Center  
100 Campus Drive  
Dover, DE



**With all that's at stake, it's time for us to act together!**

Draft 2020 Public Participation Plan



## **ACKNOWLEDGEMENTS**

The Public Advisory Committee (PAC) guided the development of the Public Participation Plan. The PAC is an advisory committee to the WILMAPCO Council on public participation strategies and it provides a forum for community concerns. It is made up of representatives for New Castle and Cecil Counties, civic organizations, business people, community leaders, environmental activists, and interested residents.

Organizations represented on the public advisory committee include:

- ◆ AAA Delaware
- ◆ AARP Delaware
- ◆ Bear Glasgow Council
- ◆ Centerville Civic Association
- ◆ Cecil County
- ◆ Cecil County Board of Realtors
- ◆ Cecil County Chamber of Commerce
- ◆ City of New Castle
- ◆ City of Newark
- ◆ Committee of 100
- ◆ Delaware Hispanic Commission
- ◆ Delmarva Rail Passenger Association
- ◆ Delaware State Chamber of Commerce
- ◆ Greater Hockessin Area Development Association
- ◆ Milltown-Limestone Civic Alliance
- ◆ New Castle County
- ◆ New Castle County Civic League
- ◆ Pike Creek Civic League
- ◆ Southern New Castle County Alliance
- ◆ The Committee of 100
- ◆ 7/40 Alliance

"An effective public involvement process provides for an open exchange of information and ideas between the public and transportation decision makers."

- Federal Highway Administration guidelines (FHWA Docket No. 94-27)

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## **What is a Metropolitan Planning Organization (MPO)?**

The transportation system not only provides a means of moving people and goods from place to place, but it also helps to shape economic health and quality of life. How well the transportation system meets regional goals affects public policy concerns such as air quality, social equity, land use, urban growth, economic development, safety, and security. Transportation planning requires developing strategies for operating, managing, maintaining, and financing the transportation system while furthering long-range goals.

A Metropolitan Planning Organization, or MPO, is a transportation decision-making body comprised of representatives from local governments and transportation agencies. The purpose of an MPO is to ensure that transportation expenditures are based on a continuous, cooperative, and comprehensive (3-C) planning process. MPOs plan all federally-funded transportation investments while providing a forum for local officials, public transportation providers, state agency representatives, and the general public to cooperatively work together to meet the region's transportation needs.

## **Who is WILMAPCO?**

The Wilmington Area Planning Council (WILMAPCO) is the regional transportation planning agency for the Cecil County and New Castle County area, known as the Wilmington Metropolitan Region. WILMAPCO is the MPO federally-designated to develop and implement a coordinated, comprehensive, and continuing planning process that addresses issues related to the transportation systems of New Castle and Cecil counties. As the federally designated MPO, WILMAPCO is charged with planning and coordinating the many transportation investments proposed for this region. WILMAPCO is governed by a Council made up of elected officials from the jurisdictions within our region. Our nine-member Council consists of:

- ◆ Delaware and Maryland departments of transportation
- ◆ Delaware Transit Corporation
- ◆ New Castle and Cecil counties
- ◆ Appointee of the Delaware Governor
- ◆ City of Wilmington
- ◆ Municipal representatives from New Castle and Cecil counties

The WILMAPCO Council provides the region a valuable forum in which to consider the issues, develop coordinated strategies, and recommend prudent investments in our system to solve the transportation challenges we face in the region.

## **WILMAPCO'S MAJOR PLANNING COMMITTEES**

WILMAPCO functions under a committee structure comprised of a Council, a Technical Advisory Committee (TAC), a Public Advisory Committee (PAC), and WILMAPCO staff. The WILMAPCO staff works under the leadership of the Executive Director to provide professional transportation planning services and ongoing administration of projects.

### **WILMAPCO Council**

The WILMAPCO Council is composed of representatives of state and local governments and public agencies responsible for transportation and land use policies and services. It consists of six Delaware members and three Maryland members and meets at 4 p.m. on the second Thursday of every other month. Council adopts transportation plans and studies, to set policy, and approves funding for transportation projects throughout our region.

### **Technical Advisory Committee**

The Technical Advisory Committee (TAC) is an advisory committee to the Council that represents federal, state, and local planning agencies in Delaware and Maryland. The TAC is responsible for overseeing the technical work of WILMAPCO staff and developing recommendations to Council on projects and programs. TAC members include representatives from transportation agencies, environmental agencies, federal agencies, state, county, and municipal representatives. The TAC meets on the third Thursday of every month at 10 a.m.

### **Public Advisory Committee**

The Public Advisory Committee (PAC) is an advisory committee to the Council, representing a diverse group of organizations and residents, including: representatives from New Castle and Cecil Counties, business people, community leaders, environmental activists, and interested residents. Their mission is to advise the Council on public participation strategies and to provide a forum for community concerns. PAC assists the Council with public outreach through the following tasks:

- ◆ Recommending public outreach and involvement strategies
- ◆ Reviewing and critiquing WILMAPCO publications for clarity, effectiveness, and user friendliness
- ◆ Serving as a liaison between Council and the public for the distribution of WILMAPCO publications and information
- ◆ Relaying public comments to Council and identifying new areas and groups for public outreach

- ◆ Advising Council on the needs for public education regarding WILMAPCO and regional transportation policies
- ◆ Advising Council on the effectiveness of public outreach for Action Items

All meetings of the WILMAPCO Council, Technical Advisory Committee (TAC), Public Advisory Committee (PAC), and their Subcommittees are open to the public. WILMAPCO encourages all members of the community to participate in the transportation planning processes. If, because of a disability, special assistance is required, WILMAPCO will endeavor to meet those needs. Upon request, WILMAPCO will also provide a professional interpretation of any document, presentation, meeting, or survey to speakers of any language. All WILMAPCO meeting information can be found on the homepage of our website at [www.wilmapco.org](http://www.wilmapco.org).

### **Importance of Public Input – TO BE UPDATED**

Public involvement is a key component of the transportation planning and programming process. A proactive public involvement process is one that provides complete information, timely public notice, and full public access to major transportation decisions, and supports early and continuing involvement of the public in developing transportation plans and programs.

We are also asked to reach out to people who are underserved by transportation investments, such as low-income and minority households, and though not required, we make extra efforts to include seniors, disabled, and zero car households in the planning process. In addition to ensuring that community members are involved, we must show that transportation investments are not adversely impacting these populations and that improvements are equitably distributed.

### **Purpose of the Public Participation Plan (PPP)**

The Public Participation Plan (PPP) is a guide for WILMAPCO's public participation endeavors. Its purpose is to ensure that WILMAPCO utilizes effective means of providing information and receiving public input on transportation decisions that ensure all our regional transportation plans, programs, and studies include adequate public involvement prior to action by the Council. WILMAPCO strives to employ a "proactive" public involvement procedures that goes beyond merely providing notice of decisions, but rather, provides opportunities for "early and continuing involvement throughout the transportation planning process." The Public Participation Plan also serves to describe the process of how the public can be involved in the transportation decision-making.

### **Public Participation Plan Development Process**

In order to ensure that the goals and objectives of the PPP directly reflected those of the public affected by the plan, WILMAPCO took the following actions:

- ◆ Conducted best practices research
- ◆ Participated in a Federal Highway Administration and Federal Transit Administration Peer Exchange
- ◆ Conducted a web-based public participation survey
- ◆ Encouraged member agency participation in the public outreach survey
- ◆ Included public outreach questions in a (statistically valid) telephone public opinion survey
- ◆ Consulted with member agencies through PAC, TAC and Council presentations
- ◆ Conducted a public workshop
- ◆ Conducted a 45-day public comment period

Comments and survey data from the PPP development process are used throughout this document. The survey conducted during the PPP development process was not intended to be statistically valid, but was included as additional support to public input which was received.

### **Public Participation Survey Results – TO BE UPDATED**

WILMAPCO conducted an online public participation survey from May 2019 through July 2019 in English and Spanish. The English language version of the survey had 171 respondents while the Spanish language version had eight. While not a statistically valid or demographically-representative survey, it does give us some clues as to preferred outreach methods and possible barriers.

Respondents were asked to answer questions about public outreach and what methods they felt were most effective. Respondents were also asked their opinion on how good of a job WILMAPCO has been doing at reaching out to the public. Overall, despite 64% reporting familiarity with WILMAPCO, nearly 70% report not knowing how to get involved or not understanding the transportation planning process.

### **Public Participation Plan Requirements**

#### *FAST (Fixing America’s Surface Transportation) Act*

The FAST Act requires that MPOs “shall develop and use a documented participation plan that defines a process for providing individuals, affected public agencies, representatives of public transportation employees, public ports, freight shippers, providers of freight transportation services, private providers of transportation (including intercity bus operators, employer-based commuting programs, such as carpool program, vanpool program, transit benefit program, parking cash-out program, shuttle program, or telework program), representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, and other interested parties with reasonable opportunities to be involved in the metropolitan transportation planning process.” (81 FR 93473, 2016)

*The Americans with Disabilities Act of 1990 (ADA)* states that “no qualified individual with a disability shall, by reason of such disability, be excluded from participation in or be denied the benefits of the services, programs, or activities of a public entity.” Sites for participation activities and the information presented must be accessible to persons with disabilities.

*Title VI of the Civil Rights Act of 1964*, together with related statutes and regulations, provide that “no person shall on the ground of race, color, or national origin be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal funds. The entire institution, whether educational, private or governmental, must comply with Title VI and related Federal civil rights laws, not just the program or activity receiving federal funds.”

Executive orders regarding environmental justice and outreach to persons with limited English proficiency are also regulated under Title VI of the Civil Rights Act.

*Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, 1994*, states that “each Federal agency shall make achieving environmental justice part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies and activities on minority populations and low-income populations.” Underserved groups such as low-income and minority populations must be identified and given increased opportunity for involvement in order to ensure effective participation.

*Executive Order 13166, Improving Access to Services for Persons with Limited English Proficiency, 2000*, requires that recipients of federal financial aid must ensure that the programs and activities normally provided in English are accessible to persons with limited English proficiency.

## **TRANSPORTATION PLANNING AND PUBLIC PARTICIPATION PROCESS**

This section provides guidelines for how WILMAPCO will encourage the public and interested parties to participate in the development, adoption, amendment, and review of the major MPO plans, including: the Public Participation Plan, the Regional Transportation Plan, the Transportation Improvement Program, and the Unified Planning Work Program.

WILMAPCO is responsible for setting the direction in transportation planning within its region. Federal law requires public outreach during the production of four mandated documents: The long-range Regional Transportation Plan (RTP), the Unified Planning Work Program (UPWP), the Transportation Improvement Program (TIP), and the Public

Participation Plan (PPP). WILMAPCO provides numerous opportunities for public participation in the process of creating these and other plans.

### **The Regional Transportation Plan (RTP) – TO BE UPDATED**

The Regional Transportation Plan sets out a vision for the WILMAPCO region spanning at least 20 years. It is updated every four years to incorporate new trends and demographic data. It lists goals WILMAPCO will strive to achieve and strategies WILMAPCO will use to accomplish them. Projects that are identified in the RTP are included in the TIP to be implemented.

### **The Transportation Improvement Program (TIP)**

The Transportation Improvement Program is a document that describes the funding for projects to be undertaken in our region over the next four years. It is updated two years to make adjustments to previously scheduled work. WILMAPCO solicits project ideas from agencies, municipalities, and the public throughout the year, which are then submitted to DelDOT and MDOT. Comments are solicited at several key times during the process before the final document is adopted by the WILMAPCO Council.

### **Unified Planning Work Program (UPWP)**

The Unified Planning Work Program is a twelve-month document (running from July 1 to June 30) that specifies what planning activities WILMAPCO staff and member agencies will undertake in the coming year. It serves as a programmable budget and spells out the operating needs for WILMAPCO and its staff.

Drafts of the RTP, TIP, and UPWP and major amendments to those documents are distributed to several libraries in New Castle County and one in Cecil County. These documents are also distributed to the planning offices of:

- ◆ The State of Delaware
- ◆ The State of Maryland
- ◆ Cecil County
- ◆ New Castle County
- ◆ The City of Wilmington
- ◆ The City of Elkton
- ◆ The City of Newark
- ◆ Delaware Department of Transportation
- ◆ Maryland Departments of Transportation

Documents are also made available at our office and on our website for at least a thirty-day public comment period prior to their adoption. A public workshop is also held during the public comment period to provide additional opportunity for public review and



comment. The WILMAPCO Council will consider each plan for adoption after all comments are received, documented, evaluated, and addressed.

- ◆ Public Participation Plan – Forty-five (45) day public review and comment period
- ◆ Regional Transportation Plan – Forty-five (45) public review and comment period
- ◆ Transportation Improvement Plan – Thirty (30) day public review and comment period
- ◆ Unified Planning Work Program – Thirty (30) day public review and comment period

## **Transportation Equity**

Transportation Equity, often referred to as Environmental Justice (EJ), is based in Title VI of the Civil Rights Act of 1964 and a 1994 Presidential Executive Order making equity part of the mission of every federal agency. Ethnic and racial minorities are often underrepresented in the planning processes. EJ populations include low-income, ethnic and racial minorities, and those with limited English language skills or Limited English Proficiency (LEP). WILMAPCO has taken EJ a step further and also includes those who are Mobility Challenged (MC) such as seniors, disabled, and those without access to a vehicle. WILMAPCO's 2019 Transportation Justice (TJ) Plan found that neighborhoods in our region with concentrations of African American residents are chronically underfunded with transportation dollars and experience increased traffic and higher pedestrian crash rates. The report also found that low income communities were much less likely to be aware of WILMAPCO, and thus participate in the MPO planning process. To begin to correct these and other inequities, the TJ Plan makes several outreach recommendations that have been incorporated in this plan.

Communities of particular concern, identified in the TJ plan, include: ethnic and racial minorities, low income, those with disabilities, female-headed households with children, and those with Limited Language Proficiency. When working in these communities, additional strategies for public engagement are recommended by the TJ Plan to help address identified inequities. Highlighted recommendations for public engagement include:

- As an agency, WILMAPCO will work to promote more inclusive organizational practices, cultural proficiency, and more.
- In regional studies, WILMAPCO will diversify outreach techniques, strive for equitable public participation (by race/class), build stronger relationships with minority cultural institutions, and more.
- In local studies, WILMAPCO will invest in relationship building, encourage local leadership in studies, acknowledge any past harm done by transportation and land

use planning, strive for equitable and iterative participation, aim for community empowerment, and more.

## **Community and Area Planning**

WILMAPCO's community and area planning efforts work to address the need to improve coordination between transportation and land use decision-making and serve to implement the goals and policies of the RTP. Community planning encompasses strategies that link land use and transportation, systematically working through neighborhood-based problems. These studies and plans link land use and transportation, seek to improve quality of life, strengthen communities, and improve intergovernmental relations between the state and local levels by providing local assistance in comprehensive plans, planning and hosting charrettes and workshops, and conducting community studies and plans.

More information regarding WILMAPCO's community and area planning efforts can be found on WILMAPCO's website.

## **Intraregional Coordination**

As an MPO, WILMAPCO is responsible for actively seeking the participation of all relevant agencies and stakeholders and for coordinating programs with them. WILMAPCO also works together with partners for more effective outreach activities. Because outreach activities are so important to WILMAPCO's mission, WILMAPCO reserves the right to refuse to participate in meetings or projects that do not provide adequate public involvement. Coordination with partners includes:

- ◆ Providing accurate and timely technical support to partners
- ◆ Offering data services to municipalities, communities, and organizations
- ◆ Reaching out to municipalities by seeking TIP and UPWP submissions, offering planning services, and soliciting suggestions when updating the RTP
- ◆ Coordinating on issues that extend beyond the WILMAPCO region's borders

## **WILMAPCO'S OUTREACH PHILOSOPHY**

Public involvement and participation in planning is an ongoing process that is essential to meeting the needs of the region's residents. Effective planning cannot be achieved in a vacuum. To achieve the objectives of the Public Participation Plan, WILMAPCO subscribes to the following overarching public outreach philosophies:

- ◆ Not only meet, but exceed federal regulations

- ◆ Go where the people are
- ◆ Create meaningful two-way communication
- ◆ Develop easily understood plans and reports
- ◆ Utilize new and creative ways to engage the public
- ◆ Strive for socially equitable, representative involvement
- ◆ Provide extra support to overcome the societal barriers of age, gender, language, literacy, disability, income and race to achieve inclusive public engagement
- ◆ Employ a multipronged approach to public outreach

## **PUBLIC PARTICIPATIO PLAN GOALS, OBJECTIVES, AND ACTIONS**

This section of the Public Participation Plan defines the goals, objectives, and actions that govern the implementation of public outreach for WILMAPCO.

**GOAL ONE:** Widely disseminate, clear, complete, and timely information to residents, affected agencies, and interested parties.

**Objective 1:** *WILMAPCO will identify organizations and individuals representing a broad spectrum of community interests and encourage their participation in transportation planning processes.*

**Action 1:** WILMAPCO will seek participation and comment from all segments of the public.

**Action 2:** WILMAPCO will work to identify new stakeholders interested in or affected by the transportation planning process.

**Action 3:** WILMAPCO will work to identify and encourage participation of underserved populations within the region, especially minority, low income, disabled, female headed households with children, and those with Limited Language Proficiency.

**Objective 2:** *WILMAPCO will develop relationships and form partnerships with organizations in the communities WILMAPCO serves.*

**Action 1:** WILMAPCO will solicit opportunities to presentations during civic, municipal, county, and other stakeholder group meetings to provide pertinent information regarding its planning efforts.

**Action 2:** WILMAPCO will participate in activities such as festivals, workshops, and summer camps conducted by partner organizations.

**Action 3:** WILMAPCO will distribute and make literature available at other agencies' locations and events.

**Objective 3:** *Coordinate public involvement activities with other similar programs to make best use of staff and resources while minimizing public time demands.*

**Action 1:** WILMAPCO will coordinate and, where possible, collaborate with the public involvement efforts of other jurisdictions, agencies, nonprofits, and community representatives.

**Action 2:** WILMAPCO will participate in local conferences and events by exhibiting display booths to increase awareness of specific projects and general WILMAPCO activities.

**Action 3:** WILMAPCO will conduct seminars and conferences to engage the public and our members on design, development, and technology advances that will help further our goals.

**Objective 4:** *Information will be disseminated through a variety of media.*

**Action 1:** WILMAPCO will develop and use a variety of visualization techniques to disseminate information, including: PowerPoint presentations, display boards, maps, Google interactive and Wiki mapping, videos, social media, webinars and virtual workshops, and its website to assist in communicating with the public.

**Action 2:** WILMAPCO will use its website and social media to publish and make available its plans and studies and to inform the public about opportunities to participate.

**Action 3:** WILMAPCO will produce a quarterly printed newsletter, the *Transporter*, which will be mailed to interested residents and a monthly electronic newsletter, *WILMAPCO's E-News*.

**Action 4:** WILMAPCO will produce a monthly electronic newsletter that will be distributed to interested residents.

**Action 4:** WILMAPCO will provide press releases to local media (radio, TV, and newspapers) and local civic organizations to promote meetings, events, major policy issues, and document changes.

**Objective 5:** *Transportation planning information will be conveyed in language and in a context that is understandable to everyone.*

**Action 1:** Acronyms, abbreviations, and jargon will be kept to a minimum in information prepared for the public.

**Action 2:** WILMAPCO will provide the necessary background information in the documents it prepares to help residents understand the transportation planning process and programs.

**Action 3:** Public Advisory Committee will review WILMAPCO plans and studies for ease of reading and understandability.

**GOAL TWO:** Create an open and ongoing two-way public involvement process that ensures full resident, agency, and interested party participation in, and input into, regional transportation planning.

**Objective 1:** *WILMAPCO will conduct surveys to better understand concerns and interests and use this information to target message more effectively.*

**Action 1:** WILMAPCO will administer its Public Opinion Survey for New Castle and Cecil counties in concurrence with Regional Transportation Plan (RTP) updates every four years. The results will be used to monitor public concerns and opinions on RTP strategies and awareness of WILMAPCO.

**Action 2:** WILMAPCO will conduct surveys using web, paper-based, and sticker board methods as projects require.

**Objective 2:** *WILMAPCO will seek to exceed federal requirements for public outreach in developing the Regional Transportation Plan (RTP), the Transportation Improvement Program (TIP), the Unified Planning Work Program (UPWP), and Public Participation Plan (PPP).*

**Action 1:** WILMAPCO will engage stakeholders in setting new priorities.

**Action 2:** WILMAPCO will seek public guidance when developing policies, identifying issues, gathering ideas, developing alternatives, setting evaluation criteria, and selecting the best alternatives.

**Action 3:** WILMAPCO's Public Outreach Manager will oversee the outreach strategy for all studies.

**Action 3:** WILMAPCO will provide a minimum of 30 days for review of and comment on draft planning documents (RTP and amendments, TIP and major amendments, and recommendations associated with any major regional transportation study) prior to consideration by Council for final adoption.

**Action 4:** WILMAPCO staff will make all draft documents available through its website for public comment.

~~**Action 5:** WILMAPCO will use a variety of visualization techniques to solicit public comment on major planning documents. (Goal 1/Obj 4)~~

**Action 5:** Public comments will be received, reviewed and, when appropriate, incorporated into planning documents. When producing the Public Participation Plan, Regional Transportation Plan, and Transportation Improvement Program, comments will be recorded and included in the final document.

~~**Action 6:** WILMAPCO will utilize social media and or videos to promote and encourage participation in the planning process.~~

**Objective 3:** *WILMAPCO will work with community stakeholders and land use and transportation agencies to coordinate transportation and land use planning activities through program development and community/area plans and studies.*

**Action 1:** Community stakeholders will participate in the development and scoping of a variety of plans and studies that help implement the goals and strategies of the long-range plan.

**Action 2:** Legislative briefings for area elected officials will be held as determined by community and area planning advisory committees.

~~**Action 3:** A variety of public outreach formats will be used, including: public meetings, workshops, walking workshops, charrettes, and virtual workshops to promote events and documents. (Goal 3/Obj 3/Act 1)~~

**Action 3:** Meetings will be held in a variety of locations to reach a wider audience. Meetings will be held in locations that are multi-modal and accessible under the Americans with Disabilities Act (ADA).

~~**Action 5:** Each project will use a variety of public event formats to meet the needs of the community. (Goal 3/Obj 3/Act 1)~~

**GOAL THREE:** Achieve early and continuous involvement of the public in the development of transportation plans, projects, and programs.

**Objective 1:** *Increase public understanding of the processes used to make transportation planning decisions and increase the public's willingness to get involved by convincing them they can make a difference.*

**Action 1:** WILMAPCO staff will develop easy-to-understand materials that break down and explain steps in decision making processes and typical timelines involved.

**Action 2:** WILMAPCO will use real examples and success stories to demonstrate how public ideas have influenced planning outcomes.

**Action 3:** WILMAPCO will promote awareness of its achievements and capabilities.

**Objective 2:** *Public participation strategies will be tailored to fit the audience and the issues, rather than using a “one size fits all” approach.*

**Action 1:** WILMAPCO will strive to understand the interests and concerns of target audiences in order to determine the most relevant content and most effective ways to communicate with each segment.

**Action 2:** WILMAPCO will target specific audiences, go where the people are, and create or participate in events targeted to those audiences.

**Action 3:** WILMAPCO will ensure a professional look and feel for communications and tailor content and format for ease of use and understanding.

~~**Action 4:** WILMAPCO will develop a better understanding of appropriate communications strategies for low-literacy individuals and non-English speaking communities.~~

**Objective 3:** *WILMAPCO will promote events and connect with each audience through a variety of channels and media.*

**Action 1:** A variety of techniques will be used to promote all events. These may include: flyers, postcards, press releases, and social media pages and “events.” Details will be provided on the homepage of WILMAPCO’s website, in its monthly electronic newsletter, *E-news*, and via social media.

**Action 2:** A calendar of events will be posted quarterly in *The News Journal*, the *Cecil Whig*, and WILMAPCO’s *Transporter* to advise the public of upcoming meetings.

**Action 3:** WILMAPCO meeting dates and agendas will be published on the homepage of its website.

**Action 4:** WILMAPCO will strive to promote all meetings and events for at least 30 days prior to the event

**Action 5:** WILMAPCO will strive to make as much information as possible available prior to meetings and events, including detailed agendas and descriptions of meeting formats and outcomes.

**Objective 4:** *WILMAPCO will seek to improve its public participation program by regularly reviewing this plan and its outreach activities.*

**Action 1:** WILMAPCO will regularly survey the public on the best ways to provide information, increase engagement, and utilize public input, and will incorporate resulting recommendations into the Public Participation Plan.

**Action 2:** WILMAPCO will periodically update this Public Participation Plan. The public will have 45 days to review and comment on proposed updates before they are considered for adoption by the WILMAPCO Council.

**Action 3:** If the initial public review results in major proposed changes, a second 45-day public comment period will be held to review and comment on the latest version before it is sent to the Council for adoption.

**Action 4:** WILMAPCO will utilize its bi-annual Progress Report to evaluate progress on its Regional Transportation Plan and Public Participation Plan

**GOAL FOUR:** Achieve cultural proficiency and empower local communities to ensure socially equitable and representative involvement in all WILMAPCO plans, programs, and policies.

**Objective 1:** *WILMAPCO will be proactive in promoting cultural diversity and seek opportunities to improve relationships with various cultures within the context of transportation planning.*

**Action 1:** WILMAPCO staff will participate in cultural competency, Title VI/EJ and public participation training.

**Action 2:** WILMAPCO will work to build relationships with African American, Latino, and Asian cultural institutions and media outlets.

**Objective 2:** *Develop organizational practices (i.e., hiring, workshop locations, language assistance, survey techniques) that integrate cultural groups of all ages*

**Action 1:** Continue to include demographic quotas in WILMAPCO's Public Opinion Survey to ensure a demographically representative survey sample.

**Action 2:** Allow self-identification of gender in surveys.



**Action 3:** Achieve equitable representation of minorities on the Public Advisory Committee.

**Objective 3:** *WILMAPCO will strive to collaborate with and empower all communities, particularly low-income and minority communities, in the development and implementation of plans.*

**Action 1:** Invest in continuous relationship building with local leaders and the community.

**Action 2:** Partner with and work through trusted community-based organizations and local civic groups.

**Action 3:** Invite and encourage residents to participate with decision-making during study development and a post-study monitoring committee with a representative cross-section within the community, a clear mission, transparency and accountability, and a consistent schedule.

**Action 3:** Acknowledge any past harm done by transportation and land use decisions and incorporate other trauma-informed community engagement practices<sup>1</sup> in communities experiencing chronic social inequities.

**Action 4:** Empower community members to conduct surveys, facilitate meetings, and provide explanations.

**Action 5:** Frame the plan in a way that is relevant to the local community.

**Objective 4:** *Strive for equitable public meetings and public participation in all plans, studies, and programs.*

**Action 1:** Schools, libraries, and trusted community centers are preferred public meeting locations.

**Action 2:** Provide childcare at public meetings, especially to support female-headed households with children's participation.

**Action 3:** Work with local partners to provide the food and/or offer other incentives to encourage participation and/or relieve economic burdens of attendance.

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<sup>1</sup> See 2019 TJ Plan.

**Action 4:** Work with the local community to choose meeting venues and times that are accessible by public transportation, convenient and trusted by the community.

**Action 5:** Work with, but do not solely rely on the community to promote events.

**Action 6:** Pursue equitable demographic public feedback, by race and class, for all regional studies.

## **SOCIAL MEDIA POLICY**

As more and more people obtain and share information online, social media has become an important communication tool and part of WILMAPCO's public involvement strategy. Social media tools such as Facebook, Instagram, Twitter, YouTube, and Nextdoor may be used to supplement traditional communication methods and increase meaningful interaction with the communities WILMAPCO serves.

Information received by social media users in the form of comments, @replies, direct messages, or any other method will be treated as feedback and discussion and will not constitute official public comment. Whenever possible, links will be provided to users to submit official comment.

WILMAPCO may share articles, websites, or online information produced by outside sources as appropriate. Information may include newspaper articles, municipal websites, other transportation and/or planning agencies or other informational content. WILMAPCO may share these items as "information only" and does not endorse, support, or have responsibility for the accuracy for these items. WILMAPCO does not allow explicit or profane language or content that promotes, fosters, or perpetuates discrimination on the basis of race, creed, color, age, religion, gender, marital status, status with regard to public assistance, national origin, physical or mental disability or sexual orientation, nor is sexual content or links to sexual content permitted on WILMAPCO's social media pages. WILMAPCO does not allow comments that suggest or encourage illegal activity. WILMAPCO's social media channels are not open to comments promoting or opposing any person campaigning for election to a political office or promoting or opposing any ballot proposition. WILMAPCO reserves the right to remove any content that violates this policy. WILMAPCO may also use a social media's "blocking" feature for repeat offenders of this policy.

## **OUTREACH STRATEGIES AND TECHNIQUES – TO BE UPDATED**

Transportation planners are responsible for developing a unique public engagement strategy for each project that uses the appropriate techniques for the project and target audience. The 2019 Public Participation Survey indicated that a large percentage of the community only becomes involved in the transportation planning process when the projects or issues are of personal interest to them. The community also indicated that they do not have enough free time to participate in planning activities or do not know how to get involved. Overcoming these issues will require finding a balance of various techniques and strategies that will result in more people and interest groups getting involved in the planning process. The following techniques and strategies may be used:

## APPENDIX

### GLOSSARY OF TERMS

***Complete Streets.*** Streets that provide for safe, convenient, efficient, and accessible use by pedestrians of all ages and abilities, bicyclists, transit vehicles and motor vehicles. Communities with complete streets policies are making sure that their streets work for drivers, transit users, pedestrians, and bicyclists, as well as for older adults, children, and persons with disabilities.

***Congestion Management System (CMS).*** Systematic process for managing congestion. Provides information on transportation system performance and finds alternative ways to alleviate congestion and enhance the mobility of people and goods, to levels that meet state and local needs. This is required in larger metropolitan areas (populations of 200,000 or more).

***Department of Transportation (DOT).*** When used alone, generally indicates the U.S. Department of Transportation. In conjunction with a place name, indicates state, city, or county transportation agency (e.g., Illinois DOT, Los Angeles DOT).

***Environmental Justice (EJ).*** Identifying and addressing disproportionately high and adverse human health or environmental effects of transportation programs, policies, and activities on minority populations and low-income populations.

***Federal Highway Administration (FHWA).*** The agency within the U.S. Department of Transportation that administers the Federal-Aid Highway Program, principally providing financial assistance and technical and programmatic support to states to construct and improve highways, urban and rural roads, and bridges.

***Federal Transit Administration (FTA).*** The agency within the U.S. Department of Transportation that provides financial and other resources to transit agencies (known as transit providers) in developing and improving public transportation equipment, facilities, services, techniques, and methods.

***Fiscal Constraint.*** Making sure that a given investment program or a specific project can reasonably expect to receive funding within the time allotted for its implementation.

***Intelligent Transportation Systems (ITS).*** The application of advanced technologies to improve the efficiency and safety of roads and transit services.

***Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA).*** Federal law that restructured funding for transportation programs; authorized an increased role for regional planning agencies/MPOs in funding decisions; required comprehensive regional and statewide long-term transportation plans; and provided for a uniform federal match for highway and transit projects.

**Regional Transportation Plan (RTP).** A multi-year transportation plan developed by state DOTs and MPOs in collaboration with a range of stakeholders that defines a vision for the region's or state's transportation systems and services. For metropolitan areas, it includes all transportation improvements proposed for funding over the next 20 years.

**Metropolitan Planning Organization (MPO).** A regional policy agency established by the state to serve urbanized areas with populations over 50,000. The MPO is responsible for cooperating with the state and other transportation providers in carrying out the metropolitan transportation planning requirements of federal highway and transit legislation.

**Public Participation.** The active and meaningful involvement of the public in the development of transportation plans and programs.

**State Strategic Highway Safety Plan (SHSP).** A new requirement under SAFETEA-LU requiring state DOTs to prepare a highway safety plan focused on strategies to reduce fatalities and injuries, including how HSIP funds are to be expended.

**State Transportation Improvement Program (STIP).** A multi-year, statewide, intermodal program of transportation projects, consistent with the statewide transportation plan and planning processes as well as metropolitan plans, TIPs, and processes.

**Safe, Accountable, Flexible, Efficient Transportation Equity Act—A Legacy for Users (SAFETEA-LU).** New federal surface transportation law enacted in August 2005 that continues most ISTEA reforms but places added emphasis on safety, security, and freight issues.

**Transit Oriented Development (TOD).** is a mixed-use residential or commercial area designed to maximize access to public transport, and often incorporates features to encourage transit ridership.

**Transportation Equity Act for the 21st Century (TEA-21).** Enacted in 1998, TEA-21 renewed the 1991 ISTEA law and authorized a significant increase in federal funding commitments for fiscal years 1998–2003.

**Transportation Improvement Program (TIP).** A document prepared by a metropolitan planning organization that lists projects to be funded with FHWA/FTA funds over a four- or five-year period.

**Transportation Justice (TJ).** Identifying and addressing disproportionately high and adverse human health or environmental effects of transportation programs, policies, and activities on seniors, the disabled, and households without an automobile.

**Transportation Management Area (TMA).** An urbanized area over 200,000 in population.

**Unified Planning Work Program (UPWP).** The management plan for the metropolitan planning program. Its purpose is to coordinate the planning activities of all participants in the planning process.

# Delaware Transit Corporation (DTC) News Release

FOR IMMEDIATE RELEASE:  
February 21, 2020

Contact: DTC Marketing & Public Affairs  
[Julie.Theyerl@delaware.gov](mailto:Julie.Theyerl@delaware.gov) (302) 576-6005

## Notice of Public Hearing Workshops for Proposed Changes to DART Bus Services

Delaware Transit Corporation (DTC) invites you to attend an upcoming Public Hearing Workshops to obtain comments on proposed changes to DART Statewide Fixed Route Bus Services to become effective Sunday, May 17, 2020.

### **Tuesday, March 3, 2020 – 11 AM to 1 PM and 5 PM to 7 PM**

Wilmington Public Library, The Commons, 10 East 10th St., Wilmington, 19801

### **Wednesday, March 4, 2020 – 3 PM to 5 PM**

Dover Public Library (Multi-Purpose Room B), 35 Loockerman Plaza, Dover, 19901

### **Thursday, March 5, 2020 – 11 AM to 1 PM**

Georgetown Public Library, (Meeting Rm B), 123 West Pine St., Georgetown, 19947

### **Thursday, March 5, 2020 - 5 PM to 7 PM**

Town of Middletown, 19 West Green St., Middletown, 19709

### **Tuesday, March 10, 2020 - 4 PM to 6 PM**

DART Administration Building, 119 Lower Beech St., Wilmington 19805

Each workshop will begin as an open house (approx. 30 mins), allowing attendees to view proposed schedules, interact with staff, receive clarification, and fill out comment forms. The remainder of the workshop will include a presentation of the proposed service changes, followed by public testimony for those wishing to provide comments to the audience, and to the hearing reporter. Attendees may also provide comments privately to the hearing reporter during the open house or following public testimony.

For your convenience, a summary of proposed changes, specific schedules and bus stops eliminations are available for review online at [DartFirstState.com](http://DartFirstState.com), at the reception desks of DART Administrative Offices, and at the Wilmington, Appoquinimink (Middletown), Dover and Georgetown Libraries. For information on an alternative format, please call (302) 760-2827.

We also welcome comments sent to: DART Public Hearing, 119 Lower Beech St., Wilmington, DE 19805-4440 or online at [DartFirstState.com/publichearing](http://DartFirstState.com/publichearing) by March 12, 2020.

If an accommodation such as an interpreter for the hearing impaired or a language translator is needed, please call (302) 760-2827, one week in advance.

Summary of proposed changes:

### **New Castle County**

**Wilmington Transit Center (WTC)** - The Wilmington Transit Center, located at Front and Walnut Sts. will be opening as the new transfer location for most bus routes in downtown Wilmington.

-more-



The following routes will serve WTC: Inside - 2, 5, 6, 11, 20, 31, 33, 35, 40, 52, and 305; Outside on Walnut St. - 10, 13, 14, 16, 18, 25, 28, 47, new 47X, 54, 55, 301, and new 311. As a result of the opening of WTC, the above routes would no longer serve Amtrak Station stop (Route 48 will continue to serve the Amtrak Station stop). The bus stop on Walnut at 3rd St. would be discontinued. In addition:

**Routes 2, 5, 6, 11, 20, 31, 33, 35, 40, 52 and 305** would begin and end at WTC.

**Routes 10, 54, 55, 301 and new Route 311** would enter Wilmington via I-495 and Walnut St. instead of using Maryland Ave. and Martin Luther King, Jr. Blvd.

**Route 5** would be extended from 9th & Market Sts. to WTC. Buses leaving WTC to Christiana Mall would follow Walnut St. and out 4th St.

**Route 18** local routing to Pike Creek from Downtown would follow King St. to 2nd St. Buses would no longer make the loop via Front St., Walnut St., 4th St. and Shipley St.

**Routes 33 and 40** would be revised to enter Wilmington from I-95 via Delaware Ave. exit (Adams St.) instead of MLK exit (Maryland Ave.). The routing would operate through downtown via Adams St., Delaware Ave. and 10<sup>th</sup> St. to King St., and Front St. to WTC. Buses leaving WTC to Newark or Peoples Plaza would follow Walnut St. to 8<sup>th</sup> St., Orange St., 12<sup>th</sup> St., Delaware Ave., Van Buren, Gilpin, and Jackson Sts. to reach I-95. Service along Washington St. would be discontinued.

**New Holiday Service** would be offered on Bus Routes 2, 4, 5, 6, 13, 15, 33, 40, and 47 on Memorial Day, Independence Day, and Labor Day, using a Saturday schedule, with Paratransit operating complimentary ADA-only service.

**Bus Stop Consolidation** - Based on zero or very low ridership, or in close proximity to another stop, DTC is proposing the removal/consolidation of 25 bus stops throughout New Castle County (see below).

Schedule times on some routes would be adjusted to improve on-time performance and connections. Please visit [DartFirstState.com](http://DartFirstState.com) for specific route schedules.

#### **A summary of route specific changes:**

**Route 2:** Weeknight service after 7 PM would be improved to operate every 45 minutes instead of every 60 minutes with a later last trip departing Wilmington at 10:35 PM and departing Brandywine Town Center at 11:30 PM.

**Route 5:** Routing would be extended from 9th at Market to WTC. Buses leaving WTC to Christiana Mall would follow Walnut St and out 4th St.

**Route 11:** The first morning trip would begin and end on Lea Blvd. at Washington St, not serving Rockwood Office Park due to low ridership.

**Route 14:** A new weekday rush hour trip would serve Riveredge Business Park to meet shift times at Zenith. The trip would depart Miller Road Shopping Center at 5:45 AM, arrive at Riveredge Business Park at 6:29 AM and end at DHSS at 6:40 AM.

**Route 28:** A.I. DuPont Children's Hospital would be served at the main entrance.

**Route 33:** Two mid-day and two evening weekday trips would no longer serve Fairplay Station due to low ridership.

**Route 43 & new Route 63:** Route 43 service would be scheduled to operate during weekday rush hours connecting Amazon with Odessa Park & Ride. The routing would be revised so that all trips to Amazon would operate via Industrial Drive. The new weekday Route 63 service would be the neighborhood connector, by serving Odessa Park & Ride, and offering new service to Broad St., Appoquinimink Community Library, Middletown Square and Middletown Village. Both routes would provide access to the Westtown Shopping Center, MOT Industrial Park and Amazon. Route 63 would operate between 5 AM to 10:30 PM.

**Route 45:** Route would be merged into Route 301. See Intercounty Route 301 for details below.

**Route 47:** Additional weekday trips would be scheduled from Wilmington to Middletown (6:12 AM and 6:42 AM) and from Middletown to Wilmington (4:05 PM, 4:30 PM, and 6:45 PM). New **Route 47X** would operate express service between Middletown and Wilmington via US 301, DE 1, Christiana Mall Park & Ride, I-95 and I-495. Once the new North Middletown Park & Ride is open, Routes 47 and 47X will provide service to the Park & Ride.

**Route 48:** Routing would be streamlined to serve both AstraZeneca and JP Morgan Chase with bus stops on Powder Mill Rd., rather than going onsite at both locations.

**Proposed bus stop removals for New Castle County:**

Route(s) Served	Stop Name and Stop ID #	Reason	Alternate Boarding Location
6	Kirkwood Hwy. opp. Poplar Ave. #1164	Low Ridership	Kirkwood Hwy. at Cleveland Ave.
6	Kirkwood Hwy. at Orchard Ave. #1196	Low Ridership	Kirkwood Hwy. at Woodlawn Ave.
10 Both Ways	Delaware Ave. at Lincoln St. #1469 and #3814	Close Proximity	Delaware Ave. at Union St.
10 Both Ways	Delaware Ave. at Franklin St. #1474 and #1393	Close Proximity	Delaware Ave. at Harrison St.
10 Both Ways	Airport Rd. at Schley Rd. #1700 and #1721	Low Ridership	Airport Rd. at Mowery Rd.
13	Christiana Rd. at Pleasant Pl. #2134	Close Proximity	Christiana Rd. at Fresconi Dr.
13	Philadelphia Pk. at Hillcrest Ave. #24	Close Proximity	Philadelphia Pk. at Edgemoor Rd.
13 & 31	Philadelphia Pk. at Franklin Ave. #755	Close Proximity	Philadelphia Pk. at Lawson Av.
13 & 31	Philadelphia Pk. at Lexington Dr. #708	Close Proximity	Philadelphia Pk. at Maple Rd.
13 & 31	Market St. at 31st St. #807	Close Proximity	Market St. at 30th St.
13 & 31	Market St. at 29th St. #809	Close Proximity	Market St. at 28th St.
13 & 31	Market St. at 26th St. #9	Close Proximity	Market St. at 25th St.
13 & 25	DuPont Hwy. at Carvel Ave. #2116	Close Proximity	DuPont Hwy. at McMullen Ave.
13 & 61	Naamans Rd. at Society Dr. #733	Close Proximity	Naamans Rd. at Montclair Dr.
18 Both Ways	Milltown Rd. at Dartmouth Rd. #2526 and #2495	Low Ridership	Milltown Rd. at Maclary Dr.
18 Both Ways	Milltown Rd. at Owen Dr. #2523 and #2498	Low Ridership	Milltown Rd. at Sheen Rd.
18 Both Ways	Milltown Rd. at Pecksniff Rd. #2521 and #2500	Low Ridership	Milltown Rd. at Sheen Rd.
54	Rivers End Dr. at Belltown Ter. #2566	Close Proximity	Rivers End Dr. at Silver Run Tr.
54	Rivers End Dr. opp. Newton Dr. #3887	Close Proximity	Rivers End Dr. at Silver Run Tr.

**Kent County**

Schedule times would be adjusted on some routes to improve on-time performance and connections.

**Route 101:** Route would be extended to Dover High School, operating every 60 minutes instead of every 30 minutes.

**Route 105:** Eagle Meadows would continue to be served via flag stops along Sorghum Mill Rd.

**Route 117:** Route would be extended to serve the Kent County Library between 9 AM and 7 PM; all other trips would end at Camden Walmart.

**Route 120:** An additional weekday trip would depart Smyrna Park & Ride at 6:02 PM to Scarborough Road Park & Ride.



## **Sussex County**

Schedule times would be adjusted on some routes to improve on-time performance and connections.

### **Seasonal Beach Bus Service**

DART's daily Beach Bus service begins on Monday, May 18, 2020, and has been extended later, ending on September 20. Rehoboth Park & Ride will now offer free parking, parking at Lewes Transit Center (LTC) remains free; bus fare paid upon boarding at both locations.

**201 Red Line:** Service between LTC and Rehoboth operates every 10-30 minutes depending on time of day, approximately 5:30 AM to 3 AM.

**203 Orange Line:** Service between LTC and Dewey operates every 30 minutes from 8:30 AM to 2 AM

**204 Yellow Line:** Service between LTC and Downtown Lewes/Ferry Terminal operates every 30 minutes from 6 AM to 2 AM. The last bus departs the Ferry Terminal at 9:06 PM.

**206 Green Line:** Service between LTC and Georgetown operates eight Sunday trips between 7 AM and 12 AM, in addition to its regular weekday/Saturday service.

**208 Blue Line:** Service between Rehoboth Park & Ride, Dewey, Bethany, and Ocean City, MD operates approximately every 2 hours, 7:45 AM to 2:25 AM.

**215 Purple Line:** Service between Rehoboth and Long Neck/Millsboro operates 11 trips to Millsboro, 10 trips to Rehoboth from 5:30 AM to 12:45 AM.

**305 Magenta Line:** Service between Wilmington Transit Center, Christiana Mall, Odessa Park & Ride (Middletown), Scarborough Road Park & Ride (Dover), LTC and Rehoboth Park & Ride operates 3 round trips on Saturdays, Sundays, and holidays, with an added stop at the new South Frederica Park & Ride along DE 1.

## **Intercounty**

Schedule times on some routes would be adjusted to improve on-time performance and connections.

**Route 301 (and former Route 45) & New Route 311:** Route 45 trips would be merged into Route 301 and trip times would change. Route 301 would begin at the Dover Transit Center, follow Governors Ave., State St. and US 13 stopping at Delaware State University, Park & Rides at Scarborough Road, Smyrna, Odessa, Boyd's Corner and Christiana Mall, Wilmington Transit Center and the present Downtown Wilmington bus stops. Route 301 would not serve the state capitol complex and DeIDOT/DMV; however, the new Route 311 would serve them. Route 301 Saturday trips would not serve Boyd's Corner. **New Route 311** would operate as a weekday Express between Wilmington and Dover serving Downtown Wilmington, Smyrna and Scarborough Road Park & Rides, Dover Transit Center, state capitol complex and DeIDOT/DMV.

**Route 307:** Route would be extended to serve the new South Frederica Park & Ride along DE 1.

The Delaware Transit Corporation, a subsidiary of the Delaware Department of Transportation (DeIDOT), operates DART First State. For more information, please visit [www.DartFirstState.com](http://www.DartFirstState.com) or call 1-800-652-DART. **Real-Time Bus Information and DART Pass, the mobile fare payment option, are both available on the free DART Transit App (iOS and Android).**

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