

**REGULAR COUNCIL MEETING
SEPTEMBER 13, 2018**

The Council meeting was held at WILMAPCO, 850 Library Avenue, Suite 100, Newark, Delaware, on September 13, 2018.

1. CALL TO ORDER: Mr. John Sisson, Council Chair, opened the meeting at 6:35 p.m.

2. ROLL CALL:

Members present:

David Edgell, representing Connie Holland, Delaware Governor's Appointee
Gwineth Kaminsky, representing Herb Inden, representing City of Wilmington Mayor,
Michael S. Purzycki
Heather Murphy, Maryland Governor's Appointee
Antoni Sekowski, representing Rich Hall, representing New Castle County Executive,
Matthew Meyer
Eric Sennstrom, representing Cecil County Executive, Alan McCarthy
John Sisson, Delaware Transit Corporation Chief Executive Officer
Michael Spencer, representing New Castle County Municipalities
Joshua Thomas, representing Drew Boyce, representing Jennifer L. Cohan, DelDOT
Secretary of Transportation

Members absent:

Mayor Robert Alt, representing Cecil County Municipalities

Guests, Observers:

None.

Staff members:

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

Minutes prepared by Janet Butler

3. MINUTES:

The July 12, 2018 meeting minutes were approved with a correction in the Council Member's Reports, Mr. Hall said "decrease" not "increase" parking.

ACTION: On motion by Mr. Sennstrom seconded by Mr. Spencer the Council approved the July 12, 2018 Council Meeting Minutes, with correction.

Motion passed.

(9-13-18-01)

PUBLIC COMMENT PERIOD:

None.

COUNCIL MEMBERS' AND DIRECTOR'S REPORT:**4. Chairperson's Report:**

Mr. Sisson said DART December Service Changes public sessions will be held on Tuesday, September 18, 2018, from 11:00 a.m. to 1:00 p.m., at the New Castle Library, and 4:00 p.m. to 6:00 p.m. at The Wilmington Library. These service changes require public participation. The University of Delaware Institute for Public Administration (IPA) has provided a survey, which is on the website regarding mobility and motion, to provide feedback on people's mobility needs and challenges that will help DART build a better network.

- Council Member's Reports:

Mr. Spencer said he met with Mr. Sisson regarding upgrading a Park-and-Ride in the Newport area, which is on a well-used County road and is part of the town's and region's approach to intermodal transportation. There is also a plan to link the bike trail from Newport to the Governor Jack Markell Trail.

Mr. Thomas announced DelDOT's Long Range Transportation Plan entitled "Innovation in Motion" will be released soon. A DelDOT team will present it to the TAC meeting next week. The DelDOT team also expects to be wrapping up the Long Range Plan in a month or two.

Mr. Sekowski said New Castle County's third Public Forum on Level of Service (LOS) and Unified Development Code (UDC) Phase III Updates will be held. In addition, the public will be providing feedback on Transportation Investment Districts (TIDs).

Ms. Kaminsky said The City of Wilmington Comprehensive Plan Update public session will be held on October 17, 2018, from 5:00 p.m. to 8:00 p.m., at the Delaware Children's Museum in Wilmington.

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

- Staff is working on joint meetings for the New Castle Bicycle Plan with the Council of Civic Organizations of Brandywine Hundred (CCOBH) and with the City of New Castle in conjunction with their Comprehensive Plan. We welcome joint meetings with other organizations and jurisdictions as well.
- Staff exhibited at the Southbridge Health Fair.
- The U.S. 202 Corridor Master Plan Public Information Session drew more than 200 people. Focus group meetings and a Community Visioning Workshop will be held in early fall.
- Staff attended a community meeting to help promote implementation of the Route 9 Corridor Master Plan. Staff is supporting DelDOT in conducting outreach for the planned Memorial Drive road diet.
- Staff conducted Newark Area Transit Study surveys with transit riders, business organizations, and residents.
- Ms. Jennifer Crobak, FHWA Planner, Pennsylvania, visited WILMAPCO for a week in August 2018.

- Staff exhibited at 55-Plus Lifestyles Expo at the Elkton High School on August 9, 2018.
- Staff attended the “A Better Maryland” listening session.
- Staff continues to support the development of the Newark Sustainability Plan.
- Staff attended the Jack Markell Trail ribbon cutting.
- DelDOT and WILMAPCO held a joint public workshop regarding the TIP and CTP at Newark Library on September 5, 2018, from 4:00 p.m.-7:00 p.m.
- Staff attended the Cecil County Pre-Tour meeting on September 6, 2018.
- Staff will attend the Cecil County Public Tour meeting on September 25, 2018.
- A Southern New Castle (SNCC) Master Plan information session will be held in mid-October 2018.
- Staff attended the Maryland MPO roundtable on September 14, 2018.
- Staff will exhibit at Elkton Fall Fest on September 15, 2018, and Newark Community Day on September 16, 2018.
- Staff is preparing for the Environmental Justice (EJ), Transportation Justice (TJ), and Title VI Report Kick-off meeting that is scheduled on September 17, 2018.
- DART’s Public Hearings will be held on September 18, 2018, at City of Wilmington’s and City of New Castle’s Public Libraries.
- The Level of Service (LOS) Summit will be held on October 1, 2018, in New Castle County, from 6:00 p.m. to 8:00 p.m.
- The American Planning Association (APA) Delaware Regional Conference will be held in Rehoboth, Delaware from October 23-24, 2018. Registration is open.
- Ms. Zegeye distributed a letter to WILMAPCO Council regarding the upcoming FHWA Certification Review from November 7 to November 8, 2018, at WILMAPCO (**Attachment A**). On November 7, 2018, a public meeting will be held at WILMAPCO and representatives from FHWA and FTA will be present.
- The 2050 RTP discussions are being scheduled with WILMAPCO staff and Council members’ staff.
- The July 2018 financial report indicates funding for the beginning of the new fiscal year.
- Staff is working with MDOT and DelDOT on the CMAQ Performance Plan Targets, which are due by October 1, 2018. WILMAPCO can submit the Performance Plan by November 16, 2018, but, expects to submit it before then.

7. Public Advisory Committee (PAC) Report:

Ms. Novakoff said the PAC met on August 13, 2018. There was one action to approve the public outreach portion of the FY 2019-2022 TIP. PAC made a suggestion to work with other agencies to put the TIP information on their websites. PAC recommended approval of the public outreach portion of the FY 2019-2022 TIP. Ms. Novakoff distributed a letter to WILMAPCO Council from Mr. John Flaherty, Coalition to Keep Bus Service on Rodney Square, which opposes dismantling the bus hub at Rodney Square in Wilmington (**Attachment B**).

Mr. Flaherty read the letter to the PAC, stating that bus riders did not have an equal opportunity to respond to this bus hub change, business leaders were unfairly influencing government decisions, and requested that the PAC support restoring the bus hub. Mr. D. Marque from the Coalition to Keep Bus Service on Rodney Square also presented this side of the issue. Mr. D. Marque expressed the importance of equity in the system and said moving the bus hub to side streets that do not have shelters is discriminatory. This resulted in a PAC motion asking DTC why the bus hub was dismantled and why it can’t be restored. Mr. Sisson had presented the DTC bus hub

strategy at the previous PAC meeting. In addition, Mr. Gula presented information on the 7th Street Peninsula Study, 12th Street Connector Study, and US 202 Corridor Master Plan.

8. Technical Advisory Committee (TAC) Report:

Ms. Dunigan said the TAC met on July 19, 2018 jointly with the Air Quality Subcommittee (AQS).. The TAC recommended release of the proposed amendments to the FY 2019-2022 TIP, including use of CMAQ, STP, TAP, and Transit 5310 and Urbanized Area funds for FY 2019, for public comment. Staff presentations included Projection of Delaware CMAQ Use (FY 2019-2022); and the 2050 Regional Transportation Plan (RTP) Update. TAC also met on August 16, 2018 ajointly with the AQS. The TAC recommended amendment of the FY 2019 Unified Planning Work Program (UPWP) with carry-over funds, and amendment of the FY 2019-2022 TIP. Presentations included Delaware CMAQ Target Setting by Mr. Mike DuRoss, DelDOT, and staff presentations included WILMAPCO CMAQ Performance Plans, WILMAPCO Interregional Report, Air Quality Conformity Update, and WILMAPCO 2050 RTP.

ACTION ITEMS:

9. To Amend the FY 2019 Unified Planning Work Program (UPWP) with Carry Over Tasks

Ms. Zegeye distributed the June 2018 Billing Report. She said on page 1, the \$352,500.24 Grand Total amount matches the Total Consultant Amount in the June 2018 Billing Report. Page 2 indicates the tasks that are not completed and are to be carried over into FY2019 UPWP (projects 1-9). At the bottom of the chart, projects 1-6 have been completed or came under budget. Projects 1-4 were completed and came under budget; project number 5, Regional Travel Time Runs and project number 6, Churchman's Crossing funds were already covered; therefore, these funds will be put back in the General Funds. Staff is proposing to amend prior years' tasks that were not completed in order to close out prior year's programs and move the funding forward so as not to have multiple year's funding agreements open. The PAC did not take action because they don't vote on budget information, and staff and TAC voted to recommend amending the FY2019 UPWP.

Mr. Joshua Thomas requested a correction on page 2 that the Grand Total matches the amount on page 1, which is \$352,500.24.

ACTION: On motion by Mr. Spencer seconded by Mr. Sennstrom the Council amended the FY2019 UPWP with Carry Over Tasks, with correction that the Grand Total of Proposed Tasks to be Carried Over on page 2 is \$352,500.24.

Motion passed.

(9-13-18-02)

10. To Amend the FY 2019 Unified Planning Work Program (UPWP) with WILMAPCO and Member Agency Tasks

Ms. Zegeye said we will make the same correction from agenda item #9 above, which is to change the Grand Total to \$352,500.24, from \$325,500.24. The carryover funds that have not been spent are \$732,850.50; however, \$269,738.48, which are tasks that have not been completed, are subtracted which leaves \$463,112.02 for future tasks. Staff has proposed that these funds be used as consultant support for WILMAPCO and member agencies.

WILMAPCO does not have any proposed tasks that have been put before Council, but, those tasks would go to Council before they would be put in the FY 2019 UPWP. Staff and TAC recommend transferring the funds for member agency and consultant support.

ACTION: On motion by Mr. Sennstrom seconded by Ms. Kaminsky the Council amended the FY 2019 UPWP with WILMAPCO and Member Agency Tasks, with the correction that the grand total of proposed tasks to be carried over is \$352,500.24, not \$325,500.24.

Motion passed.

(9-13-18-03)

11. To Amend the WILMAPCO FY 2019-2022 Transportation Improvement Program (TIP), New Castle County/DE Statewide Elements.

Ms. Dunigan reviewed the FY 2019-2022 TIP and public comments. The public comment period ended September 13. The joint WILMAPCO and DelDOT Public Workshop was held on September 5, 2018, which attracted 30 attendees. The FY 2019-2022 TIP was advertised at several community outreach events in the last two months, where the Quick TIP Guide was provided.

Staff also sent an e-mail blast to 10,000 News Journal subscribers. There was a 13% open rate, and 100 people visited the website. The press release was posted on the WILMAPCO website, and there were 128 page views. The Facebook event reached 79 people who indicated they were interested and 6,700 people total.

Ms. Dunigan summarized the public comments (**Attachment C**) received:

Mr. Bill Lower asked about the James Street Bridge Funding and Newport Train Station. Ms. Dunigan stated the funding for construction will increase by \$1 million with the amendments to \$4.5 million. DelDOT has proposed deferring construction by one year to FY 2020.

Ms. Erin Goldner commented that east side of Wilmington needs more bus stops and increased variety of transportation to schools, libraries, and grocery stores. She also would like to see smart buses on Vandever Avenue and suggested enhancements for quality of life there.

Mr. Stephen Ottinger said he appreciates the work of DelDOT. He would like DelDOT to continue to work on projects, such as 299, 7/40, 896, U.S.13, U.S. 202, and the SR9 Master Plan.

Mr. Lawrence Cordeiro said there is an urgent need for better bus stops, shelters, and seats, and to purchase larger buses.

Mr. Tim Conrad likes US 40 and 896 Interchange projects. He would like the Tyler McConnell Bridge project to be expedited. Ms. Dunigan said that will be in the DelDOT FY 2020 CTP. He also suggested widening Library Avenue from Newark South and over Route 4 towards route 71 to keep the road at 2 lanes in each direction.

Anonymous suggests SEPTA provide one dollar rides to seniors traveling out of Newark.

Mr. Nick Wasileski would like the I-95/896 flyover. The cost is offset by not removing the portion of Iron Hill. He also said the Elkton Road red light could be more computerized.

Representative John Kowalko, Newark, said the bus hub should be restored to Rodney Square, and we need transparency in the process to gain public support.

Mr. John Flaherty dislikes traffic circles; and said the bus hub does not have proper places to wait and the bus hub should be restored to Rodney Square.

Mr. Charlie Weymouth praised land use and transportation work. He suggests links be made between New Castle County and Pennsylvania. He said we can't favor developers and we need to stop residential sprawl. He also said we need to provide access management communication for commercial development, we need to stop public funding for privately used roadways, and comprehensive land use plans should be done by the state.

TAC and staff recommended amendment of the FY 2019-2022 TIP. The AQS found that the amendments did not trigger an updated air quality determination.

ACTION: On motion by Ms. Kaminsky seconded by Mr. Spencer the Council amended the FY 2019-2022 TIP, New Castle County/DE Statewide Elements.

Motion passed.

(9-13-18-04)

12. To Approve the Proposed Public Advisory Committee (PAC) Reappointments

Ms. Novakoff said the following PAC members are up for reappointments, which are three-year terms. All of the proposed are in good standing with a good attendance record:

1. Richard Janney, Southern New Castle County
2. Patricia Folk, Cecil County
3. Javier Torrijos, Delaware Hispanic Commission
4. Gail Seitz, City of New Castle
5. Barry Shotwell, 7/40 Alliance

Mr. Spencer said one PAC member was recently elected to County Council, and he does not think this person can serve on the PAC; however, Ms. Zegeye is looking into this possibility. He said this person will begin that appointment during the second week in January, 2019. Ms. Zegeye said something to keep in mind is that the person who represent an organization is the member.

ACTION: On motion by Mr. Spencer seconded by Mr. Thomas the Council approved the Public Advisory Committee (PAC) Reappointments.

Motion passed.

(9-13-18-05)

PRESENTATION/DISCUSSION ITEMS:

13. WILMAPCO Interregional Report

Mr. Thompson said the 2018 Interregional Report includes demographic changes and travel characteristics, which covers a 28-county study area in four states. The study area

includes MPOs and counties within 60 miles of the WILMAPCO region. The report was last updated in 2012 and the 2018 update is in progress.

Data sources include the US Census Bureau, FHWA, State Data Access websites; MPOs; County Planning departments; and Transit providers. Based on these data, population is expected to grow from 11.1 to 12.4 million. In the 2012 report, Philadelphia was the only county expected to decline (3%). Philadelphia would grow by 8% by 2040. Both Cape May and Salem Counties, in New Jersey would lose population.

However, employment would grow from 5.9 to 6.5 million. There will be 600,000 more jobs, which is a 10% increase. Lancaster County will be the largest contributor, adding 80,000 jobs. More than 70% of jobs will be in Maryland and Pennsylvania. In addition, New Castle, Delaware, Carrol, Maryland, and Salem, New Jersey counties would lose jobs.

The average road segment carries more than 31,000 vehicles per day. The I-95 Corridor has more than 120,000 daily vehicles. The heaviest traffic volume that moves north to south is between Baltimore and Philadelphia. The population increases will drive increases in traffic. From 2012 to 2045, there would be a 53% increase in traffic throughout the study area. The WILMAPCO region would see an 81% increase, and I-95 corridor would see a 51% increase. Overall, travel speeds would stay the same but, speed increases would be felt in rural areas and decreases in metropolitan areas.

From 2010 to 2016, the average commute time increased from 3.2 minutes to 28.7 minutes. More than half of the counties exceeded the regional average. The longest commutes are Philadelphia (33 minutes); Queen Anne's, Maryland (35 minutes); and Carroll, Maryland (37 minutes). The shortest commutes were Cape May, New Jersey (21 minutes).

Regarding the driving mode share, the highest percentages of workers who drive alone include York County, Pennsylvania (86%) and Carroll County, Maryland (85%). The lowest percentages of workers who drive alone include Philadelphia (51%) and Baltimore City (59%). However, between 2010 and 2016 the overall percentage remained steady at 78%.

I-95 in the Mid-Atlantic is the most heavily traveled truck route in the US. In 2012, I-95 carried nearly 14,000 daily trucks (average by segment). Trucks comprise 8% of total traffic. Truck traffic is expected to grow by 55% by 2045, with growth occurring on roadways throughout the study area. I-95 truck traffic will grow by 50% reaching nearly 20,700 daily trucks. Long-distance truck traffic will increase from 24% to 27.5%.

Congestion is measured by volume to capacity ratio. Level of Service (LOS) is measured as A through F. By 2045, congestion is expected to significantly impede traffic flows, especially in the DVRPC and BMC regions. Roadways at and above capacity (E-F) are expected to increase by 65% from 2012. In 2010, nearly 20 million tons of freight moved in and out of the WILMAPCO region, while 4.2 million tons were produced locally and stayed local.

Marine highways are alternatives to ground transportation. In 2010, USDOT identified 18 marine corridors, 8 projects, and 6 initiatives. From 2016-2018 additional funding enabled growth of the program, which now supports 21 projects. There are nine projects in or near the study area.

Transit scores are based on the ability to support transit investments. Factors include population density, employment density, and zero-car households. Since 2005, scores grew along Delaware Route 1 in Middletown, Smyrna, and Dover. Inter-county transit routes in the WILMAPCO region include DART Routes 301 and 302, Cecil Transit Routes 4 and 5, and the SEPTA Wilmington/Newark Line.

The interregional TIP projects extend or have impacts beyond WILMAPCO's borders. Completed projects include highway expansions and interchanges, freight rail feasibility studies, and passenger rail studies for commuter rail extension. Projects in progress are the highway and rail improvements.

Recommendations of the WILMAPCO 2018 Interregional Report include expanding inter-county transit services, continuing interagency coordination, supporting dense, walkable land uses, and limiting outward growth. Next steps in the report are to update the data and analyses, update interregional activities, include analysis of key regional corridors, include potential new measures such as climate change impacts and new technologies, and produce a draft report by late September 2018.

Mr. Thomas asked if the data analyses sources for the traffic maps were from regional and national data or a compilation of MPO and State data. Mr. Thompson responded the sources are regional and national data.

14. 2050 Regional Transportation Plan (RTP) Outreach

Ms. Novakoff said the typical methods of the RTP Outreach include presentations to more than 30 municipal and civic organizations, discussions with all member agencies, the WILMAPCO Public Opinion Survey, WILMAPCO's "Our Town" event scheduled for February 7. WILMAPCO also exhibits at events such as Newark Community Day, the Middletown Peach Festival, and Elkton Fall Festival. Newsletter articles are published, press releases are sent to local media outlets, and radio interviews are aired.

In addition, WILMAPCO will utilize FHWA State Transportation Innovation Council (STIC) Incentive Program funding to conduct several other innovative strategies. WILMAPCO sent out a Request for Proposal (RFP) for innovative RTP outreach strategy proposals. Out of the six proposals received, WILMAPCO picked the best from several proposal and hired four consultants: Remline will help with print and digital materials, which will reach a wide audience; Metroquest, which is public outreach software that will provide assistance with online surveys, and features a highly interactive site that maximizes engagement, uses priority ranking, scenario/image rating, project selection, budget allocation, and funding balance; JMT will assist with two virtual workshops, and Public Engagement Associates will help with pop-up events, which will held in non-traditional locations such as a grocery store parking lots or malls. In addition, Sharp & Company will help with the webpage/social media campaigns.

Virtual workshops will be scheduled in November and January. They will include a 20-30 minute presentation on the WILMAPCO 2050 RTP, real-time polling and/or use of another gamified tool, Q&A sessions, which will all be recorded and posted to the website. Pop-up events will also be scheduled from November through December 2018. These events will be held in geographical areas that are not covered by other outreach, such as the Environmental Justice (EJ), Transportation Justice (TJ), and Low English Language Proficient (LEP). In addition, the website and social media will drive the Metroquest/Virtual Workshop participation.

The timeline includes the Metroquest launch November 1, pop-up events from November-December 2018; 2 Virtual workshops in November and January, ongoing agency, municipal and civic presentations, a Public Comment Period from January 14 - March 6, 2019; and “Our Town” event on February 7, 2019.

14. INFORMATION ITEMS: DelDOT’s Administrative Modification Request Letters.

ADJOURNMENT: Mr. Spencer made a motion to adjourn, Ms. Kaminsky seconded the motion. The meeting adjourned at 7:30 p.m.

ATTACHMENTS: (3)



U.S. Department
of Transportation
**Federal Highway
Administration**

Delaware Division

August 27, 2018

1201 College Park Drive, Suite 102
Dover, DE 19904
(302) 734-5323
(302) 734-3066
<http://www.fhwa.dot.gov/demddiv/>

In Reply Refer To:
HDA-DE

Ms. Tigist Zegeye
Executive Director
Wilmington Area Planning Council
850 Library Avenue, Suite 100
Newark, DE 19711

Dear Ms. Zegeye:

The Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) will conduct a Certification Review of the transportation planning process for the Wilmington Area Planning Council (WILMAPCO). As agreed upon through prior discussions with the MPO and the Delaware Department of Transportation (DelDOT), this site visit has been scheduled for **November 7 and 8, 2018**.

The Fixing America's Surface Transportation Act (FAST) continues the requirement for Certification of the transportation planning process in urbanized areas over 200,000 population once every four years. Certification Reviews are conducted with the objective of evaluating the transportation planning process. Consequently, we will not be conducting a pass/fail review, but rather we intend to highlight noteworthy practices, exchange information, and identify possible opportunities for improvements. The Certification process will rely extensively on knowledge gained throughout our routine contact with the planning process in the WILMAPCO region, as well as, through the following five phases: 1) Desk Review of Planning Products and Processes; 2) Issuance of Desk Review Findings; 3) On Site Field Review; 4) Verbal Close Out; and 5) Finalized Certification report.

Phase 1 – Desk Review of Planning Products and Processes

To aid the Federal agencies in conducting the Desk Review, the FHWA and FTA will review the following documents:

- Metropolitan Transportation Plan
- Transportation Improvement Program
- Public Participation Plan
- Congestion Management Process
- Civil Rights/Title VI/Environmental Justice information.

We request the most recent version of each product, preferably electronically by email or shared weblinks. The purpose of supplying these materials and planning products is to ensure that the Federal agencies have the latest version of these documents, as we conduct a thorough desk review to identify any items or issues requiring specific discussion and further evaluation during the on-site field review.

Phase 2 – Issuance of Desk Review Findings

Upon completion of the desk review, a list of items and issues identified for further review and discussion during the on-site field review will be provided at a minimum of two weeks prior to the field review.

Phase 3 – Field Review

As previously mentioned, the field review portion of the Certification Review will take place on November 7 and 8, 2018 at WILMAPCO's office. The United States Department of Transportation (USDOT) Review Team will consist of staff from the FTA Region III Office, the FHWA Delaware Division, and other FHWA Divisions and/or HQ. The review team will meet with WILMAPCO staff and representatives from the DelDOT, Maryland Department of Transportation (MDOT), Delaware Transit Corporation (DTC), members of the general public, and other interested parties.

The field review will focus on three specific areas: 1) the recommendations identified from the previous FTA/FHWA Certification Review Report; 2) compliance with the FAST Act and Titles 23 and 49 United States Code; and 3) list of items identified from the desk review, working knowledge, and noteworthy practices. During the evening of November 7, we will have a public outreach session where you will be able to listen to statements and to answer questions from local elected officials and the general public. Representatives from the WILMAPCO, DelDOT, MDOT, DTC, and other interested parties are welcomed and encouraged to attend this meeting. It will be the responsibility of your staff to advertise, publicize, and solicit participation for this public comment/testimony portion of the Certification Review.

Phase 4 – Verbal Close Out

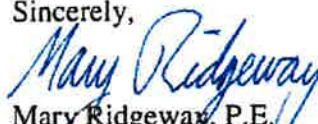
At the end of the field review, a close out meeting will be held with the WILMAPCO staff, DelDOT, MDOT, DTC, and other participants to verbally summarize the review team's preliminary findings.

Phase 5 – Finalized Certification Report

Finally, the review team will prepare a report documenting the desk review and field review. This report will include a summary of the issues discussed, compliance checks made during the field review, and any corresponding corrective actions, recommendations, and/or commendations. This report will stand as the official USDOT Certification finding.

We look forward to continuing to work with you to finalize the agenda and logistics for the review. If you have any questions, please contact Lindsay Donnellon, FHWA Delaware Division, (410)779-7158, or Tim Lidiak, FTA Region III, (215) 656-7084.

Sincerely,



Mary Ridgeway, P.E.
Division Administrator

cc: Drew Boyce, DelDOT
John Sisson, Delaware Transit Corporation
Cathy Smith, Delaware Transit Corporation
Tyson Byrne, Maryland DOT
Tim Lidiak, FTA Region III
Kathleen Zubrzycki, FTA Region III
Spencer Stevens, FHWA Office of Planning

Coalition to Keep Bus Service on Rodney Square

Antonio Valenzuela, Chair
Public Advisory Committee
Wilmington Area Planning Council
850 Library Avenue, Suite 100
Newark, Delaware 19711

August 13, 2018

Dear Chairperson Valenzuela and members of the Wilmapco PAC:

On behalf of the Coalition to Keep Bus Service on Rodney Square (Coalition), I want to thank the Wilmington Area Planning Council's (WILMAPCO) Public Advisory Committee (PAC), its many members representing civic, environmental, business, and other interests, for encouraging and facilitating this discussion tonight about the removal of bus stops in downtown Wilmington resulting in the dismantling of the Rodney Square bus hub, last December 17, 2017.

The Coalition and nearly 2,300 citizens have signed petitions to Governor Carney urging the restoration of the Rodney Square bus hub that was dismantled by DART, with WILMAPCO'S support, last December 17, 2017.

A few years ago, WILMAPCO, along with the Delaware Department of Transportation (DelDOT) and the Delaware Transit Corporation (DTC) participated in a report prepared by the State Smart Transportation Initiative (SSTI) titled "Reimagining a Legacy Transit System: Lessons from Wilmington, Delaware".

One of the recommendations made in this report was to address the class/status issues at Rodney Square, the focus of our conversation tonight.

The recommendation found that it may be necessary to hire a public relations firm to address the misconception of conflating transit riders with homeless persons and panhandlers and to make it clear that transit is not part of the panhandling challenge the city of Wilmington faces.

The recommendation makes the point that 'Buses are not the cause of the loitering/panhandling/ homeless problem at Rodney Square or in the downtown area. Bus riders are customers of the transit system who go to the square to get on or off a bus. These riders are a separate population from the homeless or those panhandling around the square.

Yet, public pronouncements by the Governor, public officials, lobbyists and others who would benefit by the dismantling of a bus hub ignore this recommendation and bring into question exactly why this hub was dismantled.

The preamble to the Delaware Freedom of Information Act states, in part, 'It is vital in a democratic society that public business be performed in an open and public manner so that our citizens shall have the opportunity to observe the performance of public officials and to monitor the decisions that are made by such officials in formulating and executing public policy.

The nearly 2,300 citizens who signed petitions to the Governor questioning the dismantling of the Rodney Square bus hub last December 17, 2017 did not have the opportunity to observe and monitor the decisions of our elected and public officials prior to the removal of bus stops at Rodney Square.

However, public documents published in the Wilmington News Journal in March of this year show that months before Delaware's transit agency, DART, formally announced their plan for public hearings in September 2017 to dismantle the Rodney Square bus hub, Wilmington business leaders emailed and met privately with the governor and members of his staff and other public officials, pressuring Delaware's executive for "final decisions" to the long talked about disassembly of Wilmington's central bus hub.

The first email, on April 13, 2017, between a local developer and the Governor's Office talks about reducing DART buses serving the Rodney Square bus hub from 992 per day down to less than 250 per day.

A second email on April 18, 2017, between a chemical industry lobbyist and Delaware's Governor, bemoans the fact that Rodney Square serves the riders of Delaware as a bus hub and asks "what permanent steps can be taken to reduce or eliminate bus traffic and otherwise improve and enhance the square's safety..." blaming the Wilmington crime wave on DART bus riders.

A third email, dated June 14, 2017, from this same chemical industry lobbyist, talks about a secret meeting held on May 16, 2017 in which he says "I write to follow up on our May 16 meeting in Wilmington regarding Rodney Square and check on whether Gov. Carney has made any final decisions on how he plans to address the bus issue." This secret meeting does not appear on the Governor's public schedule.

A fourth email, dated August 31, 2017, talks about another secret meeting, "...the Governor, Mayor and John Sissons of DART would like to have a follow-up presentation to our last Rodney Square meeting that was held on May 16th. This follow-up meeting is scheduled for September 18 at 4:30 pm in the Hotel DuPont's Quinterella Room. At the meeting, DART will outline the reduction of bus stops on Rodney Square from over 1,142 per day to less than 300 per day effective mid-December 2017..."

Federal Transit Administration policies require transit agencies, such as DART in Delaware, to ensure the public has an equal opportunity to participate in government decisions to change transit services and bus fares.

In this case, the public did not have that equal opportunity, with all the secret meetings and redacted emails, to participate in a government decision, the dismantling of the Rodney Square bus hub.

DART's former bus stops on Rodney Square provided a safe, secure and convenient transit hub for thousands of bus passengers to transfer between DART bus routes serving points throughout the city, county and the state and has been essential to the freedom of mobility for those who cannot afford a car such as single parents, students, senior citizens and disabled citizens.

The Rodney Square bus hub was an essential part of the economic fabric of Wilmington and New Castle County as thousands of workers, businesses and shoppers benefited from the ease and convenience of making bus connections in one central location and has seen ridership nearly double since the Rodney Square bus hub was established by then Gov. Mike Castle's administration in 1992.

The Coalition to Keep Bus Service on Rodney Square urges the Wilmapco Public Advisory Committee to fight for the public interest and not for the special interest and support the restoration of the Rodney Square bus hub.

Thank you for your time and attention tonight.

John Flaherty
Coalition to Keep Bus Service on Rodney Square
Rodney Square
302-319-1213

D. Marque Hall
Coalition to Keep Bus Service on

CC: Media, public

From: [Heather Dunigan](#)
To: [William Lower](#)
Cc: [Dave Gula; "mikespencer100"](#)
Subject: RE: TIP Comment/Question
Date: Friday, August 10, 2018 10:46:31 AM

Hi Bill,

Thanks so much for taking the time to review and comment on the draft amendments. The James Street bridge funding for construction will increase by \$1 million with the amendments to \$4.5 million. DELDOT has proposed deferring construction by one year to FY 2020.

Dave can get you more info on the scope and timing of the Newport train station study update. I believe that it is just an update to the ridership projections based on the Boxwood redevelopment and its associated roadway improvements. Since it is a study, this won't show up in the TIP.

Please let us know if you'd like additional information.

Heather

Heather Dunigan, Principal Planner
WILMAPCO
850 Library Ave., Suite 100, Newark, DE 19711
302/737-6205 ext. 118
hdunigan@wilmapco.org
www.wilmapco.org
www.facebook.com/WILMAPCO

From: William Lower [mailto:WLower@harveyhanna.com]
Sent: Friday, August 10, 2018 10:27 AM
To: Heather Dunigan
Cc: Dave Gula; 'mikespencer100'
Subject: TIP Comment/Question

Hi Heather and Dave,

I was just reviewing the draft WILMACO TIP update and have the following quick items:

1. Is Item 38 in your tabulation the replacement bridge (DELDOT BR 159) over the Christina River on S. James Street? I want to be sure this project is getting sufficient attention since DELDOT has recommitted to the new bridge.

2. I don't see the reactivated Newport SEPTA rail stop on any of the listings, and I am assuming this is b/c there are no financial commitments as yet. Does the status of this project remain "aspirational" for now? Just wondering if the commitment from DELDOT to update the feasibility study would help "upgrade" its status for this and/or future WILMAPCO reports.

Many thanks,

Bill

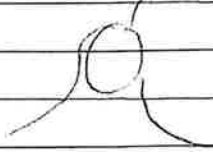
M. William (Bill) Lower
Vice President - Environmental & Governmental Affairs
Harvey, Hanna & Associates, Inc.
405 East Marsh Lane -- Suite 1
Newport, DE 19804
Phone (302) 323-9300 Ext. 111
Fax (302) 683-9306
Email wlower@harveyhanna.com



Transportation Improvement Program

Welcome to the Wilmington Area Planning Council (WILMAPCO) public meeting on the Transportation Improvement Program, hosted in partnership with the Delaware Department of Transportation (DelDOT). Your comments will be an important source of information for consideration when identifying priority projects.

1. Which proposed project(s) do you like the best?

12th Bridge Mill creek Rd + 

2. Do you have comments or suggestions about any proposed projects? Please explain.

East side of Wilmington need more bus stops and ~~more~~ increased variety of transportation to school, library + grocery store

3. What other projects should we consider in the future?

~~Shady~~ vander ave - smart buses and widening of side walk all the way to Riverside

4. Other comments (Please continue on back if needed):

I suggest having NCC leadership and City of Wilmington leadership in the same meeting when discussing Kalmar Nykel and the East side of Wilmington children and quality of life

5. How did you hear about this meeting? (please check all that apply)

☐ Flyer ☐ Newspaper ☐ E-news/newsletter ☐ Radio
☐ Website ☒ Facebook ☒ Other _____

Contact Information

Name: Erin Goldner Street Address: 1601 N. Spruce St
 City: Wilm State: DE ZIP Code: 19802
 Phone Number: _____ E-mail: erinjgoldner@yahoo.com

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1. Which proposed project(s) do you like the best?

DART appreciates the ~~thorough~~ thoughtful work of DelDOT and look forward to continue to work with you on areas of concern and congestion

2. Do you have comments or suggestions about any proposed projects? Please explain.

Please keep DART engaged w/ major projects, especially 299, 7/40, and 896 expansion

3. What other projects should we consider in the future?

Interested to see improvements / traffic studies w/ US-13 in New Castle (295-US40), US-202 (141-Naamans), and SR-9 w/ the WILMAPCO Route 9 Master Plan

4. Other comments (Please continue on back if needed):

5. How did you hear about this meeting? (please check all that apply)

☐ Flyer ☐ Newspaper ☐ E-news/newsletter ☐ Radio

☒ Website ☐ Facebook ☒ Other WILMAPCO

Contact Information

Name: Stephen O'Hager Street Address: 119 Lower Beech St
City: Wilmington State: DE ZIP Code: 19805
Phone Number: 302-576-6128 E-mail: Stephen.O'Hager@state.de.us

Please turn in before you leave or fax to (302) 737-9584, mail to WILMAPCO, Suite 100, 850 Library Avenue, Newark, DE 19711.
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2. Do you have comments or suggestions about any proposed projects? Please explain.

3. What other projects should we consider in the future?

4. Other comments (Please continue on back if needed):

Urgent need to provide proper shelter and seating for
"All" current and future Bus Stops.
No more new "OVERSIZED BUSES" until these upgrades
are complete.

5. How did you hear about this meeting? (please check all that apply)

☐ Flyer ☐ Newspaper ☐ E-news/newsletter ☒ Radio
☒ Website ☐ Facebook ☐ Other _____

Contact Information

Name: Lawrence Cordeiro Street Address: 327 N. Dillwyn Road
City: Newark State: DE ZIP Code: 19711
Phone Number: E-mail: PON307G@gmail.com

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Rts 40 & 896 interchange proposal - Alternative #1

2. Do you have comments or suggestions about any proposed projects? Please explain.

East-Traer Tyler-McCormick Bridge Improvement / Widening? (It's been necessary since the 1980's or, perhaps an alternative to Concord Pike for North-South Traffic?

3. What other projects should we consider in the future?

Widen to 4 lanes (or 5) Library Ave from Newark south, over Rt 4, towards Rt 71, to keep the road at 2 lanes in each direction throughout its length - (need to eliminate bottlenecks)

Rt 4, Christian Parkway widening 4 lanes over Amtrak (between 896 + Elkton Rd.)

4. Other comments (Please continue on back if needed):

More radio advertising of these public forums

5. How did you hear about this meeting? (please check all that apply)

☐ Flyer
 ☐ Newspaper
 ☐ E-news/newsletter
 ☐ Radio
 ☐ Website
 ☒ Facebook
 ☐ Other _____

Contact Information

Name: Tim Courval Street Address: 800 S. Chapel St
 City: Newark State: DE ZIP Code: 19713
 Phone Number: 302 635-4049 E-mail: t_courval@facilities.udel.edu

Please turn in before you leave or fax to (302) 737-9584, mail to WILMAPCO, Suite 100, 850 Library Avenue, Newark, DE 19711. Comments can also be submitted online at www.wilmapco.org/tip. Please call (302) 737-6205 with any questions.

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3. What other projects should we consider in the future?

SPRINT citizen ~~reduced~~ one dollar rail on septa from Newark

4. Other comments (Please continue on back if needed):

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☐ Website ☐ Facebook ☐ Other _____

Contact Information

Name: _____ Street Address: _____
City: _____ State: _____ ZIP Code: _____
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1. Which proposed project(s) do you like the best?

I like the most expensive alternative to the I95 - 896 flyover. The cost difference (\$20MM) is offset by "not" removing the portion of Iron Hill.
Thanks

2. Do you have comments or suggestions about any proposed projects? Please explain.

3. What other projects should we consider in the future?

Elkton Road red lights could be more computerized (Blue Tooth).

4. Other comments (Please continue on back if needed):

5. How did you hear about this meeting? (please check all that apply)

- ☐ Flyer ☐ Newspaper ☐ E-news/newsletter ☐ Radio
☐ Website ☐ Facebook ☒ Other blog

Contact Information

Name: Dick Wosilek Street Address: 826 Lehigh Rd
City: Newark, DE State: DE ZIP Code: 19711
Phone Number: _____ E-mail: _____

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2. Do you have comments or suggestions about any proposed projects? Please explain.

3. What other projects should we consider in the future?

Restoring & enhancing the Rodney Square bus hub

4. Other comments (Please continue on back if needed):

We need a totally transparent creation of projects & changes in our public transportation and transportation infrastructure proposals to get the public support

5. How did you hear about this meeting? (please check all that apply)

- ☐ Flyer ☐ Newspaper ☒ E-news/newsletter ☐ Radio
☐ Website ☐ Facebook ☐ Other _____

Contact Information

Name: John A Kowalko Street Address: 14 Keller Ave
City: Newark State: De ZIP Code: 19711
Phone Number: 3027372396 E-mail: John.kowalko@state.de.us

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1. Which proposed project(s) do you like the best?

AGREE WITH CHARLIE WEYMOUTH'S COMMENTS
ON SUSSEX COUNTY.

2. Do you have comments or suggestions about any proposed projects? Please explain.

I HATE TRAFFIC CIRCLES. A PERSON CANNOT WATCH
IN 4 DIRECTIONS AT ONCE.

3. What other projects should we consider in the future?

WILMAPCO SHOULD UNDO THE TERRIBLE DECISION
TO END THE USE OF RODNEY SQUARE AS A BUS
HUB BEFORE ANY PROPER ALTERNATIVES WERE IN
PLACE TO PROVIDE SHELTERS FROM THE WEATHER AND
PLACES TO REST WHILE WAITING TO CATCH A BUS. THE
THOUSANDS OF SENIOR CITIZENS AND MODERATELY DISABLED

4. Other comments (Please continue on back if needed):

WHO LIVE IN WILMINGTON'S HIGH RISES NEVER RECEIVED
NOTICE AS MOST DO NOT RIDE BUSES DAILY. NOTICE WAS
IN EVERY WAY INADEQUATE. I MOVED TO A BUS ROUTE
ONLY A YEAR AGO BECAUSE I WILL NOT BE ABLE TO DRIVE
MUCH LONGER. BUS USE SEEMED EASY WITH A SHADED RODNEY
SQUARE WHERE I COULD SIT TO CHANGE BUSES. I WAS SHOCKED

5. How did you hear about this meeting? (please check all that apply)

☐ Flyer ☐ Newspaper ☐ E-news/newsletter ☐ Radio
☐ Website ☐ Facebook ☐ Other John Flaherty

WHEN CARNEY THREW
THE ELDERLY "UNDER THE
BUS" WITH THIS DECISION.

Contact Information

Name: _____ Street Address: _____
City: _____ State: _____ ZIP Code: _____
Phone Number: _____ E-mail: _____
I NEVER EXPECTED HIS HEART TO BE FOR SALE. I NEVER
EXPECTED WILMAPCO, WHO SHOULD BE CONTINUING
TO ENCOURAGE BUS RIDERSHIP TO GO
ALONG WITH SUCH A MEAN AND
DECISION FOR SENIORS & DISABLED AT THE
MERCY OF PUBLIC OFFICIALS.

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Weymouth Architects and Planners

1827 LOVERING AVENUE, WILMINGTON, DE.19806

TE: (302) 658-8760

FX: (302) 658-8761

E-Mail: CWEYMOUTH @AOL.COM

Website: WEYMOUTH ARCHITECTS @aol.com

4 SEPTEMBER, 2018

FIRST DRAFT COMMENTS FOR WILMAPCO/DELDOT/SALISBURY WICOMOCO METROPOLITAN PLANNING ORGANIZATION PUBLIC DISCUSSION MEETINGS-SUBJECT HEREIN PRIOR TO 1ST PUBLIC DISCUSSION GATHERING OF 4 SEPTEMBER, 2018

Commendation to the State of Maryland and that Metropolitan Planning Organization for joining in the discussions and lending their State's proven accomplishment in saving open land/an agricultural industry, and centralized direction for coordinated Land Use with Transportation. For Delaware's necessary interlink of Land Use and Transportation, particularly in regard those vital vehicular trade interlinks between North Western New Castle County and the Western Counties of the Commonwealth of Pennsylvania, we have failed. **Preference can no longer be given to the politically favored land owner/developer.**

Delaware needs to accomplish the following:

- Stop residential sprawl growth in each of our Counties if such growth, as proven, be solely based on continuing of the lowest local taxes in the Nation-with little evidences of a growing, productive, economy.
- Encourage residential growth from existent urban cores outward, and wherein there is existent infrastructure. Non use and/or demolition of existent schools within our core City is inexcusable.
- Stop direct access including commercial/retail upon our critical interstate/ trade roads. Require corrective actions to be financially underwritten by the local jurisdiction earlier permitting such transgression.
- Providing public monies for essentially privately used roads and maintenance thereof should be disallowed. The cashing-in land owner and residential developer should be held responsible for adjacent public roads and, substantially, the cost for any substantiated school construction.
- Comprehensive Land Use Planning, including all necessary infrastructure wherein anticipated public funding, should be retained at a Central to the State Authority, and actions to include re zonings. The alternative, one unacceptable, are the continued, challenged, re zonings through Court intercession. Mandatory, LOS determinations and control should be held at the State level and, possibly, delegated to Del Dot (recognizing that Department's direction lies with any

Governor's Office.)

- The State must intercede upon local land use jurisdictions, particularly, to provide a minimum one half mile inland, green buffer, (similar to the originally intended Coastal Zone Act.) commencing at high tide water. Atlantic Ocean/Delaware Bay with also establishment of small vehicular, transit, providing individual mobility, during the now clogged Summer seasonal excess. Current daily use traffic during such Seasons is predominantly from Out of State and disruptive to year round residents.

Further, for our Sussex County:

- Integrate with Eastern Shore Maryland the implementation of a preferred, toll road, to interlink with, minimally, Rt. 113, 113 to interlink via Georgetown with Bethany (thus justifying the Indian River Inlet bridge) and for the County to ensure necessary buffer to the Shorelines and with adequate, close in, pick up points for individual mobility by small vehicle to the immediate shore. Our Southern shorelines must return to be Retreats (and shell beds), established for over 100 years, yet, today accommodating over one million any one week period.
- At local cost, provide an adequate by pass of the commercial/retail saturated Rt. 1-one mile South of Milton to intercept at , possibly, an improved, Rt. 26.

Thank You

Charlie Weymouth, AIA

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