

**REGULAR COUNCIL MEETING
MARCH 7, 2019**

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

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

2. ROLL CALL:

Members present:

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

Members absent:

None.

Guests, Observers:

Tom Fruehstorfer, City of Newark and WILMAPCO PAC Chairperson

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 January 10, 2019 meeting minutes were approved.

ACTION: On motion by Mr. Sennstrom seconded by Mr. Spencer the Council approved the January 10, 2019 Council Meeting Minutes.

Motion passed.

(3-7-19-01)

PUBLIC COMMENT PERIOD:

None.

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

Mr. Sisson appointed the following members to the Nominating Committee for the 2019-2020 WILMAPCO Officers: Ms. Heather Murphy; Mr. Drew Boyce; and Mr. Herb Inden.

Mr. Sisson said the DART Service Changes are wrapping up; and a DART Public Hearing was held at WILMAPCO yesterday.

- Council Member's Reports:

Ms. Holland said the Population Consortium Bill did not pass yet due to timing; however, it will be on the House of Representative's Agenda next week.

Mr. Boyce said the Council on Transportation met on March 25, 2019. They approved the Draft FY 2020-2025 CTP. The document will go to the Governor for review and then to the General Assembly for consideration as they develop the Bond Bill for the new fiscal year. DelDOT would like to change to a bi-annual CTP, which would influence the work of the WILMAPCO Council and staff so that WILMAPCO would only need to produce a TIP every other year rather than a yearly TIP. He added House Bill 66 went to the House Transportation Committee for consideration. However, there is a band of legislators that do not like the way CTP funds are distributed, and they have voiced some concerns. If the legislation passes, the Bond Bill Committee will still provide a yearly authorization, but the CTP would become a two-year plan.

Mr. Spencer said a briefing from Jeff Riegner this week will kick off the bike trail connection from the Town of Newport to the Markell Trail in Wilmington. In addition, he was pleased to announce that the bridge project is going forward with construction in July 2019. He added the Delaware local governments support the change to a two-year CTP.

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

- A public workshop was held on January 7, 2019, for the 12th Street Connector project, which included 50 attendees.
- On January 22, 2019, the Union Street and Pennsylvania Avenue public workshop was held at Woodlawn Library, which included 70 attendees.
- Staff attended the Newark Area Transit Study Management Committee meeting on January 29, 2019 and will make a presentation to the Newark City Council on April 22, 2019.
- The 7th Street Peninsula Study workshop was held on February 6, 2019, which included 65 attendees.
- The WILMAPCO "Our Town" event was held at the University of Delaware STAR Campus Atrium on February 7, 2019, which included 100 attendees.
- The New Castle County Bicycle Plan workshop will be held on March 13, 2019, at WILMAPCO.
- The Route 9 Master Plan Monitoring Committee meeting was held on February 19, 2019, and the next meeting will be held on March 19, 2019.
- Staff met with DelDOT and Bayard Middle School on February 21 in Wilmington to discuss starting a Safe Routes to School (SRTS) program.

- Staff presented an overview of the North Claymont Master Plan on February 28, 2019.
- The Transportation Justice Working Group met on March 1, 2019.
- Safe Routes to School (SRTS) public meetings were held at Eisenburg and McCullough schools on March 5, 2019.
- Staff continues to support the development of the Newark Sustainability Plan. The next meeting is scheduled on March 18, 2019.
- WILMAPCO, DelDOT, and New Castle County held a Public Visioning Session for the Southern New Castle County (SNCC) Master Plan at the Odessa Fire Hall on January 31, 2019, and 95 people attended. The second Visioning Session will be held on March 13, 2019, at the Middletown Fire Hall and will feature the same information.
- The Route 202 Corridor Master Plan Public Workshop will be held on March 20, 2019 (flyer distributed).
- The Air Quality Partnership (AQP) will be coordinating air quality awareness week April 8 -12. Staff is also helping coordinate Wilmington Earthday on April 17, 2019.
- WILMAPCO's February 2019 Financial Report indicates the budget was 58.5% expended.
- Ms. Zegeye discussed the Federal Certification Review Report. It met all of the federal planning requirements. The report includes 10 commendations and 11 recommendations. An example of one recommendation is to have the WILMAPCO Freight Plan accessible on the WILMAPCO homepage, which has been done. The responses to the recommendations from staff are documented and Council will receive the final report and the responses at the May meeting.
- The WILMAPCO FY 2019 Fiscal Audit Report (**Attachment A**); was completed and had no findings. WILMAPCO is a low-risk auditee. The final report will be sent to Council when it becomes available.

7. Public Advisory Committee (PAC) Report:

Mr. Tom Fruehstorfer, PAC Chair, said the PAC met on February 25, 2019. Mr. Swiatek provided a presentation on the FY 2050 RTP, and clarified data recommendations regarding why public satisfaction has gone up. There were also clarifications on Level of Service (LOS) and how the data fits into the WILMAPCO Prioritization Process. In addition, there was discussion on the Transportation Investment Districts (TIAs) including why North East, Maryland is considered a TIA while Middletown, Delaware is not. This is because TIAs need to include a rail line. The PAC approved the public outreach of the FY 2020-2023 TIP and the 2050 RTP.

8. Technical Advisory Committee (TAC) Report:

Ms. Dunigan said the TAC met on January 17, 2019, and there were no action items. Presentations included the I-95 at Belvedere Road Transportation Improvement Study; 2050 Regional Transportation Plan (RTP) Public Outreach Update; and Concord Pike (US 202) Corridor Master Plan. At the TAC meeting held on February 21, 2019, the TAC voted to recommend amendment of the FY 2019-2022 TIP, recommend adoption of the 2050 RTP, recommend adoption of the 2050 RTP and FY 2020-2023 TIP Air Quality Conformity Determinations for Cecil and New Castle Counties, and recommend approval of the FY 2020-2023 TIP along with WILMAPCO's Self-Certification. Presentations included the Southern New Castle County (SNCC) Master Plan and the WILMAPCO Transportation Justice Analysis.

ACTION ITEMS:

9. To Adopt the Draft 2050 Regional Transportation Plan (RTP)

Ms. Zegeye discussed the WILMAPCO 2050 Regional Transportation Plan (RTP) Update Schedule; 2050 RTP Presentations to member agencies and municipalities; and RTP Summary Comments (**Attachment B**). The format of the 2050 RTP document is similar to the 2040 RTP. The document has been developed in collaboration with all staff members as well as with member agencies. In the 2050 RTP we identified performance measures more clearly. There have been some changes with the Transportation Investment Areas (TIAs) including that North Claymont, Newport, and Churchman's Crossing has been added to the "Center" TIAs.

In the 2050 RTP, there are 114 financially constrained projects worth \$5.4 billion (in the year of expenditure) and 87 projects are in the aspiration list. With regards to the projects list, there are 47% road projects; 34% multimodal projects; 15% transit projects; and 5% bike/pedestrian projects. Transit funding in the TIP has been 10% while the RTP transit funding is 15%. Bike/Ped funding in the TIP was 2% and the Bike/Ped funding is 5% in the RTP.

The 2050 RTP was reviewed by member agencies and the community. Feedback included that "system maintenance" and "public transportation improvements" were the highest priorities. RTP presentations were given to organizations, civic groups, and at popup events. There were also a Metroquest online survey; as well as traditional outreach methods, including advertisements on the WILMAPCO website, emails, newsletters, newspaper articles, press releases, and public service announcements.

Page 3-4 of the handout outlines the 2050 RTP presentations that were made; and page 5 summarizes the RTP comments. There were 592 Metroquest survey participants and 497 comments. There were 120 popup event participants, and 138 comments. The RTP webpage had 459 views and 4 comments. The total number of participants was 1,171, with 639 comments.

The handout shows all of the comments. The 2050 RTP appendix will include all of the responses to the comments. There were a large number of comments regarding bike/pedestrian and transit projects, and increased amounts of funding are reflected in these types of projects.

The TAC recommended adoption of the 2050 RTP. The PAC recommended approval of the public outreach that was conducted for the 2050 RTP. The Air Quality Subcommittee (AQS) and the Non-Motorized Transportation Working Group (NMTWG) also recommended adoption of the 2050 RTP. Staff recommends adoption.

Mr. Boyce asked if the public comments would be grouped together regarding specific topics in the RTP Appendix. Ms. Zegeye said yes, staff has already started doing that.

ACTION: On motion by Ms. Holland seconded by Mr. Sennstrom the Council adopted the 2050 Regional Transportation Plan (RTP).

Motion passed.

(3-7-19-02)

10. To Adopt the Draft 2050 RTP and FY 2020-2023 TIP Air Quality Conformity Determination

Mr. Swiatek said Page 6 of the Cecil County document and page 15 of the New Castle County document shows emissions were below the budgets of recorded, for Cecil and New Castle Counties for ozone and fine particulate matter. These documents were released for public comment from January 14 through March 6, 2019. Both the TAC and AQS recommend Council approval.

ACTION: On motion by Mr. Spencer seconded by Mr. Alt the Council adopted the 2050 RTP and FY 2020-2023 TIP Air Quality Conformity Determinations for Cecil and New Castle Counties.

Motion passed.

(3-7-19-03)

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

Ms. Dunigan said that DelDOT has requested that the FY 2019-2022 TIP be amended to reflect the addition of the Mid-County Maintenance Facility Expansion (\$4.2 million). The amendment also increase funding for the Churchman's Crossing Fairplay Station Parking Expansion project by \$652 thousand in FY 2020.

ACTION: On motion by Mr. Sennstrom seconded by Ms. Trabelsi the Council amended the FY 2019-2022 TIP, with funding changes for the Mid-County Maintenance Facility Expansion and Churchman's Crossing Fairplay Station Parking Expansion projects.

Motion passed.

(3-7-19-04)

12. To Adopt the FY 2020-2023 Transportation Improvement Program (TIP)

Ms. Dunigan distributed the FY 2020-2023 TIP Public Comments (**Attachment C**). The document is in a similar format to previous TIPs. The Performance Measures are included in the TIP Appendix. The appendix also includes the WILMAPCO Self-Certification and related information. The public outreach process was merged with the 2050 RTP public outreach process. Two comments were received during the public comment period for the FY 2020-2023 TIP. One comment was submitted online with a variety of concerns such as traffic-calming is a waste of money, too much of the funding is spent on transportation enhancements, the need for connections to the Philadelphia Airport by train, the need for Light Rail, and that Route 202 Corridor is overwhelmed with too much traffic. The second comment was made regarding the road diet on Union Street.

Ms. Dunigan said we are just beginning the prioritization process for the upcoming TIP. She noted that if the Delaware HB 66 is approved, authorizing DelDOT to prepare the CTP biennially instead of annually, staff will likely adjust the timing of our upcoming FY 2021-2024 TIP, or skip preparing it and move to a biennial process as well. Mr. Boyce recommended that WILMAPCO should stay with our current schedule until HB 66 passes, and that DelDOT will keep everyone posted on the legislation's status. Ms. Zegeye said now that we have adopted the RTP, the prioritization process may be slightly revised based on the TIAs and the work that staff is doing with our Environmental Justice analysis.

ACTION: On motion by Mr. Sennstrom seconded by Mr. Spencer the Council adopted the FY 2020-2023 Transportation Improvement Program (TIP)

Motion passed.

(3-7-19-05)

PRESENTATION/DISCUSSION ITEMS:

13. FY 2020 Unified Planning Work Program (UPWP)

Ms. Zegeye discussed the Resolution for Adopting the State/Local Cash Commitment for FY 2020; and the FY 2020 UPWP Funding Outline including Consultant Costs (**Attachment D**). She said page III-1 shows the amount WILMAPCO is receiving from Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) in Delaware and Maryland. Delaware does not have in-kind or toll credit costs. Maryland (Cecil County) has in kind costs of \$8,207. WILMAPCO will work with Cecil County to see if they can provide the needed funding shortfall, or staff could cut short the amount we are spending to make up the \$8,207. Page III-2 includes the tasks that are proposed.

Page III-3 shows the WILMAPCO Consultant Costs for FY2020. These activities and costs include Bookkeeping (\$10,000); Urban Bike Project, Earn a Bike & Trip for Kids Program (\$3,000); Newark Bike Project (\$2,500); Intersections Counts – Regional (\$25,000); Regional Modeling Support (\$20,000); Congestion Management System Consultant Support (\$35,000); University of Delaware Park and Ride (\$10,000); Regional Transportation Performance Measurement Development (\$30,000); Churchmans Crossing Plan Update (\$400,000); Governor Printz Boulevard Corridor Study (\$50,000); Newport Transportation Plan (\$60,065); and New Castle County-Route 40 Program Development Support (\$20,681). The total amount is \$675,183.

The FY 2020 UPWP schedule includes finishing the draft UPWP document in March. The document will then go out for a 30-day public comment period from April 1 through May 1, 2019. It will also go to the PAC and TAC for review, and then to Council for May 2019 adoption. It will then be submitted to FHWA, FTA, DelDOT and MDOT in May. The FY2020 UPWP will be implemented starting July 1, 2019, which is the start of the new fiscal year.

14. Concord Pike (US 202) Corridor Master Plan

Mr. Gula said the US 202 Corridor is busy and congested with commuter, freight, truck, through traffic, and local traffic. The corridor has diverse stakeholders, it is a major employment area, and has many shopping centers, some churches, schools, and hotels, and it borders residential neighborhoods.

The goals of the Concord Pike Master Plan include: Create an attractive and cohesive master plan, integrate land use and transportation, identify multi-modal improvements, diversify mode share, make the corridor more pedestrian and bike friendly, and build upon a Market Assessment. The objectives include create a vision, demand multi-family and senior housing, balance high quality mixed-use, improve access management and connectivity, consider Transportation Demand Management (TDM) and Transportation Investment District (TID) strategies, integrate streetscape, wayfinding, and branding, protect existing neighborhoods, and develop implementation strategies.

Route 202 was originally constructed as a private toll road in the early 1800s and was completed as a state highway in the early 1920s. The route is a six-mile stretch from the City of Wilmington to the Delaware/Pennsylvania Line. It is predominantly a six-lane arterial that is heavily commercialized. Between 45,000 and 55,000 vehicles traverse it daily, with morning and afternoon traffic peaks. There are left- and right – hand turn lanes at most intersections, driveway access for individual businesses, an abundance of parking, and a limited street network.

Pedestrian and bike facilities include off-street facilities located within the open space network along the western and southern end of the study area. There are usable pedestrian and bicycle facilities along Concord Pike that are limited and disconnected.

The Market Analysis was prepared by W-ZHA, which projected a program for the next 10 years. It includes 400 to 700 multi-family rentals and 100 to 175 multi-family units for sale with no new projected retail and 70,000 to 100,000 square feet of office space. The opportunities for mixed-use development include Astra Zeneca and the property adjacent to Wilmington University's future campus site. There are retail, office, and institutional uses along US 202. Residential development is primarily east of Concord Pike. There are also large, undeveloped land areas.

The first information session was held in July 2018, which drew 200 people, and the project team received excellent feedback. They began with a review of current conditions, and looked for input on issues and concerns they see along the corridor. The study area was divided into five large scale maps for the public to supply comments. Attendees were asked first where they live/work/play. Mr. Gula showed the maps that attendees had written on. He said there are many seniors who wish to age in place, who need a safer pedestrian environment, as well as areas that need to be safer for people with disabilities and with strollers.

The Visioning Workshop was held in November 2018 and 100 people attended. Table discussions included "Tell Us Your Vision." Subjects also included mixed-use development, streetscape, parking, amenities and activities, and parks and open space.

The continuing Wiki Map online engagement is providing information to help craft the plan. It allows participants to share their ideas on how to improve community connections and amenities, describe where they go and how often, and view 'agree' or 'disagree' with other participants. Additional focus groups were held in November 2018, where 36 stakeholders were interviewed separately and in groups. A second public workshop is being planned.

There are three focus areas that include, Segment 1: Naamans Road to Silverside Road (includes extensive open space and parkland along the western side, with large retail and institutional parcels on both sides of Concord Pike, and reduced curb cuts due to larger parking lots); Segment 2: Silverside Road to Murphy Road (includes small retail parcels on both sides of Concord Pike and a large number of curb cuts and access to surface parking), and Segment 3: Murphy Road to I-95 (includes large open space, recreational, and office parcels with minimal curb cuts).

Ms. Holland commended WILMAPCO for collecting the data that is available for planning in New Castle County. She added the State of Delaware is working with the jurisdictions that are working on their Comprehensive Plans, and that plans will not come into fruition without the ordinances. She added the 55 and older population segment attend the public meetings, but, some of the same comments come from those who are in their 20s and 30s, who may not be able to make it to the public meetings. Mixed-use development helps to keep our environment vibrant. She also mentioned she had read an article where some of the abandoned shopping centers are being made into apartments and condos because people feel safer when there are a lot of activities going on.

Mayor Spencer asked if there have been any requests to put bike lanes on Shipley Road, instead of on Concord Pike. Mr. Gula responded there were no proposals for bike

lanes on Route 202. However, what has been proposed are some bike trails and connections in the surrounding areas that would connect to the corridor, which would make biking and walking safer.

15. Southern New Castle County (SNCC) Master Plan

Mr. Blevins said the SNCC Plan establishes a long-term, publicly-supported vision for land use and infrastructure in Southern New Castle County (SNCC). The plan provides recommendations to update additional planning documents such as the Regional Transportation Plan (RTP); Transportation Improvement Program (TIP), and New Castle County (NCC) Comprehensive Plan.

The SNCC Master Plan includes the following components: 1) Issues and Constraints (Information Session); 2) Community Visioning; 3) Scenario Development; 4) Scenario Modeling and Analysis; and 5) Preferred Alternative and Report.

The current and historical conditions relate to US Route 301 impacts; development projects; environmental and agricultural preservations; schools and community facilities; emergency services; and demographic changes. Information sessions were held on 10/17/18, which included 50 attendees that solicited some broad-based comments and served as an initial conversation with the public.

Demographics are changing. Since 1970 the population has grown from 10,040 to 60,567 people, which is roughly 11% of New Castle County's population. By 2050, SNCC population was forecasted to be 92,322, or 15% of the County population. In addition, between 1990 and 2015 SNCC added more than 7,000 new jobs. SNCC is adding more than 10,000 jobs from 1970 to 2050, and the share of jobs will grow from 1.2% in 1970 to 4.6% in 2050. The bottom line is that since 1990 population growth is outpacing employment growth by more than 6 to 1.

Of the 9,927 total jobs within SNCC, 3,595 are filled by residents (36%); 6,332 are filled by those living outside of SNCC (63%); and 22,890 (86%) of the 26,485 working residents work outside of SNCC.

In addition, a Community Visioning Workshop was held in January 2019 at the Odessa Fire Hall that drew 120 attendees. Staff first asked: Where do we grow from here? Some additional questions were: Are we growing too fast or too slow? Are the right things being built in the right places? Are we adequately protecting environmental, agricultural, cultural, and historic resources?

Table discussions included three main activities: 1) to envision Southern New Castle County in the next 10 or 20 years; 2) issue-identification that included categories such as Environment, Quality of Life/Health, Community Character/Development Patterns, Transportation, and Economy/Jobs; and 3) voting on what was previously said by all attendees.

Feedback included the need for alternative truck routes, better east-west connections in and around Middletown, and better road maintenance/shoulders to keep up with growth. The highest priority was for expanded public transportation/trolley/rail service, followed by better east-west connections.

Metroquest online software was used to gather data, allow people to provide additional feedback, and tabulate the results. It also helped to include data from those who

attended the workshops. There were 129 participants, and 320 provided comments on the question: "Any other thoughts for the Master Plan?" The next Visioning Workshop will be held on March 13, 2019, at the Middletown Fire Hall that will feature similar content.

Upcoming tasks may also include another public workshop that will be scheduled in late summer/early fall 2019 to review results from the scenario analysis for landuse and transportation, sewer areas, schools, and resource preservation. Landuse and transportation scenarios would be informed by issues/constraints data, built on the community vision, developed and reviewed the staff and advisory committees.

Ms. Holland asked how the attendees reacted to the SNCC plan being referred to as a Master Plan. Mr. Blevins said some liked it and some did not, but no one was too negative about it. Mr. Gula said the Facebook comments were more negative than the in-person comments.

14. INFORMATION ITEMS: Administrative Modification Request Letters.

ADJOURNMENT: Ms. Holland made a motion to adjourn, Mr. Sennstrom seconded the motion. The meeting adjourned at 5:25 p.m.

ATTACHMENTS: (4)

**WILMINGTON AREA PLANNING COUNCIL [WILMAPCO]
SCHEDULE OF FINDINGS AND QUESTIONED COSTS
Year Ended June 30, 2018**

SECTION I - SUMMARY OF AUDITOR'S RESULTS

Financial Statements

Type of auditor's report issued [unmodified, qualified, adverse, or disclaimer].

Unmodified

Internal control over financial reporting:

• Material weakness(es) identified?

 yes x no

• Significant deficiency(ies) identified?

 yes x no

Noncompliance material to financial statements noted?

 yes x no

Federal awards

Internal control over major programs:

• Material weakness(es) identified?

 yes x no

• Significant deficiency(ies) identified?

 yes x no

Type of auditor's report issued on compliance for major program [unmodified, qualified, adverse, or disclaimer].

Unmodified

Any audit findings disclosed that are required to be reported in accordance with the Uniform Guidance?

 yes x no

Identification of major programs:

CFDA Number

Name of Federal Program or Cluster

20.205

Highway Planning and Construction

20.505

Metropolitan Transportation Planning and State and Non-Metropolitan Planning and Research

Dollar threshold used to distinguish between type A and type B programs:

\$ 750,000

Auditee qualified as low-risk auditee?

 x yes no

SECTION II - FINDINGS-FINANCIAL STATEMENTS AUDIT

None reported.

SECTION III - FINDINGS AND QUESTIONED COSTS-MAJOR FEDERAL AWARD PROGRAM AUDIT

None reported.

**WILMINGTON AREA PLANNING COUNCIL [WILMAPCO]
SCHEDULE OF PRIOR AUDIT FINDINGS AND QUESTIONED COSTS
Year Ended June 30, 2018**

SECTION II - FINDINGS-FINANCIAL STATEMENTS AUDIT

None reported or outstanding.

SECTION III - FINDINGS AND QUESTIONED COSTS-MAJOR FEDERAL AWARD PROGRAM AUDIT

None reported or outstanding.

03/05/19
PRELIMINARY
DRAFT

FOR DISCUSSION
PURPOSES ONLY
AND SUBJECT
TO CHANGE

WILMAPCO 2050 Regional Transportation Plan Update Schedule

ATTACHMENT B

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

C=Update to Council

T=TAC update

P=PAC update

AQ=Air Quality Subcommittee update

WILMAPCO Events

Virtual Public Workshop	November 2, 2018
Our Town Event	February 7, 2019

2050 RTP Presentations

City of Newark	October 22, 2018
Town of North East	October 24, 2018
Civic League of New Castle County	November 20, 2018
Town of Rising Sun	November 27, 2018
Middletown	December 3, 2018
Port Deposit	December 4, 2018
New Castle County Land Use	December 4, 2018
City of New Castle	December 11, 2018
Town of Elsmere	December 13, 2018
Town of Odessa	December 14, 2018
Elkton Alliance	January 14, 2019
Centreville Civic Association	January 15, 2019
Town of Newport	January 17, 2019
City of Wilmington	January 23, 2019
City of Wilmington Public Works	January 23, 2019
Belvedere	January 24, 2019
Ardentown	February 11, 2019
Town of Bellefonte	February 11, 2019
GHADA	February 18, 2019
Townsend	March 6, 2019

Member Agency Meetings

New Castle County Dept. of Land Use	October 1, 2018
Office of State Planning Coordination	October 29, 2018
DeIDOT Planning	November 5, 2018
Town of Newport	November 19, 2018
City of Wilmington	November 28, 2018
MDOT, Cecil County, Town of Elkton	November 29, 2018
Delaware Transit Corporation	November 29, 2018

• Popup Workshops

Wilmington Train Station	October 24, 2018
DE Decision Makers Forum	November 15, 2018
Christiana Mall	December 13, 2018
Wilmington Library	January 3, 2019
Perryville Train Station	January 23, 2019
Bear/Glasgow YMCA	January 25, 2019
LACC	February 18, 2019

2050 RTP Comment Summary

Metroquest = 592 participate, 497 comments

Popups = 120 participate, 138 comments

RTP webpage = 459 views, 4 comments

Total = 1171 engaged, 639 comments

Metroquest

Goals/Objectives Screen

- Too much being spent on walking & biking compared with percentages of those walking/biking
- Lots of support for increasing public transit
- Social equity objective needs more explanation
- Good public outreach effort on our part
- We need to do more to improve safety for peds and bikes
- Signal coordination was the most strongly supported objective
- Driverless vehicles are not supported

Wrap up Screen

- several anti-sprawl and development
- several in support of and against bike spending
- all agree transit and safety need improvement

Popups

- I95 congestion, potholes in general and City of Wilmington
- More safety improvements are desired for ped/bike, particularly street lighting and roadway connections
- More bus service is strongly desired, particularly later and weekend service, but also earlier and more frequent.
- More parking at train stations is desired, more on-time trains, better coordination with bus schedules, and strong support for the MARC to SEPTA connection

Metroquest Goals and Objectives Comment Summary

Objective	Comment Category	Number
Max \$ Spent	Need to preserve land	1
	Confusing question	7
	Consider long-term benefits	2
	Invest where population is	2
	Question obvious	3
Manage Congestion	Confusing question	1
	More train/bus service	4
Walking/Biking	Create more places to walk/bike	3
	No bikes on Rd w/o shoulder	
	Roadway improve before walk/bike	2
	Should be able to bike anywhere	
	More support for people w/disabilities	2
	Improve MLK Blvd	
	Improve DE Ave in Elkton	2
	Skepticism about #'s biking	2
Connectivity	Too much \$ for too few walk/bike	6
	Support transit	5
	Need better bike facilities	2
	Smaller buses	
	better connect development Oppose road diet strategy (too few use bike lanes) Need bus on Rt 141 from Old NC to Folk Rd	2

Objective	Comment Category	Number
Public Health	Most important objective	2
	Need safer roadway for peds	
	overall improvement needed	2
	Seniors/disabled need more options	3
	Bring Septa to Elkton Better coordinate transit w/work schedules (amazon)	
Natural Resources	Create wildlife corridors	
	better upkeep of parks	
	More bus to parks	
	Preserve nat. resources	
Social Equity	plant more trees	
	Waste of time	
Performance	Not sure what objective means	5
	Remove traffic light cameras	
Public Involvement	Better signal timing	2
	Increase public transit	
	Improve town centers	
	Less government accessible meetings	
	good outreach effort	4
Resilience	feedback has no impact on outcome	2
	Not sure what objective means	2
	Might increase costs	
	Not an issues in NCC/CC	
	Most important objective	3
	Can't do anything about it/waste of \$	3
	Climate change no an issue	2

Objective	Comment Category	Number
TIA		
Scenic Byways	Preserve byways	4
	Solve deer problem	
	maintain all existing trees	2
Pedestrian Proj	More ped enforcement	2
	More ped projects/dangerous	7
	Need more green spaces	
	No one walks/bikes	2
	DE Ave in Elkton needs sidewalks	
	More traffic calming	
EV Charging	Not gov responsibility	2
	Lack of need	2
	Lack of charging stations in area	
	Very import for env./future	4
Signal coordination	Very important	9
Bus Service	2 buses/hr enough on Rt. 9	
	Need more reliable service	
	Need more service	
	Bus in Wilmington is great	
	Stop needed on Old Baltimore Pike/Otts Chapel	
	More Middletown/Townsend Service	
	Would use if more frequent/convenient	
Train	Need more service	6
	Connect DC/Philly	2

Objective	Comment Category	Number
New Roadways	Stop development	
	Don't widen roads/encourage more cars	
	Raise speed limits	
Bike	Boost public transit	2
	Focus on downtowns	
	Need new roads	3
	More parking at shopping centers	
	More spending on road/train	
	need protected bike lanes	
Driverless	have enough already	2
	better education on laws	
	Need bike share in Wilm	
Interchanges	Most important	
	Do not support	7
	Will cause more accidents/not safe only for disabled	4
	upgrade 295/13	
	Focus on downtowns flyover at 896/95	2
	Wasteful spending	
	Roundabouts instead	
	More snow management	

Metroquest Wrap Up Screen Comments	
	Please consider capping I 95 and making improvements to the streets and overpasses along the stretch of I 95 in the city of Wilmington.
Accessibility	Need wheelchair accessible taxis and shared ride methods.
Airport	There should be an effort made to return scheduled airline service to ILG
Anti-development	To really solve these issues all around we have to look at the root of the problem. Stopping urban sprawl and greedy DEVELOPMENT will cast a net and halt many other issues the state faces. Delaware is just too small to be crammed in between other states, and crammed within itself. We have enough houses, enough roads. We need to stop to truly prevent more issues or it will just be a continuous, vicious cycle. More people, more houses, more roads. Delaware is running out of space, resources, character, and connection. It is becoming Desireless Delaware...
Anti-toll booths	Yes, have some guts and get rid of Toll booths. They are the biggest impediments next to clueless road work scheduling.
Bike	Focus on vehicle needs and train service. I don't need money wastesnon bike routes when commuters cannot get to work readily. Focus the resources to needed transportation, not bikes.
Bike	While I understand the bike lane on Union St. Wilmington, it's not needed there. Traffic has gotten a lot worse and no one uses the lane. The way people need to park holds up traffic as they attempt to reverse in. I suggest maybe a lot or structure. It'll help revenue and provide ample parking.
Bike	Bike ability, walk ability in the Bear/Glasgow area is spotty and treacherous in some areas. I live on Old Baltimore Pike, a mile from a supermarket, and two miles from Glasgow park and the ymca, which I would bike to, if it were safer.
Bike	I used to ride my bike to work in DE , but has become too dangerous. White lines on the road with a painted picture of a person on a bike does not make the road safe for bicycles. Trust me, I know.
Bike	We need a bike route from Old New Castle to the University of Delaware!
Bike	I think funding is wasted on things like bike trails and scenic byways. Funding is needed to improve existing roadways and other traditional infrastructure.
Bike	This lunacy to commit dollars so a small % of people can ride bikes....this us not our culture nor will Americans ever give up their cars.....we are not Holland!!!! We do not care how it's done in Amsterdam.
Bike	MORE CONNECTED BIKE TRIALS !
Bike	Please add high way signage regarding new laws protecting cyclist
Bike	Need for safer ways to bike old Baltimore pike from Maryland line to 896. Cars passing on shoulders make it extremely unsafe to try to use bicycles as transportation in the area.
Bike	More Bike Lanes!!!
Bike	Please stop giving bicycles more attention ans rights that vehicle traffic. Seems like a lot of time and money are being spent for bicycle issues that are not being funded by bicyclists.
Bike	I believe the community I reside (Newark) is already bike-friendly but can take it to another level. The more continuity with biking trails and parks should be a main focus moving forward. This is what folks who are active want to see and continue to see. Also, having more train stops in Newark will be massive to attract and maintain permanent residents in Newark. Being able to live in Newark and commute to PHL, DC, Balt or NY would be an added benefit and separate ourselves from similar towns.
Bike/Ped/Rail	Make the state of Delaware more bike and pedestrian friendly. Also, having more SEPTA lines on the weekends would eliminate the use of transporting on major highways.
Biking	Improved biking! You cannot ride a bike around here for fear of being killed.
Biking	I would love to feel safer commuting by bike.
Biking	We need a biking trail in Newport that will connect to the Wilmington Bike Trail.
Biking	I support Off road bike paths, and, bus service that serves developments. Most stops need to be driven too in my area
Biking	I love the bike/walking paths that have been added to the area over the last 5-10 years. As a runner, I love to use them when I can. My biggest issue with our roadways is that multiple construction projects seem to occur at the same time, blocking or increasing time spent on the roadways that could be reduced with better project timing. I would love to see the infrastructure we already have expanded or improved rather than creating new roadways and would love to see the state become more bikeable/walkable overall.

Biking	And some of our more densely trafficked area's, electric scooters and bikes shares could possibly be a solution for removing many people short distances, and solving the problem of in frequent and late bus service
Biking	Biking is timeless, it cleans up the environment, provides so many health benefits. It is sound fiscal responsibility.
Bridge	As in many other states, Delaware needs federal monies to repair our overpasses and bridges as they are now, they are quite hazardous.
Bus	Transit is often subordinated to private special interests. Examples: Rodney Square hub dismantling; the 2008 removal of DART #6 from serving Newark City Hall & the student center on academy street; removal of dart 301 from downtown Smtrna; gradual elimination of bus stops in downtown Wilmington.
Bus	My wife doesn't drive, so she uses DART alot, unless she's going somewhere that DART doesn't go, or she has to go into Wilmington to change buses. Then HART [Husband Area Regional Transportation] takes her. I, myself, would like to use the DART more, but it just isn't all that fast. They need to give the DART buses their own lane, so they aren't stuck in traffic with the cars.
Bus	I would like to see increased mass transit to relieve congestion. I would support a tax to help fund it instead of raising fares.
Bus	I ride Paratransit and often I am the only one in the bus. Paratransit scheduling needs to be streamlined
Bus	Cecil county lacks large public bus infrastructure making you have to own a car to get around. Trains only run on 8 hour schedule for MARC and dont stop at Perryville late at night most times.
Bus	Please tell someone to make the new Wilmington bus depot less ugly. And add some indoor seating and security guards (for crime and homelessness) to improve it for the people who will use it regularly.
Bus	If we have more reliable public transit, we can improve our climate and use less oil. Like the BART system in the San Francisco area
Bus	Delaware needs more public transportation.
Bus	I work in the city of Wilmington and would like you to complete the transit system downtown by adding a Streetcar loop that would take me from the new Transit Center to any point on Market Street which would help to make the choice to leave my car at home and take the bus or train into work an easy one.
Bus	I feel better public transportation I'm NCC would alleviate congestion. Build a better system to handle increased housing demands instead of building more roads.
Bus	I would really like to have more bus transportation between Wilmington and nearby suburbs and weekend train service between Philly and Newark
Bus	I live in Pike Creek, not a great place to add lots of busses but I really want to see better transportation for those in the cities who need to get to a job. I work with a young adult who is trying to get out of poverty, the bus system makes it difficult to get to her job. Busses can be over crowded or just not stop. They have fewer hours on the weekend which is when she can get most of her hours since she works retail. Maybe consider a congestion fee for those who want to drive into the city during the work week? But it needs to be easy to get around the city while in it. Wilmington is not really that big. It is very walkable, we just need to make it worth it and safe.
Bus	I may not take the bus frequently but my family members do and I have major concerns
Congestion	Traffic congestion is a daily problem.
Congestion	Looking forward to some real change. If I could move from here, I would do so because traffic is so bad. Also, please fix Cleveland Avenue in Newark. The recent "improvement" has made getting around even worse.
Environment	We need to be environmentally friendly no matter what we do. Take care of what we have before making new/more roads etc.
Fill the gap	I find it absurd that the RTP is conducted every four years with no results for Cecil County. We have been begging for extension of MARC or SEPTA to Elkton for decades to absolutely no avail. It makes us wonder why input is solicited when glaring gaps persist.
Greenway	I really love the new greenway trail and was anticipating it for like a year and I'm really excited to see new projects arise
Light Rail	NCC needs a north-south railway. Light rail, commuter rail, whatever between West Chester and Middletown!

Light Rail	Would love a light rail system wpuold likely visit neihboring areas much more often
Maintain exisiting	Before adding new update existing
Multi Modal	There is no other form of transport avaiable where I live and very difficult to turn out of neighborhood without getting run into on Possom Park Rd
Ped	Especially interested in making it easier to get around (walk & transit) with my two young children.
Ped	As we create more pedestrian spaces we need to be mindful of reducing speed limits in those spaces and alerting drivers to the need to avoid hitting animals. More natural spaces will likely draw more animals into those spaces.
Ped	Sidewalks on rte 7 needed to dacilitate safe walking
Ped	Great need for sidewalks in our area!!
Prioritization	No one wants congestion, over building, or lack of green space. If you want to have serenity, development, and economic sustainability for both urban, rural, and suburban people get out and talk to them in smaller settings that aren't filmed. You will be surprised by the information and concerns that you hear. And everyone has to start working together, you will not get everything that you want, but you get more positive change and reception if the people and areas that are affected by this feel that they are heard. That is not happening now. Also for the record, I was born in DE graduated from High School in Cecil County, parent still live there. I live in Newark since graduating College. I drive roads in these areas all the time, I ride bikes in White Clay and Fair Hill and hike there so I am not against bikes and walking. I just feel we have to prioritize projects that have the greatest impact on the public.
Public Outreach	Please provide as many options for input as possible. Please ensure that changes take into account needs of people with disabilities, poor people, and homeless people.
Public Outreach	Please keep the public informed and engaged
Public Outreach	I appreciate the opportunity to have input. I get the feeling, when listening to summaries of the planning, that we are being told in code what the secret agenda really is, but we may not understand the "code". Hearing some discussion about the options being pondered may help to clarify. Thanks.
Public Outreach	Some parts of this survey were rather poorly worded and lent themselves to guesswork as to intent!
Public Outreach	great outreach effort
Rail	Light rail should be run down the entire state. Run it between the N and S rte 1 lanes
Rail	Rail service question is misleading. Most of us are not within a mile of a train station.
Rail	I also drive a lot and use MARC when it makes sense- I would definitely use a regional connector to Delaware and Philly
Rail	A metro system so it's easier to get to Dover and rehoboth.
Rail	Better train service to Philadelphia will help alleviate traffic on 95 and 495.
Rail	Delaware needs a metro system similar to dc. There are large areas.of land that are still wide open that would be a.perfrct candiate for an underground metro system that could connect to surrounding states
Rail	We need a train to the beach areas.
Rail	Commuter train connection from Newark to DC.
Rail	Rails to trails
Rail	I used to commute from Newark, Delaware into Philadelphia and the signals between Amtrak and Septa were always not in sync an d therefore made delays. In turn it has given Septa a bad repuation and the time to drive to Philadelphia from Newark, Delaware is nearly cut in half (door-to-door) so I do not blame people for driving. If the relationship between Amtrak and Septa can be improved I can guarantee Septa would see more travelers and commuters to Philadelphia.
Rail	We need rail/Trains up and down the 202 corridor between Wilmington and PA!
Rail	More train service into Newark is important to me
Rail	Public transportation connecting Cecil County to Philadelphia, Baltimore, and DC would make a big difference. All of the current options are time and cost inefficient.
Roadway	More I95 entrance/exits
Roadway	Eliminate mowing grass along all roadways and sell all of that equipment
Roadway	Expand the bottleneck bridge on 141 before anything else.
Roadway	We have enough roads in our small state. Stop building more roads . Improve the roads that we have to handle the increasing capacity.

Roadway	Please fix the roads and stop using red light cameras. People speed bc the roads and lights are not coordinated and they are sick of sitting in traffic.
Roadway	Our roads have more trash and debris than other states near us. Why?
Smart Growth	The regional transportation plan should incorporate Smart Growth and Strong Town principles when it comes to infrastructure and transportation planning. The old way of widening roads, signalized intersections, etc. ultimately provides a more expensive, less effective solution to transportation problems.
Technology	Insist that all local governments involved in the planning use GIS technology to map and model urban and suburban development and transportation.
Trails	Markell trail is great. Please keep adding better connections—eg, New Castle to Del City; Wilm to Newark.
Transit	Public transportation in this state is horrible and inconvenient compared to other places I have visited. Improving that could go a long way towards easing our citizen's dependence on the notion of 1 motor vehicle per eligible driver and reduce traffic.
Transit	Newark is developing like a town with good public transportation, but there isn't any
Transit	We need more public transportation. Not just the Dart bus, something that is more comprehensive and serves more people.
Tunnel under 13	The project to do underground tunnel transport down route 13 should be a priority
Walk/Bike	For a state this small you should be able to walk and bike anywhere and the fact that you can't is ridiculous
Walk/Bike	Do we have any input as to where bike and pedestrian paths could be developed?
Walk/Bike	Our rural roads are too narrow for safe walking & biking. (Western end of Bunker Hill Rd.)
	You gave us 2 days notice of an electronic hearing. This is not only insufficient notice. It may also be illegal.
	My primary mode of transportation is bicycle not motorcycle. I am unsure why they are grouped together in the drop down as they do not utilize the same infrastructure.
	How do I get in touch with the person heading this?
	Professional delivery driver; drives up to 1000 miles a week, all local. Supervises and trains up to 18 other drivers.
	Please read
	I'm home owner in trinity vicinity and I believe in this city we just need to start thinking fresh and show other cities we have a lot to offer
	Place logic above all else in determining projects
	We have small business in Wilmington that focuses in business process improvements and customer experiences. We'd love to partner on the project. Visit www.askabg.com
	We have small business in Wilmington that focuses in business process improvements and customer experiences. We'd love to partner on the data management. Visit www.askabg.com
	I don't understand why seniors have to renew their transportation cards each year. The age of these individuals will not GO DOWN. Once qualified they are always qualified.
	None
	no
	Thank you for asking
	1-define failed intersections during rush hour--2-block ALL County REZONINGS within 1 mile of the intersection. Owning property should NOT be a "right" to build commercial property--create more trip generators/traffic
	We need a comprehensive transportation plan that fits in with the environment and projected growth.
	No comments.
	Use a equal mix of car and bike for primary transport but could not answer this way
	No
	No
	Other cities and places around the globe do it well - why can't we

Popup Workshop Comments

Ped Improvements

Need sidewalks to Shoprite	
Need better ped connections to roadways	3
Need more and brighter street lights	2
Walking improvements are needed on Fourth Street in Wilmington (near LACC)	

Roadways Improvements

City of Wilmington road maintenance/potholes	2
I95 Congestion	4
I-95/SR 273 Interchange is congested and unsafe. The movement onto SR 273, in particular, is troublesome	
I-95/SR 141 Interchange area is problematic and lacks sufficient lighting	
Dupont Hwy congestion near NCC Airport	
141 completion	
Shipley Rd construction	
Congestion in front of station/dangerous	
Silverside and Marsh camera needed. Peds can't cross.	
Improve Rt 7 to allow beach traffic to get to Rt. 1 through Fairhill	
Convert yellow flasher at Corbit to a ped signal	
Remove toll on 301 for locals	
too much congestion	
repair one bridge at a time	
Washington Street needs maintenance	
too many pot holes in City of Wilmington	
Bridge over Rt 40 to/from Glasgow Park	
Fix the potholes on the roads	3
Traffic calming on Glasgow Ave.	
More lights on dark roads needed	
Fifth Street in Wilmington needs road repairs	
Harrison Street in Wilmington needs road repairs	

Communications/Education

better education about Wilmington destinations	2
better communication of alternate routes during congestion	
listen to people	
Educate motorists on the benefits of multi-modal options	
Use other countries as models	

Funding

More investment in overall system
More money spent on transportation then food
transportation needs to be more affordable

Ped/Bike

More bike lanes in Downtown Wilmington and Middletown 2
Add walk/bike options between Wilm Train Station and new stadium
Need paved bike trail at White Clay Creek
provide more incentives for walk/bike
add ped signals to Dupont Hwy
Not enough places to safely ride a bike in City of Wilmington
More safer places to walk/bike in NCC 3

Bus Improvements

#13 too long

#15 too long
#1, 13, 5 not stopping for riders
#25 on Rt 13 not stopping for riders
Maryland Ave and Kirkwood stop needed

Earlier buses 3

Lower fare prices
Better handicap accessibility

Rude Drivers

Better on-time performance
Later buses 6
Unjust system (later buses in Rehoboth) 2
bus stops feel unsafe
Need better lighting at stops
Need service to Dover
Too much duplication of bus routes
More on-time service 3
Need more bus service 7
Lower fares
Need more shelters at drop off locations
More weekend service 3
Shorter routes through Wilmington
Add wifi and outlets
All buses should stop at Rodney, seniors can't walk
Youth should be taught in school how to use the bus
Bus schedules need improvement 6
Too frequent route change
#33 bus should run until 11pm on weekends
Bus transportation is a very slow way of travel
Bus transportation near the Walmart in New Castle is not consistent
Obtaining a DART pass is difficult. Where do you get one? It is not clear.
All buses should run every 15 minutes

Train

Too long wait for buses	4
more on time trains	3
reopen Elkton Station	3
Need train to the beach	
Station unsafe at night	
Need more parking at station	5
Need service from Middletown to Wilmington	
Train station needed in Middletown	
Schedules don't accommodate work schedules	
Bring MARC to Newark	3
Better communications when changes in schedules	
Positive traction and control for trains	

Signage

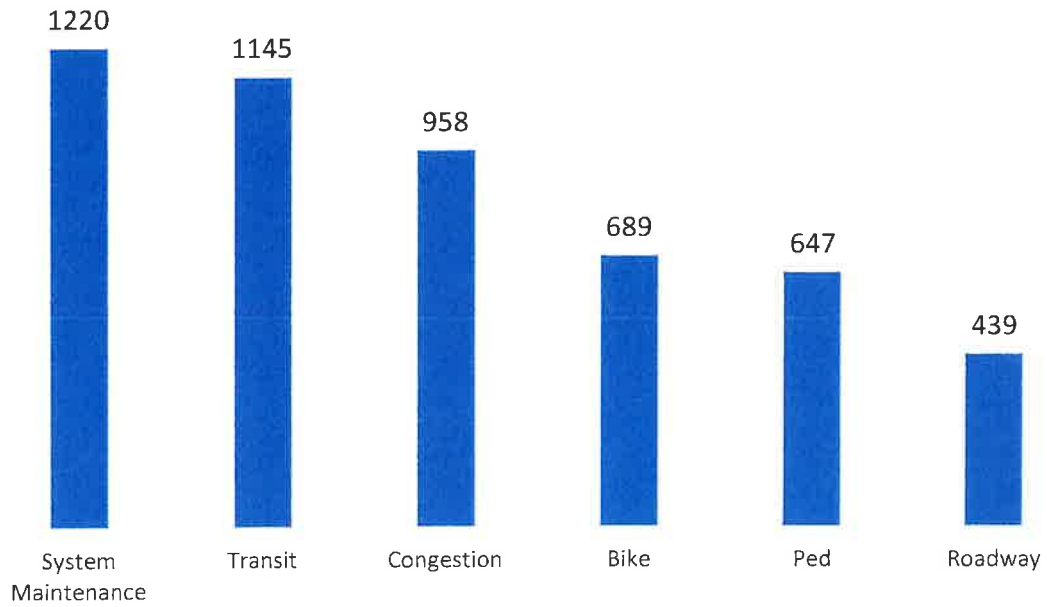
Stop sign needed at Rt 13 and Langolen - congested
Clearer parking signs in City of Wilmington

Technology

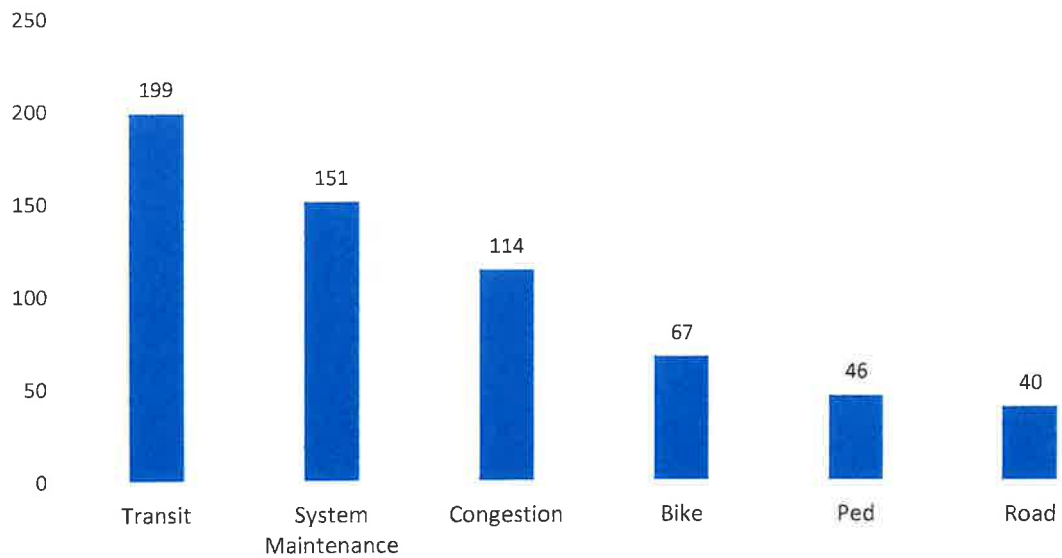
Need more smart city sensors (traffic, parking, etc.)
Better WIFI on trains
Automate parking at station

Metroquest vs Popup Funding Priorities

Metroquest Funding Priorities



Popup Funding Priorities





STATE OF DELAWARE
DEPARTMENT OF NATURAL RESOURCES & ENVIRONMENTAL CONTROL
DIVISION OF CLIMATE, COASTAL, & ENERGY

CLIMATE & SUSTAINABILITY
PROGRAMS

100 W. WATER STREET, SUITE 5A
DOVER, DELAWARE 19904

PHONE: (302) 735-3480

WILMAPCO Team,

Thank you for the opportunity to review the Draft 2050 Regional Transportation Plan. The Climate and Sustainability section of the DNREC Division of Climate, Coastal, and Energy manages several programs that help facilitate the reduction of greenhouse gases in the transportation sector through the promotion of alternative fuel vehicles and their supporting infrastructure. Because of our role in clean transportation, we appreciate the chance to engage in this process.


Several staff members from the Climate and Sustainability section reviewed the draft plan. The comments below are intended to improve readability of the document and ensure that clean transportation and the reduction of greenhouse gas emissions is considered in the plans short and long term goals.

- **Overall**—We are encouraged to see WILMAPCO’s discussions about preparing for climate change and sea level rise. However, this plan does not mention greenhouse gas emissions, and how important it is to reduce these emissions in the transportation sector, which is the highest emitting sector in Delaware. Over the next 30 years, it will be vitally important for planners to consider changes in our climate and how to improve Delaware’s air quality when developing and investing in new projects.
- **Page 11**—Interregional planning: WILMAPCO may also want to highlight other interregional planning successes that happened since the last RTP. In 2016, the Federal Highway Administration designated Delaware’s portion of I-95 as an “Alternative Fuel Corridor” for electric vehicle charging stations. This designation was part of a regional proposal to designate corridors, which helps to establish a national network of alternative fueling and charging infrastructure.
 - o Additionally, Delaware and Maryland participate in the Transportation and Climate Initiative, a “regional collaboration of Northeast and Mid-Atlantic States and the District of Columbia that seeks to improve transportation, develop the clean energy economy, and reduce carbon emissions from the transportation sector.” This group is currently looking at market-based policies to reduce greenhouse gases in the transportation sector.
- **Page 13 and 14**—Alternative Fuel Vehicles
 - o While ridesharing is mentioned as a strategy later in this document, we would recommend that ridesharing also be mentioned as a strategy to reduce VMT in the region.

- The number of public EV charging stations in the region is much higher than 11 now. Currently, there are at least 68 public charging stations in the WILMAPCO region at least 15 locations. Source: Alternative Fuels Data Center.
(<https://afdc.energy.gov/stations/#/find/nearest?fuel=ELEC>)
- This section about electric vehicles would be a great opportunity to highlight that EVs also help WILMAPCO reach its transportation emission goals by reducing greenhouse gas emissions and improving air quality. Our Division can provide data on the benefits of electric vehicles.
- Has your team considered doing an update of the Hotspot analysis? It would be interesting to see how the infrastructure has developed in the past six years and where there are still gaps.
- For the Action "Support cleaner vehicle infrastructure, fuels, and technology," a performance measure that is mentioned is the Transportation GHG emission analysis. While this is a good performance measure, GHG should be defined.
- **Page 17**—Can you please better define what Transportation Justice means? Is that the same, or different from EJ communities?
 - Another suggestion for an action would be to get TJ groups riding in transportation systems that are low-emissions (i.e. electric buses, bikes, etc.).
- **Page 22**—Will you target EJ communities for CMAQ funding?
- **Page 27**—Similar to the Transportation Justice definition, it would be helpful to define what WILMAPCO considers to be an EJ community and how you determine where those areas are.
- **Page 28**—Another way to ensure transportation choice and equity would be to help increase the number of alternative fuel vehicles in these areas, either through public transportation or individual vehicles, or through alternate modes of transportation
- **Page 33**—For your Transportation Investment Areas, we would encourage you to including the installation of electric vehicle charging stations in all development plans, particularly in the Center, Core, and Community areas.

I look forward to reading the final 2050 Regional Transportation Plan. If you have any questions regarding these comments, please don't hesitate to reach out to me at Kathleen.Harris@state.de.us or (302)735-3480.

Sincerely,



Kathy Harris

Randi Novakoff

Subject:

FW: RE: A comment from Rep. Kim Williams 19th District

From: rnovakoff@wilmapco.org [mailto:rnovakoff@wilmapco.org]

Sent: Tuesday, September 18, 2018 10:06 PM

To: Randi Novakoff <rnovakoff@wilmapco.org>

Subject: A comment from Rep. Kim Williams 19th District

A form has been submitted on September 18, 2018, via: <http://www.wilmapco.org/tip/comment/> [IP: 68.80.171.60]

Rep. Kim Williams 19th District

kimwilliams19@comcast.net

23 Weer Circle
Wilmington, DE 19808

A drainage and pedestrian improvements contract for the Cranston Heights Community at the Intersection of Old Capital Trail and Newport Gap Pike is needed for the community. The crosswalks and sidewalks need to be updated to ADA standards and the intersection is frequently flooded during rain events.

From: rnovakoff@wilmingtonco.org
To: [Randi Novakoff](#)
Subject: A comment from donna r hornock
Date: Monday, January 21, 2019 9:25:02 PM

A form has been submitted on January 21, 2019, via: <http://www.wilmingtonco.org/sneacmp/?fbclid=IwAR2b2VdilllwzASeK4NjOw7Q3SWA3ibOfLGDss0rF3OnFUaNL8xvVyhkr51jIP73j0j8j00>

Name	donna r hornock
Email	dghornock@webtv.net
Address	2755 frenchtown road glasgow delaware 19702
Type	PLEASE no new development in the Frenchtown Road section of SW Glasgow. It already floods at times in sections of Frenchtown Road and sections of Frazier Road.
Comment	Allowing development in this environmentally sensitive could impact animals living in the area and cause residential flooding in areas with no or minimal flooding now. Please help us.

From: [Karpyn, Allison](#)
To: [Randi Novakoff](#)
Subject: Transportation Plan Comment
Date: Wednesday, February 06, 2019 12:28:07 PM

Good afternoon,

I am a faculty member at UD and a Senior Director of a Research Center here, and I applaud your efforts to help improve the efficiency and coordination of transportation in the region.

I am primarily concerned about transportation for faculty and staff from the Philadelphia area. As we have worked hard at the University to recruit and retain the regions' top talent, it has become glaringly clear that high demand experts that want to work at UD are hesitant because of traffic and a lack of regular transportation to and from the Philadelphia areas. There is an **obvious and growing need for much more frequent train service TO the University of Delaware** from Philadelphia and its suburbs.

Beyond that general statement, I would like to BEG folks to **reconsider the Chester Transportation Center stop on the Phila – Newark Line**. No UD professional is going to get on or off the train there, nor will they park or walk from that location. It is not practical or safe.

Instead I would propose a stop at Prospect Park or Ridley or Crum Lynn or anywhere where a single woman can reasonably safely walk at night in the dark to her car. Marcus Hook is ok, but it is very far from Philadelphia burbs and it's a place where parking is difficult and at night the safety is still questionable.

Today, these options to get on the train from the Philadelphia area and arrive at work in Newark are simply not workable for a professional that needs to walk in the evening hours and leave their car somewhere safe. Please, please do something else so this train can be used from the suburbs. It would also be very helpful if folks could offer 1 more train that arrives in NEWARK between 7:30 and 9:30 am.

Such changes would meaningfully improve our ability to recruit a diverse talent pool of expertise from the region, and would alleviate the terrible traffic in and out of Newark from the North.

Warm Regards,
Allison Karpyn
610-909-3154
karpyn@udel.edu

Allison

From: Beth Burnam
To: Randi Novakoff
Subject: Comments on 2015 RTP
Date: Tuesday, January 22, 2019 5:25:28 PM

Dear Ms. Novakoff,

There are two issues on which I'd like to briefly comment.

RTE 202: There is a wide gap between the goals, public opinion polls and the actual situation for bus riders and pedestrians on the Route 202 corridor. This road carries a huge amount of through- traffic as well as cars going to businesses. Many of the people working in the businesses ride the bus from Wilmington, yet the bus stops are unsheltered, the sidewalks are intermittent, and the provision for crossing the multiple-lane highway on foot are nearly absent. The issues are three (at least.)

Multimodal transportation including sidewalks on and leading to Concord Pike, upgraded bus shelters, safe crossings of a horribly dangerous road, and traffic calming to force motorists to slow down to the speed limit. 74% of your respondents say more funding should go to walking, biking, and public transportation. 65% say that distance and lack of convenience keeps them from walking more.

Environmental Justice: The majority of people riding public buses are lower income and lack cars. Because who in their right mind would chose to bus and then walk to work in such a dangerous landscape as Concord Pike? The function of this 202 Delaware economic engine depends on these workers and they depend on the bus. But it's dangerous to get from the bus stops to their jobs by walking in the median next to cars going 60 MPH, crossing the road in between lights like a game of chicken, and wading through high grass where the sidewalks end. The bus stops are out in the wind, rain, hot sun, etc. It's a sad picture of New Castle county and the way things are in Wilmington. Took me moving away and living in places with decent public transport to see this with clear eyes. Your funding bar graph says it all.

Pedestrian Access to the First State National Historical Park from residential areas and from public transport is non-existent, except for the few offices backing up to the Park. This is a missed opportunity for economic, cultural, and social growth and makes this park almost a private refuge for the few who are in the know.

The Edgemoor Port development:

Are the transportation implications being studied? They will be large changes as the Edgemoor I495 interchange becomes mostly large trucks rather than commuter traffic, which will be forced elsewhere—where? I've asked the state if a traffic study was required/planned and no answer was given. Noise, light, 24 hr. truck traffic next to a residential area are going to be a big negative. One that might be avoided by planning ahead.

Thanks for taking these into account and for letting me know if the issues are being addressed by other means. I'm still learning how this works!

Best of everything,

Beth Burnam

From: [Dave Gula](#)
To: [Randi Novakoff](#)
Subject: FW: Some thoughts after looking at your WILMAPCO 2050 Regional Transportation booklet.
Date: Thursday, November 08, 2018 3:53:41 PM

A response to the RTP.

Dave Gula
Principal Planner
WILMAPCO

From: MICHAEL CANNATELLI <mfcanna@comcast.net>
Sent: Monday, November 05, 2018 1:22 PM
To: Dave Gula <dgula@wilmapco.org>
Subject: Some thoughts after looking at your WILMAPCO 2050 Regional Transportation booklet.

Mr. Gula,

Some thoughts after looking at your WILMAPCO 2050 Regional Transportation booklet.

You're not going to upgrade the Tyler McConnell Bridge until 2030? It needs either a second 2 lane bridge next to it or a four lane replacement now. What are you going to do when that bridge needs some serious repair, close down that portion of Rt. 141 and jam up all the other roads in the area that are even smaller narrow roads? It's past time for that bottle neck to go. There is no reason that bridge shouldn't be upgraded to meet what is a west side "beltway" around the city.

In terms of Mass Transit, there is nothing I can find ever in these reports that addresses how to make DART more usable for suburbanites. Realize not all folks work in downtown Wilmington. There is no cross county bus at all. I've suggested since the 1990's, to DART, that they run a RT. 141 Bus, that would run from Historic New Castle and run up Rt. 141 to Foulk Rd. That would cross almost ALL of DARTS bus lines in the suburban Wilmington area so that you'd not need to ride all the way to downtown to change buses. That makes the trip so much longer that when I used to work at the Ex Station, it was a 90 minute ride each way, and only a 30 minute drive [even in rush hour traffic], so I never used the bus, but sure wanted to.

Like it or not, many suburban women do NOT want to go downtown and won't ride the bus if that is the option. So, they drive, or ride with a friend, or don't go to places that

require a trip downtown to get to those stores.

An example, I live in the New Castle area. So for my wife to get to Kirkwood Highway to shop at any of those stores, she must first ride Rt 13, 15, or 25 bus to downtown and then switch to the number 6 bus and ride all the way back out of town to say Midway Shopping Center. A Rt. 141 bus I could catch on Basin Rd, and ride to the Park and Ride just off of Kirkwood Highway and then catch the 6 bus either towards Wilmington/Elsmere or towards Newark. So, as a result, since I have a car, she doesn't use DART for trips to Kirkwood Highway, but instead uses HART [Husband Area Regional Transit]. Not all women have HART available to them [I'm now retired].

It's nice you provide those bus shelters and benches for those heading into Wilmington, but what about those going in the opposite direction? There are few, but not many shelters for those going South or West from Wilmington. Again DART's focus is strictly on serving those who work IN Wilmington.

Last point, maybe it's time for the shoulders on the major roads to be designated as both shoulders for emergency parking [car breaking down], right turns, and DART buses. This way while the folks in cars are sitting in traffic, the bus passes you on that DART lane helping it to make better time, giving folks a silent advertisement for why riding the bus to work might be a better option.

Thanks for listening.

Mike Cannatelli

New Castle, DE.

2050 Regional Transportation Plan Presentation - Comments

Organization	Comment(s) Received
Wilmington Planning Commission	In regard to the road diet for Governor Printz Blvd, please be aware of the Purpose Built Community initiative for Riverside. (This project is expected to bring 400 new mixed income residential units and increased use for the Kingswood Community Center)
Centreville Civic Association	Greatest concern is with traffic volumes on SR 52. Speeds are generally better since the implementation of the traffic signals and traffic calming from the Centreville Plan, but more work is needed to limit truck traffic traveling at higher speeds. They also asked for the scope of work and plans for the intersections of SR 52 at Snuff Mill Road and Center Meeting Road.
Bellefonte	Bellefonte Commissioners and residents had the most comments regarding transit service. They noted that their routes have been changed or reduced in trip frequency over the last few years. They are seeking more service, not continued reduction in trips. They requested more mid-day service on the existing routes.
Townsend	One Councilman wanted to know if any Townsend residents were called as part of the annual survey? He also wanted to make sure that the survey met the demographics of NCC. A resident noted that the SR 299 project will just be moving more traffic to the current bottleneck of Main St Middletown. The Mayor would like to see the Wiggins Mill Rd project extended all the way to Railroad Ave in Townsend. Wiggins Mill Rd is seeing more traffic as a bypass for Middletown and the pavement is in terrible shape. The bridge on Wiggins Mill/Railroad Ave needs to be upgraded as it is a one-lane bridge and is in a poor state of repair. Townsend needs more speedbumps or traffic-calming in neighborhoods - Townview neighborhoods I & II in particular. There was a comment that DelDOT should run commercials for driving on a roundabout - no one goes to the website and no one in DE knows how to drive in a roundabout. Maybe part of State Drivers Education?
North East	A member of the public said that traffic on MD-272 and I-95 near North East was a concern and was supportive of the I-95 expansion and MD-272 reconstruction projects.
New Castle	One City Councilman had concerns about the Route 9 and Memorial Drive road diet projects. He said that these two roads regularly have heavy traffic, and they would not be able to accommodate current traffic levels if travel lanes are removed and bike lanes are added.
Elkton Alliance	The group was supportive of the plan as presented. There is a need for safer ways to travel along and cross US 40 on foot. What is WILMAPCO's role in the governmental process – how does it fit in?
Port Deposit	The group was supportive of the plan as presented. Rumble strips should be added to more roadways to provide motorists a warning if they stray from the travel lane. The Town is exploring better using alternative project funding,

Newark	<p>Council stated that traffic is a big deal in Newark and expressed the City was growing; therefore, traffic was anticipated to become worse. They requested that we provide additional details regarding specific objectives and performance measures, and expressed that number-based goals would assist in the data-based conversations between Council members and residents. They asked how the air quality is measured and for clarification regarding the demographics of the 600 residents who participated in the public opinion survey. They commented that one of the reasons Delaware was not considered a good place to retire was due to public transit and expressed concern that the public opinion survey revealed 47% of individuals with a household income of less than \$25,000 believed transportation sometimes kept them from activities. They noted that UNICITY serves the City of Newark as well certain areas such as the Chestnut Hill Shopping Center, etc. and asked what efforts WILMAPCO had in place to interface UNICITY; specifically, incorporating people from all areas of the community and tying into DART and the Cecil Bus route. They asked for detail regarding the approximate years the intersection projects were expected, particularly Old Possum Park Road and Possum Park Road. They asked if WILMAPCO made recommendations to the business community or quasi- public entities on things they could do to reduce traffic in the area and provide alternates to reduce the number of cars on the road, including if WILMAPCO had specifically contacted the University about convincing students to leave their cars at home.</p>
Newark Continued	<p>They felt that WILMAPCO's participation in future conversations with the University and City would be beneficial. They +asked about the status of conversation regarding transit improvements and coordination. They ask that WILMAPCO look into how other communities and universities coordinate on transit. They also discussed parking rates and the impact of charging more to promote transit use. They expressed concern about the slower growth in central cores and more single- occupancy vehicle trips and questioned the steps or recommendations from WILMAPCO on ways for the City to promote growth in centers and cores versus the suburbs as opposed to simply building roads. They suggested that the majority of the reason for slower growth in centers and cores was due to the fact some of the items or methods used to address transit issues were "window dressings"; moreover, the money proposed to be spent on the 896 interchange (valued at \$140 million) was enough to fix certain transportation issues within the City such as UNICITY and Municipal Street Aid. They suggested DelDOT should stop building bypasses, such as the Route 301 bypass and others, in order for people to stay in the City. They described the City's relationship with development in NCC as opposed to the City as "perverse" since the County had plenty of motivation to develop since they received new tax revenue; however, they were not required to take on any of the road maintenance in the subdivisions, whereas urban cores like the City of Newark where growth is desired are responsible for maintaining all roads when they develop.</p>
Elsmere	<p>The group was supportive of the plan as presented. They thanked WILMAPCO for the New Castle County Bicycle Plan and the public workshop that was held earlier that evening in Elsmere.</p>
Charlestown	<p>They asked about the Transportations Alternatives Program, including the 20% match, funds earmarked for Cecil County and eligible projects.</p>

TIP Comment Sheet Responses

Timestamp	Comments	Name	Email	Address	Phone number
1/23/2019 10:56:57	<p>"Traffic Calming" is a waste of money; traffic circle are being eliminated by other states because they are inefficient and confusing. Also, calming designs that cause drivers to maneuver around man-made obstacles are a waste of money and make road maintenance difficult. "Transportation Enhancements" there is too much money being considered for this category when you consider the amount of people that they serve. Finally, in both the 4 year plan and the long range plan, there are insufficient funds being spent on train route expansions, especially between the Wilmington area and Philadelphia and Philadelphia Airport. The projected increase in population and car & truck traffic in Delaware will only add to the present traffic congestion problems. A light rail train system should be considered to move people from Northern New Castle County to areas South. The Rt. 202 corridor is already overwhelmed with no relief in either the short range or long range plans.</p>	Michael J. Bio	mike@bio-direct.net	112 Lynthwaite Farm Lane, Wilmington, DE 19803	302 691-3352

From: vsinger01@aol.com [<mailto:vsinger01@aol.com>]

Sent: Monday, March 04, 2019 8:56 PM

To: Randi Novakoff <rnovakoff@wilmaco.org>

Cc: vsinger01@aol.com

Subject: most recent PAC meeting

Randi

*
During the PAC meeting you --- or somebody --- mentioned a disapproving comment on the Union Street Wilmington "two-laning" with back-in diagonal parking on the east side. The commentator doesn't like the bicycle lane between the parking and the adjacent travel lane.

*
My wife and I are frequent diners at Walter's Steakhouse at 8th and Union Streets (northeast corner), our favorite restaurant, particularly on Sundays or Thursdays for the "free" seafood appetizer bar. I usually have either prime rib (rare) or a not-on-the-menu "Cowboy Cut" steak (Pittsburgh rare), after oysters on the half-shell. My wife has either a filet or twin lobster tails (she's a native Bostonian).

*
Whenever a diagonal spot is available at Walter's front door, we use it. The bicycle lane makes it possible to back in without stopping traffic in the adjacent travel lane. Further, the bicycle lane makes possible pulling out of a diagonal parking spot even if there's an SUV parked next to you, to your right, blocking visibility of oncoming traffic. So the bicycle lane serves to ease traffic flow and also to make parking safer.

*
The prior commentator evidently responded to the urge to be critical without thinking before putting the mouth --- or pen --- in motion.

*
Vic

The Tower at STAR Campus
100 Discovery Blvd, Suite 800
Newark DE 19713
302-737-6205; Fax 302-286-7131
From Cecil County: 888-808-7088
e-mail: wilmapco@wilmapco.org
website: www.wilmapco.org

DRAFT RESOLUTION

WILMAPCO Council:

John Sisson, Chair
Delaware Transit Corporation
Chief Executive Officer

Robert J. Alt
Mayor of Elkton

Jennifer Cohan
Delaware Dept. of Transportation
Secretary

Connie C. Holland
Delaware Office of State Planning
Coordination, Director

Alan McCarthy
Cecil County Executive

Matthew Meyer
New Castle County Executive

Heather Murphy
Maryland Dept. of Transportation
Director, Office of Planning and
Capital Programming

Michael S. Purzycki
Mayor of Wilmington

Michael Spencer
Mayor of Newport

WILMAPCO Executive Director
Tigist Zegeye

BY THE WILMINGTON AREA PLANNING COUNCIL ADOPTING THE STATE/LOCAL CASH COMMITMENT WHEN MATCHING WILMAPCO'S FEDERAL FUNDS FOR FY 2020 UNIFIED PLANNING WORK PROGRAM

WHEREAS, WILMAPCO receives federal funding from the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) to support transportation planning activities; and,

WHEREAS, all federal funds must be matched by twenty percent (20%) State/Local funds; and,

WHEREAS, federal regulations permit State/Local matching to be made either in cash or by way of "in-kind services", or soft match; and,

WHEREAS, WILMAPCO requires certain of the matched funds to be made in cash in order to ensure that WILMAPCO's cash obligations may be met; and

WHEREAS, the agreed upon cash commitment have been \$12,607 from the State of Maryland in cash with minimum cash matches of \$4,400 from Cecil County, \$403,632 from the State of Delaware, \$31,500 from New Castle County and \$11,796 from the City of Wilmington, with any remaining matching obligation made either in cash or by in-kind services;

NOW, THEREFORE, BE IT RESOLVED that the WILMAPCO Council does hereby adopt the State/Local Cash Commitment when matching WILMAPCO's federal funding for fiscal year 2020 UPWP, as outlined above.

Date:

John Sisson, Chairperson
Wilmington Area Planning Council

**FY 2020
Unified Planning Work Program**

III FY 2020 UPWP FINANCIAL INFORMATION

**FY 2020 UPWP FUNDING ANALYSIS
TOTAL FUNDS AVAILABLE
and
TOTAL CASH COMMITMENT**

DRAFT

SOURCE	COST SHARE	CASH SHARE	
DELAWARE			
FHWA	\$1,444,232	\$1,444,232	
FTA	\$343,479	\$343,479	
STATE	\$223,464	\$403,632	
NEW CASTLE COUNTY	\$191,017	\$31,500	
CITY OF WILMINGTON	\$32,447	\$11,796	
DELAWARE TOTAL	\$2,234,639	\$2,234,639	
MARYLAND			IN-KIND
FHWA	\$74,880	\$74,880	
FTA	\$25,975	\$25,975	
STATE	\$12,607	\$12,607	
CECIL COUNTY	\$12,607	\$4,400	\$8,207
MARYLAND TOTAL	\$126,069	\$117,862	\$8,207
GRAND TOTAL	\$2,360,708	\$2,352,501	\$8,207

**FY 2020
Unified Planning Work Program**

DRAFT

FY 2020 UPWP FUNDING OUTLINE

Task #	Task Description	Cash Activity	In-kind Activity	Total
MPO 20.01	Administration	\$290,023	\$1,549	\$291,572
MPO 20.02	Unified Planning Work Program (UPWP)	\$86,703	\$480	\$87,183
MPO 20.03	Public Outreach & Public Education	\$197,988	\$1,065	\$199,053
MPO 20.04	Data Collection, Management & Distribution	\$102,147	\$316	\$102,464
MPO 20.05	Regional Planning & Technical Analysis	\$175,711	\$557	\$176,268
MPO 20.06	Air Quality Coordination & Analysis	\$50,205	\$278	\$50,483
MPO 20.07	New Federal Regulation Compliance	\$72,503	\$401	\$72,904
MPO 20.08	Goods Movement Plan Implementation	\$43,927	\$243	\$44,170
MPO 20.09	Regional Coordination	\$135,258	\$748	\$136,006
MPO 20.10	RTP Implementation	\$98,432	\$545	\$98,977
MPO 20.11	Sub-Regional Studies and Coordination	\$705,279	\$1,030	\$706,310
MPO 20.12	Transportation Improvement Program (TIP)	\$77,304	\$428	\$77,732
MPO 20.13	Monitoring of Sub-Regional Studies Implementation	\$122,966	\$566	\$123,533
TOTAL		<u>\$2,158,446</u>	<u>\$8,207</u>	<u>\$2,166,653</u>
Vacation and Holiday		\$194,055		\$194,055
Grand Total		<u>\$2,352,501</u>	<u>\$8,207</u>	<u>\$2,360,708</u>

**FY 2020
Unified Planning Work Program**

DRAFT

WILMAPCO Consultant Costs (included in cash activity above) 2020

MPO 20.01	BOOKKEEPING	\$10,000
MPO 20.03	URBAN BIKE PROJECT: EARN A BIKE & TRIP FOR KIDS PROGRAM	\$3,000
MPO 20.03	NEWARK BIKE PROJECT	\$2,500
MPO 20.04	INTERSECTIONS COUNTS - REGIONAL	\$25,000
MPO 20.04	REGIONAL MODELING SUPPORT	\$20,000
MPO 20.05	CONGESTION MANAGEMENT SYSTEM CONSULTANT SUPPORT	\$35,000
MPO 20.05	UNIVERSITY OF DELAWARE PARK & RIDE	\$10,000
MPO 20.05	REGIONAL TRANSPORTATION PERFORMANCE MEASUREMENT DEVELOPMENT	\$30,000
MPO 20.11	CHURCHMANS CROSSING PLAN UPDATE	\$400,000
MPO 20.11	GOVERNOR PRINTZ BOULEVARD CORRIDOR STUDY	\$50,000
MPO 20.11	NEWPORT TRANSPORTATION PLAN	\$60,065
MPO 20.13	NCC-ROUTE 40 PROGRAM DEVELOPMENT SUPPORT	\$20,618
		\$675,183