

Dover/Kent County Metropolitan Planning Organization on April 1 left its office at the Blue Hen Corporate Center in Dover and took up residence at the new Camden Town Hall at 1783 Friend's Way, Camden.

This is the MPO's third home since the agency formed in 1992. The MPO rented offices at the BHCC from May 1994 until this year.

MPO staff now occupies a wing of the building's third floor where town staff has its offices. The building's first floor houses a reception area, town meeting room and police facilities. Camden Police Department is on the second floor.

Camden town offices and the police department moved in February.

Before the construction, Camden administration operated out of a former

## *We've Moved!*

### MPO gets new home in Camden



Above: A wing on the third floor of the new Camden Town Hall on Friends Way is the Dover/Kent County MPO's new home. The MPO staff moved April 1 from the Blue Hen Corporate Center in Dover.

Right: Dover/Kent County Metropolitan Planning Organization Executive Director Juanita Wieczorek hands Camden Mayor Robert Mooney the MPO's first check for the MPO's lease on office space at the new Camden Town Hall.

Wilmington Trust bank building at the corner of Main Street and Camden-Wyoming Avenue. Camden Police Department used a converted house across the street.

The Camden office measures about 12 square feet less than the 1500 square feet the MPO had at the BHCC. MPO staff, however, will use Camden's Town Council chambers on the main floor for meetings.

To reach the MPO, call (302) 387-6030. The fax number is (302) 387-6032.

Until further notice, the MPO's mailing address will remain: P.O. Box 383, Dover, DE 19903.



### TIP Tour 2009 takes a look at area-wide transportation projects

On a blustery spring day, 16 people took a seat aboard a tour bus and learned about upcoming transportation projects in Kent County.

The Dover/Kent County Metropolitan Planning Organization held its

annual TIP Tour around Kent County on Saturday, April 4.

The Transportation Improvement Program (TIP) represents the first four years of an MPO's Regional Transportation Plan.

This free tour took a look at projects in the MPO's 2010-2013 TIP and aspirations lists, as well as projects funded by the

American Recovery and Reinvestment Act.

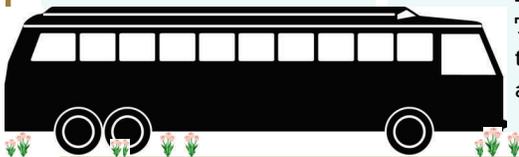
Projects in TIPs vary little from year to year because they are influenced by funding.

This year, the Delaware Department of Transportation partnered with the MPO for the tour. The tour combined the annual day-trip with a semi-annual Capital Transportation Plan public workshop.

Among other sites, the tour went to:

- Del. 1 grade separated intersection locations at Del. 9 south of Dover; Little Heaven, Frederica; Thompsonville Road south of Frederica and Del. 14 in Milford.
- Wyoming Mill Road in Dover

See BUS, Pg. 7



## Delaware in gear for April bicycle summit

The first annual Delaware Bicycle Summit will roll into town on Friday, April 24 at Delaware Technical & Community College's Terry Campus in Dover.

The purpose of the summit is to bring cyclists, government officials and others together to learn how to make communities more bike friendly.

"The Bike Summit has been on the wish list for a number of folks for quite some time and on the drawing board for over a year," said Amy Wilburn, chairwoman of the Delaware Bicycle Coalition.

Experts in urban planning, environmental and health fields, including Mike Ronkin, a nationally-recognized advocate for pedestrian-and-bike-friendly street design, will lead discussions on these topics.

Guests will attend breakout sessions about bicycle friendly communities, bicycle safety for cyclists, health impacts of bicycling and bicycle master plans which deal with components needed to create a bicycle friendly community.

Afternoon sessions will focus on bicycle friendly businesses, bicycle trails and greenways, bicycle friendly design and policies and legislation regarding bicycles.

Members of the Dover/Kent County Metropolitan Planning Organization, Wilmington Area Planning Council, Delaware Department of Transportation and the Delaware Bicycle Coalition formed a planning committee last fall to coordinate the event.

Keynote speaker Andy Clarke, executive director of the League of American Bicyclists in Washington, D.C. and Gov. Jack Markell will kick off the summit.

Sen. Thomas R. Carper, D-Del., and other dignitaries are scheduled to give afternoon presentations.

Statewide architectural and engineering firms, other business and bicycle groups have agreed to sponsor the summit.

"We anticipate that each session will produce at least one goal that bicycle

advocates and government entities can work towards as we face the challenge of making Delaware a green and bike-friendly state," Wilburn said. "In addition to sharing successes, challenges

and ideas, we hope that the summit will help to create the enthusiasm and energy needed to achieve significant progress in the months to come. We also hope that this bike summit will eventually lead to bicyclists feeling that they belong on our roads and will encourage ordinary folks to take up bicycling for health, transportation and recreation."

Corporate sponsorship is covering the cost of the summit.

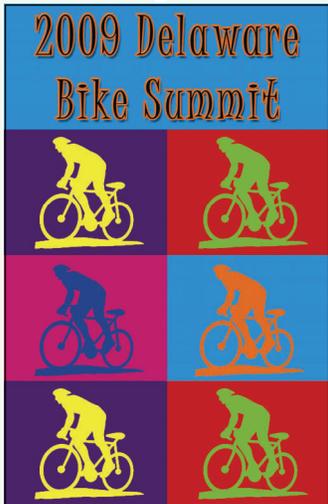
"I'm so excited to be involved in the first Delaware Bicycle Summit," said Jennifer Baldwin, pedestrian coordinator for DelDOT.

"The closer we get to the summit, the clearer it is to me that biking in Delaware is important to so many people from public officials to local citizens," Baldwin continued. "Thanks to the help of local sponsors, I'm positive the summit will help guide Delaware on the path of becoming a bicycle friendly state."

Throughout March, committee members blanketed the state with presentations about the summit at county and municipal meetings.

In the days leading up to the summit, committee members rode bikes to different spots around Delaware to promote the event and answer questions.

Registration begins at 8 a.m. and the summit ends at 4:15 p.m. Continental breakfast and a lunch will be provided.



## Wicks continues as DelDOT secretary



Delaware Department of Transportation Secretary Carolann Wicks was reconfirmed by the Delaware State Senate on January 21, 2009.

Secretary Wicks, a Professional Engineer, has worked at DelDOT for more than 26 years, and has been secretary since February 2006.

A University of Delaware graduate, Wicks began her career at Del-

DOT as an entry-level engineer in 1982. Since then, she has served in various roles as a public servant for three transportation secretaries, including as DelDOT's first woman chief engineer.

As Secretary, she

manages a budget of nearly \$1 billion and is responsible for 2,600 employees. DelDOT has responsibility for 90 percent of the state's roads and bridges and manages the state transit system (Delaware Transit Corporation) and the Division of Motor Vehicles.

## PAC talks transportation with legislators

Two Delaware lawmakers took time in February to chat with the Public Advisory Committee of the Dover/Kent County Metropolitan Planning Organization.

Sen. Bruce Ennis, D-Smyrna, and Sen. Brian Bushweller, D-Dover, attended the PAC's regular meeting at the Kenton Ruritan Club where conversation drifted to local transportation projects, Delaware's budget and Kent County's share of transportation funding from the federal stimulus package.

Kent County, both senators said, does not receive a fair share of transportation dollars and they would like to change how money is distributed in the First State.

Although New Castle County has the largest population, Bushweller said Kent County's rapid growth should be taken into account.

More than \$13 million could be allocated from the federal stimulus package for a deluxe transit center at Water and New streets in Dover. Despite this and additional funds for a few other stimulus-funded pro-

jects, Bushweller said central Delaware is getting the short end of the stick.

"Generally speaking it looks like that money is concentrated elsewhere in the state and I think we ought to be looking at that because we have needs also," the senator said.

DelDOT chose stimulus funded projects because they are "shovel ready," and could start quickly. PAC chairman Horace Cook said there were many roads that need repair and it would have been nice if more projects qualified for stimulus money.

Smaller transportation projects receive money from Delaware's Community Transportation Fund. But choosing who and who does not receive this money is a tough choice indeed.

Bushweller said state and municipal priority lists for his district all contain legitimate projects, but the Community Transportation Fund doesn't have nearly enough money to handle them all.

"It's not even in the ball park," Bushweller said. "It's not even close."

The senator said he hopes the stimulus money takes pressure off of the state Bond Bill so Delaware can confront its \$606 million projected shortfall.

Delaware has faced tough economic times before, but largely managed to shield people from the impacts.



Sen. Bruce Ennis, D-Smyrna, and Sen. Brian Bushweller, D-Dover, talk about transportation issues with the Dover/Kent County MPO's Public Advisory Committee.

"It's not going to be that way this time," Bushweller said. "This time, people will feel the pain."

MPO Executive Director Juanita Wiczoreck asked if the legislature will look for alternate funding sources for the transportation trust fund since revenue from motor fuel tax has diminished.

Ennis said any alternate funding would be

used to deal with state deficit.

Conversation also steered to more common traffic complaints and questions about the status of proposed road projects.

Bushweller said he receives the most transportation related complaints about speeders in subdivisions. Traffic calming devices, such as speed bumps, however, receive much opposition.

Bushweller complimented the Dover/Kent County MPO and its role central Delaware transportation planning, saying Delaware took a step forward when the organization formed.

He cited an MPO list of aspiring road projects that includes a way for traffic to go from Chestnut Grove Road to Hazletville Road in Dover. The cut-through would plan around the impact of a new Dover High School off Del. 8.

"This is the kind of planning that I think is so vital through future logic and sensibility to our transportation here in Kent County, that we think about all these different things," Bushweller said.

## Draft energy plan available for public review

The Governor's Energy Advisory Council's Draft Delaware Energy Plan is now available for public comment. The plan can be viewed on DNREC's web site, [www.delaware.gov](http://www.delaware.gov) and

on the Delaware Energy Office web site, [www.energy.dnrec.delaware.gov](http://www.energy.dnrec.delaware.gov).

The 106-page draft plan includes a review of existing energy programs as

well as recommendations for changes to Delaware's energy policy.

The draft identifies ways to foster stable and reasonable energy prices, and reliable and environ-

mentally preferable energy resources, including renewable energy and energy efficiency as a means of ensuring energy security and long term sustainability of Delaware's energy resources.

For more information, call (302) 735-3480.

## Ozone season opens in May

**Spring.** It's the season of picnics and leisurely bike rides.

People spend their evenings and weekends picking up garden supplies and taking the kids to Little League.

But here's a challenge, see how many of these errands you can do in one trip. You'll save gas and at the same time do your part to save the air.

Ozone season begins in May, a time when air pollution levels begin to rise.

Ground level ozone, or air pollution, is formed when volatile organic compounds (VOCs) and oxides of nitrogen (NOx) combine with heat and sunlight. High levels of ozone can harm the respiratory system as well as affect crops and vegetation. Ozone formation goes down when VOCs and NOx are reduced.

The federal Environmental Protection

Agency has listed the entire state of Delaware as a non-attainment area for air quality levels.

About one-third of Delaware's VOCs and NOx emissions come from vehicles; mainly passenger vehicles. All the cars in Delaware can pollute as much as, or more, than the state's combined industries.

Kent County sees its share of traffic from people who live and work in central Delaware, or passers through. Trip chaining, or combining errands into one outing, is a way to combat air pollution from vehicle exhaust.

The level of motor vehicles emissions, or pollution, is directly affected by how we drive and maintain our vehicles. Driving less and choosing alternate transportation can decrease pollution.

We cherish spring and summer activities as part of our quality of life.

### 10 steps to better air quality



- 1) **Share a ride.** It saves gas and reduces pollution by reducing the number of vehicles on the road.
- 2) **Combine trips.** Plan routes and consolidate errands. Saves time, stress and reduces pollution. Starting it up after a vehicle has cooled causes it to emit pollution equal to a 30 mile drive.
- 3) **Don't top off the gas tank.** Gas vapors get released into the air and the gas pump's calibration is affected, making it ineffective for the next four cars that get fuel.
- 4) **Care for your car.** Regular tune-ups, changing oil and spark plugs, and checking tire inflation can improve performance and reduce emissions by up to 10%.
- 5) **Fuel up at night during ozone season.** Refueling during cooler periods of the day can prevent gas fumes from heating up and creating ozone.
- 6) **Telecommute.** Work from home. Save time & money. Reduce congestion, emissions.
- 7) **Walk.** It's easy to do and easy on the air
- 8) **Bicycle, skate.** Keep yourself and our air quality in good condition.
- 9) **Take mass transit.** When possible, do it to reduce pollution and congestion.
- 10) **Spread the word.** Let others know how simple, easy steps can make a difference.

## Air Quality Partnership to kick off Ozone Season

The Delaware Air Quality Partnership will kick off Ozone Season this year at the annual Wilmington Earth Day Celebration, which will be held rain or shine from 11 a.m. to 2 p.m. on Wednesday, April 22 at Rodney Square in Wilmington.

Regional vendors will be on hand. Patrons will be able to pick up in-

formation on environmentally friendly topics from gardening to hybrid cars.

There will be giveaways, a treasure hunt for children, onsite collection of used car batteries by AAA Mid-Atlantic and more.

In addition, this summer, as with previous years, the partnership will promote its air quality mes-

sage at the Wilmington Blue Rocks Game. Soft toy baseballs will be thrown out to the crowd at every winning Blue Rocks baseball game this season, starting in April.

For more information about the Earth Day celebration, visit:

<http://www.delawareestuary.org>





## Tips at the tank bring more for the buck

Fuel prices peaked at \$4 per gallon late last year and then tanked briefly to below \$1.50 per gallon. Prices at the pump are now creeping back to \$2 per gallon or more.

But did you know that you can get more mileage out of your trip to the gas station when you wait until it's cooler outside?

Yep. Gasoline, when warmed, gives off vapors that fill your gas tank faster than the liquid gas alone, according information from the U.S. Department of Energy and U.S. Environ-

mental Protection Agency.

Sensors in the gas pump nozzle stop the flow of gasoline sooner and your car emits the vapors as pollution.

If you wait until it's cooler outside to fill up, such as in the early morning or at night, you'll get fewer vapors and more actual gasoline.

Another way to help the air and get more fuel for your buck is to avoid topping off your gas tank when refueling.

Topping off the gas tank can result in your paying for gasoline that has fed

back into the station's tanks after a car's tank is full, the EPA warns.

Gas station pumps in Delaware and other states deemed as ozone non-attainment areas are equipped with vapor recovery systems that feed gas vapors back into their tanks.

The systems prevent vapors from escaping into the air and contributing to air pollution. The gas nozzle automatically clicks off when your gas tank is full.

Any additional gas you try to pump into your tank may be drawn into the vapor line and fed back into

the station's storage tanks.

Gas tanks need a little extra space for gasoline to expand. If you top off your tank, the extra gas may evaporate into your vehicle's vapor collection system. That system may become fouled and will not work properly causing your vehicle to run poorly and have high gas emissions. This not only hinders you from doing your part to help the air, but keeps the next person in line from helping too.

For more information, visit the EPA Mid-Atlantic's Web site at [www.epa.gov/donttopoff](http://www.epa.gov/donttopoff).



## Air quality at the hub of transportation initiatives



By Jim Galvin

The Dover/Kent County Metropolitan Planning Organization recently adopted its long-range Regional Transportation Plan (RTP).

Complete streets, alternative street design, Transportation Investment Districts, Transit Corridors and Transit Ready Development are RTP initiatives.

Federal legislation, called Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), mandates that an MPO consider all modes of transportation, not just individual vehicles.

In the RTP, the MPO encourages the consideration of passenger rail; city, county, inter-county and regional buses and bicycle

and walking paths.

A common motivation for all these initiatives is the influence they have on regional air quality, a primary concern of the Dover/Kent County MPO.

Kent County is a part of the Philadelphia-Wilmington-Atlantic City, Pennsylvania, New Jersey, Maryland, Delaware non-attainment area for air quality. In light of that designation, air quality is an important consideration in planning for our transportation needs.

Air quality is heavily, though not solely, influenced by vehicle emissions. The location of the source of those emissions is not as important as the influence it has on our residents and the area's transportation improvement programs.

Some feel emissions

travel to our county from across the Chesapeake Bay and some attribute the emissions to the amount of traffic that comes through central Delaware.

The "best practice" solution to vehicle emissions is for people to drive less. Carpooling is not as popular here as it is in areas with more traffic or where parking costs are higher. Besides saving money and reducing traffic, sharing rides improves our air quality and reduces greenhouse gases.

So, if two people, *just two*, shared a ride to work, they would cut the emissions from that trip in half, reduce the amount and cost of fuel for the trip (though not quite in half), and reduce the traffic on the roads by one car.

Many of the planning

strategies identified in the RTP are mechanisms based on a few common themes: Make travel by personal vehicle unnecessary if possible; reduce the costs of building and maintaining road, sewer, water, communication, power and emergency services infrastructure, preserve our agriculture, protect our critical lands and, as a result, create communities.

By using these strategies, the goal is to maintain or improve the quality of life in our corner of Delmarva.

In the months ahead I will prepare a few articles to introduce the RTP's planning/land use techniques. I hope they prove useful to you.

Constructive comments are welcome via e-mail: [james.galvin@doverkentmpo.org](mailto:james.galvin@doverkentmpo.org).

## Federal rules a factor in stimulus project choices

Delaware is set to receive millions of dollars from the American Reinvestment and Recovery Act (ARRA) to aid highway, bridge and road projects.

Many people might view the money from the stimulus bill as a kind of lottery for transportation projects in the First State. Some could wonder why the Delaware Department of Transportation (DelDOT) targeted certain roads or projects and other ventures didn't make the cut.

The bottom line is stimulus money comes with a list of complex federal spending rules. And these federal criteria were the predominant factor in the choice of stimulus projects in Delaware.

Of Delaware's \$122 million share of transportation stimulus money, \$3.6 million

must be used for transportation enhancements, \$21.6 million must be used in New Castle County because it has an urbanized population of more than 200,000 full-time residents.

Another \$11 million must be used in areas with populations between 5,000 and 200,000, which includes most of Kent County and parts of Sussex County, while \$3 million will be for areas with 5,000 residents or fewer. The remaining \$81 million can be used anywhere in the state.

About \$8.6 million for transit has similar spending requirements.

DelDOT picked projects to be paid for with stimulus money with help from the Dover/Kent County Metropolitan Planning Organization and the Wilmington

Area Planning Council (Wilmapco). MPO's are involved because they are required to set priorities of federal aid projects.

In February, DelDOT developed a list of more than \$200 million in possible projects, with the understanding that items would be put in priority order after the MPOs held a public review process.

Timing was everything in project selection.

Because the bill is designed to jumpstart the economy, states are racing under a 'use it or lose it' policy. States must obligate half of their transportation stimulus money to projects within 120 days or forfeit the balance to other states. The other half of the money must be obligated within a year. Delaware must obligate

\$42.6 million under the 120-day rule.

Half of the federal money for transit has to be obligated to projects within 180 days and the rest within a year.

To meet this deadline, projects have to be ready to advertise for work bids. They must have all their permits, all right-of-way acquisition and other requirements met.

Projects must have, or be in the process of acquiring, all the required state and federal environmental, historic and cultural permits. These phases typically take a long time and federal law does not allow them to be fast-tracked or skipped.

Other federal rules further narrow the field.

**See STIMULUS, Pg. 7**

## Kent County transportation projects get stimulus help

With the \$787 billion American Recovery and Reinvestment Act, the Dover/Kent County Metropolitan Planning Organization has amended six projects in its FY 2006-2009 Transportation Improvement Program.

The federal bill was designed to jumpstart the nation's economy through the creation of jobs and aid to transportation projects, schools, health care, home-ownership programs and other needs.

More than \$36.5 billion from the stimulus bill is for

transportation. Of that amount, \$27 billion will be allocated to each state via the Federal Highway Administration (FHWA) and \$1.5 billion takes the form of grants for which every state may compete. About \$8 billion will be allocated via the Federal Transit Administration (FTA).

Delaware is expected to see approximately \$122 million in stimulus funds for

highways and bridges through the FHWA money. Another \$8.6 million will come to Delaware from the FTA for public transit.

In February, Gov. Jack Markell and Delaware Department of Transportation Secretary Carolann Wicks revealed a list that identified more than \$200 million in statewide transportation projects. Endeavors funded by the ARRA could create

about 1,200 jobs in Delaware, the governor said.

Kent County projects are comprised of traffic signal improvements, sign and pavement markings, toll collection systems and road reconstruction at places such as North DuPont Highway from DE 42 to Garrisons Lake Bridge; Del. 9 from Port Mahon Road to S. Little Creek Road; and U.S. 113 from Frederica Road to Bowers Beach Road. A required 30-day public review and comment period for the TIP ran February 11 through March 13.



## Delaware awarded \$46,000 CAP grant

Delaware has received a grant to help it adopt a universal method of presenting its geographic data.

The Federal Geographic Data Committee (FGDC) awarded a \$46,000 Cooperative Agreements Program (CAP) grant to the Delaware Geographic Data Committee (DGDC) for the development of a Delaware Geospatial Data Coordination Strategic Plan.

Arizona, Arkansas, Kentucky, Michigan, Oregon, Virginia and Washington received similar grants as part of The Fifty States Initiative, a partnership between the National States Geographic Information Council (NSGIC) and the Federal Geographic Data Committee (FGDC).

Jim Galvin, GIS Specialist for the Dover/Kent County Metropolitan Planning Organization, serves on the Delaware GDC and is a member of the team working on the grant.

The initiative is designed to bring together all public and private stakeholders into a statewide GIS coordination body where they can form effective partnerships and lasting relationships.

Delaware's GDC members represent all levels of government, academia and the private sector to build a Delaware GIS community and improve how geographic information systems tools and spatial data are coordinated in Delaware.

Once it receives the funds, the Delaware committee will create a strategic plan for the state's geographic data infrastructure. This new strategy will put the data on a common framework that matches other states' use of GIS data.

A uniform GIS data system assists with local, regional and widespread planning. It helps people on all levels of government avoid duplication of geographic data at taxpayers' expense.

DGDC member Mike Mahaffie, of the Delaware Office of State Planning Coordination, applied for the grant in January and the U.S. Geological Survey awarded the grant later that month.

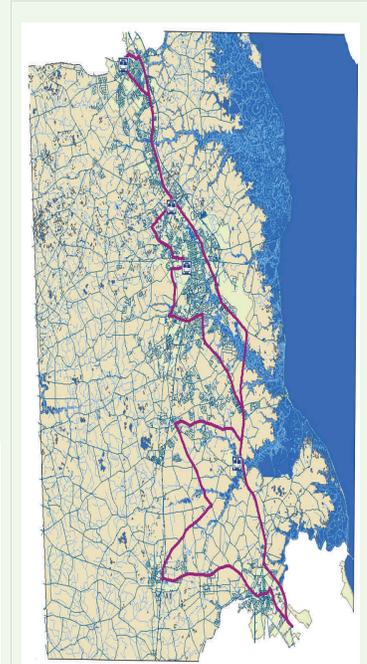
Funds will not be available for the project until the group receives an assistant award signed by the USGS contacting officer.

## BUS, from Pg. 1

- Barratt's Chapel Road near Magnolia
- Carter Road in Smyrna
- West Dover Connector
- Dover Transit Center
- U.S. 13/Carpenter Bridge Road, Harrington
- Clarence Street Extension, Dover



Mike Simmons, Assistant Director of Transportation Solutions Development for the Delaware Department of Transportation, explains planned road projects cited on the MPO's April TIP Tour.



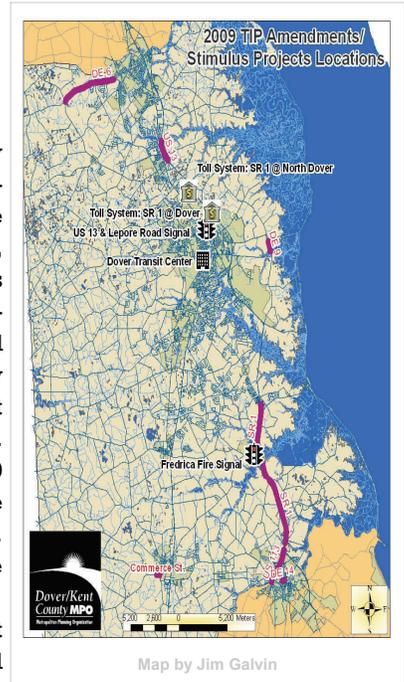
Map by Jim Galvin

## STIMULUS, from Pg. 6

Only roads that previously met U.S. Department of Transportation rules for funding are eligible for stimulus dollars, regardless of whether a road is state or municipally maintained. In other words, if a road in Delaware didn't previously qualify for federal money it can't receive stimulus dollars. By DelDOT statistics, about 30 percent of Delaware roads are eligible for federal money. Most of these are in New Castle County.

For more information about stimulus spending, or to read the bill, visit [www.recovery.gov](http://www.recovery.gov).

For more information about transportation-related spending, visit the Federal Highway Administration's Web site at [www.fhwa.gov](http://www.fhwa.gov).



Map by Jim Galvin

## ***MPO Council approves Regional Transportation Plan***

On January 30, the Dover/Kent County Metropolitan Planning Organization's Council held a special meeting and approved the agency's long range Regional Transportation plan through the year 2035.

The RTP has since been forwarded to the Federal Transit Administration, Federal Highway Administration and the federal Envi-

ronmental Protection Agency for review.

Once federal officials approve the document, the plan comes back to Delaware for the MPO and Delaware Department of Transportation to use to create a Transportation Improvement Plan.

The Regional Transportation Plan, updated every four years, defines how the region's trans-

portation system will develop over the next 20 years.

The plan must be developed through a process that includes input from the public and private sectors, be coordinated with local and state long-range transportation plans.

In addition to approving the plan, Council at the special meeting decided that the MPO and state formulate a bicycle facilities



### **Upcoming MPO Meetings:**

Technical Advisory Committee	Public Advisory Committee	MPO Council
Wednesday June 6, 2009, 10-Noon	Tuesday, June 23, 2009, Time TBD	Wednesday May 6, 2009, 3-5pm
<i>Camden Town Hall, 1763 Friends Way, Camden</i>	<i>Location TBD</i>	<i>Camden Town Hall, 1783 Friends Way, Camden</i>



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