

**REGULAR COUNCIL MEETING
MARCH 10, 2022**

The WILMAPCO Council meeting was held virtually via Zoom.

1. CALL TO ORDER: Mr. John Sisson, Chair, opened the meeting at 10:02 a.m.

2. ROLL CALL:

Members present:

David Edgell, Delaware Governor's Appointee
Rich Hall, representing New Castle County Executive, Matthew Meyer
Michael Kline, representing Cecil County Municipalities
Timothy Lucas, representing City of Wilmington Mayor, Michael S. Purzycki
Heather Murphy, Maryland Governor's Appointee
Stephen O'Connor, representing Cecil County Executive, Danielle Hornberger
John Sisson, representing Delaware Transit Corporation
Pamela Steinebach, representing DeIDOT Secretary of Transportation, Nicole Majeski
Eric Thompson, Mayor of Elsmere, representing New Castle County Municipalities

Members absent:

Guests, Observers:

Tyson Byrne, MDOT
Andrea Carberry, Rybinski Engineering
Christopher Carver
James Coverdale, DNREC
David Gilefski
Dan Janousek, MDOT
Mike Kaszyski, PAC Chair
Breanna Kovach, DeIDOT
Kevin Racine
Derrick Sexton, MDOT
Lanie Thornton, DeIDOT

Staff members:

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

Minutes prepared by Dawn Voss.

3. MINUTES:

ACTION: On motion by Mr. Eric Thompson seconded by Mr. Rich Hall the Council approved the March 10, 2022, Council Meeting Minutes.

Motion passed

(03-10-22-01)

4. PUBLIC COMMENT PERIOD:

None.

5. COUNCIL MEMBERS' AND DIRECTOR'S REPORT:

Chairperson's Report:

Mr. John Sisson said the DTC spring service change will be March 20th. There are some minor changes to bus times and schedules. DTC has released their Transit Reimagined RFP, which will bring in a consulting service to assist with looking at reshaping transit services across the state such as how services are delivered, more microtransit, the size of busses, and where DTC serves. COVID has changed travel patterns and DTC wants to be sure resources are where they need to be in the best way possible. There will be a very public process with a lot of stakeholder engagement.

Council Member's Reports:

Mr. Rich Hall said the County has started the formal adoption process of their comprehensive plan update, NCC@2050. It is due to the State in July of this year. They have been working on it for about two years and have done a lot of outreach. The plan was submitted to PLUS. A Public Hearing Planning Board should take place in April or May, and then Council in the June timeframe, hopefully having it adopted by July. Many of those present at today's meeting will be working with the County on this; and hopefully, will work on taking the Churchmans Crossing Study to the next level and get a Transportation Improvement District there to try to really take that area to the next steps from a planning perspective; and try working on the CCED in Newport. We have had some good conversations with some of our partners there as well.

Ms. Pamela Steinebach said the Council on Transportation approved the FY 23 to 28 CTP on February 24th so the letter is being sent to the governor's office. Her team gave her a draft of the MAU for the CCED so Mr. Hall will be seeing that shortly.

6. **Executive Director's Report** – Ms. Zegeye shared the following information:

- Staff discussed the Transportation Justice Plan with the Delaware Sierra Club during a Transit Equity Day livestream on February 4th.
- Staff is presenting the Transportation Justice Plan at the Delaware Chapter of Women Leading Government Conference on March 16th.
- Staff supported the prioritization of items in the Southbridge Neighborhood Plan during a two-day workshop on February 10th which was virtual, and February 12th which was in person.
- Staff is compiling a Health Conditions/Risks Data Report to present at the next Council meeting.
- Staff attended the Walnut Street Workshop on February 8th.
- Staff attended the DelDOT Winter Workshop on February 14th and 15th.

- Staff attended the DeIDOT Council on Transportation meeting on February 24th.
- WILMAPCO had a Title VI compliance review on February 24th and expect to receive the results in late summer.
- Staff attended the Augustine Cutoff Bicycle Network Improvements Workshop on March 2nd.
- The Newport Transportation Study Monitoring Committee met on March the 2nd.
- The I-95 Cap Feasibility Study Advisory Committee met virtually on March 8th.
- The Union Street Study Advisory Committee met on February 28th and a virtual workshop is scheduled for March 16th.
- Staff will participate in the Newark Planning Charrette scheduled March 21st to the 25th.
- A Port Circulation Study Workshop is scheduled for March 23rd.
- DeIDOT, MDOT, Cecil County and WILMAPCO will be hosting a joint TIP and CTP virtual workshop on April 6th.
- With regard to the February financial report, WILMAPCO has expended about 56% of the budget, is well under budget, and proceeding with several projects
- The preliminary FY 2021 Audit Report is available. There were no findings on our financial statements or federal awards. There were also no findings from last year. Once this is finalized, electronic copies of the report will be sent to Council members, funding agencies, Federal Highway Administration, and Federal Transit Administration.

Ms. Randi Novakoff posted in the chat:

Union Street Virtual Public Workshop; March 16, 6-7:30pm; www.wilmapco.org/unionstreet

Port of Wilmington Truck Access Study; Virtual Public Workshop – March 23, 6-8pm;
http://www.wilmapco.org/port_analysis

Ms. Zegeye introduced Mr. Tim Lucas, Acting Planning Director from the City of Wilmington, who is replacing Herb Inden on the Council.

Mr. John Sisson said we were happy to host U.S. Transportation Secretary Buttigieg last Friday, as he came to Delaware to tout electric vehicle and zero emission vehicle infrastructure. It was exciting to have him here with the backdrop of our electric buses and the actions that we have been taking to make our transportation system cleaner.

7. Public Advisory Committee (PAC) Report:

Mr. Mike Kaszyski said the PAC met on February 7th with fourteen members present. Ms. Zegeye provided the Executive Director's Report. The PAC verified the Chair nomination. The nominating committee consisted of Mr. Kaszyski, Mr. Tom Fruehstorfer, and a third person. Mr. Kaszyski was nominated as chair. Mr. Fruehstorfer was nominated as vice-chair. That motion passed. There were three presentations. The first was the 2022 Regional Progress Report. There was discussion on the current regional plan and investment areas. There was discussion about bus stop support of population areas and facilities versus on-time schedules, the progress and performance there in contrast with some of the population trends, where a lot of population is moving toward Middletown away from facilities where people work. Extending travel times was also brought up as a discussion item. This is a growing measure of traffic performance versus level of service, so it was of significance to hear in this update how the region may start looking at travel times, as well as level of service for performance of our transportation network. The second presentation was about the I-95 Cap Feasibility Study. The idea is to reconnect

communities that were divided by I-95 by creating public rec spaces and connecting these communities to other rec spaces. The third presentation was on the Union Street Streetscape, including the improvement of nonmotorized accessibility and traffic calming along the corridor, the nature of Union Street right now, the implementation of traffic cameras to make sure traffic is moving through there safely. Live-work opportunities came up within that discussion as well as the amenities in the area.

Ms. Zegeye said a nominating committee needed to be appointed for next year's officers. Mr. Sisson said Ms. Zegeye sent him the nominating committee of Mr. Dave Edgell, Ms. Pam Steinebach, and Ms. Heather Murphy. Ms. Zegeye said it is an appointment, but one of the committee members needs to be assigned as chair. Ms. Steinebach volunteered to chair the committee and asked that the information be sent to her. Mr. Rich Hall said he knows that Mr. Sisson is chair but asked who the other officers are. Ms. Zegeye said the chair is Mr. John Sisson from DTC and the vice-chair is Mr. Stephen O'Connor from Cecil County.

8. Technical Advisory Committee (TAC) Report:

Ms. Heather Dunigan said the TAC met January 20th with no action items. There were presentations on the 2022 Regional Progress Report, the I-95 Cap Feasibility Study, and the Union Street Streetscape Project. At the February 17th meeting, TAC recommended that Council endorse the 2022 Regional Progress Report. Ms. Susan Love from DNREC presented on the Delaware Climate Action Plan and there was discussion about the future of electric vehicles in Delaware and what may be needed prepare for that. Mr. Dan Blevins presented about Delaware's Statewide Freight Plan.

ACTION ITEMS:

9. To Amend the WILMAPCO FY 2020-2023 Transportation Improvement Program (TIP).

Ms. Heather Dunigan said the SR-72 project from McCoy Road to SR-71 has been in the TIP since FY 2006. This amendment is adjusting the funding amounts to show slightly less funding overall in the TIP and a slight increase in the FY 2023 construction dollars. This was reviewed via an email vote by TAC as well as Air Quality Subcommittee. Both groups found no issue with this amendment. Staff recommends the Council approve the amendment to update the funding.

ACTION: On motion by Ms. Pamela Steinebach seconded by Mr. David Edgell the Council approved the amendment of the WILMAPCO FY 2020-2023 Transportation Improvement Program (TIP)

Motion passed.

(03-10-22-02)

10. To Release the Draft FY 2023-26 Transportation Improvement Program (TIP) for Public Comment.

Ms. Heather Dunigan said it has been three years since the last TIP development process. A year was skipped in order to sync with DelDOT's schedule, as WILMAPCO and DelDOT switch from annual to biennial documents. The TIP, or Transportation Improvement Program, is where our region's federally funded projects get funded. Any regionally significant project and any project receiving federal transportation funding needs to be included in the TIP and the TIP represents the first four years of the long-range plan. All modes of travel are included in the

document as well as construction and operating funds. This TIP contains about \$2.8 billion in projects, which is 3% less than the FY 2020-2023 TIP amended in September 2019. The schedule was revised to give DelDOT and MDOT time to incorporate the funding from the Infrastructure Investment and Jobs Act. So, instead of releasing the TIP for comment in January, staff is recommending releasing it from March 18th through April 29th. There will be a public workshop April 6th. In April, it will be brought to PAC and TAC for their recommendations and then to Council in May for adoption.

There are a number of new projects related to the Infrastructure Investment and Jobs Act. Some of these are housed in the statewide element of the TIP. These include the Carbon Reduction Program which allows states to develop strategies to reduce carbon emissions, which will be done in coordination with the MPOs. There is a new Electric Vehicle Program for deploying EVs as well as establishing an interconnected network to facilitate data collection and information. A new Sustainability and Resiliency Program has a number of initiatives including EV implementation, as well as planning resilience for areas at risk of flooding and sea level rise. Not entirely new, but new to the TIP document amended in January 2021, is the STIC Incentive Program which provides funding to support innovative transportation practices.

A number of new projects are in the New Castle County element of the TIP. The South Walnut Street Bridge used to be grouped with bridge preservation but is a much larger project now and in as bridge replacement. The TIP itself does not include construction money but does include money for PE and right-of-way. The Edgemoor Road Bicycle and Pedestrian Improvements between Governor Printz Boulevard and Hay Road includes \$1.5 million for construction. The Port Area Truck Parking Facility is shown in the information we received but there is no funding shown, so we will include the line item though it is not considered a new project until money is associated with it. The Church Street Path supports a project in a south Wilmington neighborhood and will provide a pedestrian and bike connection between Church Street and Walnut Street. This has \$2.6 million for construction and right-of-way. Previous iterations of the TIP included SR-1 widening, and now in addition to that is the interchange project at Tybouts Corner including \$6.6 million for PE and \$1 million in the outyears for right-of-way. A southbound bus-bike-right-turn combination lane on southbound US-13 from I-495 to Boulden Boulevard is also new. This includes \$2.3 million for PE and construction.

In Cecil County there are school zone improvements by Elk Neck Elementary including enhanced signage, timed beacons, and crosswalk improvements.

There is an increase in multimodal funding and a decrease in road funding. Part of this is because a few projects were re-categorized. The I-95/896 Interchange had a pedestrian and bike bridge added to the project scope so that shifted a large amount of money from roadway category to multimodal. A few other projects like the HSIP and intersection improvement projects were re-categorized from road to multimodal to reflect the Complete Streets approach to the implementation of projects. There is also an 82% increase in bike-ped funding. WILMAPCO continues to stress the importance of preservation, which is around 50% of the funding. The expansion funding share has decreased largely due to the completion of the US-301 project. It was surprising to see an overall decrease in the TIP funding compared with the last one. Staff looked at changes over time and compared that with Kent and Sussex County. The statewide funding continuously increased over the last several years, while New Castle County's portion of the funding decreased slightly. Sussex County is increasing, whereas Cecil County and Kent County had a slight increase. Slightly more than half the funding is state money from Maryland and Delaware, 46% will be federal money, and 2% comes from other, which is developer funding, municipal funding, or county funding in the case of Cecil County.

Then, 6% of the funding is in Cecil County projects, 30% in New Castle County, and 64% statewide. A map with the projects is included in the TIP Quick Guide, which provides a summary of the projects, where they are, and what the TIP is.

Staff asks that Council release the TIP for public comment. Before the public comment period, the TAC will review it. Provided the Council and the TAC have no issues, the TIP will be released on March 18th through April 29th with a public workshop on April 6th. Then, it will be brought to Council for adoption at the May Meeting.

ACTION: On motion by Mr. Rich Hall seconded by Mr. Eric Thompson the Council approved the release of the FY 2023-2026 Transportation Improvement Program (TIP) for public comment pending TAC approval.

Motion passed.

(03-10-22-03)

11. To Endorse the 2022 Regional Progress Report.

Mr. Bill Swiatek said the Regional Progress Report tracks the progress of the actions in the 2050 Regional Transportation Plan. Each of the actions is assigned a green, yellow, or red light to indicate good progress, partial or mixed progress, or poor progress in meeting that action. Overall, 60% of the actions received green lights, 23% received yellow lights, and 17% had red lights. This is an improvement over the last progress report where 50% of the actions received green lights. Some key areas of success include but are not limited to conforming to air quality requirements, area subregional planning and implementation efforts, the congestion mitigation process, and work promoting active transportation. Some of the problem areas include but are not limited to encouraging future growth along the I-95 corridor in New Castle County, the subsequent continued growth in single-occupancy-vehicle trips, the projected rise in vehicle miles traveled, and improving safety for all road users. The PAC took no action on the progress report but received a presentation and reviewed the document for public friendliness. The TAC recommended Council endorsement of the progress report in February. Both the Nonmotorized Transportation Working Group and Air Quality Subcommittee reviewed the progress report but did not take any action. There is a slight change in the final document. The chart that shows the percentage of residents familiar with WILMAPCO on page sixty-three of the document is based on our public opinion survey results. The draft of the report included draft results of the survey based on 50% return of the results. A full analysis of the public opinion surveys was received, and this chart will be updated to reflect the 2021 percentage. The result will go from 27% to 29% of residents familiar with WILMAPCO. There is a four percentage-point error range, so it is similar in terms of resident familiarity with WILMAPCO, but the mid-point dropped from 31% to 29%.

ACTION: On motion by Mr. David Edgell seconded by Ms. Pamela Steinebach the Council endorsed the 2022 Regional Progress Report.

Motion passed.

(03-10-22-04)

PRESENTATION/DISCUSSION ITEMS:

12. FY 2023 Unified Planning Work Program (UPWP)

Ms. Tigist Zegeye shared the FY 2023 UPWP Financial Information showing the funds that are available and the cash commitments. The new infrastructure bill has increases in PL funds,

which will likely provide a 28% to 30% increase here, but that is not included in this. This is the current apportionment that will be programmed starting July 1st. Sources from Delaware are the Federal Highway Administration, FTA, DelDOT, New Castle County, and the City of Wilmington with the total of \$2.7 million. In the State of Maryland, similarly, the sources are Federal Highway Administration, Federal Transit Administration, MDOT, and Cecil County for the total of \$130,588, which makes the grand total for the FY 2023 UPWP \$2.8 million. In-kind will not be used this year for both New Castle County and Cecil County. Member agencies will provide cash match for all federal funds for the FY 2023 UPWP.

Staff have been working with DelDOT on carryover tasks. Some funds are available so member agencies, specifically the municipalities from both counties and the two counties, were asked to submit projects that they would like WILMAPCO staff to undertake. Four projects were received. The Town of Elkton is asking for a Belle Hill Road, west of MD-279 Access Improvement Feasibility Study. This is to examine the area bounded by I-95, MD-316 and MD-279 with the focus on road alignment. They are asking for \$25,000 and already have KCI Technologies as their consultant. We have discussed this with Federal Highway Administration and unfortunately this project is preliminary engineering and design, rather than a feasibility study, and PL funds are ineligible for this project. So, staff proposes this not be included in the UPWP as it would not be eligible. The three Ardens submitted a project to put together an Ardens Transportation Plan focusing on the nonmotorized aspects of the community, rather than the roadway. The community deferred to WILMAPCO regarding the project costs as well as whether or not a consultant is needed. Staff recommends that the Ardens Transportation Plan be included in the FY 2023 UPWP in the amount of \$70,000, which is for consultant support. The City of Wilmington requested an update to the 2008 Southbridge Circulation Study. This study will look at traffic and circulation in the Southbridge area. They requested \$95,000 for consultant support. Staff recommends that the project be included in the FY 2023 UPWP. The fourth and final project was submitted from the Town of Charlestown for a Walkable Community Workshop and Planning Study. It is a request to WILMAPCO and the Maryland SHA to identify potential sidewalks and crosswalks near an elementary school. The staff recommendation is twofold. One is that staff would perform the Walkable Community Workshop in-house and then work with SHA and the Town of Charlestown to put together a Safe Routes to School Program application. They are asking for \$12,000, but it is uncertain what that is for. Perhaps it is for a consultant to help them with the application for the Safe Routes to School Program. However, staff is proposing that we do that in-house with the help of SHA and the town, and the Walkable Community Workshop will be done without consultant support.

There are several consultant tasks and many of them are continuing from the previous year. If approved, the only two new projects that will be included in the FY 2023 UPWP will be the Ardens Transportation Plan and the 2008 Southbridge Circulation Study Update. The draft UPWP will be completed this month. It will be reviewed by the TAC and PAC in April. The document will be released for a thirty-day public comment period, also in April. We will be seeking approval from the PAC and TAC. Then, it will be presented at the May Council meeting for approval. Once approved it will be submitted to DelDOT, MDOT, FHWA, and FTA, and implemented July 1st.

Mr. John Sisson said one of the things they are hearing from Newport is the desire to advance the train station project. There are some concerns about the estimate for that. He asked if under the monitoring study an updated cost estimate for that project could be determined. There is talk about having four-track operation through there, so the estimate seems low. Ms. Zegeye said what is in the program now is specifically for monitoring, but staff is working with DelDOT to see

what kind of funds are available from carryover. So, that will be something to consider for inclusion in the FY 2023 UPWP.

Mr. Rich Hall asked what the next steps are. He asked if this comes back to the Council for a vote and what the process is for these proposals. Ms. Zegeye said staff is in the process of putting together the work program. The only two new projects will be the Southbridge and the Ardens projects. Everything else is a continuation of what we have been doing. The UPWP will be presented to the TAC at their March meeting, and the PAC also reviews the public outreach portion. Then, the draft will be released for public comment in April. At the same time, the TAC and PAC will be asked to recommend approval. May would be when the Council would approve the UPWP.

Mr. Hall asked what the origin of the Ardens proposal is. He supposes it came from the towns and is curious how that came forward. Ms. Zegeye said the application came from the three Ardens. Mr. Ben Gruswitz is submitting on behalf of the Ardens and all three towns have been working to put this together. It is a joint application that they are trying to see what can be done for nonmotorized modes of transportation and traffic calming for the village. Mr. Hall said realizing the Ardens have a unique governing model, he assumes that Mr. Gruswitz has secured some semblance of formal leadership; and asked if the Ardens are asking for this project. Ms. Zegeye said it is our understanding that it has been requested by at least one village. She knows they have multiple meetings so she is not sure if it has reached all three town meetings, but even one village can submit it. It is our understanding that there is an agreement, and all three want this project to be submitted to WILMAPCO. Mr. Hall said he assumes at some point WILMAPCO will secure some formalized commitment to the project if it is an idea forwarded from the town leadership of the three Ardens. Ms. Zegeye said we could, but when member agencies submit an application, we usually assume there is an agreement that they would like to want us to proceed. Mr. Hall said there is no mayor of the Ardens, so that is one structural dynamic there. Another part is someone is submitting it. He knows Mr. Gruswitz and is sure it is a great proposal. It is that he is doing it on behalf of a local government, so Mr. Hall is suggesting that we make sure that it is not just Mr. Gruswitz's great idea and that we are certain that the towns want it. It seems like that for at least one of them, so all he is suggesting is that we make sure that it is something that they all endorsed. Ms. Zegeye responded that she understood his point. Mr. Bill Swiatek said he spoke to some of the groups on a Saturday to ensure they understand the process and this is what they want, but we can revisit this to make sure that this is what they want.

Mr. Hall asked what the process is for these proposals and if there is a broadly announced solicitation. He understands that this year more is not being added because most of what is being done is in progress and being carried forward. He asked how things are added and if there is an RFP process. Ms. Zegeye said normally with new projects an RFP is put together and sent out. The selection committee usually consists of the those who submitted the project, WILMAPCO, and member agencies. For example, we hope that once Council approves the UPWP, an RFP for the Southbridge Circulation Study will be ready by May. The point is to have a consultant on board before July 1st. We cannot use the funds or start work before July 1st but the idea is to have a consultant on board before July 1st. So, there will be an RFP process and the selection committee would be WILMAPCO, normally DeIDOT, the municipality, or the county depending on the project. For ongoing projects, however, nothing new is issued, because it will be the same consultant that has helped us throughout the development of the plan. Mr. Hall asked how items get added to the UPWP. What kind of solicitation does WILMAPCO make? How does the request for projects work? How are the solicitations announced? There are a few new ones this time and he is curious the genesis of those projects. Ms. Zegeye said once we

have the amount of money for the UPWP agreed upon from MDOT and DeIDOT, we put together a budget. Based on that, if we have money, and in this case, there is more money for projects from carryover, we send letters to all municipalities in both counties as well as to New Castle County and Cecil County requesting any work that they would like us to undertake in the coming UPWP. We solicited and only received four projects this time. Mr. Hall asked when it typically goes out. Ms. Zegeye said it went out in January. The deadline for submission was February 28th.

Mr. Hall asked if the Southbridge project has the potential to flow into the Route 9 corridor and the work that the County, WILMAPCO, and others have been doing there as one of the links between the efforts of Route 9 and Southbridge. Ms. Zegeye said this proposal will look at the city portion of it, however, it would be connected to Route 9. When WILMAPCO did the Route 9 Plan, there was a request from the City to include that portion, but we did not have the funding at that time, so our hope is that this would include the county portion and the connection as well.

Mr. Steve O'Connor said that Ms. Zegeye stated that once these are approved an RFP will be solicited, but there is already an estimate of the project costs. He asked what kind of documentation is provided for these estimates when counties submit. Ms. Zegeye said usually the applicants submit the amount that they think is required, but when an RFP is put out, the consultant says how much they think it will cost based on the scope provided to them. This is an estimate from member agencies, but until the RFP is submitted, we do not know exactly how much it will cost. The cost that we use is generally the proposal from the member agencies and in the case of the Ardens, it is based on what we have done in other towns. Mr. O'Connor said for example, Mr. Lightner put in their estimate of \$12,000 for the Charlestown project, but if it came back that the number is \$100,000 for the project. Does that still remain in the UPWP or will it need to be amended? Ms. Zegeye said for that one, the Walkable Community Workshop is not going to cost any money. Mr. O'Connor said he was not asking specifically about that project. He is asking in general, if the estimate is so far off and does not make budget, do these items end up coming off the UPWP? Ms. Zegeye said yes, the project would not be included in the UPWP. If a project is not included in this fiscal year, we either amend or wait for the next UPWP. Since we are talking specifically about the \$12,000, we are saying that the staff recommendation is this is eligible for Safe Routes to School Program rather than for PL funds of \$12,000.

Mr. O'Connor asked what about that request determined that it was more preliminary engineering than a feasibility study. He is asking to make improvements for the next kind of request like that, for those intersection possibilities. Ms. Zegeye said the planning funds cannot be used for design, so if it is a general circulation study for traffic calming PL dollars can be used. The reason that this is not eligible is not because there is no money, but because it is not eligible for PL funds. This is also what the Federal Highway Administration said. Mr. O'Connor asked what specific in their requests triggered that. Ms. Zegeye said the trigger is we do not do road alignment as an MPO. That is a DOT function. Mr. O'Connor said that was what he was looking for. They asked for a road alignment project, rather than feasibility or potential items.

13. Claymont Regional Transportation Center

Ms. Breanna Kovach is a Group Engineer in the Project Development North Group at DeIDOT. Ms. Kovach said the Claymont Train Station Project was also a part of the WILMAPCO North Claymont Master Plan. The existing station is not ADA compliant. The tunnel that is used to get across the tracks has maintenance issues and a pumping system to deal with flooding. The platform itself is on a curve, which causes that ADA compliance issue. Pre-COVID, the parking

lot was at capacity. The existing lot has four hundred and thirty-one spots and the overflow area on Governor Printz Boulevard, across the I-495 pedestrian bridge, has seventy spots. That is a total of just over five hundred spots. To access the northbound trains, riders use stairs or a ramp to access the southbound platform, then use the chairlift or the stairs to go into the tunnel. The platform is on a steep curve, which if built today probably would not be approved by Amtrak.

DTC provided ridership information. This project was started pre-COVID when the daily weekday average ridership was over one thousand riders in both directions. There are thirty trains servicing Claymont on each weekday and sixteen on Saturdays and Sundays. In the past few months, there were thirty-four weekday trains with seventeen in each direction. The average weekday ridership is three to four hundred. Within the last six months, there was the Omicron variant so that reduction in ridership is to be expected. In January, the parking lot was starting to fill, and it is hoped that ridership will be back to what it was.

The new station is located at the former Claymont Steel site, which had been acquired by a developer, Claymont Properties, LLC, or Commercial Development Company (CDC). CDC purchased the former site in hopes of cleaning it up and redeveloping. When looking for a new station along the Northeast Corridor (NEC), this was a great location. DelDOT and DTC worked with the developer and acquired fifteen and a half acres for operational right-of-way for the train station. There will be three hundred and forty-four surface-lot spaces and six hundred and forty-six garage spaces for a total of eight hundred and eighty spots, which include eight electric vehicle charging spots. There are two six-hundred-and-thirty-foot long platforms, which are ADA compliant. There is shared-use path through the site connecting US-13 to the station. There will be stair towers with a pedestrian bridge over the tracks to replace the tunnel. Philadelphia Pike is being widened. There will be a stub-out for a spine road for the new development on the other side of Philadelphia Pike. Transit Center Drive is the new drive with development access on both sides continuing down to a roundabout that connects either through to the bus loop for transit stops or to the parking garage or surface lot. A shared-use path will be part of the East Coast Greenway that connects Philadelphia Pike down Transit Center Drive to the existing station lot. Ms. Kovach shared an animated rendering of the train station highlighting the parking area, the pedestrian bridge over the tracks, the platforms, covered walkways, EV and bicycle amenities, and bus stops.

This was a design-build contract, and the design-build team is led by Wagman Heavy Civil partnered with JMT Engineering as the designer. The owner's representative for this contract has been RK&K. They helped develop the RFP and have history with projects going out for design-build. The construction inspection team is led by Century Engineering. The project has some constraints including hazmat since this was the old City Steel site. A site-specific work plan had to be approved. There is a lot of additional coordination with Amtrak and their requirements based on their design specifications. In addition to that, there is development on all sides. The RFP process was underway in 2018 and the project was awarded in early 2019. Within a few months the contractor was on site doing clearing and demo. There were multiple design packages that were broken out in order to optimize the use of design-build. In spring of 2020, the team started construction of the new sanitary sewer line, which is a forty-two-inch line that runs through the site. This was a betterment project for New Castle County as part of their Master Plan. Any submittals that affected Amtrak within their right-of-way had to also go through Amtrak reviews. In March of 2021, the parking garage plans were released for construction. Fabrication and foundation work started in May 2021. Around the same time, construction for Philadelphia Pike and Transit Center Drive was released to start construction. In the summer, Amtrak issued a No-Exception for a catenary relocation project, which allows the project to go into construction. In the fall, Amtrak issued No Exceptions for platforms, stair towers, and

pedestrian bridge design. There was a lot of utility coordination as there are existing facilities along Philadelphia Pike. There are a lot of utilities in that area, and new services to the train station were needed.

There were some relocations that were not initially identified in the RFP. There was a gas transmission line adjacent to the existing railroad bridge on Philadelphia Pike. This took multiple levels of coordination, because as part of the agreement with the developer, they were to remove the existing railroad bridge. They found the Delmarva gas transmission line was adjacent to the bridge foundation. The team had to coordinate with Delmarva to move the line and then coordinate again with the developer to remove the bridge. Then, on the east side of the tracks, there was a wooden duct bank that Amtrak said was to be left as is. This meant the team had to change their foundation design for the platforms to avoid any further impacts to the duct bank. One of the benefits of design-build is that the contractor was on board with a designer to work through these issues prior to construction.

There were several design submittals that needed to go through Amtrak approval. Through the coordination with Amtrak, the team was required to add an additional stormwater management pond on site to meet their design requirements for water quantity. There was a lot of coordination during design and there continues to be a lot of coordination during construction. Amtrak protection within the right-of-way is required for any work throughout the duration of the project. The construction of the pedestrian bridge requires a significant outage and Amtrak will need to do some minor track adjustments and cross bonding work. There are four existing catenary poles within the new platform area that need to be relocated. The pedestrian bridge is a major coordination effort. Both Amtrak catenary pole lines and Delmarva electric lines are there and a pedestrian bridge needs to be constructed through them. Only a couple of hours in the middle of the night on a weekend is provided to do this, and coordinating that outage with Amtrak and Delmarva took months of planning. It is currently scheduled in October. In the meantime, there has been widening along Philadelphia Pike.

The parking garage was started in the summer of 2021. The pre-cast elements took about a month to install. Work continues inside in the parking garage. In addition to the work on Philadelphia Pike and the work in the parking garage, work began on the catenary poles, the platform foundations, and the foundations for the stair towers. The work on Philadelphia Pike should be completed later this spring. Then, a piece of sanitary sewer connection within the existing station lot is going to be constructed this spring or summer. From there, finishing the parking garage will be ongoing until later this fall and the critical piece is that work within Amtrak right-of-way. The project is expected to be completed in fall 2023. The team took a train station project of over \$70 million in a CTP cost from 2019 through an entire design process, not only through DelDOT's process, but with Amtrak as well and got it into construction with unforeseen utilities, hazmat requirements, and track coordination requirements, development coordination, and will have this done in 2023. Considering all that, Ms. Kovach gives a huge kudos to the team.

Mr. John Sisson said thank you to Ms. Kovach and echoed that the amount of work that she and the team have put into this is amazing. To take what WILMAPCO did with the public for the master plan up there and identifying a need for having a speedy anchor for the future development of this former steel mill site has been amazing.

Mr. Rich Hall said this has the potential to be an exciting redevelopment, smart growth, economic development project. There is not much like it in the state. The County continues to work with the development team on several proposals on the property surrounding the station

on the old steel site. We do not control that as it is all privately owned. They have a lot of ability to build under the current zoning so we have been working with them and trying to get them to take the greatest advantage they can and be oriented as best as they can to the train station. We are really hoping that not only the train station itself but the development around it develops in a synergy that is a transit-oriented development project.

14. I-95 Cap Feasibility Study

Mr. Dave Gula said the I-95 cap study was renamed the Bridging I-95: Connecting the Community study based on outreach that was done in the community. First, an Advisory Committee was assembled, because this is going to be a big project that will require a lot of coordination. The Advisory Committee includes our U.S. Congressional contingent, state legislators, DelDOT, DTC, New Castle County, the City of Wilmington, the mayor, City Council members, neighborhood planning councils, other agencies that work within the downtown, and neighborhood associations. Going out to the community to hear what the people want is key. The consultant, Hargreaves Jones, has national recognition for the work they have done for these types of projects. The meeting facilitator is from Jacobs Engineering. The sub-consultant that will be looking at the engineering side is JMT, who has a local presence.

The focus area in Wilmington runs from 6th Street to Delaware Avenue, and the corridor is between Adams Street to the East and Jackson Street to the West. This part of I-95 created a canyon through the City of Wilmington. When this was done in the 1960s, about three hundred buildings in this area were demolished to make a path for I-95. For those who lived in that area, it had a huge impact as not only were their houses removed, but what was a dense neighborhood became some a sort of canyon. The 1957 plan made it look like there may be some park areas, but it did happen. There is some green space there, but it is not usable because it goes from Adams and Jackson Streets down to I-95. A large swath of the city was lost and we are hoping to turn at least some of that area into public space.

The team went to the public to ask what they think and what they want. Advisory Committee meetings were held in September and November. The first community workshop was held in person on November 17th and the second one was virtual. The first Advisory Committee was in person, and the second was virtual to ensure everyone could participate. Both groups were asked what would make the project successful and what they want to see. Based on what was heard, a vision statement was developed, which is: When picturing the future of this place, the community envisions a place for everyone that is safe, walkable, and colorful. This includes well-lit, well-maintained, programmed areas that prioritize sustainability, native plantings, places for families and community members to play and exercise comfortably, and that celebrates the history of the neighborhoods. Participants were asked where they want to walk and bike now and in the future. They were asked to indicate what amenities they like or dislike. Pedestrian-only zones are important. Shade trees and public restrooms were favored. Park concessions were mentioned. Things that not favored were car share, retail, and skateboarding.

Some design issues to consider include the 6.3% slope at 6th Street and closer to 7% at 7th Street. The elevation is higher on the western side. Further to the north, the elevations rise on both sides, which reduces the slope. Within one mile of the project site, there are five museums, five libraries, eleven schools, twenty places of worship, four community centers, seven landmarks, and ten parks. Sometimes I-95 is uncomfortable to cross, especially at night. The lighting on the pedestrian bridges is poor. Existing plans, including the city's bike plan, identify potential connections. There is a desire to make a north-south connection to the rivers, but that will be outside of the scope of this project. This is an expensive study so the team will not look

too far outside the scope. Other coordination activities will be used, such as Wilmington Initiatives, which meets monthly with DeIDOT, DTC, WILMAPCO and the City with both Planning and Public Works to see how this project could be one phase of a bigger connection between the Brandywine and Christina Rivers.

The consultant team compared this area to work that was done in other places. There is about two-thousand and four-hundred feet of potential space from north to south and about three-hundred and fifteen feet from east to west. Overall, the whole acreage is twelve acres. The team does not know at this time, whether the whole area will be covered or parts of it. That is part of the design process. Klyde Warren Park is one of the first of this kind of project that builds over a highway. It has been so popular and so successful that they are going to expand it. Civic Park in Dallas, Texas is smaller and shows what can fit if we only cover a couple of blocks. Another scale comparison is Discovery Green in Houston, Texas, which is comparable to the total size of the area in Wilmington.

The goals of the project include reconnecting neighborhoods that were severed when I-95 was constructed. Another goal is to support the neighborhood character, cohesion, and pride to make this better for people who live there. Providing equitable, safe, connected areas for pedestrians, people riding bicycles, and using all modes of transportation is also a goal. Transit is important in this neighborhood. Another goal is to create a welcoming, vibrant, public, urban area. The City of Wilmington Comp Plan looked at the access to parks in this area and there are parts of the neighborhood that do not have good access to parks, so the team is looking to create community space. No houses or business will be relocated along the corridor. An acceptable level of traffic flow through the area will be maintained. Cars have the preference right now, while sidewalks and crosswalks need work. I-95 is not be reconfigured. I-95 is already being rehabilitated with DeIDOT's Restore the Corridor project and this project will not remove or narrow the I-95 corridor. This project's purpose is to mitigate the severed community connectivity between the neighborhoods adjacent to I-95 through an inclusive, vibrant, public realm and landscape amenities that celebrate neighborhood histories and provide equitable and safe access to these new amenities through a comfortable, safe, and connected multimodal network. The team will look not only at what is being built, but also at the streets that abut and go through the area so they feel safe and comfortable for everyone. This will go through the Planning and Environmental Linkage (PEL) study, because to access state and federal funds some of these requirements need to be completed. The project is needed to offset the social and physical damage caused by the initial construction of I-95 during the 1960's, which severed connectivity and cohesion between communities adjacent to I-95 and created uncomfortable and unsafe conditions for people walking and biking due to inadequate multimodal access between neighborhoods.

Jackson and Adams Streets have a lot of traffic on them, which needs to be managed. Potential street closings could occur. There are bus routes on 8th and 9th Streets over I-95 which is a consideration. 8th Street leads to St Francis Hospital, so hospital access is a consideration. A traffic study is not part of this, but traffic movements need to be considered based on current numbers and those anticipated in the future.

The team presented different approaches to the Advisory Committee on Tuesday. An Outdoor Rooms approach has something different in each block. It does not remove any of the streets that already exist, and a small development is proposed near Delaware Avenue. Approach number two is the Greenway, which shows the removal of 8th and 9th Streets through the project area. This provides more room to walk within the park without having to cross the street. There still will be ramps in and out of the area. Tilton and Cool Springs Parks are to the north, but to

the south and over to the east side, there is only one playground so the area between 6th and 7th Streets may want to be used to provide that neighborhood access to green space. The third approach is called the Commons, which shows a number of straight paths without removing any streets. The community can look at these options to get an idea of what could go in these spaces. The Advisory Committee was given time to compare the approaches, talk about what issues could come from street closures, and discuss how on-street parking could be augmented. Traffic calming on Jackson and Adams Streets is needed as that will be the access from the neighborhoods.

Another community workshop is coming up in April. These approaches will be refined based on what was discussed at the meeting on Tuesday. The team needs to look at outreach efforts, because some of the neighborhoods are participating more than others. The team is looking at potential pop ups, or going to community meetings to make the same presentations to ensure the people who live around this area are being heard. The Advisory Committee makes the important decisions on this project. The Advisory Committee just had their second meeting and the team is getting ready for the next workshop. Another Advisory Committee meeting will be held. Then, the feasibility and concepts will be done, which will provide an idea of how many blocks will be covered and what will go in them. That process brings us to another workshop with two more Advisory Committee meetings. Then it goes through a cost estimate before arriving on a final preferred concept. The target is to finish within a year. All of the information can be found on the project website, <http://www.wilmapco.org/i95cap/>

15. Port Circulation Study

Mr. Dan Blevins said the Impact/Benefit Analysis of Truck Access Improvements in the Port of Wilmington Area was presented to Council in July. The project is more technical in nature and takes a closer look at many of the ideas from recent studies including Southbridge, Route 9, and the Wilmington Comprehensive Plan, regarding how truck movement can be better in this area. This project does scenario analysis to see how those ideas will impact and provide benefits for the Route 9 corridor. Truck movement in and out is a major topic heard through the Southbridge and Route 9 efforts. This project gets into more detail about cost estimates, how those ideas will function, if they are feasible, and takes things to the next step. In March of 2021, a visioning workshop was held where some of the ideas that came from those plans were presented. The community was also asked about other things they would like to see. A benefits assessment was done to put the ideas through the Synchro model to get the cost estimates and true benefits. A public workshop will be held in a few weeks leading to the final report.

There are five main options being studied. Two of these options are two versions of extending Pigeon Point. Another would be changes along Pyles Lane, as there have been some buyouts of homes through there due to truck traffic. The fourth option is the extension of Garasches Lane toward New Castle Avenue. The final option reroutes all the trucks coming from I-495 and I-295 to stay on the interstate as opposed to going down New Castle Avenue to access the port. Each of these was evaluated using measures including what the travel times were along Route 9 from D Street down to Cherry Lane, the levels of service, how much truck traffic was reduced at intersections, and fuel consumption, which then turns into emissions and can be quantified for environmental impacts. The five options were scored on the annual travel time reduction and fuel savings along each of those corridors on a scale of one through five to determine which one would perform the best in AM and PM peak periods for reducing truck traffic along Route 9. The Pigeon Point extensions did well. Alternative five, which re-routes traffic from I-295 and I-495 performed well. Alternative number four, Garasches Lane, would bring more trucks through the entire length of Terminal Avenue. The overall benefits score shows which option performed the

best from a technical standpoint. The rerouting ended up scoring the highest. The two Pigeon Point extensions tied with the second highest score. Garasches Lane did quite well. The Pyles Lane extension scored the lowest because it is not directly accessible to the port or other businesses in the area.

To weigh the cost of the options versus their benefits, the consultant went through a detailed breakdown of the options. The full cost estimates including construction, right-of-way, and design are available. The Cherry Lane extension from Lambson Lane and connecting to Uniquema Boulevard which connects to Cherry Lane came in at a \$25 million. It would go under I-295, and when asked about an interchange there, DRBA said that is not a possibility. The second alternative for a Pigeon Point extension connects off of Davidson near FedEx. It is shorter and came in with a lower budget, but is still around \$23 million. It provides mostly the same benefits. Pyles Lane reconfiguration requires looking at the relocation of some houses. It helps some of the access and movement through there, but did not reduce truck traffic on New Castle Avenue. The Garasches Lane extension would enhance some of the truck traffic toward the north, and came in at around \$8 million. Rerouting of trucks via I-295 and I-495 would have trucks stay on the interstate system all the way to Terminal Avenue. It is difficult to come up with a cost estimate, because it would require a significant amount of signage and enforcement. The models simply added several impedance factors that made trucks stay on the interstate system to come up with a model result. The score is very high, however coming up with a cost estimate, and the ability to enforce it would need to be a discussion. There are certain businesses that are not port related there, so it could hurt those businesses. There probably would still be benefits from this, but if we could maximize the benefits would be a topic for larger discussion.

The public workshop where this information will be presented will be held soon. The final report is being created. The team is looking for adoption at the May Council meeting. The website for the project is www.wilmapco.org/port_analysis/.

INFORMATION ITEMS:

16. DeIDOT's Administrative Modification Request Letters

Mr. Kevin Racine said he is just outside of Cecil County. He has been working on the transit system for years and now since people from Delaware are coming into Havre de Grace, they want to know more about the transportation system because they have questions about going back home. Mr. Racine had a meeting yesterday and the gentleman is working with him with the computer, and he was amazed that Mr. Racine knew so much about the WILMAPCO region. If anybody needs to talk to Mr. Racine or tell him what is going on, let him know.

ADJOURNMENT:

ACTION: On motion by Mr. Eric Thompson seconded by Mr. David Edgell the Council adjourned at 11:59 a.m.

Motion passed.

(03-10-22-05)

ATTACHMENTS: (0)