

TECHNICAL ADVISORY COMMITTEE MEETING

March 16, 2023

A meeting of the Technical Advisory Committee (TAC) was held on Thursday, March 16, 2023, at WILMAPCO, 100 Discovery Boulevard, Suite 800, Newark, DE 19713 and via video conference/conference call.

1. CALL TO ORDER: Mr. Matthew Rogers, New Castle County Department of Land Use, and TAC Chair, brought the TAC meeting to order at 10:03 a.m.

2. TAC Members present:

Tricia Arndt, Delaware Office of State Planning
Cooper Bowers, Delaware Department of Transportation
Marvina Cephas, DNREC
Michael Fortner, City of Newark
Gwinneth Kaminsky, City of Wilmington Planning
Rashad Pinckney, Maryland Department of Transportation
Matthew Rogers, New Castle County Department of Land Use
Derrick Sexton, Maryland State Highway Administration
Catherine Smith, Delaware Transit Corporation

TAC Ex-Officio Members present:

TAC Members absent:

Cecil County Division of Planning and Zoning
City of Wilmington Department of Public Works
Delaware Division of Small Business, Development, and Tourism
Delaware River and Bay Authority
Maryland Department of the Environment
Maryland Department of Planning
Maryland Transit Administration
Town of Elkton Planning

TAC Ex-Officio Members absent:

Amtrak
Diamond State Port Corporation
U.S. Environmental Protection Agency
U.S. Federal Highway Administration
U.S. Federal Transit Administration

Guests and Invitees:

Ben Allen, Maryland State Highway Administration
Mike Kaszyski, PAC Chair
Toria Lassiter, Maryland Department of Transportation
Deanna Murphy, Cecil County Board of Realtors
Colton Phillips, Delaware Department of Transportation
Kevin Racine, Citizen
Jolyon Shelton, DNREC

Staff:

Dan Blevins, Principal Planner
Heather Dunigan, Principal Planner
Sharen 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

Approval of the February 16, 2023, TAC Minutes.

ACTION: On motion by Ms. Tricia Arndt and seconded by Gwineth Kaminsky, TAC approved the February 16, 2023, TAC minutes.

Motion passed.

(03-16-23-01)

4. SUBCOMMITTEE UPDATES

a. Air Quality Subcommittee

Mr. Bill Swiatek said the Air Quality Subcommittee met on March 2. The group found that the FY 2023 – 2026 TIP Amendment to Replace Bridge CE0042 Mechanics Valley Road over CSX did not trigger a revised air quality conformity determination. The AQS recommended approval of the air quality conformity determinations for the 2050 RTP: 2023 Update. DNREC presented the new ozone State Implementation Plan update for New Castle County. The results of an emissions analysis for 2023 will be the basis for the new ozone mobile emissions budget. The results were very close to the results of our latest conformity analysis results for the 2025 horizon year. DNREC is considering adding a “buffer” to these results to account for the unknown and future model changes to produce the new final emissions budget. Additional coordination with the AQS will occur as this proceeds.

5. PUBLIC COMMENT PERIOD

Mr. Kevin Racine said he would like to know if the trains between MARC and SEPTA will be connected. Mr. Dave Gula said there is no update. The new Governor of Maryland’s administration has made no announcement of further movement to connect those services. Mr. Gula has a contact at MDOT who previously was with the Washington DC Metro, who will let us know if talks begin.

ACTION ITEMS

None

PRESENTATION/DISCUSSION ITEMS:

6. Maryland Statewide Performance Targets

Ms. Toria Lassiter of MDOT SHA explained that all DOTs and subsequent MPOs are required to set two- and four-year performance targets for measures for NHS bridge and pavement condition, highway and freight reliability, traffic congestion and emissions. Reports are due every two years reporting baseline performing targets, progress achieving targets, or results at the end of the performance period. In 2018 performance targets were set. In 2020, two-year performance was reported. In 2022, four-year performance was reported compared to targets and new four-year targets were set for the second performance period. Last year, they also worked on the Maryland Transportation Asset Management Plan for NHS bridges and pavements regardless of ownership.

Targets were set for NHS bridge deck area in good condition and in poor condition and based on expected funding and currently programmed projects. MDOT's focus is to prevent assets from falling into poor condition. Targets for pavements are the percentage of interstate and non-interstate pavement in good condition and in poor condition. Near term targets are based on projected results from the pavement management system optimization, committed funding, and projects approved in the CTP. It is required that the system be maintained below the minimum poor condition threshold of five percent, and the threshold for bridges is ten percent. The infrastructure condition targets are reported in the transportation management plans as well as the biannual reports. The highway reliability and truck travel time reliability targets were set midway between the model forecast and their pre-pandemic targets. Emissions targets are for the reduction of NOx and VOCs and based on estimated reduction of emissions from CMAQ projects. The 2021 baseline was high due to smart signal projects. The next performance period targets are lower. Historically statewide, targets were exceeded, but the same level of improvement is not expected given the known CMAQ projects. There is an effort to program projects in Cecil County to ensure that WILMAPCO meets the targets. Congestion targets, including Peak Hour Excessive Delay, are for urbanized areas. Cecil County falls under the Philadelphia urbanized area. MDOT SHA, WILMAPCO, DVRPC, and others in the region set a shared target, which was approved by Council, submitted in the CMAQ Performance Plan, and submitted to FHWA in December. The target for the Philadelphia region omitted 2020 numbers and assumed pre-pandemic trends will continue from current performance level. The measure of the percent of non-SOV travel is for urbanized areas, not statewide, and set in collaboration with DVRPC. This measure was forecasted using the trend line for past performance. Target setting considerations included uncertainties from the pandemic, balancing worsening targets versus not meeting targets, and consequences of not meeting targets.

7. Delaware Statewide Performance Targets

Mr. Colton Phillips of DeIDOT reviewed the Delaware Performance Measure (PM) 3 full-performance summary and PM 3 second baseline summary, which is shown in the following chart. Monthly coordination meetings are being held with MPOs, DeIDOT, and others. They will integrate this into the statewide and MPO's long-range transportation plans and the TIPs. They will incorporate the Decision Lens Model and continue participating in the Pooled Funds Study. The first performance period was impacted by the pandemic, which reduced VMT by up to 60% on some routes. The I-95 Reconstruction Project affected this. The second performance period should have more typical travel patterns, the four-year targets may be adjusted later.

	First Performance Period Baseline	First Performance Period 2-year Actual	First Performance Period 2-year Target	First Performance Period 4-year target	4-year actual became the Second Performance Period baseline	Second Performance Period 2-year target	Second Performance Period 4-year target
% Person-Miles Traveled on Interstate	81.3%	79.0%	>75.0%	>75.0%	87.3%	>73.3%	>73.3%
Person-Miles traveled on Non-Interstate NHS	91.4%			>88.0%	96.1%	>89.5%	>89.5%
Truck Travel Time Reliability	2.05	1.91	<2.25	<2.45	1.77	<2.45	>89.5%
Peak Hour Excessive Delay	14.6			17.2	13.1	<15.2	<15.1
Non-SOV	27.9	28.2	>28.1	>28.1	30.6	>28.1	>28.1
Emission Reduction NOx	6.945	127.680	>7.353	>128.475	131.517	>5.900	>19.800
Emission Reduction VOC	17.544	251.030	10.521	>251.683	251.922	>2.700	>6.300

8. FY 2024 Unified Planning Work Program

Ms. Tigist Zegeye said staff is in the process of putting together the FY 24 UPWP. The cost share shows \$3.3 million from the State of Delaware, and \$163,088 from the State of Maryland for a total of \$3.4 million in FY 2024 funding for the UPWP. Member agencies were asked to submit projects to be considered for inclusion in the FY 2024 UPWP. Five submittals were received from member agencies, and WILMAPCO staff proposed two. Those projects are listed below. Details can be found in the attached summary chart.

- New Castle County submitted a South Claymont/Philadelphia Pike Corridor Master Plan at a cost of \$200,000. The staff recommends including it in this UPWP.
- Cecil County submitted the Muddy Lane/Delancy Road Corridor Study at a cost of \$125,000. The staff recommends including it in this UPWP.
- Cecil County submitted the MD Route 272 Corridor Study at a cost of \$125,000. The staff recommends including it in a future UPWP.
- The Town of Elkton submitted a Belle Hill Road Safety Audit at a cost of \$60,000. The staff recommends including it in this UPWP.
- The Town of Rising Sun submitted the development of Rising Sun Mobility Friendly Development Guidelines at a cost of \$75,000. The staff recommends including it in this UPWP.
- The WILMAPCO staff proposed creating a SR 2, Kirkwood Highway Corridor Land Use and Transportation Plan. This corridor has not been studied and stretches from SR 72 to SR 100. The cost is \$200,000, which will not complete the plan, but our hope is to complete a number of tasks in FY 2024 then program additional funds in FY 2025 and potentially FY 2026.
- The WILMAPCO staff proposed a Newark Bicycle Plan Update to be included in this UPWP as an in-house task.

Out of the \$3.4 million proposed for the FY 2024 UPWP, \$1.5 million would go to consultant work. Staff will continue the work we have been doing with the addition of these new projects for

FY 2024. A draft UPWP will be ready for TAC and PAC consideration as well as public comment in April. The goal is to seek Council adoption at the May meeting.

Ms. Tricia Arndt asked what the Earn a Bike and Trips for Kids is. Ms. Zegeye said the kids fix a bike and when the program is done, they keep it. The kids learn about other modes of transportation as well as how to fix bikes. They see the benefits of the bike and activity. It is an Urban Bike program that WILMAPCO helps to fund. Ms. Heather Dunigan added that the kids start with a box of parts so not only is it about alternative transportation, but it is a STEM activity.

INFORMATION ITEMS

9. Staff Report

Ms. Heather Dunigan reported the following updates:

- Council met on March 9th. There were three action items. Council adopted the 2050 RTP and the Air Quality Conformity for the RTP and TIP. They amended the TIP to include revised funding for the Mechanics Valley Road bridge over CSX.
- Wilmington Initiatives met on March 15th. They discussed the Broom Street reconfiguration as well as a follow up on the two-way King Street TAP project.
- All of the TAP applications received for the upcoming fiscal year were approved. We are waiting for the submission for the Bicycle Pedestrian Funding Pool Program.
- WILMAPCO partnered with the City of Wilmington, DelDOT, and DTC on a RAISE grant for the 12th Street Connector. This will be submitted on April 14th.
- The Newport Monitoring Committee had a public workshop on March 7th which focused on project updates from study recommendations.
- The Concord Pike Monitoring Committee will meet on April 6th to discuss project priority.
- WILMAPCO is working with the Delaware Governor's office, DelDOT, and the Dover-Kent MPO to develop a grant application to consider a Delmar Rail Corridor, where FRA's proposal for funding for rail corridor identification and development programs. That application is due on March 27th.
- Staff met with DVRPC on March 15th to discuss the submission to the EPA Climate Pollution Reduction Grant Program.
- The Ardens Transportation Plan Steering Committee will meet March 21st.
- The Southbridge Transportation Action Plan's next public workshop will be on March 21st.
- Staff will lead a mobile workshop at the National APA Conference in Philadelphia on April 3rd to review recent planning work in Southbridge and along the Route 9 Corridor.
- Staff will join other planners from APA Delaware to speak about the planning profession at the University of Delaware on April 12th.
- Staff will deliver a lecture about our work on the Route 9 Corridor at a University of Delaware class on April 13th.
- WILMAPCO officially launched public outreach for the Safe Streets for All New Castle County Project. The project website is www.wilmapco.org/safestreets
- Staff presented to Safe Kids Delaware on February 21st.
- Staff attended the kickoff meeting on February 27th for the Statewide Comprehensive Outdoor Recreation Plan being led by DNREC.
- An agency coordination meeting for the North Claymont Area Master Plan/Governor Printz Boulevard monitoring work was held March 1st.
- WILMAPCO will continue to partner with Open Streets Wilmington. The first one for this season will be April 22nd in Southbridge.
- Ms. Randi Novakoff announced her retirement. Her last day will be at the end of the month.

OTHER BUSINESS:

Mr. Matthew Rogers expressed on behalf of the TAC appreciation for Ms. Novakoff's years of service, and she will be missed.

ADJOURNMENT:

ACTION: On motion by Ms. Tricia Arndt and seconded by Mr. Michael Fortner the TAC adjourned at 10:49 a.m.

Motion passed.

(03-16-23-02)

The TAC adjourned at 10:59 a.m.

Attachments (1)