

**JOINT TECHNICAL ADVISORY COMMITTEE AND  
AIR QUALITY SUBCOMMITTEE MEETING  
June 16, 2022**

A joint meeting of the Technical Advisory Committee (TAC) and the Air Quality Subcommittee (AQS) was held on Thursday, June 16, 2022, via video conference/conference call.

**1. CALL TO ORDER:** Mr. Michael Fortner, TAC Chair, brought the joint TAC and AQS meeting to order at 10:02 a.m.

**2. TAC Members present:**

Cooper Bowers, Delaware Department of Transportation  
Tyson Byrne, Maryland Department of Transportation  
Marvina Cephas, DNREC  
Michael Fortner, City of Newark  
Gwinneth Kaminsky, City of Wilmington Planning  
Jeanne Minner, Town of Elkton  
Catherine Salarano, Maryland Department of the Environment  
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 Office of State Planning  
Delaware River and Bay Authority  
Maryland Department of Planning  
Maryland Transit Administration  
New Castle County Department of Land Use

**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

**Air Quality Subcommittee Members present:**

Cooper Bowers, Delaware Department of Transportation  
Virginia Burke, MDOT  
Marvina Cephas, DNREC  
Rashad Pinckney, MDOT  
Catherine Salarano, Maryland Department of the Environment  
Catherine Smith, Delaware Transit Corporation  
Marilyn Smith, Dover/Kent MPO

**Guests and Invitees:**

Rebecca Bankard, Michael Baker International  
Nicholas Cannistraci, Town of Elkton  
Scott Flanigan, Cecil County Public Works  
Malcolm Jacob, Dover/Kent MPO  
Harry Romano, MDOT

**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**

The May 19, 2022, TAC Minutes were approved.

**ACTION:**

On motion by Ms. Gwinn Kaminsky and seconded by Mr. Cooper Bowers the TAC approved the May 19, 2022, TAC Minutes.

Motion passed.

**(06-16-22 - 01)**

**4. SUBCOMMITTEE UPDATES**

**a. Nonmotorized Transportation Working Group**

Ms. Heather Dunigan said the Nonmotorized Transportation Working Group met on June 7<sup>th</sup>. There was a presentation from Mr. Colin Willard, who is with the University of Delaware IPA. On behalf of DNREC, his team from the graduating class of his program researched e-bike policy and infrastructure in Delaware and what is needed to better prepare for the growing trend of people using e-bikes for transportation and recreation. The report gave us many things to discuss and consider in future planning. Ms. Randi Novakoff presented about the public opinion survey. Staff began coordination of the project list for the 2050 RTP with MDOT and DelDOT, so Ms. Dunigan shared with the nonmotorized group the preliminary list of bike and pedestrian projects, because we are hoping to use this RTP update to do minor updates to the New Castle County Bicycle Plan and the Cecil County Bicycle Plan. The committee was invited to share feedback on those maps or other projects.

**5. PUBLIC COMMENT PERIOD**

None.

## **6. Report from the Nominating Committee for TAC Chair**

Mr. Mike Fortner said the nominating committee met and nominated Ms. Tricia Arndt as vice-chair. She agreed to accept. Mr. Matt Rogers, as the previous vice-chair will take over as the chairperson.

### **ACTION:**

On motion by Ms. Catherine Smith and seconded by Mr. Tyson Byrne the TAC approved the appointment of Mr. Matt Rogers as chair and Ms. Tricia Arndt as vice-chair of the TAC.

Motion passed.

**(06-16-22 - 02)**

Ms. Dunigan thanked Mr. Fortner for all he has done over the past two years and commended him for transitioning the TAC to online meetings during COVID.

## **ACTION ITEMS**

None.

## **PRESENTATION/DISCUSSION ITEMS:**

### **7. Cecil Highway Strategic Safety Plan**

Mr. Scott Flanigan, Director of Public Works for Cecil County, began with thanking Ms. Dunigan for her assistance with developing the Cecil County Strategic Highway Safety Plan. In September of 2018 Cecil County adopted its first Strategic Highway Safety Plan. The County aligned their plan with the State of Maryland Strategic Highway Safety Plan. The first county plan ran from October 2018 through December 31, 2020. In June of 2021, the County adopted the second iteration of the Strategic Highway Safety Plan, which spans from January 1, 2021 through December 31, 2025. The county plan is posted on the Cecil County website at [www.ccgov.org/about-us/strategic-highway-safety-plan](http://www.ccgov.org/about-us/strategic-highway-safety-plan). The first county plan was modeled after the toward zero deaths model. The State of Maryland's 2021-2025 plan shifted to Vision Zero, so the current county plan shifted from toward zero deaths to Vision Zero. Their goal is to get to zero fatalities by 2040, with the interim goal of reducing the number of fatalities by half by 2030. The five metrics used to gauge progress are the number of fatalities, number of serious injuries, fatality rate, serious injury rate, and number of nonmotorized fatalities and serious injuries, which occur on all roadways in Cecil County including Interstate 95, state highways, county roads, and municipal roads. The plan identified seven emphasis areas. The first six are from the State of Maryland Strategic Highway Safety Plan including aggressive, distracted, or impaired driving. Cecil County added a seventh, which is responder and worker safety and protection, in response to incidents in Cecil County where members of the local fire company and a tow truck operator were struck and killed while performing their duties.

The Executive Council is co-chaired by the County Executive and the Cecil County Sheriff. Mr. Flanigan, as the Director of Public Works, serves as the Secretary. Other members include the County Health Officer, the director of Emergency Services, and the commander of the local State Police barracks. The Executive Council meets once a year. Its purpose is to provide executive level leadership and resource the effort. Mr. Flanigan serves as the co-chair of the Steering Committee, along with Major George Stanko, who is the Director of Law Enforcement for the Cecil County Sheriff's Office. The Steering Committee is comprised of representatives from multiple other organizations including Ms. Dunigan from WILMAPCO.

The three Working Groups are Engineering, Enforcement, and Emergency Medical Services. The Working Groups implement the action items and monitor the metrics. Under Engineering, four action items were identified. The first is roadway safety audits. Second, a location along US 40 at Landing Lane has a history of pedestrian and bicycle fatalities, so they are working with the Maryland State Highway Administration to implement safety improvements at that location. The third is a roadway safety improvement program, which is a funding mechanism where safety improvements identified through roadway safety audits are made. The fourth is a pavement condition assessment that emphasizes pavement friction as that has the potential to contribute to certain crashes. In the Enforcement area, there are six action items. The first is for the Sheriff's Office to develop a collision review team that can identify causes of crashes. The second and third are to increase enforcement efforts with regard to distracted driving, impaired driving, pedestrians, etc. The fourth is working with the local judiciary, particularly with regard to the acceptance of drug recognition expert testimony. Number five is conducting joint operations with other agencies to get the Sheriff's Office, the State Police, and the local municipal police departments working together for targeted enforcement operations. The last one is a media blitz as part of the education and outreach efforts. The eight action items within the Emergency Medical services arena include promotion and enforcement of Maryland's "Move Over" Law, TIMS certification for local fire companies, encourage members of local fire companies and law enforcement to use ANSI-approved safety vests when along roads, pedestrian and bicycle safety education programs in conjunction with schools, promote use of child car seats, analyze data, ambulances safety, and defensive driving training by volunteer fire company ambulance drivers.

The number of fatalities on roadways in Cecil County in 2017 increased to 31, which skewed the numbers and made the statistical goal of getting down to half by 2030 more challenging. When this effort first began, it was thought Cecil County will have a large number of crashes, because I-95 goes through the county, and that will account for large number of crashes. That is not the case. Looking at fatal crashes from 2014 to 2021, the number of fatal crashes on I-95 is relatively low. Most fatal crashes occur on state roadways. There were two to six fatalities annually involving pedestrians or bicyclists from 2015 to 2018. The number went down to zero for 2019 and 2020 but have increased to four in 2021. During COVID, even though the number of miles driven went down, the number of fatalities increased.

Cecil County was among the first counties in Maryland to develop a county-level strategic highway safety plan, and the Maryland Highway Safety Office has asked them to share their experiences with other jurisdictions in Maryland, particularly the more rural and smaller counties. Mr. Flanigan spoke on a number of occasions to those groups and at the County Engineers Association of Maryland. A major point he makes is if Cecil County can do this, other municipalities can. Cecil County does not have a traffic engineer staff or anybody solely dedicated to this effort. The second point is the county should develop the plan as opposed to hiring a consultant to develop it. If a consultant develops it, you miss out on most of the benefit, which is derived from the process of developing it. During the process, the relationships and lines of communication between agencies improved. The process took longer than expected. A year is probably about right for a county the size of Cecil County. There are many people and entities who are willing to help. The Maryland Highway Safety Office has been a great resource. Other jurisdictions and metropolitan planning organizations are more than willing to help. The public was provided an opportunity to provide input. There was not an overwhelming response, but they did get some valuable input. Implementing the plan is an ongoing process. Mr. Flanigan is more than happy to help anybody who has questions. He can be reached at (410) 996-5259 or [sflanigan@ccgov.org](mailto:sflanigan@ccgov.org).

Ms. Heather Dunigan said she has been using this plan as a model for discussions about developing similar plans in New Castle County. Mr. Flanigan has done an amazing job spearheading this. Ms. Dunigan agrees with his conclusions that the lessons learned were helpful. New Castle County is going through the debate whether to tackle a comprehensive safety plan themselves or look for grant money to bring on a consultant. Mr. Flanigan did a good job making the case for going through that process yourself.

Ms. Tigist Zegeye asked if they are planning to apply for the Safe Streets for All Grant that is coming up under the infrastructure bill to implement projects in Cecil County. Mr. Flanigan said yes, absolutely. Ms. Dunigan had also forwarded some information and encouraged them to do so. They started to brainstorm to identify potential topics. One that comes to the front is traffic calming. Mr. Flanigan said there is one particular street that has been identified where residents are very vocal about speeding. It is long and straight, and cars go fast. It is a great candidate for a traffic calming pilot program. The thinking is that if the pilot there is successful, it can be used as a model elsewhere. They are thinking about revising the County Road Code to incorporate some traffic calming measures so that they are built right into the development from the beginning.

Ms. Jeanne Minner asked if Mr. Flanigan is planning on doing any kind of presentation to any of the towns on these findings. Ms. Flanigan said it is not currently scheduled, but he would certainly be willing to do that. In developing the plan, representatives from the Elkton Police Department and a couple of other municipalities participated in that. Ms. Minner said she would think that they would find it very interesting and helpful. Mr. Flanigan said he is certainly willing if somebody is interested

#### **8. FY 2022-25 CMAQ On-road Mobile Emissions Targets**

Ms. Virginia Burke with the Maryland Department of Transportation said she is presenting with Rebecca Bankard from Michael Baker International, the consultant that supports their air quality program. For the Congestion Mitigation Air Quality Program (CMAQ), the four-year period, which is federal fiscal year 2022 through 2025 is referred to as the second performance period, or as the next four years. The period before, which included fiscal 2018 through 2021, is referred to as the first performance period, or the last four years. CMAQ is a flexible funding source. It is formula funding. It allows the states to fund all manner of projects that help relieve congestion or improve air quality. As formula funding, it is subject to apportionment every year, which means it fluctuates. Maryland received in the last four years between \$54 million and \$57 million each year. As CMAQ, it is subject to three areas of performance measures. The first two areas are congestion measures. One of them is a Peak Hour Excessive Delay (PHED). The other one is Non-single Occupancy Vehicle Travel (Non-SOV Travel). The third measure is the Emissions Reduction Measure. The Emissions Reduction Measure applies to the areas in Maryland that are designated as either non-attainment for ozone or are maintenance areas. Cecil County, as part of WILMAPCO, is in the marginal non-attainment status for the 2015 ozone standard. EPA has just bumped up the region to moderate non-attainment status for ozone, so that will have some implications going forward. Either way, this is where the state can spend CMAQ money, which means that the state is required to establish targets for the criteria pollutants and their precursors. The State establishes two- and four-year targets for emissions reductions for ozone and the ozone precursor, which is volatile organic compounds (VOCs) or nitrogen oxide (NOx). The state and MPOs work together to establish those targets. WILMAPCO, in its CMAQ Performance Plan, also establishes two- and four-year targets for ozone precursors.

The timeline for this work effort is an eight-year timeline beginning with the first performance period and including the second performance period. By October 1<sup>st</sup> of this year, MDOT needs to submit reports to Federal Highway. The first one is the Full Performance Period Progress Report (the FPP), which is for the last four years, and that is where the actual performance for the four years in comparison to the targets set is reported. Also, by October 1<sup>st</sup>, MDOT submits to Federal Highway the Baseline Performance Period or the BPP for the next four years. MDOT has done the work to establish and recommend targets for all the MPOs about a month ago. By October 1<sup>st</sup>, each MPO creates its own CMAQ Performance Plan. When MDOT submits its reports to Federal Highway on October 1<sup>st</sup>, the MPO's Performance Plans are attached to the State's Baseline Plan. The MPOs are asked to either adopt the targets that the state prepared or create their own.

Ms. Rebecca Bankard said the methodology for the next four-year period, from 2022 to 2025, is a combined approach. The historic trends are reviewed for emission benefits from the two previous four-year periods, which would be Federal fiscal year 2014 through 2017 and the most recent Federal fiscal year 2018 to 2021. They also worked with MTA and SHA and discussed their anticipated programmed projects that would receive CMAQ funding during the next four years. MTA provided a list of projects, which included their conversion to battery electric buses, their purple line trail, their ride-sharing programs, and guaranteed ride home. SHA provided a list of sidewalk improvements, pedestrian and bike facility improvements, park and ride, and congestion mitigation measures. They wanted to make sure that when they were looking at historic trends specifically related to the two four-year periods, they took out any outlier projects, which were projects that either had high emission benefits and would skew projected emission benefits, or they looked at them and determined that those were one-time projects. They also wanted to take into account the altered commute patterns due to COVID, the impact of people choosing to tele-work, and the declining emission rates from light duty vehicles. FHWA has an emissions calculator toolkit to calculate emissions for a variety of different projects like alternative fuel vehicles, sidewalk projects, pedestrian facility projects, and then Maryland also has MAQONE, which is similar to the FHWA toolkits, except that it is specific to Maryland and includes all local Maryland emission numbers. Occasionally they use the TRIMMS model. The tool used is dependent upon the information available, because each tool asks for different kinds of input. That information is used to develop a statewide target. They do the sum between the MTA and the SHA projects, and then, to create the target for MPOs, they allocate that to the MPO based on the expected project location, as well as the project location's historic trends where historically emission benefits have been seen. The emission targets for the Cecil County part of WILMAPCO are point .04 kilograms per day for VOC and .1 kilograms per day for NOx. The four-year target is .07 kilograms per day for the VOC and .18 kilograms per day for NOx.

For federal fiscal years 2022 to 2025, the projects that anticipated in Cecil County are sidewalk improvements and geometric improvements, which will help with the traffic flow. They did an average emissions for federal fiscal year 2014 to 17 for all of the SHA CMAQ projects. MTA provided a list of programmed CMAQ projects, so they were able to look at that and then make adjustments for the Federal vehicle and fuel standards for light duty vehicles, assuming that fuel standards would get better. The statewide targets were the sum of SHA and MTA projects, and then the emissions were allocated based on project locations for each MPO. In the last four years, there was one project with emissions reductions for Cecil County, and so the county was able to meet the two-year target for NOx but failed to meet the four-year targets for both VOC and NOx. In looking at all of the projects for the last four years, the emission benefits for VOC come from congestion reduction and traffic flow improvements, specifically signal systemization. A lot of benefits came from rideshare programs, the guaranteed locks and the guaranteed ride home. A lot of emission benefits are related to transit improvements, specifically related to bus

replacement. Bike and pedestrian improvements as well as some geometric improvements tend to get the lowest emission benefit for VOC. Projects that get the highest emission benefits for NOx is very similar. A lot of emission benefits come from projects that are congestion reduction and traffic flow improvements, as well as transit improvements, bus replacement, and ride sharing. The bike and pedestrian facility improvements and geometric improvements tend to provide the lowest NOx benefits.

Ms. Burke said the two- and four-year targets for the WILMAPCO area add up to a statewide target. Overall, the state exceeded its targets for the last four years. Most of the benefits accrue in the Baltimore region, because a lot of Maryland CMAQ dollars go to the Maryland Transit Administration (MTA). A portion goes to State Highway every year, but for MTA, the benefits are because of where service runs, and how those dollars are spent and accounted for. They are far above the targets for Baltimore, but Cecil has been a challenge area. Cecil has low targets to begin with and did not meet them. There have been conversations about what it means if the State does not meet its targets in a given region. There is no penalty. The value, though, is in seeing the data to determine what happened and what needs to be done differently. The recommendation on the targets for WILMAPCO was to keep them mostly the same as four years ago. The challenge is really the State Highway spending in Cecil County, because that is where they get the benefits. Four years ago, and then two years ago, WILMAPCO put in its CMAQ Performance Plan the recommendation that CMAQ dollars be spent on bike and pedestrian trail projects and so that was the conversation inside MDOT to determine if that can be facilitated in the next four years so that is why the project list has these types of projects. The MPO either accepts those targets or establishes their own in their Performance Plan.

Mr. Bill Swiatek thanked Ms. Burke for the presentation and suggested having a similar presentation from DeIDOT at our next Air Quality Subcommittee meeting. He suggested Mr. Cooper Bowers may be able to help with that. He asked if they have any plan to any emissions benefits analysis for these projects with the sidewalks, because as part of the MPO Performance Plan, there is a chart where they are asked what the expected emission benefits are for these projects. He asked if MDOT would look at that, or if it is something that the MPO would look at. Ms. Burke said MDOT would. These targets assume these projects get done. An annual report is done at the end of each fiscal year to say what was funded in that fiscal year and once the project details are confirmed, the project-specific calculation is done. MDOT would do that. That is where it is determined if the estimate and the forecast presented is matched by the actual project-level calculation as the dollars get allocated. Ms. Bankard said when the first year of funding is used for a new project, they do the emissions calculation based on the information that is given using either MAQONE or one of the FHWA toolkit calculators.

Mr. Cooper Bowers said he had a meeting on CMAQ and had talked about discussing it with the Air Quality Subcommittee. He and Mr. Swiatek will discuss offline when to come and present that.

Ms. Heather Dunigan said she was pleased to see the list of projects, because some of these pedestrian connections are things that folks in Cecil County have said they wanted for several years. The fact that this might be expediting some of this is good news.

Mr. Rashad Pinckney asked if there is a project criteria ranking when they are selecting projects to fund. Ms. Burke said it is not that formal of a process. There are a variety of projects that are CMAQ eligible. In the prior four years, monies were assigned to CMAQ-eligible projects that were more about traffic flow and congestion relief, and that is eligible. In the next four years,

responding to WILMAPCO's requests that some bike and ped facilities could be funded, MDOT encouraged SHA to look at that.

## **9. Maryland Rail Plan**

Mr. Harry Romano of the Maryland Department of Transportation Office of Planning and Capital Programming, Rail and Intermodal Freight Section, said they have been working on the Maryland State Rail Plan and it is nearly finished. The State Rail Plan is being developed in accordance with the federal Passenger Rail Investment and Improvement Act of 2008 which requires rail plans and in accordance with the recently passed Infrastructure and Investment Act. This serves as a guide and resource for federal funds for projects and grant applications and adheres to more detailed guidance issued by the FRA in 2013. Rail services covered by this plan do not include transit like light rail or metro specifically on the national rail network. It does include commuter rail such as that provided by MARC in Maryland and inner-city passenger service provided by Amtrak and freight rail, which is Class 1, Class 2, and Class 3 rail coverage. The 2022 Maryland State Rail Plan is an update of the 2015 State Rail Plan. It will provide an overview of the current and planned rail network and rail services in Maryland, trends impacting Maryland's rail network, and a lot of public and private investments, policies and strategies that will help to guide Maryland's support of railroad transportation in the future. It is being coordinated with all existing and ongoing plans and programs. Chapter one articulates state transportation goals, how rail fits in, and how the state is organized to support rail. Chapter two is a snapshot of the state's existing rail system summarizing freight and passenger rail infrastructure and services, assessing the performance of the lines, and identifying trends that will impact the future. Chapters three and four are issues and opportunities, initiatives and investments, identifies top issues and opportunities; and identifies initiatives and strategies to address the issues and opportunities. Chapter five is the service and investment program, which are projects that have been identified as an opportunity for federal grant funds. This chapter articulates the vision, goals, and objectives and provides a prioritization and the funding plan. Chapter six summarizes coordination review of the stakeholder involvement.

The outreach for the plan is committed to engaging rail stakeholders and the public in all rail planning activities. Stakeholders were engaged through Advisory Committee meetings; topical meetings regarding passenger rail, large Class 1 railroads, the metropolitan concerns in the D.C./Baltimore corridor; and the short lines in rural areas. There was an online public survey in the winter of 2020 and 2021. There were interviews and follow-up with people across the spectrum. They interviewed the Economic Development Director on the Eastern Shore, short lines, and Class 1 railroads to get more details of the things that they were proposing. There is a State Rail Plan website. They engaged in outreach in neighboring states and received feedback from Pennsylvania, Delaware, District of Columbia, and Virginia. There were interviews with the railroads themselves. This was also presented at the State Freight Advisory Committee. The Advisory Committee, which includes key stakeholders from railroads, state agencies, metropolitan planning organizations including WILMAPCO, and other rail organizations, met twice during the State Rail Plan development. The committee members included the Secretary's Office, Port Administration, Department of Commerce, Amtrak, CSX, the MPOs and the State.

The overall mission, goals, and strategies of the Rail Plan were aligned with the 2040 Maryland Transportation Plan while meeting the PRIIA requirements. The goal of the Rail Plan: Freight and passenger rail is a well-maintained, sustainable and intermodal component of the transportation system that supports the equitable, safe, convenient, and efficient movement of people and goods within and through Maryland. We identify the goals of safety, security and resilience; to maintain and modernize; quality, efficiency, customer experience; environmental



protection, sensitivity; transportation choices and connections; system expansion for economic opportunity and congestion reduction; and fiscal responsibility.

Maryland's railroad network is comprised of about eight-hundred and eighty-six miles of active track owned and operated by a variety of railroads and the State of Maryland. The Class 1 railroads are Norfolk Southern and CSX. The Class 2 railroads own no trackage in Maryland. Seven short lines were operating in Maryland at the time the Plan was prepared, but the Georges Street Railroad and Allegheny County have since shut down. Amtrak operates on the Northeast Corridor. MTA MARC train service operates primarily in the Baltimore/Washington Corridor with some service to Perryville, Frederick, and Martinsburg. Two tourist/excursion railroads run in Frederick and Allegheny County. Amtrak services in Maryland are on the Northeast Corridor between Washington D.C., New York, and Boston. Maryland benefits from state-supported routes supported by other states operating on the corridor like the Carolinian. MTA operates under the MARC brand. The MARC system is comprised of three lines terminating at Washington D.C. These are the Penn and Camden Lines between Baltimore and Washington, and the Brunswick Line to Martinsburg and Frederick. MARC service primarily provides commuter access to employment centers during peak hours. The busiest MARC stations are on the Northeast Corridor on the Penn Line between Washington D.C. and Baltimore. MARC is the largest user of Washington Union Station.

Working with Amtrak, passenger rail needs on the Northeast Corridor were identified including the B&P Tunnel (or Frederick Douglass Tunnel) replacement, the Susquehanna River Bridge replacement, additional track, replacement of the bridges over the Bush and Gunpowder Rivers, Baltimore Penn Station improvements, new platform and trackage at New Carrollton, signal improvements, and expansion of the station at BWI. MARC capital needs include fleet overhauls to maintain and improve rail cars and locomotive, station initiatives to improve access and at-grade crossings, transit-oriented development, work on the Frederick Branch Brunswick Yard Maintenance Facility, the Penn-Camden Connector project, Penn Line Storage Yard, improvements at the Martin Airport Yard, and Riverside Maintenance Facility improvements.

Stakeholders highlighted that regional rail networks, including MARC, SEPTA, and VRE are currently shaped by both political boundaries of travel markets. Washington Union Station is a border to the south. MARC terminates in Perryville and SEPTA comes to Newark with that gap in between. Integrating these networks could increase travel options to better connect regional activity centers and provide a more seamless journey for rail customers. Some of these things could be run through service in northern Virginia. There was talk about common ticketing, and the connection to SEPTA at Newark or Wilmington.

Many of Maryland's freight rail needs relate to intermodal service and access to the Port of Baltimore, or to condition and facilities on the short line railroads. Another factor is the NS access to the Port of Baltimore. Since they are dependent on the Northeast Corridor and there are clearance and temporal restrictions that Amtrak places on freight service. Many miles of short lines on the Eastern Shore need track improvements. There is talk about investments that would improve access to the State-owned short lines. During the preparation of the plan, stakeholders suggested additional needs including safety in general and crossing concerns; Class 1 capacity and fluidity, basically investments in the Class 1 network that would provide additional capacity for freight and passenger trains; and looking at passenger rail service extensions, such as MTA studying possible MARC/Brunswick Line service extensions into western Maryland. Some stakeholders recommended rail service to the Eastern Shore. There was a 2021 monorail study to assess the viability of a monorail system between Shady Grove Metro and Frederick. The ongoing SCMAGLEV study is headed up by a private company in

cooperation with MDOT to explore establishing a high-speed connection between Washington D.C. and Baltimore.

The Maryland State Rail Plan includes a Rail Service and Investment Program, per federal requirements, which lists potential capital investments to support the vision, goals, and objectives of the Maryland State Rail Plan over the next twenty years. A specific timeline or prioritization of investments is not being recommended, but project readiness considerations can influence project timing, scaling things in the service investment plan not so much on need but looking at how ready a project is to move forward and the project's relative priority to its the sponsor; consistency with relevant funding sources and opportunities, including project size and characteristics; the need for required agreements among impacted organizations; status of project development, including necessary planning, environmental, and design work. MTA receives federal formula funding grants supporting the MARC operating and capital needs. MDOT SHA receives Section 130 money from FHWA to support the highway-rail grade crossing safety improvements. This budget will be increasing significantly over the next few years, in the wake of IIJA. There are federal competitive discretionary grant programs, which can be considered for major projects. The new 2021 Bipartisan Infrastructure Law provides funding for rail at \$66 billion, with an opportunity to fund "mega-projects" on the Northeast Corridor. The law authorizes at least \$22 billion over five years for projects on the corridor.

The next steps are to work with partners to advance rail enhancements, such as the Northeast Corridor, improved access to the Port of Baltimore, and support rail corridor preservation; enhance safety by grade crossing improvements and trespasser prevention efforts. Potential revisions to state rail programs and oversight will be considered including consolidating state rail functions and multi-agency programs to assist short line railroads. Discussions and studies regarding the potential extension of MARC into Northern Delaware and Virginia will continue. There is a lot of effort going into these things now and MARC's service extension into Delaware is a high priority for WILMAPCO. Innovative technologies will be explored. The draft Rail Plan is under executive review. The draft Plan will be out for public review over the summer. By early fall, it will be finalized and submitted. They have ninety days to review, comment, and approve it. For more information visit [mdot.maryland.gov/RailPlan](http://mdot.maryland.gov/RailPlan). Mr. Romano announced that he will be leaving MDOT June 28<sup>th</sup>. Mr. John Thomas is the new Assistant Director for Rail and Intermodal Freight and will be the point of contact moving forward. His contact information is [jthomas33@mdot.maryland.gov](mailto:jthomas33@mdot.maryland.gov) or 410-865-1332.

Mr. Dave Gula expressed appreciation for Mr. Romano's work on the Rail Plan and providing WILMAPCO the opportunity to be part of the update. He asked if they have a full project list of all the things needed to be done included the plan. Mr. Romano said yes, it will be there for public review once we have everything squared away with the governor's office. As a member of the Advisory Committee, you will certainly have opportunities to review it. There will be a web link for folks to comment, so we welcome public comments from everybody at this meeting.

## **10. Public Opinion Survey**

Ms. Randi Novakoff presented the results of the WILMAPCO Public Opinion Survey. WILMAPCO's Public Opinion Survey is conducted every four years just ahead of the Regional Transportation Plan updates to help inform those updates and ensure we are still in line with the goals and objectives of the plan. The survey is a random sampling of six-hundred residents in both New Castle County and Cecil County. The survey has been conducted since the late 1990s, but in the more recent years demographic quotas were added to the survey to make sure that the respondents' demographics match as closely as possible those of our region.

People were asked their overall satisfaction with the transportation system and 75%, overall, are satisfied with the system. However, when looking at the breakdown of different users of the transportation systems in different modes, bicyclists are the least satisfied with the system. Transit riders in Cecil County are also unsatisfied. In terms of the most effective solutions to reduce congestion, improve public transit rose to the top, which is a slight increase from previous years. Encouraging walking, biking, and carpooling is down this year. The lowest supported solution, down a slightly from previous years, is building new roads. Creating communities where people do not have to drive as much had weak support. In terms of the importance of specific issues, public transit access and making sure those who do not have a car have access to transit was supported. Nearly everyone agrees that is important, as well as preserving open space and farmland, and improving bus and train service in general. Supporting automated or self-driving vehicles was least supported. Connecting communities to each other is also not essential, nor is developing infrastructure for low-polluting vehicles, particularly in Cecil County. In terms of how transportation dollars should be used, technology did rise to the top with most people indicating that was a good strategy. Building more roads and highways was the least supported strategy, which is in line with the Regional Transportation Plan. However, increasing safety was one of the lesser supported strategies, which is not in line with the Regional Transportation Plan. People were asked what methods of funding the transportation system they supported, and there was strong support of developers paying for transportation projects, or simply delaying or eliminating projects. Respondents are not in support of raising fares for public transit nor vehicle fuel taxes, nor are they in support of using a vehicle mile tax to replace a fuel tax.

Related to air quality, people were asked what measures they would be willing to take to help improve air quality. Overall, the numbers were not tremendously high. Of those who said they were willing to do something, about 30% are willing to use electric tools and appliances or refuel their cars at certain times of the day. Very few are willing to carpool, plant trees, or bike to improve air quality. Few are willing to drive less or drive low emission vehicles.

When asked if they ever heard of WILMAPCO, in line with previous years, about 30% say that they are familiar with WILMAPCO. When asked if they are interested in receiving more information, particularly those who are not familiar, most people are not interested in more information from WILMAPCO. They are particularly not interested in texts from WILMAPCO. People were asked whether they thought a variety of other outreach techniques were effective, and direct communications with staff is the most supported option. Web-based public meetings did go up significantly from the previous survey. Mail surveys or telephone surveys also went up.

Demographic quotas were included in the survey for race only. Quotas for age or income could not be added because we would run out of survey sample. There are some differences in the middle age bracket, 35 to 54, which were nearly double the actual county population. The 55+ population was slightly over, and the 18 to 34 range was under. For income, we are just over half what we should be for low income, and the over \$100K income is over-represented. This presentation and the full report are available at [www.wilmapco.org/survey-results](http://www.wilmapco.org/survey-results).

Mr. Mike Fortner asked related to the question of what people are willing to do for air quality, if fueling your car at certain times of day creates less emissions. Ms. Novakoff said yes, if you refuel your car during evening hours when it is cooler, less ozone is created when the emissions from the gasoline react with the hot air to create ozone.

## **INFORMATION ITEMS**

### **11. Staff Report**

Ms. Dunigan reported the following updates:

- WILMAPCO is hosting a University of Delaware epidemiology student this summer, which is funded by Healthy Communities Delaware.
- The I-95 Cap Study had a meeting between DelDOT, Wilmington Public Works Planning Department and the Fire Department to discuss possible closures to the bridges over I-95 to vehicles as well as traffic calming on Adams and Jackson Streets. This will require some additional traffic analysis, which we will be doing in partnership with DelDOT and the subconsultant.
- On June 7<sup>th</sup>, the East Coast Greenway Alliance Greenway Council voted to designate the 1.5 miles of Elkton Road between Newark and just over the Maryland line, which is the first designation in Cecil County for the East Coast Greenway.
- Staff presented the City of New Castle Transportation Plan at an APA event in the City of New Castle on June 8<sup>th</sup>.
- The Delmarva Freight Summit was held on June 10<sup>th</sup>.
- The Churchman's Crossing Plan Update has established a Monitoring Committee and the first partners meeting will be on June 16<sup>th</sup>.
- A Monitoring Committee for the Newport Transportation Study will meet on June 21<sup>st</sup>.
- Wilmington Initiatives will have a public workshop on June 22<sup>nd</sup> from 4:00 p.m. to 7:00 p.m. at the City County Building.
- Staff will be participating in an MPO Roundtable on June 24<sup>th</sup>.
- On July 7<sup>th</sup>, the Air Quality Partnership will be featured on an Energize Delaware Facebook Live session.
- The Walkable Community Workshop will be held in Arden on August 3<sup>rd</sup>. The location is to be determined.

### **OTHER BUSINESS:**

None.

### **ADJOURNMENT:**

**ACTION:** On motion by Ms. Gwinn Kaminsky and seconded by Ms. Jeanne Minner the TAC adjourned at 11:32 AM.

Motion passed.

**(06-16-22-03)**

The TAC adjourned at 11:32 AM

**Attachments (0)**