

# TECHNICAL ADVISORY COMMITTEE MEETING

July 21, 2022

A meeting of the Technical Advisory Committee (TAC) was held on Thursday, July 21, 2022, 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 10:05 a.m.

**2. TAC Members present:**

Tricia Arndt, Delaware Office of State Planning  
Cooper Bowers, Delaware Department of Transportation  
Marvina Cephas, DNREC  
David Dahlstrom, Maryland Department of Planning  
Michael Fortner, City of Newark  
Rashad Pinckney, Maryland Department of Transportation  
Matthew Littlejohn, Cecil County Division of Planning and Zoning  
Matthew Rogers, New Castle County Department of Land Use  
Catherine Salarano, Maryland Department of the Environment  
Catherine Smith, Delaware Transit Corporation

**TAC Ex-Officio Members present:**

Lindsey Donnellon, U.S. Federal Highway Administration

**TAC Members absent:**

City of Wilmington Department of Public Works  
Delaware Division of Small Business, Development, and Tourism  
Delaware River and Bay Authority  
Maryland Transit Administration  
City of Wilmington Public Works  
City of Wilmington Planning  
Town of Elkton  
Maryland State Highway Administration

**TAC Ex-Officio Members absent:**

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

**Guests and Invitees:**

Elizabeth Coffey, Jacobs  
James Coverdale, DNREC  
Deni Deliallisi, MDOT SHA  
Mike DuRoss, DeIDOT  
Dan Janousek, Maryland Department of Transportation  
Rachel McGuire, Jacobs

Deanna Murphy  
Humaira Yusuf Nabeela, DelDOT  
Kevin Racine

**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 June 16, 2022, TAC Minutes.

**ACTION:** On motion by Mr. Mike Fortner and seconded by Mr. Matt Littlejohn TAC approved the June 16, 2022, TAC minutes.

Motion passed.

**(07-21-22-01)**

**4. SUBCOMMITTEE UPDATES**

Air Quality Subcommittee

Mr. Bill Swiatek said the Air Quality Subcommittee met on July 7. The group found that four amendments to the FY 2023 TIP, New Castle County element, were not conformity triggers.

These projects include:

- Wilmington Transit Corridors
- Claymont Regional Transportation Center
- I-95 and SR 896 Interchange project
- SR 4, Christina Parkway from SR 2, Elkton Road to SR 896, S. College Avenue project, Newark

The AQS also discussed a pair of CMAQ Performance Plans and Reports WILMAPCO is preparing for an October 1<sup>st</sup> deadline. These will track performance of CMAQ funded projects and set new performance targets. Staff are currently compiling necessary data to assemble the reports. We are awaiting proposed congestion related targets in the Aberdeen region, which were requested from the BMC, and also DelDOT's proposed mobile source emissions targets. We do expect to present a draft plan at the next TAC meeting. The AQS also reviewed a revised FY 2023 TIP amendment for the Belvidere Road project in Cecil County. They found this project did not trigger a revised conformity analysis at this time. Finally, the group reviewed the upcoming conformity analysis schedule and discussed the upcoming conformity analysis associated with the RTP update. The analysis years of 2025, 2035, 2045, and 2050 were selected, with some discussion of including 2024 as well. At the next AQS meeting, we hope to finalize these and settle on a project list to include in the model.

## 5. PUBLIC COMMENT PERIOD

None

### **ACTION ITEMS**

#### **6. To recommend amendment of the FY 2023-2026 Transportation Improvement Program (TIP)**

Ms. Heather Dunigan said that Cecil County has requested that the TIP be amended to include the Belvidere Road from US 40 to the CSX bridge.. The Belvidere Road Interchange project between North East and Perryville, Maryland, as well as a bridge improvement project to widen a bridge connecting to the interchange had been added to the TIP previously. This covers improvements to the section of Belvidere Road between US 40 and the bridge. With the new interchange, Belvidere Road will experience a substantial increase in traffic and widening in that area is being considered. Ms. Dunigan expressed appreciation to Cecil County for working with WILMAPCO to get this amendment through as quickly as possible. The original amendment was for the entire project including construction, which would have triggered an air quality conformity analysis. An air quality conformity is being done for the RTP soon, so we checked with the Air Quality Subcommittee, as well as the EPA and the concurrence was that just doing planning and design would not be a trigger for air quality. This would use a mix of local and federal funds for the planning and design phase. The planning for improving and dualizing the road between US 40 and the bridge will be \$1 million.

Mr. Matt Littlejohn thanked Ms. Dunigan and Mr. Swiatek for helping to get this through. He appreciates the dialogue they had and thinks they came to a good resolution by phasing it.

**ACTION:** On motion by Ms. Tricia Arndt and seconded by Mr. Mike Fortner the TAC recommends amendment of the FY 2023-2026 Transportation Improvement Program (TIP).

Motion passed.

**(07-21-22-02)**

### **PRESENTATION/DISCUSSION ITEMS:**

#### **7. MDOT SHA Pedestrian Safety Action Plan (PSAP)**

Ms. Deni Deliallisi is a consultant with the planning department of the Maryland State Highway Administration. She presented an update on their Pedestrian Safety Action Plan (PSAP). The steps on the plan development timeline are also the headers for each of the chapters in the PSAP. In early 2021/late 2020, data collection analysis began, including determining where the short-term opportunity areas were. This mainly looked at crashes, crash severity, and types of crashes. The team then analyzed those existing conditions. Based on the data gathered, they looked for trends to determine where the bike and pedestrian safety issues lie. Using a detailed, data-driven methodology, they determined Areas of Need and a priority corridor. The Areas of Need are geographical areas throughout the State of Maryland that were considered hotspots. Then, within each of the Areas of Need Priority Corridors were identified, which are corridors with safety concerns that are only maintained by the State Highway Administration. Crashes are one concern, but there is an array of other considerations such as whether they were on a bike spine, in a short trip of opportunity area, there were equity factors involved, etc. They focused on where the issues were so this plan can be made actionable to address these issues. The fifth chapter, Actions and Strategies, was developed in winter/spring 2022. All five of the chapters

have started going through staff and leadership level internal reviews. All of the comments will be addressed before the plan is finalized.

Strategies include things like educating the public and maintaining infrastructure investments. These are the long-term strategies and goals that SHA will be carrying through to make sure that they look at new ways of addressing bike and pedestrian issues. Under each strategy there are action steps. There are quite a few transportation BSUs that they need to coordinate with, as well as partners like county jurisdictional DOTs, and MPOs. The second portion of the chapter is the project cut sheets. These take the group of priority corridors one step further and include recommendations for further evaluation. These are high-level planning recommendations for potential improvements that are both location specific like where to add a crosswalk, and corridor-wide enhancement recommendations like speed management or traffic calming that need further evaluation by SHA to see if they are feasible or if they are the solution for a particular corridor.

As part of the PSAP process, outreach included two public meetings. One meeting was in the spring of 2021, which was in the early stages of plan preparation. It was a panel discussion, but both meetings had a follow up where the public was asked for input. At the first one, there was an interactive map available on the website, where the public was asked to put either point or linear features anywhere in the State of Maryland where they saw challenges and opportunities for bikes and pedestrians. The results show close to two thousand points and lines. This input was then inserted into their methodology, as one of the many layers that they used to develop those Areas of Need. The second meeting was a follow up in December of 2021. The public were asked vote for the priority corridors that were most important to them with immediate need for bike and pedestrian improvements. The public also had the option to add a comment on the corridor that they voted for. This map and the comments received are on their website.

The website, [Roads.maryland.gov/psap](https://roads.maryland.gov/psap), has MDOT SHA District Report Cards with maps showing where the crashes are occurring and recordings of the public meetings with the presentations. Kandese Holford is the statewide Bicycle and Pedestrian Coordinator and can be reached at [kholford@mdot.maryland.gov](mailto:kholford@mdot.maryland.gov).

In the chat:

From Ms. Deliallisi: For more information on the MDOT SHA Pedestrian Safety Action Plan (PSAP), visit [roads.maryland.gov/psap](https://roads.maryland.gov/psap). You can also contact: [shacontextguide@mdot.maryland.gov](mailto:shacontextguide@mdot.maryland.gov).

You can find more information on other context driven efforts at [roads.maryland.gov/contextdriven](https://roads.maryland.gov/contextdriven) and [roads.maryland.gov/toolkit](https://roads.maryland.gov/toolkit).

Ms. Dunigan said she had the opportunity to attend the public workshop and the stakeholder meetings, and this process was very well done. The roads that were identified for Cecil County make sense, and the outcomes of this will be useful for the county as they consider applying for the Safe Streets for All grant opportunity. She recommends checking out the toolbox website and the context-sensitive website, because it has some useful resources.

## **8. Delaware FY 2022-25 CMAQ On-road Mobile Emissions Target Methodology**

Mr. Cooper Bowers introduced Ms. Rachel McGuire and her team by saying Ms. McGuire, Mr. Will Tardy, and Ms. Elizabeth Coffey have been working with DeIDOT for some time on CMAQ procedures and recording, including an annual report and assisting with federal reporting.

Ms. Rachel McGuire said recently the team was expanded. The team originally worked with Mr. Mike DuRoss, and now have Mr. Cooper Bowers and Ms. Humaira Yusuf Nabeela from DelDOT. Ms. McGuire is the Project Manager for this task. Mr. Will Tardy is the technical lead and has an air quality background. Ms. Elizabeth Coffey is a transportation planner who will help with reporting and emission reduction screening. She has a background in urban design, project administration and permitting, and regional planning.

The Baseline Performance Period Report and CMAQ Performance Plan as well as information for the last four years is due October 1<sup>st</sup>. Achievements to the CMAQ funded projects are recorded annually in FHWA CMAQ Public Access System. Beginning in the fiscal year 2020, DelDOT began to further elevate its CMAQ reporting program, both to address FHWA transportation performance management requirements, as well as provide more quantitative emission results. The first year the team worked with DelDOT, they worked together to develop and implement a method to provide quantitative emission reduction estimates for bike and pedestrian projects. They also started to generate the DelDOT annual CMAQ reports, which are technical reports that go through their methods of quantification, background information, and their emissions results. Every year a Public Access System emissions spreadsheet is prepared for federal reporting. That year, they submitted a CMAQ mid-performance period report. The second year, they added quantitative methods for rideshare, expanded on bike and pedestrian methods to estimate and report on the network benefits of bike and pedestrian projects, and started including cost effectiveness results in calculations and reporting. They also completed the CMAQ annual report, the spreadsheet for PAS public reporting, and a state of the practice outreach with peer agencies.

Last year, they developed and implemented a method for calculating quantitative emission benefits for Intelligent Transportation Systems (ITS) projects. They also continued with the annual reporting PAS. They also helped DelDOT join AASHTO's CMAQ Committee and completed an assessment of the CTPs from the last few years to determine the breadth and diversity of DelDOT's portfolio of CMAQ-eligible projects. There is a finite amount of CMAQ funds, but DelDOT invests in other projects that could be CMAQ eligible. For fiscal year 2023, they have the Full Performance Period Report for the first performance period, the second Baseline Performance Period Report as well as target setting, and their yearly tasks with DelDOT like emission calculations, spreadsheet, and annual report. They plan to expand review of CMAQ-eligible projects and research the impact of decarbonization efforts required by IJJA.

DelDOT uses their CMAQ funds for Active Transportation (Bike and Pedestrian) Programming, Programmed IPS projects, and Rideshare. For the PM target setting process, they will quantify and extrapolate the expected emissions benefits for all three of these project types. Then, they will be summed up by the pollutant to create targets. It is expected that the values and benefits of the target will change as projects are solidified. The first year, they developed a method for quantifications for the bike and pedestrian value. That was based on the public lands methodology, which is related to bike and pedestrian projects. They used a combination of transportation and land use characteristics to estimate the AADT reduction. They draw the project limits on a map and then determine a quarter of a mile buffer and a half mile buffer around the project area. Then, the activity centers are identified. By identifying the activity centers and whether or not it is in a university area or not, they can determine what default values will be used to determine the AADT reduction, or the shift from vehicles to bikes due to that improvement. There is also the bike and pedestrian toolkit used to calculate the emissions reduction. FHWA produced a variety of toolkits that can be used. Then they go through that same exercise for the network. The CMAQ Project Performance Assessment has a brief splash

screen with basic information, a basic map of where the project is, and a determination of all of the network that is going to benefit.

If they have Bike and Pedestrian General Obligations, they take a combination of exact benefits that were already screened or can be screened and extrapolate the rest. So, they will determine the percent of the total funding that will be assigned to planning, design, and construction for both new and repeat projects. Then, they determine how many obligations will occur per year, which can be extrapolated by using an average obligation per project phase. Next is a number of expected actions reported to PAS per assessment period, which takes the projected total obligation divided by the average obligation to get an expected action. They are also working with DelDOT to determine that information. Finally, the extrapolation will be completed by determining the total daily benefit of PM2.5, Nox, and VOC by multiplying the number of expected new PAS entries by the average emission reduction estimate from PAS historical information. For each of these types of projects, they will take as many actual estimates as possible, then the extrapolation, and add them together.

For ITS and rideshare, when they quantify programmed ITS projects, they build on the initial assumptions from ITS projects and traffic data, ITS devices that are being installed, and increase device connectivity. That aids in analyzing the transportation network data in real time and predicting and detecting traffic anomalies. The better ITS devices that are installed throughout the system, the faster response time, and automation can occur and help reduce idling and reduce overall emissions. There is a specific way to quantify the ITS projects and then, if there are specific locations where they are going to go, they can be quantified directly. For the general obligations, this extrapolation is based on the historical calculations and then the trend line. Both for ITS and rideshare the total obligated amount for the last two years is calculated. Then they sum the daily emissions reductions by pollutant and that is the total daily emissions reduction per pollutant. Then the average daily emissions reduction per obligated dollar is multiplied by the projected daily emission reduction per day per pollutant to create those targets. The next steps will continue to finalize the targets for the plan. They will be working with WILMAPCO to present in August and plan to meet the October 1, 2022 deadline.

Mr. Bill Swiatek asked if Ms. McGuire will have the presentation ready for the next Air Quality Subcommittee meeting on August 4th. Ms. McGuire said she is hoping to be very close to having the draft numbers by early August so she will be coordinating with Mr. Swiatek. She does not know if they will be ready to present, but could probably present in a similar fashion, like this later in August.

Ms. Heather Dunigan said she will also ask Ms. McGuire to present at a future Nonmotorized Transportation Working Group. She thinks enough members would be really interested that it would be worth having a presentation. They meet the first Tuesday of every other month. The next one is August 2<sup>nd</sup> so she will be in touch. Ms. McGuire said that sounds great.

## **9. 2050 Regional Transportation Plan Update**

Ms. Tigist Zegeye said 2050 Regional Transportation Plan (RTP) 2023 Update is due in March, 2023. WILMAPCO has been updating it every four years since 1996. We do not really wait four years to update the long-range plan. The basis for this update is the Regional Progress Report and the Public Opinion Survey. Today, Mr. Swiatek will present a schedule, as well as what we are planning to change in the long-range plan. Then, the project list and financial information will be presented by Ms. Dunigan.

Mr. Swiatek said The RTP is our principal plan at WILMAPCO. It sets out the strategic policy for the agency and includes goals, objectives, actions, and performance measures. It also lays out the major transportation projects that are in the TIP and projects that we would like to have in the TIP someday. The projects are either fiscally constrained, which means they are funded, or aspirational, which means we are aware of the project, but there is no funding for it. The Progress Report and Public Opinion Survey are the foundation of the RTP and both of have been completed. Staff are now in a phase of developing the policy, goals, objectives, and actions. The outreach process to gather reactions and new ideas for what could be in the RTP is beginning now. Staff are working on that project list. The air quality conformity process should begin next month with beginning the conformity run. The official public comment period for the RTP begins in the New Year and will run through March. That includes the Our Town public workshop in the February timeframe and then this will be set for March adoption.

The Progress Report is a foundational document used to set the RTP. It looks at the progress of the RTP's actions and allows actions that might not have been doing well to be adjusted in the next RTP. The Progress Report is performance based with indicators that are both qualitative and quantitative. Good progress was made on sixty percent of the actions in the last Progress Report. Seventeen percent of the actions needed more work. About a quarter of the actions fell somewhere in between. Some of the key challenges identified in the Progress Report include growth outside of our Center and Core areas, which is mostly the I-95 corridor; the heavy single-occupancy vehicle trips in the region; rising VMT and projected continued rises in VMT; and road safety. Some of the key successes include air quality, which shows declining air emissions with regulated pollutants. Local plan implementation is another strong suit at WILMAPCO. A lot of the biking and walking efforts, and efforts to mitigate congestion have been successful.

The Public Opinion Surveys is another foundational document. It is a statistically valid survey of six hundred residents across the region that provides a base of opinion to ensure our policies are in line with public opinion. Questions are asked to provide a sense of how people feel about the transportation system. For example, one question asks if the transportation system meets your needs. Three quarters of residents say it does, which is down a from 2018. Quotas for demographic groups were established and can produce useful cross tabs. One example looks at how transportation might limit access to healthy and affordable grocery shopping and a significant difference in responses to that question were found based on income. Among folks that live in the poorest households in the region, about one in five struggle with transportation connection issues to healthy and affordable grocery shopping, but for the wealthiest households in the region that issue is almost non-existent.

In terms of the strategic policy in the RTP, it is broken into goals, then to objectives, actions, and performance measures. Mr. Swiatek shared pages from the draft to show changes being made. Some of the changes are wording changes to make things more concise. The first action considered for change was "Promote safer transportation network design and travel for all modes", which would become, "Prioritize safety for all modes". One of the new actions under the objective to "Protect public health and safety" is to "Support development and update of a Vision Zero plan in New Castle County". Adding that action addresses some safety concerns. As a performance measure, we would do a qualitative review of the UPWP to see what work was done with that. A new performance measure was added to improve safety for people walking that looks at total pedestrian crashes in New Castle County and Cecil County. It is not required as part of the national performance measures, but it is something that we want to include in our Progress Report. Under the action to support disaster planning efforts, there are new planning emphasis areas from FHWA. One of them includes national defense preparedness, so we propose changing the language to get that text in that action. The performance measure there

would include that the transportation needs of DOD sites in the region have been identified. No changes were made to the exceeding transportation conformity standards action. With CMAQ there is a language tweak to say "...funding cost effective CMAQ projects that have the greatest air quality benefits". Under the objective to promote active transportation, there are no changes proposed to the four actions related to transportation choice, complete streets policy, funding TAP investments in areas of the greatest need, and developing and implementing Safe Routes to School programs. Under the objective to ensure transportation choice and equity, there is no change to analyze inequities that EJ groups experience. For the reduced transportation costs action, the proposed reword to be more specific is "Reduce transportation costs for low and moderate-income households". "Equitably distribute TIP funding" is reworded to be more specific, "Ensure EJ communities receive their equitable share of TIP funding". There are no changes to the next two actions that look at generating beneficial transportation projects within EJ communities and planning for livable, sustainable, and prosperous neighborhoods. Under the preserve natural and cultural resource objective, there is no change to the first two, which are supporting the designation and implementation of scenic byways; and avoiding TIP projects in rural TIAs and sensitive ecological networks. There are minor wording changes to the next two about preserving and protecting natural and cultural resources; and reducing negative transportation impacts on the environment and society. A new performance measure is proposed in preserve and protect natural resources, to look at the completion of planning and environmental linkage studies within WILMAPCO studies. Promoting the use of designs that minimize impervious surface and environmental impacts was unchanged. The tourism action was tweaked to support tourism through transportation planning and projects.

In the next goal, Efficiently Transport People, under the objective to improve transportation system performance, there is a slight change to one of the actions to support high tech transportation projects that advance RTP goals rather than the blanket statement to support high tech projects. There are no changes to the rest of these that get into improving transit system performance, considering a connected AV future, supporting AV testing and prep, funding infrastructure, support the use of our regional network by connected and autonomous vehicles, and funding preservation projects first. We did want to make a change to have a TIP preservation spending benchmark analysis, which we began doing with the last Progress Report so that would replace one of the performance measures there. Then, examining, documenting, and supporting shared mobility initiatives would be unchanged to address the falling carpooling rate. Under the promote accessibility and connectivity objective, there is no change to improve access to public transportation. There is a wording change for analyzing the barriers TJ groups experience in the network. What was formerly called transportation justice groups are now called mobility challenged groups. These are the seniors, disabled, and zero-car household communities. Planning and funding transit expansion and management did not change, nor did developing a complete, low-stress transportation network. A new performance measure is being considered for that low-stress transportation network that utilizes some of the bike LOS data that DeIDOT has been producing. That would look at the share of Level 1 and Level 2 LTS routes in both counties. Engaging the public via an open environment process did not change under the first action of reaching a wider and growing audience. Achieving an early, ongoing, and transparent public dialogue in all projects, under the performance measure we want to specify that it involves both sub-regional and regional studies. Then there is a wording change for clarity, so we are going to move through an inclusionary public participation process to reach a public audience representative of the region's socio-economic diversity. There are a few new performance measures to be a more specific with the Public Opinion Survey's socio-economic sample, familiarity with WILMAPCO by race and class, and a review of the inclusionary Public Participation Plan achievement for sub-regional and regional plans. Increasing the racial and ethnic diversity of the PAC membership would be unchanged.

Under maximizing our investments, we want to encourage increased density and future growth both in Center and Core TIAs. Core was added to that action. Using the WILMAPCO project prioritization process to select projects for TIP funding is unchanged. Supporting the examination of additional funding sources for transportation is unchanged, but we do want to keep track of the VMT alternative tax support, which is a question we asked in the Public Opinion Survey as a performance measure. Creating and supporting the implementation of sub-regional plans and supporting municipalities and existing communities would be unchanged. A new action in the objective to maximize our investments is ensuring that data developed in transportation studies is publicly accessible. That is something that we do already, but this was a new planning emphasis area from FHWA so it will be included in our RTP, and the performance measure would be that unique study and plan data are publicly accessible. In terms of managing congestion, this is largely unchanged. Under the develop effective transportation networks objectives. Streamlining freight movement is unchanged. In the freight section, a new performance measure was added to achieve the freight plan goals. Enhancing intermodal systems connectivity, along with promoting seamless interregional travel would remain unchanged. An objective was changed to get us in line with some of the Federal and State initiatives to reduce carbon emissions, so planning for energy security and resilience was changed to reducing carbon emissions and promoting climate resilience. Reducing VMT is one of the actions that would remain unchanged, but we have a new performance measure that looks at the per capita VMT and set a target of a 10% reduction between 2020 and 2030, which was a target reduction in the Delaware climate plan. Supporting clean vehicle infrastructure, fuels, and tech along with adapting to sea level rise, storm flooding, and other environmental challenges would remain unchanged.

Mr. Matt Rogers said thanks, because the County's Comprehensive Plan effort, work that they have done with WILMAPCO to make sure that the vast majority of these things we are looking at it, as far as the freight plan goals, as well as reductions in VMT and a Vision Zero goes, match up nicely with what they are proposing in their 2022 update to their comprehensive plan so he wants to again thank everybody for that effort throughout the planning process. Mr. Swiatek said as someone that was part of it as part of the team, thank you for making it so inclusionary and inviting us to be part of the process.

Mr. Swiatek said one of the other things done as part of the policy update is take a look at our Transportation Investment Areas. This is something done with each RTP to make sure that these areas are the correct areas to show. They basically show different levels of transportation investment that we want to encourage. From our centers being the areas of the most intensive investment, down to rural areas where we want to see preservation of those lands and no major expansion projects. So as part of that we review and consolidate all the land use plans from both states, both counties, and municipal comp plans. One of the key things that we have to take a close look at this time around, is the growth area policy map and see if we want to make any adjustments to the TIAs based on some of this new policy that is coming out of New Castle County.

Ms. Dunigan said the TIAs govern what type of investment is appropriate and where, but another part of the RTP includes our constrained list, which are projects for which we have identified funding, and our aspirations list is a list of things that go beyond our expected funding. WILMAPCO has been working with DeIDOT and MDOT to get updated financial forecast information. We are still working on that from the Maryland side, but from New Castle County we expect to have about \$4.3 billion available for projects between now and 2050. This excludes the core business, which includes things like preservation projects and safety and as

well as GARVEE pay back. You compare that with what was available and funding when we developed the 2018 RTP and it is not a big increase. Taking into account the inflation of the cost of running projects, projects may actually be moved from the constraint list to the aspirations list based on affordability.

Ms. Tricia Arndt asked about GARVEE. GARVEE is a special a funding pool that we use for 301 project, and so it is a bond that we need to pay back, and we have been grouping that one separately because it is a special category of funding.

From the chat:

From Ms. Tricia Arndt: What does GARVEE stand for?

From Mr. Dave Gula: GARVEE: Grant Anticipation Revenue Vehicle. This was used to help finance US-301

In terms of implementation, the short term is basically the TIP and the outyears through 2028, and there is slightly more than one billion dollars available for that timeframe. For the next ten years, about \$1.5 billion is available, and then it increases slightly between 2040 and 2050 to about \$1.7 billion. It is not a big increase and projects in the constraint list need to be shown not at the current cost of the project, but the year of expenditure cost of the project. Something that may seem like a reasonably priced project now may look astronomical at 2050 costs. We have been coordinating with DeIDOT and MDOT to update our list of potential projects for the RTP. Things that are implemented or soon to be implemented are being removed, and things from all the recent plans that WILMAPCO has done as well as what the State DOTs have done are being added. Then the project prioritization process will help identify what we can afford and make sure that the constraint list has the higher priority projects on it. That all feeds into the air quality conformity process. The current list of projects can be found on our website on the RTP page. It is between one hundred-and-fifty to two hundred projects on the constraint list, and a much longer list of aspirations projects. The preliminary draft is available, but the TAC will see it again once the project prioritization is done to get more into the feedback.

In Cecil County, most of the new proposed projects came from the Strategic Highway Needs Inventory that MDOT does periodically. In addition to those, it includes things like the Belvidere Road project as well as the Susquehanna River Bridge Replacement, which will be an aspirations project as that will be about \$2 billion.

In New Castle County, a number of projects that were short term and have been completed or will be completed soon will be removed. However, there are things on the list in the current RTP that we said would be done but are not. Some of them have not been started or included in the TIP. So, when we look at the constraint list and the timing, we need to be careful not to include more than we can realistically do. We are also suggesting removing from the list the Route 9 widening to four lanes, which was not a priority from the City of New Castle Transportation Plan. Other things can be done first to address the need and then four years from now it is possible that this will be put back in. The interchanges with I-95 at Chapman Road and the ramp at SR 72 are unlikely to happen so we suggest removing them. The Garasches Lane to Terminal Avenue Extension Concept Study and Pigeon Point Road Extension with I-295 interchange Concept Study do not belong on the RTP project list since studies go through the UPWP.

The new proposed projects list is much longer. Some of these came out of WILMAPCO studies. Some come out of things that DeIDOT did analysis on and wants to keep on the aspirations list so that everyone is aware of it and can monitor it. Some have come through the TID processes that was done within New Castle County and the municipalities in New Castle County. These need to be prioritized through the WILMAPCO project prioritization process. Some of these may

be subbed in for things that are constrained projects now and those will go onto the aspirations list, but the project prioritization as well as discussions with TAC at subsequent meetings will guide that discussion.

All that will feed into the RTP conformity, which will be starting later this summer. For New Castle County, we need to look at PM 2.5 as well as ozone. For Cecil County, we will be looking at ozone. Staff are also preparing to begin public outreach, so we will be reaching out to all of the towns across the region, as well as the umbrella civic associations, and the two county governments to come and talk. Some of your groups may be contacted by WILMAPCO to schedule something. If members know of anyone we should be meeting with, please let us know.

## **INFORMATION ITEMS**

### **10. Staff Report**

Ms. Dunigan reported the following updates:

- Staff are working with the consultant team and project partners to develop the Monitoring Committee plan for FY 2023 for the Churchmans Crossing Plan Update. The first partners meeting was held on June 6<sup>th</sup>.
- The second Newport Transportation Study Monitoring Committee meeting was June 21<sup>st</sup>.
- Wilmington Initiatives hosted an open house public workshop on June 22<sup>nd</sup>. Approximately thirty attendees reviewed a total of ten projects on display, asked questions, and left comments.
- Staff tabled at the Southbridge Open Streets event on June 25<sup>th</sup>.
- On June 28<sup>th</sup>, AASHTO designated US Bicycle Route 201, which is a Delaware Greenway and Delaware's first national bike route. Staff assisted DeIDOT with the designation process.
- Staff participated in the kickoff to Delaware's Electric Vehicle Infrastructure Plan meeting on June 29<sup>th</sup>.
- The Air Quality Partnership was on the Energize Delaware Facebook Live event on July 7<sup>th</sup>. It was held live but a recording is still available on their Facebook page.
- Traffic Planning and Design was selected to lead the Ardens Transportation Plan. The Management Committee held a contract kickoff meeting on July 20<sup>th</sup>.
- Staff attended a Churchmans Road TID Information Session on July 20<sup>th</sup>.
- The Route 9 Monitoring Committee will meet this afternoon at 4:30 PM.
- The Ardens Walkable Community Workshop is scheduled for August 8<sup>th</sup>.
- Staff will present the 2050 RTP Update at DTC's Elderly & Disabled Committee on August 10<sup>th</sup>.
- Century Engineering was selected to lead the Southbridge Circulation study Update. A contract kickoff meeting has not yet been scheduled.
- At the July 14<sup>th</sup> Council meeting, four TIP amendments were approved including the Claymont Regional Transportation Center, Wilmington Transit Corridors project, SR 4 Christiana Parkway from Elkton Road to 896 project, and I-95 at 896 project. Thank you to the TAC for email voting on these amendments to get this done quickly.
- TAC members will receive a Doodle poll about the picnic. Before moving forward with planning that for September, we want to ensure that enough members are interested in attending. This is not a formal RSVP but a headcount that it is something you want to do and are comfortable doing, because picnic will not have a Zoom option for that September meeting. So, we want to make sure that enough members want to do this.

Mr. Matt Rogers asked Ms. Dunigan to repeat the date. Ms. Dunigan said it will be the September meeting. The picnic used to be in July. Staff made the executive decision to move it to September because it is much nicer. We hope you can join us for a nice lunch and socialize. From the chat:

From Ms. Sharen Elcock: September 15th

Mr. Rogers said he wanted to thank everybody from WILMAPCO who showed up at last night's information session. It went really well. There was a good turnout. A fair amount of people that showed up in person, and about thirty-six to forty additional people showed up online, so it was a good opportunity for the public to learn about the proposed TID in the area. There is another meeting of the partners group today as well.

### **OTHER BUSINESS:**

### **ADJOURNMENT:**

**ACTION:** On motion by Ms. Tricia Arndt and seconded by Mr. Mike Fortner the TAC adjourned at 11:23 a.m.

Motion passed.

**(07-21-22-03)**

The TAC adjourned at 11:23 a.m.

**Attachments (0)**