

**TECHNICAL ADVISORY COMMITTEE MEETING**  
**May 16, 2024**

A joint meeting of the Technical Advisory Committee (TAC) and Air Quality Subcommittee was held on Thursday, May 16, 2024, at WILMAPCO, 100 Discovery Boulevard, Suite 800, Newark, DE 19713 and via video conference/conference call.

**1. CALL TO ORDER:** Mr. Matt Rogers, New Castle County Department of Land Use, and TAC Chair, brought the TAC meeting to order at 10:01 a.m.

**2. TAC Members present:**

Cooper Bowers, Delaware Department of Transportation  
Samantha Bulkilvish, Delaware Office of State Planning  
Taylor Englert, DNREC  
Michael Fortner, City of Newark  
William Goldman, Cecil County Division of Planning and Zoning  
Dan Janousek, Maryland Department of Transportation  
Gwinneth Kaminsky Rivera, City of Wilmington Planning  
Matthew Rogers, New Castle County Department of Land Use  
Catherine Smith, Delaware Transit Corporation

**TAC Ex-Officio Members present:**

Jasmine Champion, FHWA, Maryland Division  
Enos Han, FHWA, Delaware Division

**TAC Members absent:**

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 State Highway Administration  
Town of Elkton Planning

**TAC Ex-Officio Members absent:**

Amtrak  
Diamond State Port Corporation  
U.S. Environmental Protection Agency

**Guests and Invitees:**

Rebecca Bankard, Maryland Department of Transportation (AQS)  
Sophia Cortazzo, Maryland Department of Transportation (AQS)  
James Coverdale, DNREC (AQS)  
Rachel McGuire, Jacobs  
Tina Merrill, DNREC (AQS)  
Will Tardy, Jacobs

**Staff:**

Dan Blevins, Principal Planner  
Heather Dunigan, Principal Planner

Sharen Elcock, Executive Assistant  
Elizabeth Espinal, Administrative Assistant  
Dave Gula, Principal Planner  
Bill Swiatek, Principal Planner  
Jake Thompson, Principal Planner  
Dawn Voss, Outreach Coordinator  
Tigist Zegeye, Executive Director

Minutes prepared by: Elizabeth Espinal.

### **3. MINUTES**

Approval of the April 18, 2024, TAC Meeting Minutes.

**ACTION:** On motion by Ms. Gwinneth Kaminsky Rivera and seconded by Mr. Michael Fortner, the April 18, 2024, TAC Minutes are approved.

Motion passed. **(05-16-24-01)**

Approval of the April 4, 2024, Air Quality Subcommittee Notes.

**ACTION:** On motion by Mr. Cooper Bowers and seconded by Ms. Cathy Smith, April 4, 2024, AQS Notes are approved.

Motion passed. **(05-16-24-02)**

### **4. SUBCOMMITTEE UPDATES**

None.

### **5. PUBLIC COMMENT PERIOD**

None.

### **6. Appointment of the Nominating Committee for the Technical Advisory Committee Chair and Vice Chair**

Ms. Heather Dunigan briefly explained the need to appoint three members on the committee to nominate a TAC Chair and Vice Chair for FY 2025.

Ms. Samantha Bulkilvish inquired further about the commitment required for this committee. Ms. Dunigan responded that the commitment would likely involve no more than two calls or meetings to discuss the matter and report back on the selected members for a vote during the June TAC meeting.

The three members selected for the Nominating Committee were Mr. Michael Fortner from the City of Newark, Mr. Dan Janousek from the Maryland Department of Transportation, and Mr. Cooper Bowers from the Delaware Department of Transportation.

**ACTION ITEMS**

**7. To recommend amendment of the FY 2023-2026 Transportation Improvement Program and 2050 Regional Transportation Program.**

Ms. Heather Dunigan said that the City of Wilmington has requested that the TIP and RTP be amended to include the Wilmington Riverfront Transportation Infrastructure Project. The project of the City of Wilmington and Riverfront Development Corporation (RDC) is funded by a RAISE grant with matching funds provided by the State of Delaware and RDC. It was anticipated that this project would be non-federally funded; hence, it was not included in the RTP. However, with the introduction of federal funds via the RAISE grant, alongside state funding, it now requires inclusion.

Mr. Bill Swiatek noted that the project was previously amended into the TIP around 2020. An AQS review indicated it would not add capacity to arterial roads, therefore not triggering a revised conformity analysis. He explained that while the project establishes a street grid for 4,000 new households, its regional air quality impacts be assessed through population and employment changes within its traffic analysis zone.

**ACTION:** On motion by Ms. Gwinneth Kaminsky-Rivera, seconded by Ms. Samantha Bulkilvish, TAC recommended amendment of the FY 2023-2026 TIP and 2050 RTP.

Motion passed.

**(05-16-24-03)**

**PRESENTATION/DISCUSSION ITEMS:**

**8. 2024 Climate Mitigation Air Quality (CMAQ) Performance Plan Update**

Mr. Bill Swiatek presented an update on the CMAQ Performance Plan, highlighting that it is time once again to update the plan. He announced that he would soon turn the presentation over to representatives from DelDOT and MDOT to discuss specific data related to this plan. Mr. Swiatek began by outlining the status and timeline of the effort, which is aligned with national transportation performance measures.

Mr. Swiatek mentioned that the report, due in October 2024, will evaluate performance during the second performance period, focusing on updates to mobile source emissions and traffic congestion measures as outlined in the October 2022 report. The draft plan is expected to be completed by the end of the month and will be presented to the AQS and TAC next month. The final plan will seek Council endorsement in July to ensure submission well ahead of the October deadline.

Mr. Swiatek then reviewed some of the key data related to peak hour excessive delay and non-single occupancy vehicle (non-SOV) travel, which are the congestion measures required in this report. He noted that the data encompasses two urban areas in the region: the Philadelphia urbanized area and the Aberdeen Bel Air urbanized area. For peak hour excessive delay, the data shows an increase in congestion hours since the pandemic, with the Philadelphia region recording 13.9 hours of delay in 2023, which still met the two-year target of 15.2 hours. The Aberdeen Bel Air urbanized area saw an increase to 7.4 hours of delay in 2023, exceeding the two-year target of 6.9 hours.

Regarding non-SOV travel, Mr. Swiatek highlighted positive trends from the American Community Survey data. In the Philadelphia region, non-SOV commutes increased to 34.6% in 2022, surpassing the two-year target of 30%. The four-year target for Philadelphia has been

adjusted to 33% in response to this progress. Data from the Aberdeen region is still being finalized, but preliminary indications suggest an increase in non-SOV travel there as well. Mr. Swiatek concluded his presentation by opening the floor for any questions before turning it over to MDOT for further details on the mobile source emission measures associated with CMAQ-funded projects.

Ms. Sophia Cortazzo from MDOT introduced herself and then introduced Ms. Rebecca Bankard, an MDOT consultant, who began the first part of the presentation. Ms. Rebecca Bankard provided the background behind the emission reduction targets, explaining that state DOTs are required to set two-year and four-year targets for VOC and NOx emissions. In Maryland, these targets were established by analyzing historic emission reduction trends from federal fiscal years 2014 to 2017 and 2018 to 2021. The targets were also based on anticipated projects from the State Highway Administration (SHA) and Maryland Transit Administration (MTA), with adjustments made to exclude outlier projects with significant emission benefits unlikely to be replicated in the current four years. Additionally, changes in commute patterns due to increased remote work and declining emission rates from light-duty vehicles were considered.

Ms. Bankard shared that Maryland set a two-year target of 1.12 kilograms per day for VOC and 8.45 kilograms per day for NOx emissions. The state successfully met these reduction targets with eight new projects in federal fiscal years 2022 and 2023. Six of these projects had quantifiable emission benefits, while two projects had qualitative benefits. For Cecil County, a target of 0.04 kilograms per day for VOC was set, which was achieved, based off the emissions benefits calculated for two of the three projects in Cecil County. However, the NOx target of 0.1 kilograms per day was not met. Nonetheless, progress is being made towards meeting the four-year target of 0.18 kilograms per day for NOx.

Ms. Bankard then reviewed the types of projects contributing to these targets. Out of the three new projects, two were bicycle and pedestrian facilities, and one focused on congestion reduction and traffic flow improvements. Additionally, three anticipated projects for the next two years, all related to bicycle and pedestrian improvements, have been identified for CMAQ funding.

Then, Ms. Sophia Cortazzo continued the presentation, discussing CMAQ funding over the two-year period. She presented data showing that in federal fiscal year 2022, there were 12 projects totaling about \$54 million, and in federal fiscal year 2023, there were 11 projects totaling just under \$50 million. The largest portion of funding was allocated to transit improvement projects, followed by bicycle and pedestrian projects, ridesharing initiatives, and congestion reduction and traffic flow improvements.

Ms. Cortazzo also broke down the projects by mode, revealing that the majority were managed by the Maryland Transit Administration (MTA), with the remainder handled by the State Highway Administration (SHA). Additionally, she provided a breakdown by MPO, showing that the largest share of projects and funding went to the Baltimore region, followed by the Council of Governments (COG), Cecil County, and state-sponsored projects. Cecil County's projects, all funded in federal fiscal year 2023, were highlighted.

Mr. Bill Swiatek commended MDOT for their excellent work this year. He then inquired about the one project lacking emissions data in Cecil County, asking if this data could be obtained over the next year. This may allow it to be included in the next iteration of the report and contribute towards meeting the four-year target.

Ms. Rebecca Bankard responded, stating that her understanding was that the CMAQ project's emission benefits must be recorded in the first year of funding. However, she assured that they would review and confirm this, and explore the possibility of updating the last submission. She reiterated that the benefits typically need to be accounted for in the first year.

Ms. Rachel McGuire from Jacobs Consultant began the presentation for Delaware CMAQ progressions, indicating that Mr. Will Tardy would soon share their slide deck. She mentioned that the presentation was simplified, mainly concentrating on the two-year targets and the fiscal year 2023 numbers. However, more project-specific information would be available as the presentation progressed. Ms. McGuire highlighted that, annually in February, emissions benefits are uploaded to the public access system, which was completed this year. Additionally, DeIDOT has started to produce an annual report over the past three or four years, which has also just been finalized. She then handed over the presentation to Mr. Tardy.

Mr. Will Tardy continued the presentation by displaying the slide showing DeIDOT's two-year and four-year targets for VOCs, NOx, and PM 2.5. He noted that for VOCs, DeIDOT was slightly below the two-year target of 2.7 kilograms per day, achieving 2.688. He emphasized that all estimates were based on financial performance, summarizing the average performance per dollar spent over the last four years of funding. These averages were used to establish the targets. Mr. Tardy explained that for NOx and PM 2.5, DeIDOT exceeded the targets by a considerable margin. This was due to the initial financial projections assuming only one batch of Intelligent Transportation System projects for FY2023, but an additional batch was completed in FY2022, effectively doubling the figures.

The table at the bottom of the slide illustrated the four-year targets. Mr. Tardy pointed out that they had already surpassed the VOC target, primarily due to additional funding and more projects being included in the CMAQ program than initially expected. For NOx and PM 2.5, although currently below the four-year targets, the FY2024 and FY2025 forecasts are projected to exceed the current deficit, and DeIDOT is expected to surpass these targets by the end of the performance period.

Mr. Tardy provided an overview of the program's statewide composition. While bike and pedestrian projects contributed significantly to reducing air quality emissions, congestion reduction and traffic flow improvements had the most substantial impact, particularly on NOx and PM 2.5.

Focusing on New Castle County, Mr. Tardy shared that the projects were primarily centered on bike and pedestrian facilities. He mentioned that they had data on traffic flow improvements based on specific locations and could provide more detailed statistics for the county if it was beneficial to WILMAPCO.

### **9. Claymont Area Master Plan**

Ms. Heather Dunigan presented the details of three interrelated projects in the Claymont area: the North Claymont Area Master Plan being developed this year, and the monitoring the prior North Claymont Area Master Plan and Governor Printz Blvd. Corridor Study. Given the overlapping nature of these study areas, the same stakeholders are involved in all three projects and advisory and monitoring committee meetings for these projects have been combined to streamline the process. The planning partners for these projects include New Castle County, DeIDOT, the Claymont Renaissance Development Corporation, the Delaware Transit Corporation, and WILMAPCO. The committee members consist of civic associations, major

property owners, businesses, elected officials, the Office of State Planning, state parks, nonprofits, community centers, schools, libraries, and greenways.

Ms. Dunigan mentioned that the first monitoring report was established last year and is being updated this year with interactive online maps and an addendum to the report. The updated documents are now available for committee review. She highlighted that some information, such as bicycle, pedestrian, and demographic data, will only be updated periodically.

Significant transportation changes since the last monitoring report include the opening of the Claymont train station in December and the addition of Governor Printz Blvd. to DeIDOT's CTP and WILMAPCO's TIP. Land use changes include remediation plans for the Honeywell Delaware Valley Works facility site and funding for the Edgemoor Port facility.

The focus of this year's planning activities is the Claymont Area Master Plan, which aims to update and expand upon the 2004 Claymont Community Redevelopment Plan. This plan targets a broader study area and aims to enhance land use, multimodal transportation, and community engagement. In February, a community visioning workshop was held, followed by an online survey to discuss broad goals with the community. A second workshop is scheduled for May 20th to share scenarios and gather feedback, with final recommendations expected in the fall.

Community feedback emphasized a preference for maintaining Claymont's small community feel, preserving affordable housing, enhancing community amenities, and addressing concerns about shifting land use to warehousing and data centers, increased traffic, and a lack of recreational open spaces. Revitalization of vacant parcels, shopping centers, and the creation of more parks and open spaces were highlighted as community desires.

From a transportation standpoint, the community appreciates the good access to highways, the new train station, and the connected street pattern. However, concerns remain about speeding traffic on Philadelphia Pike, challenging intersections for pedestrians, and problematic left turns. Desired improvements include better traffic calming, safer pedestrian travel, and enhanced connections to the train station.

The study goals and objectives include developing a vision for walkable and memorable centers of activity, identifying future land uses and zoning, prioritizing bike, pedestrian, and transit connections, and capitalizing on community partnerships. Key questions for land use planning involve better connecting the community, creating strong gateways, and remaining flexible to future development trends. For transportation, the focus is on safety and connecting different nodes through various measures. Draft performance measures include crash rates, speed compliance, pedestrian comfort, and bicycle level of traffic stress. Current conditions show significant walking and transit usage but also highlight areas lacking sidewalks and high-speed traffic, particularly on Philadelphia Pike.

Three transportation scenarios were presented with low-impact improvements to enhance pedestrian experience and add features to areas without a road diet. Extending the road diet to the north and south, with further analysis needed for the north section and implementing roundabouts and medians for effective speed management and crash reduction. Off-Pike connections and wayfinding improvements will also be considered to enhance connectivity within the community.

The upcoming public workshop on May 20th will be an open-house style event with information available online for those unable to attend in person. Ms. Dunigan concluded by directing attendees to the WILMAPCO website: [www.wilmapco.org/claymont](http://www.wilmapco.org/claymont) for further project updates.

## **INFORMATION ITEMS**

### **10. Staff Report**

Ms. Heather Dunigan reported the following updates:

- On April 19th Staff participated in the Wilmington Earth Day event with Tropo at Springs Park.
- On April 23rd, we participated in Delaware strategy for. Electric vehicle charging infrastructure work group.
- On April 29th, we participated in a YWCA of Delaware webinar about transportation equity.
- On May 7th, we participated in the FHWA Resilience Pair Exchange for coastal DOTs and MPOs.
- On May 9th, The Claymont Area Master Plan and Monitoring Committee met as mentioned the Public Workshop will be May 20th.
- On May 11th, we participated in the Wilmington Open Streets event on New Castle County.
- On May 13th, we participated in the Transportation Justice Working Group.
- On May 15th, the Churchman's Monitoring Committee had their public meeting.
- On May 16th, staff participated of the Downes Elementary Walk to School Event.
- On May 16th the Route 9 Master Plan Monitoring Committee will meet.
- On May 17th, staff will participate in Newark Bike to work day.
- On May 21st, the Newport Transportation Plan Monitoring Committee will have their workshop at the Newport Town Hall. He often. It's often plants during committee will meet
- On May 22nd, the East Elkton Steering Committee will meet, they also had an event on May 8th at the Elkton High School where they surveyed youth about the plan and about 60 students participated.
- On June 3rd, the Ardens Transportation Plan Monitoring Committee will meet.
- On June 10th the Kirkwood Highway Land Use and Transportation Plan will have their Alternatives Workshop at Cranston Heights Fire Hall.
- On June 12th, the Concord Pike Monitoring Committee will have their public workshop at the Talleyville Fire Company Station 25.

### **OTHER BUSINESS:**

None.

### **ADJOURNMENT:**

**ACTION:** Meeting adjourned at 11:12 a.m.

**Attachments (0)**