

**JOINT TECHNICAL ADVISORY COMMITTEE AND AIR QUALITY SUBCOMMITTEE
MEETING**

June 18, 2026

A meeting of the Technical Advisory Committee (TAC) and Air Quality Subcommittee (AQS) was held on Thursday, June 18, 2026, at WILMAPCO, 100 Discovery Boulevard, Suite 800, Newark, DE 19713 and via video conference/conference call.

1. CALL TO ORDER: Ms. Cathy Smith, from Delaware Transit Corporation, and TAC Vice-Chair, brought the meeting to order at 10:05 a.m.

2. TAC Members present:

Bruce Allen, Delaware Department of Transportation
David Dahlstrom, Maryland Department of Planning
Michael Fortner, City of Newark
Shawn Kiernan, Maryland Department of Transportation
Quinn Krenzel, Town of Elkton Planning
Tina Merrill, Department of Natural Resources and Environment
Dorothy Morris, Delaware Office of State Planning
Matthew Rogers, New Castle County Department of Land Use
Catherine Salarano, Maryland Department of the Environment
David Schile, Maryland State Highway Administration
Catherine Smith, Delaware Transit Corporation
Steven Weber, City of Wilmington Department of Public Works

TAC Ex-Officio Members present:

Brian Devine, Diamond State Port Corporation

TAC Members absent:

Cecil County Division of Planning and Zoning
City of Wilmington Planning
Delaware Division of Small Business, Development, and Tourism
Delaware River and Bay Authority

TAC Ex-Officio Members absent:

Amtrak
U.S. Environmental Protection Agency
U.S. Federal Highway Administration
U.S. Federal Transit Administration

Guests and Invitees:

Darren Bean, MDOT-SHA
Virginia Burke, MDOT
Elizabeth Coffey, Jacobs
Taylor Englert, DNREC
Anson Gock, DeIDOT
Austin Gray, DeIDOT
Malcolm Jacob, Dover-Kent MPO
Andrew Kaczka, MDOT-Intern
Colton Phillips, DeIDOT

Harry Romano, Consultant
William Tardy, Jacobs

Staff:

Heather Dunigan, Principal Planner
Sharen Elcock, Executive Assistant
Dave Gula, Principal Planner
Dawn Stant, Outreach Coordinator
Colleen Stroud, Regional Planner
Bill Swiatek, Principal Planner
Jake Thompson, Senior Planner
Tigist Zegeye, Executive Director

Minutes prepared by: Elizabeth Espinal.

3. MINUTES

Approval of May 21, 2026, Joint TAC & AQS Meeting Minutes.

ACTION: On motion by Mr. David Dahlstrom and seconded by Mr. Shawn Kiernan, the TAC and AQS minutes are approved.

4. SUBCOMMITTEE UPDATES

Ms. Heather Dunigan reported that the Nonmotorized Transportation Working Group met on June 2nd and discussed the North East Bicycle Feasibility Study. Joined by Grant Handley from the Town of North East, the group focused on East Coast Greenway connections through North East, routing through Elk Neck State Park, and connections to a future municipal park. Additionally, the committee reviewed the draft scoring for the Transportation Alternatives Program submissions, amending the Ardens' submission to include one point for historic criteria. Finally, the working group reviewed the results of the Regional Sidewalk Gap Analysis and discussed potential future applications for the data.

5. PUBLIC COMMENT PERIOD

None.

6. Nominating Committee for TAC Chair

Ms. Cathy Smith reported that the Nominating Committee composed of Mr. Michael Fortner, Mr. Shawn Kiernan, Ms. Cathy Smith deliberated virtually and recommended continuation of the current leadership for the WILMAPCO Technical Advisory Committee (TAC). Upon confirming their willingness to serve, the committee recommended Mr. Cooper Bowers of the New Castle County Department of Land Use to continue as TAC Chair, and Ms. Cathy Smith to continue as TAC Vice Chair.

ACTION: On motion by Mr. Matthew Rogers and seconded by Mr. Michael Fortner, the TAC approved the selected Chair and Vice Chair.

ACTION ITEMS

7. To recommend amendment of the FY 2025-2028 Transportation Improvement Program (TIP).

Mr. Jake Thompson announced that MDOT requested an amendment to the FY 2025–2028 TIP for the Cecil County Mid-County Transit Hub project. Previously amended in January 2025 to include \$1 million in right-of-way funding for FY 2025, the proposed amendment adds \$409,000 in FY 2026 design funds to advance the transit hub's development, bringing the total project allocation to \$1.409 million. The FY 2026 funding increase comprises \$327,000 in Federal Transit Administration (FTA) Section 5307 funds, a \$21,000 state match, and a \$61,000 local match.

ACTION: On motion by Mr. Michael Fortner and seconded by Mr. Shawn Kiernan, the TAC recommends amendment of the FY 2025-2028 TIP.

8. To recommend adoption of the Decennial Functional Classification Update for Cecil County (CC).

Mr. Darren Bean, Functional Classification Program Manager with the Maryland State Highway Administration (SHA), presented on the process to review and update the functional classification system for the State of Maryland and Cecil County.

The update process commenced following the Federal Highway Administration's (FHWA) approval of adjusted urban boundaries from the 2020 Census. In early 2025, SHA coordinated with district offices to develop initial state roadway recommendations. In August 2025, SHA held a coordination meeting with local planning partners, providing guidance and a specialized map-editing tool. Counties were given six to eight months to submit potential reclassifications based on qualitative factors (surrounding land use) and quantitative data (annual daily traffic, lane widths, and access control).

Proposed adjustments also accounted for FHWA system balance mileage targets, which generally allocate the lowest mileage percentage to principal arterials and the highest to local roads. Mr. Bean noted that functional classification directly impacts federal aid eligibility; for instance, minor collectors gain federal aid eligibility within urban boundaries and lose it in rural areas. The classification data also informs FHWA highway performance monitoring, federal fund distribution, and roadway design guidelines.

SHA has compiled county inputs into concurrence packages. The project is currently in the Metropolitan Planning Organization (MPO) review and approval phase. Following MPO approvals, a final concurrence package will be submitted to the FHWA by August 2026.

ACTION: On motion by Mr. David Dahlstrom and seconded by Mr. Shawn Kiernan, the TAC recommends adoption of the CC Decennial Functional Classification.

9. To recommend adoption of the Decennial Functional Classification Update for New Castle County (NCC).

Mr. Bruce Allen presented the New Castle County portion of the decennial functional classification update.

Mr. Allen opened the presentation by highlighting DelDOT's mission: "Every trip, every mode, every dollar, for everyone" and emphasizing the agency's commitment to reversing a recent 21% year-over-year increase in traffic fatalities through the adoption of a holistic "Safe System" approach. He defined functional classification as a hierarchical framework that balances the competing goals of mobility (moving long-distance traffic) and access (connecting to properties).

Because Delaware is unique in managing all levels of roads from interstates to local streets, this classification system critically informs state and federal funding, Capital Transportation Program (CTP) investments, project development, speed limits, and safety countermeasures like rumble strips.

Pursuant to FHWA directive 23 CFR 470, state DOTs hold primary responsibility for updating these classifications every ten years in coordination with local planning organizations and MPOs like WILMAPCO. DelDOT's evaluation methodology primarily relied on quantitative data, specifically Average Annual Daily Traffic (AADT), alongside qualitative metrics like surrounding density and transit availability.

Following internal reviews and vetting across DelDOT divisions, the final proposal yielded 54 recommended updates across New Castle County, developed in cooperation with WILMAPCO, New Castle County, and the municipalities of Middletown and Wilmington. While interstate classifications remained unchanged, local road mileage decreased by 2%, and major collector mileage increased by 10% (e.g., Churchman's Road). This shift reflects a concerted effort to ensure uniform functional classification and continuity along state-numbered routes, protecting federal funding eligibility.

The interactive adjustments are available on a public-facing ArcGIS online map. To date, the Dover-Kent MPO and Sussex County have endorsed their respective portions of the statewide update. Following local MPO and council approvals, the final package will be submitted to the Delaware FHWA division for incorporation into the state's highway performance and road inventory management systems.

ACTION: On motion by Mr. Michael Fortner and seconded by Ms. Dorothy Morris, the TAC recommends adoption of the NCC-Decennial Functional Classification.

10. Technical Scoring for Prioritization for the 2026 New Castle and Cecil Counties Transportation Alternatives Program (TAP).

Ms. Heather Dunigan presented the technical scoring for six Transportation Alternatives Program (TAP) applications received during a coordinated Delaware and Maryland submission timeframe. The total includes five applications from New Castle County, Delaware, and one from Cecil County, Maryland.

Ms. Dunigan detailed the data-driven, quantitative scoring framework used to evaluate applications. The methodology assigns weighted points across several key criteria: transit proximity and usage; land use generators (direct park connections, schools, libraries, and community centers); bicycle route and greenway connectivity; population and employment density; equity and access (mobility-challenged areas and historically underfunded communities); bicycle and pedestrian crash histories; and system gap closures or historic elements.

The committee reviewed the final technical scores for the six proposed projects:

- City of New Castle (Score: 23): Features a trail extension from the Strand north to a local community center and industrial area, and spot pedestrian crossing improvements.
- Old Newark Road Sidewalk Project (Score: 17): Located in unincorporated New Castle County, this project connects SR 4 along Old Newark Road to existing sidewalk infrastructure, serving frequent transit stops and the East Coast Greenway in a mobility-challenged corridor.

- Harvey Road Pedestrian Crossing (Score: 16): Submitted by the Ardens, this project provides a short connection to existing community pathways. The score reflects a one-point addition for historic elements approved by the Nonmotorized Transportation Working Group.
- Auburn Valley State Park (Score: 11): Located in Newark, this project establishes short trail and parking connections, trail crossings, and upgraded signage within the park.
- University Drive Subdivision (Score: 4): Located outside Newark, this project addresses an isolated sidewalk gap within a subdivision.
- Marina Park, Town of Port Deposit (Score: 6): Located in Cecil County, this construction phase project expands waterfront trail connections. Funding considerations will apply strictly to TAP-eligible components, excluding non-eligible docks and boat ramps.

WILMAPCO staff is requesting TAC to vote on the adoption of these final technical scores before they are forwarded to the WILMAPCO Council for regional project prioritization.

ACTION: On motion by Mr. David Dahlstrom and seconded by Mr. Michael Fortner, the TAC recommends the Technical Scoring for Prioritization of the 2026 NCC and CC TAP program.

11. To recommend approval of the WILMAPCO 2026 Public Participation Plan.

Ms. Dawn Stant presented the 2026 update to the Public Participation Plan (PPP) for TAC endorsement. Originally mandated by the SAFETEA-LU Act of 2005 and previously updated in 2008, 2012, and 2020, the PPP serves as an administrative guide to ensure timely and full public access to the regional planning process.

The six-month update process involved a national best-practices review of peer MPOs and a mandatory 45-day public comment period. The PAC endorsed the draft on June 15, 2026.

Key revisions to the 2026 PPP include:

- Shorter, simplified formatting with language structured as direct instructions to enhance readability for the public.
- Reorganized topics to place core objectives at the front, verifying full compliance with current federal guidelines while maintaining flexibility to meet Regional Transportation Plan (RTP) goals.

Refined Core Objectives:

1. Utilizing diverse media and clear communication free of jargon and acronyms.
2. Relationship Building: Cultivating community trust and coordinating with agencies, nonprofits, and community representatives.
3. Representative Engagement: Utilizing tailored, non-uniform outreach strategies to reach diverse populations, including youth, while upholding Title VI and Americans with Disabilities Act (ADA) accessibility standards.
4. Two-Way Communication: Facilitating open public comment opportunities, workshops, surveys, and stakeholder coordination as detailed in the plan's updated outreach toolbox.

TAC is requested to endorse the 2026 Public Participation Plan and recommend it to the Council for formal adoption at the July 2026 meeting.

ACTION: On motion by Ms. Dorothy Morris and seconded by Mr. Michael Fortner, the TAC approved the WILMAPCO 2026 Public Participation Plan.

12. To recommend adoption of the Regional Sidewalk Gap Analysis and Prioritization.

Ms. Heather Dunigan provided an update on the Regional Sidewalk Gap Analysis, a project integrating data analysis and community engagement to identify, prioritize, and systematically address missing sidewalk infrastructure across the region.

The project is guided by a study team and advisory committee comprising representatives from Cecil and New Castle counties, Cecil Transit, the Delaware Transit Corporation, DeIDOT, MDOT, local municipalities, school districts, civic associations, and bicycle/pedestrian nonprofits. A consultant team (Renaissance Planning and RK&K) utilized ECOPIA to generate an initial AI-driven regional sidewalk inventory, which was subsequently validated through fieldwork, localized public workshops (charrettes), and an online crowdsourced WikiMap.

Key engagement and fieldwork findings include:

Public Feedback: The WikiMap captured 418 comments, primarily concentrated along the I-95 Northeast corridor. Comments highlighted missing infrastructure, crumbling or non-ADA-compliant surfaces, crossing challenges, and localized drainage and lighting needs.

Localized Charrettes: Targeted workshops and comprehensive consultant field walks were conducted in three distinct land-use contexts:

1. **Elkton Corridor:** Resulted in recommendations for a pathway connecting local schools to the library to remove students from the roadway frontage, alongside pedestrian crossing improvements, gap closures, and connections to a future train station and the Big Elk Mall property.
2. **South DuPont Road / Lancaster Pike Corridor:** Focused on safe routes to school near multi-charter campus areas, addressing hazards related to informal shoulder parking, mid-block crossings, and connections to local commercial centers.
3. **North DuPont Highway Corridor:** Focused on short-distance ADA and transit accessibility challenges, particularly safe navigation from bus stops to final commercial destinations across a high-speed roadway.

Ms. Dunigan noted that raw gap identification must be distinguished from project definition. Field reviews helped determine constructability variables, cost drivers, and potential quick-build demonstration projects, proving that intersection crossing quality is often as critical as sidewalk continuity.

To establish region-wide prioritization, the study team adapted the existing Transportation Alternatives Program (TAP) quantitative scoring framework. The refined matrix pairs the AI gap inventory with GIS layers for key destinations (commercial zones, schools, libraries, parks, and community centers), safety data (pedestrian crash histories), and equity metrics (mobility-challenged and economic opportunity areas, alongside big-data pedestrian mobility scores from Replica). Municipal and hometown overlay criteria were excluded from this analysis. Priority gaps were bundled into localized geographic project packages to streamline implementation for state DOTs and municipal partners.

The regional inventory identified over 4,000 total miles of sidewalk gaps. Through the prioritization framework, the study isolated 134 miles representing the highest structural and safety needs, carrying an estimated construction cost of \$134 million. The analysis noted

technical limitations in high-density or historic districts, where rapid variations in sidewalk width, material transitions, and brick paving challenged the automated AI detection. An interactive mapping application containing the finalized scoring maps, criteria layers, ranked gap lists, and bundled project portfolios is available on the WILMAPCO website.

Ms. Dunigan shared that the final project advisory committee meeting will occur next week. Moving forward, the project will transition to a monitoring phase. The established rankings will guide the advancement of top-tier gaps into formal planning, engineering, and funding pipelines. The complete GIS dataset will be shared with regional partners for local planning and compliance, and the project team will establish protocols to maintain and update the inventory and scoring matrix.

ACTION: On motion by Mr. David Dahlstrom and seconded by Mr. Brian Devine, the TAC recommends adoption of the Regional Sidewalk Gap Analysis and Prioritization.

PRESENTATION/DISCUSSION ITEMS:

13. Transportation Performance Measures for Delaware.

Mr. Colton Phillips presented an overview of DelDOT's Transportation Performance Management (TPM) process, with a focus on PM3 measures related to highway reliability, congestion management, and air quality. He explained that TPM is a federally required process and reviewed the current third performance period, noting that DelDOT is developing baseline targets for the upcoming reporting cycle.

Mr. Phillips summarized performance trends for interstate and non-interstate National Highway System travel time reliability, truck travel time reliability, pavement and bridge conditions, and CMAQ emissions reduction measures. He noted that DelDOT has generally met or exceeded recent reliability targets and is now evaluating whether future targets should be adjusted to better reflect recent performance trends. He also reviewed draft two-year and four-year emissions reduction targets for volatile organic compounds, nitrogen oxides, and particulate matter. Mr. Phillips stated that DelDOT is continuing to analyze the data and coordinate with technical staff to finalize recommended targets.

To view this presentation in its entirety please [click here](#). [09m.04s.].

14. The Southern New Castle County Growth Area Land Use & Transportation Study.

Mr. Dave Gula provided an update on the Southern New Castle County Land Use and Transportation Study, which is examining future growth, land use, and transportation needs in the study area. He noted that safety, multimodal mobility, and coordinated growth remain central themes of the study, with residents and stakeholders emphasizing the need for safer walking, biking, and transit options in an area that is currently largely auto-oriented.

Mr. Gula reported that the project team has completed visioning, advisory committee coordination, and multiple public outreach meetings, and is now moving into the modeling phase. This work includes analyzing existing and future land use, development potential, traffic patterns, and transportation scenarios through 2050. He explained that the study will evaluate both a "business as usual" growth scenario and a higher-density scenario intended to explore whether more compact development could better support transit and improve overall mobility. The next phase will use the modeling results to identify roadway, pedestrian, bicycle, and transit improvements needed to accommodate future growth in southern New Castle County.

To view this presentation in its entirety please [click here](#). [12m.27s.].

15. Draft 2050 RTP: 2027 Update- Review of Goals, Objectives, Actions and Performance Measures.

Mr. Bill Swiatek presented draft policy recommendations for the 2050 Regional Transportation Plan (RTP) update, which is scheduled for adoption in March. He explained that the draft revisions build on WILMAPCO's progress report, public opinion survey findings, updated performance measures, and recent federal guidance. The recommendations are organized by RTP goals, objectives, actions, and performance measures, with proposed edits intended to improve clarity, update terminology, and better align the plan with current priorities and reporting practices.

Mr. Swiatek highlighted several proposed changes, including stronger emphasis on safety performance measures, clearer language related to air quality, preservation funding, public engagement, transportation affordability, and multimodal access, as well as updates to environmental resilience and economic development policies. He noted that several revisions were also made to reflect current federal language requirements while maintaining the intent of the plan's existing goals. He emphasized that the recommendations remain in draft form and invited feedback from TAC as WILMAPCO continues work on the 2050 RTP update over the coming year.

To view this presentation in its entirety please [click here](#). [09m.30s.].

INFORMATION ITEMS

12. Staff Report

Mr. Dave Gula reported the following updates:

- On May 27th, the SNCC LUTP Partners met.
- On May 29th, the Southbridge Truck Bypass Study held a youth engagement event.
- On June 1st, the Ardens Monitoring Committee met.
- On June 2nd, Staff attended DelDOT's State Rail Plan briefing for MPOs.
- On June 3rd, Staff attended DelDOT's quarterly meeting with Wilmington's Public Works Department.
- On June 4th, the Port Terminal Truck Routing Feasibility Study partners met.
- On June 5th, Staff attended a daylighting demonstration ribbon cutting at 2nd & Connell in Wilmington at 11:00 AM.
- On June 8th, the CXMC workshop was held at DelDOT's Canal District office from 4:00 PM to 6:00 PM. The Air Quality Partnership meeting was also well attended.
- On June 9th, the Southbridge Truck Bypass Study's Advisory Committee met.
- On June 10th, the SNCC LUTP partners met, and the CPMC held a workshop at Talleyville Fire Hall from 4:00 PM to 6:00 PM.
- On June 11th, Staff and Toole Design presented progress on the SS4A Plan at Wilmington Initiatives.
- On June 16th, Staff attended the Delmarva Freight Summit, and the Southbridge Truck Bypass Study's Final Public Workshop was held at the Neighborhood House.
- On June 18th, Staff attended FRA's Step 1 CID meeting for the DSRL.
- On June 23rd, the WI Open House workshop will take place.
- On June 30th, Staff will attend DelDOT's State Rail Plan briefing for MPOs and meet with DTC's new CEO, Lilia Montoya.

- On July 2nd, the Port Terminal Truck Routing Feasibility Study partners will meet.
- On July 6th, the Ardens Monitoring Committee will meet.
- On July 15th, the MD-272 Monitoring Committee will meet.
- On July 16th, Staff will attend the FRA/DelDOT Step 1 Update Meeting, and the Route 9 Monitoring Committee will meet.
- On July 20th, the East Elkton Monitoring Committee will meet.

OTHER BUSINESS:

ADJOURNMENT:

ACTION: Meeting adjourned at 11:56 a.m.

Attachments (0)