

**JOINT TECHNICAL ADVISORY COMMITTEE AND
AIR QUALITY SUBCOMMITTEE MEETING
February 17, 2022**

A joint meeting of the Technical Advisory Committee (TAC) and the Air Quality Subcommittee (AQS) was held on Thursday, February 17, 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:

Tricia Arndt, Delaware Office of State Planning
Nick Cannistraci, Town of Elkton
Marvina Cephas, DNREC
David Dahlstrom, Maryland Department of Planning
Michael Fortner, City of Newark
Dan Janousek, Maryland Department of Transportation
Gwinneth Kaminsky, City of Wilmington Planning
Phil McBride, New Castle County Department of Land Use
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 Department of Transportation
Delaware Division of Small Business, Development, and Tourism
Delaware River and Bay Authority
Maryland State Highway Administration
Maryland Transit Administration

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:

Marvina Cephas, DNREC
James Coverdale, DNREC
Phil McBride, New Castle County Department of Land Use
Catherine Salarano, Maryland Department of the Environment
Jolyon Shelton, DNREC
Catherine Smith, Delaware Transit Corporation
Marilyn Smith, Dover/Kent MPO

Guests and Invitees:

Tyson Byrne, MDOT
James Galvin, Dover/Kent MPO
Malcolm Jacob, Dover/Kent MPO
Susan Love, DNREC
Kevin Racine
Peggy Schultz
Marilyn Smith, Dover/Kent MPO

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 January 20, 2022, TAC Minutes were approved.

ACTION:

On motion by Ms. Tricia Arndt and seconded by Ms. Gwinn Kaminsky the TAC approved the January 20, 2022, TAC Minutes.

Motion passed.

(02-17-22 - 01)

4. SUBCOMMITTEE UPDATES

Nonmotorized Transportation Working Group

Ms. Heather Dunigan said the Nonmotorized Transportation Working Group met on February 1st. Mr. Matthew Saponaro presented about his work on A.I. assessment of trail users. He did an A.I. assessment of users along the Jack Markell Trail as well as an audit of the condition of the trail. He found a number of maintenance and safety items to be addressed as well as some interesting data from his collection of user information. He anonymously uses the Bluetooth information as well as video with faces blocked out to track unique users of the trail as opposed to just total count. Mr. Dave Gula gave a presentation on the I-95 Cap Study. Ms. Dunigan gave an update on the City of New Castle Transportation Plan. They are in the process of refining some of the alternatives that were presented at the last public workshop.

5. PUBLIC COMMENT PERIOD

None.

ACTION ITEMS

6. To endorse the 2022 Regional Progress Report

Mr. Bill Swiatek said the Regional Progress Report, which is the performance measurement document at WILMAPCO, has been updated. In it each of the actions in the RTP is measured to see if they made good, partial, or poor progress. In this progress report sixty percent of the actions have showed good progress. Twenty-three percent had partial or mixed progress and seventeen percent were rated as poor progress. These figures are improvement over the last progress report when only fifty percent of the actions showed good progress. Some key areas of success include but are not limited to conforming to air quality requirements, subregional planning and implementation, congestion mitigation process, and promoting active transportation. Some of the problem areas include but are not limited to encouraging future growth along the I-95 corridor and increase densities; the subsequent continued growth in single-occupancy vehicle trips and projected rises in vehicle miles travelled; as well as improving safety for all road users. Those are key areas staff need to work on with our next Regional Transportation Plan. This is an action up for recommended endorsement by the Council, which will see the progress report at their next meeting.

ACTION: On motion by Ms. Tricia Arndt and seconded by Mr. Dan Janousek the TAC recommends endorsement of the 2022 Regional Progress Report.

Motion passed.

(02-17-22-02)

PRESENTATION/DISCUSSION ITEMS:

7. Delaware Climate Action Plan

Ms. Susan Love said though DNREC authored Delaware's Climate Action Plan, everyone needs to help implement this plan, put Delaware on a path to climate resiliency, and reduce greenhouse gas emissions. Delaware is already experiencing climate change, primarily through sea level rise, increased temperatures, and more frequent and intense storms. These climate changes result in damage to infrastructure and homes, decreased water quality, transportation issues, and more. WILMAPCO has always been a key partner in helping prepare Delaware for climate change. Human activities have increased greenhouse gases in the atmosphere, which trap heat and warm our planet. Greenhouse gas emissions are primarily from burning oil, coal, and natural gas for fuel. The three top producers of greenhouse gas emissions in Delaware are transportation, the industrial sector, and electric power generation, but transportation emissions are now the top producer in Delaware and across the country. As the usage of coal has decreased in this country, transportation exceeds generation of electricity in greenhouse gas emissions. Because of this, transportation emissions are the primary focus of the Climate Action Plan and many of actions are related to it.

Delaware's Climate Action Plan, released in November 2021, builds upon two decades of work on climate change in Delaware. It outlines strategies that will help Delaware meet its short-term emission reduction goal of reducing emissions by at least twenty-six percent by 2025 from a 2005 baseline. It also sets a course for emission reductions beyond 2025. Every country in the world has recognized the need to achieve net zero emissions by 2050, so 2025 is not where it ends. The plan integrates emissions strategies with resiliency actions because both are needed to prepare for climate action. Copies of the plan are available in English and Spanish. The plan has an introduction and background information, but the real substance is in chapter three where there is a section on how to reduce emissions and maximize resilience to these impacts. The plan is meant to be a living document that provides guidance to policies and programs moving forward. These strategies will be implemented over time. The plan was just released,

and federal infrastructure money will help implement it. As our understanding of climate change in Delaware grows and technologies change, some of the strategies may evolve and change. The plan does not change any existing laws, policies, regulations, or funding levels. That will be put together as the plan is implemented. The plan outlines guiding principles for implementation, which include ensuring ambitious action is taken that is adaptable over time to accommodate changes in climate and economic conditions and ensure that the cost and benefits of taking actions are considered. Some things may be cheaper short term but spending a little more may save money in the long term. Another guiding principle is engaging early and often with stakeholders and community members and avoiding inequity in the design of climate activities.

The plan focuses on five key categories: energy efficiency, renewable energy, transportation, greenhouse gasses like methane and HFCs, and offsetting carbon emissions through natural and working lands like protection of forest lands and improving AG practices. This presentation will focus on transportation emissions. Emissions modeling was done by a firm called ICF. With no new actions, the state would just miss the goal of reducing emissions by twenty-six percent by 2025. The baseline modeling did not anticipate future federal or state actions. Since the modeling was conducted, there is a new administration in the federal government which is aggressive on climate action. It was determined that a suite of actions at the state level could put Delaware on a path to achieve up to thirty percent emission reductions by 2025.

In the modeling the most emissions reductions came from renewable energy with 100% renewable energy by 2050. The next largest category of emissions reduction in Delaware came from switching to zero-emissions vehicles in the passenger and heavy-duty sectors. Fuel and roadway efficiency such as VMT reductions and freight options were modeled, as was waste diversion, energy efficiency, and decarbonizing the building sector. In the short-term, energy efficiency actions like reducing the energy used at commercial and residential buildings, provides the most benefit by 2030 for energy efficiency actions, but transportation actions are recommended. By 2050, renewable energy provides the most emissions reductions long term, but transportation is a place reduction actions can happen quickly, along with some industrial activities and energy efficiency. The emission modeling was based on what other states had done and what realistically could be accomplished. Some things that were modelled included more work with fuel-efficient vehicles, setting consumer EV adoption targets, vehicle manufacturer regulations, demand management and land use, low-carbon fuel standards, and freight activities. Electric vehicles are a key component of this plan and a priority action for DNREC and DeIDOT because it the most impactful action that can begin immediately. Some goals were set during the modeling. It was modeled that the state would sell seventeen thousand electric vehicles each year by 2030. The sales are currently around one thousand vehicles per year. Delaware is working on infrastructure for those vehicles. DNREC is doing a four-part series with the Institute for Public Administration to provide information to local governments about how they can benefit from this transition.

Mr. Dan Janousek said MDOT has also seen the transition to electric vehicles and electrification of fleets. There is some pushback with people saying this is more consumerism, while at the same time this is the where the state gets the most benefit with lowering greenhouse gas emissions. MDOT is working with ICF as well. There has been a lot of legislation this year. Some of the things people are promoting can be reviewed on the legislation webpage. MDOT is developing a plan for growing EV in the state and EV charging especially now with the Infrastructure Act funding. Ms. Love said the Infrastructure and Jobs Act is important to accelerate what the state will be able to do. The State of Delaware is going to get \$15 million for five years to invest in electric vehicle infrastructure. Maryland, as a much bigger state, will get much more money. All states will be required to have a plan for the use of those funds, which

will initially be reserved for highway corridors. While there is a need to expand access to electric vehicle charging for people who have on-street parking or live in multi-family dwellings, the federal funds are to be spent on the highway corridor first. Then, funds can be invested in other types of projects. Delaware and Maryland also have other funding sources to invest in those projects, which are important to ensure everybody has access. In the Climate Action Plan, the electrification of vehicles is a critically important component in what needs to be done.

In the plan, changing behaviors in reduction of vehicle miles traveled is recognized. Part of the solution is pedestrian upgrades and making it easier for people to live, work, and play in one place. Freight delivery is called out as a key strategy in reducing emissions. Strategies Delaware could pursue to help accelerate this transition include having fuel programs, the low-carbon fuel standard, and the transportation and climate initiative. Those strategies will not happen in the near term but are listed to assess their feasibility. There are about forty actions in the transportation sector for this plan. In the next two years the state will be working to implement these strategies. DNREC and DeIDOT are working together on vehicle electrification both for consumer-based programs and the infrastructure. We will help with other activities as we have the capacity, but we know that WILMAPCO, the University of Delaware, and others are leaders in freight efficiency and VMT work. The plan, the executive summary, the modeling report, as well as videos and other resources are available on DE.gov/climateplan.

Ms. Tricia Arndt asked Ms. Love to clarify what she said about the number of EV vehicles sold in the state going from one thousand to seventeen thousand. Ms. Love said DeIDOT registers the sale of each electric vehicle in the state. DeIDOT categorizes an electric vehicle as one with no gas, natural gas or propane back up, but a hybrid vehicle which runs both on a plug-in battery and hybrid engine is categorized as a hybrid. DNREC categorizes a hybrid as an electric vehicle, so DNREC and DeIDOT work together to decode those VIN numbers to determine how many plug-in electric vehicles are in the state. There are about five-thousand plug-in electric vehicles in the state. About two years ago there were about one thousand. The sale of these vehicles is accelerating. There are more models available, the prices are coming down, and people are increasingly interested in these vehicles. Seventeen thousand matches some of the state rules that match the California initiative. Maryland is a ZEV state. They have regulations requiring manufacturers to deliver a certain number of electric vehicles to their state for sale each year. Delaware has been looking at the feasibility of those regulations but is not yet a ZEV state. In Delaware, a local dealership might not have an electric version of their models, but a dealership in Maryland would have many of them on the lot. Delaware has a state rebate program for electric vehicles under \$60,000 and is experiencing historically high rates of electric vehicle sales through that program. There is also a rebate program for level 2 charging stations. Multi-family dwelling developers are applying for rebates to install charging stations. Particularly, there is interest in residential charging stations at developments for student housing in Newark. Mr. Mike Fortner said it has been a Planning Commission initiative requiring that with the building code. Ms. Love said New Castle County has recently passed a building code that requires any new building constructed in New Castle County to be EV ready, so it is wired to accommodate an EV charger. The rebates and incentives in the state are for new vehicles now. The time is not right to incentivize the transition to used electric vehicles for consumers, like a used car program, but it is a strategy in the plan. There is not yet an inventory of used electric vehicles in Delaware, and some of the used electric vehicles should not necessarily be incentivized because their range is low and the batteries in earlier models might not last as long. The state is cautious about incentivizing used electric vehicles because they may become a problem for purchasers. The market is being watched closely to figure out when the time is right for that kind of program. Car share programs and other kinds of programs are also being considered.

Ms. Tricia Arndt asked in chat: Why not work w/ DMV to modify codes to capture full EV and hybrid vehicle registrations easily rather than have to sort the data afterwards?

Ms. Susan Love said in chat: It was my understanding that it was not really feasible to change the way registrations are done. I think this is a national challenge, not just DE.

Ms. Arndt said in chat: Sounds like an issue our federal delegation might be able to assist with.

Mr. Janousek said it is not unusual to speak to other states. MDOT spoke with Oregon and North Carolina to see what they are doing, with everything from making the electricity affordable to providing the incentives. There are some incentive bills in the Maryland legislature this year. There was a bill last year that required home sellers to offer to put in the electric charging so that is coming along. Mr. Janousek will put the link for the EV dashboard in Maryland in the chat. Maryland is a bigger state and has 42,516 EVs registered and 1,100 charging stations, so there is a lot of work to do with the charging stations. The link will show the alternative fuel corridors that have been approved. Mr. Dan Janousek posted in the chat:

<https://maryland.maps.arcgis.com/apps/MapSeries/index.html?appid=f8c9dce0e3a8438caf8e53b71079834f>

Ms. Love said Delaware alternative fuel corridors include the major roads like I-95, SR 1, US 113, and US 13. This does not yet include US 301, because it did not exist as it does today when the state made those designations. Mr. Janousek said they are getting some push from locals to add some corridors, but they are concentrating on those main corridors and hopefully, the two states will be able to link up at US 301 soon. Ms. Love said there will be some internal conversations with DeIDOT about whether to designate it or concentrate on the others. Mr. Janousek said the other thing to think about is the environmental justice component of it, because the plans have to have a plan for that. There are a lot of things happening at the Maryland legislature in terms of guidance for MDOT and parameters for that kind of analysis, so in the next three to five years you are going to see a lot of activity. Ms. Love said that is one of the places that WILMAPCO can be helpful because of their knowledge of environmental justice and equity issues. The health benefits of this transition for disadvantaged communities and how to help disadvantaged communities access this technology over time needs to be determined.

DNREC and DeIDOT have been working on a year-long plan to develop a statewide EV infrastructure plan. The spending plan must be submitted to FHWA by August 1st. The statewide plan will identify the corridors for EV charging, but also identify areas of the state for level 2 charging or for community charging. A housing analysis and economic analysis is being requested to target efforts moving forward. Mr. Janousek said they are going to try to beat the August 1st deadline because FHWA has to approve the plan before you can use the funds. MDOT has some parameters on where to put charging stations and you want them at places people stop anyway like restaurants and hotels. There is a limitation on the corridor as charging stations can only be so far from the corridor, but you stage it to be accessible to folks. There are so many opportunities for the charging stations. Ms. Love said Delaware's Climate Action Plan has many electric vehicle related actions.

There is a section on resiliency strategies, which are focused on state agencies and categorized by the type of action rather than the sector. There is not a transportation sector, but the plan outlines how important it is to make sure that plans are responsive to future conditions. The state of Delaware is working to make sure that future conditions are captured in all planning work and the community work in funding and budgeting.

Ms. Gwinn Kaminsky asked if we are prepared to meet the demand of everyone switching over to electric as the use of electric vehicles is pushed, if that will affect the cost of electricity for

consumers at home as well as businesses, and if the cost of electricity will go up as the demand increases. These charging stations are free, but they are not free when charging at home. At some point it seems they will have to start charging. Ms. Love said most vehicles are charged overnight when electricity rates are lowest if you have time of use rates. Electric vehicles can actually help reduce the load on the grid and help the grid be more stable. There is vehicle to grid, which means the vehicles become energy storage at night and the grid can draw from that. The University of Delaware has become a leader in that technology. Electric vehicles are charged at night when electricity is plentiful. Also, as there is more renewable energy as the wind turbines turn faster and generate more electricity at night so plugging in cars at night is a good strategy. Ms. Kaminsky asked if the increased demand at night will change that dynamic. Ms. Love said some modelers think electric vehicles are key for electricity companies to continue to provide cost-effective service. Because of energy efficiency upgrades, people are using less energy and there are less funds for transmission upgrades. We are talking about electric vehicles but also other strategies like decarbonizing the building sector, taking the fossil fuel component out of homes, and making sure homes are fueled exclusively by renewable energy. That is a very long strategy. A world in which most homes are powered by electricity for everything is going to be a huge change for the grid system in this country and that is why the federal government has funding in the infrastructure act set aside for intrastate transmission upgrades. The EV people and the renewable energy people are envisioning this together. Ms. Kaminsky said she cannot imagine the electric companies would not find a way to somehow capitalize on this. Ms. Love said the electric companies see this as a growth area for them. In Maryland there are time of use rates and pricing mechanisms that can encourage charging electric vehicles at a time that helps stabilize the energy on the grid. Delaware does not yet have that, but it is something we would like to see happen. You can set your electric vehicle or your charging station in your garage to charge after midnight and the electricity companies would like you to do that. All of these things have to work together. It is complicated but it is an exciting time and the health benefits especially to the underserved population are going to be huge, particularly as we transition the heavy-duty sector into electric vehicles.

8. Delaware Statewide Freight Plan

Mr. Dan Blevins said in 2017 the FAST Act mandated the Statewide Freight Plan be done on a regular basis. Formerly required every five years, a Statewide Freight Plan is now required every four years as part of the Infrastructure and Jobs Act. The Freight Plan must address seventeen requirements. Some are clear and standard, while others were newly added by the Infrastructure and Jobs Act. The new items are related to supply chains, commercial ports, truck parking, enhancing freight resilience, and reducing freight's environmental impact.

The plan is broken into two parts. One part will look at what can be done in one to four years with each update, then the other part will look at long-range planning. There are many recent successes upon which to build. The last plan had a lengthy to-do list, so between WILMAPCO, DeIDOT, and Dover/Kent MPO, some of the bigger items have been completed. Some of these items have been presented to the TAC such as the Truck Parking Study, First/Final Mile Study, Freight-Related Development, Port of Wilmington Alternatives Study, and identification of key truck bottlenecks as part of the federal requirement. Dover/Kent has worked on the Dover Air Cargo Study, Harrington Multimodal Freight Terminal Study, and a 2018 Rail Freight Zoning Study which is being updated now. DeIDOT is working on a Truck Restrictions Database and a West Dover East/West Truck Study. These reports, meeting notes, and presentations can be found at <http://freight.deldot.gov> .

In 2020, Delaware's goods movement annually in and out was about sixty-eight million tons, worth about \$101 billion. Sixty-eight percent of that moves by truck only. There are pipeline, rail, and other modes. As a multimodal consideration looking at switching from truck to rail, the five-hundred-mile radius around Delaware was generally that freight point. Now, considering sixty-eight percent of goods are moved by truck, this leads to the question of the range of electric vehicles. Minimizing stops is important when moving freight by truck. Tesla has one electric heavy-duty vehicle. Nikola is working on one. There are others, but even some of the more commercial manufacturers like Freightliner have a range of around three-hundred miles. The distance depends on the load and topography.

Agriculture and energy related fields represent nearly sixty percent of all commodities being moved by tonnage. Pharmaceuticals are low weight but are the most valuable commodity, representing seventeen percent of the total value of goods that move in and out of Delaware. Geographically, there are freight intensive employment sectors that generate more truck traffic than others. This relates to food services, retail, transportation, utilities, and manufacturing. The trend is that those industries are growing in Delaware. Showing these freight intensive employment sectors on a map illustrates where they line up with current transportation infrastructure. These sectors are generating high volumes of truck traffic. As part of the plan, current freight infrastructure must be listed. The current roadway system is a primary highway network with what has been labeled urban and rural freight corridors. Additionally, the first and final mile freight network is identified. This is unique in Delaware as few places in the country have done this. Similarly, truck parking is listed as part of that freight system. Truck drivers have federal requirements directing them when to stop depending on the distance of their trip. With the recent study, there is current data to imbed into the current roadway system infrastructure. Also required in the plan are an inventory of, as well as information about what is moving in other modes including rail facilities, port and waterways, air, and pipeline.

In 2013 and 2015 individual supply chain analyses were done to look at those individual commodities and what infrastructure keeps them moving and economically competitive within Delaware. Some of that type of data will be brought into this report but using a vastly improved data analysis framework from FHWA, which looks at origin destinations, top trading partners, what the commodities are, and forecasting of what is moving in and out of Delaware. For example, between Minnesota and Delaware, fifty-eight thousand tons of pharmaceuticals are shipped from Minnesota to Delaware. Analysis of key supply chains will help determine if there are more efficient ways of partnering to deliver those goods. The poultry industry is another example. Chickens are a major part of Delaware's economy, but Pennsylvania, North Carolina, and Indiana are important for getting the nutrients, eggs, and the corn and soy needed to raise the chickens. So, the supply chain question comes up in every industry in the state.

Outreach included a broad-based approach to ask people to identify the opportunities and concerns in terms of freight in Delaware. Areas of concerns relate to outside forces, industrial or environmental, for which the state needs to proactively prepare. Opportunities refer to where Delaware can invest to position the state for future economic opportunities while balancing the goals and objectives of the plan. The opportunities should be related back to the plan's goals of safety and security; economic vitality; freight connectivity, mobility and accessibility; system management; and resilience, sustainability, and environmental stewardship. Bringing opportunities and concerns together with those goals sets the stage to develop the action plan for what can be done in one to four years, and that five or more-year timeframe. The areas of concern and opportunity can be found on the website. The Delmarva Freight Summit was used as an outreach effort to ask people to interactively express opportunities and concerns. Concerns include seasonal traffic and moving goods in and out of resort areas, concerns about

the Short Line with the reduction of coal traffic, the resilience of the rail system with sea level rise, and if the rail system is economically viable. Opportunities include connected automated vehicles, expanded truck parking, and warehousing distribution expansion in Delaware. There are at least three or four regional hubs in planning. In Seaford, the abandoned DuPont sight has a lot of land available to become another logistics hub.

The team is beginning to discuss the forecast to look at current investment and set the stage for some of the actions plans. A fifty-eight percent increase in tonnage moving in and out of Delaware is forecast in a nearly even split between outbound and inbound. Value is forecasted to almost double in terms of outbound movements versus inbound. Much of that revolves around the forecast in pharmaceuticals. Delaware's regional trading partners are from New York to Virginia. The team will look at what is moving and how. For instance, in Pennsylvania sixty-one percent of tonnage moves by truck. A lot moves by pipeline. In Maryland, commodities are almost exclusively moved by truck with only a small amount moving by water and pipeline. In New Jersey almost all movement is by truck. New York has a little more by rail. Virginia is almost evenly divided between rail and truck. Most of that rail is chemical movements. As the plan is statewide, it is not going to answer every single question but allows us to see where we should be intensifying some of our additional research and planning capabilities.

A list of freight related projects is under development. There are competitive funds in the Infrastructure and Jobs Act so those that are potentially eligible for that funding will be highlighted. They will not be ranked but will be screened through federally mandated priorities, such being along a national highway network, in one of the congested areas as part of DelDOT's Traffic Operations Management Plan, one of our identified bottlenecks. That screening criteria will help us be prepared to potentially submit something as part of one of those competitive programs. System performance is begin evaluated now. The development of the action plan is just beginning. The goal is to have a draft available around June 1st. That draft will be brought back to the TAC and released to the Delmarva Freight Summit during the summer with the goal of submitting it to the FHWA by October 1st.

Mr. Jim Coverdale asked if issues in the Route 9 corridor are being addressed in the state action plan. DNREC has had a number of concerns come through on the environmental impact on the truck traffic that takes shortcuts through that area, through some of the residential communities there. He was wondering if Mr. Blevins has that as any part of the reviews for that area. Mr. Blevins said the northern part of Route 9 near the Port of Wilmington is an area looking at some additional improvements that came out of the Port Alternatives Study. Mr. Coverdale said that is the area that DNREC is hearing some concerns about, from the Simonds Gardens, Holloway Terrace area, with the heavy trucks going through those communities. They are concerned about environmental impact as well as the quality-of-life impact. Mr. Blevins said the next public workshop for that is being planned. There were many things in the Route 9 Study and a few others, so the Port of Wilmington Alternative Analysis took some of those ideas to the next level. An analysis was done of some of these items including the Pigeon Point Extension, work at Garashes Lane, and the Pyle's Lane Extension. An analysis was done to determine which ones worked and how much improvement it would make to the Route 9 community. Ms. Dunigan said further south on Route 9 is being address as part of the City of New Castle Transportation Plan that is under development currently. They are less concerned about port traffic than Amazon traffic cutting through neighborhoods.

INFORMATION ITEMS

9. Staff Report

Ms. Dunigan reported the following updates:

- Staff discussed the Transportation Justice Plan with the Delaware Sierra Club during the Transit Equity Day livestream event on February 4th.
- Staff supported the prioritization of items for the Southbridge Neighborhood Plan during a workshop that met virtually on February 10th and in person on February 12th.
- The Route 9 Monitoring Committee will meet this afternoon at 4:30.
- The Transportation Justice Workgroup will meet February 22nd at 2:00 p.m.
- Staff are compiling a list of health conditions and a risk data report that will be presented to the TAC soon.
- Staff continues to coordinate with DeIDOT and Wilmington Initiatives on the Walnut Street project. The information from the recent public workshop is available for comment online until March 10th.
- The Union Street Configuration Advisory Committee will meet on February 28th. The application of the preferred concept for the entire corridor will be presented. A virtual public workshop is scheduled for March 16th.
- The I-95 Cap Study Advisory Committee will meet on March 8th. Initial concept ideas will be presented. A workshop will be held later in March.
- The first Newport Transportation Study Monitoring Committee meeting will be on March 2nd.
- Draft recommendations for the City of New Castle Transportation Plan are being refined. A final Advisory Committee meeting and public workshop will be scheduled this spring.
- WILMAPCO is partnering with the University of Delaware and DTC on a National Science Foundation grant looking at enhancing safety, equity, accessibility, and acceptance of autonomous vehicle shuttles for underserved populations. This will look at the final mile connections using AV shuttles on STAR Campus for people commuting into the university.
- Staff is prepping for the FY 2023 TIP. A public workshop as part of the comment period for the FY 2023 TIP is being scheduled. Staff hope to receive the details on the projects themselves very soon. They will be presented by DeIDOT at the February 28th Council on Transportation Meeting. Thank you MDOT for sharing your information already, staff have already begun preparation of the Cecil County element.
- In Maryland, a number of grant programs are coming up. The TAP program will have a call for projects from April 15th to May 16th. New this year, people who submit by April 1st will receive comments back from MDOT within two weeks, which can be used to resubmit their project. The Bikeways program will also be accepting letters of intent for April 1st. A Transit Innovation grant call for projects will be open from May 2nd to June 20th.

OTHER BUSINESS:

None.

ADJOURNMENT:

ACTION: On motion by Ms. Gwinn Kaminsky and seconded by Ms. Tricia Arndt the joint TAC and AQS meeting adjourned at 11:25 AM.

Motion passed.

(02-17-22-03)

The joint TAC and AQS meeting adjourned at 11:25 AM

Attachments (0)