

**TECHNICAL ADVISORY COMMITTEE MEETING**  
**February 15, 2024**

A joint meeting of the Technical Advisory Committee (TAC) and Air Quality Subcommittee was held on Thursday, February 15, 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 10:02 a.m.

**2. TAC Members present:**

Cooper Bowers, Delaware Department of Transportation  
David Dahlstrom, Maryland Department of Planning  
Michael Fortner, City of Newark  
Taylor Englert, DNREC  
William Goldman, Cecil County Division of Planning and Zoning  
Gwinneth Kaminsky Rivera, City of Wilmington Planning  
Rashad Pinckney, Maryland Department of Transportation  
Quinn Krenzel, Town of Elkton Planning  
Matt Rogers, New Castle County Department of Land Use  
Derrick Sexton, Maryland State Highway Administration  
Catherine Salarano, Maryland Department of the Environment  
Catherine Smith, Delaware Transit Corporation

**TAC Ex-Officio Members present:**

**TAC Members absent:**

City of Wilmington Department of Public Works  
Delaware Division of Small Business, Development, and Tourism  
Delaware Office of State Planning  
Delaware River and Bay Authority

**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

**Guests and Invitees:**

Anna Batista, MSHA Consultant  
James Coverdale, DNREC, AQS member  
Deanna Murphy, Board of Realtors  
Mike Petit de Mange, AQS member  
Stephen O'Connor, Cecil County, AQS member  
Marilyn Smith, Dover/Kent MPO, AQS member

**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

Minutes prepared by: Elizabeth Espinal.

### **3. MINUTES**

Approval of the January 18, 2024, TAC Meeting Minutes. Ms. Catherine Salarano noted a typo on Ms. Hannah Campbell's name spelling.

**ACTION:** On motion by Mr. David Dahlstrom and seconded by Ms. Catherine Salarano, the January 18, 2024, TAC Minutes were revised and approved.

Motion passed.

**(02-15-24-01)**

### **4. SUBCOMMITTEE UPDATES**

Ms. Heather Dunigan presented an update on the February 6 meeting of the Nonmotorized Transportation Working Group. DeIDOT presented the results of their prioritization for the Bike/Ped Program submitted a couple of months ago. DeIDOT conducts a detailed GIS-based analysis, considering household-level data and better connections to various destinations statewide. The highest scoring project from this analysis was the Baynard Blvd. Washington Street Project. The next step involves coordinating with the City of Wilmington to confirm their interest in the project, considering available funding levels. Unfortunately, most of the projects submitted in New Castle County did not make the cut due to limited funding, with only one project being selected, which is the Washington Street Project. Additionally, there was a presentation from Jake Thompson from WILMAPCO on the 2024 Inter-Regional Study, sparking discussions about the data sources and their potential impact on policymaking for future traffic and multimodal transportation initiatives.

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

None.

### **ACTION ITEMS**

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

Ms. Heather Dunigan shared that DeIDOT is requesting that the TIP be amended to include the revised funding for the following projects:

- South College Avenue Gateway (T202311501).
- SR 9, River Road Area Improvements, Flood Remediation (T200503403).
- Tyler McConnell Bridge SR 141 Montchanin Road to Alapocas Road (20-20005).
- US 13 US40 to Memorial Drive Pedestrian Improvements (T201601102).

The overall impact involves minor slowing of the projects. Mr. Bill Swiatek noted that, from an air quality standpoint, he does not think any of these adjustments would trigger or necessitate revised analysis. He mentioned that Tyler McConnell is included in the model, but it's projected for 2045, suggesting that the change should not have an impact at this time.

**ACTION:** On motion by Mr. Michael Fortner, seconded by Ms. Gwinneth Kaminsky, TAC recommended amending the FY 2023-2026 TIP.

Motion passed.

(02-15-24-02)

## **PRESENTATION/DISCUSSION ITEMS:**

### **7. Maryland Greenhouse Gas Emissions Targets Update**

In this presentation update, Ms. Anna Batista, MDOT consultant, provided an overview of Maryland's approach to setting targets for greenhouse gas emissions within the transportation performance management (TPM) module. Despite a slight delay in implementation by the Federal Highway Administration, Maryland proceeded with its original timeline for setting targets. Targets must demonstrate a decline in emissions from 2022 levels, and while there are no penalties for not meeting targets, additional reporting is required. The metric for calculating emissions is based on total tailpipe CO2 emissions on the National Highway System (NHS), using motor fuel use and CO2 factors provided by the Federal Highway Administration.

Maryland aimed to align its targets with the state's ambitious climate goals, including a 60% reduction in carbon emissions by 2031. Drawing from existing initiatives and plans, Maryland set a target of approximately a 4% reduction from 2022 levels by 2025. This target, while challenging, is viewed as a step towards achieving larger statewide climate goals. Ms. Batista emphasized the importance of realism and ongoing efforts to implement new initiatives to meet these targets.

Mr. Bill Swiatek expressed his satisfaction with the decision. He raised a question regarding the distinction between the National Highway System (NHS) and the broader transportation system, wondering if there was any discussion about how the original targets in broader plans were calculated with all streets in mind versus just the NHS. He sought clarification on whether there were any considerations regarding this difference.

Ms. Anna Batista responded to the question, stating that there wasn't much discussion on the distinction between the National Highway System (NHS) and the broader transportation system, particularly in smaller states like Delaware and Maryland. She explained that the measure is primarily based on statewide fuel consumption and a rough estimate of total Vehicle Miles Traveled (VMT), without considering drive-through traffic from other states. She emphasized the importance of focusing on statewide initiatives to reduce gasoline and diesel consumption to make progress in reducing emissions across the state. Regarding the delay in reporting enforcement by the Federal Highway Administration (FHWA), she advised interpreting the nuance cautiously and suggested considering the timeline based on the latest state's target setting. She also highlighted the coordination requirement with other Metropolitan Planning Organizations (MPOs) and helped in obtaining relevant data for the MPO's use.

### **8. Regional Climate Action Plan**

Mr. Bill Swiatek provided an update on the ongoing effort led by DVRPC to develop a priority Climate Action Plan for the Philadelphia Metropolitan Statistical Area (MSA), involving Cecil County and New Castle County along with other surrounding counties. This initiative is part of

the EPA's climate Pollution Reduction grant program aimed at supporting climate action planning at both state and metropolitan levels across the nation.

Mr. Swiatek emphasized that the immediate task at hand is to prepare a fast-tracked preliminary plan due in March, followed by a comprehensive plan due in September 2025. Importantly, there are implementation grants available for projects within the plan, ranging from \$2 million to \$500 million, with applications due on April 1st. The draft plan has been circulated among relevant committees and agencies for review, including all members of the WILMAPCO TAC, with feedback welcomed within the next few days.

The development process involved various activities, including stakeholder engagement and a prioritization process to identify key actions supporting climate pollution reduction. From a list of approximately 400 actions, nine priority measures were selected based on factors such as feasibility, benefits to low-income communities, co-benefits, and greenhouse gas reduction potential. These measures encompass decarbonizing local government operations, supporting clean energy initiatives, enhancing transportation infrastructure for electric vehicles and active transportation, promoting a clean electrical grid, waste reduction and management, emissions reduction at water treatment plants, and biomethane generation.

The plan provides a detailed overview of each measure, outlining proposed actions, implementing agencies, potential benefits, and intersections with other funding sources. It also emphasizes the importance of addressing equity considerations and quantifying greenhouse gas reductions. Additionally, baseline greenhouse gas emissions data for New Castle and Cecil counties will be available, contributing to a better understanding of emission sources within the MSA.

Mr. Swiatek encouraged everyone at TAC to stay engaged with the project through its dedicated website: [www.DVRPC.org/CPRG](http://www.DVRPC.org/CPRG) and explore potential grant opportunities to support eligible projects. While acknowledging the competitive nature of the grant program, he highlighted the opportunity for impactful projects to receive funding and contribute to the region's climate action goals.

Mr. Stephen O'Connor inquired about the funding process, suggesting that the DVRPC secures funding from the federal government, possibly supplemented by state contributions, for overarching plans. Once this larger funding is acquired, specific projects are submitted by counties, MPOs, or qualified individuals to the DVRPC for distribution. He sought confirmation on whether this interpretation was accurate.

Mr. Bill Swiatek clarified that implementation grants operate independently from the DVRPC's planning funding, which was designated solely for the planning process. He explained that the planning phase remains generalized to accommodate various potential measures for implementation. However, he emphasized that the DVRPC does not pursue implementation funding itself. Instead, entities such as SEPTA, counties, states, coalitions with a clear lead, or individuals may apply for implementation funding based on the outlined plan. The DVRPC may support coordination between entities but has no plans to directly apply for implementation funding.

## **9. FY 2025-2028 Transportation Improvement Program**

Ms. Heather Dunigan provided a brief update on the Transportation Improvement Program (TIP). She mentioned receiving the revised project list and funding information, which will be

presented to the Council on Transportation on February 22nd. Due to the need for additional time, the Council adoption is scheduled for May 9th.

Regarding the project schedules, efforts are underway to assess any potential quality concerns that may trigger a quality conformity determination. The TIP is expected to be released for public comment at the March Council meeting, with the public comment period commencing the following Monday and concluding in early May.

Draft new projects are:

- US 40 between US 13 and MD Line Multimodal Improvements
- Hares Corner (US 13 and SR 273) Grade Separated Intersection
- Governor Printz Boulevard Road Diet between US 13 at Philadelphia Pike and East 35th St.
- St. Annes Church Road at SR 71 Intersection Improvements
- Bunker Hill Road at Sand Hill Drive/Merrimac Avenue Intersection Improvements
- Bear Road and Reybold Drive Intersection Improvements
- Sears Boulevard Extension

Ms. Dunigan mentioned the need for Cecil County to provide their information for the FY2024 CTA. She noted that no major changes were observed in the FY2024 CTA and that any new projects would be included in the funding amounts.

She also proposed scheduling a joint workshop with Cecil County in April, followed by adoption at the April TAC meeting and Council adoption in May.

## **INFORMATION ITEMS**

### **10. Staff Report**

Ms. Heather Dunigan reported the following updates:

- TAC committee updates: Mr. William Goldman representing Cecil County and replacing Mr. Matt Littlejohn. Ms. Tricia Arndt accepted a new position with DeIDOT and Mr. David Edgell will be stepping in for her until her position is filled. The TAC nominating committee will be moved up for votes a month earlier due to Tricia's vacancy, she was due for Chair therefore, now we would have two vacancies.
- On January 26th, Kirkwood Highway Corridor Study Briefing with elected officials.
- On January 29th Kirkwood Highway Transportation and Land Use met with the Advisory Committee.
- On January 18th the Route 9 Monitoring Committee met, the next meeting will be held on March 21st.
- On January 22nd the Rising Sun Mobility Friendly Design Project had a kickoff meeting with the town officials. The plan for the project was slightly adjusted, rather than focusing on the newly developed areas, the new proposal is to focus on the existing center and store areas of the town.
- On February 2nd the Ardens Monitoring Committee met and the next meeting is on March 5th.
- On February 6th staff met with DeIDOT to discuss the 12th Street Connector and the Brandywine Flood Study. Staff have also participated in the Jefferson St. study and Baynard Blvd. Reconfiguration workshop.
- On February 13th the East Elkton Steering Committee met, and the second public workshop is scheduled for March 27th at the Elkton Free Library.

- On February 21st the Kirkwood Highway Transportation and Land Use will host a scenario planning workshop from 4-7pm at the Cranston Heights Fire Company.
- On February 22nd staff will participate in DelDOT's Council on Transportation meeting in Dover.
- On February 22nd, staff will be participating in the Downes Elementary School family night.
- On February 26th and March 1st staff will be hosting a pedestrian safety station to teach the kids about safety walking.
- On February 28th the Churchman's Crossing Monitoring Committee will meet and a website is available and updated for both Churchman's and Concord Pike Monitoring Committee.
- On February 29th, the Claymont Area Master Plan will have a Public Visioning Workshop from 6:30 to 8:30 at Archmere Academy.
- Staff will be participating in the Delaware Safety Summit on April 17th.
- On the Newport Train Station update staff assisted DelDOT and DTC on developing the RFP.
- Staff continue to work on the FRA FY2024 grant for the Diamond State line initiative and the scope of studies for rail passengers.
- Staff continues to coordinate with DVRPC on the Climate Pollution Reduction Grant Program.

**OTHER BUSINESS:**

None.

**ADJOURNMENT:**

**ACTION:** Meeting adjourned at 10:47 a.m.

**Attachments (0)**