

**JOINT TECHNICAL ADVISORY COMMITTEE AND  
AIR QUALITY SUBCOMMITTEE MEETING  
August 18, 2022**

A joint meeting of the Technical Advisory Committee (TAC) and the Air Quality Subcommittee (AQS) was held on Thursday, August 18, 2022, via video conference/conference call.

**1. CALL TO ORDER:** Mr. Matthew Rogers, 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  
Cooper Bowers, Delaware Department of Transportation  
Nicholas Cannistraci, Town of Elkton  
David Dahlstrom, Maryland Department of Planning  
Rashad Pinckney, Maryland Department of Transportation  
Matt Rogers, 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 Newark  
City of Wilmington Department of Public Works  
City of Wilmington Planning  
Delaware Division of Small Business, Development, and Tourism  
Delaware River and Bay Authority  
DNREC  
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:**

Cooper Bowers, Delaware Department of Transportation  
Virginia Burke, Maryland Department of Transportation  
James Galvin, Dover/Kent MPO  
Rachel McGuire, Jacobs  
Rashad Pinckney, MDOT  
Catherine Salarano, Maryland Department of the Environment  
Catherine Smith, Delaware Transit Corporation  
Marilyn Smith, Dover/Kent MPO

Will Tardy, Jacobs

**Guests and Invitees:**

Elizabeth Coffey, Jacobs  
Ted Foglietta, Century Engineering  
Jim Frazier, Michael Baker International  
Amanda Giuttari, Delaware Department of Transportation  
Malcomb Jacob, Dover/Kent MPO  
Sonia Marichic, Century Engineering

**Staff:**

Dan Blevins, Principal Planner  
Sharen Elcock, Executive Assistant  
Dave Gula, Principal Planner  
Bill Swiatek, Principal Planner  
Jacob Thompson, Senior Planner  
Dawn Voss, Administrative Assistant  
Tigist Zegeye, Executive Director

Minutes prepared by: Dawn Voss

**3. MINUTES**

The July 21, 2022, TAC Minutes were approved.

**ACTION:**

On a motion by Ms. Tricia Arndt and seconded by Mr. Cooper Bowers the TAC approved the July 21, 2022, TAC Minutes.

Motion passed.

**(08-18-22 - 01)**

**4. SUBCOMMITTEE UPDATES**

**Air Quality Subcommittee**

Mr. Bill Swiatek said the AQS met on August 4, 2022. The group reviewed draft Delaware CMAQ mobile emissions targets for the CMAQ Performance Plan. We will be reviewing an updated version of this today. The AQS also began work developing a project list for the upcoming air quality conformity analysis. We will be reviewing a revised version of this today.

**Nonmotorized Transportation Working Group**

Mr. Bill Swiatek said the Nonmotorized Transportation Working Group met on August 2, 2022. Mr. Matt Harris from the City of Wilmington gave an update on the Walnut and 4<sup>th</sup> Street projects. Walnut Street, 3rd Street to 16th Street had a public workshop in February and an updated concept from the June Wilmington Initiatives workshop was presented. Design includes pedestrian bump outs, protected bike lanes, and floating bus stops. The 4th Street, Walnut Street to Adams Street project had a May 2022 public workshop and was also presented at the Wilmington Initiatives workshop. Alternatives include protected, buffered, and traditional bike lanes and beautification. The State Highway Administration in Maryland was unable to attend to present on the MDOT SHA Pedestrian Safety Action Plan (PSAP), so Ms. Heather Dunigan provided an overview, focusing on the priority corridors identified for Cecil County. Ms. Dunigan and Mr. Mike Hahn, DelDOT, announced that FY 2023 applications will be accepted through

September 23, 2022 for the TAP Program and Statewide Bicycle/Pedestrian Funding Pool. They gave an overview of both programs and Mr. Hahn noted changes to the TAP program. Mr. Swiatek reviewed the 2050 Regional Transportation Plan Update focusing on draft changes to the goals and objectives.

Ms. Tricia Arndt asked what floating bus stops are. Mr. Dave Gula said it is a bike lane behind the bus stop where there is a travel lane, maybe a bus pull-off, then a bus stop, then a bike lane between the bus stop and the curb.

## **5. PUBLIC COMMENT PERIOD**

None.

## **ACTION ITEMS**

### **6. To recommend amendment of the FY 2023 Unified Planning Work Program (UPWP).**

Ms. Tigist Zegeye said the UPWP was adopted by the Council on May 12, 2022. It has been approved by Federal Highway and Federal Transit Administrations effective July 1<sup>st</sup>. The UPWP can be amended by adding or modifying work tasks as long as it is recommended by TAC and accepted by Council. The reason for this amendment is that prior year work program funds must be programmed in the current UPWP to avoid federal funds from lapsing. There are Federal Delaware and State of Delaware funds in the amount of \$265,000 available to be programmed. Specifically, \$180,000 is from FHWA Delaware, \$31,800 from FTA Delaware, and \$53,000 from the State, which in this case is DeIDOT. Staff proposes the entire \$265,000 be put under MPO 23.10, which is the RTP Update and Implementation task.

#### **ACTION:**

On a motion by Ms. Catherine Smith and seconded by Ms. Tricia Arndt the TAC recommends the amendment of the FY 2023 Unified Planning Work Program (UPWP).

Motion passed.

**(08-18-22 - 02)**

### **7. To recommend the use of Federal STBG, CMAQ, FTA Urbanized Area, FTA 5310, and TAP Funds in FY 2023.**

Ms. Tigist Zegeye said this is brought to the TAC every August and will go to Council in September. This recommends the use of Surface Transportation Block Grant; Congestion Mitigation Air Quality; the Transportation Alternatives Program, which includes Safe Routes to School; the FTA Urbanized Area, which is 5307; and the FTA 5310, which is for the elderly and persons with disabilities. DeIDOT sent WILMAPCO a letter with their suggestions for our concurrence and approval. The STBG program projects from New Castle County include Denny Road and Lexington Parkway Intersection Improvements, Elkton Road Landscaping, Mill Creek Road and Stoney Batter Road Drainage Improvements, Shared Use Path in Wilmington, Statewide Paving and Rehabilitation, and Statewide Rail Crossing Safety to the amount of \$21.2 million. The FTA 5307, which includes Preventive Maintenance in New Castle County, the Claymont Train Station, US 13 Southbound Bus Bike Right-turn Lane, Paratransit Replacement Buses in New Castle County for FY 2023, and the Churchmans Crossing Fairplay Station Parking Expansion for a total of \$15.3 million. Congestion Mitigation and Air Quality includes the Statewide Rideshare; the Statewide Bicycle and Pedestrian Improvements; US 13 Paving and Pedestrian Improvements; the SR 9, New Castle Avenue, Landers Lane to A Street; and the Statewide Transportation Management

Improvements in the amount of \$11.7 million. FTA 5310 is a Statewide Transit Vehicle Replacement for \$458,596. The TAP, which is the Statewide Transportation Alternatives Federal Highway Administration fund is \$5.3 million. The TAP for the Wilmington Urbanized Area, which is an FTA fund is \$160,000.

The Statewide Bicycle/Pedestrian Program for FY 23 has no construction projects in New Castle County. There are four final design projects including Augustine Cut-Off Pathway, School Lane Bike/Pedestrian Facility, Old Baltimore Pike Side Path from Salem Church to SR 72, and East Coast Greenway which is the SR 4 side path gap. The ITMS State Fiscal Year 2023 Spend shows the CMAQ funds are being used for ITMS Telecommunications for \$1.2 million; ITMS Field Devices/Support for traffic signal systems for \$400,000; and ITMS Field Devices/Traffic Detection and Travel Times. The proposed CMAQ funds are \$2.2 million for these projects. There are a number of projects in New Castle County under TAP and Safe Routes to School utilizing the TAP from both the FTA and FHWA. These include Old Baltimore Pike, Lovering Avenue, and Southbridge.

**ACTION:**

On a motion by Mr. Cooper Bowers and seconded by Ms. Tricia Arndt the TAC recommends the use of Federal STBG, CMAQ, FTA Urbanized Area, FTA 5310, and TAP Funds in FY 2023.

Motion passed.

**(08-18-22 - 03)**

**8. To recommend endorsement of the City of New Castle Plan.**

Ms. Tigist Zegeye said this was a request from the City of New Castle to update the 2009 Transportation Plan. This plan updated the 2009 Plan and built on the 2020 Comprehensive Plan. The planning was led by WILMAPCO, the City of New Castle, and DelDOT, with consulting by Century Engineering. There was an Advisory Committee and four public workshops. Preferred concepts were selected based on community feedback and technical analysis. The plan addresses speed management, traffic calming, capacity enhancements, intersection improvements, bicycle and pedestrian improvements, stormwater management, parking, gateways, and signage.

**ACTION:**

On a motion by Ms. Tricia Arndt and seconded by Mr. Cooper Bowers the TAC recommends the endorsement of the City of New Castle Plan.

Motion passed.

**(08-18-22 - 04)**

**9. To recommend endorsement of the 2022 CMAQ Performance Plan.**

Mr. Bill Swiatek said this document is comprised of the First Performance Period Report, which is the full progress report of the first CMAQ performance period, and it establishes the Baseline Report for the second performance period. This brings us into conformity with federal regulations for performance measurement. The report looks at statistics involving CMAQ and its relationship to the traffic congestion through peak hour of excessive delay measures, and traffic congestion through its relationship to mode share, specifically non single occupancy vehicle trips. Mobile source emissions from CMAQ funded projects are examined for both what has happened in the past and what is projected for the future.

The First Performance Period Review looks at the four-year condition to see what the targets were and if they were achieved. Peak Hours of Excessive Delay refers to regional delay in hours per capita in the Philadelphia region. The baseline measures were 16.8 and the four-year target was 17. In 2020 traffic declined steeply. It started to come back with the reopening, but it is still well below the target. The percent non-SOV travel regional targets were modest at 28.1 but was an increase from 27.9, which was the four-year baseline in 2016. The impacts of the pandemic lockdowns led to exceeding that target, and we went up to 30.6% in the five-year period between 2016 and 2020 based on the strength of data from 2020. If 2020 is viewed as a single year, that figure is around 38%.

For Emission Reductions, the four-year targets on the Delaware side were met. The four-year target for VOC was 251 which we exceeded. We exceeded the target for NOx. We doubled emission reductions for PM2.5, which was 3.3 with actual reductions of 6.9 kilograms per day. In Cecil County, there was only one CMAQ project funded during the period, so Cecil County had some reductions, but the four-year reduction targets were not met.

The Second Period Performance Report establishes the next four years and the new targets. For Peak Hours of Excessive Delay, that same process was repeated with the Philadelphia region. Looking at where that urbanized area is now with 13.1, the targets are set slightly higher, which assumes more reopening and more traffic, but below the conditions in 2017-2018. The two-year target established by the regional group is 15.2 and the four-year target is 15.1. We have to establish targets for the Aberdeen and Bel Air South - Bel Air North region, which was led by BMC in Baltimore. Their approach ignored data from the pandemic years and established the baseline as the 2019 year of 7.8 and set a two- and four-year target of 6.9. For Percent of Non-SOV travel, we are now at 30.6 and the two- and four-year targets in the Philadelphia Metro region were established at 30.09 non-SOV travel, which assumes movement back to single occupancy vehicles with the reopening. Aberdeen, Bel Air South – Bel Air North established that baseline figure based on 2019 data at 16.1. They set the two- and four-year targets at 16.8. For On-road Mobile Source Emissions, in Delaware the baseline for VOC is 251.9 and NOx is 131.5. The two-year target is 2.7 for VOC and 5.9 for NOx. The four-year target for VOC is 6.3 and 19.8 for NOx based modeling the Jacobs team did for the anticipated CMAQ projects. For PM2.5 the baseline is 6.9, which were the reductions seen in the last four years from CMAQ projects in Delaware. The two-year is 3.6 and the four-year is 12.2. In Cecil County, the numbers are based on modeling that the Baker team did. The baseline for VOC is 0.3. The two-year target is 0.04 and the four-year is 0.07. The baseline for NOx is 0.11. The two-year is 0.1 and the four-year is 0.18. Because Cecil County did not make the targets, identifying new potential CMAQ projects in Cecil County was discussed at a prior meeting. In the 2018 Mid-period Report, WILMAPCO called for more pedestrian projects in Cecil County to address expressed town needs. SHA and MDOT will promote that, as part of projects to be funded by CMAQ. On the Delaware side, potential projects include traffic flow projects on US 40 and Old Capitol Trail. The projects have bike and pedestrian elements. There are ITS projects such as signal timing, traffic enhancements, and mobile app enhancements. There is a pool of pedestrian and bike projects, including the US 13 project, and the rideshare program. There is a minor change to the ITS table where a couple of decimals were off in the bike/pedestrian pool of projects.

Mr. Nicholas Cannistraci asked Mr. Swiatek to elaborate on why Cecil County was not able to meet their targets. Mr. Swiatek said the only a single roundabout project was funded in Cecil County over the past four years for which emissions were counted. All reductions seen were on the strength of that single project. If there had been one more project in the county, they probably would have met their goals. Mr. Cannistraci asked if there was a type of project that

may have been recommended. Mr. Swiatek said funding bike/ped projects in Cecil County was recommended, but several other project types are also eligible for CMAQ.

**ACTION:**

On a motion by Ms. Tricia Arndt and seconded by Mr. David Dahlstrom the TAC recommends the endorsement of the 2022 CMAQ Performance Plan.

Motion passed.

**(08-18-22 - 05)**

**PRESENTATION/DISCUSSION ITEMS:**

**10. RTP 2050: 2023 Update**

Mr. Bill Swiatek said this is an update of where we are with the Air Quality Conformity Analysis, which is required with the 2050 RTP update. We are ready to move on this analysis and looking for results of the analysis by the Air Quality Subcommittee meeting on October 6<sup>th</sup>. The one open item is the selection of projects from the list of potential projects to include in the model for both Cecil and New Castle Counties.

For Cecil County, there was coordination with MDOT with some of these projects. There are a couple of changes. The I-95/Belvidere Road interchange had its horizon year pushed up to 2025 from 2035. The I-95/Susquehanna River to Delaware line expansion was pushed back to 2050 from 2045. At the last Air Quality Subcommittee meeting, projects from the Highway Needs Inventory were discussed. MDOT considered them reconstructions, not capacity adds, so they were removed from the list.

The list is longer for New Castle County. We met with the DeIDOT team to determine horizon years. The top projects were in the model that was run last year, so we propose keeping them with the updated year. Projects at the bottom would be projects to consider modeling. These projects are currently on the aspirations list of the RTP, which means they do not have funding. That may change as funding amounts are determined. It does make sense to model these projects so if they are added in a couple of years, it will not trigger a conformity analysis. There is a suggested change to SR 1 Widening. The project name in the DeIDOT record is US 301 to Puncheon Run. That is in Kent County. Renaming it US 301 to the Kent County line is suggested. This would also exclude the Odessa to Smyrna section, per DeIDOT's project name. There are several projects in the 2045-2050 timeframe, including widening Route 72, the Pigeon Point Extension, and work in southern New Castle County. The recommendation from WILMAPCO is to model these projects if there is no objection.

Ms. Zegeye said we would like to include projects that do not have funding because in the next five years there are many competitive grants coming from Washington. The application will ask if the project is in the MPO's long range plan. For that reason, we should try to model everything in the hope that we will get the grants. The staff recommends modeling all of these projects.

Ms. Virginia Burke said MDOT interpreted the conformity would only model fiscally constrained projects. Anything that did not have funding would not be put in the model. That is how we always interpreted the conformity analysis that we do. That would suggest that if there are no funds assigned it should not go in the modeling. It would still be in the RTP, but we need to make that distinction that if it did not have funds at this time, we would not model it. Ms. Zegeye said yes, but we have done this before on several projects and EPA did not have any issues. It has helped us a couple of times in that we did not have to run a conformity in the middle of the fiscal year. We have had no issues in the past.

Mr. Swiatek said this is just discussion and confirmation for the modeling can be done in the next month. If anyone has better project descriptions, please add them.

From the chat: Bill Swiatek:

[https://docs.google.com/spreadsheets/d/14GmDEMVIj5MxSH3fvDxViVJ3p3RP\\_YdswSNR5EkfOdw/edit#gid=0](https://docs.google.com/spreadsheets/d/14GmDEMVIj5MxSH3fvDxViVJ3p3RP_YdswSNR5EkfOdw/edit#gid=0)

## **INFORMATION ITEMS**

### **11. Staff Report**

Ms. Tigist Zegeye reported the following updates:

- Staff attended the West Center City Community Meeting on July 11<sup>th</sup>.
- Staff attended the Churchmans TID Information Session on July 20<sup>th</sup>.
- Staff participated in the kickoff for the Delaware Electric Vehicle Infrastructure Plan meeting on June 29<sup>th</sup>.
- Staff exhibited at the William Hicks Anderson Open House on August 6<sup>th</sup>.
- The Ardens Walkable Community Workshop was on August 8<sup>th</sup> with forty attendees.
- Staff presented the Regional Transportation Plan and the Transportation Justice Plan at the DART Elderly and Disabled Transit Advisory Committee on August 10<sup>th</sup>.
- The Ardens Transportation Plan Steering Committee meeting was on August 16<sup>th</sup>.
- The Route 9 Monitoring Committee will meet today at 4:30 p.m.
- The Southbridge Circulation Study Steering Committee kickoff meeting is scheduled for August 23<sup>rd</sup>.
- Staff will be participating in the Association of Metropolitan Planning Organizations MPO Leadership Forum on August 23<sup>rd</sup>.
- The North Claymont and Governor Printz Monitoring Committee will meet on August 29<sup>th</sup>.
- The I-95 Cap Feasibility Study Advisory Committee meeting and Public Workshop will be held on September 6<sup>th</sup>. The Advisory Committee will meet at 4:30 PM. The Public Workshop will begin at 6:30 PM.
- Staff will attend the Southbridge Wetlands Park Grand Opening on September 12<sup>th</sup>.
- Staff will be exhibiting at Newark Community Days on September 17<sup>th</sup>.
- The deadline for New Castle County TAP and Bike/Ped Pool submission is September 23<sup>rd</sup>.

### **OTHER BUSINESS:**

None.

### **ADJOURNMENT:**

**ACTION:** On motion by Ms. Tricia Arndt and seconded by Mr. James Galvin the TAC adjourned at 10:45 AM.

Motion passed.

**(08-18-22-06)**

The TAC adjourned at 10:45 AM

**Attachments (0)**