

**REGULAR COUNCIL MEETING  
MAY 11, 2017**

The Council meeting was held at WILMAPCO, 850 Library Avenue, Suite 100, Newark, Delaware, on May 11, 2017.

1. **CALL TO ORDER:** Ms. Connie Holland opened the meeting at 6:30p.m.

2. **ROLL CALL:**

**Members present:**

Drew Boyce, representing Jennifer L. Cohan, DeIDOT Secretary of Transportation  
John Dezio, Delaware Transit Corporation (DTC), representing DTC Chief Executive Officer, John Sisson  
Connie Holland, Delaware Governor's Appointee  
Herb Inden, representing City of Wilmington Mayor, Michael S. Purzycki  
D. Reed MacMillan, representing Rich Hall, representing New Castle County Executive, Matthew Meyer  
Heather Murphy, Maryland Governor's Appointee  
Eric Sennstrom, representing Cecil County Executive, Alan McCarthy  
Michael Spencer, representing New Castle County Municipalities

**Members absent:**

Robert J. Alt, representing Cecil County Municipalities

**Guests, Observers:**

Amishi Castelli, Federal Railroad Administration  
Bill Dunn, Civic League for New Castle County  
Mike Du Ross, DeIDOT  
Pam Lebeaux, WSP/Parson's Brinkerhoff  
Dan McGonigle, Washington House Condominium Association  
Mark Tudor, DeIDOT

**Staff members:**

Dan Blevins, Principal Planner  
Janet Butler, Administrative Assistant  
Heather Dunigan, Principal Planner  
Sharen T. Elcock, Executive Assistant  
Dave Gula, Principal Planner  
Randi Novakoff, Outreach Manager  
Bill Swiatek, Senior Planner  
Jacob Thompson, Transportation Planner  
Tigist Zegeye, Executive Director

Minutes prepared by Janet Butler

3. **MINUTES:**

The March 9, 2017 meeting minutes were approved.

**ACTION:** On motion by Mr. Spencer seconded by Mr. MacMillan the Council

approved the March 9, 2017 Council Meeting Minutes.

Motion passed.

(5-11-17-01)

**4. PUBLIC COMMENT PERIOD:**

None.

**COUNCIL MEMBERS' AND DIRECTOR'S REPORT:**

**5. Chairperson's Report:**

None.

**- Appointment of Nominating Committee for 2017-2018 Officers:**

Mr. Boyce reported the Nominating Committee met on May 3, 2017, and nominated John Sisson to remain as Chair, and Eric Sennstrom to serve as Vice Chair. Council members voted unanimously to approve John Sisson as Chair and Eric Sennstrom as Vice Chair from June 30, 2017 to July 1, 2018.

**- Council Member's Reports:**

- Mr. MacMillan said there will be a public meeting held during the second week of June 2017 for Phase III of the Unified Development Code (UDC).
- Mr. Boyce said DeIDOT held their 100-Year Celebration with an Open House yesterday at the Delaware Department of Transportation (DeIDOT). He added a commemorative book on the history of DeIDOT is available at the Delaware State Marketplace for \$25.00.
- Mr. Inden said an update to the Wilmington Comprehensive Plan will be developed with consultants and there will be extensive public outreach. In addition, the Wilmington Initiatives (WI) is back on track and will meet soon.
- Mr. Dezio said the May 2017 DTC Service Change is about to go into effect. The next Service Change will be held during December 2017. Also, there will be a new Wilmington Transit Hub at Front and Walnut Streets, which is a new transfer point that will help to alleviate bus congestion that clogs up the area around the train station.
- Mr. Spencer said even though a bill had failed in the legislature, there was some confusion regarding how to administer Homeowner Associations (HOAs) in the towns. There is no set amount for each town and some have their own rules and do it their way, but, some of those ways do not make sense. He added this issue has started to clear up now.
- Ms. Murphy said the Federal regulations to join several East Coast Metropolitan Planning Organizations (MPOs) together as one organization (Final Rule) has been defeated. Both the U.S. House of Representatives and Senate have voted to pull that legislation and we are waiting for the president's signature.

**6. Executive Director's Report** – Ms. Zegeye shared the following events and information:

- The Air Quality Partnership (AQP) exhibited at several events and featured Tropo, the AQ mascot, at Wilmington Earth Day and at World Asthma Day at A.I. DuPont Hospital.
- Elbert-Palmer Safe Routes to School (SRTS) workshop will be held at a civic meeting on May 23, 2017. A public workshop will be held on May 25, 2017, at

- Stubbs Elementary School; and staff will participate in Elbert-Palmer Elementary School Safety and walk to school day event on June 1, 2017.
- May is Bike Month. Staff participated in an interview for the Delaware Bicycle Policy Plan; and will attend events for Bike-to-School Week at Downes Elementary School; the Newark Safety Checkpoints; and Bike-to-Work Day in Newark and in Wilmington. Staff will also exhibit at the Grand Prix Bike Race event in Wilmington on May 20, 2017.
  - Delaware East Coast Greenway Committee met on April 19, 2017, and Delaware Greenways and WILMAPCO are co-chairing the committee. Staff also met with DVRPC to learn about DVRPC's roles and responsibilities supporting the PA East Coast Greenway. The goal is that WILMAPCO will help Delaware Greenways through the Non-Motorized Transportation Working Group (NMTWG) to support the DE East Coast Greenway.
  - WILMAPCO hosted a University of Delaware Institute for Policy Administration (IPA) workshop for state planners regarding strategies for implementing the Complete Communities Enterprise District legislation, and the results were communicated at the Walkable Bikeable Summit on May 4, 2017.
  - A Union Street Public workshop was held and 40 people attended.
  - Staff presented the interlinkage between transportation and housing affordability to the Delaware Community Development Network.
  - Staff presented our efforts to incorporate livability into our planning process at the American Planning Association (APA) Regional Division's Livability Forum on May 5, 2017.
  - Staff attended the APA annual conference in New York City.
  - Staff met with University of Delaware Institute for Public Administration (IPA) staff regarding mobility and specialized transportation and how to interact with our transportation justice initiatives on May 10, 2017.
  - Work continues on the Ardentown Paths Plan and a draft plan was presented at a Town meeting. Town and Council adoption is expected in September.
  - Staff continues to work with the Town of Elkton and State Highway Administration (SHA) on a Pedestrian Plan.
  - Staff will exhibit at the Platinum Picnic in Hockessin in June 2017.
  - The Claymont Regional Transportation Center (CRTC) steering committee held a meeting regarding the design, traffic volumes, and access for the new Claymont train station.
  - Wilmington Transit Moving Forward (WTMF) is now under Wilmington Initiatives (WI), and the team is planning a public workshop in June 2017.
  - The Glasgow Avenue Planning Study project team will hold a public workshop on May 22, 2017.
  - As Ms. Murphy had mentioned earlier, the MPO Final Rule was repealed.
  - The WILMAPCO April 2017 Financial Statement shows that WILMAPCO is well under budget.
  - The Federal Government is open until September 30, 2017. Transportation funding highlights include \$18.5 billion discretionary funds for the US DOT; \$500 million for the TIGER grants; \$43.27 billion for highways; \$1.5 billion for Amtrak; and \$12.4 million for FTA.
  - Ms. Zegeye distributed a copy of the Delaware State Senate 149th General Assembly, Senate Resolution No. 10 (**Attachment A**). She said the resolution establishes a special committee to study and make recommendations regarding truck traffic and freight movements along SR41, SR 48, and SR7 in New Castle

County. The committee will recommend how to reduce the number of trucks traveling along these roadways and any improvements in engineering, infrastructure, education, and enforcement that can improve the quality of life for those that live along these roadways. Eleven members are serving on the committee. WILMAPCO will chair the committee with DelDOT providing the administrative staff support. Findings and recommendations from the committee will be submitted to DelDOT and the General Assembly by January 12, 2018. WILMAPCO and DelDOT staff plan to meet to discuss strategies and resources on May 15, 2017. Ms. Zegeye said she may need some help from WILMAPCO Council. Mayor Spencer volunteered to help.

#### **7. Public Advisory Committee (PAC) Report:**

Ms. Novakoff said the PAC met on April 17, 2017, which had a quorum because there were several new PAC members. Ms. Zegeye and Ms. Novakoff held a briefing with the new members before the PAC meeting. During the PAC meeting a member asked about how WILMAPCO reaches out to Environmental Justice (EJ) and Transportation Justice (TJ) populations, and staff directed them to the EJ and TJ reports that outline WILMAPCO's public outreach.

A PAC member also asked how the UPWP has changed in recent years. Staff responded that bike and pedestrian safety and education were added, as well as social media outreach techniques; however, the Public Participation Plan (PPP) is basically the same. There were questions about website statistics, and staff explained that visitors to the WILMAPCO web page are staying on the page about two minutes; but, the typical average is 15 to 30 seconds. In addition, Ms. Novakoff presented the changes to the public outreach and education portion of the FY2018 UPWP and PAC unanimously approved the public outreach and education portion.

Dave Gula, WILMAPCO, and Mark Tudor, DelDOT, presented information on the Newark Regional Transportation Center (NRTC). PAC asked why there are not more trains serving Perryville, Maryland; however, staff replied there are actually more trains. They also asked why freight was not moved from Track A, and the response was there were a number of improvements that needed to be accomplished first. A PAC member requested statistics on Norfolk Southern (NS) and CSX, and staff explained that WILMAPCO could not get the data because it had been provided by a private company. Another PAC member asked if Rideshare Delaware is still involved with Safe Routes to School (SRTS) and the answer was yes.

#### **8. Technical Advisory Committee (TAC) Report:**

Ms. Dunigan said the TAC met on March 16, 2017. There were no action items. Presentations included Future Trails of Northern Delaware Coalition by Jeff Greene, Delaware Greenways; FY 2018 UPWP by Tigist Zegeye; FY 2019-2022 TIP Project Prioritization by Heather Dunigan; and Safe Routes to School (SRTS) by Randi Novakoff.

The TAC also met on April 13, 2017. TAC recommended approval of the FY 2018 UPWP; endorsement of the WILMAPCO 2017 Congestion Management System (CMS) Corridor Analysis; endorsement of the 2050 Demographic Projections by TAZ; endorsement of the Route 9 Corridor Master Plan; and approval of the Technical Scoring for Project Prioritization for FY 2019-2022 TIP. Presentations included the Elkton

Pedestrian Plan by Jake Thompson and Newark Regional Transportation Center (NRTC) by Dave Gula.

**ACTION ITEMS:**

**9. To Adopt the State/Local Cash Commitment for Fiscal Year 2018 and to Adopt the State/Local Funding Formula for Fiscal Year 2018**

Ms. Zegeye said the State/Local Cash Commitment of DelDOT's share is \$110,000; New Castle County provides \$31,500; the City of Wilmington provides \$11,796, which is split between the Planning and Public Works departments; and Cecil County provides \$2,200.

For the State/Local Matching Ratio, State of Delaware matches 10% of its federal planning funds apportioned to WILMAPCO; and the State of Maryland matches 10% of the planning funds apportioned to WILMAPCO. New Castle County and the City of Wilmington splits the 10% local share of Delaware's federal planning funds based on population. New Castle County pays 85.48% of the 10%; the City of Wilmington pays 14.52% of the 10%; and Cecil County matches 10% of Maryland's federal planning funds.

This action item did not go to the PAC. However, TAC reviewed the two resolutions at the TAC meeting and requested clarification of some wording regarding the Cecil County match of 10% of Maryland's federal planning funds, which was done. The TAC also recommended amending the state/local cash commitment and the state/local matching ratio of the FY2018 UPWP. Staff also recommends adoption.

**ACTION:** On motion by Mr. Sennstrom seconded by Mr. Spencer the Council adopted the State/Local Cash Commitment and the State/Local Funding Formula for Fiscal Year 2018.

Motion passed.

(5-11-17-02)

**10. To Adopt the Draft FY2018 Unified Planning Work Program (UPWP) To Recommend Approval of the FY 2018 Unified Planning Work Program (UPWP)**

Ms. Zegeye said the document you have in front of you is basically the same as the one Council had reviewed at their last meeting. However, funding has changed slightly because MDOT revised their numbers to reflect an increase of \$1,800. Staff plans to reflect the funding revision when the UPWP is amended in September 2017. Although staff is not providing consultant support for new projects now, there are two new in-house projects: 1) The New Castle County Bicycle Plan; and 2) General Coordination with Municipalities and Unincorporated Communities, which includes comprehensive planning development, transportation plans, public outreach data, mapping, and master planning. When staff closes the books in June, 2017 WILMAPCO expects to have left-over funds that will be available for member agency requests.

The FY2018 UPWP went out for public comment from April 3 to May 4, 2017. There were 58 visitors to the site, and the people who looked at the document stayed three minutes on the web page. As previously stated, the public outreach and education portion were approved by PAC. TAC and staff recommended adoption of the FY2018 UPWP.

**ACTION:** On motion by Mr. Sennstrom seconded by Mr. Spencer the Council adopted the FY 2018 UPWP.

Motion passed.

(5-11-17-03)

**11. To Endorse the WILMAPCO 2017 Congestion Management System (CMS) Corridor Analysis**

Mr. Blevins said WILMAPCO is seeking to endorse the 2017 CMS Corridor Analysis, which is basically the map that identifies the most congested corridors in New Castle County. Staff creates it through the Congestion Management Subcommittee (CMS) using various performance measures such as AM/PM peak travel speeds, traffic delay-Level of Service (LOS), and crash frequencies at intersections. These data also help to fuel the TIP project prioritization process, where staff looks at ranking projects when they fall inside or outside the CMS corridors.

**ACTION:** On motion by Mr. Inden seconded by Mr. Dezio the Council endorsed the 2017 CMS Corridor Analysis.

Motion passed.

(5-11-17-04)

**12. To Endorse the 2050 Demographic Projections by TAZ**

Mr. Blevins said WILMAPCO is seeking endorsement of the 2050 Demographic Projections by Traffic Analysis Zones (TAZs) using the latest control totals by the American Population Consortium and Maryland Department of Planning. The WILMAPCO Data and Demographic Subcommittee (DDS) allocate the totals down to the TAZ level for New Castle and Cecil Counties.

Ms. Holland said she met with a member of the Governor's staff today, and she recommended all state agencies use American Population Consortium numbers for consistency. She believes this information will go to the Government Efficiency and Accountability Review (GEAR) Board, which is a new committee that was developed by the Delaware Governor for efficiency and transparency in government.

**ACTION:** On motion by Mr. Sennstrom seconded by Mr. Spencer the Council endorsed the 2050 Demographic Projections by TAZ.

Motion passed.

(5-11-17-05)

**13. To Approve the Proposed Prioritization of FY 2019-2022 Transportation Improvement Program (TIP) Submissions**

Ms. Dunigan said the draft FY 2019-2022 Transportation Improvement Program (TIP) project prioritization technical scores are calculated using quantitative measures tied to the Regional Transportation Plan (RTP). Staff updates the prioritization every year to reflect current status of projects and the latest data. The Safety criteria scores were updated with the most recent crash data; and the Congestion Management scores were also updated. Staff met with DeIDOT and incorporated their suggested project changes.

Some of the project titles and limits have changed and are highlighted in red. The scores that have changed are highlighted in pale yellow and projects that have been added are highlighted in bright yellow. Added include Route 896; and Old Capital Road, Denny Road and Lexington Road, and the Middletown Park and Ride, both in the FY 2018-

2021 TIP. Unfunded projects added to the list at DeIDOT's request are Routes 896 from US 40 to I-95 third-lane; the US 40 and Route 7 intersection safety improvements, and SR 71. The proposed prioritization was reviewed by Technical Advisory Committee (TAC) and Air Quality Subcommittee (AQS), and Nonmotorized Transportation Working Group (NMTWG) concurred with the scores.

Staff recommends adequately funding preservation and safety first; then completing the projects already approved in the FY 2018-2021 TIP; If there is more money staff recommends using the RTP constrained list, based on technical scores; and if there is additional money staff recommends using the prioritized list not in the TIP.

Regarding the Congestion Mitigation Air Quality (CMAQ) scoring projects in the FY 2019-2022 TIP, staff looked at those projects that were eligible for CMAQ. Staff used the national CMAQ database and sorted the projects and ranked them based on expected air quality benefits.

**ACTION:** On motion by Mr. Spencer seconded by Mr. Dezio the Council approved the Prioritization of FY 2019-2022 TIP Submissions.

Motion passed.

(5-11-17-06)

#### **14. To Endorse the Route 9 Corridor Master Plan**

Mr. Swiatek said the Route 9 Corridor Master Plan identifies the best reinvestment and redevelopment strategies for the Route 9 Corridor south of Wilmington, Delaware. The request for the plan was submitted to WILMAPCO by New Castle County, which identified it as an area that needs significant revitalization. The team employed robust and continuous community engagement throughout the planning process. Each Civic Association was invited to participate in what would become the Route 9 Corridor Master Plan Steering Committee. The Steering Committee includes WILMAPCO, DeIDOT, New Castle County, the Delaware Office of State Planning, and other groups.

Public outreach efforts included two public workshops, an online outreach campaign, participation at scheduled community meetings and events, and talking to hundreds of residents from every neighborhood, seniors, workers, and young people. After considering the economic and real estate analyses and all the public outreach efforts, the following recommendations were made:

- Industrial land adjacent to Route 9 will be appropriately separated from residential neighborhoods.
- New truck routes (Pigeon Point Road Extension and Garaches Lane Extension) will work to keep trucks out of existing and future neighborhoods and simultaneously improve freight movement efficiency, freeing industry and the port to comfortably expand west and south.
- Zoning adjustments allowing for mixed use development (residential/commercial/office) that will encourage healthy suburban centers along the corridor to grow and thrive.
- The first center to be redeveloped will be around the Innovation District, which includes around the new library.
- Both Route 9 and Memorial Drive will be placed on road diets, and their key intersections will be redesigned and rebuilt to enhance safety along the corridor and keep traffic moving.

Advice from Delaware HEAL including more public health data was added to the latest draft. Additional edits include DeIDOT traffic comments, correcting grammatical errors, and page numbering changes. The PAC received a presentation on the Route 9 Corridor Master Plan in February, 2017, and did not make any recommendations. The TAC recommended the plan be endorsed at their April 20, 2017 meeting. Additional groups received presentations on the plan including the Delaware HEAL Environmental Policy Committee, DNREC Planners Technical Advisory Committee, Route 9 – US 13 All Civics Association, and Rt. 9 Master Plan Steering Committee.

At the end of the planning process the team received a letter dated May 1, 2017, addressed to New Castle County Executive, Matthew S. Meyer, from Kenneth Dryden, State NAACP Economic Committee Chair (**Attachment B**). Mr. Dryden requested a ride-along meeting (tour) with WILMAPCO and others in the Route 9 Corridor to provide a direct view of the targeted area and the proposed plan as provided by WILMAPCO's draft dated 3/21/17, and requested the tour take place before the final decision on these plans.

Mr. Swiatek said since the community stakeholder identified itself late in the process there are two proposals that we could consider to honor his request: 1) Council could hold an electronic vote giving us time to resolve any issues; or 2) Council could endorse the plan contingent on the absence of any negative feedback from the meeting (tour) with Mr. Dryden. Mr. Swiatek added if we make any changes to the plan we would need to reconvene the Steering Committee and send the plan out for public comment again.

Ms. Holland said the WILMAPCO staff worked with the Delaware Office of State Planning on this plan. She said it is one of the best plans she has seen with a lot of public input, and it is positive and transparent. She feels Council can meet the needs of Mr. Dryden and still move forward. Mr. Spencer agreed with Ms. Holland and said he does not want to delay the project.

Mr. MacMillan proposed a motion to accomplish the intent of the request from Mr. Dryden that the Route 9 Corridor Master Plan be endorsed by the Council by electronic mail messaging on Friday, May 19, 2017, so that the New Castle County Department of Community Services has enough time (a week) to conduct the tour of the Route 9 Corridor site with Mr. Dryden.

Mr. Spencer asked if the Council members would be informed individually. Ms. Zegeye explained an e-mail would be sent to all of the Council members regarding this action, which would include recommendations and a summary of the meeting (tour) with Mr. Dryden.

Mr. Boyce explained the planning document would be put in the Long Range Plan, and work its way up to the Transportation Improvement Program (TIP). DeIDOT will start project development through the NEPA process and another stage of development will take place that will include substantial community involvement during the 20-year plan.

Ms. Holland emphasized that the WILMAPCO Council is not dismissing Mr. Dryden's request; however, there are a lot of steps to take, and Council would like to work with Mr. Dryden's request.



**ACTION:** On motion by Mr. MacMillan seconded by Mr. Spencer the Council will endorse the Route 9 Corridor Master Plan, via electronic mail messaging on Friday, May 19, 2017, so that the Department of Community Services has enough time to conduct the meeting (tour) of the Route 9 Corridor with Mr. Dryden.

Motion passed.

(5-11-17-07)

**PRESENTATION/DISCUSSION ITEMS:**

**15. Newark Regional Transportation Center**

Mr. Dave Gula, WILMAPCO, said the historical timeline of the Newark Regional Transit Center (NRTC) project has included: 1) Wilmington to Newark Commuter Rail Improvements (2004); 2) Feasibility Study Phase I (July 2010); 3) Transportation Infrastructure Generating Economic Recovery (TIGER) II Planning Grant awarded (December 2010); 4) NRTC Study Phase II (March 2014); and 5) TIGER IV Grant for PE/construction (June 2012).

Mr. Gula stated that the existing Newark Train Station is located directly underneath South College Avenue. It is a small, one-platform, low-level, asphalt strip on Track A. It shares the track with Norfolk Southern where freight trains pass through and access the NS Newark Freight Yard. Since the Newark station has only one platform, it accommodates only one train at a time. The proposed station will be built at the same site, but the platform will extend to the east.

The Newark Regional Transportation Center (NRTC) project has established the following goals: 1) Accommodates additional SEPTA service; 2) Improves commuter safety and comfort (a high-level platform will make boarding and alighting safer and more convenient for all trains), 3) Meets ADA standards; 4) Accommodates future MARC service when/if that occurs; and 5) The design will be integrated with the University of Delaware STAR Campus.

Mr. Tudor, DeIDOT, said the new train station is being constructed in phases. The high-level platform will have two edges, on Track 1 and Track A, which can serve two Amtrak and/or SEPTA trains at the same time. It will also have direct pedestrian access from South College Avenue Bridge; a new station building with a waiting area, restrooms, security, ticketing, a pedestrian bridge, and an expanded parking lot with improved access.

The new parking lot will include 450 spaces, and access will be improved with a four-way intersection at S. College Ave. The streets will be constructed to work in conjunction with the streets that are developed at the University of Delaware STAR Campus. In addition, all service will be coming to the south side (Track A), and people will not have to walk across the tracks to get on an Amtrak train. The train station will be handicapped, bus, and bike accessible, and re-charging stations for electric cars will be available. Stairwells and elevators will take people out to the train platform.

The necessary track improvements will be upgrading Newark Train Station's rail facilities at the same time as Amtrak will be upgrading various tracks to make them more functional. Key milestones for the TIGER IV Construction Grant improvements are: 1) Site access and parking. The existing platform will remain in service, with construction from June 2017 through May 2018; 2) Station building will be during September 2017 through December 2018. The existing platform will remain in service; and 3) Platform,

pedestrian bridge, and track work is To Be Decided (TBD), dependent on Amtrak work and scheduling.

## **16. North East Corridor (NEC) Future**

Ms. Amishi Castelli, Federal Railroad Association (FRA), said the NEC Future is a multi-state effort that was initiated by the FRA in 2012. A long-term vision was established, which includes incremental implementation through the Tier 1 Environmental Impact Statement (EIS) and the Service Development Plan (SDP), and extensive stakeholder, agency, and public involvement.

The NEC includes eight commuter railroads, Amtrak, and four freight railroads with more than 2,200 daily trains. It also connects four of the 10 largest metropolitan areas in the U.S., and it is vital to the economy of the Northeastern region. The purpose of NEC Future is to upgrade the aging infrastructure and improve the reliability, capacity, connectivity, performance, and resiliency of passenger rail service on the NEC for both intercity and regional trips, while promoting environmental sustainability and economic growth.

Specific needs include aging infrastructure, performance, sustainability, capacity, connectivity, resiliency, and economic growth. The project development schedule incorporates initiation and scoping, alternatives development, a Tier 1 Draft EIS (2012-2015); a 95-day comment period, a Tier 1 Final EIS (2016); and a waiting period for the Record of Decision and the Service Development Plan (2017).

The Tier 1 EIS Level of Environmental Review focuses on defining the capacity needed to meet future demand, and helps to determine the future role of rail in the Northeast. It is representative of the route and service assumptions for corridor-wide evaluation of alternatives. In addition, the Future Tier 2 process is required to develop and evaluate project-level details. The approach for identifying the preferred alternative includes a Tier 1 Draft EIS Evaluation; stakeholder and public comments, and FRA policy objectives.

FRA has learned “no action” is not an option; there is a strong need to fix the existing NEC first; and there is a strong demand for rail service including that 35% of northeast intercity travel growth by 2040 will be from increased population and employment. In addition, travelers seek convenience because there is a desire for a reliable, frequent customer-focused product with coordinated schedules, common ticketing, and easier transfers.

A three-month public comment period included 11 public hearings and 8,000 comments. An environmental analysis was conducted and FRA reviewed the benefits impacts, and costs. As a result, the Preferred Alternative focuses on the existing NEC as an integrated network of intercity and regional rail trains; achieves the state of good repair; eliminates chokepoints; adds capacity to accommodate growth and improves reliability; and expands the reach of the NEC to new markets and connecting corridors.

The Preferred Alternative in the Wilmington area creates an intercity connection to the Philadelphia Airport, with an opportunity for continuous regional rail service between Baltimore, Wilmington, and Philadelphia. There is also potential for new connections to Elkton, Maryland, Newport Delaware, and Edgemoor, Delaware, with chokepoint relief at the Newark, Delaware station.

The benefit of the project's "grow vision" incorporates better service for passengers. It supports twice as much regional rail trains during peak hours and five times more intercity trains, with more reliable service. There could be faster trips from Washington, D.C. to New York City, in as little as two hours and ten minutes, and to New York City in 2 hours and 45 minutes. There could also be more service options including new, affordable, metropolitan service that links local and metropolitan markets, with easier transfers and coordinated arrivals at transit hub stations, with seamless, unified schedules and ticketing.

The project could afford, one-seat rides between cities on the NEC, and to-and-from connecting corridors, frequent direct service to Hartford, Connecticut, and Springfield, Massachusetts, with improved airport access, 22 new stations with intercity or regional rail service, five station upgrades to transit hubs, with regional rail service; expanded access to jobs and skilled workers, enhanced economic linkages among northeast cities, tourism benefits, lower greenhouse gas emissions, and resiliency to flooding and extreme weather events. This could also mean flexibility in living and commuter patterns for Wilmington, which would ease labor constraints, provide attractive urban alternatives for households, and add more than 500,000 jobs in a 45-minute travel time by 2040.

The next steps are: 1) Record of Decision that completes Tier 1 NEPA process and documents the formal selection of an investment program (Selected Alternative); 2) Service Development Plan that describes the process for implementing the Selected Alternative and focuses on immediate priorities; and 3) Tier 2 project studies including individual project sponsors, such as states and railroads, which can move forward with specific projects. In addition, the project will require more review and environmental study and significant funding is required. Ms. Zegeye asked how much the NEC Future plan would cost. Ms. Castelli said the Preferred Alternative NEC Future project would cost about 120 billion dollars.

### **17. DeIDOT Long Range Transportation Plan**

Mr. Mike DuRoss, DeIDOT, said a Long Range Plan is needed because it is a Federal requirement for statewide planning. The DeIDOT Long Range Plan was last updated in 2011, which sets the goals and strategies for DeIDOT to meet the needs of transportation for the next 20 years; however, it is not a list of future projects, and it is not meant to only consider DeIDOT Planning Department's views.

The DeIDOT approach is to go beyond the Federal requirements and prepare for the changing needs of customers. DeIDOT is seeking solutions to approaching challenges regarding what has changed since the 2011 plan. It aligns decisions with strategic investments and strengthens and the economic vitality of Delaware. It also supports safe and secure movement of people and goods, and improves transportation resiliency to adapt to the effects of changing climate.

Some of the anticipated challenges include continued growth, the aging infrastructure with higher maintenance needs, aging population, for instance by 2018 25% of the population will be 65 or older, high pedestrian fatality rate (80% higher than the national rate), declining transit ridership by 13%, and since 2014, potential climate change, sea level rise, and potential revenue trends.

The new requirements from the Federal government's MAP 21 and FAST Act include: performance measures and targets, climate change, multi-modal and complete streets,

freight planning, and public engagement in the planning process. In addition, guiding principles include economic vitality, safety and security, accessibility and mobility, quality of life, connectivity, preservation, system management and operations, resiliency and reliability, environmental stewardship, and travel and tourism.

The public engagement techniques are: DeIDOT's website at [www.plandeldot.com](http://www.plandeldot.com); YouTube videos; and Pop-up meetings at transit stations, malls, college campuses, boardwalks, and festivals. Mr. DuRoss played a video that combines the travel model with GIS data and other software that shows the Industrial Track Bridge under construction. The people on bikes are coming out of the travel model, and the track connects Battery Park in New Castle with the Wilmington Riverfront.

The planning process and timeline features include: 1) Data collection is ongoing, but, mostly complete; 2) Formulating the Vision, Part 1 draft was completed in March 2017; 3) Engaging stakeholders (spring and summer 2017); 4) Assessing planning topics (fall 2017-summer 2018); 5) Developing the implementation plan (fall 2017-summer 2018); 6) Publishing the draft Part 2 draft to be completed by fall 2018; and 7) Adopting the plan in December 2018.

Next steps are coordinating with DeIDOT partners regarding recent challenges facing each division and section; expected challenges, options and impacts such as recent innovations and benefits and emerging methods, materials, technologies, data and services that are being implemented or could be implemented; and realistic performance measures and targets.

Coordination with partners will include a website survey in May and 30-minute interviews during June to July 2016. Simultaneous public outreach for the annual research program will include new research topics, more DeIDOT-driven research problem statements, and identifying project managers. Literature will include what other DOTs are doing. The Gateway Strategic Plan will use the department-wide data portal, and include frequently needed data, analyses, and a three-year plan for application development.

Additional timeline details include: May 2017: Circulate draft vision for internal review; May-September 2017: Begin public outreach in summer; fall 2017-September 2018: Begin implementation plan development; fall 2018: Public review; and December 2018: Finalize the plan.

Ms. Holland said she is impressed with all the data that was incorporated into the plans. She commented we can't get out of the congestion problem by building huge roads. We need to get advocacy organizations together, such as Nemours and Delaware HEAL, to figure out where to build villages because that is what the general public and the realtors need now.

**18. INFORMATION ITEMS:** DeIDOT's Administrative Modification Request Letters.

**ADJOURNMENT:** Mr. Spencer made a motion to adjourn, Ms. Holland seconded the motion. The meeting adjourned at 8:00 p.m.

**ATTACHMENTS:**  
**(2)**



SPONSOR: Sen. Delcollo & Sen. Lavelle

DELAWARE STATE SENATE  
149th GENERAL ASSEMBLY

SENATE RESOLUTION NO. 10

ESTABLISHING A SPECIAL COMMITTEE TO STUDY AND MAKE RECOMMENDATIONS REGARDING TRUCK TRAFFIC AND FREIGHT MOVEMENTS ALONG SR 41, SR 48, AND SR 7 IN NEW CASTLE COUNTY.

1           WHEREAS, there is a significant number of heavy and light duty trucks that travel along the corridors of SR 41,  
2 SR 48, and SR 7; and

3           WHEREAS, the residents along SR 41 and SR 48 have expressed concern about their safety and quality of life;  
4 and

5           WHEREAS, the number of trucks entering into Delaware for economic development purposes is only going to  
6 increase; and

7           WHEREAS, it is important to examine the freight movement along these corridors to identify ways to improve the  
8 quality of life for the residents, while still promoting economic development; and

9           WHEREAS, it is also important that there be an equitable and jointly agreed upon solution that does not  
10 overburden any one corridor over another.

11           NOW, THEREFORE:

12           BE IT RESOLVED by the Senate of the 149<sup>th</sup> General Assembly of the State of Delaware, that a Special  
13 Committee be formed to study and make recommendations to the Department of Transportation regarding the truck traffic  
14 and freight movement along SR 41, SR 48, and SR 7 in New Castle County;

15           BE IT FURTHER RESOLVED that the Special Committee shall study and make recommendations regarding;

- 16           1. How to reduce the number of trucks traveling along these roadways; and
- 17           2. Any improvements in engineering, infrastructure, education and enforcement that can improve the quality of life
- 18 for those that live along these roadways.

19           BE IT FURTHER RESOLVED that the Special Committee shall be comprised of the following members:

- 20           1. The executive Director of the Wilmington Area Planning Council (WILMAPCO), of the Executive Director's
- 21 designee;
- 22           2. A representative from the Diamond State Port Corporation Board of Directors appointed by the Governor;

23 3. Two representatives from the SR 41 area, one appointed by the President Pro Tempore of the Senate and one  
24 appointed by the Senate Minority Leader;

25 4. Two representatives from the SR 48 area, one appointed by the President Pro Tempore of the Senate and one  
26 appointed by the Senate Minority Leader;

27 5. Two representatives from the SR 7 area, one appointed by the President Pro Tempore of the Senate and one  
28 appointed by the Senate Minority Leader;

29 6. A representative from the Delaware State Police Truck Enforcement Unit appointed by the Superintendent of  
30 the State Police;

31 7. The Secretary of the Department of Transportation or the Secretary's designee;

32 8. The Chief Traffic Engineer of the Delaware Department of Transportation.

33 BE IT FURTHER RESOLVED that the Special Committee shall be chaired by the Executive Director of  
34 WILMAPCO or designee, and the Delaware Department of Transportation will provide administrative staff support.

35 BE IT FURTHER RESOLVED that the Special Committee shall submit its findings and recommendations to the  
36 Delaware Department of Transportation and the General Assembly by January 12, 2018.

SYNOPSIS

This Senate Resolution creates a Special Committee to study and make recommendations regarding truck traffic movement along SR 41, SR 48, and SR 7.

Author: Senator Delcollo

May 1, 2017

Matthew S. Meyer  
County Executive  
New Castle County  
87 Reads Way  
New Castle, DE 19720

Dear Mr. Meyer:

The State NAACP Economic Development Committee, a stakeholder in the Route 9 Corridor Land Use and Transportation Plan would like to request a ride-along (tour) with WILMAPCO and others regarding its draft. The purpose of the ride-along/tour will be to provide a direct view of the targeted area and the proposed plan as provided by WILMAPCO's Draft dated 3/21/17. We ask that a tour be scheduled prior to any final decision on these plans.

I would be happy to meet with you or your designee to discuss more details of our request. You may contact me at (302) 562-0699.

Thank you in advance for your cooperation.

Kenneth Dryden  
State NAACP Economic Committee Chair

Cc: William Swiatek, AICP  
J.J. Johnson, State Representative  
Lee Jarmon, President Route 9 Civic Association