

PUBLIC ADVISORY COMMITTEE MEETING MINUTES

WILMAPCO Conference Room, December 15, 2014

ROLL CALL

Members Present:

Wes Avera, Centreville Civic League
Dave Carter, Southern New Castle County Alliance
Bill Dunn, New Castle County Civic League
Pat Folk, Cecil County
Bill Lower, Committee of 100
Jeff Peters, Pike Creek Valley Civic League
Roy Podorson, City of Wilmington
Tom Posatko, Delmarva Rail Passenger Association
Glenn Pusey, Bear Glasgow Council
Victor Singer, Civic League of New Castle County
Francis Swift, GHADA
Antonio Valenzuela, City of Wilmington

Absent:

David Bird, City of New Castle (vice Chair)
Paul Bielewicz, City of Newark
Bruce Brunozzi, City of Wilmington
Darlene Cole, Elderly and Disabled Transit Advisory Committee
Anthony Collins, Latin American Community Center
Ken Davis, Neighborhood House, Inc
Mathew Eskridge, AAA Delaware
Dick Janney, Southern New Castle County
Jim Lardear, DE State Chamber of Commerce*
Joe Mitchell, Cecil County
Brett Saddler, Claymont Renaissance Development Corporation
Charles Shaw, AARP
Peggy Shultz, League of Women Voters
Lisa Snyder, 7/40 Alliance
Dave Tancredi, Milltown-Limestone Civic Alliance
Frank Vari, Chesapeake City

** Reserve PAC Members*

Guests:

Staff Members:

Tamika Graham, Senior Planner
Randi Novakoff, Outreach Manager
Tigist Zegeye, Executive Director

Minutes prepared by Janet Butler

David Bird, Vice Chair, was absent; therefore, Tom Posatko volunteered to chair the meeting and called the meeting to order at **7:03 PM.**

1. Approval of Meeting Minutes 7:05 PM

Mr. Posatko asked for approval of the PAC Minutes.

- Dave Carter asked for a correction on page 6, regarding the Port of Wilmington expansion, which should say: Sub Aquias Lands Act.
- Vic Singer asked for the following corrections: page 6: should say, "Coastal Zone Act;" "is" should be between "that" and "authorized," and after authorized, it should say "by"; the seventh line from the top: should say, "The regulation states"; and on Page 7, the correct numbers are: (10/20/14-03).

ACTION: On motion by Vic Singer seconded by David Carter the October 20, 2014 PAC meeting minutes were approved with the corrections (above).

Motion passed **(12/15/14-01)**

2. Public Comment: 7:05 PM

Mr. Singer had a question regarding performance measures. Mr. Singer has been looking for an overall measure for congestion, which indicates if it is increasing or decreasing. He said there should be something for a weighted average. Ms. Zegeye said that WILMAPCO has been developing Congestion Management System reports since the adoption of the first long range plan in 1996. Staff also developed the 2014 Intersection Operations Analysis, as an outgrowth of the Congestion Management System process. Staff will forward the analysis to Mr. Singer as well as other interested PAC members.

Mr. Carter said there was a good front page article in the Sunday News Journal paper regarding the nuclear power plant and the evacuation plan in Southern New Castle County. He will send the link to Ms. Novakoff for the PAC, and requested a Delaware briefing at a PAC meeting on this issue. Ms. Novakoff said staff will follow-up and see what information is available.

3. Executive Director's Report: 7:10 PM

Ms. Zegeye said the WILMAPCO Council met on November 13. Action items included releasing the draft 2040 RTP 2015 Update for public review and comment; releasing the draft 2040 RTP and FY 2016-19 TIP Air Quality Conformity determination for public review and comment; amending the FY 2015-18 TIP Cecil County element; endorsing the Wilmington Transit Moving Forward Report; and approving the proposed Public Advisory Committee (PAC) reappointment. Presentations included the Delmarva Freight Plan by Bobbie Geier and Mike Du Ross, DeIDOT.

Ms. Zegeye shared the following public outreach information:

- Staff attended a ribbon cutting for the City of New Castle Route 273 Trail.
- On November 5 and 19, staff exhibited at community dinners held at Fraim Boys and Girls Clubs and the Neighborhood House.
- Staff helped organize a flooding open house in Southbridge on November 18.
- Staff met with the City of Wilmington on November 25 regarding livability initiatives.
- Three sets of RFP interviews were held. WILMAPCO selected consultants for the Glasgow Avenue Planning Study, Red Clay Scenic Byway Design Standards Overlay, and SR 141 20-Year Transportation and Land Use Plan.

- The Tri-State Mall Transit Oriented Development (TOD) Analysis will be completed in-house.
- On December 5 staff attended the Mid-Atlantic Sustainable Transportation Funding meeting, regarding using a mileage based user fee to generate funds.
- Staff attended the EPA's Building Blocks Training Academy in Washington, DC, which is helpful to the region regarding walkability and parking audits, green streets strategies, and growth areas.
- On December 9 staff attended the DE/MD APA Regional meeting.
- Ms. Zegeye thanked Roy Podorson for his contributions to the PAC since he will no longer be serving on the PAC and presented him with a large cookie.

ACTION ITEMS:

4. Approval of the PAC Chair Nominating Committee Appointment 7:20 PM

Mr. Carter nominated Mr. Bird to serve as PAC Chairperson and Mr. Valenzuela as Vice Chairperson. The PAC approved the nominations. Mr. Posatko thanked Mr. Carter for chairing the PAC Nominating Committee.

ACTION: On motion by Vic Singer seconded by Roy Podorson the PAC approved the appointments.

Motion passed (12/15/14-02)

5. Approval of the Public Outreach for the Draft 2040 Regional Transportation Plan (RTP) Update

Ms. Zegeye distributed the WILMAPCO 2040 Regional Transportation Plan (RTP) schedule. She said we are asking the PAC to recommend to the Council the public outreach of the RTP. The TAC will review the draft document at their December 18 meeting and Council would adopt the RTP at their January 8 meeting. Staff will then submit the draft RTP to Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) in January for final approval, which is expected in March 2015.

Ms. Zegeye also distributed the 2040 RTP Update public comments that have been received. She said the list includes the organization, how many people attended, and the comments received. Staff has contacted 38 organizations in Cecil and New Castle counties, and presented the RTP to 30 organizations. Overall, there were not many comments regarding the RTP, but there were comments regarding specific projects.

In addition to the list of comments, there is a letter from Christine Whitehead about Route 141 and issues regarding trucks going through neighborhoods including the speed and damage they are causing to the roadway; the need for sidewalks as a priority; and the need to have more crosswalks. There are also comments from Robert Hicks, which were submitted at the Our Town event on September 3. His comments included requesting Newark Railroad Station improvements, before other transit projects are completed such as Newark to Elkton, or SEPTA extensions. He also suggested the need for more Fairplay Station parking.

An e-mail addressed to Mr. Blevins from Ms. Denise Brush, was received regarding needed funding for sidewalks on major arterials, especially to accommodate Safe Routes to School programs in developments; bridging the gaps of DART bus routes to

run east to west in northern New Castle County; the Wilmington Transit Center as a priority; suggestion for an underground transit center like at Jefferson Station formerly Market East in Philadelphia; a suggestion to conduct a Transit Oriented Development (TOD) study around Trolley Square; the need for connecting the Newark-SEPTA rail tracks with the Baltimore MARC train in Perryville; and promote carpooling in the region including talking to New Jersey transit agencies about operating a joint bus route with DART because of commuters travelling to New Jersey.

There is a form for public comments on the WILMAPCO website. The form has been on the website since November 17 when the public comment period began, and the public comment period will run until January 5. Therefore, there is still time to submit comments. Mr. Venezuela commented that Ms. Brush's comments were comprehensive.

Mr. Dunn said Milltown-Limestone Civic Alliance had a lengthy discussion at WILMAPCO's RTP presentation during their meeting on sidewalks and resurfacing efforts by DeIDOT. One issue is there seems to be interest in resurfacing at regular intervals instead of using more high quality asphalt that is more durable used by subcontractors. Mr. Dunn will forward a copy of the Civic Alliance Minutes so WILMAPCO can include the comments in the RTP.

Mr. Carter emphasized how important the evacuation zone is in Southern New Castle County, which is a problem because more reinvestment and training are needed. He feels the citizens are not being informed. He said the requirement of education and outreach are part of this issue. Ms. Novakoff said staff will follow up on the issue.

Mr. Singer commented that in the list of public outreach issues, what is missing are the attendees at the public forum. Ms. Zegeye said we held the Our Town public forum at the Embassy Suites in September, and that number was 75 people.

Ms. Zegeye said there were 189 web hits on the RTP page, and meeting attendees included approximately 716 people. Therefore, staff reached out to a total of about 900 people. Staff also sent a press release to its Delaware and Cecil County media list, the TAC, PAC, and Council. The RTP press release states that the WILMAPCO RTP was highlighted as a National Model for a new nationwide guidebook being produced by Transportation for America, a professional organization in Washington, DC.

Mr. Posatko said the PAC is asked to advise and approve what WILMAPCO has already done. He asked if there are any questions regarding what the PAC is supposed to do. There were none.

Mr. Carter suggested increasing WILMAPCO's efforts for considering the evacuation routes in the RTP. Mr. Singer suggested adding radio spots to the list of public outreach conducted. PAC members asked what the best public outreach methods are for the RTP. Ms. Novakoff said the best methods were public meetings where staff has face to face interactions with residents. Mr. Carter commended WILMAPCO on its public outreach efforts.

ACTION: On motion by Vic Singer seconded by Roy Podorson the PAC approved the Public Outreach Portion of the Draft 2040 RTP Update.

Motion passed **(12/15/14-03)**

6. Release FY2016-2019 Transportation Improvement Program (TIP) for Public Comment: 8:00 PM

Ms. Graham distributed a flyer for the WILMAPCO Open House Public Workshop regarding the FY2016-2019 TIP, which is available for public comment from January 12 through March 3. The TIP workshop, coordinated with DeIDOT, will be held on Monday, February 23, from 4:00 p.m-6:30 p.m., at the Newark Library.

She also distributed a TIP brochure called the TIP Quick Guide, which was developed to help the public understand the TIP process. The TIP has seen a slight decrease in funding, and eight new bridge projects were added. The TIP process is summarized on the front of the brochure; in the middle there are maps and a list of the draft major projects in the FY2016 TIP; and how the TIP projects are funded is found on the back.

Mr. Carter asked if the funding chart in the brochure for Delaware statewide is only for Kent and Sussex counties. Ms. Graham said the TIP information is broken down by projects in New Castle and Cecil counties and by Delaware statewide projects which cover all three counties. Mr. Carter suggested adding a parenthesis stating, "Statewide projects such as."

Ms. Graham also distributed a TIP spreadsheet that compares the proposed FY 2016 projects with the approved amended FY 2015 TIP. One minor change on the last page is that staff has broken out the projects that will be removed from the document versus projects that do not have funding but will remain in the document.

Mr. Dunn asked if the bridge on Greenbank Road is really in disrepair. Ms. Zegeye said it wouldn't have made the list unless it needed repairs. Ms. Folk asked about the projects that were eliminated, and if that means they will come up again, or were they eliminated because of lack of funding. Ms. Zegeye said they were eliminated because of lack of funding, and they won't come back unless there is additional revenue in the FY2016 TIP. Ms. Folk asked about the total cost of the additional bridge projects. Ms. Graham said she would provide the total figure representing new bridge projects as a follow-up.

Ms. Graham said, in addition to the workshop, there is a virtual workshop on the website. You can click on the project on google maps, and see the information that is also in the TIP document. You can also download the entire document from the website, which is broken down by county and project category.

Mr. Singer requested that staff leave a message at their phone extensions that indicates if they are in.

ACTION: On motion by Dave Carter seconded by Roy Podorson the PAC recommended to release the FY2016-2019 Transportation Improvement Program (TIP) for Public Comment.

Motion passed (12/15/14-04)

PRESENTATION/DISCUSSION ITEMS:

7. Other Business: 8:50 PM

Mr. Podorson distributed follow-up information about the Pennsylvania Avenue and Union Street intersection. Mr. Podorson referred to page 7 of the October 20 PAC minutes regarding the red light under the railroad tracks.

He said a new traffic directional signal is needed before the trestle going westbound on Pennsylvania Avenue, when you make a left turn on Union Street. While going westbound on the right side, when the traffic signal turns red, the traffic light facing the drivers going eastbound stays green for a period of time, and the westbound drivers don't see the green signal on one side. All they see is a red light.

Mr. Podorson said he had suggested to Dave Blankenship, City of Wilmington, that a flashing light be put on that corner. Mr. Blankenship responded to this inquiry and said you can't put a light on the trestle because it belongs to the railroad. However, Mr. Blankenship also communicated to him that this whole corridor is being looked into. Mr. Podorson reiterated that he has seen a number of near-misses there, because you can't see the light on the other side of the trestle when you are turning there. Mr. Singer suggested that a phone call could be made to the railroad to see what it would take to get the light put on the trestle.

8. Adjournment: 9:00 PM

PUBLIC ADVISORY COMMITTEE MEETING MINUTES

WILMAPCO Conference Room, February 23, 2015

ROLL CALL

Members Present:

Matthew Eskridge, AAA Mid-Atlantic
Tom Posatko, Delmarva Rail Passenger Association
Peggy Schultz, League of Women Voters
Barry Shotwell, 7/40 Alliance
Dave Tancredi, Milltown-Limestone Civic Alliance

Absent:

Wes Avera, Centreville Civic League
David Bird, City of New Castle (Chair-elect)
Bruce Brunozzi, City of Wilmington
Dave Carter, Southern New Castle County Alliance
Darlene Cole, Elderly and Disabled Transit Advisory Committee
Ken Davis, Neighborhood House, Inc
Bill Dunn, New Castle County Civic League
Pat Folk, Cecil County
Dick Janney, Southern New Castle County
Jim Lardear, DE State Chamber of Commerce*
Bill Lower, Committee of 100
Joe Mitchell, Cecil County
Jeff Peters, Pike Creek Valley Civic League
Glenn Pusey, Bear Glasgow Council
Brett Saddler, Claymont Renaissance Development Corporation
Charles Shaw, AARP
Victor Singer, Civic League of New Castle County
Francis Swift, GHADA
Antonio Valenzuela, City of Wilmington (Vice Chair-elect)
Frank Vari, Chesapeake City

** Reserve PAC Members*

Guests:

Staff Members:

Dan Blevins, Principal Planner
Heather Dunigan, Principal Planner
Randi Novakoff, Outreach Manager
Bill Swiatek, Senior Planner
Tigist Zegeye, Executive Director

Minutes prepared by Janet Butler

David Bird, Chair-elect, was absent; therefore, Tom Posatko volunteered to chair the meeting and called the meeting to order at **7:03 PM**.

1. Approval of Meeting Minutes 7:05 PM

Mr. Posatko said there was no quorum; therefore, the minutes will be voted on at the April 13, 2015, PAC meeting, if there is a quorum.

2. Public Comment: 7:05 PM

None.

3. Executive Director's Report: 7:10 PM

Tigist Zegeye said the WILMAPCO Council met on January 8, 2015. Action items included adopting the Draft 2040 RTP 2015 Update; adopting the Draft 2040 Regional Transportation Plan (RTP) 2015 Update and FY2016-19 Transportation Improvement Program (TIP) Air Quality Conformity Determination; and releasing the Draft FY2016-19 TIP for public review. In addition, the NEC Future – A Rail Investment Plan for the Northeast Corridor was presented to the Council.

Ms. Zegeye shared the following public outreach information:

- Staff participated in Claymont, Elbert-Palmer, Hanby, and Harlan Elementary Schools' Safe Routes to School (SRTS) programs.
- WILMAPCO's SRTS program at Elbert Palmer Elementary was recognized by Federal Highway Administration (FHA) and the Center for Safe Routes to School Program as best practice; and WILMAPCO will participate in a webinar on February 25, 2015 to showcase the work.
- Staff is working with Healthy Kids Delaware and NCC to conduct community dinners. Staff is also working with SWPN to start a farmer's market in Southbridge as well as providing advice and support for public engagement to Wilmington's Southbridge Flood Mitigation Task Force.
- The Tri-State Mall project was re-named the North Claymont Area Master Plan and is being developed with New Castle County and other agencies. They held a kick-off meeting on January 30, 2015. The project has been expanded to include the former Claymont Steel Plant.
- The Red Clay Scenic Byway Design Standards Overlay meeting and workshop were held in February, 2015.
- The SR 141 20-Year Transportation and Land Use Plan consultant was chosen and will be meeting with the project team soon.
- An SR 9 Walkable Community Workshop Scoping Meeting was held at WILMAPCO on February 20, 2015.
- The FY 2016-19 TIP Workshop was held at the Newark Library today from 4:00 p.m. - 6:30 p.m.
- The Glasgow Avenue Planning Study Community Workshop will be held on March 4, 2015, from 6:00 p.m.-8:00 p.m., at the Executive Banquet Hall, 205 Executive Drive.
- Staff is hosting an APA web lecture on Sustainable Design at WILMAPCO at 4:00 p.m., on March 11, 2015.
- The Cecil County Route 40 Visioning Workshop will be held on March 16 and 24, 2015, at Cecil College in North East, Maryland, from 4:00 p.m.-7:00 p.m.
- The Newark Regional Transportation Center (NRTC) project is moving forward.

ACTION ITEMS:

4. Approval of the Transportation Improvement Program (TIP) Public Outreach Component 7:20 PM

Ms. Dunigan said the TIP is a four-year document that funds the region's transportation projects and contains more than \$1.6 billion in road, transit, rail, multimodal, and bicycle/pedestrian projects. The TIP includes federally funded projects in Cecil and New Castle counties and Delaware statewide projects. It indicates what is expected to be built or carried out with estimated costs and schedules for planning, engineering, right-of-way, and construction. The FY2016-19 TIP is under consideration for Council adoption on March 12, 2015. It has been out for public comment from January 12 through March 3, 2015. Ms. Dunigan would like to get the PAC's feedback on the public outreach portion of the TIP.

Public outreach has included press releases and legal advertisements resulting in a feature article published in the News Journal on January 14, 2015, on page 1 of the local section. Staff also got the word out in the WILMAPCO Transporter newsletter and E-news. In addition, staff sent a News Journal e-mail blast to 10,000 customers, which resulted in a surge in website visits. A radio advertisement on the WDEL radio station also runs regularly. Ms. Dunigan played the radio advertisement for the PAC.

The new TIP Quick Guide was designed with the PAC's input. It informs the public, and can be updated every time WILMAPCO completes a new TIP. The online comment form on the website has also been revised. A digital form of the Quick Guide is available along with the draft TIP on the web site.

The e-mail blast went out on February 25, 2015; there was a total of 408 in which 307 were unique visits, and 97 followed the News Journal Blast. The TIP Workshop was moved to the Newark Library because it gets more foot traffic than at the WILMAPCO office. Fourteen people attended, and 11 came from foot traffic; therefore, Staff feels the library is a good place to hold these workshops.

Feedback from the workshops included a comment from a person who likes the STAR Campus Train Station project and road improvements for the entire state of Delaware. Another person from New Jersey commented on the good quality of the roads in Delaware. Additionally, one person requested better connectivity to major business such as New Castle to the Farmer's Market and Newark to Main Street.

Ms. Schultz agreed the library is a good place for the TIP workshops. She asked what percentage of the TIP funding is for transit. Ms. Dunigan said it has been reduced and it is seven percent. Mr. Posatko reiterated the role of the PAC is to recommend the public outreach components of the plans to WILMAPCO, and advise if WILMAPCO's methods are working.

ACTION: On motion by Peggy Schultz seconded by Dave Tancredi the PAC recommended to approve the Public Outreach Portion of the FY2016-19 Transportation Improvement Program (TIP)

Motion passed **(2/23/15-01)**

PRESENTATION/DISCUSSION ITEMS:

5. Transportation Justice (TJ) Report 7:30 PM

Mr. Swiatek said TJ is an extension of WILMAPCO's work with Title VI/Environmental Justice (EJ), which is a federally mandated initiative that looks at the needs of low-income and minorities. TJ considers accessibility/mobility of other constrained populations, including households without vehicles; the disabled; and seniors (age 65+).

A steering committee was formed to help guide the study. The steering committee is made up of Delaware Transit Corporation (DTC); Delaware Health and Human Services; League of Women Voters; Delaware Department of Transportation (DelDOT) and University of Delaware. The goal of the 2015 TJ Study is to update the 2007 TJ Report, including enhancing analyses and public outreach strategies.

Regionally, 2008-2012 American Community Survey (ACS) demographics indicated that 17,000 (7.3% of households) have no vehicle; 72,000 are disabled (12.0% of the population); and 76,000 are seniors (12.3% of the population). Studies also indicated private vehicle dependency creates social isolation, economic impacts, and health impacts. These are common concerns across the three groups.

A special telephone survey was utilized to better understand the transportation concerns of TJ communities. Results were compared to the regional public opinion survey. Respondents who said they had well met transportation needs included 76% of average adults; 65% seniors, 78% zero-car households, and 65% disabled. Fifty percent of disabled and zero car households have at least some transportation difficulty reaching services such as grocery and other essentials; social activities; medical care; and other services. About 90% of seniors who weren't disabled and were not living in zero-car households were able to get around fairly well.

Within the technical analysis, moderate and significant concentrations of TJ populations were identified using census block group demographics. One analysis considered walking distance (a quarter mile) to good frequency bus stops, or those which operated throughout the day. A smaller proportion of households within TJ areas were outside of walking distance to these bus stops, overall.

A connectivity analysis was completed, which considered transportation access (by walking, bicycle, public transit, and car) from TJ areas to key destinations such as: regional libraries, major grocery stores, hospitals, and regional senior centers. Good connectivity was defined as: a walking destination is within ¼ mile along an established pedestrian network; bicycling destination is within ½ mile along an established bicycle network; public bus destination is along a connecting, good frequency bus route; and automobile destination is within a 10-minute (non-peak) car ride.

Overall, TJ areas in Wilmington and Elkton were found to have good connectivity to these destinations, and those TJ areas along the suburban edge – such as Delaware City – showed poorer connectivity, because many of the destinations did not exist nearby.

Another, separate analysis looked at the connectivity to existing and planned age restricted communities in the region, outside of the City of Wilmington. The Age Restricted Communities Connectivity Assessment (ARCCA) included public transit and

pedestrian connections. The ARCCA Public Transit Analysis methodology consisted of four categories: 1) unlikely/difficult; 2) long-term improvement; 3) short-term improvement; and 4) within transit buffer. The ARCCA Pedestrian Methodology also included four categories: 1) unlikely/difficult; 2) long-term improvement; 3) short-term improvement; and 4) connection exists. Over half of age restricted communities were classified as either unlikely/difficult or long-term improvements for both public transit and pedestrian connections.

The following recommendations were made in the 2015 TJ Study: Continue the TJ project prioritization; consider filling connectivity gaps; encourage denser development patterns; encourage age restricted communities to develop near other destinations; raise awareness of alternative transportation options to potential buyers; and continue to refine ARCCA methodology.

Regarding public outreach, the WILMAPCO Transporter newsletter subscription rate for TJ areas outpaced the regional average. WILMAPCO recommended continuing to refine the public opinion survey; conduct special outreach to disabled and zero-car household communities, who are less likely to be familiar with WILMAPCO; involve TJ groups in the media; and encourage various transportation and public outreach methods. Council adoption is expected in May 2015.

Ms. Schultz said she attends County Council and Land Use meetings regularly. They approve developments that don't have connections and there is no transit established for people. She asked who pays for WILMAPCO. Ms. Zegeye said 80% of the funding comes from the federal government and 20% is local funding. She said land use planning is not in federal highway or federal transit purview, and they do not fund local land use projects. WILMAPCO tries to link land use and transportation in specific areas, such as Churchman's Crossing and Route 40.

Mr. Tancredi said if someone was looking at density increases for senior communities we would want to target those areas that they need to reach; however, a lot of seniors don't have the capability to walk long distances. Ms. Schultz disagreed and said there is a small village in Germany where seniors can walk a total of eight blocks and get to all the shops they need to, which is nicely designed. Mr. Tancredi said the TJ report is a good resource for future development in New Castle County.

Mr. Shotwell said New Castle County should give builders something to help them with the infrastructure. Ms. Schultz said we have such a fear of getting stuck in a dense traffic area, but, if we could walk this wouldn't be an issue.

Mr. Eskridge asked how we prioritize the TJ areas. Mr. Swiatek said we have a prioritization process based on geography, which we can share with you. We look at the areas we have designated, and the projects that fall into that area get points.

6. Delmarva Freight Plan 8:00 PM

Mr. Blevins said the Delmarva Freight Study is a multi-state, multi-MPO effort to develop a comprehensive, multi-modal evaluation of the freight transportation system and its operations along the Delmarva Peninsula, which is funded by DelDOT. We have also had partnerships with MDOT and VA DOT.

MAP-21 highly recommends having a freight plan that can improve their ability to meet National Freight Policy goals and objectives. Although it is not a requirement, in order for some projects to be eligible for federal dollars, they must come from a freight plan.

The key functions of the study are to collect the most recent commodity data such as Transearch, FAF3, and STB Waybill; conduct outreach (to agencies, industries, and shippers); develop the CUBE Cargo Model; generate current/future freight forecasts for multiple modes (truck, rail, water, and pipeline); analyze future freight scenarios; and develop a recommended action plan.

Freight traffic in the Delmarva region is highly concentrated and challenging. Five commodity groups constitute more than 70% of the region's truck traffic, including secondary traffic such as Walmart-type traffic; clay, concrete, glass, and stone; food; petroleum; and chemicals. The U.S. spends only 1.7% on its Gross Domestic Product (GDP) in transportation infrastructure, while Canada spends 4% and China spends 9%.

Infrastructure deficiency decreases productivity per worker, and critical job opportunities are lost in highly skilled and well-compensated non-transportation sectors throughout the economy. Implications for Delmarva are with major congestion issues and residential encroachment, the need for improved motor freight, barge, and potential rail service is critical, and there is a strong need to address the infrastructure deficiencies and provide support/improvement where possible.

Peak seasonal traffic coincides with the need for motor freight traffic to serve peak seasonal population, which creates additional congestion issues related to freight movement, economic stability, and quality of life.

Areas of concern from public outreach include: rail (NEC/Chesapeake Connector, Delmarva Secondary/Indian River coal, 75 rail car capacity, and Cape Charles rail car float); ports (Post-Panamax and new markets); inland waterways (Nanticoke and Wicomico Rivers and spoil sites for dredged materials); motor freight (seasonal/tourist-based congestion, secondary roads/bridges, fuel taxes/toll rates/weight limits, parking and rest areas); and air freight.

Ms. Schultz asked Mr. Blevins to elaborate on post-Panamax regarding the implications for the Delaware port. Mr. Blevins said it is the expansion of the Panama Canal; it is supposed to be done in December 2015, with a 50-foot draft. But, it doesn't mean very much in our area, because the Port of Wilmington is 40-feet deep and the Delaware River is 45-feet deep. However, in Baltimore, Norfolk, and New York there are deeper waters that can handle the larger ships. Mr. Tancredi asked if the Port will expand to the Delaware River. Mr. Blevins said yes, they do want to expand.

Areas of opportunity include: growth and industry (Cecil County, New Castle County, Sussex County, Wicomico County, and DAFB Civil Air Terminal); site specific issues (PBF energy rail expansion, Dogfish Head Brewery expansion, Seaford multimodal connectivity, Salisbury multimodal connectivity, and NASA Wallops Flight Facility); and import-export (fracking material to marcellus shale, crude oil from Canada or Midwest, grain from Midwest, and frozen poultry to Russia).

The analysis divided the area into six major freight corridors along the peninsula including: 1) I-95 metro freight corridor; 2) US 301 bay freight corridor; 3) US 50 Ocean

City freight corridor; 4) US 13/113 and Delaware 1 coastal freight corridor; 5) US 202 and Delaware 41 Piedmont freight corridor; and 6) MD/DE 404 and US 9 Lewes freight corridor.

Scenario planning included a performance based approach, with performance measures to guide freight-related decisions; retaining consistency with the National Freight Strategic Plan; tying each measure to each goal to indicate how well the system is achieving that goal; reflecting measures of conditions of infrastructure and of service performance; reflecting outcomes that are directly important to system users and the general public; and avoiding measures that are not of direct importance to users or the general public.

The Cube Cargo evaluation potential measures of effectiveness incorporates travel time to market mode, level of service (LOS), delay, transportation cost by commodity and mode, emissions, truck volumes on roadways, and freight demand by mode. Additional research includes cost assumptions for freight movement by mode.

There are two types of scenarios regarding policies and projects: 1) Multi-modal enhancement scenarios and 2) Multimodal constraint scenarios. Freight planning outreach, coordination, and study efforts identified economic and infrastructure related factors that were incorporated into six scenarios: 1) 2010 baseline; 2) 2040 trendline (or future no-build); 3) 2040 multimodal constraint (with trendline growth); 4) 2040 Multimodal constraint (with accelerated growth); 5) 2040 multimodal enhancement (with trendline growth); and 6) 2040 Multimodal enhancement (with accelerated growth).

The action plan's next steps provide a shortlist of project candidates that have the potential to influence freight transportation, compiled in cooperation with input from the freight plan's project advisory group, and with reference to the plan's various document reviews, stakeholder outreach efforts, and technical analyses.

Project screening efforts reviewed candidates and concepts to qualitatively assess their potential influences on enhancing the freight and goods movement. Candidates were screened from two overall perspectives. Each candidate is flagged "yes" or "no" to qualitatively assess its potential to influence specific freight issues within each focus area category and overall.

Next steps also include the motor freight corridor; focal connections freight corridors: Piedmont Bay and coastal corridors; and multimodal visions or opportunities rail: NS and CSX operations, Chesapeake Connector project, US 40 rail overpass, and Edgemoor and yard site improvements. Other steps include the Delaware Chemical Supply Chain Analysis, additional supply chain analysis, establishing freight hierarchy, operations into freight planning, and continuing the freight advisory committees and summits.

Mr. Tancredi asked if Mr. Blevins knew about the Civic League's proposal for a lightering tax, which is for materials stored on shore that are taken off of shipments that would be taxed. Mr. Blevins said yes. Mr. Tancredi asked did you include petroleum by ship transport in your study. Mr. Blevins said no. Pennsylvania would have a problem with that because there are no ships coming to Delaware that are being lightered.

Mr. Tancredi asked from a lightering perspective, would it be easier for ships to go through at another location. Mr. Blevins said yes, when a ship comes from overseas,

once it reaches the Delaware Bay or Delaware River, these bodies of water are not that deep; therefore, some of the material is transferred to another ship so they can get through.

7. Emergency Evacuation Planning 8:15 PM

Mr. Blevins said because of the PAC's request for Emergency Evacuation Planning information, he put together this presentation that comes primarily from Gene Donaldson's work at DelDOT. It encompasses all types of evacuations. Delaware has had practice with mini-evacuations throughout the state each year, and lessons are learned.

The challenge is keeping the lanes clear, which is the key for evacuations. New Castle County is densely populated, and there are recurring congestion and non-recurring congestion. Kent County has resort traffic for planned events (Firefly and NASCAR) and non-recurring congestion. Sussex County has resort traffic in summer, which is recurring congestion and non-recurring congestion.

DelDOT's Traffic Management Center (TMC) represents the largest and most comprehensive component of operations and management in Delaware. Part of the Statewide Emergency Operations Center includes Delaware Emergency Management Agency, Delaware State Police and Delaware Department of Transportation (DelDOT) housed in one building.

Technology is changing the way we deal with emergencies. Projects reviewed by TMC include ITS (technology) in their overall cost. They include even paving and rehabilitation, such as ramp devices, fixed cameras, volume loop detectors, as well as any signal upgrades. New technology has nearly every signal "on system", wavetronix devices are installed every half-mile on freeways, and they use portable devices for other needs. Technology is changing how we deal with emergencies, including the use of wavetronix, Bluetooth, cameras, and Traffic Responsive Signalization (TRS), which responds to the traffic.

The statewide computerized signal system has 750 of the 100 DelDOT maintained signalized intersections on the computerized signal system. The goal is to have every traffic signal on the system within 3 years, have the system automatically adjusted to evacuation of traffic, and have no police officer needed to direct traffic. In addition, water is the biggest threat to Delaware's transportation system. There are significant resort areas along the coast and water levels are measured in real time.

On scene Transportation Management Training (TMT) includes the Transportation Incident and Event Management Plan (TIEMP) with varying levels of response based on event/incident. In addition, the City of Wilmington has developed a Disaster Preparedness Handbook, which includes agencies involved in the TMT program; DelDOT; DRBA, MSHA, MTA, Penn DOT, fire/rescue/EMS/fire police, state EOCs, police/911 dispatch, DNREC, and towing agencies' information.

Documents and publications were created through the TMT program including evacuation routes for Sussex, Kent, and New Castle counties, as well as detour routes for incidents on I-95, SR-1, US13, US113, and US 301. And, each county/city has a detailed evacuation procedure, down to the intersection level and traffic cone.

Ms. Schultz asked where we can find information on the evacuation plan. Mr. Blevins said it is found on WILMAPCO's website and DeIDOT's website. Ms. Schultz asked what if the electricity is off. Mr. Blevins said there is a Disaster Preparedness Handbook, and if a hurricane is coming, you would know in advance.

Mr. Tancredi asked if there was an event that occurred like a nuclear plant blowing up, then, DeIDOT would be prepared. Mr. Blevins said yes, they would be prepared. Mr. Tancredi said the city of Boston was locked down after the bombing at the marathon; is there something like that in place in Delaware. Mr. Blevins said yes, each City has that type of plan, and the information is disseminated.

8. Other Business: 8:50 PM

Ms. Schultz asked if raising Market Street, Wilmington has helped. Ms. Zegeye said yes it helped, but not as much as planned. The surrounding area still needs to be looked at. Ms. Schultz also asked is there is any WILMAPCO comment on the Fort DuPont project. Ms. Zegeye said that WILMAPCO was involved with the initial assessment, but hasn't heard more about it. She will look into it and report back.

Mr. Tancredi asked about the expansion of the Claymont Train Station and parking. Ms. Zegeye said Claymont Steel is available for purchase and the parking issues may be eradicated through Transit Oriented Development (TOD). Regarding the repaving project on Kirkwood Highway, DeIDOT completed two lanes, but some of the paving is not even. Also, regarding red light cameras, DeIDOT has been changing string lights to pole lamps. Some people were confused and thought they were putting in red light cameras. Mr. Blevins said yes, they are putting in red light cameras; it is a new MUTCD standard when the lights are replaced.

9. Adjournment: 9:00 PM