

PUBLIC ADVISORY COMMITTEE MEETING MINUTES
WILMAPCO Zoom Virtual Meeting, February 7, 2022

Minutes prepared by Dawn Voss from recording.

Mr. Tom Fruehstorfer, PAC Chair, called the meeting to order.

1. ROLL CALL

Members Present:

Serene Abiy, University of Delaware
Bill Dunn, Civic League for New Castle County
Patricia Folk, Cecil County
Tom Fruehstorfer, City of Newark, and PAC Chair
Mike Kaszyski, Delaware State Chamber of Commerce
Bill Lower, Committee of 100
Ken Potts, Delmarva Rail Passenger Association
Anna Quisel, League of Women Voters of New Castle County
Gail Seitz, City of New Castle
Vic Singer, Civic League for New Castle County

Absent:

Mark Blake, GHADA
Tracy Chamblee, Southern New Castle County Alliance
Carlos de los Ramos, AARP
Mario Gangemi, Cecil County Chamber of Commerce
Ken Grant, AAA Mid-Atlantic
Deanna Murphy, Cecil County Board of Realtors
Glenn Pusey, Bear Glasgow Council
Barry Shotwell, 7/40 Alliance
Dave Tancredi, Milltown-Limestone Civic Alliance

Staff Members:

Dave Gula, Principal Planner
Randi Novakoff, Outreach Manager
Bill Swiatek, Principal Planner
Tigist Zegeye, Executive Director

Guests:

Ethni Amsale, University of Delaware
Jim Coverdale, DNREC

2. Approval of the December 13, 2021 Meeting Minutes

ACTION: On motion by Mr. Singer and seconded by Mr. Kaszyski the PAC approved the December 13, 2021 meeting minutes.

Motion passed

(02-07-22-01)

3. Public Comment Period:

None.

4. Executive Director's Report:

Ms. Zegeye shared the following public outreach information:

- The Council met on January 13th. They had four Action Items. They amended the 2020-2023 TIP to include increased funding for the replacement of the Belvidere Road Bridge over the CSX in Cecil County. They amended the TIP to include new funding for paratransit validators in the State of Delaware. They approved the release of the New Castle County Air Quality Conformity Analysis for public comment and endorsed the Draft Churchmans Crossing Plan Update and its recommendations. They also had four presentations included the Draft 2023 to 2026 TIP, the 2022 Regional Progress Report, the Middletown Walkable Community Workshop, and the Union Street Reconfiguration and Streetscape Improvement Study.
- Staff is supporting the planning of Phase Three of the TAP Streetscape Project in Southbridge, and a Community Walking Tour was held on December 21st.
- Staff met with representatives in the Ardens on January 12th to discuss interest in a traffic circulation study.
- An in-person public meeting for the I-95 Cap Feasibility Study was held on November 17th, and a virtual workshop was held on January 12th.
- The 202/Concord Pike Monitoring Committee hosted a briefing for elected officials as well as a committee meeting in December.
- A City of New Castle Transportation Plan City Council Workshop was held in person, and staff is currently preparing for final Advisory Committee and public meetings.
- Staff attended the MDOT MTA Statewide Transit Plan Stakeholders meeting on January 18th.
- Staff presented at the New Castle County Civic League on January 18th.
- Staff participated in a number of other meetings, including the Clean Cities Coalition, the DART Service Change Hearing, the Climate Action Plan Overview, and the I-95 Rehabilitation meeting.
- Tomorrow at 4:00 p.m. a Walnut Street Workshop will be hosted by DeIDOT.
- The third Union Street Advisory Committee meeting will be held on February 28th, followed by a virtual public workshop on March 16th.
- WILMAPCO has sent letters to New Castle and Cecil Counties, as well as the municipalities in both counties to offer the opportunity to submit tasks for the FY 2023 UPWP.

Ms. Pat Folk asked Ms. Zegeye to repeat what she said about CSX. Ms. Zegeye said the Council approved a TIP amendment to increase funding for the project to replace the Belvidere Road Bridge over the CSX railroad.

Mr. Bill Dunn said Ms. Zegeye mentioned a meeting about Walnut Street tomorrow and asked what project that referred to. Ms. Zegeye said Ms. Novakoff will put that flyer in the chat. It is a virtual public workshop about proposed improvements on Walnut Street between 3rd and 16th Street in the City of Wilmington. Mr. Dunn asked if they are going to reconfigure the lanes expand crosswalks. Ms. Zegeye said a number of improvements will be shared at the meeting and that is why we want you to attend so you can find out more information. Ms. Randi Novakoff put in the chat: Union Street Virtual Public Workshop Wednesday, March 16 from 6-7:30pm, www.wilmapco.org/unionstreet/.

ACTION ITEMS:

5. PAC Chair Nomination Committee

Mr. Tom Fruehstorfer said he, Mr. Mike Kaszyski, and Mr. Tracy Chamblee communicated and recommend that Mr. Kaszyski become the Chair because he is currently the vice chair and Mr. Fruehstorfer become the vice chair.

ACTION: On motion by Mr. Vic Singer and seconded by Ms. Pat Folk the PAC approved the nomination of Mr. Mike Kaszyski as chair and Mr. Tom Fruehstorfer as vice-chair of the PAC.

Motion passed

(02-07-22-02)

PRESENTATION/DISCUSSION ITEMS:

6. 2022 Regional Progress Report

Mr. Bill Swiatek encouraged members of the PAC to review the draft Regional Progress Report and email edits or suggestions for the document to him. The Progress Report is WILMAPCO's performance measurement document, which tracks the progress of the Regional Transportation Plan (RTP). Staff look at core trends and go action by action in the RTP to see how each is progressing using quantitative and qualitative indicators. Red, yellow, or green light indicators are used to show poor, partial, or good progress. National performance measures that are required of WILMAPCO are included in the report. This report helps prepare for the next RTP update next year.

One core indicator in the report is growth and spending within Transportation Investment Areas (TIAs). The most intensive transportation investments should be focused on the centers and cores, which are the I-95 corridor and a few municipalities south of the C & D Canal, and less focused in rural areas to preserve those areas and discourage growth there. Household growth measured within these TIAs showed rural areas in New Castle County grew 26% between 2000 and 2020. The developing area grew 206% during that period. Cecil County is more balanced with most of the growth occurring within the core area. The projections in New Castle County indicate that trend will continue with 31% growth within rural areas and 70% growth within the developing areas by 2050. Cecil County rates of growth across different TIAs continue to be more balanced. Median transportation spending versus the projected households per TIA showed that in the TIPs from 2004 to 2020, center and core received 15% and 40% of the spending but represent 19% and 55% of the projected population in 2050. Meanwhile, developing and rural areas received an outsized portion of spending versus the projected share of households in 2050.

Red, yellow, and green light indicators are given for each action in the RTP. Sixty percent of the actions got green lights in this report versus fifty percent in 2018, which shows the RTP is being better implemented. The action related to creating and supporting the implementation of subregional studies looks at how well the subregional or community studies done by WILMAPCO since 1996 have been implemented. They are rated from P0, which means no movement on that plan, to P5, which means complete implementation and a new plan is needed to determine what to do next. Eighty-five percent of the plans have some level of implementation. Mr. Bill Dunn asked what the timeline is for evaluating the implementation and if there is a target of two years or five years. Mr. Swiatek said this measure looks at whether or

not there has been some implementation with the project. The plans go back to the late 90s, but the report does not get into how long after the plan was adopted it was implemented.

TIP Funding by Mode looks at the classifications of project in the Transportation Improvement Program between 1997 and 2020. In the past decade there has been a lower percentage of funding going to roadway-only projects. There has been a slight increase in projects that are multimodal. Transit-only projects saw a very slight increase. Another action is to fund preservation projects first, which refers to projects that preserve the existing infrastructure. There was an action in the RTP to set a target to spend at least 48% on preservation projects. That was achieved over the last year. Another action looks at pavement in good condition, which is a national performance measure. Delaware did slightly better than Maryland in meeting their targets both on the interstate and non-interstate systems.

A measure looking at the population living near bus stops supports the action to ensure access to public transportation. In New Castle County people who live within a quarter mile of a bus stop dropped from 55% in 2000 to 52% in 2010, then to 45% in 2020. Cecil County went from 3% to 8% as the system expanded in the first decade of this century. The action to plan and fund public transit expansion and management projects has a few measures. One is fixed route bus ridership. Ridership in New Castle County has been declining since 2013, going from nine million to five million today. Cecil County saw an increase in ridership, but then a decline with the pandemic in 2020. Another measure is related to improving transit system performance. In New Castle County fixed route on-time performance has been increasing. Paratransit met the target set in Delaware with 92% on time. Fixed route was 75% on time. Cecil County exceeded their 2021 target of 80% on time with 87% of the buses on time.

Managed congestion is another national measure looking at the percent of non-interstate NHS providing reliable travel times. Both states are around 90%, which is well above their targets. Another national performance measure looks at nonmotorized injuries and fatalities. Maryland is on course to meet their target. Delaware is on course to exceed their target for 2021. Developing a complete and low stress nonmotorized transportation network looks at median trail count. The average trail use in New Castle County on a on a typical trail in May was compared over various years. It increased between 2017 and 2019, spiked during the pandemic, then dropped in 2021 though was still above the numbers in 2017 and 2019. Another action is continuing to develop a complete, low stress, nonmotorized transportation network. In New Castle County the percentage of walking commutes rose from 2.3% to 2.4% over the past decade and dropped in Cecil County from 2% to 1.2%. Biking commutes rose slightly over the past decade in New Castle County and dropped slightly in Cecil County.

The action to increase the ethnic and racial diversity of our Public Advisory Committee looks at the ethnic and racial minorities on the PAC versus the regional ethnic and racial minority population. Minority representation on the PAC has increased but still needs to reach the benchmark and to match the regional demographics. The document was shared with members of the PAC, who are encouraged to offer any advice about it, particularly around jargon or what could be said in a more easily understood way. Council action on this document will take place in March.

Mr. Ken Potts said he was wondering about the steady decline in transit ridership. The vehicle miles traveled has increased. Perhaps a performance measure might be number of driver's licenses issued in New Castle County and Cecil County over the past ten years, or maybe a number of registered vehicles to explain why there is a decrease in transit ridership. Mr. Swiatek said that is a good suggestion that could definitely be added as another measure.

Mr. Vic Singer said the Population Consortium says population growth in New Castle County will turn negative in the not-too-distant future. It seems that the vehicle miles traveled data might inform us of some additional facts of life if we look at vehicle miles traveled per capita or per number of households. Mr. Swiatek said this looks at the daily VMT per household, which is the amount of driving each household would do in any year. Mr. Singer said but there is a projection that population would increase, and there are some interests in the land use regulatory community that do not believe the Population Consortium, but the Population Consortium has been around for quite a while, and it has been right for quite a while. Mr. Swiatek said staff works with these data from the Population Consortium that show the household growth through 2050 from today. If after that point, it declines, then that would be a factor in potentially lowering the VMT.

Mr. Mike Kaszyski said looking at the TID areas north of Middletown, unless there is a significant increase in mixed-use residential and commercial where you have live-work centers there, and he knows there are projects that are trying to develop some smaller live-work areas, but still, you are actually pulling further south from major employers like Christiana. So, while the population goes down your vehicle miles may actually stay steady or go up because people are moving further away from where they work. Mr. Swiatek agreed that is part of the pattern.

Mr. Bill Dunn said there was one slide where Mr. Swiatek talked about interstate investments and improvements and non-interstate investment improvements. The non-interstate investment focus has fallen off dramatically at a point in time where the developers have liberated themselves of a lot of responsibility for road improvements to meet the demands of future development and planned development that is coming. If the State of Delaware is going to allow developers in New Castle County to liberate the bulk of the responsibilities they would have for road expansion to meet the demand of the development that they are putting in, then somebody needs to step up and take more responsibility. Mr. Dunn said traffic loads being worse and the hours that roads are in gridlock keeps on expanding. He thinks we need more investment in road improvement, and when necessary, expansion. Our ozone, CO, and carbon monoxide numbers are not going down much, because people are sitting in traffic. Mr. Swiatek said the ozone and particulate matter emissions have been coming down regionally. It is concerning the Delaware non-interstate number has dropped from 60% in good condition down to 55% in 2019. It will be interesting to see if it is able to make the target 50% that the state has in 2021, but those data just were not available yet.

7. I-95 Cap Feasibility Study

Mr. Dave Gula said DelDOT asked WILMAPCO to work with them on the Bridging I-95: Connecting the Community project, which looks at the impact that I-95 had on the surrounding neighborhoods since it was built in the 1960s. The Advisory Committee includes elected officials at the federal, state, county, and city levels. The project team will work closely with the neighborhoods as well as neighborhood planning councils from districts within the study area including United Neighbors, which is group of neighborhood representatives from around I-95. The consulting team is led by Mr. Kirt Rieder of Hargreaves Jones, who have worked on similar projects around the country. They brought on Johnson, Mirmiran & Thompson (JMT), which is a firm that works locally. The meeting facilitator is Ms. Toyin Ogunfolaju from Jacobs Engineering, who has worked with DelDOT in the past. The project area is the I-95 corridor between Delaware Avenue and 6th Street and extends to the extent of the right-away, which is Adams and Jackson Streets. Between two-hundred and eighty and three-hundred structures were

taken down to make way for I-95. The neighborhood at the time was largely white with about a quarter foreign-born.

In many places where this type of project has occurred, it becomes public space. While the team has not eliminated any potential uses yet, the assumption is that some public space will be created.

The Advisory Committee had the first of six planned meetings. Four community workshops are planned. The first workshop was in person, but a virtual, follow-up meeting was needed. First, the vision is determined. Then, through outreach to the community design options are developed. After looking at the options and their feasibility, the team will come to a final design. I-95 is not going to be rerouted, nor closed, especially considering the money just spent on the rehabilitation. It is important that residents will not be displaced, though the team may look into neighborhoods to consider street or streetscape improvements to enhance connectivity.

The first Advisory Committee meeting was on September 30th with about thirty attendees. Some people were not comfortable coming in person, so a virtual workshop of the same material was held on November 2nd. We discussed what will make this project successful. The team asked the same questions of the sixty attendees at the workshop on November 17th at Trinity Episcopal Church and at the follow-up virtual workshop on January 12th. The community said to connect everything. It was suggested that if only a portion of this is built, the bridges at Adams and Jackson Streets may be improved to make the connection stronger. Attendees at the Advisory Committee did not want retail, but it was a possibility at the public workshops. A small group did not want sports fields and courts. Concessions were popular and public restrooms were requested. The Advisory Committee chose to name the project Bridging I-95: Connecting the Community. Opportunities and challenges were discussed at the Advisory Committee and the workshops. At in-person meetings, attendees indicated ideas they like or dislike by placing stickers on the boards. In the virtual meeting, a virtual whiteboard was used for this exercise. There were questions about where people want to walk or bike, and the vision people have for the future.

The next steps include compiling the feedback, identifying what people want the most, and drafting initial concepts. Hargreaves Jones is a landscape architecture firm, so they are really good with the concept of public open space. The possibility of structures has not been ruled out, but there are federal regulations regarding the rights over interstate highways. The team is working with FHWA to understand the constraints. Perhaps food truck courts could be built and amenities like a dining area. Initial concepts will be presented to the Advisory Committee in late March, followed by a second workshop. Because some areas of the community are technology deserts, the team will meet with groups in person as much as possible. It may not be possible to do both in-person and virtual options for every event, so small groups may meet as necessary with WILMAPCO staff as the point of contact due to costs associated with bringing the project team together. All of the presentation can be found on the website, www.wilmapco.org/i95cap/.

Mr. Vic Singer said the presentation was well done, but the flavor was given that money would appear for building essentially a second floor over some substantial portion of the major highway that goes through Wilmington, and that was reflected in the desired uses where folks did not see much favor in building job opportunities or business opportunities in what could be floors three to ten of portions of the area. We need to find out exactly what kind of uses for the airspace over federal highway are permissible and tell the folks who participated in these sessions, where they express views as to what ought to be done with the money that will become available. Let us recognize all the money that is going to be spent is borrowed. Mr.

Gula said we understand that and that is why we are working with FHWA to understand those constraints because we do not want to exclude things that could happen, but we also do not want to set unrealistic expectations that we can build anything we want there. Mr. Singer said he appreciates that, but his intuition suggests that it would be a great opportunity to build jobs and commercial activity in a portion of the second to tenth floor. Mr. Gula said we are doing our best to get a handle on those things and trying not to exclude anything. There have been some questions about potentially new housing stock for the area. There has been speculation about small retail or retail that is not confined to a structure. The team will consider as many options as they can.

Mr. Bill Dunn said you have to consider every aspect of any future growth in New Castle County and I-95 corridor and what the maximum lane width that we are going to need is. Secondly, he would emphasize all those connector streets that go overhead, he would not eliminate a single one of them. The connections that exist should have to be maintained and then you are building parkland between those connections. He asked, if you went full steam ahead, got buy-in by the impacted communities, what would be the project timeline? Mr. Gula said if you look at other cities, the timelines are all over the place. Philadelphia's was such a grassroots startup that they spent probably five years just trying to get attention drawn to the idea. They are starting construction soon. They are expecting 2023 to be their completion date, so their timeline was around five years, but that was from where we are now in terms of just getting started getting out to the public and working with the community. With the new transportation bill, there is a Reconnecting Communities Grant pool that might be a way to move things a little more quickly.

8. Union Street Reconfiguration and Streetscape Improvement Study

Mr. Dave Gula said this project has taken just over a year. The Advisory Committee is made up of neighborhood groups, community advocates, property and business owners, city and state elected officials, and agency partners. The project team worked with the City of Wilmington, DelDOT, and DTC as part of the Wilmington Initiatives, which works as the Management Committee. The consultant team is JMT.

The first workshop was for visioning and the second workshop was to discuss possible options. At the visioning session, attendees were asked about their relationship to Union Street. There were sixty-one responses to the survey. When asked where they go, many said restaurants. Of the people who attended the workshops and took the survey, 67% live near the area, and 58% drive, 27% walk, and 10% bike to Union Street. When asked how they would like to get there, 67% want to walk, 42% want to bike, and 63% want to drive. They want the options, but conditions are not good for pedestrians and bicyclists. People love the diversity of the restaurants and the outdoor dining. People either hate or love the angled parking, but there was more hate than love. They do not like the bike lane, which is not protected. People do not feel safe walking the night because crosswalks are not well lit, and they are not all ADA. There is some congestion during the peaks, but traffic calming is needed because people drive fast during the day and in the evening. People do not like the intersection at Pennsylvania Avenue and Union Street, but recent improvements added a pedestrian signal, pedestrian island, and a traffic signal to make crossing Pennsylvania Avenue more comfortable. Further south on Union Street, crossing improvements are needed to make them ADA approved. South of 4th Street, there are fewer businesses and speed increases. At Lancaster, drivers heading downhill leaving the city drive at high speeds. Current lane widths may contribute to the speed issues. There were many comments about driving, walking, bike riding, and parking. When asked the most important priorities for the future, 69% said supporting businesses and seeing growth, 62% said improving the appearance of the street, 53% said making it easier and safer to walk, 12% said

improving the public transit experience, 30% said biking, and 44% said more green, open space. When asked about the most important components, 19% said trees, 17% said outdoor dining, 15% said wider sidewalks.

Information gathered from outreach was used to develop the Purpose and Need Statement. To seek federal funds as this moves forward, the public must have a chance to review a Purpose and Need Statement. The purpose of this project is to transform Union Street into a Main Street corridor that supports the multimodal mobility and connectivity needs of the local business community and the residents of the Flats, Little Italy Union Park Gardens, and surrounding neighborhoods. The need is: Transportation and streetscape improvements are needed along Union Street between Pennsylvania Avenue and Sycamore Street to (a) better function as a Main Street corridor, balancing moving cars while functioning as a place for residents and neighbors to shop, dine, work, recreate, socialize, and play, and (b) improve multimodal mobility and connectivity. When asked, 87% of people agree with this statement. There were comments that the pedestrian and bicycle function should be the first and moving cars last, as cars have the right-of-way now. The Purpose and Need Statement was used to create measures of effectiveness for the options designed. Points are awarded for things like pedestrian ADA improvements, sidewalk space, bike lanes, space for transit amenities, space for deliveries and pickups, on-street parking capacity, and bicycle level of comfort. The measures of effectiveness were used against six alternatives. Three alternatives did not move the curb, which did not provide traffic calming nor add sidewalk space. Those three scored very low and were dropped.

The top scoring alternatives undergrounded the utilities, created a protected bike lane, had two bike lanes, or had diagonal parking on one side. Alternative A was the top scoring by 5% over Alternative B. Alternative A has the utilities undergrounded, which is a challenge because Delaware does not use transportation funds to underground utilities. This was not requested by the public but arose from the consultant team as they worked with the city. Alternative A has a raised bike lane on the east side of the street that is protected from traffic by the parking lane. The roadway narrows to forty-six feet, including two eleven-foot travel lanes, two eight-foot, parallel parking lanes, a three-foot buffer, and a five-foot bike lane. The sidewalk on the east side is twelve feet and the west side has five feet of sidewalk and seven feet of outdoor seating.

The next highest scoring alternative did not remove the utilities. The roadway width is the same as option A with eleven-foot travel lanes, eight-foot parking lanes, a bike lane on the west side buffered by parking and a three-foot space. Floating bus stops may be used so the bus stops occupy the parking lane, and bikes will not be exposed to buses. There is about the same amount of pedestrian space on each side. Two-way bike lanes did not score as high because it narrows the amount of space for pedestrians. Pedestrian space was the key element for people who have come to workshops or taken the surveys. Bancroft parkway, just to the west, is suitable for bikes with wide, separated, north and south lanes, a big median and much slower traffic. Having a second bike lane on Union Street is not seen as important. Some question the need for a bike lane, but to connect to Union Street on a bike, at least one bike lane is needed.

Based on recent projects in Wilmington, it costs about one million dollars per block per pole line to put utilities underground. Union Street has pole lines on both sides, which is two million dollars per block for sixteen blocks. That adds thirty-two million dollars to the project. Unless someone steps forward, like Delmarva, and offers to underground the utilities; or a redevelopment could do a couple of blocks, which is not proposed; or a legislator finds the money; it seems unlikely that a source of funding will be found. So, Alternative B is likely to move forward. Replacing sidewalks and the roadway will affect businesses and adding more time to construction could potentially hurt them.

Mr. Bill Dunn asked if they have FIOS on Union Street. Mr. Gula is not sure what utilities are there, but he knows they have Delmarva, and probably Comcast and Verizon. Mr. Dunn said in every neighborhood that has been built since 1990, everything is underground. If it is ever a time to do it, it seems like now. Mr. Gula said there will be time before the project is funded for design, which allows the city, residents, and utilities to determine which of the two options can be done. Mr. Gula has never seen the utility chip in money. This requires someone to be the champion for it, and since DeIDOT would not be the lead agency, the city will need to say how important it is and be willing to work on it.

Mr. Vic Singer said what the public would like to see along Union Street is obviously flavored by what is already there. Earlier, the perceptions of what the public would like to see for the second floor over the highway, perhaps the folks who are looking at what to do on that second floor over the roadway would be interested in doing something like Union Street. Would that be something that the community would regard as tolerable? Mr. Gula said he thinks when we start showing ideas based on the comments received, we will get some better feedback on how people will respond to that. If folks really are interested in a retail presence along Adams and Jackson Streets, we will have to figure out if that is possible with the federal regulations. There are some corner shops along there now. Maybe there is some neighborhood retail that is vacant and could take the burden of that and then we just provide other spaces. These two projects are both happening, and a lot of the same people are attending both, and so we may get some crossover of ideas that they want to see on I-95 based on what they have done on Union.

Mr. Mike Kaszyski asked if there was any consideration for alternative intersections going down through the stretch to help further slow traffic. Instead of traffic signals or two-way stops, circles and maybe even squares or diamonds could be incorporated to help discouraged speeding, but then also help flow at these intersections where traffic signals tend to create ebb and flow. Mr. Gula said the team did not get too deep into that because DeIDOT is not a big fan of multi-lane mini circles. There is a thought of some kind of a median that flared out. The design team was thinking about the need for more pedestrian space so if the whole road is being redesigned, narrow the driving areas much as possible as a traffic calming measure and make sure the signals were timed so that if you go faster than twenty-five then you will hit a red light every time. Mr. Kaszyski said up in Allentown they used to time them at twenty-seven, but if you did forty-seven you would still make it. Mr. Gula said DeIDOT just retimed lights on Walnut Street to try to lower the speed limit to twenty-five so we will have data soon about that. The key was to try to create as much space for the public as possible and a central median creates a refuge for pedestrians but not really usable space. Hopefully, good tree cover will also help calm traffic. We have not seen design yet, so we have to go back to the public and see what they think.

8. Other Business

9. Adjournment

ACTION: On motion by Mr. Vic Singer and seconded by Mr. Bill Dunn the PAC adjourned.

Motion passed

(02-07-22-03)

Attachments: (0)