

**WILMAPCO Sea-Level Rise**  
Steering Committee Meeting Notes

*January 27, 2010*

Attendees:

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Bill Swiatek, WILMAPCO	bswiatek@wilmapco.org
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**1. Introductions**

Bill Swiatek opened the meeting with brief introductions, describing the formation of the Sea-Level Rise Steering Committee and the desired outcome of the steering committee.

**2. Background: SLR Adaptation Efforts in Delaware, DNREC**

DNREC is spearheading the formation of a statewide Sea-Level Rise Adaptation Plan. This plan is in its beginning stages. Last March, a workshop was held with approximately 100 individuals in attendance to discuss potential sea-level rise issues in Delaware. Since that time, DNREC has been working to develop inundation layers for the entire state of Delaware. These layers are going to be the baseline for assessing where Delaware is vulnerable. Soon, DNREC hopes to begin working with some form of committee structure to begin identifying the vulnerabilities that Delaware has. DNREC has also conducted a statewide survey on attitudes and perceptions on sea-level rise. DNREC has recently received the results of this survey and will begin to analyze these results soon.

Bob S. then briefly went through the inundation layers that DNREC has created. These layers are created on a watershed basis and are based on current high-water levels at the mouth of the watershed. These levels were done in ArcGIS, and DNREC is in the current process of converting the layers to KML files so that they can be easily downloaded in Google Earth. As of now, Google Earth appears to be the easiest tool to manipulate the layers. DNREC has also made these layers available as ArcMap shapefiles.

### **3. Background: SLR Adaptation Efforts in Maryland- Maryland SHA**

The state of Maryland released a Climate Action Plan in August 2008. It was a first effort to identify the specific impacts of climate change on sea-level rise in Maryland. LIDAR (Light Detection and Ranging) technology was used during the creation of the Climate Action Plan. Additionally, transportation was one of the different planning sectors looked at within the plan.

For their study, the Maryland State Highway Administration used three levels of GIS data on the Chesapeake Bay that was compiled a few years ago by Towson University's Center for GIS. Towson University used LIDAR that was available through NOAA and other sources. According to the findings from these maps, the eastern shore and lower shore regions of the state are most impacted by sea-level rise. The western shore is impacted, but not to the same degree as other regions of the state. Now that problem areas have been identified given three possible sea level rise scenarios, Maryland's next step is to determine how to address the situation (Do you abandon the region? Do you raise the road?) Currently, Maryland State Highways has an internal meeting planned at the end of February to discuss preliminary findings from this study and to discuss possible planning solutions.

### **4. Review of WILMAPCO's SLR Working Notes**

Bill S. distributed copies and briefly went over working notes on current adaptation strategies being practiced throughout the U.S. The hope is to take this information and mold it to our own study.

### **5. Discussion of Data Availability (inundation, infrastructure, social layers; EPA's vulnerable coastal map) and Methods**

The next step is to determine which data WILMAPCO already has and the data that is still needed. Bill S. distributed to the group a list of data that is currently available to WILMAPCO.

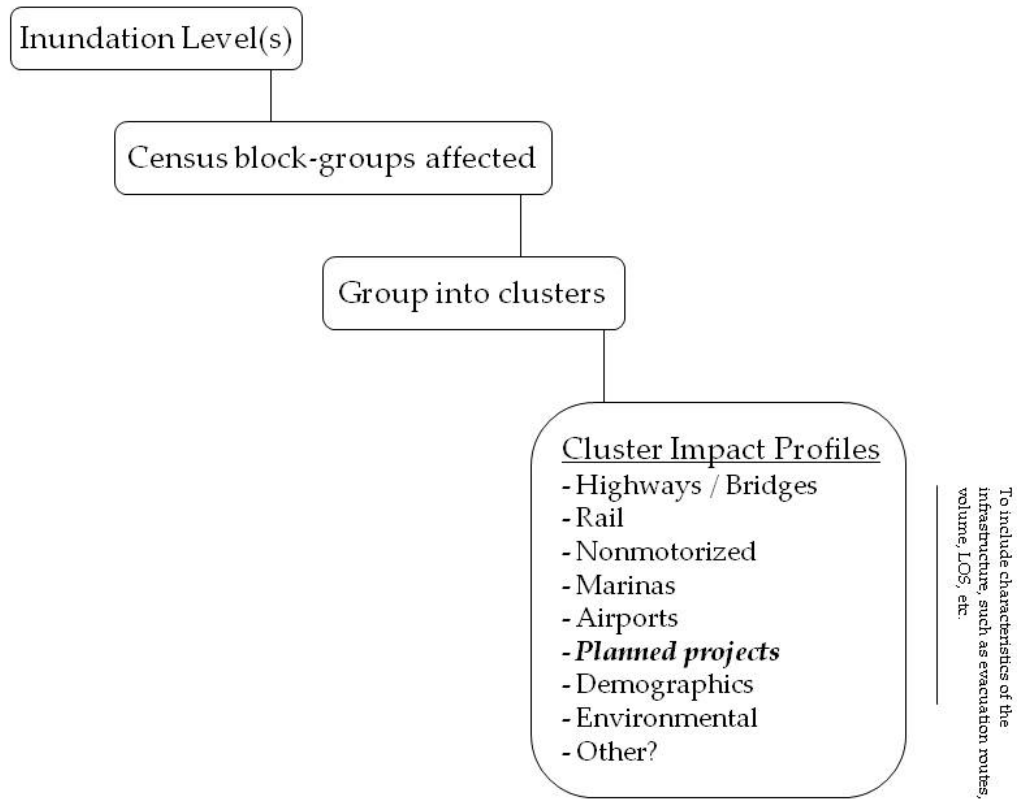
Data still needed includes:

- Bridge data for Cecil County (Mike S. said he would send the data)
- Marina data for New Castle County
- Inundation level maps (Bob S. and Mike S. currently working on)

### **6. Document's Structure and Recommendations to Explore Further**

- Cluster Impact Profiles

For this methodology, inundation layers will be examined according to census block groups. Census blocks will be grouped into clusters. Then, a profile will be created about that cluster. Cluster impact profiles will be created on the following information: highways/bridges, rail, nonmotorized transportation, marinas, airports, planned projects, demographics, and environmental information.



- Overall Impact Summaries

Dave C's recommendation is to get the technical part of the study done first, and then to worry about the policy implications. Dave C. also recommends getting the Kent/Dover MPO involved in the process. DNREC would like to apply this statewide in Delaware.

## 7. Next Steps

Bill S. will be in contact with everyone in the next months and will organize another meeting. Also, inundation layers and bridge data for Cecil County should be sent to Bill S. as soon as possible.