

## **Meeting Minutes**

**Salisbury/Wicomico Metropolitan Planning Organization (“S/WMPO”)**

**Council meeting**

**October 13, 2021 @ 1:30 P.M.**

**Government Office Bldg., Council Chambers (Room 301)**

**Salisbury, Maryland 21801**

**&**

**Zoom Hybrid meeting**

### **Attendees:**

#### *S/WMPO Council members:*

Matt Creamer, Chairman, Wicomico County

Charles Anderson, Vice-Chairman, City of Seaford, DE.

Tyson Byrne, Maryland Department of Transportation (“MDOT”)

Sharon Jones, Tri-County Council for the Lower Eastern Shore (Proxy)

Sara Bynum-King, Town of Delmar

Andy Kitzrow, City of Salisbury

John Rieley, Sussex County Council

#### *Staff:*

Keith Hall, S/WMPO Executive Director

### **Introduction**

Chairman Creamer opened the meeting at approximately 1:30 P.M. and welcomed attendees.

### **Minutes**

The first item of business was approval of the minutes from October 13, 2021. The motion was made by Mr. Byrne and seconded by Mr. Kitzrow. The motion to approve the October 13, 2021, meeting minutes passed with all participating Council members voting in the affirmative.

### **Port of Salisbury Study presentation**

Kristen Hartpence and Eric Oberhart (CPCS Transcom)

Chairman Creamer welcomed Ms. Laura Soper, City of Salisbury Economic Development Director, as well as Ms. Kristen Hartpence and Mr. Eric Oberhart (CPCS Transcom). Mr. Oberhart started the presentation with an overview of the project’s primary purpose, which was to determine the feasibility of adding a multi-user port along the Wicomico River. He continued with presenting the report findings, which included the following:

- Goal being to understand if a multi-user port is economically and physically feasible;
- Existing Port of Salisbury businesses and waterborne commodities;
- SWOT Analysis: Strength = existing facilities and geographic location; Weaknesses = ongoing dredging required, limited vessel size; Opportunities = growth in existing cargoes, relocation of some existing facilities, creating room for shipyard expansion, and increased federal infrastructure funding; and Threats = declining tonnage, future development at nearby ports, and inability to recoup development investment;
- Potential benefits included enable growth of existing businesses, preserve cost-effective supply chains, preserve activity and employment in other water-related businesses;
- Create support initiatives: Policies, Partnerships, Programs, and Projects;
- Create a Port Authority potential structure and possible revenue sources;
- Design of a multi-user port facility and estimated cost;
  - \$22.8 million in infrastructure; and
  - \$271,000 annual operating cost.

After a brief Q&A session, Chairman Creamer thanked the project team for their presentation.

### **Shore Transit Choice Ridership Study presentation**

Dr. Memo Diriker (BEACON)

Chairman Creamer welcomed Dr. Memo Diriker and asked him to present the findings of the Shore Choice Ridership Study. Dr. Diriker began the presentation with stating the purpose of the study, which was to identify ways Shore Transit may increase ridership for persons with vehicles.

He proceeded with an informal overview of the following findings for the Study:

- Challenges with attracting ridership – college students within close proximity to a campus, slow adoption of technology and a flat fee structure;
- Successes in serving portions of the region’s elderly population, door-to-door destinations for ADA riders, affordability and variety to transfer routes;
- Successful strategies deployed by similar sized transit systems and survey results to gauge the attractiveness of recommendations (e.g. automated fair collection apps, wi-fi, bike racks on buses, passenger shelters, etc.);
- Recommendations:
  - Technology upgrades;
  - Bus attributes (cleanliness, targeted destinations); and
  - Increased targeted marketing.
- Availability of personal vehicles, ample parking, and lack of traffic congestion are significant barriers to increasing choice ridership.

After a brief Q&A session, Chairman Creamer thanked Dr. Diriker for the presentation.

**Resolution 08-2021 – Long Range Transportation Plan (Connect 2050), Appendix F – Proposed Amendments**

Keith Hall (S/WMPO)

Chairman Creamer asked Mr. Hall to present the draft amendments to the 2019 Long Range Transportation Plan (“LRTP”) – Appendix F. Mr. Hall stated the proposed amendments include removing City of Salisbury, DelDOT and Wicomico County existing projects within the System Preservation – Roadway, Bicycle / Pedestrian, and Freight sections in which funding did not extend past FY 2021; revising the Cost and Available Project funds section for several DelDOT projects; and added three (3) new line items in the System Preservation – Transit Section for DART.

He added the revisions are necessary to ensure consistency between the LRTP and the Organization’s Transportation Improvement Program (“TIP”) and no public comments were received during the review period. Additionally, the Public Hearing for this agenda item was advertised 14-days prior to this meeting. No public was in attendance or participating via Zoom to provide Public Hearing comments.

A motion to approve Resolution 08-2021 was made by Mr. Kitzrow and seconded by Mr. Byrne. With all participating members voting in favor and none opposed, Resolution 08-2021 passed unanimously.

**Resolution 09-2021 – FY2022-FY2025 Transportation Improvement Program – Draft**

Keith Hall (S/WMPO)

Chairman Creamer asked Mr. Hall to present the draft FY2022-FY2025 TIP. Mr. Hall started the presentation with an overview about the purpose of the TIP, which is a planning-level budget for state DOT infrastructure projects and transit buses that are federally funded and located within the S/WMPO’s Urbanized Area.

The highlights of the presentation included:

- Estimated spend over the four-year period is \$127,192,400.00, which the Maryland and Delaware portions account for approximately 70 and 30 percent, respectively;
- Estimated combined spend by project type:
  - Roads = \$73.3 million;
  - Bridges and Dams = \$5.1 million; and
  - Transit = \$48.8 million.
- Source data provided by the DOT’s Statewide Transportation Improvement Program and is consistent with capital plans.

Mr. Hall added no public comments were received and the Public Hearing was advertised in accordance with the S/WMPO's adopted Public Participation Plan. No public was in attendance or participating via Zoom to provide Public Hearing comments.

A motion to approve Resolution 09-2021 was made by Mr. Anderson and seconded by Ms. Bynum-King. With all participating members voting in favor and none opposed, Resolution 09-2021 passed unanimously.

### **Resolution 10-2021, FY2022 Unified Planning Work Program – Proposed Amendments**

Keith Hall (S/WMPO)

Chairman Creamer asked Mr. Hall to present the proposed amendments to the adopted FY 2022 Unified Planning Work Program ("UPWP"). Mr. Hall stated the purpose of this agenda item is to incorporate unused / unobligated funds from the previous fiscal year into the FY 2022 UPWP.

The highlights of the presentation included:

- \$587,396.79 of unused / unobligated funding from FY 2021 UPWP;
  - Core Planning – increase of \$194,000.00;
  - MPO Administration – increase of \$87,000.00; and
  - Special Studies – increase of \$306,396.79.
- If approved, total revised FY 22 UPWP = \$801,857.07.

Mr. Hall added no public comments were received and the Public Hearing was advertised in accordance with the S/WMPO's adopted Public Participation Plan. No public was in attendance or participating via Zoom to provide Public Hearing comments.

A motion to approve Resolution 10-2021 was made by Mr. Kitzrow and seconded by Mr. Byrne. With all participating members voting in favor and none opposed, Resolution 10-2021 passed unanimously.

### **Member Updates / Other Business**

There were no member updates.

### **Public Comments**

There were no public comments.

### **Adjournment**

There being no other business before the Council, upon a motion by Ms. Bynum-King, seconded by Vice Chairman Anderson, with all participating Council members voting in favor and none opposed, the meeting was adjourned at approximately 2:50 P.M.