

SALISBURY/WICOMICO METROPOLITAN PLANNING ORGANIZATION

TRANSPORTATION IMPROVEMENT PROGRAM FISCAL YEARS 2024 – 2027

ADOPTED FEBRUARY 21, 2024

ADMINISTRATIVE MODIFICATION MARCH 13, 2024

ADMINISTRATIVE MODIFICATION MARCH 20, 2024

AMENDED MAY 14, 2024

ADMINISTRATIVE MODIFICATION MAY 21, 2024

ADMINISTRATIVE MODIFICATION JUNE 6, 2024

ADMINISTRATIVE MODIFICATION JUNE 12, 2024

ADMINISTRATIVE MODIFICATION JULY 15, 2024

ADMINISTRATIVE MODIFICATION JULY 26, 2024

Salisbury/Wicomico Metropolitan Planning Organization
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Federal Project Number: MD-81-0007

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**RESOLUTION BY THE SALISBURY/WICOMICO
METROPOLITAN PLANNING ORGANIZATION COUNCIL
ADOPTING THE FY 2024 – FY 2027 TRANSPORTATION IMPROVEMENT PROGRAM
RESOLUTION 02-2024**

WHEREAS, the Salisbury/Wicomico Metropolitan Planning Organization (“S/WMPO”) was established to conduct regional transportation planning for the S/WMPO area in accordance with applicable federal requirements;

WHEREAS, the S/WMPO Council is the governing body for the S/WMPO;

WHEREAS, the Maryland Department of Transportation (“MDOT”), Delaware Department of Transportation (“DelDOT”), and the S/WMPO prepared the FY 2024 – FY 2027 Transportation Improvement Program (“TIP”) for the S/WMPO Area in compliance with applicable Federal programs and regulations;

WHEREAS, on February 6, 2024, the draft FY 2024 – FY 2027 TIP was reviewed by the S/WMPO Technical Advisory Committee, which made a favorable recommendation to forward the document to the S/WMPO Council for review and action;

WHEREAS, the draft FY 2024 – FY 2027 TIP was available for public review and comment for a period of no less than 15-days prior to an action of the S/WMPO Council at an advertised public hearing on February 21, 2024, which no public comments were received; and

NOW, THEREFORE, BE IT RESOLVED the S/WMPO Council does adopt the FY 2024 – FY 2027 TIP for the S/WMPO Urban Area.

2/21/24
Date


Matthew E. Creamer, Chairman, S/WMPO Council

**RESOLUTION BY THE SALISBURY/WICOMICO
METROPOLITAN PLANNING ORGANIZATION COUNCIL
AMENDING THE FY 2024 – FY 2027 TRANSPORTATION IMPROVEMENT PROGRAM
RESOLUTION 05-2024**

WHEREAS, the Salisbury/Wicomico Metropolitan Planning Organization (“S/WMPO”) was established to conduct regional transportation planning for the S/WMPO area in accordance with applicable federal requirements;

WHEREAS, the S/WMPO Council is the governing body for the S/WMPO;

WHEREAS, the Maryland Department of Transportation (“MDOT”), Delaware Department of Transportation (“DelDOT”), and the S/WMPO prepared the FY 2024 – FY 2027 Transportation Improvement Program (“TIP”) for the S/WMPO area in compliance with applicable Federal programs and regulations;

WHEREAS, on February 21, 2024, the S/WMPO Council adopted the FY 2024 – FY 2027 TIP, via Resolution 02-2024;

WHEREAS, On May 1, 2024, the proposed amendments to the FY 2024 – FY 2027 TIP were reviewed by the S/WMPO Technical Advisory Committee (“TAC”). At which time, the TAC made a favorable recommendation to forward the proposed amendments to the S/WMPO Council for review and action;

WHEREAS, the amended FY 2024 – FY 2027 TIP increased funding for Project Code 14 (Shore Transit_Operating1) by \$3,184,000.00 from \$14,548,000.00 to \$17,728,000.00;

WHEREAS, the proposed amendments to the FY 2024 – FY 2024 TIP were available for public review and comment for a period of no less than 15-days prior to an action of the S/WMPO Council at an advertised Public Hearing on May 14, 2024, which no public comments were received; and

NOW, THEREFORE, BE IT RESOLVED the S/WMPO Council does adopt the abovementioned amendment to the FY 2024 – FY 2027 TIP for the S/WMPO Urban Area, which supersede all previous versions of the S/WMPO’s FY 2024 – FY 2027 TIP concerning regional transportation planning.

5/14/2024
Date

Matthew E. Creamer
Matthew E. Creamer, Chairman, S/WMPO Council

**SALISBURY/WICOMICO METROPOLITAN PLANNING ORGANIZATION
TRANSPORTATION IMPROVEMENT PROGRAM
FY 2024 – FY 2027**

INTRODUCTION

As a result of the 2010 U.S. Census, the Maryland portion of the Urbanized Area for the Salisbury/Wicomico Metropolitan Planning Organization (“S/WMPO”) includes the City of Salisbury, City of Fruitland, Town of Delmar (Md. & De.), Town of Hebron, and adjacent unincorporated areas of Wicomico County, Md. and Somerset County, MD. The Town of Delmar, Town of Laurel, Town of Blades, City of Seaford, and portions of unincorporated Sussex County, De. are located in the portion of the S/WMPO’s Urbanized Area in Delaware. The Metropolitan Planning Area boundary, which includes the Urbanized Area, is a larger area including anticipated growth areas of the member jurisdictions for the next 20 years.

The population of the 2010 Urbanized Area as defined by the U.S. Census Bureau was 98,081 with 73,493 persons residing in Maryland (74.9%) and approximately 24,588 persons residing in Delaware (25.1%), as of the 2010 Census. A population of 50,000 or greater is required for designation of an urbanized area.

Since the 1960’s the federal government has established urban transportation planning requirements in all metropolitan areas, as a prerequisite to the approval of federal funding (23 CFR Part 450 and 49 CFR Part 613). The regulations require a continuing, comprehensive and cooperative (“3-C”) planning process in all urbanized areas. The S/W MPO is the planning agency responsible for transportation planning within the identified planning area in accordance with Federal regulations.

In 1991, the Intermodal Surface Transportation Efficiency Act (“ISTEA”) was passed. This act revised some of the established regulations and procedures and placed a new emphasis on Metropolitan Planning Organizations. As part of this Act the MPO planning process has been more specifically defined and new planning requirements have been prescribed.

In 1998, the Transportation Equity Act for the 21st Century (“TEA-21”) was passed continuing the initiatives of the 1991 Act and adding several new provisions and programs.

In 2005, the Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users (“SAFETEA-LU”) was passed, building on the foundation established by ISTEA and TEA-21 and representing the largest surface transportation investment in the Nation’s history. SAFETEA-LU expired in 2009 and after a series of Continuing Resolutions, Moving Ahead for Progress in the 21st Century (“MAP-21”) was signed into law by President Barack Obama in July 2012.

MAP-21 is a two-year bill that seeks to build on and refine many of the highway, transit, bike and pedestrian programs and policies established by ISTEA in 1991. MAP-21 seeks to focus the federal aid program on the following national goals:

1. Safety;
2. Infrastructure;
3. Congestion Reduction;
4. System Reliability;
5. Freight Movement and Economic Vitality;
6. Environmental Sustainability; and
7. Reduced Project Delivery Dates.

On December 4, 2015, President Obama signed into law Fixing America’s Surface Transportation (“FAST”) Act. The FAST Act provides funding certainty for infrastructure planning and capital programming over a five-year timeframe extending from FY 2016 through FY 2020. Overall, the FAST Act maintains current program structures and funding shared

between highways and transit. Also, the law makes changes and reforms to many Federal transportation programs, including, streamlining the review and approval processes for new transportation projects, providing new safety tools, and establishing new programs to advance critical freight projects.

This Transportation Improvement Program (“TIP”), which is a component of the prescribed Metropolitan Planning Process, is a compendium of all federally-funded and regionally significant transportation projects that have been programmed for a four-year period for the Salisbury Urbanized Area. Consistent with the Organization’s adopted Public Participation Plan, this TIP was available for 15-day public review and comment period prior to an action of the S/WMPO Council. The FY 2024 – FY 2027 TIP was originally adopted on by the S/WMPO Council on February 21, 2024, via Resolution 02-2024.

On March 13, 2024, SWMPO Staff processed the following six (6) DelDOT requested Administrative Modifications to the Statewide Project Listing: 1) Bridge Program (05-10006), Project T202007303, Replacement of BR 3-437 on SR54 Lighthouse Road, which has been individually listed on the group program page; 2) Transit Vehicle Replacement 5310 Program (11-53101), the Procurement estimate has not increased, but the federal obligation has been reduced from FY 2026 and added to FY 2024, and the spend has been adjusted in FY 2025 and FY 2027; 3) Farebox Modernization (T202250405), the Procurement estimate has increased \$147,800.00 (100% FTA w/ 20% Toll Credits), with the increased federal obligation to occur in FY 2024 and the spend to occur in FY 2024 – FY 2026; 4) FY 22 – Transit Vehicle Cloth Seat Replacement (T202250408), the Procurement estimate has increased \$41,990.00 (80% FTA / 20% State) with the increased federal obligation to occur in FY 2024 and the spend to occur in FY 2024 – FY 2025; 5) DART Reimagined (T202250501), the Project Development estimate has increased \$24,944.00 (80% FTA / 20% State) with the increased federal obligation and the spend to both occur in FY 2024; and 6) Transit Vehicle Mobile Retro-Fit Installation, Statewide (T202350403), the Procurement estimate has increased \$3,165.00 (80% FTA / 20% State), with the increased federal obligation and spend to occur in FY 2024. On March 20, 2024, SWMPO Staff processed the following three (3) DelDOT requested Administrative Modifications to the Statewide Project Listing: 1) Highway Safety Improvement Program (20-99999), Project T200711201, Mount Joy Road and SR 24 at Bay Farm Road intersection improvements, the Construction estimate has increased \$482,800.00 (90% FHWA / 10% State), with the increased federal obligation to occur in FY 2024 and the required 10% State match will be funded from the Engineering and Contingency Program, and the spend will occur in FY 2024; 2) Hazard Elimination Program (10-10006), the Other phase has not increased; however, due to program funding requirements an additional federal obligation of \$694,700.00 will occur in FY 2024 advancing the obligation from FY 2026, an additional federal obligation of \$429,800.00 will occur in FY 2024 advancing the obligation from FY 2026 Construction phase; and 3) Paratransit Validators (T202250407), the Procurement estimate has increased \$41,293.00 (80% FTA / 20% State), with the increased federal obligation to occur in FY 2024, and the Procurement estimate also increased \$155,704.00 (100% State) with the spend to occur in FY 2024. On April 11, 2024, MDOT requested an amendment to Project Code 14, STIP # SW14_OP_1 for Small Urban Transit System (Shore Transit). The amendment is needed to maintain funding for Shore Transit by adding \$3,184,000.00 in total Federal and State funding in FY 2024. This amendment was approved on May 14, 2024, by the S/WMPO Council via Resolution 05-2024. On May 21, 2024, SWMPO Staff processed the following DelDOT requested Administrative Modification to the Statewide Project Listing, Electric Vehicle Program (22-66400), the Construction estimate increased by \$9,700,000.00 (100% FHWA w/ 20% Toll Credits) with the increased obligation to occur in FY 2024 and includes the apportionments from FY 2022 and FY 2023. The spend will occur in FY 2025, and the Other estimate has been reduced by \$9,700,000.00 (100% FHWA w/ 20% Toll Credits) to reflect a net zero change to the program. Also, on May 21, 2024, SWMPO Staff processed an MDOT requested Administrative Modification to Project Code 14, STIP # SW14_OP_1 for Small Urban Transit System (Shore Transit) to increase federal funding by \$1,000.00 in FY 2024 along with a \$1,000.00 State match. On June 6, 2024, SWMPO Staff processed the following DelDOT requested Administrative Modification to the Statewide Project Listing: added Mileage-based User Fee Phase VI program (T202469005) for the FY 2021 grant awarded to DelDOT’s Surface Transportation System Funding Alternative Program. The Other phase estimate is \$9,006,970.00 (50/50) and the federal obligation and spend will occur in FY 2024 and FY 2025-FY 2027, respectively. On June 11, 2024, SWMPO Staff processed the following two (2) DelDOT requested Administrative Modifications to the Statewide Project Listing: 1) Transit Vehicle Replacement 5310 Program (11-53101), the Procurement estimate has increased \$269,361.00 (80% FTA/20% State), with the increased federal obligation to occur in FY 2024 and the spend to occur in FY 2025; and 2) an add-on project, ADCMS Grant – Connected Machinery (T202461002) for the FY 2022-2023 Advanced Digital Construction Management System Grant award to Delaware, with the Other phase estimate of \$4,940,000.00 (80/20), with the federal obligation to occur in FY 2024 and the match provided by multiple states/entities, with the spend to occur in FY 2025 – FY 2026. On July 15, 2024,

SWMPO Staff processed a DelDOT requested Administrative Modification to the Statewide Project Listing for the Non-Bridge Structures Program (14-99999). The Construction estimate increased by \$3,232,000.00 (80/20), with the obligation to occur in FY 2024 and the spend to occur in FY 2025 – FY 2026. The Program Funding estimate was reduced by \$3,232,000.00 (100% State) to reflect a net zero change to the program. On July 26, 2024, the SWMPO Staff processed a DelDOT requested Administrative Modification to the Statewide Project Listing for the Resiliency and Sustainability Program (22-66200). The Construction estimate has not increased; however, the federal obligation has been adjusted for FY 2023 and FY 2024 and the spend adjusted for FY 2024 and FY 2025.

Organization and Management

Metropolitan Planning Organization

The S/WMPO was designated by Maryland Governor Robert L. Ehrlich on February 19, 2004, and is the primary agency responsible for transportation planning within the MPO's Planning Area. Amendments to the Prospectus and Bylaws to expand the voting membership representing Delaware jurisdictions and governmental agencies on the Technical Advisory Committee and Council were approved on November 24, 2015.

The primary governing body of the S/WMPO is the Council, which consists of twelve (12) voting members. The voting members consist of representatives from the following governments and agencies:

- Maryland Department of Transportation (1 position)
- Wicomico County (3 positions)
- City of Salisbury (2 positions)
- City of Fruitland (1 position)
- Town of Delmar, MD (1 position)
- Tri-County Council for the Lower Eastern Shore of MD (1 position)
- Delaware Department of Transportation (1 position)
- Sussex County (1 position)
- City of Seaford (1 position)

Technical Advisory Committee (TAC)

The S/WMPO Council has established a Technical Advisory Committee (“TAC”) comprised of technical representatives to provide technical expertise and develop recommendations to assist the Council by reviewing and recommending revisions to the planning process, data collection, forecast, the Long-Range Transportation Plan, the Transportation Improvement Program and the Unified Planning Work Program. The current TAC voting membership includes representation from the various member jurisdictions, as well as from transportation organizations and relevant state agencies. The TAC includes representation from all modes of transportation in addition to various levels of government, which their expertise affords the opportunity to achieve a unified transportation planning effort.

MPO Staff

The S/WMPO Executive Director is an employee of the Wicomico County Department of Planning, Zoning and Community Development. The S/WMPO Executive Director manages the daily operations of the S/WMPO as directed by the Council and recommendations of the TAC, and coordinates all planning projects and activities identified by the Council. The S/WMPO Executive Director is the local liaison to the State and Federal agencies involved in transportation planning consistent with the requirements of a Metropolitan Planning Organization. The Executive Director is supported by Staff of the Wicomico County Department of Planning, Zoning, and Community Development serving in the roles of Administrator, Planner, and Administrative Office Associate.

Organizational Procedures and Bylaws

The S/WMPO operates under an adopted set of Bylaws, which were last amended on June 23, 2020. Wicomico County provides support services to the S/WMPO, including legal, and financial and purchasing services. Staff performing these services operate under the rules and procedures of Wicomico County and the State of Maryland. The S/WMPO's official records are maintained in the Salisbury-Wicomico County Department of Planning, Zoning and Community Development's offices in Room 203 of the Government Office Building, North Division Street and U.S. Route 50, Salisbury, MD, 21803. The S/WMPO records are available for public inspection during normal business hours, Monday through Friday, 8:00 AM to 5:00 PM.

SALISBURY/WICOMICO METROPOLITAN PLANNING ORGANIZATION

PUBLIC PARTICIPATION PROCESS

The Salisbury/Wicomico Metropolitan Planning Organization Council is the policy body for transportation planning in the Metropolitan Area and meet as needed to conduct S/WMPO business such as approval of an annual Unified Planning Work Program ("UPWP") and TIP. The S/WMPO Council also acts to amend these documents as necessary. The S/WMPO Council meetings are advertised on the S/WMPO website, local newspaper, PAC 14 and are open to the public. Opportunities for the public to comment on S/WMPO issues are provided at meetings, as well as submitting comments via e-mail or fax during the public comment period, which no public comments were received during the comment period. After a review of the draft FY 2024 – FY 2027 TIP, the S/WMPO Council approved the FY 2024 – FY 2027 TIP on February 21, 2024 via Resolution 02-2024.

On March 13, 2024, SWMPO Staff processed the following six (6) DelDOT requested Administrative Modifications to the Statewide Project Listing: 1) Bridge Program (05-10006), Project T202007303, Replacement of BR 3-437 on SR54 Lighthouse Road, which has been individually listed on the group program page; 2) Transit Vehicle Replacement 5310 Program (11-53101), the Procurement estimate has not increased, but the federal obligation has been reduced from FY 2026 and added to FY 2024, and the spend has been adjusted in FY 2025 and FY 2027; 3) Farebox Modernization (T202250405), the Procurement estimate has increased \$147,800.00 (100% FTA w/ 20% Toll Credits), with the increased federal obligation to occur in FY 2024 and the spend to occur in FY 2024 – FY 2026; 4) FY 22 – Transit Vehicle Cloth Seat Replacement (T202250408), the Procurement estimate has increased \$41,990.00 (80% FTA / 20% State) with the increased federal obligation to occur in FY 2024 and the spend to occur in FY 2024 – FY 2025; 5) DART Reimagined (T202250501), the Project Development estimate has increased \$24,944.00 (80% FTA / 20% State) with the increased federal obligation and the spend to both occur in FY 2024; and 6) Transit Vehicle Mobile Retro-Fit Installation, Statewide (T202350403), the Procurement estimate has increased \$3,165.00 (80% FTA / 20% State), with the increased federal obligation and spend to occur in FY 2024. On March 20, 2024, SWMPO Staff processed the following three (3) DelDOT requested Administrative Modifications to the Statewide Project Listing: 1) Highway Safety Improvement Program (20-99999), Project T200711201, Mount Joy Road and SR 24 at Bay Farm Road intersection improvements, the Construction estimate has increased \$482,800.00 (90% FHWA / 10% State), with the increased federal obligation to occur in FY 2024 and the required 10% State match will be funded from the Engineering and Contingency Program, and the spend will occur in FY 2024; 2) Hazard Elimination Program (10-10006), the Other phase has not increased; however, due to program funding requirements an additional federal obligation of \$694,700.00 will occur in FY 2024 advancing the obligation from FY 2026, an additional federal obligation of \$429,800.00 will occur in FY 2024 advancing the obligation from FY 2026 Construction phase; and 3) Paratransit Validators (T202250407), the Procurement estimate has increased \$41,293.00 (80% FTA / 20% State), with the increased federal obligation to occur in FY 2024, and the Procurement estimate also increased \$155,704.00 (100% State) with the spend to occur in FY 2024. On April 11, 2024, MDOT requested an amendment to Project Code 14, STIP # SW14_OP_1 for Small Urban Transit System (Shore Transit). The amendment is needed to maintain funding for Shore Transit by adding \$3,184,000.00 in total Federal and State funding in FY 2024. This amendment was approved on May 14, 2024, by the S/WMPO Council via Resolution 05-2024. On May 21, 2024, SWMPO Staff processed the following DelDOT requested Administrative Modification to the Statewide Project Listing, Electric Vehicle Program (22-66400), the Construction estimate increased by \$9,700,000.00 (100% FHWA w/ 20% Toll Credits) with the increased obligation to occur in FY 2024 and includes the apportionments from FY 2022 and FY 2023. The spend will occur in FY 2025, and the Other estimate has been reduced by \$9,700,000.00 (100% FHWA w/ 20% Toll Credits) to

reflect a net zero change to the program. Also, on May 21, 2024, SWMPO Staff processed an MDOT requested Administrative Modification to Project Code 14, STIP # SW14_OP_1 for Small Urban Transit System (Shore Transit) to increase federal funding by \$1,000.00 in FY 2024 along with a \$1,000.00 State match. On June 6, 2024, SWMPO Staff processed the following DelDOT requested Administrative Modification to the Statewide Project Listing: added Mileage-based User Fee Phase VI program (T202469005) for the FY 2021 grant awarded to DelDOT's Surface Transportation System Funding Alternative Program. The Other phase estimate is \$9,006,970.00 (50/50) and the federal obligation and spend will occur in FY 2024 and FY 2025-FY 2027, respectively. On June 11, 2024, SWMPO Staff processed the following two (2) DelDOT requested Administrative Modifications to the Statewide Project Listing: 1) Transit Vehicle Replacement 5310 Program (11-53101), the Procurement estimate has increased \$269,361.00 (80% FTA/20% State), with the increased federal obligation to occur in FY 2024 and the spend to occur in FY 2025; and 2) an add-on project, ADCMS Grant – Connected Machinery (T202461002) for the FY 2022-2023 Advanced Digital Construction Management System Grant award to Delaware, with the Other phase estimate of \$4,940,000.00 (80/20), with the federal obligation to occur in FY 2024 and the match provided by multiple states/entities, with the spend to occur in FY 2025 – FY 2026. On July 15, 2024, SWMPO Staff processed a DelDOT requested Administrative Modification to the Statewide Project Listing for the Non-Bridge Structures Program (14-99999). The Construction estimate increased by \$3,232,000.00 (80/20), with the obligation to occur in FY 2024 and the spend to occur in FY 2025 – FY 2026. The Program Funding estimate was reduced by \$3,232,000.00 (100% State) to reflect a net zero change to the program. On July 26, 2024, the SWMPO Staff processed a DelDOT requested Administrative Modification to the Statewide Project Listing for the Resiliency and Sustainability Program (22-66200). The Construction estimate has not increased; however, the federal obligation has been adjusted for FY 2023 and FY 2024 and the spend adjusted for FY 2024 and FY 2025.

PROJECT PRIORITIZATION

Maryland's small MPO's, which are staffed by County Planning Offices, do not have formally defined project prioritization processes. However, the MPO's have a role in the development of the Maryland Consolidated Transportation Program ("CTP") containing all of the projects programmed in the Metropolitan Transportation Improvement Programs.

In addition to the frequent and in some cases daily coordination and consultation between S/WMPO Administrator and MDOT, there are several mechanisms for reaching consensus on the programming of local transportation projects as follows:

- **Maryland Association of Counties & Maryland Municipal League:** These two organizations meet annually and provide both formal and informal opportunities for local elected officials and County representatives in the State to share and discuss transportation needs. MPO policy body members are members of these groups.
- **Secondary Program Priority Letter:** State and local elected officials are encouraged to reach consensus on local priorities for the secondary highway system and to document these priorities in a letter to the State Highway Administration. The priorities become candidates for funding and inclusion in the CTP.
- **Annual CTP Tour:** In the Fall of every year the Secretary of Transportation and the Department's modal administrators visit each of the State's 23 counties and Baltimore City to present and solicit input on the Draft CTP from local elected officials, state legislators and citizens. Information obtained at these meetings is used in the development of the final CTP that is presented to the General Assembly for approval at the beginning of the 90-day legislative session in January. Since County elected officials are members of all of Maryland's small MPO policy boards, the MPOs are represented and consulted during the annual CTP Tour.

Salisbury/Wicomico
Metropolitan Planning Organization
FY 2024-FY 2027
TRANSPORTATION IMPROVEMENT PROGRAM

Project Code 1 STIP# 1

Project Name Areawide Environmental Projects Limits Wicomico County

Improvement Description Program to provide environmental and aesthetic improvements on MDOT SHA highways.

Responsible Agency Maryland Department of Transportation State Highway Administration (MDOT SHA)

Current Lanes n/a Current Road Type Various Proposed Lanes n/a

Miles n/a Highway System Various Funding Federal/State Ratio 80/20

Related Projects _____

Comments When federally funded, Areawide Environmental Projects improvements may receive CMAQ, HSIP, NHPP,

STBG, and/or other federal funds as determined appropriate by MDOT.

| PHASE | FY 2024 | FY 2025 | FY 2026 | FY 2027 | FY 2024-2027 TOTAL |
|--------------|----------------|----------------|----------------|----------------|--------------------|
| PP | 40.0 | 40.0 | 40.0 | 40.0 | 160.0 |
| PE | 200.0 | 200.0 | 200.0 | 200.0 | 800.0 |
| ROW | 30.0 | 30.0 | 30.0 | 30.0 | 120.0 |
| CONSTR. | 2,000.0 | 2,000.0 | 1,000.0 | 1,000.0 | 6,000.0 |
| TOTAL | 2,270.0 | 2,270.0 | 1,270.0 | 1,270.0 | 7,080.0 |

Project Costs (All \$ * 1,000)

Salisbury/Wicomico
Metropolitan Planning Organization
FY 2024-FY 2027
TRANSPORTATION IMPROVEMENT PROGRAM

Project Code 2 STIP# 2

Project Name Areawide Safety and Spot Improvements Limits Wicomico County

Improvement Description Program to provide localized improvements to address safety and/or operational issues on MDOT SHA highways.

Responsible Agency Maryland Department of Transportation State Highway Administration (MDOT SHA)

Current Lanes n/a Current Road Type Various Proposed Lanes n/a

Miles n/a Highway System Various Funding Federal/State Ratio 80/20

Related Projects _____

Comments When federally funded, Areawide Safety and Spot Improvements may receive CMAQ, HSIP, NHPP, STBG, and/or other federal funds as determined appropriate by MDOT.

| PHASE | FY 2024 | FY 2025 | FY 2026 | FY 2027 | FY 2024-2027 TOTAL |
|--------------|----------------|----------------|----------------|----------------|--------------------|
| PP | 180.0 | 80.0 | 80.0 | 80.0 | 420.0 |
| PE | 1,500.0 | 1,500.0 | 750.0 | 750.0 | 4,500.0 |
| ROW | 100.0 | 100.0 | 100.0 | 100.0 | 400.0 |
| CONSTR. | 6,000.0 | 6,000.0 | 4,000.0 | 4,000.0 | 20,000.0 |
| TOTAL | 7,780.0 | 7,680.0 | 4,930.0 | 4,930.0 | 25,320.0 |

Project Costs (All \$ * 1,000)

Salisbury/Wicomico
Metropolitan Planning Organization
FY 2024-FY 2027
TRANSPORTATION IMPROVEMENT PROGRAM

Project Code 3 STIP# 3

Project Name Areawide Resurfacing and Rehabilitation Limits Wicomico County

Improvement Description Program to provide periodic resurfacing and upgrading or auxiliary features on MDOT SHA highways.

Responsible Agency Maryland Department of Transportation State Highway Administration (MDOT SHA)

Current Lanes n/a Current Road Type Various Proposed Lanes n/a

Miles n/a Highway System Various Funding Federal/State Ratio 80/20

Related Projects _____

Comments When federally funded, Areawide Resurfacing and Rehabilitation improvements may receive CMAQ, HSIP, NHPP, STBG, and/or other federal funds as determined appropriate by MDOT.

| PHASE | FY 2024 | FY 2025 | FY 2026 | FY 2027 | FY 2024-2027 TOTAL |
|--------------|----------------|----------------|----------------|----------------|--------------------|
| PP | 80.0 | 80.0 | 80.0 | 80.0 | 320.0 |
| PE | 250.0 | 250.0 | 250.0 | 250.0 | 1,000.0 |
| ROW | 50.0 | 50.0 | 50.0 | 50.0 | 200.0 |
| CONSTR. | 8,000.0 | 8,000.0 | 5,000.0 | 5,000.0 | 26,000.0 |
| TOTAL | 8,380.0 | 8,380.0 | 5,380.0 | 5,380.0 | 27,520.0 |

Project Costs (All \$ * 1,000)

Salisbury/Wicomico
Metropolitan Planning Organization
FY 2024-FY 2027
TRANSPORTATION IMPROVEMENT PROGRAM

Project Code 4 STIP# 4

Project Name Areawide Bridge Replacement and Rehabilitation Limits Wicomico County

Improvement Description Program to provide major upgrades to and maintenance of structures on MDOT SHA highways.

Responsible Agency Maryland Department of Transportation State Highway Administration (MDOT SHA)

Current Lanes n/a Current Road Type Various Proposed Lanes n/a

Miles n/a Highway System Various Funding Federal/State Ratio 80/20

Related Projects _____

Comments When federally funded, Areawide Bridge Replacement and Rehabilitation improvements may receive CMAQ,

HSIP, NHPP, STBG, and/or other federal funds as determined appropriate by MDOT.

| PHASE | FY 2024 | FY 2025 | FY 2026 | FY 2027 | FY 2024-2027 TOTAL |
|--------------|-----------------|-----------------|----------------|----------------|--------------------|
| PP | 200.0 | 200.0 | 50.0 | 50.0 | 500.0 |
| PE | 1,800.0 | 1,600.0 | 800.0 | 800.0 | 5,000.0 |
| ROW | 100.0 | 100.0 | 50.0 | 50.0 | 300.0 |
| CONSTR. | 2,000.0 | 2,000.0 | 2,000.0 | 2,000.0 | 8,000.0 |
| TOTAL | 4,100.00 | 3,900.00 | 2,900.0 | 2,900.0 | 13,800.0 |

Project Costs (All \$ * 1,000)

Salisbury/Wicomico
Metropolitan Planning Organization
FY 2024-FY 2027
TRANSPORTATION IMPROVEMENT PROGRAM

Project Code 5 STIP# 5

Project Name Areawide Urban Reconstruction Limits Wicomico County

Improvement Description Program to provide roadway rehabilitation on MDOT SHA highways in municipalities and urban areas.

Responsible Agency Maryland Department of Transportation State Highway Administration (MDOT SHA)

Current Lanes n/a Current Road Type Various Proposed Lanes n/a

Miles n/a Highway System Various Funding Federal/State Ratio 80/20

Related Projects _____

Comments When federally funded, Areawide Urban Reconstruction improvements may receive CMAQ, HSIP, NHPP, STBG, and/or other federal funds as determined appropriate by MDOT.

| PHASE | FY 2024 | FY 2025 | FY 2026 | FY 2027 | FY 2024-2027 TOTAL |
|--------------|--------------|--------------|--------------|--------------|--------------------|
| PP | 10.0 | 10.0 | 10.0 | 10.0 | 40.0 |
| PE | 80.0 | 80.0 | 80.0 | 80.0 | 320.0 |
| ROW | 10.0 | 10.0 | 10.0 | 10.0 | 40.0 |
| CONSTR. | 250.0 | 250.0 | 250.0 | 250.0 | 1,000.0 |
| TOTAL | 350.0 | 350.0 | 350.0 | 350.0 | 1,400.0 |

Project Costs (All \$ * 1,000)

Salisbury/Wicomico
Metropolitan Planning Organization
FY 2024-FY 2027
TRANSPORTATION IMPROVEMENT PROGRAM

Project Code 6 STIP# 6

Project Name Areawide Congestion Management Limits Wicomico County

Improvement Description Program to provide traffic control, management, and monitoring on MDOT SHA highways.

Responsible Agency Maryland Department of Transportation State Highway Administration (MDOT SHA)

Current Lanes n/a Current Road Type Various Proposed Lanes n/a

Miles n/a Highway System Various Funding Federal/State Ratio 80/20

Related Projects _____

Comments When federally funded, Areawide Congestion Management improvements may receive CMAQ, HSIP, NHPP,

STBG, and/or other federal funds as determined appropriate by MDOT.

| PHASE | FY 2024 | FY 2025 | FY 2026 | FY 2027 | FY 2024-2027 TOTAL |
|--------------|----------------|----------------|----------------|----------------|-----------------------|
| PP | 100.0 | 100.0 | 50.0 | 50.0 | 300.0 |
| PE | 450.0 | 450.0 | 450.0 | 450.0 | 1,800.0 |
| ROW | 10.0 | 10.0 | 10.0 | 10.0 | 40.0 |
| CONSTR. | 1000.0 | 1000.0 | 750.0 | 750.0 | 3,500.0 |
| TOTAL | 1,560.0 | 1,560.0 | 1,260.0 | 1,260.0 | 5,640.0 |

Project Costs (All \$ * 1,000)

**Salisbury/Wicomico
Metropolitan Planning Organization
FY 2024-FY 2027
TRANSPORTATION IMPROVEMENT PROGRAM**

Project Code 7 STIP# SW-20-001

Project Name U.S. 13 Business Wicomico River East Branch Bridge Replacement Limits U.S. 13 Business at the East Branch of Wicomico River

Improvement Description Replacement of U.S. 13 Business bridge over East Branch of Wicomico River

Responsible Agency Maryland Department of Transportation State Highway Administration (MDOT SHA)

Current Lanes 4 Current Road Type Other Principal Arterial Proposed Lanes 4

Miles 0.02 Highway System State Secondary Funding NHPP and State Ratio 80/20

Related Projects _____

Comments Construction funding reflects funding for only utility relocation work in advance of bridge replacement, funding for which will be programmed at a later date.

| PHASE | FY 2024 | FY 2025 | FY 2026 | FY 2027 | FY 2024-2027 TOTAL |
|--------------|----------------|----------------|----------------|------------|--------------------|
| PP | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| PE | 99.0 | 0.0 | 0.0 | 0.0 | 99.0 |
| ROW | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| CONSTR. | 1,687.0 | 4,504.0 | 2,546.0 | 0.0 | 8,737.0 |
| TOTAL | 1,786.0 | 4,504.0 | 2,546.0 | 0.0 | 8,836.0 |

Project Costs (All \$ * 1,000)

**Salisbury/Wicomico
Metropolitan Planning Organization
FY 2024-FY 2027
TRANSPORTATION IMPROVEMENT PROGRAM**

Project Code 8 STIP# SW-22-001

Project Name Mill Street Bridge Deck Replacement Limits Mill Street at the southern segment of the Wicomico River's North Prong

Improvement Description Replacement of bridge deck

Responsible Agency City of Salisbury – Department of Infrastructure and Development

Current Lanes 4 Current Road Type N/A Proposed Lanes 4

Miles 0.01 Highway System Local Funding Federal / City of Salisbury Ratio 80/20

Related Projects N/A

Comments _____

| PHASE | FY 2024 | FY 2025 | FY 2026 | FY 2027 | FY 2024-2027 TOTAL |
|--------------|----------------|------------|------------|------------|--------------------|
| PP | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| PE | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| ROW | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| CONSTR. | 1,500.0 | 0.0 | 0.0 | 0.0 | 1,500.0 |
| TOTAL | 1,500.0 | 0.0 | 0.0 | 0.0 | 1,500.0 |

Project Costs (All \$ * 1,000)

**Salisbury/Wicomico
Metropolitan Planning Organization
FY 2024-FY 2027
TRANSPORTATION IMPROVEMENT PROGRAM**

Project Code 9 STIP# SW-23-001

Project Name Citywide Pedestrian Improvements Limits City of Salisbury

Improvement Description Installation of Pedestrian Signals and Rectangular Rapid Flashing Beacons (“RRFBs”)

Responsible Agency City of Salisbury – Department of Infrastructure and Development

Current Lanes N/A Current Road Type N/A Proposed Lanes N/A

Miles N/A Highway System Various Funding HSIP Award
Federal / City of
Salisbury Ratio 90/10

Related Projects Project to install pedestrian crossings at four (4) intersections and eight (8) RRFB’s with marked
Crosswalks in various school zones within the City.

| PHASE | FY 2024 | FY 2025 | FY 2026 | FY 2027 | FY 2024-2027 TOTAL |
|--------------|--------------|------------|------------|------------|-----------------------|
| PP | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| PE | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| ROW | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| CONSTR. | 250.5 | 0.0 | 0.0 | 0.0 | 250.5 |
| TOTAL | 250.5 | 0.0 | 0.0 | 0.0 | 250.5 |

Project Costs (All \$ * 1,000)

**Salisbury/Wicomico
Metropolitan Planning Organization
FY 2024-FY 2027
TRANSPORTATION IMPROVEMENT PROGRAM**

Project Code 10 STIP# SW-23-002

Project Name Fitzwater-Parsons Road Safety Improvements Limits City of Salisbury

Improvement Description Installation of high-friction surface coarse, guardrail and dynamic curve warning signs on the high crash bend along Parsons Rd. and traffic signal visibility improvements at the Parsons and Pemberton intersection.

Responsible Agency City of Salisbury – Department of Infrastructure and Development

Current Lanes N/A Current Road Type N/A Proposed Lanes N/A

Miles N/A Highway System Various Funding HSIP Award Federal / City of Salisbury Ratio 90/10

Related Projects _____

| PHASE | FY 2024 | FY 2025 | FY 2026 | FY 2027 | FY 2024-2027 TOTAL |
|--------------|--------------|------------|------------|------------|--------------------|
| PP | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| PE | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| ROW | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| CONSTR. | 172.7 | 0.0 | 0.0 | 0.0 | 172.7 |
| TOTAL | 172.7 | 0.0 | 0.0 | 0.0 | 172.7 |

Project Costs (All \$ * 1,000)

**Salisbury/Wicomico
Metropolitan Planning Organization
FY 2024-FY 2027
TRANSPORTATION IMPROVEMENT PROGRAM**

Project Code 11 STIP# SW-24-001

Project Name NEVI Program Limits Wicomico County

Improvement Description The National Electric Vehicle Infrastructure (“NEVI”) Program will create a network of convenient, reliable, affordable, and equitable electric vehicle chargers along Maryland’s designated alternative fuel corridors, which are major highways, and within communities along public roads or publicly accessible locations. Contributions from third parties will be utilized to match federal funds

Responsible Agency State Highway Administration (“SHA”)

Current Lanes N/A Current Road Type Various Proposed Lanes N/A

Miles N/A Highway System Various Funding NEVI, NHPP, State, Private Ratio 80/20

Related Projects _____

| PHASE | FY 2024 | FY 2025 | FY 2026 | FY 2027 | FY 2024-2027 TOTAL |
|--------------|-------------|--------------|--------------|--------------|--------------------|
| PP | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| PE | 23.0 | 0.0 | 25.0 | 0.0 | 49.0 |
| ROW | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| CONSTR. | 0.0 | 458.0 | 325.0 | 375.0 | 1,158.0 |
| TOTAL | 23.0 | 459.0 | 350.0 | 375.0 | 1,207.0 |

Project Costs (All \$ * 1,000)

**Salisbury/Wicomico
Metropolitan Planning Organization
FY 2024 – FY 2027
TRANSPORTATION IMPROVEMENT PROGRAM**

Project Code 12 STIP# SW14_CAP_1

Project Name Small Urban Transit System (Shore Transit – Tri-County Council for the Lower Eastern Shore)

Improvement Description Capital Assistance for transit services provided by Shore Transit

Responsible Agency Maryland Department of Transportation / Maryland Transit Administration

Funding Various Ratio 80% federal,
10 % state,
and
10 % local

Related Projects See below.

Comments Capital assistance will enable Shore Transit to continue to operate public transit service in and around the City of Salisbury.

| Project | Funding Source | FY 2024 | FY 2025 | FY 2026 | FY 2027 | FY 2024-2027 TOTAL |
|---------------------------------|----------------|----------------|----------------|----------------|----------------|--------------------|
| Preventative Maintenance (5307) | Federal | 640.0 | 640.0 | 640.0 | 640.0 | 2,560.0 |
| | State | 80.0 | 80.0 | 80.0 | 80.0 | 320.0 |
| | Local | 80.0 | 80.0 | 80.0 | 80.0 | 320.0 |
| | Total | 800.0 | 800.0 | 800.0 | 800.0 | 3,200.0 |
| Mobility Management (5307) | Federal | 114.0 | 114.0 | 114.0 | 114.0 | 456.0 |
| | State | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | Local | 29.0 | 29.0 | 29.0 | 29.0 | 116.0 |
| | Total | 143.0 | 143.0 | 143.0 | 143.0 | 572.0 |
| Small Cutaway Buses (5339) | Federal | 193.0 | 193.0 | 193.0 | 193.0 | 772.0 |
| | State | 24.0 | 24.0 | 24.0 | 24.0 | 96.0 |
| | Local | 24.0 | 24.0 | 24.0 | 24.0 | 96.0 |
| | Total | 241.0 | 241.0 | 241.0 | 241.0 | 964.0 |
| Medium Duty Buses (5339) | Federal | 175.0 | 175.0 | 175.0 | 175.0 | 700.0 |
| | State | 22.0 | 22.0 | 22.0 | 22.0 | 88.0 |
| | Local | 22.0 | 22.0 | 22.0 | 22.0 | 88.0 |
| | Total | 219.0 | 219.0 | 219.0 | 219.0 | 876.0 |
| TOTAL | | 1,403.0 | 1,403.0 | 1,403.0 | 1,403.0 | 5,612.0 |

Project Costs (All \$ * 1,000)

Salisbury/Wicomico
Metropolitan Planning Organization
FY 2024 – FY 2027
TRANSPORTATION IMPROVEMENT PROGRAM

| | | |
|-------------------------|---|-----------------------|
| Project Code | 14 | STIP# SW14_OP_1 |
| Project Name | Small Urban Transit System (Shore Transit – Tri-County Council for the Lower Eastern Shore) | |
| Improvement Description | Operating and maintenance assistance for transit services provided by Shore Transit. | |
| Responsible Agency | Maryland Department of Transportation / Maryland Transit Administration | |
| Funding | Various | Ratio <u>Variable</u> |
| Related Projects | <u>See below.</u> | |
| Comments | <u>Operating assistance will enable Shore Transit to continue to operate public transit services in and around the City of Salisbury.</u> | |

| Funding Type | Funding Source | FY 2024 | FY 2025 | FY 2026 | FY 2027 | FY 2024-2027 TOTAL |
|--------------|----------------|----------------|----------------|----------------|----------------|--------------------|
| Section 5307 | Federal | 3,185.0 | 1,592.0 | 1,592.0 | 1,592.0 | 7,961.0 |
| | State | 834.0 | 521.0 | 521.0 | 521.0 | 2,397.0 |
| | Local | 2,351.0 | 1,071.0 | 1,071.0 | 1,071.0 | 5,564.0 |
| | Total | 6,370.0 | 3,184.0 | 3,184.0 | 3,184.0 | 15,922.0 |
| Section 5311 | Federal | 226.0 | 226.0 | 226.0 | 226.0 | 904.0 |
| | State | 90.0 | 113.0 | 113.0 | 113.0 | 429.0 |
| | Local | 136.0 | 113.0 | 113.0 | 113.0 | 475.0 |
| | Total | 452.0 | 452.0 | 452.0 | 452.0 | 1,808.0 |
| <i>Total</i> | <i>Federal</i> | <i>3,411.0</i> | <i>1,818.0</i> | <i>1,818.0</i> | <i>1,818.0</i> | <i>8,865.0</i> |
| | <i>State</i> | <i>924.0</i> | <i>634.0</i> | <i>634.0</i> | <i>634.0</i> | <i>2,826.0</i> |
| | <i>Local</i> | <i>2,487.0</i> | <i>1,184.0</i> | <i>1,184.0</i> | <i>1,184.0</i> | <i>6,039.0</i> |
| | <i>Total</i> | <i>6,822.0</i> | <i>3,636.0</i> | <i>3,636.0</i> | <i>3,636.0</i> | <i>17,730.0</i> |

Project Costs (All \$ * 1,000)

DELAWARE PROJECTS

FY 24 – FY 27

ROAD SYSTEM: LOCAL

Road System: Local
Discount Land Road

Project Scope/Description: Improvements include roadway widening, bicycle lanes and the construction of a sidewalk or multi-use path adjacent to the roadway. Project limits extend from Seaford Road to U.S. Route 13. Construction is anticipated to begin in 2024.

County: Sussex
 Funding Program: Road System – Local
 Functional Category: Local
 Representative District: 40
 Senatorial District: 21
 Estimated Cost: \$5,810,000.00
 STIP# (SPP Categories) 5
 Project Name: Urban Street Reconstruction and Revitalization
 Funding (Sources) State
 Ratio (Sources) 100%

| Project Spend Schedule (X \$000) | | | | | | | | | | |
|----------------------------------|-------|--------------------------|--------------|--------------------------|--------------|--------------------------|--------------|--------------------------|--------------|------------------------|
| Project | Phase | FY 24 State/ Other | FY 24 Fed | FY 25 State/ Other | FY 25 Fed | FY 26 State/ Other | FY 26 Fed | FY 27 State/ Other | FY 27 Fed | FY 24 – FY 27 Total |
| T201801301 | PE | 15.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15.1 |
| | ROW | 250.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 250.0 |
| | C | 0.0 | 0.0 | 3,500.0 | 0.0 | 1,500.0 | 0.0 | 0.0 | 0.0 | 5,000.0 |
| Total | N/A | 265.1 | 0.0 | 3,500.0 | 0.0 | 1,500.0 | 0.0 | 0.0 | 0.0 | 5,265.1 |

BRIDGE REPLACEMENT AND REHABILITATION

Bridges:
Scour Countermeasures, Open End (FY22-24)

Project Scope/Description: This project involves pouring a concrete floor between footings for 4 three-sided concrete frames experiencing scour. Riprap will be placed at the upstream and downstream openings as well.

County: Sussex
 Funding Program: Road System – Bridge
 Functional Category: Management
 Representative District: 35, 36, and 39
 Senatorial District: 18, 19, and 21
 Estimated Cost: \$4,102,106.00
 STIP# (SPP Categories) 4
 Project Name: Bridge Replacement and Rehabilitation
 Funding (Sources) State
 Ratio (Sources) 100%

| Project Spend Schedule (X \$000) | | | | | | | | | | |
|----------------------------------|---------|--------------------------|--------------|--------------------------|--------------|--------------------------|--------------|--------------------------|--------------|------------------------|
| Project | Phase | FY 24 State/ Other | FY 24 Fed | FY 25 State/ Other | FY 25 Fed | FY 26 State/ Other | FY 26 Fed | FY 27 State/ Other | FY 27 Fed | FY 24 – FY 27 Total |
| T201707604 | PE | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | ROW | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4.1 |
| | CE | 286.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 486.0 |
| | C | 532.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1,423.5 |
| | Utility | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | Cont. | 617.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 617.1 |
| Total | N/A | 1,435.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2,530.7 |

Bridges:

BR 3-314 on SR24 Laurel Road over James Branch

Project Scope/Description: This project involves the rehabilitation of BR 3-314. The scope of work includes the repair of the substructure to repair deficient concrete and the installation of riprap for scour protection.

Project Justification: There is significant concrete deterioration on the concrete arch and wing walls. There is significant scour with undermining of the footers in concentrated locations.

County: Sussex
 Funding Program: Road System – Bridge
 Functional Category: Management
 Representative District: 40
 Senatorial District: 21
 Estimated Cost: \$30,000.00
 STIP# (SPP Categories) 4
 Project Name: Bridge Replacement and Rehabilitation
 Funding (Sources) State
 Ratio (Sources) 100%

| Project Spend Schedule (X \$000) | | | | | | | | | | |
|----------------------------------|-------|--------------------------|--------------|--------------------------|--------------|--------------------------|--------------|--------------------------|--------------|------------------------|
| Project | Phase | FY 24 State/ Other | FY 24 Fed | FY 25 State/ Other | FY 25 Fed | FY 26 State/ Other | FY 26 Fed | FY 27 State/ Other | FY 27 Fed | FY 24 – FY 27 Total |
| T201907602 | PE | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | ROW | 10.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10.0 |
| Total | N/A | 10.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10.0 |

Bridges:

BR 3-237 on Old Furnace Road over Nanticoke River

Project Scope/Description: An engineering study will be performed first. The study will focus on improvement options at Old Furnace Road and Middleford Road intersection as well as alternatives for widening the available travel way width at Bridge 3-237. Project description will be refined once results of the engineering study are complete and feedback is received from the public via a workshop.

Project Justification: Improve safety concerns at Old Furnace Road and Middleford Road intersection. Additionally, the project aims to address safety concerns at adjacent Bridge 3-237 where available travel way width is narrow.

County: Sussex
 Funding Program: Road System – Bridge
 Functional Category: Preservation
 Representative District: 35 & 39
 Senatorial District: 18, 19 & 21
 Estimated Cost: \$100,000.00
 STIP# (SPP Categories) 4
 Project Name: Bridge Replacement and Rehabilitation with potential intersection improvements
 Funding (Sources) To be determined
 Ratio (Sources) To be determined

| Project Spend Schedule (X \$000) | | | | | | | | | | |
|----------------------------------|-------|--------------------------|--------------|--------------------------|--------------|--------------------------|--------------|--------------------------|--------------|------------------------|
| Project | Phase | FY 24 State/ Other | FY 24 Fed | FY 25 State/ Other | FY 25 Fed | FY 26 State/ Other | FY 26 Fed | FY 27 State/ Other | FY 27 Fed | FY 24 – FY 27 Total |
| T202207301 | PE | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | ROW | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 |
| Total | N/A | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 |

TRANSIT SYSTEM: VEHICLES

Transit: Vehicles
 Transit Vehicle Replacement (12) 29' Low Floor Buses SC – FY 23

Project Scope/Description: This project will replace 12 29-foot buses currently providing fixed route service in Sussex County.

Project Justification: This investment in transit vehicle replacement and refurbishment is necessary to meet the projected vehicle replacement schedule.

County: Sussex
 Funding Program: Transit Systems – Vehicles
 Representative District: 14 and 37
 Senatorial District: 18 and 19
 Estimated Cost: \$5,988,000.00
 STIP# (SPP Categories): N/A
 Project Name: Capital assistance for urban transit systems
 Funding (Sources) Federal/State
 Ratio (Sources) 80/20%

| Project Spend Schedule (X \$000) | | | | | | | | | | |
|----------------------------------|-------------|--------------------------|--------------|--------------------------|--------------|--------------------------|--------------|--------------------------|--------------|------------------------|
| Project | Phase | FY 24 State/ Other | FY 24 Fed | FY 25 State/ Other | FY 25 Fed | FY 26 State/ Other | FY 26 Fed | FY 27 State/ Other | FY 27 Fed | FY 24 – FY 27 Total |
| T202250306 | Procurement | 1,197.6 | 4,790.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5,988.0 |
| Total | N/A | 1,197.6 | 4,790.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5,988.0 |

Transit: Vehicles
 Transit Vehicle Replacement Paratransit Buses SC Program

Project Scope/Description: This project will replace paratransit buses in Sussex County.

Project Justification: This investment in transit vehicle replacement and refurbishment is necessary to meet the projected vehicle replacement schedule.

County: Sussex
 Funding Program: Transit Systems – Vehicles
 Representative District: 14 and 37
 Senatorial District: 18 and 19
 Estimated Cost: \$18,494,900.00
 STIP# (SPP Categories): N/A
 Project Name: Capital assistance for urban transit systems
 Funding (Sources) Federal/State
 Ratio (Sources) 80/20%

| Project Spend Schedule (X \$000) | | | | | | | | | | |
|----------------------------------|-------------|--------------------------|--------------|--------------------------|--------------|--------------------------|--------------|--------------------------|--------------|------------------------|
| Project | Phase | FY 24 State/ Other | FY 24 Fed | FY 25 State/ Other | FY 25 Fed | FY 26 State/ Other | FY 26 Fed | FY 27 State/ Other | FY 27 Fed | FY 24 – FY 27 Total |
| Not Assigned | Procurement | 446.4 | 1,785.6 | 637.6 | 2,550.4 | 330.0 | 1,320.0 | 507.0 | 2,028.0 | 9,605.0 |
| Total | N/A | 446.4 | 1,785.6 | 637.6 | 2,550.4 | 330.0 | 1,320.0 | 507.0 | 2,028.0 | 9,605.0 |

STATEWIDE PROJECTS LISTING

| <i>Project</i> | <i>FY 2024 Total</i> | <i>FY 2025 Total</i> | <i>FY 2026 Total</i> | <i>FY 2027 Total</i> | <i>FY 2024 – FY 2027 Total</i> |
|---|--------------------------|--------------------------|--------------------------|--------------------------|--|
| <u>Bridge Program</u> | 80,770.4 | 84,621.0 | 74,400.0 | 74,200.0 | 313,991.4 |
| <u>Non-Bridge Structures</u> | 13,932.6 | 6,804.5 | 6,603.0 | 6,370.0 | 33,710.1 |
| <u>Bicycle, Pedestrian, and Other Improvements</u> | 6,727.0 | 7,500.0 | 4,000.0 | 7,500.0 | 25,727.0 |
| <u>Carbon Reduction Program</u> | 5,400.0 | 5,400.0 | 5,400.0 | 5,497.0 | 21,697.0 |
| <u>Engineering and Contingency</u> | 35,391.3 | 34,080.3 | 33,780.3 | 33,980.3 | 137,232.2 |
| <u>Environmental Improvements</u> | 1,945.5 | 1,645.5 | 645.5 | 668.0 | 4,904.5 |
| <u>Intersection Improvements</u> | 12,350.0 | 12,350.0 | 12,350.0 | 12,350.0 | 49,400.0 |
| <u>Recreational Trails</u> | 1,132.1 | 1,132.1 | 1,132.1 | 1,132.1 | 4,528.4 |
| <u>Materials and Minor Contracts</u> | 14,702.5 | 15,792.5 | 15,225.0 | 15,750.0 | 61,470.0 |
| <u>Corridor Capacity Preservation</u> | 2,000.0 | 3,000.0 | 3,000.0 | 3,000.0 | 11,000.0 |
| <u>Paving and Rehabilitation</u> | 92,000.0 | 92,000.0 | 92,000.0 | 92,000.0 | 368,000.0 |
| <u>Slope Stabilization Program</u> | 2,000.0 | 4,000.0 | 4,000.0 | 4,000.0 | 14,000.0 |
| <u>Pedestrian ADA Accessibility</u> | 4,500.0 | 4,500.0 | 4,500.0 | 4,500.0 | 18,000.0 |
| <u>Planning Program Development</u> | 3,000.0 | 3,000.0 | 3,000.0 | 3,000.0 | 12,000.0 |
| <u>Rail Crossing Safety</u> | 8,965.5 | 7,910.0 | 6,725.0 | 6,725.0 | 30,325.5 |
| <u>Railroad Rideability Program</u> | 100.0 | 100.0 | 100.0 | 100.0 | 400.0 |
| <u>Rail Preservation Maintenance Program</u> | 250.0 | 250.0 | 250.0 | 250.0 | 1,000.0 |
| <u>Hazard Elimination Program</u> | 4,299.4 | 5,548.8 | 4,299.4 | 3,050.1 | 17,197.7 |
| <u>Highway Safety Improvement Program</u> | 29,762.3 | 16,850.0 | 19,950.0 | 21,983.3 | 88,545.6 |
| <u>Signage and Pavement Markings</u> | 8,740.1 | 8,103.1 | 8,103.1 | 8,103.1 | 33,049.6 |
| <u>Traffic Calming</u> | 800.0 | 500.0 | 500.0 | 500.0 | 2,300.0 |
| <u>Transportation Alternatives Program</u> | 7,550.0 | 7,675.0 | 7,900.0 | 4,575.0 | 27,700.0 |
| <u>Section 154 Penalty Program</u> | 3,016.8 | 3,077.1 | 3,138.7 | 2,408.9 | 11,641.5 |
| <u>STIC Incentive Program</u> | 125.0 | 125.0 | 125.0 | 125.0 | 500.0 |
| <u>Inspection of Overhead Sign Structures (FY23-27)</u> | 3,050.0 | 3,430.0 | 3,430.0 | 3,360.0 | 13,270.0 |
| <u>Delaware Climate Challenge</u> | 325.0 | 0.0 | 0.0 | 0.0 | 325.0 |
| <u>Diamond State Rail Line Study</u> | 0.0 | 166.7 | 166.7 | 166.7 | 500.0 |
| <u>ADCMS Grant – Connected Machinery</u> | 0.0 | 3,038.0 | 1,302.0 | 0.0 | 4,340.0 |
| <i>SUPPORT</i> | | | | | |
| <u>Aeronautics Planning</u> | 210.0 | 210.0 | 210.0 | 210.0 | 840.0 |
| <u>Aeronautics Program Development</u> | 780.0 | 780.0 | 780.0 | 780.0 | 3,120.0 |
| <u>Education and Training</u> | 300.0 | 300.0 | 300.0 | 300.0 | 1,200.0 |
| <u>Federal Land Access Program</u> | 30.0 | 30.0 | 30.0 | 30.0 | 120.0 |
| <u>Heavy Equipment Program</u> | 9,500.0 | 9,500.0 | 9,500.0 | 9,500.0 | 38,000.0 |
| <u>Local Transportation Assistance Program</u> | 300.0 | 300.0 | 300.0 | 300.0 | 1,200.0 |
| <u>MPO/ FHWA and FTA</u> | 4,345.9 | 3,703.0 | 3,765.4 | 2,723.4 | 14,537.7 |

| | | | | | |
|---|----------|----------|----------|----------|----------|
| <u>Rural TAP</u> | 87.7 | 87.7 | 87.7 | 87.7 | 350.8 |
| <u>Statewide Planning and Research / FHWA & FTA</u> | 5,591.1 | 5,700.7 | 5,812.4 | 4,351.9 | 21,456.0 |
| <u>Truck Weigh Enforcement</u> | 645.0 | 645.0 | 645.0 | 645.0 | 2,580.0 |
| <u>University Research</u> | 250.0 | 250.0 | 250.0 | 250.0 | 1,000.0 |
| <u>DBE</u> | 44.6 | 44.6 | 44.6 | 44.6 | 178.5 |
| <u>IT Initiatives</u> | 14,000.0 | 14,000.0 | 14,000.0 | 14,000.0 | 56,000.0 |
| <u>DMV Mainframe Modernization Project (FY 2013)</u> | 0.0 | 5,200.0 | 5,200.0 | 0.0 | 10,400.0 |
| <u>OJT / Support Services</u> | 100.0 | 100.0 | 100.0 | 100.0 | 400.0 |
| <u>Summer Transportation Institute</u> | 68.8 | 68.8 | 68.8 | 68.8 | 275.0 |
| <u>DMV Toll Equipment Upgrade</u> | 2,750.0 | 2,750.0 | 0.0 | 0.0 | 5,500.0 |
| <u>Transportation Facilities Administration</u> | 2,250.0 | 2,250.0 | 2,250.0 | 2,250.0 | 11,000.0 |
| <u>Transportation Facilities Operation</u> | 11,500.0 | 12,500.0 | 7,500.0 | 9,500.0 | 41,000.0 |
| <u>MUTCD Compliance</u> | 2,000.0 | 2,000.0 | 2,000.0 | 2,000.0 | 8,000.0 |
| <u>Traffic Signal Revolving Fund</u> | 125.0 | 125.0 | 125.0 | 125.0 | 500.0 |
| <u>Rideshare Program / Trip Mitigation</u> | 503.7 | 503.7 | 503.7 | 503.7 | 2,014.7 |
| <u>Transportation Management Improvements</u> | 9,725.4 | 9,900.0 | 10,150.0 | 6,900.0 | 36,675.4 |
| <u>Transit Facilities Minor Capital Program</u> | 2,100.0 | 2,025.0 | 1,850.0 | 1,850.0 | 7,825.0 |
| <u>Transit Systems Equipment</u> | 450.0 | 3,300.0 | 350.0 | 200.0 | 4,300.0 |
| <u>DART Reimagined Tool</u> | 510.4 | 0.0 | 0.0 | 0.0 | 510.4 |
| <u>JARC</u> | 681.9 | 681.9 | 681.9 | 681.9 | 2,727.4 |
| <u>Maintenance Equipment and Tools (Transit Program)</u> | 200.0 | 200.0 | 200.0 | 200.0 | 800.0 |
| <u>New Freedom Program Statewide 50/50</u> | 738.7 | 738.7 | 738.7 | 738.7 | 2,954.8 |
| <u>Transit Vehicle Replacement 5310 Program – Statewide Total</u> | 1,280.06 | 1,888.7 | 1,200.2 | 1,243.6 | 5,613.1 |
| <u>Paratransit Validators</u> | 985.6 | 0.0 | 0.0 | 0.0 | 985.6 |
| <u>Farebox Modernization</u> | 5.6 | 2,500.0 | 2,534.2 | 0.0 | 5,039.8 |
| <u>FY22 – Transit Veh. Cloth Seat Replacement</u> | 597.4 | 111.0 | 0.0 | 0.0 | 708.4 |
| <u>Transit Systems Statewide Support Vehicles</u> | 284.1 | 622.6 | 447.6 | 470.0 | 1,824.2 |
| <u>Community Transportation Program</u> | 17,680.0 | 17,680.0 | 17,680.0 | 17,680.0 | 70,720.0 |
| <u>Subdivision Street Pavement Management Fund</u> | 10,000.0 | 10,000.0 | 10,000.0 | 10,000.0 | 40,000.0 |
| <u>Municipal Street Aid</u> | 6,000.0 | 6,000.0 | 6,000.0 | 6,000.0 | 24,000.0 |
| <u>Transportation Infrastructure Investment Fund</u> | 5,000.0 | 5,000.0 | 5,000.0 | 5,000.0 | 20,000.0 |
| <u>On-Board Real-Time Information System</u> | 1,466.0 | 0.0 | 0.0 | 0.0 | 1,466.0 |
| <u>Resiliency and Sustainability Program</u> | 1,740.8 | 10,459.2 | 6,100.0 | 6,100.0 | 24,400.0 |
| <u>Electric Vehicle Program</u> | 114.7 | 10,081.1 | 3,500.0 | 3,300.0 | 16,995.8 |
| <u>Transit Vehicle Air Filtration System</u> | 0.0 | 1,200.0 | 0.0 | 0.0 | 1,200.0 |
| <u>Transit Vehicle Mobile Retro-Fit Installation</u> | 25.6 | 0.0 | 0.0 | 0.0 | 25.6 |
| <u>Mileage-based User Fee Phase VI</u> | 0.0 | 2,197.8 | 1,997.8 | 1,997.8 | 6,193.4 |

**SALISBURY URBAN AREA
METROPOLITAN PLANNING ORGANIZATION
METROPOLITAN TRANSPORTATION PLANNING PROCESS
SELF-CERTIFICATION**

The Delaware Department of Transportation (“DeIDOT”), Maryland Department of Transportation (“MDOT”), and the Salisbury/Wicomico Metropolitan Planning Organization (“SWMPO”), the Metropolitan Planning Organization for the Salisbury Urban Area, hereby certifies the statewide and metropolitan transportation planning process for the Metropolitan Planning Area is being conducted in accordance with all applicable requirements of:

- 1) 23 U.S.C. 134, 49 U.S.C. Section 5303, 5304, and 23 U.S.C. 450 Subpart 334;
- 2) Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21 (Nondiscrimination-Civil Rights);
- 3) 49 U.S.C. Section 5332 prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity (Nondiscrimination- General);
- 4) Section 1101(b) of the Infrastructure Investment and Jobs Act (IIJA) (Pub. L. 117-58) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects (DBE);
- 5) 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts (Equal Employment Opportunity);
- 6) The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38 (Nondiscrimination-ADA);
- 7) Sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506, (c) and (d) and 40 CFR part 93. (Note: Only pertains to States with non-attainment and or maintenance areas outside metropolitan planning area boundaries.);
- 8) The Older Americans Act, as amended (42 U.S.C. 6101) prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
- 9) Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender (Nondiscrimination-Gender); and
- 10) Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities (Nondiscrimination-Disabilities).

Salisbury/Wicomico MPO


Signature

Matthew E. Creamer
Printed Name

SWMPO Council Chairman
Title

3/1/24
Date

Delaware Department of Transportation


Signature

Pamela Steinebach, P.E.
Printed Name

DelDOT, Director of Planning
Title

2/26/24
Date

Maryland Department of Transportation


Signature

Heather Murphy
Printed Name

Director Office of Planning and Capital Programming/
Maryland Department of Transportation
Title

2/22/2024
Date



Salisbury-Wicomico Metropolitan Planning Organization

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Greg Padgham
Tri-County Council for the Lower Eastern
Shore

Marc Henderson
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S/WMPO Executive Director
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March 4, 2024

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RE: SWMPO FY 2024 – FY 2027 Transportation Improvement Program

Dear ^{PAM}Ms. Steinebach and ^{TYSON}Mr. Byrne:

Please find enclosed for your records the Salisbury-Wicomico Metropolitan Planning Organization's ("SWMPO") approved FY 2024 – FY 2027 Transportation Improvement Program ("TIP"). An electronic copy is available for review and download at www.swmpo.org.

On February 21, 2024, the SWMPO Council unanimously approved the aforementioned TIP via Resolution 02-2024, which a copy of the signed Resolution is included as part of the TIP. No new regionally significant projects were added to the FY 2024 – FY 2027 TIP or the regional transportation Plan *Connect 2050*. Therefore, the TIP and *Connect 2050* conformity determination rely on the December 1, 2023 regional emission analysis adopted by the SWMPO Council as part of the 4-year update to the Long-Range Transportation Plan, *Connect 2050*.

In accordance with applicable provisions of the SWMPO's Public Participation Plan, the FY 2024 – FY 2027 TIP and proposed amendments to Appendix F of *Connect 2050* were available for public review and comment extending 15 days and 30 days, respectively, which no comments were received.

If you have any questions, please do not hesitate contacting me at 410.548.4860 or via e-mail Khall@wicomicocounty.org.

Sincerely,

Keith D. Hall, AICP
Executive Director

Transportation Performance Measure 1: Safety Performance Target Setting

In compliance with the FHWA’s 23 CFR Part 490, Subpart B - National Performance Management Measures for the Highway Safety Improvement Program (“HSIP”), the following is a summary of Salisbury/Wicomico Metropolitan Planning Organization (“S/WMPO”), Delaware Department of Transportation (“DelDOT”) and the Maryland Department of Transportation (“MDOT”) targets to meet or make significant progress toward the five (5) required safety performance goals. The targets were set by the DOTs in August 2017 and S/WMPO opted to adopt and support the statewide targets set both DOTs on February 27, 2018 via Resolution 02-2018.

Methodology: Both states have adopted the Toward Zero Deaths (“TZD”) approach. TZD is a data-driven effort to reduce fatalities and serious injuries by developing strong leadership in organizations that directly impact highway safety. For consistency with the 2015 Strategic Highway Safety Plan (“SHSP”), DelDOT and Office of Highway Safety (“OHS”) agreed to use the SHSP annual targets as the basis for developing Delaware’s 2018 targets for each safety measure. Annually, Delaware’s an additional reduction of at least 3 fatalities and 15 serious injuries over the previous year to achieve a 50% reduction by 2035. In Maryland the annual targets for each of the measures are set using an exponential trend line connecting the historical data to the 2030 goal found in their SHSP.

The chart shows the Delaware and Maryland established statewide targets (5 year rolling averages) for each of the five (5) measures. Once 2018 Fatality Analysis Reporting System (“FARS”), Highway Performance Monitoring System (“HPMS”), and FARS Annual Report File (“ARF”) data becomes finalized it will be compared to these targets to determine whether Delaware, Maryland, and S/WMPO and MPOs have met or made significant progress toward our crash reduction targets.

Details on the HSIP projects can be found in the TIP.

| State/MPO Established Safety Targets* | Maryland | Delaware |
|---|----------|----------|
| Number of Fatalities | 432.8 | 108.2 |
| Rate of Fatalities per 100 million VMT | 0.74 | 1.11 |
| Number of Serious Injuries | 2,916.2 | 424.3 |
| Rate of Serious Injuries per 100 million VMT | 5.12 | 4.33 |
| Number of Non-motorized Fatalities and Non-motorized Serious Injuries | 477.4 | 82.4 |

* Projected 2017-2021 5-year rolling averages

The following charts show the historical trends composed of 5-year rolling averages, 2018 HSIP baseline figures and 2018-2022 targets for all five (5) safety performance measures. Figures include all injuries and fatalities which occurred on all public roads.

| MARYLAND | | | | | |
|---|---------|---------|---------|---------|---------|
| Performance Measure | 2019 | 2020 | 2021 | 2022 | 2023 |
| Number of Fatalities | 435 | 425.7 | 420.6 | 466.6 | 485.9 |
| Rate of Fatalities per 100 million VMT | 0.771 | 0.750 | 0.742 | 0.774 | 0.809 |
| Number of Serious Injuries | 3,211.1 | 3,029.4 | 2,905.8 | 2,263.9 | 2,323.8 |
| Rate of Serious Injuries per 100 million VMT | 5.702 | 5.372 | 5.075 | 3.815 | 3.815 |
| Number of Non-motorized Fatalities and Non-motorized Serious Injuries | 439.9 | 465.8 | 467.7 | 554.7 | 554.7 |

| DELAWARE | | | | | |
|---|-------------|-------------|-------------|-------------|-------------|
| Performance Measure | 2018 | 2019 | 2020 | 2021 | 2022 |
| Number of Fatalities | 111 | 132 | 116 | 139 | 165 |
| Rate of Fatalities per 100 million VMT | 1.09 | 1.29 | 1.39 | 1.37 | 1.61 |
| Number of Serious Injuries | 377 | 402 | 447 | 558 | 587 |
| Rate of Serious Injuries per 100 million VMT | 3.7 | 3.92 | 5.36 | 5.5 | 5.72 |
| Number of Non-motorized Fatalities and Non-motorized Serious Injuries | 93 | 104 | 95 | 114 | 110 |

Transportation Performance Measure 2: Pavement and Bridge Conditions

Pavement conditions are reported to FHWA by states through the HPMS for Federal-aid highways. The reporting agency will use the International Roughness Index (“IRI”) to measure the smoothness of pavement, as well as the ride quality. Minimum pavement condition for the Interstate System is not to exceed 5 percent classified in Poor condition. The following performance measures are utilized in assessing the condition of the National Highway System:

| MARYLAND | | | |
|---|-----------------|-----------------|------------------|
| Performance Measures: Pavement Condition* | Baseline | Two-Year | Four-Year |
| % of Interstate pavement in GOOD condition (2022 – 2025) | 55.4 | 48.0 | 45.0 |
| % of Interstate pavement in POOR condition (2022 – 2025) | 0.6 | 1.0 | 1.0 |
| | | | |
| % of non-Interstate NHS pavements in GOOD condition (2022 – 2025) | 30.4 | 29.0 | 28.0 |
| % of non-Interstate NHS pavement POOR condition (2022 – 2025) | 6.2 | 8.0 | 9.0 |

| DELAWARE | | | |
|---|-----------------|-----------------|------------------|
| Performance Measures: Pavement Condition* | Baseline | Two-Year | Four-Year |
| % of Interstate pavement in GOOD condition (2022 – 2025) | 54.7 | 50.0 | 50.0 |
| % of Interstate pavement in POOR condition (2022 – 2025) | 0.8 | 2.0 | 2.0 |
| | | | |
| % of non-Interstate NHS pavements in GOOD condition (2022 – 2025) | 47.7 | 40.0 | 40.0 |
| % of non-Interstate NHS pavement POOR condition (2022 – 2025) | 0.7 | 2.0 | 2.0 |

NOTES:

Good condition: Suggests no major investment is needed

Poor condition: Suggests major investment is needed

TPM 2 targets were set by the DOTs and S/WMPO opted to adopt and support the statewide targets set both DOTs on November 15, 2018 via Resolutions 11-2018 and 12-2018.

Transportation Performance Measure 3: Infrastructure condition targets for the National Highway System (“NHS”) – Bridge Conditions

States and MPOs must establish two and four-year targets for all bridges carrying the NHS. This includes on- and off-ramps connected to the NHS within a state, as well as bridges carrying the NHS across a state border (regardless of ownership). States must maintain NHS bridges at less than 10.0 percent of a deck area as being structurally deficient.

TPM 3 targets were set by the DOTs and S/WMPO opted to adopt and support the statewide targets set both DOTs..

| MARYLAND | | | |
|---|----------|----------|-----------|
| Performance Measures: Bridge Condition* | Baseline | Two-Year | Four-Year |
| % of bridges on NHS in GOOD condition (2022 – 2025) | 24.3 | 24.5 | 24.8 |
| % of bridges on NHS in POOR condition (2022 – 2025) | 2.6 | 2.5 | 2.2 |

| DELAWARE | | | |
|---|----------|----------|-----------|
| Performance Measures: Bridge Condition* | Baseline | Two-Year | Four-Year |
| % of bridges on NHS in GOOD condition (2022 – 2025) | 21.9 | 15.0 | 25.0 |
| % of bridges on NHS in POOR condition (2022 – 2025) | 2.7 | 3.0 | 3.0 |

NOTES:

Good condition: Suggests no major investment is needed

Poor condition: Suggests major investment is needed

| NBI Rating Scale <i>(from 0 – 9)</i> | | 9 8 7 | 6 5 | 4 3 2 1 0 |
|---|------------------------------------|-------|--------|-----------|
| | | Good | Fair | Poor |
| Bridge | Deck <i>(Item 58)</i> | ≥ 7 | 5 or 6 | ≤ 4 |
| | Superstructure <i>(Item 59)</i> | ≥ 7 | 5 or 6 | ≤ 4 |
| | Substructure <i>(Item 60)</i> | ≥ 7 | 5 or 6 | ≤ 4 |
| | Culvert <i>(Item 62)</i> | ≥ 7 | 5 or 6 | ≤ 4 |

Measure: Deck area based on National Bridge Inventory (“NBI”) condition ratings for the deck, superstructure, substructure and / or culvert. Overall, condition is determined by the lowest of the four ratings.

Transportation Performance Measure 3: Travel Time Reliability Measures – Level of Travel Time Reliability

Level of Travel Time Reliability (“LOTTR”) is defined as the ratio of the longer travel times (80th percentile) to a “normal” travel time (50th percentile), using data from FHWA’s National Performance Management Research Data Set (“NPMRDS”). Reliability is measured during the full calendar year broken down into four (4) time periods: AM Peak; Midday; PM Peak; and Weekends. If any of these segments have a LOTTR above 1.50, the segment is determined not reliable. All non-reliable segments are then calculated in combination with daily traffic volumes and average vehicle occupancy to produce the total number of person-miles impacted by each unreliable segment.

Illustration of Reliability Determination

| |
|--|
| Performance Measures: Travel Time Reliability |
| Interstate Travel Time Reliability Measure: Percent of person-miles traveled on the Interstate that are reliable |
| Non-Interstate Travel Time Reliability Measure: Percent of person-miles traveled on the non-Interstate that are reliable |

| | | |
|--|------------|--|
| Monday – Friday | 6am – 10am | $LOTTR = \frac{44 \text{ sec}}{35 \text{ sec}} = 1.26$ |
| | 10am – 4pm | LOTTR = 1.39 |
| | 4pm – 8pm | LOTTR = 1.54 |
| Weekends | 6am – 8pm | LOTTR = 1.31 |
| Must exhibit LOTTR below 1.50 during all of the time periods | | Segment IS NOT reliable |

| MARYLAND | | Baseline | Two-Year | Four-Year |
|--|--|----------|----------|-----------|
| Performance Measures: Travel Time Reliability (2022 – 2025) | | | | |
| % of miles traveled on interstate that are reliable | | 84.7 | 76.8 | 76.4 |
| % of miles traveled on non-interstate NHS that are reliable | | 92.4 | 87.2 | 87.2 |

| DELAWARE | | Baseline | Two-Year | Four-Year |
|--|--|----------|----------|-----------|
| Performance Measures: Travel Time Reliability (2022 – 2025) | | | | |
| % of miles traveled on interstate that are reliable | | 80.7 | 73.3 | 73.3 |
| % of miles traveled on non-interstate NHS that are reliable | | 96.1 | 89.5 | 89.5 |

Transportation Performance Measure 3: Travel Time Reliability Measures – Truck Level of Travel Time Reliability (“TTTR”)

Measure: The sum of maximum TTTR for each reporting segment, divided by the total miles of Interstate system only. Reporting is divided into five (5) periods: morning peak (6-10 A.M.); midday (10 a.m. – 4 p.m.); afternoon peak (4-8 p.m.); and overnights for all days (8 p.m. – 6 a.m.). The TTTR ratio is generated by dividing the 95th percentile time by the normal time (50th percentile) for each segment. The measure is based on the worst performing time period for each segment, averaged together to create a single file.

Illustration of Truck Reliability Determination

| | | |
|-----------------|------------------|--|
| Monday – Friday | 6 – 10 a.m. | $TTTR = \frac{63 \text{ sec}}{42 \text{ sec}} = 1.50$ |
| | 10 a.m. – 4 p.m. | $TTTR = \frac{62 \text{ sec}}{45 \text{ sec}} = 1.38$ |
| | 4 – 8 p.m. | $TTTR = \frac{85 \text{ sec}}{50 \text{ sec}} = \mathbf{1.70}$ |
| Weekends | 6 a.m. – 8 p.m. | $TTTR = \frac{52 \text{ sec}}{40 \text{ sec}} = 1.30$ |
| Overnight | 8 p.m. – 6 a.m. | $TTTR = \frac{46 \text{ sec}}{38 \text{ sec}} = 1.21$ |
| Maximum TTTR | | 1.70 |

| MARYLAND | | | |
|---|----------|----------|-----------|
| Performance Measures: Truck Travel Time Reliability Index (2022 – 2025) | Baseline | Two-Year | Four-Year |
| Truck Travel Time Reliability Index | 1.6 | 1.8 | 1.81 |

| DELAWARE | | | |
|---|----------|----------|-----------|
| Performance Measures: Truck Travel Time Reliability Index (2022 – 2025) | Baseline | Two-Year | Four-Year |
| Truck Travel Time Reliability Index | 1.77 | 2.45 | 2.45 |

Transit Asset Management Plans (“TAM Plan”)

On October 1, 2016 the Federal Transit Administration (“FTA”) published its Final Rule (49 CFR 625 and 630) on the Federal Requirements for the development of TAM Plans by all transit agencies that receive federal funding. A TAM Plan involves an inventory and assessment of all assets used in the provision of public transportation. The term “asset” refers to physical equipment including rolling stock, equipment and facilities. The goal of asset management is to ensure that an agency’s assets are maintained and operated in a consistent State of Good Repair (“SGR”).

The TAM Final Rule distinguishes requirements between larger and smaller or rural transit agencies:

— Tier I provider: “owns, operates, or manages either 1): 101 or more vehicles in revenue service during peak regular service or in any one non-fixed route mode, or 2): rail transit.”

— Tier II provider: “owns, operates, or manages 1): 100 or fewer vehicles in revenue service during peak regular service across all non-rail fixed route modes or in any one non-fixed route mode, 2): a subrecipient under the 5311 Rural Area Formula Program, and 3): or any American Indian tribe.”

In the S/WMPO region, DTC DelDOT is considered a Tier I provider, and Shore Transit is considered a Tier II provider. As statewide transit agencies, DTC DelDOT and MDOT MTA have completed their TAM Plans in 2018. Per federal regulations, MDOT MTA created a group TAM Plan on behalf of the Tier II Locally Operated Transit Systems (LOTS) in the State of Maryland that supports their implementation of asset management practice and the federal requirements. This group TAM Plan applies only to the 23 LOTS in Maryland that are recipients of 5311 funding, operate less than 100 vehicles, or serve an American Indian tribe.

Measures: The TAM Rule requires transit agencies establish SGR performance measures and targets for each asset class. Tier I providers must report on the SGR measures for the following asset categories:

— Rolling stock (revenue vehicles): Percent of vehicles that have either met or exceeded their Useful Life Benchmark (“ULB”);

— Equipment (including non-revenue service vehicles): Percent of vehicles that have either met or exceeded their ULB;

— Infrastructure (rail fixed-guideway, track, signals, and systems): Percent of track segments with performance restrictions; and

— Facilities: Percent of facilities rated below condition 3 on the FTA TERM scale

DTC DelDOT is not responsible for infrastructure, as they are not a grantee that directly operates, maintains or stores rail cars, and has no associated rail infrastructure in its asset portfolio.

As Tier I providers, DTC DelDOT must develop its own TAM Plan with all the elements listed below. As required by the TAM Final Rule, Tier I Provider TAM Plans must include the following:

- Include the capital asset inventory;
- Provide asset condition assessment information;
- Describe the decision support tools used to prioritize capital investment needs;
- Identify project-based prioritization of investments;
- Define the TAM and SGR policy;
- Discuss the TAMP implementation strategy;
- Describe the key TAM activities to be undertaken during the plan’s four-year horizon period;
- List resources needed to carry out the TAMP; and
- Outline how the TAMP will be monitored and updated to support continuous TAM improvement.

As a Tier II providers, Shore Transit was included in MDOT MTA’s group TAM Plan with 22 other LOTS. As required by the TAM Final Rule, Tier II Provider TAM Plans must include the following:

- Maintain an Asset Inventory that includes all vehicles, facilities, and equipment used in the delivery of transit service;

- Identify all Safety-Critical assets within the Asset Inventory and prioritize efforts to maintain those Safety-Critical assets in a SGR;
- Clearly define ownership, control, accountability, and reporting requirements for assets, including leased and third-party assets;
- Set annual asset performance targets and measure, monitor, and report on progress towards meeting those targets;
- Consider asset criticality, condition, performance, available funding, safety considerations, and the evaluation of alternatives that consider full lifecycle benefits, costs, and risks in capital project prioritization and other asset management decisions; and
- Maintain a group asset management plan, in coordination with MDOT MTA and LOTS safety policies and plans, as a means of delivering this policy.

Data: In this initial Tier I TAMP, DTC will use FTA ULB measures for transit assets and rolling stock. Targets for revenue/non-revenue vehicles are expressed as a percentage of the assets that are at or the ULB. Targets for equipment are expressed as a percentage of the assets that are at or beyond the ULB. Facility targets are based on the overall condition score in terms of a percentage of facilities failing to meet the target score.

DTC ASSET PERFORMANCE TARGETS – ROLLING STOCK AND EQUIPMENT

| ASSET CLASS | ASSET USE | DTC UL | FTA ULB | TARGET % | RATIONALE |
|---|------------------|--------|---------|----------|---|
| Rolling Stock - Revenue Vehicles | | | | | |
| Commuter Rail Car (RP) | Rail | - | 39 | <10% | DTC’s policy is to replace at end of UL. Less than 10% is acceptable. |
| Over-the-Road Bus (BR) | Commuter | 12 | 14 | <10% | |
| 40ft/30ft Buses (BU) | Fixed-route | 12 | 14 | <10% | |
| Cutaway Bus (CU) | Paratransit | 5 | 10 | <10% | |
| Equipment - Non-Revenue Vehicles | | | | | |
| Car (AO) | Support Services | 8 | 8 | <20% | With current funding levels DTC will meet target goal within 4 years. |
| SUV (SV) | Support Services | 8 | 8 | | |
| Truck/Van (VN) | Support Services | 10 | 8 | | |

DTC ASSET PERFORMANCE TARGETS – FACILITIES

| ASSET CLASS | CONDITION BENCHMARK | TARGET % | RATIONAL |
|-------------|---------------------|----------|---|
| Facilities | 3 | 20% | With DTC’s Facility Preventative Maintenance plan goals, a 20% target is reasonable |

For Shore Transit, based on the reported asset condition, targets have been set for each asset class taking the projected funding levels into consideration. The table below summarizes the baseline and FY 2024 targets for Tier II LOTS assets. Targets have been set based on the anticipated funding availability and the priorities of both the LOTS and MDOT MTA.

FY24 TARGET ASSET PERFORMANCE FOR ALL ASSETS

| NTD Vehicle Type | BASELINE | FY 2024 Target |
|--|----------|----------------|
| Revenue Vehicles | | |
| Bus | 21% | 22% |
| Cutaway Bus | 24% | 28% |
| Automobile | 41% | 47% |
| Van | 5% | 11% |
| Equipment | | |
| Trucks and Other Rubber Tire Vehicles (Non-Revenue Vehicles) | 53% | 57% |
| Facilities | | |
| Administrative/Maintenance | 0% | 0% |
| Passenger/Parking | 0% | 0% |