

SALISBURY/WICOMICO METROPOLITAN PLANNING ORGANIZATION

Unified Planning Work Program Fiscal Year 2025 July 1, 2024 – June 30, 2025

May 14, 2024
June 24, 2025

Salisbury/Wicomico Metropolitan Planning Organization
P.O. Box 870
Salisbury, MD 21803-0870

Federal Project Number: MD-81-0007

www.swmpo.org
(410) 548-4860 phone
(410) 548-4955 fax
Staff Information:
Keith D. Hall, AICP
S/WMPO Executive Director

khall@swmpo.org

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**RESOLUTION BY THE SALISBURY/WICOMICO
METROPOLITAN PLANNING ORGANIZATION COUNCIL
ADOPTING THE FY 2025 UNIFIED PLANNING WORK PROGRAM
RESOLUTION 04-2024**

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, Federal regulations require the endorsement by the S/WMPO of an Unified Planning Work Program (“UPWP”), which documents and describes transportation planning and related planning activities anticipated in the metropolitan area during the next fiscal year;

WHEREAS, the total funding of the FY 2025 UPWP is \$333,554.00. The Delaware and Maryland portions of the budget account for \$79,500.00 and \$254,054.00, respectively;

WHEREAS, on April 11, 2024, the draft FY 2025 UPWP was reviewed by the S/WMPO Technical Advisory Committee, which made a favorable recommendation to forward the draft FY 2025 UPWP to the S/WMPO Council for their review and action;

WHEREAS, the draft FY 2025 UPWP 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 May 14, 2024, which no public comments were received; and

NOW, THEREFORE, BE IT RESOLVED the S/WMPO Council does adopt the FY 2025 Unified Planning Work Program for the S/WMPO Area.

5/14/2024
Date


Matthew E. Creamer, Chairman, S/WMPO Council

**SALISBURY/WICOMICO METROPOLITAN PLANNING ORGANIZATION
UNIFIED PLANNING WORK PROGRAM FY 2025**

I. INTRODUCTION

As a result of the 2000 U.S. Census, the Salisbury area was classified as an Urbanized Area (“UA”), and in accordance with the U.S. Department of Transportation requirements a Metropolitan Planning Organization was designated by Maryland Governor Robert L. Ehrlich on February 19, 2004. The initial UA of the Salisbury/Wicomico Metropolitan Planning Organization (“S/WMPO”) included the City of Salisbury, the City of Fruitland, the Towns of Delmar (Md. & De.), and the adjacent unincorporated areas of Wicomico County, Md., and Sussex County, De.

According to the U.S. Census Bureau 2010 Decennial Census, the population of the Urbanized Area was 98,081 with 73,493 persons residing in Maryland (74.9%) and approximately 24,588 persons residing in Delaware (25.1%). This represents an increase of 38,655 persons between the 2000 and 2010 Census, which the majority of the population increase occurred in the expanded portion of the UA in Delaware. In response to the population increase and changes to the delineation criteria of an UA between the 2000 and 2010 Decennial Census, the size of the UA expanded from approximately 43 sq. miles to 73 sq. miles. In addition, a Planning Study Area boundary, which includes the UA, is a larger area encompassing anticipated growth areas of the member jurisdictions over the next 20 years.

The 2010 UA for the S/WMPO region includes the City of Salisbury, City of Fruitland, Town of Delmar, MD, Town of Hebron, and portions of Wicomico and Somerset counties in Maryland. The Delaware portion consists of Town of Delmar, Town of Laurel, Town of Blades, City of Seaford, and part of unincorporated Sussex County, DE. The Metropolitan Planning Area boundary includes the aforementioned jurisdictions, as well as expanded portions of Wicomico County, Maryland, and Sussex County, Delaware.

Following the 2020 Decennial Census, the U.S. Census Bureau modified the Urban Area (“UA”) designation criteria as compared to the methodology used for the 2010 Decennial Census. This resulted in a decrease in size of the former UA, with Somerset County, Town of Hebron, and other areas in Maryland no longer being included; and in Delaware, the towns of Laurel and Blades, the City of Seaford, and lands between the municipalities are also excluded from the UA. The 2020 population of the current UA is approximately 78,075 persons.

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. In accordance with federal regulations, the S/WMPPO is the planning agency responsible for regional transportation planning activities within the UA.

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 Act (“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.

On November 15, 2021, President Biden signed into law the Infrastructure Investment and Jobs Act (“IIJA”), also known as the Bipartisan Infrastructure Law (“BIL”). As the largest long-term investment in the Nation’s history, the Bipartisan Infrastructure Law provides \$550 billion from fiscal years 2022 through 2026 in new Federal investment for infrastructure, including roads, bridges, mass transit, wastewater infrastructure, and broadband.

This Unified Planning Work Program (“UPWP”) is a cooperative planning effort by federal, state, and local transportation agencies serving the Salisbury/Wicomico MPO Area, and functions as the annual work program for the S/WMPO. The purpose of the UPWP is to describe and coordinate all transportation planning activities to be completed with federal, state, and local resources during a fiscal year, and is designed to make the transportation planning process consistent with the appropriate federal regulations. Included in the UPWP is a budget detailing how each fund source will be utilized. The UPWP is reviewed, revised, and adopted annually.

II. UNITED STATES DEPARTMENT OF TRANSPORTATION (“USDOT”) PLANNING EMPHASIS AREAS

The FAST Act has continued to focus on transportation planning as was outlined in preceding federal transportation legislation. In accordance with that focus, the Federal Highway Administration (“FHWA”) and the Federal Transit Administration (“FTA”) released Planning Emphasis Areas (“PEAs”) in December 2021. PEAs are planning topical areas that the Federal agencies wish to place emphasis on as the MPOs develop their planning work programs. The current PEAs are described below.

A. Tackling the Climate Crisis – Transition to a Clean Energy, Resilient Future

FHWA divisions and Federal Transit Administration FTA regional offices should work with State departments of transportation (State DOT), metropolitan planning organizations (“MPOs”), and providers of public transportation to ensure that transportation plans and infrastructure investments help achieve the national greenhouse gas reduction goals of 50-52 percent below 2005 levels by 2030, and net-zero emissions by 2050, and increase resilience to extreme weather events and other disasters resulting from the increasing effects of climate change. Field offices should encourage State DOTs and MPOs to use the transportation planning process to accelerate the transition toward electric and other alternative fueled vehicles plan for a sustainable infrastructure system that works for all users, and undertake actions to prepare for and adapt to the impacts of climate change. Appropriate Unified Planning Work Program work tasks could include identifying the barriers to and

opportunities for deployment of fueling and charging infrastructure; evaluating opportunities to reduce greenhouse gas emissions by reducing single-occupancy vehicle trips and increasing access to public transportation, shift to lower emission modes of transportation; and identifying transportation system vulnerabilities to climate change impacts and evaluating potential solutions. We encourage you to visit FHWA's [Sustainable Transportation](#) or FTA's [Transit and Sustainability](#) webpages for more information.

(See [EO 14008](#) on "Tackling the Climate Crisis at Home and Abroad," [EO 13990](#) on "Protecting Public Health and the Environment and Restoring Science to Tackle the Climate Crisis," [EO 14030](#) on "Climate-Related Financial Risk," See also [FHWA Order 5520](#) "Transportation System Preparedness and Resilience to Extreme Weather Events," FTA's "[Hazard Mitigation Cost Effectiveness Tool](#)," FTA's "[Emergency Relief Manual](#)," and "[TCRP Document 70: Improving the Resilience of Transit Systems Threatened by Natural Disasters](#)")

B. Equity and Justice40 in Transportation Planning

FHWA Division and FTA regional offices should work with State DOTs, MPOs, and providers of public transportation to advance racial equity and support for underserved and disadvantaged communities. This will help ensure public involvement in the planning process and that plans and strategies reflect various perspectives, concerns, and priorities from impacted areas. We encourage the use of strategies that: (1) improve infrastructure for non-motorized travel, public transportation access, and increased public transportation service in underserved communities; (2) plan for the safety of all road users, particularly those on arterials, through infrastructure improvements and advance speed management; (3) reduce single-occupancy vehicle travel and associated air pollution in communities near high-volume corridors; (4) offer reduced public transportation fares as appropriate; (5) target demand-response service towards communities with higher concentrations of older adults and those with poor access to essential services; and (6) consider equitable and sustainable practices while developing transit-oriented development including affordable housing strategies and consideration of environmental justice populations.

[Executive Order 13985](#) (***Advancing Racial Equity and Support for Underserved Communities***) defines the term "equity" as the consistent and systematic fair, just, and impartial treatment of all individuals, including individuals who belong to underserved communities that have been denied such treatment, such as Black, Latino, and Indigenous and Native American persons, Asian Americans and Pacific Islanders and other persons of color; members of religious minorities; lesbian, gay, bisexual, transgender, and queer (LGBTQ+) persons; persons with disabilities; persons who live in rural areas; and persons otherwise adversely affected by persistent poverty or inequality. The term

“underserved communities” refers to populations sharing a particular characteristic, as well as geographic communities, that have been systematically denied a full opportunity to participate in aspects of economic, social, and civic life, as exemplified by the list in the preceding definition of “equity.” In addition, [Executive Order 14008](#) and [M-21-28](#) provides a whole-of-government approach to advancing environmental justice by stating that 40 percent of Federal investments flow to disadvantaged communities. FHWA Division and FTA regional offices should work with State DOTs, MPOs, and providers of public transportation to review current and new metropolitan transportation plans to advance Federal investments to disadvantaged communities.

To accomplish both initiatives, our joint planning processes should support State and MPO goals for economic opportunity in disadvantaged communities that have been historically marginalized and overburdened by pollution and underinvestment in housing, transportation, water and wastewater infrastructure, recreation, and health care.

C. Complete Streets

FHWA Division and FTA regional offices should work with State DOTs, MPOs and providers of public transportation to review current policies, rules, and procedures to determine their impact on safety for all road users. This effort should work to include provisions for safety in future transportation infrastructure, particularly those outside automobiles.

A complete street is safe, and feels safe, for everyone using the street. FHWA and FTA seek to help Federal aid recipients plan, develop, and operate streets and networks that prioritize safety, comfort, and access to destinations for people who use the street network, including pedestrians, bicyclists, transit riders, micro-mobility users, freight delivery services, and motorists. The goal is to provide an equitable and safe transportation network for travelers of all ages and abilities, including those from marginalized communities facing historic disinvestment. This vision is not achieved through a one-size-fits-all solution – each complete street is unique and developed to best serve its community context and its primary role in the network.

Per the National Highway Traffic Safety Administration’s 2019 data, 62 percent of the motor vehicle crashes that resulted in pedestrian fatalities took place on arterials. Arterials tend to be designed for vehicle movement rather than mobility for non-motorized users and often lack convenient and safe crossing opportunities. They can function as barriers to a safe travel network for road users outside of vehicles.

To be considered complete, these roads should include safe pedestrian facilities, safe transit stops (if present), and safe crossing opportunities on an

interval necessary for accessing destinations. A safe and complete network for bicycles can also be achieved through a safe and comfortable bicycle facility located on the roadway, adjacent to the road, or on a nearby parallel corridor.

Jurisdictions will be encouraged to prioritize safety improvements and speed management on arterials that are essential to creating complete travel networks for those without access to single-occupancy vehicles.

D. Public Involvement

Early, effective, and continuous public involvement brings diverse viewpoints into the decision-making process. FHWA Division and FTA regional offices should encourage MPOs, State DOTs, and providers of public transportation to increase meaningful public involvement in transportation planning by integrating Virtual Public Involvement (VPI) tools into the overall public involvement approach while ensuring continued public participation by individuals without access to computers and mobile devices. The use of VPI broadens the reach of information to the public and makes participation more convenient and affordable to greater numbers of people. Virtual tools provide increased transparency and access to transportation planning activities and decision-making processes. Many virtual tools also provide information in visual and interactive formats that enhance public and stakeholder understanding of proposed plans, programs, and projects. Increasing participation earlier in the process can reduce project delays and lower staff time and costs. More information on VPI is available [here](#).

E. Strategic Highway Network (“STRAHNET”)/U.S. Dept. of Defense (“DOD”) Coordination

FHWA Division and FTA regional offices should encourage MPOs and State DOTs to coordinate with representatives from DOD in the transportation planning and project programming process on infrastructure and connectivity needs for STRAHNET routes and other public roads that connect to DOD facilities. According to the Declaration of Policy in 23 U.S.C. 101(b)(1), it is in the national interest to accelerate construction of the Federal-aid highway system, including the Dwight D. Eisenhower National System of Interstate and Defense Highways, because many of the highways (or portions of the highways) are inadequate to meet the needs of national and civil defense. The DOD’s facilities include military bases, ports, and depots. The road networks that provide access and connections to these facilities are essential to national security. The [64,200-mile STRAHNET system](#) consists of public highways that provide access, continuity, and emergency transportation of personnel and equipment in times of peace and war. It includes the entire 48,482 miles of the Dwight D. Eisenhower National System of Interstate and Defense Highways and 14,000 miles of other non-Interstate public highways on the National

Highway System. The STRAHNET also contains approximately 1,800 miles of connector routes linking more than 200 military installations and ports to the primary highway system. The DOD's facilities are also often major employers in a region, generating substantial volumes of commuter and freight traffic on the transportation network and around entry points to the military facilities. Stakeholders are encouraged to review the STRAHNET maps and recent Power Project Platform (PPP) [studies](#). These can be a useful resource in the State and MPO areas covered by these route analyses.

F. Federal Land Management Agency (“FMLA”) Coordination

FHWA Division and FTA regional offices should encourage MPOs and State DOTs to coordinate with FLMAs in the transportation planning and project programming process on infrastructure and connectivity needs related to access routes and other public roads and transportation services that connect to Federal lands. Through joint coordination, the State DOTs, MPOs, Tribal Governments, FLMAs, and local agencies should focus on integration of their transportation planning activities and develop cross-cutting State and MPO long range transportation plans, programs, and corridor studies, as well as the Office of Federal Lands Highway's developed transportation plans and programs. Agencies should explore opportunities to leverage transportation funding to support access and transportation needs of FLMAs before transportation projects are programmed in the Transportation Improvement Program (TIP) and Statewide Transportation Improvement Program (STIP). Each State must consider the concerns of FLMAs that have jurisdiction over land within the boundaries of the State (23 CFR 450.208(a)(3)). MPOs must appropriately involve FLMAs in the development of the metropolitan transportation plan and the TIP (23 CFR 450.316(d)). Additionally, the Tribal Transportation Program, Federal Lands Transportation Program, and the Federal Lands Access Program TIPs must be included in the STIP, directly or by reference, after FHWA approval in accordance with 23 U.S.C. 201(c) (23 CFR 450.218(e)).

G. Planning and Environmental Linkages (“PEL”)

FHWA Division and FTA regional offices should encourage State DOTs, MPOs and Public Transportation Agencies to implement PEL as part of the transportation planning and environmental review processes. The use of PEL is a collaborative and integrated approach to transportation decision-making that considers environmental, community, and economic goals early in the transportation planning process, and uses the information, analysis, and products developed during planning to inform the environmental review process. PEL leads to interagency relationship building among planning, resource, and regulatory agencies in the early stages of planning to inform and improve project delivery timeframes, including minimizing duplication and creating one cohesive flow of information. This results in transportation

programs and projects that serve the community's transportation needs more effectively while avoiding and minimizing the impacts on human and natural resources. More information on PEL is available [here](#).

H. Data in Transportation Planning

To address the emerging topic areas of data sharing, needs, and analytics, FHWA Division and FTA regional offices should encourage State DOTs, MPOs, and providers of public transportation to incorporate data sharing and consideration into the transportation planning process, because data assets have value across multiple programs. Data sharing principles and data management can be used for a variety of issues, such as freight, bike and pedestrian planning, equity analyses, managing curb space, performance management, travel time reliability, connected and autonomous vehicles, mobility services, and safety. Developing and advancing data sharing principles allows for efficient use of resources and improved policy and decision-making at the State, MPO, regional, and local levels for all parties.

III. ORGANIZATION AND MANAGEMENT

A. Metropolitan Planning Organization Council

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.

At the time of this publication, the primary governing body of the S/WMPO is the Council, which consists of 12 voting members. The voting members consist of representatives from the following governments and agencies:

Maryland

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); and
Tri-County Council of the Lower Eastern Shore of MD (1 position).

Delaware

Delaware Department of Transportation (1 position);
Sussex County (1 position); and
City of Seaford (1 position).

On November 24, 2015, the S/WMPO amended their Prospectus and Bylaws to increase representation of local governments and entities located in the Delaware portion of the 2010 UA for the S/WMPO.

B. Technical Advisory Committee (“TAC”)

The S/WMPO Council has established a 19-voting member Technical Advisory Committee (“TAC”) comprised of technical representatives such as planners and engineers. The TAC provides technical expertise and develops recommendations to assist the Council by reviewing and recommending revisions to the planning process, data collection, forecasts, the Long Range Transportation Plan, the Transportation Improvement Program, and the UPWP. The current TAC voting membership includes representation from the various member jurisdictions, as well as from transportation organizations and relevant state agencies. The TAC can include representation from all modes of surface transportation and various levels of government, which provides the opportunity to achieve a unified transportation planning effort.

C. MPO Staff

The S/WMPO is staffed by personnel from the Salisbury-Wicomico County Department of Planning, Zoning and Community Development. The S/WMPO Administrator manages the daily operations of the Organization, as well as coordinates regional transportation planning projects and activities. The S/WMPO Executive Director oversees the financial management of the Organization and serves as a liaison to local, state, and federal agencies involved in regional transportation planning activities within the S/WMPO Metropolitan Planning Area.

D. Organizational Procedures and Bylaws

The S/WMPO operates under an adopted set of Bylaws. Wicomico County provides support services to the Organization, including, but not limited to legal, financial, and procurement services. Staff performing these services operate under the applicable rules and procedures of the County and the State of Maryland. The S/WMPO’s official records are maintained in the Wicomico County Department of Planning, Zoning, and Community Development’s office in Room 203 of the Government Office Building, 125 N. North Division Street, Salisbury, MD, 21803. The records are available for public inspection during normal business hours, Monday through Friday, 8:00 A.M. to 5:00 P.M.

**SALISBURY/WICOMICO METROPOLITAN PLANNING ORGANIZATION
UNIFIED PLANNING WORK PROGRAM FY 2024**

A. Core Planning

1. TRANSPORTATION IMPROVEMENT PROGRAM

Objectives: To develop the Salisbury/Wicomico Metropolitan Planning Organization’s Transportation Improvement Program (“TIP”) for FY 2025 – FY 2028 as specified by the federal urban transportation planning requirements and consistent with state CTPs.

Previous Work: FY 2024 – FY 2027; FY 2023 – FY 2026; FY 2022 – FY 2025; FY 2021 – FY 2024; FY 2020 – FY 2023; FY 2019 – FY 2022; FY 2018 – FY 2021; FY 2017 – FY 2020; FY 2016 – FY 2019; FY 2014 – FY 2017; FY 2013 – FY 2016; FY 2012 – FY 2015; FY 2011 – FY 2014; FY2010 – FY2013 TIP; FY 2009 – FY 2012 TIP; FY 2008 - FY 2011 TIP; and FY 2007 - FY 2009 TIP.

Methodology: Compile a comprehensive list of federally funded and regionally significant transportation improvements recommended for implementation during the 4-year program period. The document will represent the region’s transportation priorities and include realistic financially constrained cost estimates.

End Product: FY 2025 – FY 2028 Salisbury/Wicomico Metropolitan Planning Organization Transportation Improvement Program, as well as amendments and administrative modifications to the FY 2024 – FY 2027 TIP.

Staffing: S/WMPO.

Funding: Funding for this task totals \$8,000, as listed below by source and state:

<u>SOURCE</u>	<u>MARYLAND</u>	<u>DELAWARE</u>
FHWA	\$1,758	\$3,178
FTA	\$642	\$822
DOT	\$300	\$500
Local	\$300	\$500
TOTAL	\$3,000	\$5,000

Completion Date: Draft / Adoption – Fall 2024
Amendments and Administrative Modifications – as needed basis.

2. UNIFIED PLANNING WORK PROGRAM

Objectives: To develop the FY 2026 UPWP, amend FY 2025 UPWP, as well as de-obligate unencumbered carryover funding from the FY 2025 UPWP.

Previous Work: FY 2007, 2008, 2009, 2010, 2011, 2012, 2013, 2014, 2015, 2016, 2017, 2018, 2019, 2020, 2021, 2022, 2023, and 2024 UPWPs.

Methodology: This sub-task will be performed by the S/WMPO with assistance from the Technical Advisory Committee, S/WMPO Council, MDOT, MTA, DelDOT, DTC, FHWA, and FTA. Specific tasks to be funded will be identified by Staff, TAC, Council and/or transportation planning activities undertaken during previous years, as well as recommendations contained in the adopted LRTP and local comprehensive plans.

End Products: Amend FY 2025 UPWP, if necessary, and develop FY 2026 UPWP.

Staffing: S/WMPO.

Funding: Funding for this task totals \$9,000, as listed below by source and state:

<u>SOURCE</u>	<u>MARYLAND</u>	<u>DELAWARE</u>
FHWA	\$2,931	\$2,542
FTA	\$1,069	\$658
DOT	\$500	\$400
Local	\$500	\$400
TOTAL	\$5,000	\$4,000

Completion Date: Draft / Adoption – Winter / Spring 2025
Amendments – as needed

3. LONG RANGE TRANSPORTATION PLAN

Objective: The S/WMPO adopted their LRTP, Connect 2050, on February 21, 2024, and is required by federal regulations to update the Plan on a four-year cycle. To meet this schedule, the Plan will be reviewed, revised, and adopted during 2027.

Previous Work: Adopted LRTP in FY 2007, FY 2011, FY 2015, FY 2020 and FY 2024.

Methodology: In anticipation of the 2027 update of the Organization’s LRTP, S/WMPO Staff will compile essential background information, conduct research about emerging trends, and analyze transportation and development activity to identify potential impacts to the regional transportation network. Pertinent data to be compiled and analyzed includes: previous and on-going transportation planning studies and reports prepared for the S/WMPO; Capital Improvement Programs and Budgets of member jurisdictions; improvements since the last update; freight analysis data (movements and modes); Census data; waterborne freight commodities data; Shore Transit’s Annual Transportation Plan; State and Federal Surface Transportation Plans; and locally-adopted comprehensive plans.

The S/WMPO Staff will be extensively involved with other aspects of the update, including, but not

limited to the following: organizing public participation and outreach efforts; managing the project team and schedule; identifying and compiling relevant resource data; coordinating Plan review and adoption process with the Technical Advisory Committee, S/WMPO Council, FHWA, FTA, MDOT, MTA, DeDOT, and DTC to ensure the Plan is in conformance with applicable state and federal regulations, as well as consistent with local plans, policies, and programs.

The S/WMPO’s adopted Public Participation Plan will be followed to ensure and encourage public participation.

End Product: 2027 Salisbury/Wicomico Metropolitan Planning Organization’s Long Range Transportation Plan.

Staffing: S/WMPO and consultants.

Funding: Funding for this task totals \$24,000, as listed below by source and state:

<u>SOURCE</u>	<u>MARYLAND</u>	<u>DELAWARE</u>
FHWA	\$11,723	\$2,542
FTA	\$4,277	\$658
DOT	\$2,000	\$400
Local	\$2,000	\$400
TOTAL	\$20,000	\$4,000

Completion Date: Draft – August 2027
Local adoption – Prior to November 2027

4. TRANSPORTATION DEVELOPMENT PLAN

Objectives: To ensure the Transportation Development Plan (“TDP”) prepared by the Shore Transit is consistent with the S/WMPO LRTP.

Previous Work: Shore Transit has prepared and adopted previous versions of the TDP. The S/WMPO has an adopted LRTP containing a multi-modal Transportation element, which includes a narrative about transportation services provided by Shore Transit.

Methodology: The S/WMPO annually reviews the TDP to ensure consistency with the LRTP. This will include, when necessary, discussions amongst S/WMPO staff, MTA, and Shore Transit.

End Products: Consistency between the S/WMPO's LRTP and Shore Transit's TDP.

Staffing: S/WMPO.

Funding: Funding for this task totals \$600, as listed below by source and state:

<u>SOURCE</u>	<u>MARYLAND</u>	<u>DELAWARE</u>
FHWA	\$352	\$0
FTA	\$128	\$0
DOT	\$60	\$0
Local	\$60	\$0
TOTAL	\$600	\$0

Completion Date: Ongoing

B. MPO Administration

Objectives: Significant organizational and regional transportation planning activities have been completed since the establishment of the S/WMPO in 2004. These activities include the establishment of a Council and Technical Advisory Committee, and the development and adoption of governing documents, including, but not limited to the following: Memorandum of Understanding and Master Agreement; Prospectus and Bylaws; and establishing the S/WMPO Metropolitan Planning Area boundary. Also, this task includes administrative responsibilities associated with the daily operations of staffing the S/WMPO and its regional planning activities and functions.

In addition to these daily operations, during FY 2024 the following on-going activities are anticipated:

- Staff training – Wicomico County Department of Planning, Zoning, and Community Development

staff will continue to receive training on the federally prescribed Metropolitan Transportation Planning Process. This item is timely given the enactment of Performance Measures associated with the passage of the MAP-21 and the FAST Act. This continuous training will include opportunities offered through membership, participation, and attendance of conferences and training activities of the Association of Metropolitan Planning Organizations (“AMPO”).

- Air Quality Conformity Coordination – S/WMPO Staff will coordinate air quality conformity determination activities with the Delaware Department of Transportation to monitor the conformity status of Sussex County, Delaware. DelDOT is responsible for compliance with federal air quality conformity planning requirements for a defined Maintenance Area of the UA within Sussex County, De.
- Review and, if necessary, revise Governing and Planning Documents – S/WMPO Staff will conduct an annual review and, if necessary, recommend revisions of existing organizational documents, including, but not limited to the Bylaws and Prospectus, Public Participation Plan, Title VI Plan, etc.
- Data Collection – S/WMPO Staff will coordinate the collection and storage of traffic studies prepared by developers during the submission and review of various development projects proposed within the S/WMPO Metropolitan Planning Area (“MPA”) boundary. Also, when applicable, the S/WMPO will maintain data pertaining to traffic counts on roadways within the MPA that have been compiled by the various member jurisdictions.
- Manage the S/WMPO, which includes the daily activities needing to be performed to keep the S/WMPO operational. These activities, include, but are not limited to the following:

- Manage the daily operations and activities of the S/WMPO;
- Contract administration between the S/WMPO and other entities and vendors;
- S/WMPO accounting and financial requirements;
- Continued maintenance of the S/WMPO invoice tracking database;
- Prepare quarterly reimbursement requests and progress reports;
- Staff and support of the S/WMPO Technical Advisory Committee and the Council;
- Represent the S/WMPO at transportation related meetings, presentations, team planning initiatives, and conferences; and
- Attend training, conferences, and seminars to ensure the S/WMPO staff are knowledgeable about applicable federal and state regulations and performance measures consistent with MAP 21 and the FAST Act.

Methodology:

These sub-tasks will be performed by the S/WMPO, MDOT, and DeIDOT. The developmental work will be consistent with federal Metropolitan Planning Organization Guidelines.

End Products:

- Training of S/WMPO Staff.
- Input of S/WMPO Staff and coordination with DeIDOT about the air quality conformity issues associated with being designated as a Maintenance Area.
- Current adopted documents, to include the Prospectus and Bylaws, Public Participation Plan, Title VI Plan, etc.
- A tabulation of relevant traffic studies and data within the S/WMPO MPA.
- S/WMPO Invoice tracking database to streamline internal review and processing of invoices and prepare reimbursements.

Staffing: S/WMPO.

Funding: Funding for this task totals \$59,500, as listed below by source and state:

<u>SOURCE</u>	<u>MARYLAND</u>	<u>DELAWARE</u>
FHWA	\$26,377	\$9,215
FTA	\$9,623	\$2,385
DOT	\$4,500	\$1,450
Local	\$4,500	\$1,450
TOTAL	\$45,000	\$14,500

Completion Date: Ongoing

C. Public Participation Process

Objective: Activities will be undertaken to increase public participation in the S/WMPO's transportation planning process.

Previous Work: A new dedicated Website for the S/WMPO was completed in FY 2021 and is maintained to include all organizational documents, including, but not limited to LRTP, TIP, UPWP, Request for Proposals, TAC and Council meeting agenda and minutes, traffic studies and reports, and links to supporting organizations and agencies.

The Organization adopted a Public Participation Plan in FY 2008, and amended in FY 2012 and FY 2020.

Methodology: Implementation efforts will continue to maintain and, when necessary, update the Public Participation Plan and the Organization's website through regular review and comparison with those developed for other MPO's, as well as modifications to any officially adopted document(s).

End Product: A current and updated Public Participation Plan; continue to maintain the existing S/WMPO website, which contains links to member jurisdictions and organizations; advertise upcoming TAC and MPO Council meeting dates, agendas, and materials;

Staffing: advertise Request For Proposals; and provide a public portal to review existing plans, publications, and work program items (TIP, UPWP, and the LRTP). S/WMPO, website consultant, and advertising vendors.

Funding: Funding for this task totals \$5,000, as listed below by source and state:

<u>SOURCE</u>	<u>MARYLAND</u>	<u>DELAWARE</u>
FHWA	\$1,465	\$1,589
FTA	\$535	\$411
DOT	\$250	\$250
Local	\$250	\$250
TOTAL	\$2,500	\$2,500

Completion Date: Ongoing

D. Complete Streets

1. *U.S. 13 & MD 54 PEDESTRIAN IMPROVEMENTS STUDY*

Objective: To conduct planning-level study at the U.S. 13 and MD 54 intersection in Delmar. Study will identify and recommend pedestrian-related improvements designed to increase safety and connectivity, as well as meet ADA requirements.

Previous Work: The S/WMPO has prepared the following pedestrian-related studies:

- U.S. 13 Business Pedestrian and Cyclist Safety & Connectivity Study;
- School Sidewalk Connectivity Study;
- Eastern Shore Drive Corridor Study; and
- U.S. 50 Pedestrian and Cyclist Safety & Connectivity Study.

Methodology: The scope of work will be developed in FY 2024 by the S/WMPO staff, potentially member(s) of the TAC, and DeIDOT. Professional consulting services will be obtained to conduct and present the findings of project(s) in FY 2025.

End Product: Contingent upon available funding the anticipated

deliverables, include, but are not limited to a Final Report containing pedestrian amenities / infrastructure recommendations, planning-level cost estimates for each proposed recommendation, and renderings of recommended improvements for the intersection.

Staffing: S/WMPO and selected consultant(s).

Funding: Funding for this task totals \$47,500, as listed below by source and state:

<u>SOURCE</u>	<u>MARYLAND</u>	<u>DELAWARE</u>
FHWA	\$2,931	\$27,009
FTA	\$1,069	\$6,991
DOT	\$500	\$4,250
Local	\$500	\$4,250
TOTAL	\$5,000	\$42,500

Completion Date: Winter 2024 / Spring 2025

2. SS4A GRANT APPLICATION SUPPORT

Objective: To obtain professional consulting services to prepare Safe Streets 4 All grant applications for local governments within the Urban Area that are interested in developing a local road safety action plan.

Previous Work: In 2023, the S/WMPO provided funding for a SS4A grant application to be prepared for the City of Seaford.

Methodology: The scope of work will be developed by the S/WMPO staff. Professional consulting services will be obtained to prepare and present the grant applications in FY 2025.

End Product: Contingent upon available funding the anticipated deliverable is a final grant application for submitting to U.S. DOT for review and action.

Staffing: S/WMPO and selected consultant(s).

Funding: Funding for this task totals \$10,000, as listed below by source and state:

<u>SOURCE</u>	<u>MARYLAND</u>	<u>DELAWARE</u>
FHWA	\$5,861	\$0
FTA	\$2,139	\$0
DOT	\$1,000	\$0
Local	\$1,000	\$0
TOTAL	\$10,000	\$0

Completion Date: Winter 2024 / Spring 2025

E. Special Studies

1. CORRIDOR STUDIES

Objective: To conduct planning-level corridor studies along various major road thoroughfares and intersections within the Urban Area. Studies will analyze existing and future conditions for motorized travel.

Previous Work: The S/WMPO has prepared the following corridor studies:

- Pemberton Drive Corridor Study;
- East Side Corridor Study;
- Riverside Drive Corridor Study;
- U.S. 13 / Bi-State Blvd. / Foskey Lane Corridor Study;
- U.S. 13 North / Naylor Mill Road Corridor Study;
- Eastern Shore Drive Corridor Study;
- Glen Avenue Road Diet Study; and
- Brown Street Corridor Study.

Methodology: Project selection and scope of work will be developed in by the S/WMPO Staff. Professional consulting services will be obtained to conduct and present the findings.

End Product: Contingent upon available funding the anticipated deliverables, include, but are not limited to a Final Report, which may contain the following: current and future traffic conditions at identified intersections; short, mid, and long-term solutions to

improve conditions for motorists, pedestrians, and cyclists along the surrounding thoroughfares; planning-level cost estimates for each proposed recommendation; renderings of major recommended improvements; alternatives to improve intersection(s); and potentially a traffic signal warrant analysis.

Staffing: S/WMPO and selected consultant(s).

Funding: Funding for this task totals \$84,650, as listed below by source and state:

<u>SOURCE</u>	<u>MARYLAND</u>	<u>DELAWARE</u>
FHWA	\$49,618	\$0
FTA	\$18,102	\$0
DOT	\$8,465	\$0
Local	\$8,465	\$0
TOTAL	\$84,650	\$0

Completion Date: Winter / Spring 2025

2. GEOGRAPHICAL INFORMATION SYSTEMS – ONGOING ENHANCEMENTS

Objective: The County Planning Department has previously initiated work on the development of a Geographic Information System, which is an ongoing coordinated effort between the S/WMPO, MDOT, and DelDOT. This task will support this effort and develop and utilize data for transportation and land use planning.

Previous Work: Work on an Enterprise GIS system has been initiated and was utilized extensively during the preparation of a majority of special studies completed to date. Computer hardware and software have been obtained and data collection and network coding have been accomplished, with data updates ongoing. Major accomplishments of the GIS Enhancement efforts of the County include: development of a vector-based parcel layer; creation of geodatabases; and the acquisition of orthophotography.

Methodology: Work is continuing on the development and enhancement of comprehensive multi-jurisdictional GIS. The GIS is used to produce mapping and data for many purposes including: transportation/transit planning; macro-level demand and growth forecasting/modeling; Emergency 911 planning; project impact analysis; comprehensive road inventory and mapping; and ongoing update of land use files and development capacity analysis.

End Product: The GIS database developed from this task will support ongoing transportation planning functions related to mapping and inventory of roadway network infrastructure, and will also assist in the development and completion of the LRTP, and to support Corridor and Traffic Management Studies (both motorized and non-motorized).

Staffing: S/WMPO and consultants.

Funding: Funding for this task totals \$7,000, as listed below by source and state:

<u>SOURCE</u>	<u>MARYLAND</u>	<u>DELAWARE</u>
FHWA	\$4,103	\$0
FTA	\$1,497	\$0
DOT	\$700	\$0
Local	\$700	\$0
TOTAL	\$7,000	\$0

Completion Date: Ongoing

3. WOR-WIC COMMUNITY COLLEGE – TRAFFIC IMPACT STUDY

Objective: To conduct a planning-level traffic impact study to provide justification to break MDOT / SHA controls along a section of U.S. 50 between Walston Switch and Forest Grove Roads.

Previous Work: Traffic Impact Study for the Tri-County Council of the Lower Eastern Shore campus.

Methodology: The scope of work will be developed by the S/WMPO Staff, MDOT, and potentially member(s) of

the Technical Advisory Committee. Professional consulting services will be obtained to conduct and present the findings of project(s).

End Product: Contingent upon available funding, the anticipated deliverables for this project, include, but are not limited to a Final Report, which may contain the following: current and future traffic conditions at identified intersections (counts and movements); recommendation on feasibility to provide direct egress onto U.S. 50 from the main campus; planning-level cost estimate(s) for proposed recommendation(s); and rendering(s) of proposed egress.

Staffing: S/WMPO and selected consultant(s).

Funding: Funding for this task totals \$53,303, as listed below by source and state:

<u>SOURCE</u>	<u>MARYLAND</u>	<u>DELAWARE</u>
FHWA	\$31,244	\$0
FTA	\$11,399	\$0
DOT	\$5,330	\$0
Local	\$5,330	\$0
TOTAL	\$53,303	\$0

Completion Date: Started Spring 2024 and completion in Winter 2024 / Spring 2025.

4. TRANSIT PLANNING

Objective: Consistent with the purpose of the Planning Emphasis Areas – Ladders of Opportunity, funding is allocated to assist Shore Transit with planning activities designed to reduce gaps in access to essential services including housing, employment, health care, academic institutions, recreation, and other major activity generators. Funding during this fiscal year may be used to retain professional planning services.

Previous Work: Since FY 2010, the S/WMPO conducted several transportation and transit studies to assist Shore

Transit with their operations. In FY 2011, the Shore Transit Traffic Impact Study was completed. The purpose of this Study was to assist in determining the potential impact(s) to ridership and bus routes based on the relocation of Shore Transit’s operations and primary point of transfer to a facility at the intersection of U.S. Route 50 Westbound and Walston Switch Road. Moreover, the S/WMPO funded a Routing Analysis for Shore Transit routes based on the relocation. In 2012, the Organization funded the Shore Transit Ridership Study to assist Shore Transit with collecting and reporting ridership data to the National Transit Database (“NTD”). In 2017, the S/WMPO funded an Origin to Destination Study for Shore Transit. Also, in 2021, the S/WMPO funded Shore Transit Choice Ridership Study was completed.

Methodology: To be determined.

End Product: To be determined.

Staffing: S/WMPO and selected consultant(s).

Funding: Funding for this task totals \$5,500, as listed below by source and state:

<u>SOURCE</u>	<u>MARYLAND</u>	<u>DELAWARE</u>
FHWA	\$2,638	\$636
FTA	\$962	\$164
DOT	\$450	\$100
Local	\$450	\$100
TOTAL	\$4,500	\$1,000

Completion Date: To be determined

5. FREIGHT PLANNING

Objective: Continue to conduct freight planning activities with state, and local agencies; and stakeholders to ensure the safe and efficient movement of goods and services on the regional transportation network. Moreover, maintain and establish partnerships with freight related organizations and

private entities. Also, funding will be used for annual membership dues.

Previous Work: The S/WMPO has partnered with MDOT, DelDOT, and VDOT to prepare the Delmarva Freight Plan. Also, a localized freight plan was prepared for the S/WMPO area in 2012. In 2020, the S/WMPO partnered with the City of Salisbury on a Port Study for the Wicomico River.

Methodology: The scope of work will be developed by the S/WMPO Staff and potentially member(s) of the Technical Advisory Committee. Professional consulting services will be obtained to conduct and present the findings of project(s).

End Product: To be determined.

Staffing: S/WMPO and selected consultant(s).

Funding: Funding for this task totals \$2,000, as listed below by source:

<u>SOURCE</u>	<u>MARYLAND</u>	<u>DELAWARE</u>
FHWA	\$586	\$636
FTA	\$214	\$164
DOT	\$100	\$100
Local	\$100	\$100
TOTAL	\$1,000	\$1,000

Completion Date: Ongoing

6. WALKWICOMICO PLANNING INITIATIVES

Objective: To collect and develop pedestrian related data and increase planned walking activities within the MPA.

Previous Work: As part of several corridor studies, non-motorized counts and recommendations to improve safety and connectivity of pedestrian networks have been developed, as well as the 2012 *S/WMPO Functional Master Plan of Hiking and Biking Trails*. Moreover, the S/WMPO funded the development of GIS data identifying the existing sidewalk network and gaps.

Methodology: The S/WMPO will continue partnering with Wicomico County Health Department’s Walk Wicomico Committee to explore outreach and educational opportunities, as well as organizing community walks to promote the importance of walking. Annual activities will be presented to the S/WMPO TAC and Council.

End Product: To be determined.

Staffing: S/WMPO and the WalkWicomico Committee.

Funding: Funding for this task totals \$2,500, as listed below by source:

<u>SOURCE</u>	<u>MARYLAND</u>	<u>DELAWARE</u>
FHWA	\$1,465	\$0
FTA	\$535	\$0
DOT	\$250	\$0
Local	\$250	\$0
TOTAL	\$2,500	\$0

Completion Date: Ongoing

7. SOUTHWEST SUSSEX COUNTY BIKE NETWORK MASTER PLAN

Objective: To complete a bike network plan for the southwest portion of Sussex County, Delaware. Area of interest extends from Maryland and Delaware Stateline (MD54) northward until Cannon Road and extending westward from U.S. 13 to the Delaware and Maryland Stateline.

Previous Work: The 2012 *S/WMPO Functional Master Plan of Hiking and Biking Trails*, U.S. Route 50 Pedestrian and Cyclist Safety & Connectivity in 2014, and U.S. 13 Business Pedestrian and Cyclist Safety & Connectivity Study completed in 2022.

Methodology: The scope of work was developed by the S/WMPO Staff, DelDOT, and members of the Technical Advisory Committee. Professional consulting services were obtained to conduct and present the

findings of project(s).

End Product: *Bike Network Master Plan* will include a final report containing proposed and existing bicycle paths to create a regional and connected system for Delmar, Laurel, Blades, and Seaford communities. The Study will propose facilities by type; planning-level cost estimates for each recommended improvement; renderings / pictures of each facility type; and funding sources for implementation.

Staffing: S/WMPO and selected consultant(s).

Funding: Funding for this task totals \$5,000, as listed below by source:

<u>SOURCE</u>	<u>MARYLAND</u>	<u>DELAWARE</u>
FHWA	\$0	\$3,178
FTA	\$0	\$822
DOT	\$0	\$500
Local	\$0	\$500
TOTAL	\$0	\$5,000

Completion Date: Fall / Winter 2023

8. WICOMICO RIVER – MARINE HIGHWAY PROGRAM

Objective: Enhance waterborne commerce grant funding opportunities by seeking U.S. DOT designation as a Marine Highway Route.

Previous Work: N/A

Methodology: The scope of work will be developed by the Salisbury Wicomico Economic Development (“SWED”) and S/WMPO Staff. Professional consulting services will be obtained to conduct and present the findings of project(s).

End Product: S/WMPO funding for this collaborative effort with SWED will be used to cover professional consulting services to conduct technical analyses and prepare supporting narrative for U.S. DOT’s Marine Highways Program application.

Staffing: SWED, S/WMPO and selected consultant(s).

Funding: Funding for this task totals \$10,000, as listed below by source:

<u>SOURCE</u>	<u>MARYLAND</u>	<u>DELAWARE</u>
FHWA	\$5,861	\$0
FTA	\$2,139	\$0
DOT	\$1,000	\$0
Local	\$1,000	\$0
TOTAL	\$10,000	\$0

Completion Date: Winter 2024 / Spring 2025

SALISBURY/WICOMICO METROPOLITAN PLANNING ORGANIZATION
FY 2025
UNIFIED PLANNING WORK PROGRAM

Line Item	FHWA	FTA	DOT*	LOCAL**	TOTAL
A. CORE PLANNING					
1. Transportation Improvement Program	\$4,936	\$1,464	\$800	\$800	\$8,000
2. Unified Planning Work Program	\$5,473	\$1,727	\$900	\$900	\$9,000
2. Long Range Transportation Plan	\$14,265	\$4,935	\$2,400	\$2,400	\$24,000
3. Transportation Development Program***	\$352	\$128	\$60	\$60	\$600
<i>Subtotal Section A</i>	<i>\$25,025</i>	<i>\$8,255</i>	<i>\$4,160</i>	<i>\$4,160</i>	<i>\$41,600</i>
B. MPO ADMINISTRATION	\$35,592	\$12,008	\$5,950	\$5,950	\$59,500
C. PUBLIC PARTICIPATION PROCESS	\$3,054	\$946	\$500	\$500	\$5,000
A. COMPLETE STREETS					
1. U.S. 13 & MD 54 Pedestrian Improvement Study	\$29,940	\$8,060	\$4,750	\$4,750	\$47,500
2. SS4A Grant Support	\$5,861	\$2,139	\$1,000	\$1,000	\$10,000
B. SPECIAL STUDIES					
1. Corridor Studies***	\$49,618	\$18,102	\$8,465	\$8,465	\$84,650
2. GIS Enhancements***	\$4,103	\$1,497	\$700	\$700	\$7,000
3. Wor-Wic Community College U.S. 50 Egress Study***	\$31,244	\$11,399	\$5,330	\$5,330	\$53,303
4. Transit Planning	\$3,273	\$1,127	\$550	\$550	\$5,500
5. Freight Planning	\$1,222	\$378	\$200	\$200	\$2,000
6. Walk Wicomico Planning Initiatives***	\$1,465	\$535	\$250	\$250	\$2,500
7. Southwest Sussex County Bike Network Master Plan ****	\$3,178	\$822	\$500	\$500	\$5,000
8. Enhance Waterborne Commerce along the Wicomico River***	\$5,861	\$2,139	\$1,000	\$1,000	\$10,000
<i>Subtotal Section E</i>	<i>\$99,964</i>	<i>\$35,999</i>	<i>\$16,995</i>	<i>\$16,995</i>	<i>\$169,954</i>
TOTAL	\$199,436	\$67,407	\$33,355	\$33,355	\$333,554

Notes:

* DelDOT and MDOT 10 % Match

** DelDOT 10% Cash Match and Wicomico County 10% services as local match

*** Maryland only allocation

**** Delaware only allocation

**SALISBURY/WICOMICO METROPOLITAN PLANNING ORGANIZATION
FY 2025
UNIFIED PLANNING WORK PROGRAM**

MARYLAND						DELAWARE				
A. CORE PLANNING	FHWA	FTA	MDOT	LOCAL*	TOTAL	FHWA	FTA	DelDOT	LOCAL**	TOTAL
1. TIP	\$1,758	\$642	\$300	\$300	\$3,000	\$3,178	\$822	\$500	\$500	\$5,000
2. UPWP	\$2,931	\$1,069	\$500	\$500	\$5,000	\$2,542	\$658	\$400	\$400	\$4,000
3. Salisbury/Wicomico Area Long-Range Transportation Plan	\$11,723	\$4,277	\$2,000	\$2,000	\$20,000	\$2,542	\$658	\$400	\$400	\$4,000
4. Transportation Devel. Prog.	\$352	\$128	\$60	\$60	\$600	\$0	\$0	\$0	\$0	\$0
Subtotal Section A	\$16,764	\$6,116	\$2,860	\$2,860	\$28,600	\$8,262	\$2,138	\$1,300	\$1,300	\$13,000
B. MPO ADMINISTRATION	\$26,377	\$9,623	\$4,500	\$4,500	\$45,000	\$9,215	\$2,385	\$1,450	\$1,450	\$14,500
C. PUBLIC PARTICIPATION PROCESS	\$1,465	\$535	\$250	\$250	\$2,500	\$1,589	\$411	\$250	\$250	\$2,500
D. COMPLETE STREETS (2.5%)										
1. U.S. 13 & MD 54 Pedestrian Improvements Study ²	\$2,931	\$1,069	\$500	\$500	\$5,000	\$27,009	\$6,991	\$4,250	\$4,250	\$42,500
2. SS4A Grant Application Support	\$5,861	\$2,139	\$1,000	\$1,000	\$10,000	\$0	\$0	\$0	\$0	\$0
Subtotal Section D	\$8,792	\$3,208	\$1,500	\$1,500	\$15,000	\$27,009	\$6,991	\$4,250	\$4,250	\$42,500
E. SPECIAL STUDIES										
1. Corridor Studies ¹	\$49,618	\$18,102	\$8,465	\$8,465	\$84,650	\$0	\$0	\$0	\$0	\$0
2. GIS Enhancements	\$4,103	\$1,497	\$700	\$700	\$7,000	\$0	\$0	\$0	\$0	\$0
3. Wor-Wic Community College Traffic Impact Study ²	\$31,244	\$11,399	\$5,330	\$5,330	\$53,303	\$0	\$0	\$0	\$0	\$0
4. Transit Planning	\$2,638	\$962	\$450	\$450	\$4,500	\$636	\$164	\$100	\$100	\$1,000
5. Freight Planning	\$586	\$214	\$100	\$100	\$1,000	\$636	\$164	\$100	\$100	\$1,000
6. WalkWicomico Planning Initiatives	\$1,465	\$535	\$250	\$250	\$2,500	\$0	\$0	\$0	\$0	\$0
7. Southwest Sussex County Bike Network Master Plan	\$0	\$0	\$0	\$0	\$0	\$3,178	\$822	\$500	\$500	\$5,000
8. Enhance Waterborne Commerce – Wicomico River	\$5,861	\$2,139	\$1,000	\$1,000	\$10,000	\$0	\$0	\$0	\$0	\$0
Subtotal Section E	\$95,515	\$34,848	\$16,295	\$16,295	\$162,954	\$4,449	\$1,151	\$700	\$700	\$7,000
TOTAL	\$148,913	\$54,330	\$25,405	\$25,405	\$254,054	\$50,523	\$13,077	\$7,950	\$7,950	\$79,500

* Wicomico County 10% services as local match

** Local cash match

Maryland – FY 25 Base Allocation = \$254,054.00 (FHWA = \$148,281.00; FTA = \$54,330.00; MDOT = \$25,405.50; and Local = \$25,405.50);

Delaware – FY 25 Base Allocation = \$68,991.00 (FHWA = \$43,844.46; FTA = \$11,348.34; DELDOT = \$6,899.10; and Local = \$6,899.10);

Unencumbered / Unused Carryover = \$10,509.00 (FHWA = \$6,678.54; FTA = \$1,728.66; DELDOT = \$1,050.90; and Local = \$1,050.90); and

FY 25 Base + Unencumbered = \$138,498.00 (FHWA = \$50,523.00; FTA = \$13,077.00; DELDOT = \$7,950.00; and Local = \$7,950.00).

6.24.2025 Administrative Modification

1. Corridor Studies reduced by \$15,303 from \$99,953.00 to \$84,560.00 (FHWA = -\$8,970.00, FTA = -\$3,273.00, MDOT = -\$1,530.00 and Local -\$1,530.00); and

2. Wor-Wic Community College Traffic Impact Study increased by \$15,303.00 from \$38,000.00 to \$53,303.00 (FHWA = \$8,970.00, FTA = \$3,273.00, MDOT = \$1,530.00 and Local \$1,530.00).