

SALISBURY/WICOMICO METROPOLITAN PLANNING ORGANIZATION

Unified Planning Work Program

Fiscal Year 2006

July 1, 2005 – June 30, 2006

REVISION #2, Adopted May 9, 2013

Salisbury/Wicomico Metropolitan Planning Organization
P.O. Box 870
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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 2006 UNIFIED PLANNING WORK PROGRAM, REVISION 2**

WHEREAS, the Salisbury/Wicomico Metropolitan Planning Organization (S/W MPO) was established to conduct regional transportation planning for the S/W MPO area in accordance with federal requirements; and

WHEREAS, the S/W MPO Council is the governing body for the S/W MPO; and

WHEREAS, Federal regulations require the endorsement by the S/W MPO 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; and

WHEREAS, the FY 2006 UPWP had undergone appropriate review by the S/W MPO Council and was considered at a public meeting on June 20, 2005; and

WHEREAS, on June 20, 2005, the S/W MPO Council adopted the FY 2006 UPWP for the S/W MPO Area; and

WHEREAS, the proposed amendments to the FY 2006 UPWP, Revision 1, have undergone appropriate review by the S/W MPO Council and were considered at a public meeting on February 15, 2006; and

WHEREAS, on February 15, 2006, the S/W MPO Council adopted the FY 2006 UPWP, Revision 1, for the S/W MPO Area; and

WHEREAS, the FY 2006 UPWP, Revision 2, includes the following amendments: (1) Decrease funding level of Corridor and Traffic Management Studies from \$108,347 to \$95,647, and (2) Add new project Scenic Byways Planning Initiative with an apportionment of \$12,700; and

WHEREAS, the FY 2006 UPWP, Revision 2, has undergone appropriate review by the S/W MPO Council and was considered at a public meeting on May 9, 2013, and consistent with the Organization's Adopted Public Participation Plan a 15-day comment period was instituted; and

NOW, THEREFORE, BE IT RESOLVED that the S/W MPO Council does hereby adopt the FY 2006 Unified Planning Work Program, Revision 2, for the S/W MPO Area.

5/14/13
Date


Matthew E. Creamer, Chairman, S/W MPO Council

SALISBURY/WICOMICO METROPOLITAN PLANNING ORGANIZATION
UNIFIED PLANNING WORK PROGRAM FY 2006
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BACKGROUND AND INTRODUCTION

Status of the Urbanized Area

As a result of the 2000 U.S. Census, the Salisbury area has been classified as an Urbanized area and in compliance with the U.S. Department of Transportation requirements a Metropolitan Planning Organization (MPO) was designated by Maryland Governor Robert L. Ehrlich on February 19, 2004.

The population of the new urbanized area as defined by the U.S. Census Bureau is 59,426 with 57,986 persons residing in Maryland (97.6%) and 1,440 persons residing in Delaware (2.4%). A population of 50,000 or greater is required for designation of an urbanized area.

FHWA/FTA Regulation for Urban Transportation Planning

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 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.

This Unified Planning Work Program (UPWP) for the Salisbury/Wicomico MPO is designed to make this planning process consistent with the appropriate federal regulations.

STEPS TAKEN TO COMPLY WITH FHWA/FTA REGULATIONS

An interim Memorandum of Understanding has been executed by local elected officials and the Secretaries of Transportation of Maryland and Delaware. A Council has been established and work has been initiated on the start up and organizational tasks to develop the MPO.

**SALISBURY/WICOMICO METROPOLITAN PLANNING ORGANIZATION
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A. Core Planning

1. Transportation Improvement Program

Objectives: To develop the Salisbury/Wicomico Metropolitan Planning Organization Transportation Improvement Program (TIP) for FY 2006 – FY 2008 as specified by the Federal urban transportation planning requirements.

Previous Work: FY 2005 - FY 2007 Transportation Improvement Program.

Methodology: Compile a comprehensive list of federally funded transportation improvements recommended for implementation during the 3-year program period. The document will represent the region's transportation priorities and include realistic financially constrained cost estimates.

End Product: FY 2006 Salisbury/Wicomico Metropolitan Planning Organization Transportation Improvement Program.

Staffing: Jointly by MDOT & MPO.

2. Unified Planning Work Program

Objectives: To develop the Salisbury/Wicomico Metropolitan Planning Organization Unified Planning Work Program (UPWP) for FY 2007 as specified by the Federal urban transportation planning requirements.

Previous Work: FY 2006 UPWP.

Methodology: This sub-task will be performed by the MPO with assistance from MDOT. Specific tasks to be included in the FY 2007 UPWP will be based in part on organizational activities undertaken during FY 2006 and also on recommendations contained in the Long-Range Transportation Plan that will be adopted during FY 2006.

End Products: Approved FY 2007 UPWP.

Staffing: Jointly by MPO and MDOT.

3. Long Range Transportation Plan

Objective: The MPO will complete a Long Range Transportation Plan for the Metropolitan Region as required by US DOT planning regulations.

Previous Work: Initial data gathering has begun and other MPO plans have been reviewed. An Interim Plan has been prepared and adopted.

Methodology: Current Comprehensive Plans will be reviewed, and traffic counts and transit ridership data will be collected and analyzed. Projections of future transportation needs will be developed and a financial trend analysis will be prepared to determine available funding. Cost estimates of anticipated needs will be developed and a financially constrained plan of highway and transit improvements will be prepared. The consultants will provide the lead for this task, with support from the MPO Staff, MDOT and the member agencies.

End Product: A Long Range Transportation Plan for the Region.

Staffing: MPO Staff, MDOT, Member Agencies, Consultants.

B. MPO Administration

Objectives: Significant organizational and MPO development activities were completed during FY 2005. A Council was established, a chairman was elected, and several meetings were held. A Technical Committee was also formed. A Prospectus and Bylaws were developed by MPO staff and adopted by the Council. In addition, this task includes typical administrative duties associated with daily operations of staffing the MPO and its activities. In addition to these daily operations, during FY 2006 completion of the following activities is 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 training will include opportunities offered through membership and participation in activities of the Association of Metropolitan Planning Organizations.

- Urban Boundary Definition – During FY 2005 the urban boundary was identified and adopted for the Maryland portion of the MPO. Work is underway for the definition and adoption of the urban boundary for the Delaware portion of the MPO. This will be completed in FY 2006.
- Memorandum of Understanding and Master Agreement – An interim memorandum of understanding was executed to establish the MPO. This document will be refined and formally executed. A master agreement between MDOT and the MPO will be developed and executed. MDOT will take the lead on the development of the master agreement. This document will define the contractual relationship between MDOT and the MPO and will establish invoicing procedures, progress reporting and other administrative functions.
- Air Quality Conformance Coordination – MPO Staff will coordinate air quality conformity activities with the Delaware Department of Transportation to monitor the conformity status of Sussex County, Delaware.

Methodology: These sub-tasks will be performed by the MPO and MDOT. The developmental work will be based in some degree on Maryland's other small MPO's and will be consistent with Federal Metropolitan Planning Guidelines.

End Products:

- Training of MPO Staff.
- Memorandum of Understanding and Master Agreement.

Staffing: Jointly by MPO and MDOT.

C. Special Studies

1. Geographic Information System (GIS) Enhancement

Objective: The County Planning Department has previously initiated work on the development of a Geographic Information System. This task will support this effort and develop and

utilize data for transportation and land use planning. This effort is ongoing.

Previous Work: Work on a countywide GIS has been previously initiated. Computer hardware and software has been obtained and data collection and network coding is underway. The City of Salisbury and the MPO have jointly funded the acquisition of color digital orthophotography (Aerial Photographs) for Wicomico County. The photography, dated April 2004, has been received and is currently being utilized in the development of street centerline data.

Methodology: Work is continuing on the development and enhancement of a GIS. The GIS will be used to produce mapping and data that can be used 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.

End Product: The database developed from this task will support many ongoing transportation planning functions related to mapping, and will also assist in the development and completion of the Long Range Transportation Plan as identified above.

Staffing: MPO Staff and Consultants.

2. Corridor and Traffic Management Studies

Objective: The Interim Plan recommended that traffic studies be undertaken in certain areas, although specific locations were not identified. As development pressures occur, these corridors and areas will be identified for detailed further study.

Previous Work: General recommendation in the Interim Plan.

Methodology: To be determined on a case-by-case basis.

End Product: A report(s) identifying local and regional transportation problems and constraints and proposing alternative opportunities and solutions for specific roadways or area(s).

Staffing: Consultants, with support from the MPO and MDOT.

3. Scenic Byways Planning Initiative

- Objective: The Scenic Byways Planning Initiative will provide heritage planning services and coordination with the Maryland State Highway Administration's Recreational Trails Coordinator and the Maryland Heritage Areas Authority for the following activities:
- Routing of two-revised byways (Cape to Cape and Chesapeake County);
 - Signage designs for direction, wayfinding, and confirmation;
 - Coordination of vehicular routes with hiking and biking trails;
 - Coordination of waterway access points; and
 - Public education and community outreach.
- Previous Work: None.
- Methodology: To be determined on a case-by-case basis.
- End Product: Presentations at MPO TAC and Council meetings regarding the progress, recommended alternatives, and coordination of associated Scenic Byways planning activities within the Tri-County area (Somerset, Wicomico and Worcester counties). Additional deliverables include Scenic Byways Planning Initiative subpage to be added to various websites, a community meeting, and two-stakeholder meetings with interest groups.
- Staffing: Lower Eastern Shore Heritage Council with support from the MPO and MDOT.

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Source of Funding by Task

	FHWA	FTA**	MDOT	LOCAL*	TOTAL
A. CORE PLANNING					
1. TIP	\$600	\$600	\$150	\$150	\$1,500
2. UPWP	\$600	\$600	\$150	\$150	\$1,500
3. Long Range Plan***	\$3,000	\$1,000	\$500	\$500	\$5,000
Subtotal	\$4,200	\$2,200	\$800	\$800	\$8,000
B. MPO ADMINISTRATION	\$4,200	\$4,200	\$1,050	\$1,050	\$10,500
C. SPECIAL STUDIES					
1. GIS Enhancement	\$8,000	0	\$1,000	\$1,000	\$10,000
2. Corridor and Traffic Management Studies****	\$65,354	\$11,163	\$9,565	\$9,565	\$95,647
3. Scenic Byways Planning Initiative*****	\$8,678	\$1,482	\$1,270	\$1,270	\$12,700
Subtotal	\$82,032	\$12,645	\$11,835	\$11,835	\$118,347
TOTAL	\$90,432	\$19,045	\$13,685	\$13,685	\$136,847

* In Kind Services for Salisbury/Wicomico MPO.

** All FTA funds are Section 5303.

*** The costs shown are for project management, review and coordination. Consultant assistance is being provided through a task order contract funded by the MDOT OCP.

**** Funding Decreased by \$12,700. Budget line item has been expended in its entirety.

***** New Project – Funding \$12,700