

# **SALISBURY/WICOMICO METROPOLITAN PLANNING ORGANIZATION**

## **Unified Planning Work Program Fiscal Year 2015 July 1, 2014 – June 30, 2015**

ADOPTED JUNE 10, 2014

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 2015 UNIFIED PLANNING WORK PROGRAM**

Adopted June 10, 2014

**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 applicable 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 UPWP for FY 2015 was reviewed by the S/W MPO Technical Advisory Committee, which made a favorable recommendation to forward the UPWP for FY 2015 to the MPO Council for their review and action; and

**WHEREAS**, the UPWP for FY 2015 has undergone appropriate review by the Council and was considered at a public hearing on June 10, 2014, and consistent with the requirements of 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 fiscal year 2015 Unified Planning Work Program, for the S/W MPO Area.

6/11/14  
Date

Rick Konrad  
Rick Konrad, Pro Tempore, S/W MPO Council

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**SALISBURY/WICOMICO METROPOLITAN PLANNING ORGANIZATION  
UNIFIED PLANNING WORK PROGRAM FY 2015**

**I. INTRODUCTION**

As a result of the 2000 U.S. Census, the Salisbury area was classified as an Urbanized Area, 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 Salisbury/Wicomico Metropolitan Planning Organization (S/W MPO) includes the City of Salisbury, the City of Fruitland, the Town of Delmar (Md. & De.), the Town of Hebron, and the adjacent unincorporated areas of Wicomico County, Md., Somerset County, MD., and Sussex County, De. The Planning Area boundary, which includes the Urbanized Area, is a larger area that includes the anticipated growth area for the next 20 years for the member jurisdictions.

The population of the 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 21<sup>st</sup> 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, 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 21<sup>st</sup> 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.

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 serves as the annual work program for the S/W MPO. The purpose of the UPWP is to describe and coordinate all transportation planning activities to be completed with federal, State and Local resources during the next fiscal year, and is designed to make the transportation planning process consistent with the appropriate federal regulations, as listed above. 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**

In response to Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21), the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) jointly issued Planning Emphasis Areas (PEAs). The PEAs represent core topical areas for MPOs and state Department of Transportation (DOTs) to emphasize in the development and implementation of their unified planning work programs.

The PEAs for Federal FY 2015 include the following:

- A. MAP-21 Implementation – Transition to performance based planning and programming.
- B. Models of Regional Planning Cooperation – Promote cooperation and coordination across MPO boundaries and across state boundaries where

appropriate to ensure a regional approach to transportation planning.

- C. Ladder of Opportunity – Access to essential services – as part of the transportation planning process, identify transportation connectivity gaps in access to essential services.

In accordance with the expectations associated with PEAs, the S/W MPOs FY 2015 Unified Planning Work Program addresses the topical areas as follows:

- A. MAP-21 Implementation – The Organization’s FY 2015 UPWP acknowledges the transition to performance based planning and programming as part of the on-going training activities included in the MPO Administration work program. Additionally, the Long-Range Transportation Plan work program references this approach as a major component of the update, which the LRTP update will occur prior to November 20, 2015.
- B. Models of Regional Planning Cooperation – The S/W MPO is a multi-state, multi-county, and multi-local jurisdiction entity providing regional transportation planning services. To demonstrate the Organization’s commitment of continuing to enhance our interjurisdictional coordination efforts, the FY 2015 UPWP allocates funding for projects of regional planning significance including, but not limited to transit planning efforts, LRTP update, Scenic Byways Planning Initiative, and preparation of a strategic dredging plan for the Wicomico River (Salisbury is the 2<sup>nd</sup> largest Port in the State of Maryland in terms of waterborne freight).

Other on-going efforts demonstrating regional planning cooperation include:

- Participate with WILMAPCO, MDOT, DeIDOT, and VDOT on the development of Delmarva Freight Plan;
- Member of the Association of Metropolitan Planning Organization’s Policy Board;
- Member of Shore Transit Advisory Board;
- Coordinate with state and local governments in the development and maintenance a regional GIS database system.

- C. Ladders of Opportunity – Over the past five fiscal years, the Organization has funded several ridership and routing analysis studies for the purpose of optimizing transit operations (both fixed and origin-to-destination), as well as improving connectivity to essential services. Additionally, in FY 2015, the Organization will participate with Shore Transit, DART Delaware

Transit Corporation, DelDOT, Sussex County, Delaware, and the Dover-Kent MPO to prepare a feasibility study to establish a one-window fixed route between Salisbury, Maryland, and Dover, Delaware.

### **III. Organization and Management**

#### **A. Metropolitan Planning Organization**

The S/W MPO 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.

The primary governing body of the S/W MPO is the Council, which consists of eleven (11) members, nine (9) of which are voting members and two (2) are non-voting members. The voting members consist of representatives from the following governments and agencies:

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

The non-voting membership of the S/W MPO consists of two (2) members representing the Delaware Department of Transportation and the Town of Delmar, DE.

#### **B. Technical Advisory Committee (TAC)**

The S/W MPO Council has established a 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 transportation in addition to various levels of government, and this provides the opportunity to achieve a unified transportation planning effort.

**C. MPO Staff**

The S/W MPO Staff consists of personnel from the Salisbury-Wicomico Department of Planning, Zoning and Community Development. The Staff manages the operations of the S/W MPO as directed by the Council and recommendations of the TAC, and coordinates all planning projects and activities identified by the Council. The Staff also acts as a local liaison to the State and federal agencies involved in transportation planning within the S/W MPO study area.

**D. Organizational Procedures and Bylaws**

The S/W MPO operates under an adopted set of bylaws. Wicomico County provides support services to the Organization, including legal, financial and purchasing services, and staff performing these services operates under the rules and procedures of the County and the State of Maryland. The S/W MPO's official records are maintained in the Salisbury-Wicomico 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 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 2015**

**A. Core Planning**

**1. TRANSPORTATION IMPROVEMENT PROGRAM**

Objectives: To develop the Salisbury/Wicomico Metropolitan Planning Organization Transportation Improvement Program (TIP) for FY 2015 – FY 2018 as specified by the federal urban transportation planning requirements.

Previous Work: 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; 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 2015 – FY 2018 Salisbury/Wicomico Metropolitan Planning Organization Transportation Improvement Program.

Staffing: Jointly by MDOT & S/W MPO.

Funding: Funding for this task totals \$1,500, as listed below by source:

FHWA -	\$857
FTA -	343
MDOT -	150
<u>Local -</u>	<u>150</u>
TOTAL -	\$1,500

Completion Date: Draft - November 2014, Adopted - December 2014; Amendments – as needed

**2. UNIFIED PLANNING WORK PROGRAM**

Objectives: To develop and, if necessary, amend the Salisbury/Wicomico Metropolitan Planning Organization Unified Planning Work Program (UPWP) for FY 2015 as specified by the federal urban transportation planning requirements.

Previous Work: FY 2007, 2008, 2009, 2010, 2011, 2012, 2013, and 2014 UPWP.

Methodology: This sub-task will be performed by the S/W MPO with assistance from MDOT, DeIDOT, FHWA, and FTA. Specific tasks to be included in the FY 2015 UPWP will be based in part on organizational activities undertaken during previous years and also on recommendations contained in the Long-Range Transportation Plan, which was adopted in FY 2011.

End Products: Approved FY 2015 UPWP.

Staffing: Jointly by S/W MPO staff, Technical Advisory Committee, and the MPO Council.

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

FHWA -	\$1,432
FTA -	568
MDOT -	250
<u>Local -</u>	<u>250</u>
TOTAL -	\$2,500

Completion Date: Draft – April 2015, Adopted – June 2015;  
Amendments – as needed

**3. LONG RANGE TRANSPORTATION PLAN**

Objective: The S/W MPO adopted its Long Range Transportation Plan (LRTP) in May of 2011, 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 by

October 1, 2015 (FY 2016). Most of the work will be completed during FY 2015.

Previous Work:

Adopted LRTP in FY 2007 and FY 2011.

Methodology:

In anticipation of the 2015 update of the Organization's LRTP, S/W MPO Staff will compile essential background information for the LRTP update. Pertinent data to be compiled and analyzed includes: previous and on-going transportation planning studies and reports prepared for the S/W MPO, Capital Improvement Programs and Budgets of member jurisdictions, improvements since the last update, purchase Transearch data and conduct freight analysis (movements and modes) for Wicomico County, Census data, freight data, Shore Transit's Annual Transportation Plan, State and Federal Surface Transportation Plans, and locally-adopted comprehensive plans.

Consistent with the expectations of MAP-21, a major component of this Plan update will include the development of performance based planning and programming goals and objectives to achieve desired and measurable transportation system performance outcomes.

The S/W MPO Staff will also be heavily involved with other aspects of the update including, but not limited to, organizing public participation and outreach efforts, managing the project team and schedule, leading the review process (internally and with TAC), coordinating the Plan adoption process, coordinating data needs, and coordinating with FHWA, FTA, and MDOT to resolve any inconsistencies. The S/W MPO's adopted Public Participation Plan will be followed to ensure public participation.

End Product:

2015 Salisbury-Wicomico Metropolitan Planning Organization's Long-Range Transportation Plan.

Staffing:

Jointly by S/W MPO, MDOT, DeIDOT, and

consultants.

Funding: Funding for this task is \$17,500, which represents S/W MPO staff time allocated to compiling background information, project management, purchase Transearch data, tracking development activity, and reviewing Capital Improvement Plans of the jurisdictions located within the S/W MPO boundary. Funding is listed below by source:

FHWA -	\$9,557
FTA -	4,443
MDOT -	1,750
<u>Local -</u>	<u>1,750</u>
TOTAL -	\$17,500

Previous funding for the 2007 and the 2011 Long Range Transportation Plan (consultant's fee) have been provided by the MDOT Task Force.

Completion Date: Ongoing

#### **4. TRANSPORTATION DEVELOPMENT PLAN**

Objectives: To ensure the Transportation Development Plan (TDP) prepared by the Tri-County Council of the Lower Eastern Shore (TCCLES) is in accordance with the Organization's Long-Range Transportation Plan (LRTP).

Previous Work: The TCCLES has prepared and adopted a Tri-County TDP. The S/W MPO has an adopted LRTP containing a Multi-modal Transportation element, which includes a discussion of transportation services provided by the TCCLES.

Methodology: The S/W MPO annually reviews the TDP to ensure consistency with the S/W MPO's LRTP. This will include, when necessary, discussions amongst S/W MPO staff, MTA, and the TCCLES.

End Products: Consistency between the Organization's Long-Range Transportation Plan and TCCLES's Transportation Development Plan.

Staffing: Jointly by S/W MPO, MTA and TCCLES.

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

FHWA -	\$345
FTA -	135
MDOT -	60
<u>Local -</u>	<u>60</u>
TOTAL -	\$600

It is anticipated TCCLES will complete the update of their Transportation Development Plan in FY 2015. Funding assistance for the TDP update (consultant's fee) is provided by the Maryland Transit Administration.

Completion Date: Ongoing

## **B. MPO Administration**

Objectives: Significant organizational and MPO development activities have been completed over the last several years, since the establishment of the S/W MPO in 2004. These activities include the establishment of a Council and Technical Advisory Committee, and the development and adoption of governing documents, including a Memorandum of Understanding and Master Agreement, and the Prospectus and Bylaws, and the adoption of the S/W MPO Planning Area boundary. This task also includes typical administrative duties associated with daily operations of staffing the S/W MPO and its activities. In addition to these daily operations, during FY 2015 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 passage of the Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21) enacted in 2012, upcoming release of performance measures, as well as the

proposed GROW America Act. This 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/W MPO Staff will coordinate air quality conformity activities with the Delaware Department of Transportation to monitor the conformity status of Sussex County, Delaware.
- Review and Revision of Governing and Planning Documents – S/W MPO Staff will conduct an ongoing review and, if necessary, recommend revisions of existing organizational documents including, but not limited to the Bylaws and Prospectus, and the Public Participation Plan.
- Data Collection – S/W MPO 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/W MPO Study Area. Also, where applicable, the S/W MPO will maintain data pertaining to traffic counts on roadways within the Study Area that are compiled by the various member jurisdictions.
- Manage the S/W MPO, which includes all of the daily activities that need to be performed to keep the S/W MPO operational. These activities include, but are not limited to, the following:
  - Manage the daily operations of the S/W MPO, including time allocated to various aspects of project management;
  - Contract administration between the S/W MPO and other entities and vendors;
  - S/W MPO accounting and financial requirements;

- Continued maintenance of the S/W MPO invoice tracking database;
- Prepare quarterly reimbursement requests and progress reports;
- Staff and support of the S/W MPO Technical Advisory Committee and the Council;
- Represent the S/W MPO at transportation related meetings, presentations, team planning initiatives, and conferences; and
- Attend training, conferences, and seminars to ensure the S/W MPO Staff are knowledgeable about applicable Federal and state regulations and performance measures consistent with MAP 21.

Methodology:

These sub-tasks will be performed by the S/W MPO and MDOT. The developmental work will be based in some degree on Maryland's other MPO's and will be consistent with federal Metropolitan Planning Organization Guidelines.

End Products:

- Training of S/W MPO Staff.
- Input of S/W MPO Staff and coordination with DelDOT as to the S/W MPO's air quality conformity status.
- Current adopted documents, to include the Prospectus and Bylaws, and the Public Participation Plan
- A tabulation of relevant traffic studies within the S/W MPO study area and traffic count data.
- S/W MPO Invoice tracking database to streamline internal efforts to prepare reimbursements, as well as to process invoices.

Staffing:

S/W MPO.

Funding:

Funding for this task totals \$46,000, as listed below by source:

FHWA -	\$26,220
FTA -	10,580
MDOT -	4,600
<u>Local -</u>	<u>4,600</u>
TOTAL -	\$46,000

Completion Date: Ongoing

### C. Public Participation Process

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

Previous Work: Council meetings have been advertised in the local newspaper and the adopted LRTP was advertised and posted on the County's Website. A dedicated Website for the S/W MPO was completed in FY 2008 and is maintained to include all organizational documents included, 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, which was amended in 2012.

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; an up-to-date S/W MPO website with links to member jurisdictions and organizations; advertise upcoming TAC and MPO Council meeting dates, agendas, and materials; advertise Request For Proposals; and provide a public portal to review existing plans, publications, and work program items (TIP, UPWP, and the LRTP).

Staffing: S/W MPO and website consultant.

Funding: Funding for this task totals \$2,250 as listed below by source:

FHWA -	\$1,305
FTA -	495
MDOT -	225
<u>Local -</u>	<u>225</u>
TOTAL -	\$2,250

Completion Date: Ongoing

## D. Special Studies & Work Program Items

### 1. *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/W MPO, MDOT, and DeIDOT. 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 the 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: the 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 GIS. The GIS is being used to produce mapping and data that can be utilized 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 Long Range Transportation Plan as identified above, and with the development of the Corridor and Traffic Management Studies, both motorized and non-motorized.

Staffing: Jointly by S/W MPO and consultants.

Funding: Funding for this task totals \$15,000 as listed below by source:

FHWA -	\$8,643
FTA -	3,357
MDOT -	1,500
<u>Local -</u>	<u>1,500</u>
TOTAL -	\$15,000

Completion Date: Ongoing

**2. EASTERN SHORE DRIVE CORRIDOR STUDY**

Objective: To obtain recommendations designed to improve / enhance vehicular and non-vehicular travel and safety conditions along Eastern Shore Drive extending from S. Carroll Street to W. College Avenue.

Previous Work: As part of the FY 11 UPWP, the Organization funded the development of the Functional Master Plan of Hiker and Biker Trails in the Urbanized Area. This multi-jurisdictional Plan has served as a roadmap for implementation efforts designed to improve existing shared-use facilities. In addition to the aforementioned effort, annual work programs of the S/W MPO have consisted of extensive planning efforts and corridor studies

designed to enhance the roadway network, as well as improve safety and connectivity. Also, this Study will serve as an extension of the 2008 East Side Corridor Study, which provided recommendations for approximately 30 intersections including, but not limited to the segment of South Division Street from W. College Avenue to Cedar Lane in Fruitland.

Partial funding was included for this project in the Organization's FY 2014 UPWP; however, supplemental appropriations are needed to fully fund the scope of work for the project.

Methodology: Input will be provided by the S/W MPO Staff, but consultants with experience in preparing detailed transportation related plans will be used to complete the study.

End Product: Contingent upon available funding, the anticipated deliverables for this task will include a Final Report containing the following: current and future traffic conditions at identified intersections; vehicular, cyclist, and pedestrian counts at identified intersections; short, mid, and long-term solutions to improve conditions along Eastern Shore Drive; design guidelines; potential funding sources; planning-level price estimates for each proposed recommendation; as well as several design illustratives for the preferred improvements.

Staffing: Jointly by S/W MPO, MDOT, and the selected consultant.

Funding: Funding for this task totals \$25,568 as listed below by source:

FHWA -	\$14,010
FTA -	6,444
MDOT -	2,557
<u>Local -</u>	<u>2,557</u>
TOTAL -	\$25,568

Completion Date: January 2015

**3. SHORE TRANSIT – TRANSIT PLANNING**

Objective: Consistent with the intents and purpose of the Planning Emphasis Areas – Ladders of Opportunity, funding is allocated to assist Shore Transit with routing and ridership analysis designed to reduce gaps in access to essential services including housing, employment, health care, academic institutions, recreation, and other major activity generators.

Previous Work: Since FY 2010, the S/W MPO has conducted several transportation related 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 the road network based on an upcoming relocation of the Shore Transit operations to a facility at the intersection of U.S. Route 50 Westbound and Walston Switch Road. As a result of the upcoming relocation, the S/W MPO funded a Routing Analysis for the Shore Transit operation. 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).

Methodology: The exact scope of work will be prepared when a Request For Proposals is developed, which will be based on supporting the development of Shore Transit’s Annual Transportation Program and their Transportation Development Plan.

End Product: To be determined.

Staffing: Jointly by S/W MPO, MTA, TCCLES, and the selected consultant.

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

FHWA -	\$3,836
FTA -	1,764
MDOT -	700
<u>Local -</u>	<u>700</u>
TOTAL -	\$7,000

Completion Date: May 2015

4. 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:

- a. Routing of two-revised byways (Cape to Cape and Chesapeake County);
- b. Signage designs for direction, wayfinding, and confirmation;
- c. Coordination of vehicular routes with hiking and biking trails;
- d. Coordination of waterway access points; and
- e. Public education and community outreach.

Previous Work: Since FY 2014, the S/W MPO has allocated funding to Scenic Byways Planning Initiative.

Methodology: Continuation of on-going Scenic Byways Planning efforts.

End Product: Presentations at S/W 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, community outreach and education, attendance at annual State Scenic Byways conference, development of Scenic Byways related GIS data, coordination with the Maryland Department of Transportation and the Maryland Heritage Areas Authority.

Staffing: Jointly by S/W MPO, MDOT, and the Lower Eastern Shore Heritage Council.

Funding: Funding for this task totals \$15,736 as listed below by source:

FHWA -	\$8,623
FTA -	3,963
MDOT -	1,575
<u>Local -</u>	<u>1,575</u>
TOTAL -	\$15,736

Completion Date: Ongoing

5. Waterborne Freight – Strategic Dredging Plan

Objective: To ensure the continued waterborne freight operations along the Wicomico River by preparing a Comprehensive Dredge Material Management Plan for the Wicomico River. The Plan will identify potential short, mid, and long-term dredge material placement sites for the lower, middle, and upper segments of the Wicomico River, as well as evaluate current and future dredge material quantities and cycles for each River segment. Additionally, the Plan will evaluate and recommend alternative placement methods of managing dredge material (State-owned land, wetland creation, transport out-of-County, potential uses at Newland Park Solid Waste Facility, etc.), as well as recommend policies and programmatic strategies to implement alternative placement methods.

Previous Work: In FY 2010, the Delmarva Freight Plan was prepared for the MPO, which the Plan emphasized the importance of waterborne freight movements for the region and the need to secure short, mid, and long-term dredge material placement sites.

Methodology: The exact scope of work will be prepared when a Request For Proposals is developed.

End Product: Comprehensive Dredge Material Management Plan for the Wicomico River.

Staffing: Jointly by S/W MPO, MDOT, Maryland Department of Natural Resources, Wicomico County, U.S. Corp of Engineers, Delmarva Water Transport Committee, and the selected consultant.

Funding: Funding for this task totals \$11,679 as listed below by source:

FHWA -	\$4,811.00
FTA -	4,535.00
MDOT -	1,166.50
<u>Local</u> -	<u>1,166.50</u>
TOTAL -	\$11,679.00

Completion Date: Phase 1 – May 2015

**SALISBURY/WICOMICO METROPOLITAN PLANNING ORGANIZATION  
FY 2015  
UNIFIED PLANNING WORK PROGRAM**

Source of Funding by Task

	<b>FHWA</b>	<b>FTA**</b>	<b>MDOT</b>	<b>LOCAL*</b>	<b>TOTAL</b>
<b>CORE PLANNING</b>					
1. TIP	\$857	\$343	\$150	\$150	\$1,500
2. UPWP	\$1,432	\$568	\$250	\$250	\$2,500
3. Salisbury/Wicomico Area Long-Range Transportation Plan	\$9,557	\$4,443	\$1,750	\$1,750	\$17,500
4. Transportation Devel. Prog.	\$345	\$135	\$60	\$60	\$600
<b>Subtotal Section A</b>	<b>\$12,191</b>	<b>\$5,489</b>	<b>\$2,210</b>	<b>\$2,210</b>	<b>\$22,100</b>
<b>MPO ADMINISTRATION</b>	<b>\$26,220</b>	<b>\$10,580</b>	<b>\$4,600</b>	<b>\$4,600</b>	<b>\$46,000</b>
<b>PUBLIC PARTICIPATION PROCESS</b>	<b>\$1,305</b>	<b>\$495</b>	<b>\$225</b>	<b>\$225</b>	<b>\$2,250</b>
<b>SPECIAL STUDIES</b>					
1. GIS Enhancements	\$8,643	\$3,357	\$1,500	\$1,500	\$15,000
2. Eastern Shore Drive Corridor Study	\$14,010	\$6,444	\$2,557	\$2,557	\$25,568
3. Shore Transit – Transit Planning Initiatives	\$3,836	\$1,764	\$700	\$700	\$7,000
4. Scenic Byways Planning Initiative	\$8,623	\$3,963	\$1,575	\$1,575	\$15,736
5. Waterborne Freight – Strategic Dredging Plan	\$4,811	\$4,535	\$1,166.50	\$1,166.50	\$11,679
<b>Subtotal Section D</b>	<b>\$39,923</b>	<b>\$20,063</b>	<b>\$7,498.50</b>	<b>\$7,498.50</b>	<b>\$74,983</b>
<b>TOTAL</b>	<b>\$79,639</b>	<b>\$36,627</b>	<b>\$14,533.50</b>	<b>\$14,533.50</b>	<b>\$145,333</b>

\*In Kind Services for Salisbury/Wicomico MPO.

\*\*All FTA funds are Section 5303.