

# **SALISBURY/WICOMICO METROPOLITAN PLANNING ORGANIZATION**

## **Unified Planning Work Program Fiscal Year 2016 July 1, 2015 – June 30, 2016**

**ADOPTED June 11, 2015  
AMENDED March 10, 2016**

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

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**RESOLUTION BY THE  
SALISBURY/WICOMICO METROPOLITAN PLANNING ORGANIZATION COUNCIL  
AMENDING THE ADOPTED FY 2016 UNIFIED PLANNING WORK PROGRAM**

**RESOLUTION 02-2016**

Adopted June 11, 2015  
Amended March 10, 2016

**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 UPWP for FY 2016 was reviewed by the S/WMPO Technical Advisory Committee, which made a favorable recommendation to forward the document to the S/WMPO Council for their review and action;

**WHEREAS**, the UPWP for FY 2016 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 June 11, 2015, which no public comments were received;

**WHEREAS**, the S/WMPO Council reviewed and adopted the FY 2016 UPWP on June 11, 2015;


**WHEREAS**, the proposed amendments to the FY 2016 UPWP, dated March 10, 2016, include the following: (1) Decrease funding level of Transportation Development Program from \$1,600 to \$963 (-\$637); and (2) Increase funding level of Public Participation Plan from \$2,500 to \$3,137 (+\$637);

**WHEREAS**, the proposed amendments were reviewed by the S/WMPO Technical Advisory Committee on March 3, 2016, which made a favorable recommendation to forward the amendments to the S/WMPO Council for their review and action;

**WHEREAS**, the proposed amendments were available for public review and comment for a period of no less than 15-days prior to an action of the S/WMPO Council at an advertised public hearing on March 10, 2016, which no public comments were received; and

**NOW, THEREFORE, BE IT RESOLVED** the proposed amendments have undergone appropriate review by the S/WMPO Council and were adopted at a public meeting on March 10, 2016.

3/10/16  
Date

  
Matthew E. Creamer, Chairman, S/WMPO Council

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**SALISBURY/WICOMICO METROPOLITAN PLANNING ORGANIZATION  
UNIFIED PLANNING WORK PROGRAM FY 2016**

**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.

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/WMPO 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 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 functions 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 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**

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 2016 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. Ladders 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/WMPOs FY 2016 Unified Planning Work Program addresses the topical areas as follows:

**A. MAP-21 Implementation** - The Organization's FY 2016 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 30, 2015.

**B. Models of Regional Planning Cooperation** - The S/WMPO 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 2016 UPWP allocates funding for projects of regional planning significance, including, but not limited to LRTP update, Scenic Byways Planning Initiative, Salisbury to Mardela Springs Rail Trail Feasibility Study, Shore Transit Planning Initiatives, and the Division Street Corridor Study.

Other on-going efforts demonstrating regional planning cooperation include:

- Participate with WILMAPCO, DoverKent MPO, MDOT, DelDOT, VDOT, as well as local and county governments to conduct planning studies to better understand existing and future demands of the regional transportation network;
- 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. During FY 16, the Organization will evaluate the potential to partner 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/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 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/W MPO Administrator manages the daily operations of the Organization and coordinates regional transportation planning projects and activities identified by the Council. The S/WMPO Administrator 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 legal, financial and procurement services, and staff performing these services operates under the rules and procedures of the County and the State of Maryland. The S/WMPO'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, 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 2016**

**A. Core Planning**

**1. TRANSPORTATION IMPROVEMENT PROGRAM**

Objectives: To develop the Salisbury/Wicomico Metropolitan Planning Organization Transportation Improvement Program (TIP) for FY 2016 – FY 2019 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 2016 – FY 2019 Salisbury/Wicomico Metropolitan Planning Organization Transportation Improvement Program.

Staffing: Jointly by MDOT, MTA, and the 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 / Adoption – December 2015  
Amendments – as needed basis

**2. UNIFIED PLANNING WORK PROGRAM**

Objectives: To develop and, when necessary, amend the Salisbury/Wicomico Metropolitan Planning Organization's UPWP, FY 2017 or previous fiscal years, as specified by the federal urban transportation planning requirements.

Previous Work: FY 2007, 2008, 2009, 2010, 2011, 2012, 2013, 2014, 2015, and 2016 UPWPs.

Methodology: This sub-task will be performed by the S/WMPO with assistance from the Technical Advisory Committee, S/WMPO Council, MDOT, MTA, FHWA, and FTA. Specific tasks to be included in the FY 2017 UPWP will be based in part on organizational and transportation planning activities undertaken during previous years, as well as recommendations contained in the LRTP and locally adopted comprehensive plans.

End Products: Approved FY 2017 UPWP.

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

Funding: Funding for this task totals \$4,000, as listed below by source:

FHWA -	\$2,291
FTA -	909
MDOT -	400
Local -	<u>400</u>
TOTAL -	\$4,000

Completion Date: Draft / Adoption – June 2016;  
Amendments – as needed

### **3. LONG RANGE TRANSPORTATION PLAN**

Objective: The S/WMPO adopted their LRTP in May of 2011, amended November 30, 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 November 30, 2015 (FY 2016). Most of the work will be completed during FY 2015 and the 1<sup>st</sup> quarter of FY 2016.

Previous Work: Adopted LRTP in FY 2007 and FY 2011.

Methodology: In anticipation of the 2015 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; Transearch 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.

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

The S/WMPO Administrator 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, and MTA 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: 2015 Salisbury-Wicomico Metropolitan Planning Organization's Long Range Transportation Plan.

Staffing: Jointly by S/WMPO, MDOT, MTA, DeIDOT, and consultants.

Funding: Funding for this task is \$8,500, which represents S/WMPO staff time allocated to compile background information, project management activities, data development, track development activity, review Capital Improvement Plans of the jurisdictions and states located within the S/W MPO boundary, expenditures for professional services in support of this planning initiative, and public outreach activities. Funding for this task is listed below by source:

FHWA -	\$4,642
FTA -	2,158
MDOT -	850
<u>Local -</u>	<u>850</u>
TOTAL -	\$8,500

MDOT funded the 2007 and the 2011 Long Range Transportation Plan (consultant's fee). The S/W MPO funded data development (Traffic Analysis Zones and Trip Generation analysis), as well as public outreach efforts.

Completion Date: Draft – September 2015  
Adoption – Prior to November 30, 2015

**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 LRTP and Shore Transit's TDP.

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

Funding: Funding for this task totals \$963, as listed below by source:

FHWA -	\$494
FTA -	277
MDOT -	96
<u>Local -</u>	<u>96</u>
TOTAL -	\$963

It is anticipated Shore Transit will complete the update of their Transportation Development Plan in FY 2016. 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 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 2016 the following on-going activities are anticipated:

- Staff training – Salisbury-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, release of performance measures, as well as the 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/WMPO Staff will coordinate air quality conformity 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 the nonattainment area of the UA within Sussex County, De.

- Review and Revision of Governing and Planning Documents – S/WMPO 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 Public Participation Plan.
  
- 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, where 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 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.

- Complete the Organizational components associated with the expansion of the Urbanized Area based on the 2010 U.S. Census Bureau's Decennial Census.
  - Execute a Memorandum of Understanding or Agreement with the Delaware Department of Transportation to contribute an appropriate level of federal and state transportation planning funds to the S/WMPO; and
  - Modify and approve amendments to the S/WMPO Bylaws and Prospectus to ensure a proportional level of representation on the Technical Advisory Committee and Council from local jurisdictions within the Delaware portion of the Urbanized Area.

Methodology:

These sub-tasks will be performed by the S/WMPO 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/WMPO Staff.
- Input of S/WMPO Staff and coordination with DeIDOT about the air quality conformity status.
- Current adopted documents, to include the Prospectus and Bylaws, and Public Participation Plan.
- 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 \$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/WMPO's transportation planning process.

Previous Work: A dedicated Website for the S/WMPO was completed in FY 2008 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, 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/WMPO 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/WMPO and website consultant.

Funding: Funding for this task totals \$3,137 as listed below by source:

FHWA -	\$1,776
FTA -	733
MDOT -	314
<u>Local -</u>	<u>314</u>
TOTAL -	\$3,137

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/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: 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 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: Jointly by S/WMPO and consultants.

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

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

Completion Date: Ongoing

## **2. *SALISBURY TO MARDELA SPRINGS RAILS TO TRAILS FEASIBILITY STUDY***

Objective: To conduct a planning-level feasibility study to convert an abandoned railroad, extending from the City of Salisbury to the Town of Mardela Springs, into a cyclist and pedestrian trail.

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 identified the existing abandoned railroad as an essential linkage to the regional trail network. This proposed trail has been recommended as part of locally adopted plans, including, but not limited to the 2010 City of Salisbury Comprehensive Plan; 2009 Town of

Hebron Comprehensive Plan; and the 2011 Salisbury-Wicomico Metropolitan Planning Organization's LRTP. Additionally, the proposed rail to trail is listed in the Wicomico County Priority Letter, and illustrated as "Other Planned, Proposed, and Potential Trails" on the Maryland Department of Transportation's (MDOT) Maryland Cycle Map. This project is consistent with the vision and goals contained in MDOT's Maryland Twenty Year Bicycle & Pedestrian Master Plan dated January 2014.

Methodology:

The scope of work will be developed by the S/WMPO Staff and Technical Advisory Committee. Professional consulting services will be obtained to conduct and present the findings of the feasibility study.

End Product:

Contingent upon available funding, the anticipated deliverables for this task will include a Final Report containing planning-level cost estimates to convert the existing railroad into a pedestrian and cyclist trail. Major components of the feasibility study include: a utility locate; cost estimates for tree and track removal; design, engineering, and construction; and to develop funding strategies.

Staffing:

Jointly by S/WMPO, MDOT, and the selected consultant.

Funding:

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

FHWA -	\$7,100
FTA -	4,900
MDOT -	1,500
<u>Local -</u>	<u>1,500</u>
TOTAL -	\$15,000

Completion Date:

March 2016

**3. SHORE TRANSIT – TRANSIT PLANNING**

Objective: Consistent with the 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/WMPO has 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/W MPO 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).

Methodology: The exact scope of work will be identified when a Request for Proposals is developed, which will be based on transit planning recommendation(s) contained in Shore Transit’s TDP.

End Product: To be determined.

Staffing: Jointly by S/WMPO, MTA, Shore Transit, and the selected consultant.

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

FHWA -	\$2,836
FTA -	2,764
MDOT -	700
<u>Local -</u>	<u>700</u>
TOTAL -	\$7,000

Completion Date: To be determined

**4. SCENIC BYWAYS PLANNING INITIATIVE**

Objective: The Scenic Byways Planning Initiative will provide heritage planning services and coordination amongst the Lower Eastern Shore Heritage Council, 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 with federal, state, and local governments to establish pedestrian and cyclist improvements along public roads, as well as waterway access points; and
- d. Public education and community outreach.

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

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

End Product: Presentations at S/WMPO TAC and Council meetings regarding the progress, recommended alternatives, and coordination efforts associated with Scenic Byways planning activities within the Tri-County area (Somerset, Wicomico and Worcester counties). Additional deliverables include Scenic Byways Planning Initiative web and mobile application used to identify heritage and

cultural resources in the Tri-County region, 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/WMPO, MDOT, and the Lower Eastern Shore Heritage Council.

Funding: Funding for this task totals \$20,000 as listed below by source:

FHWA -	\$10,960
FTA -	5,040
MDOT -	2,000
<u>Local -</u>	<u>2,000</u>
TOTAL -	\$20,000

Completion Date: Ongoing

**5. DIVISION STREET CORRIDOR STUDY**

Objective: A corridor study is needed for the Division Street Corridor Study area as a result of intensification of major activity generators, including, but not limited to the following: Falcons Field; Crown Sports Center; and the new Bennett Middle School. Moreover, future residential, commercial, and light industrial growth and development within and in proximity to the study area necessitates the need to identify improvements designed to maintain and enhance the safety and operations of the road network within the Corridor.

This multi-phase planning effort will provide recommendations designed to improve / enhance motorized and non-motorized travel and safety conditions along the following major thoroughfares in the study area: Division Street extending from S. Camden Avenue to U.S. Route 13 (South Fruitland Blvd.); Division Street extending from U.S. Route 13 (S. Fruitland Blvd.) to the intersection at Coulbourn



Mill Road; and Brown Street / Old Eden Road extending from E. Cedar Lane to Stockyard Road.

Previous Work:

This Study will serve as an extension of the 2008 East Side Corridor Study and the 2015 Eastern Shore Drive Corridor Study, which assessed and provided recommendations for approximately 30 intersections, including, but not limited to the segment of Eastern Shore Drive / South Division Street extending from E. Carroll Street to Cedar Lane in Fruitland. Additionally, annual work programs of the S/WMPO have consisted of corridor studies designed to enhance the roadway network, as well as improve safety and connectivity.

Supplemental appropriations in future fiscal years are needed to fully fund the scope of work for this three-phase corridor study.

Methodology:

Input will be provided by the S/WMPO staff and 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; short, mid, and long-term solutions to improve conditions for motorists, pedestrians, and cyclists along the major thoroughfares; planning-level cost estimates for each proposed recommendation; as well as renderings of major recommended improvements.

Staffing:

Jointly by S/WMPO, MDOT, and the selected consultant.

Funding:

Funding for this task totals \$22,239 as listed below by source:

FHWA -	\$12,152
FTA -	5,639
MDOT -	2,224
<u>Local -</u>	<u>2,224</u>
TOTAL -	\$22,239

Completion Date:

Phase 1 – June 2016.

**SALISBURY/WICOMICO METROPOLITAN PLANNING ORGANIZATION  
FY 2016  
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	\$2,291	\$909	\$400	\$400	\$4,000
3. Salisbury/Wicomico Area Long-Range Transportation Plan	\$4,642	\$2,158	\$850	\$850	\$8,500
4. Transportation Devel. Prog. <sup>1</sup>	\$494	\$277	\$96	\$96	\$963
<b>Subtotal Section A</b>	<b>8,284</b>	<b>\$3,687</b>	<b>\$1,496</b>	<b>\$1,496</b>	<b>\$14,963</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 <sup>2</sup></b>	<b>\$1,776</b>	<b>\$733</b>	<b>\$314</b>	<b>\$314</b>	<b>\$3,137</b>
<b>SPECIAL STUDIES</b>					
1. GIS Enhancements	\$8,643	\$3,357	\$1,500	\$1,500	\$15,000
2. Salisbury to Mardela Springs Rail Trail – Feasibility Study	\$7,100	\$4,900	\$1,500	\$1,500	\$15,000
3. Shore Transit – Transit Planning	\$2,836	\$2,764	\$700	\$700	\$7,000
4. Scenic Byways Planning Initiative	\$10,960	\$5,040	\$2,000	\$2,000	\$20,000
5. Division Street Corridor Study	\$12,152	\$5,639	\$2,224	\$2,224	\$22,239
<b>Subtotal Section D</b>	<b>\$41,691</b>	<b>\$21,700</b>	<b>\$7,924</b>	<b>\$7,924</b>	<b>\$79,239</b>
<b>TOTAL</b>	<b>\$77,971</b>	<b>\$36,700</b>	<b>\$14,334</b>	<b>\$14,334</b>	<b>\$143,339</b>

Notes: Amended March 10, 2016

- 1) Decrease funding from \$1,600 to \$963, a reduction of \$637; and
- 2) Increase funding from \$2,500 to \$3,137, and increase of \$637.

**\*In Kind Services for Salisbury/Wicomico MPO.**

**\*\*All FTA funds are Section 5303.**