

SALISBURY/WICOMICO METROPOLITAN PLANNING ORGANIZATION

TRANSPORTATION IMPROVEMENT PROGRAM FISCAL YEAR 2019 – 2022

ADOPTED NOVEMBER 15, 2018

ADMINISTRATIVE MODIFICATION JANUARY 11, 2019

ADMINISTRATIVE MODIFICATION FEBRUARY 5, 2019

ADMINISTRATIVE MODIFICATION MAY 14, 2019

ADMINISTRATIVE MODIFICATION MAY 17, 2019

ADMINISTRATIVE MODIFICATION MAY 29, 2019

ADMINISTRATIVE MODIFICATION JUNE 3, 2019

ADMINISTRATIVE MODIFICATION JUNE 12, 2019

ADMINISTRATIVE MODIFICATION JULY 25, 2019

ADMINISTRATIVE MODIFICATION AUGUST 2, 2019

ADMINISTRATIVE MODIFICATION SEPTEMBER 9, 2019

AMENDED SEPTEMBER 10, 2019

ADMINISTRATIVE MODIFICATION OCTOBER 9, 2019

Salisbury/Wicomico Metropolitan Planning
Organization
P.O. Box 870
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Federal Project Number: MD-81-0007

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Table of Contents

	Page
Introduction	1
Organization and Management	3
Metropolitan Planning Organization	3
Technical Advisory Committee (TAC)	3
MPO Staff	3
Organizational Procedures and Bylaws	3
Public Participation Process	4
Project Prioritization	5
Maryland Projects	
Environmental Projects	6
Safety and Spot Improvements	7
Resurface and Rehabilitation	8
Bridge Replacement and Rehabilitation	9
Urban Street Reconstruction and Revitalization	10
Congestion Management	11
Northeast Collector Road Phase II Bikepath	12
Small Urban Transit System – Shore Transit Capital Assistance	13 - 15
Small Urban Transit System – Shore Transit Operating Assistance	16
Bridge 2200400 Replacement	17
Delaware Projects	
Road Systems: Local	19
Bridge and Bridge Rehabilitation	21
Transit Systems: Vehicles	27
Statewide Project Listing	35
Metropolitan Transportation Planning Process Certification	39
Air Quality Conformity Determination	41
Transportation Performance Management 1 measures	42
Transit Asset Management Plan measures	44

**RESOLUTION BY THE
SALISBURY/WICOMICO METROPOLITAN PLANNING ORGANIZATION COUNCIL
ADOPTING THE FY 2019 – FY 2022 TRANSPORTATION IMPROVEMENT PROGRAM
RESOLUTION 09-2018**

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

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

WHEREAS, the Maryland Department of Transportation (MDOT), Delaware Department of Transportation (DelDOT), and the S/WMPO prepared the FY 2019 – FY 2022 Transportation Improvement Program (TIP) for the S/WMPO Area in compliance with applicable Federal programs and regulations;

WHEREAS, on November 5, 2018, the Draft FY 2019 – FY 2022 TIP was reviewed by the S/WMPO Technical Advisory Committee, which made a favorable recommendation to forward the document to the S/WMPO Council for review and action;

WHEREAS, the Draft FY 2019 – FY 2022 TIP was available for public review and comment for a period of no less than 15-days prior to an action of the S/WMPO Council, which no public comments were received;

WHEREAS, on November 15, 2018, a Public Hearing was held to hear from proponents and opponents about the Draft FY 2019 – FY 2022 TIP, which no public comments occurred at the Public Hearing; and

NOW, THEREFORE, BE IT RESOLVED the S/WMPO Council does hereby adopt the FY 2019 – FY 2022 TIP, dated November 15, 2018, for the S/WMPO Area.

11/15/18
Date

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

**RESOLUTION BY THE
SALISBURY/WICOMICO METROPOLITAN PLANNING ORGANIZATION COUNCIL
AMENDING THE FY 2019 – FY 2022 TRANSPORTATION IMPROVEMENT PROGRAM
RESOLUTION 02-2019**

Adopted September 10, 2019

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

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

WHEREAS, the Maryland Department of Transportation ("MDOT"), Delaware Department of Transportation ("DelDOT"), and the S/WMPO prepared the FY 2019 – FY 2022 Transportation Improvement Program ("TIP") for the S/WMPO Area in compliance with applicable Federal programs and regulations;

WHEREAS, on November 15, 2018, the Draft FY 2019 – FY 2022 TIP was adopted by the S/WMPO Council;

WHEREAS, DelDOT requested a modification to the adopted FY 2019 – FY 2022 TIP to include project "T202050308" replacing existing gasoline-powered buses with four (4) 40' electric-powered buses;

WHEREAS, on August 13, 2019, the aforementioned amendment was reviewed by the S/WMPO Technical Advisory Committee, which made a favorable recommendation to forward the amendment to the S/WMPO Council for review and action;

WHEREAS, the amendment to the adopted FY 2019 – FY 2022 TIP was available for public review and comment for a period of no less than 15-days prior to an action of the S/WMPO Council, which no public comments were received;

WHEREAS, on September 10, 2019, a Public Hearing was held to hear from proponents and opponents about the proposed amendment to the adopted FY 2019 – FY 2022 TIP, which no public comments occurred at the Public Hearing; and

NOW, THEREFORE, BE IT RESOLVED the S/WMPO Council does hereby amend the FY 2019 – FY 2022 TIP, for the S/WMPO Urbanized Area.

9.10.19
Date


Charles Anderson, Acting Chairman, S/W MPO Council

**SALISBURY/WICOMICO METROPOLITAN PLANNING ORGANIZATION
TRANSPORTATION IMPROVEMENT PROGRAM
FY 2019 – FY 2022**

INTRODUCTION

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

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

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

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

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

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

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

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

On December 4, 2015, President Obama signed into law Fixing America’s Surface Transportation (“FAST”) Act.

The FAST Act provides funding certainty for infrastructure planning and capital programming over a five-year timeframe extending from FY 2016 through FY 2020. Overall, the FAST Act maintains current program structures and funding shared between highways and transit. Also, the law makes changes and reforms to many Federal transportation programs, including, streamlining the review and approval processes for new transportation projects, providing new safety tools, and establishing new programs to advance critical freight projects.

This Transportation Improvement Program (TIP), which is a component of the prescribed Metropolitan Planning Process, is a compendium of all federally-funded and regionally significant transportation projects that have been programmed for a four-year period for the Salisbury Urbanized Area. Consistent with the Organization's adopted Public Participation Plan, this TIP was available for 15-day public review and comment period prior to an action of the S/WMPO Council. The FY 2019 – FY 2022 TIP was originally adopted on by the S/WMPO Council on November 15, 2018, via Resolution 09-2018.

On January 11, 2019, the S/WMPO processed an Administrative Modification ("AM") requested by DelDOT. The AM advanced \$265,791.20 from the FY 2021 federal obligation for the Bridge Management Program (05-10003). The spend will occur in FY 2020. On February 6, 2019, an AM was processed to incorporate information about Transit Asset Management Plan and Performance Based Planning and Programming activities. Per the request of the Maryland Department of Transportation ("MDOT"), an AM was processed on May 14, 2019 to increase the preliminary engineering associated with TIP project SWMPO 4 by \$175,000.00 in FY 2021. On May 16, 2019, the S/WMPO processed an AM requested by DelDOT. The AM advanced \$700,000.00 from the FY 2022 federal obligation for the Statewide Intersection Improvements Program (05-10030). The spend will occur in FY 2020 and 2021. On May 29, 2019, the S/WMPO processed an AM per the request of DelDOT. The Statewide Planning & Research Program / FHWA (07-22608) was amended by advancing \$1,526,565.37 in FY 2019. The obligation was advanced from FY 2022 and the increased spend will occur in FY 2020. On June 4, 2019, the S/WMPO processed an AM requested by DelDOT. The AM advanced \$958,963.24 in FY 2019 and \$1,214,020.00 in FY 2020 from the FY 2021 & FY 2022 federal obligation for the Bridge Inspection Program (14-07002). The spend will occur in FY 2020 and FY 2021. Per the request of MDOT, an AM was processed on June 12, 2019 to decrease Section 5310 funding for preventative maintenance and a replacement bus listed in TIP project SW14 CAP 2. The total reduction of \$313,000.00 will occur in FY 2019. This decrease can be attributed to the difference between planned and actual need. On July 25, 2019, the S/WMPO processed an AM requested by DelDOT. The AM was for an add-on project, Mileage Based User Fee Phase III. The procurement estimate is \$6,056,000.00 and the federal obligation of \$3,028,000.00 will occur in FY 2019. The spend will occur in FY 2020. On August 2, 2019, the S/WMPO processed an AM requested by DelDOT. The program funding estimate for the Transportation Management Improvements (05-10186) program increased \$9,993,898.00 due to additional funding requirements. A federal obligation of \$4,996,949.00 will occur in FY 2020. The spend will occur in FY 2020, FY 2021, and FY 2022. On September 9, 2019, the S/WMPO processed an AM per the request of DelDOT. The request is for an add-on program, High Risk Rural Roads (10-10007). The program funding estimate increased \$4,200,000.00 for two High Friction Surface Treatment projects, which the spend for the two projects will occur in FY 2020 – FY 2022. Also, the program funding estimate increased \$1,000,000.00 due to the FY 2020 High Risk Rural Roads special rule. The federal obligation of \$900,000.00 will occur in FY 2020, which the spend will occur in FY 2020 – FY 2021. On September 10, 2019, the S/WMPO Council amended the FY 2019 – FY 2022 TIP via Resolution 02-2019. The amendment added 4-40' Electric Buses statewide, which the spend will occur in FY 2021. On October 9, 2019, the S/WMPO processed an AM per the request of DelDOT for the Bicycle, Pedestrian, and other Improvements (05-10007) statewide project. Although the construction estimate has not increased, a federal obligation of an additional \$800,000.00 is advancing from FY 2022 to FY 2020. The spend will occur in FY 2021.

Organization and Management

Metropolitan Planning Organization

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

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

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

Technical Advisory Committee (TAC)

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

MPO Staff

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

Organizational Procedures and Bylaws

The S/WMPO operates under an adopted set of Bylaws, which were last amended on June 1, 2017. Wicomico County provides support services to the S/WMPO, including legal, and financial and purchasing services. Staff performing these services operate under the rules and procedures of Wicomico County and the State of Maryland. The S/WMPO's official records are maintained in the Salisbury-Wicomico County Department of Planning, Zoning and Community Development's offices in Room 203 of the Government Office Building, North Division Street and U.S. Route 50, Salisbury, MD, 21803. The S/WMPO records are available for public inspection during normal business hours, Monday through Friday, 8:00 AM to 5:00 PM.

**SALISBURY/WICOMICO
METROPOLITAN PLANNING ORGANIZATION**

PUBLIC PARTICIPATION PROCESS

The Salisbury/Wicomico Metropolitan Planning Organization Council is the policy body for transportation planning in the Metropolitan Area and meet as needed to conduct S/WMPO business such as approval of an annual Unified Planning Work Program (UPWP) and Transportation Improvement Program (TIP). The S/WMPO Council also acts to amend these documents as necessary. The S/WMPO Council meetings are advertised on the S/WMPO website, local newspaper, PAC 14 and are open to the public. Opportunities for the public to comment on S/WMPO issues are provided at meetings, as well as submitting comments via e-mail or fax during the public comment period, which no public comments were received during the comment period. After a review of the draft FY 2019 – FY 2022 TIP, the S/WMPO Council approved the FY 2019 – FY 2022 TIP on November 15, 2018 via Resolution 09-2018.

On January 11, 2019, the S/WMPO processed an Administrative Modification (“AM”) requested by DelDOT. The AM advanced \$265,791.20 from the FY 2021 federal obligation for the Bridge Management Program (05-10003). The spend will occur in FY 2020. On February 6, 2019, an AM was processed to incorporate information about Transit Asset Management Plan and Performance Based Planning and Programming activities. Per the request of the Maryland Department of Transportation (“MDOT”), an AM was processed on May 14, 2019 to increase the preliminary engineering associated with TIP project SWMPO 4 by \$175,000.00 in FY 2021. On May 16, 2019, the S/WMPO processed an AM requested by DelDOT. The AM advanced \$700,000.00 from the FY 2022 federal obligation for the Statewide Intersection Improvements Program (05-10030). The spend will occur in FY 2020 and 2021. On May 29, 2019, the S/WMPO processed an AM per the request of DelDOT. The Statewide Planning & Research Program / FHWA (07-22608) was amended by advancing \$1,526,565.37 in FY 2019. The obligation was advanced from FY 2022 and the increased spend will occur in FY 2020. On June 4, 2019, the S/WMPO processed an AM requested by DelDOT. The AM advanced \$958,963.24 in FY 2019 and \$1,214,020.00 in FY 2020 from the FY 2021 & FY 2022 federal obligation for the Bridge Inspection Program (14-07002). The spend will occur in FY 2020 and FY 2021. Per the request of MDOT, an AM was processed on June 12, 2019 to decrease Section 5310 funding for preventative maintenance and a replacement bus listed in TIP project SW14_CAP_2. The total reduction of \$313,000.00 will occur in FY 2019. This decrease can be attributed to the difference between planned and actual need. On July 25, 2019, the S/WMPO processed an AM requested by DelDOT. The AM was for an add-on project, Mileage Based User Fee Phase III. The procurement estimate is \$6,056,000.00 and the federal obligation of \$3,028,000.00 will occur in FY 2019. The spend will occur in FY 2020. On August 2, 2019, the S/WMPO processed an AM requested by DelDOT. The program funding estimate for the Transportation Management Improvements (05-10186) program increased \$9,993,898.00 due to additional funding requirements. A federal obligation of \$4,996,949.00 will occur in FY 2020. The spend will occur in FY 2020, FY 2021, and FY 2022. On September 9, 2019, the S/WMPO processed an AM per the request of DelDOT. The request is for an add-on program, High Risk Rural Roads (10-10007). The program funding estimate increased \$4,200,000.00 for two High Friction Surface Treatment projects, which the spend for the two projects will occur in FY 2020 – FY 2022. Also, the program funding estimate increased \$1,000,000.00 due to the FY 2020 High Risk Rural Roads special rule. The federal obligation of \$900,000.00 will occur in FY 2020, which the spend will occur in FY 2020 – FY 2021. On September 10, 2019, the S/WMPO Council amended the FY 2019 – FY 2022 TIP via Resolution 02-2019. The amendment added 4-40’ Electric Buses statewide, which the spend will occur in FY 2021. On October 9, 2019, the S/WMPO processed an AM per the request of DelDOT for the Bicycle, Pedestrian, and other Improvements (05-10007) statewide project. Although the construction estimate has not increased, a federal obligation of an additional \$800,000.00 is advancing from FY 2022 to FY 2020. The spend will occur in FY 2021.

In compliance with SAFETEA-LU and as part of the FY 2008 UPWP, a Public Participation Plan has been developed and was adopted in June 2008, and amended on November 30, 2011. This Plan documents and formalizes the public participation process, which is conducted for all S/WMPO activities including the development, review and approval of the TIP. Specifically, the Plan requires a 15-day public comment period for the TIP, which includes amendments exceeding those permitted as administrative modifications. Moreover, the Plan requires opportunity for public review and comment prior to an action of the S/WMPO Council.

PROJECT PRIORITIZATION

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

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

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

Salisbury/Wicomico
Metropolitan Planning Organization
FY 2019 – FY 2022
TRANSPORTATION IMPROVEMENT PROGRAM

Project Code 1 STIP# SPP Categories 1

Project Name Environmental Projects Limits Areawide

Improvement Description Program to provide environmental and aesthetic improvements on State Highways

Responsible Agency MDOT SHA

Miles: _ Highway System Primary/Secondary Funding NHPP/STP/TAP/HSIP/Other Ratio 80/20 - NHPP, STP, TAP 90/10 - HSIP

PHASE	FY 2019	FY 2020	FY 2021	FY 2022	FY 2019-2022 TOTAL
PP	50.0	50.0	50.0	50.0	200.0
PE	344.0	344.0	260.0	260.0	1,208.0
ROW	50.0	50.0	50.0	50.0	200.0
CONSTR.	2,125.0	2,125.0	1,750.0	1,750.0	7,750.0
<i>TOTAL</i>	<i>2,569.0</i>	<i>2,569.0</i>	<i>2,110.0</i>	<i>2,110.0</i>	<i>9,358.0</i>

Project Costs (All \$ * 1,000)

Salisbury/Wicomico
Metropolitan Planning Organization
FY 2019 – FY 2022
TRANSPORTATION IMPROVEMENT PROGRAM

Project Code 2 STIP# SPP Categories 2

Project Name Safety and Spot Improvements Limits Areawide

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

Responsible Agency MDOT SHA

Miles_ Highway System Primary/Secondary Funding NHPP/STP/CMAQ/HSIP/OTHER Ratio 80/20 – NHPP, STP
90/10 – HSIP
100/0 – CMAQ

PHASE	FY 2019	FY 2020	FY 2021	FY 2022	FY 2019-2022 TOTAL
PP	100.0	100.0	100.0	100.0	400.0
PE	775.0	700.0	650.0	650.0	2,775.0
ROW	80.0	80.0	50.0	50.0	260.0
CONSTR.	5,250.0	3,950.0	3,000.0	3,000.0	15,200.0
TOTAL	6,205.0	4,830.0	3,800.0	3,800.0	18,635.0

Project Costs (All \$ * 1,000)

Salisbury/Wicomico
Metropolitan Planning Organization
FY 2019 – FY 2022
TRANSPORTATION IMPROVEMENT PROGRAM

Project Code 3 STIP# SPP Categories 3

Project Name Resurface and Rehabilitate Limits Areawide

Improvement Description Program to provide periodic resurfacing and upgrading of auxiliary features on State highways

Responsible Agency MDOT SHA

Miles__ Highway System Primary/Secondary Funding NHPP/STP/HSIP/
Other Ratio 80/20 –
NHPP, STP,
90/10 – HSIP

PHASE	FY 2019	FY 2020	FY 2021	FY 2022	FY 2019-2022 TOTAL
PP	100.0	100.0	100.0	100.0	400.0
PE	450.0	450.0	300.0	300.0	1,500.0
ROW	100.0	100.0	100.0	100.0	400.0
CONSTR.	8,200.0	8,200.0	8,200.0	8,200.0	32,800.0
<i>TOTAL</i>	<i>8,850.0</i>	<i>8,850.0</i>	<i>8,700.0</i>	<i>8,700.0</i>	<i>35,100.0</i>

Project Costs (All \$ * 1,000)

Salisbury/Wicomico
Metropolitan Planning Organization
FY 2019 – FY 2022
TRANSPORTATION IMPROVEMENT PROGRAM

Project Code 4 STIP# SPP Categories 4

Project Name Bridge Replacement and Rehabilitation Limits Areawide

Improvement Description Program to provide major upgrades to and maintenance of structures on State highways

Responsible Agency MDOT SHA

Miles__ Highway System Primary/Secondary Funding NHPP/STP/Other Ratio 80/20 – NHPP, STP

PHASE	FY 2019	FY 2020	FY 2021	FY 2022	FY 2019-2022 TOTAL
PP	70.0	70.0	70.0	70.0	280.0
PE	900.0	900.0	600.0	425.0	2,825.0
ROW	70.0	70.0	70.0	70.0	280.0
CONSTR.	2,650.0	2,650.0	1,200.0	1,200.0	7,700.0
TOTAL	3,690.0	3,690.0	1,940.0	1,765.0	11,085.0

Project Costs (All \$ * 1,000)

Salisbury/Wicomico
Metropolitan Planning Organization
FY 2019 – FY 2022
TRANSPORTATION IMPROVEMENT PROGRAM

Project Code 5 STIP# SPP Categories 5

Project Name Urban Street Reconstruction and Revitalization Limits Areawide

Improvement Description Program to provide roadway rehabilitation and streetscape improvements on State roads in municipalities and urban areas.

Responsible Agency MDOT SHA

Miles__ Highway System Primary/Secondary Funding NHPP/STP/Other Ratio 80/20 – NHPP, STP

PHASE	FY 2019	FY 2020	FY 2021	FY 2022	FY 2019-2022 TOTAL
PP	10.0	10.0	10.0	10.0	40.0
PE	80.0	80.0	40.0	40.0	240.0
ROW	10.0	10.0	10.0	10.0	40.0
CONSTR.	250.0	250.0	250.0	250.0	1,000.0
<i>TOTAL</i>	<i>350.0</i>	<i>350.0</i>	<i>310.0</i>	<i>310.0</i>	<i>1,320.0</i>

Project Costs (All \$ * 1,000)

Salisbury/Wicomico
Metropolitan Planning Organization
FY 2019 – FY 2022
TRANSPORTATION IMPROVEMENT PROGRAM

Project Code 6 STIP# SPP Categories 6

Project Name Congestion Management Limits Areawide

Improvement Description Program to provide traffic control, management, and monitoring on State facilities.

Responsible Agency MDOT SHA

Miles Highway System Primary/Secondary Funding NHPP/STP/Other Ratio 80/20 – NHPP, STP
100/0 – CMAQ

PHASE	FY 2019	FY 2020	FY 2021	FY 2022	FY 2019-2022 TOTAL
PP	150.0	20.0	20.0	20.0	210.0
PE	475.0	475.0	475.0	475.0	1,900.0
ROW	20.0	10.0	10.0	10.0	50.0
CONSTR.	1,175.0	988.0	988.0	988.0	4,139.0
<i>TOTAL</i>	<i>1,820.0</i>	<i>1,493.0</i>	<i>1,493.0</i>	<i>1,493.0</i>	<i>6,299.0</i>

Project Costs (All \$ * 1,000)

Salisbury/Wicomico
Metropolitan Planning Organization
FY 2019 – FY 2022
TRANSPORTATION IMPROVEMENT PROGRAM

Project Code 7 STIP# SHA-WI-3-24

Project Name Northeast Collector Road Phase II Bikepath Limits MD 346 to US 50 in Salisbury

Improvement Description Construct a 3,642 foot, 6-10 foot wide bikepath

Responsible Agency City of Salisbury

Miles 0.7 Highway System n/a Funding STP-Enhancements Ratio 50/50

Related Projects Project is an extension of Phase I

PHASE	FY 2019	FY 2020	FY 2021	FY 2022	FY 2019-2022 TOTAL
PP	0.0	0.0	0.0	0.0	0.0
PE	0.0	0.0	0.0	0.0	0.0
ROW	0.0	0.0	0.0	0.0	0.0
CONSTR.	225.0	0.0	0.0	0.0	225.0
TOTAL	225.0	0.0	0.0	0.0	225.0

Project Costs (All \$ * 1,000)

Salisbury/Wicomico
Metropolitan Planning Organization
FY 2019 – FY 2022
TRANSPORTATION IMPROVEMENT PROGRAM

Project Code 8 STIP# SW14_CAP_1

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

Improvement Description Capital Assistance for transit services provided by Shore Transit

Responsible Agency Maryland Department of Transportation / Maryland Transit Administration

Funding 5307 / 5337 Ratio 80% federal,
10 % state,
and
10 % local

Related Projects See below.

Comments Capital assistance for Preventive Maintenance, Tires, Office Furniture, a Mini-Van, Maint. Equipment, Passenger Amenities, Facility Construction, Facility Oversight, Presentation Case, and Security Cameras that will enable Shore Transit to continue to operate public transit services in and around the City of Salisbury. Funding ratios for the Maintenance Shop Equipment are 50 percent federal, 25 percent State, and 25 percent local. There are no State funds in Mobility Management.

Project	Funding Source	FY 2019	FY 2020	FY 2021	FY 2022	FY 2019-2022 TOTAL
Preventative Maintenance (5307)	Federal	640.0	810.0	810.0	810.0	3,070.0
	State	80.0	101.0	101.0	101.0	384.0
	Local	80.0	101.0	101.0	101.0	384.0
	Total	800.0	1,012.0	1,012.0	1,012.0	3,838.0
Mobility Management (5307)	Federal	114.0	114.0	114.0	114.0	456.0
	State	0.0	0.0	0.0	0.0	0.0
	Local	0.0	29.0	29.0	29.0	86.0
	Total	114.0	143.0	143.0	143.0	542.0
Small Bus/Med Bus/Minivan (5307)	Federal	0.0	530.0	543.0	556.0	1,630.0
	State	0.0	66.0	68.0	70.0	204.0
	Local	0.0	66.0	68.0	70.0	204.0
	Total	0.0	662.0	679.0	696.0	2,038.0

Small Buses/Med	Federal	248.0	0.0	0.0	0.0	248.0
Buses	State	31.0	0.0	0.0	0.0	31.0
(5339)	Local	31.0	0.0	0.0	0.0	31.0
	Total	310.0	0.0	0.0	0.0	310.0
<i>TOTAL</i>		<i>1,224.0</i>	<i>1,818.0</i>	<i>1,834.0</i>	<i>1,850.0</i>	<i>6,726.0</i>

Project Costs (000's)

Salisbury/Wicomico
Metropolitan Planning Organization
FY 2019 – FY 2022
TRANSPORTATION IMPROVEMENT PROGRAM

Project Code	9	STIP# SW14_CAP_2
Project Name	Small Urban Transit System (Shore Transit – Tri-County Council for the Lower Eastern Shore)	
Improvement Description	Capital Assistance for transit services provided by Shore Transit.	
Responsible Agency	Maryland Department of Transportation / Maryland Transit Administration	
Funding	Various	Ratio 80% - federal 20% - local
Related Projects		
Comments	Capital assistance will enable Shore Transit to continue to enhance mobility services for seniors and persons with disabilities.	

Funding Type	Funding Source	FY 2019	FY 2020	FY 2021	FY 2022	FY 2019-2022 TOTAL
Section 5310 Preventive Maintenance	Federal	0.0	0.0	89.6	0.0	89.6
	State	0.0	0.0	0.0	0.0	0.0
	Local	0.0	0.0	22.4	0.0	22.4
	Total	0.0	0.0	112.0	0.0	112.0
Section 5310 Replacement Bus	Federal	96.6	0.0	335.0	0.0	431.6
	State	0.0	0.0	0.0	0.0	0.0
	Local	24.1	0.0	83.8	0.0	107.9
	Total	120.7	0.0	418.8	0.0	539.5
<i>Total</i>	<i>Federal</i>	<i>96.6</i>	<i>0.0</i>	<i>424.6</i>	<i>0.0</i>	<i>521.2</i>
	<i>State</i>	<i>0.0</i>	<i>0.0</i>	<i>0.0</i>	<i>0.0</i>	<i>0.0</i>
	<i>Local</i>	<i>24.1</i>	<i>0.0</i>	<i>106.2</i>	<i>0.0</i>	<i>130.3</i>
	<i>Total</i>	<i>120.7</i>	<i>0.0</i>	<i>530.8</i>	<i>0.0</i>	<i>651.5</i>

Project Costs (000's)

Salisbury/Wicomico
Metropolitan Planning Organization
FY 2019 – FY 2022
TRANSPORTATION IMPROVEMENT PROGRAM

Project Code 9 STIP# SW14_OP_1

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

Improvement Description Operating and maintenance assistance for transit services provided by Shore Transit.

Responsible Agency Maryland Department of Transportation / Maryland Transit Administration

Funding Various Ratio Variable

Related Projects

Comments Operating assistance will enable Shore Transit to continue to operate public transit services in and around the City of Salisbury

Funding Type	Funding Source	FY 2019	FY 2020	FY 2021	FY 2022	FY 2019-2022 TOTAL
Section 5307	Federal	1,592.0	1,184.0	1,184.0	1,184.0	5,144.0
	State	521.0	521.0	521.0	521.0	2,084.0
	Local	1,071.0	663.0	663.0	663.0	3,060.0
	Total	3,184.0	2,368.0	2,368.0	2,368.0	10,288.0
Section 5311	Federal	226.0	226.0	226.0	226.0	904.0
	State	113.0	113.0	113.0	113.0	452.0
	Local	113.0	113.0	113.0	113.0	452.0
	Total	452.0	452.0	452.0	452.0	1,808.0
<i>Total</i>	<i>Federal</i>	<i>1,818.0</i>	<i>1,410.0</i>	<i>1,410.0</i>	<i>1,410.0</i>	<i>6,048.0</i>
	<i>State</i>	<i>634.0</i>	<i>634.0</i>	<i>634.0</i>	<i>634.0</i>	<i>2,536.0</i>
	<i>Local</i>	<i>1,184.0</i>	<i>776.0</i>	<i>776.0</i>	<i>776.0</i>	<i>3,512.0</i>
	<i>Total</i>	<i>3,636.0</i>	<i>2,820.0</i>	<i>2,820.0</i>	<i>2,820.0</i>	<i>12,096.0</i>

Project Costs (000's)

Salisbury/Wicomico
Metropolitan Planning Organization
FY 2019 – FY 2022
TRANSPORTATION IMPROVEMENT PROGRAM

Project Code	10	STIP#	WI-2221
Project Name	U.S. 13 Bridge 2200400 Replacement over East Branch of Wicomico River	Limits	Bridge 2200400 on U.S. 13 Business (Fruitland Boulevard) over East Branch of Wicomico River
Improvement Description	Bridge 2200400 replacement on U.S. 13 Business over east Branch of Wicomico River		
Responsible Agency	MDOT SHA		
Current Lanes	2	Highway System	<div style="display: flex; justify-content: space-between;"> <u>Urban</u> <u>Other</u> </div> <div style="display: flex; justify-content: space-between;"> <u>Principle Arterial</u> </div>
Miles	0.20	Proposed Lanes	2
	Highway System	Funding	Ratio
	State Primary	NHPP-Z001	78/22
Related Projects			
Comments	Construction funding reflects Phase 1 only. Remaining construction phases to advertise at a later date.		

PHASE	FY 2019	FY 2020	FY 2021	FY 2022	FY 2019-2022 TOTAL
PP	0.0	0.0	0.0	0.0	0.0
PE	235.8	236.5	175.1	175.1	822.5
ROW	155.6	156.0	155.6	155.6	622.8
CONSTR.	950.0	0.0	0.0	0.0	950.0
TOTAL	1,341.4	392.5	330.7	330.7	2,395.3

Project Costs (000's)

DELAWARE PROJECTS FY 19 – FY 22

ROAD SYSTEM: LOCAL

Discount Land Road

Project Scope/Description: Improvements include roadway widening, bicycle lanes and the construction of a sidewalk or multi-use path adjacent to the roadway. Project limits extend from Seaford Road to U.S. Route 13. Construction is anticipated to begin in the Spring of 2022.

County: Sussex
 Funding Program: Road System – Local
 Functional Category: Local
 Representative District: 40
 Senatorial District: 21
 Estimated Cost: \$3,050,000.00
 STIP# (SPP Categories) 5
 Project Name: Urban Street Reconstruction and Revitalization
 Funding (Sources) State
 Ratio (Sources) 100%

Project Spend Schedule (X \$000)										
Project	Phase	FY 19 State/ Other	FY 19 Fed	FY 20 State/ Other	FY 20 Fed	FY 21 State/ Other	FY 21 Fed	FY 22 State/ Other	FY 22 Fed	FY 19 - FY 22 Total
	PE	125.0	0.0	325.0	0.0	0.0	0.0	0.0	0.0	450.0
	ROW	0.0	0.0	0.0	0.0	350.0	0.0	150.0	0.0	500.0
	C	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	100.0
Total	N/A	125.0	0.0	325.0	0.0	350.0	0.0	250.0	0.0	1,050.0

Project Costs (000's)

BRIDGE REPLACEMENT AND REHABILITATION

Bridges:

Scour Countermeasures, BR 3-145, BR 3-231, BR 3-814, and BR -214

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

County: Sussex
 Funding Program: Road System – Bridge
 Functional Category: Management
 Representative District: 35, 36, and 39
 Senatorial District: 18, 19, and 21
 Estimated Cost: \$410,000.00
 STIP# (SPP Categories) 4
 Project Name: Bridge Replacement and Rehabilitation
 Funding (Sources) State
 Ratio (Sources) 100%

Project Spend Schedule (X \$000)										
Project	Phase	FY 19 State/ Other	FY 19 Fed	FY 20 State/ Other	FY 20 Fed	FY 21 State/ Other	FY 21 Fed	FY 22 State/ Other	FY 22 Fed	FY 19 - FY 22 Total
T201707604	PE	00.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	ROW	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10.0
	C	0.0	0.0	400.0	0.0	0.0	0.0	0.0	0.0	400.0
Total	N/A	10.0	0.0	400.0	0.0	0.0	0.0	0.0	0.0	410.0

Project Costs (000's)

Bridges:

BR 3-152 on Central Avenue and BR 3-161 on Poplar Street over Broad Creek

Project Scope/Description: The project involves the rehabilitation of both bridges. The work for Bridge 3-152 includes the replacement of the main steel superstructure with concrete beams with a concrete deck. The new beams will sit on new abutments constructed behind the existing abutments. The existing counterweight and steel girders will remain in place to maintain the bridges historic character. The work for Bridge 3-161 includes painting the existing steel and repairs to the pier and abutment to fix the bridge permanently. Both bridges will be closed during construction, although not at the same time. Both bridges will be fixed in place after construction.

Project Justification: Bridges 3-152 and 3-161 both are structurally deficient. Bridge 3-152 is the primary entry route into downtown Laurel, on US 13A, and is currently posted for 13 tons. This bridge needs to be capable of safely carrying all DE legal loads including fire and rescue. BR 3-161 is currently posted for 15 tons and needs rehabilitation. Both bridges have been identified as needing work by the Pontis Bridge Management System. Rehabilitation of these bridges will help the Department meet its performance measure for percentage of bridges in poor condition. These bridges are ranked on the 2015 DelDOT Bridge Deficiency List (out of 1625 total bridges) as follows: Bridge 3-152 is ranked 91st and Bridge 3-161 is ranked 106th.

County: Sussex
 Funding Program: Road System – Bridge
 Functional Category: Management
 Representative District: 40
 Senatorial District: 21
 Estimated Cost: \$4,156,749.00
 STIP# (SPP Categories) 4
 Project Name: Bridge Replacement and Rehabilitation
 Funding (Sources) State/STP
 Ratio (Sources) 80/20%

Project Spend Schedule (X \$000)										
Project	Phase	FY 19 State/ Other	FY 19 Fed	FY 20 State/ Other	FY 20 Fed	FY 21 State/ Other	FY 21 Fed	FY 22 State/ Other	FY 22 Fed	FY 19 - FY 22 Total
T201407601	PE	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	ROW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	CE	106.4	425.5	0.0	0.0	0.0	0.0	0.0	0.0	531.9
	C	449.7	1,798.7	0.0	0.0	0.0	0.0	0.0	0.0	2,248.4
	Traffic	0.1	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.6
	Cont.	63.8	255.0	0.0	0.0	0.0	0.0	0.0	0.0	318.8
Total	N/A	619.9	2,479.7	0.0	0.0	0.0	0.0	0.0	0.0	3,099.7

Project Costs (000's)

Bridges:

BR 3-162 on S466 Delaware Avenue over Broad Creek

Project Scope/Description: The project involves the replacement of the existing superstructure in-kind. Replacement includes bearings, prestressed beams, barriers, sidewalks and wearing surfaces. Additional rehabilitation work will be performed on the substructure to seal cracks, repair spalls, and clean, parge, and paint existing concrete surfaces. Minor reconstruction of the approach slabs and roadway will also be performed. Work will be achieved under a full road closure with detour for vehicles and pedestrians.

Project Justification: Deterioration of the existing prestressed beams has caused the bridge to become structurally deficient. Rehabilitation of this bridge will help the Department meet its performance measure for percentage of bridges in poor condition and will allow for a reliable detour during the construction of two adjacent structures in the near future. The bridge was selected by the Pontis Bridge Management System for work and is ranked 174th on the 2016 DelDOT Bridge Deficiency List (out of 1,625 total bridges).

County: Sussex
 Funding Program: Road System – Bridge
 Functional Category: Management
 Representative District: 40
 Senatorial District: 21
 Estimated Cost: \$673,960.00
 STIP# (SPP Categories) 4
 Project Name: Bridge Replacement and Rehabilitation
 Funding (Sources) State/STP
 Ratio (Sources) 80/20%

Project Spend Schedule (X \$000)										
Project	Phase	FY 19 State/ Other	FY 19 Fed	FY 20 State/ Other	FY 20 Fed	FY 21 State/ Other	FY 21 Fed	FY 22 State/ Other	FY 22 Fed	FY 19 - FY 22 Total
T201607602	PE	53.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	53.9
	ROW	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20.0
	C	0.0	0.0	120.0	480.0	0.0	0.0	0.0	0.0	600.0
Total	N/A	73.9	0.0	120.0	480.0	0.0	0.0	0.0	0.0	673.9

Project Costs (000's)

Bridges:

BR 3-254 N&S on US 13 over Nanticoke River

Project Scope/Description: Replacing the abutment back-walls, replacing deck joints, replacing approach slabs, repairing of cracks and spalls in the concrete, painting the steel and concrete, and replacing pile jackets.

Project Justification: Replacing the joints, repairing the substructure, installing pile jackets and sealing the deck will extend the life of the bridge.

County: Sussex
 Funding Program: Road System – Bridge
 Functional Category: Management
 Representative District: 39
 Senatorial District: 19
 Estimated Cost: \$6,100,000.00
 STIP# (SPP Categories) 4
 Project Name: Bridge Replacement and Rehabilitation
 Funding (Sources) State/STP
 Ratio (Sources) 80/20%

Project Spend Schedule (X \$000)										
Project	Phase	FY 19 State/ Other	FY 19 Fed	FY 20 State/ Other	FY 20 Fed	FY 21 State/ Other	FY 21 Fed	FY 22 State/ Other	FY 22 Fed	FY 19 - FY 22 Total
T201807602	PE	300.0	0.0	250.0	0.0	0.0	0.0	0.0	0.0	550.0
	C	0.0	0.0	0.0	0.0	1,100.0	4,400.0	0.0	0.0	5,500.0
Total	N/A	300.0	0.0	250.0	0.0	1,100.0	4,400.0	0.0	0.0	6,050.0

Project Costs (000's)

Bridges:
Records Pond Dam Improvements

Project Scope/Description: The project involves the replacement of the existing spillway, placement of riprap and grading on the embankment to improve safety of dam.

Project Justification: Regulated dams in Delaware require improvements to maintain safety.

County: Sussex
Funding Program: Road System – Bridge
Functional Category: Management
Representative District: 40
Senatorial District: 21
Estimated Cost: \$458,618.61
Project Name: Bridge Replacement and Rehabilitation
Funding (Sources) Other - DNREC
Ratio (Sources) 100%

Project Spend Schedule (X \$000)										
Project	Phase	FY 19 State/ Other	FY 19 Fed	FY 20 State/ Other	FY 20 Fed	FY 21 State/ Other	FY 21 Fed	FY 22 State/ Other	FY 22 Fed	FY 19 - FY 22 Total
T201507605	PE	150.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	150.0
	RW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	C	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total	N/A	150.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	150.0

Project Costs (000's)

TRANSIT SYSTEM: VEHICLES

Transit: Vehicles
Inter City Operating

Project Scope/Description: This project will provide year round fixed route bus service in Sussex County between various municipalities. In addition, an expanded seasonal service operates within the beach corridor during the summer. Other funding (50% match) will be provided in Delaware Transit Corporation's Operating Budget.

Project Justification: Bus service is need to meet the growing demands for transit in Sussex County

County: Sussex
Funding Program: Transit Systems - Vehicles
Representative District: 14 and 37
Senatorial District: 18, 19, and 20
Estimated Cost: \$2,269,800.00
STIP# (SPP Categories): N/A
Project Name: Capital assistance for urban transit systems
Funding (Sources) 5311/Other
Ratio (Sources) 50/50%

Project Spend Schedule (X \$000)										
Project	Phase	FY 19 State/ Other	FY 19 Fed	FY 20 State/ Other	FY 20 Fed	FY 21 State/ Other	FY 21 Fed	FY 22 State/ Other	FY 22 Fed	FY 19 - FY 22 Total
Not Assigned	Procurement (50% FTA)	189.1	189.1	189.1	189.1	189.1	189.1	189.1	189.1	1,513.1
Total	N/A	189.1	189.1	189.1	189.1	189.1	189.1	189.1	189.1	1,513.1

Project Costs (000's)

Transit: Vehicles

Transit Vehicle Expansion (2) 30' Low Floor Buses SC – FY 20

Project Scope/Description: This project will purchase two 30-foot buses to provide fixed route service in Sussex County.

Project Justification: This investment in support vehicle expansion is necessary to enable staff to monitor and maintain growing DTC operations and facilities in Sussex County.

County: Sussex
 Funding Program: Transit Systems - Vehicles
 Representative District: District Wide
 Senatorial District: District Wide
 Estimated Cost: \$960,000.00
 STIP# (SPP Categories): N/A
 Project Name: Capital assistance for urban transit systems
 Funding (Sources) 5311/State
 Ratio (Sources) 80/20%

Project Spend Schedule (X \$000)										
Project	Phase	FY 19 State/ Other	FY 19 Fed	FY 20 State/ Other	FY 20 Fed	FY 21 State/ Other	FY 21 Fed	FY 22 State/ Other	FY 22 Fed	FY 19 - FY 22 Total
Not Assigned	Procurement	0.0	0.0	192.0	768.0	0.0	0.0	0.0	0.0	960.0
Total	N/A	0.0	0.0	192.0	768.0	0.0	0.0	0.0	0.0	960.0

Project Costs (000's)

Transit: Vehicles

Transit Vehicle Expansion (2) 35' Electric Buses SC – FY 19

Project Scope/Description: This project will purchase two 35-foot electric buses to provide fixed route service in Sussex County.

Project Justification: This investment in support vehicle expansion is necessary to enable staff to monitor and maintain growing DTC operations and facilities in Sussex County.

County: Sussex
 Funding Program: Transit Systems - Vehicles
 Representative District: District Wide
 Senatorial District: District Wide
 Estimated Cost: \$2,474,000.00
 STIP# (SPP Categories): N/A
 Project Name: Capital assistance for urban transit systems
 Funding (Sources) 5311/State
 Ratio (Sources) 80/20%

Project Spend Schedule (X \$000)										
Project	Phase	FY 19 State/O ther	FY 19 Fed	FY 20 State/ Other	FY 20 Fed	FY 21 State/ Other	FY 21 Fed	FY 22 State/ Other	FY 22 Fed	FY 19 - FY 22 Total
Not Assigned	Procurement (80% FTA)	50.0	200.0	0.0	0.0	0.0	0.0	0.0	0.0	250.0
Not Assigned	Procurement (100% State)	2,224.0								2,224.0
Total	N/A	2,274.0	200.0	0.0	0.0	0.0	0.0	0.0	0.0	2,474.0

Project Costs (000's)

Transit: Vehicles

Transit Vehicle Replacement (3) 30' Low Floor SC – FY 19

Project Scope/Description: This project will replace three 30-foot buses currently providing fixed route service in Sussex County with three 30-foot low-floor buses.

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

County: Sussex
 Funding Program: Transit Systems - Vehicles
 Representative District: 14 and 37
 Senatorial District: 18 and 19
 Estimated Cost: \$1,440,900.00
 STIP# (SPP Categories): N/A
 Project Name: Capital assistance for urban transit systems
 Funding (Sources) 5311/State
 Ratio (Sources) 80/20%

Project Spend Schedule (X \$000)										
Project	Phase	FY 19 State/ Other	FY 19 Fed	FY 20 State/ Other	FY 20 Fed	FY 21 State/ Other	FY 21 Fed	FY 22 State/ Other	FY 22 Fed	FY 19 - FY 22 Total
Not Assigned	Procurement (80% FTA)	288.2	1,152.7	0.0	0.0	0.0	0.0	0.0	0.0	1,440.9
Total	N/A	288.2	1,152.7	0.0	0.0	0.0	0.0	0.0	0.0	1,440.9

Project Costs (000's)

Transit: Vehicles

Transit Vehicle Replacement (5) Fixed Route Cutaway Buses SC – FY 19

Project Scope/Description: This project will replace five 25-foot buses currently providing fixed route service in Sussex County.

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

County: Sussex
 Funding Program: Transit Systems - Vehicles
 Representative District: 14
 Senatorial District: 18
 Estimated Cost: \$781,250.00
 STIP# (SPP Categories): N/A
 Project Name: Capital assistance for urban transit systems
 Funding (Sources) 5311/State
 Ratio (Sources) 80/20%

Project Spend Schedule (X \$000)										
Project	Phase	FY 19 State/ Other	FY 19 Fed	FY 20 State/ Other	FY 20 Fed	FY 21 State/ Other	FY 21 Fed	FY 22 State/ Other	FY 22 Fed	FY 19 - FY 22 Total
Not Assigned	Procurement	156.2	625.0	0.0	0.0	0.0	0.0	0.0	0.0	781.25
Total	N/A	156.2	625.0	0.0	0.0	0.0	0.0	0.0	0.0	781.25

Project Costs (000's)

Transit: Vehicles
 Transit Vehicle Replacement Paratransit Buses SC Program

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

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

County: Sussex
 Funding Program: Transit Systems - Vehicles
 Representative District: 14 and 37
 Senatorial District: 18 and 19
 Estimated Cost: \$19,412,100.00
 STIP# (SPP Categories): N/A
 Project Name: Capital assistance for urban transit systems
 Funding (Sources): State
 Ratio (Sources): 100%

Project Spend Schedule (X \$000)										
Project	Phase	FY 19 State/ Other	FY 19 Fed	FY 20 State/ Other	FY 20 Fed	FY 21 State/ Other	FY 21 Fed	FY 22 State/ Other	FY 22 Fed	FY 19 - FY 22 Total
Not Assigned	Procurement (100% State)	972.9	0.0	1,929.5	0.0	2,503.2	0.0	2,877.3	0.0	8,282.9
Total	N/A	972.9	0.0	1,929.5	0.0	2,503.2	0.0	2,877.3	0.0	8,282.9

Project Costs (000's)

Transit Vehicle Replacement 4-40' Electric Buses

Project Scope/Description: This project will add 4-40' Electric Buses that will seasonally serve Sussex County and Wilmington.

Project Justification: The replacement of existing buses with 4 electric buses will greatly reduce emissions output and will help improve air quality across the State. In addition, the fleet expansion will increase service to otherwise under-served areas of Sussex County during the summer resort season.

County: Sussex
 Funding Program: Transit Systems - Vehicles
 Representative District: statewide
 Senatorial District: statewide
 Estimated Cost: \$4,340,000.00
 STIP# (SPP Categories): N/A
 Project Name: Transit Vehicle Replacement 4-40' Electric Buses
 Funding (Sources): 5339/State
 Ratio (Sources): 80/20%

Project Spend Schedule (X \$000)										
Project	Phase	FY 19 State/ Other	FY 19 Fed	FY 20 State/ Other	FY 20 Fed	FY 21 State/ Other	FY 21 Fed	FY 22 State/ Other	FY 22 Fed	FY 19 - FY 22 Total
T202050308	Procurement	0.0	0.0	0.0	0.0	868.0	0.0	0.0	0.0	868.0
Total	N/A	0.0	0.0	0.0	0.0	0.0	3,472.0	0.0	0.0	3,472.0

Project Costs (000's)

STATEWIDE PROJECTS LISTING

<i>Project</i>	<i>FY 2019 Total</i>	<i>FY 2020 Total</i>	<i>FY 2021 Total</i>	<i>FY 2022 Total</i>	<i>FY 2019 - FY 2022 Total</i>
<u>Bridge Management</u>	5,174.4	6,302.2	6,287.8	6,850.0	24,614.4
<u>Bridge Painting</u>	4,979.5	5,093.2	3,000.0	3,000.0	16,072.7
<u>Bridges (Total)</u>	12,451.3	17,141.7	23,146.8	38,650.0	91,389.8
<u>Bridge Inspection</u>	5,474.9	5,925.2	5,889.3	3,130.1	20,419.5
<u>Bicycle, Pedestrian, and Other Improvements</u>	8,212.5	7,150.0	8,200.0	4,000.0	27,562.5
<u>Design-Build Statewide Pipe Replacements (Statewide FLEX)</u>	1,674.0	1,168.0	1,056.8	550.0	4,448.9
<u>Design-Build Statewide Pipe Replacements (Rural<5K)</u>	3,561.1	2,963.8	976.4	1,460.0	8,961.4
<u>Bridge Design Training Program</u>	0.0	0.0	0.0	0.0	0.0
<u>Statewide Movable Bridge Preventative Maintenance</u>	0.0	0.0	0.0	0.0	0.0
<u>USGS StreamStats Update</u>	265.0	352.0	50.0	0.0	667.0
<u>H&H Analyses for Scour Critical Bridges</u>	389.3	0.0	100.0	0.0	489.3
<u>Bridge Preservation Program (Total)</u>	3,078.2	11,407.9	15,463.6	36,640.0	66,589.7
<u>Dams (Total)</u>	3,794.3	3,100.0	2,730.0	2,700.0	12,324.3
<u>Engineering and Contingency</u>	31,545.0	30,745.0	30,745.0	30,495.0	123,530.0
<u>Environmental Improvements</u>	563.0	563.0	563.0	563.0	2,252.0
<u>Intersection Improvements</u>	8,615.1	8,475.0	8,425.0	6,975.0	32,490.1
<u>Recreational Trails</u>	2,914.2	1,132.1	1,132.1	1,132.1	6,310.5
<u>Materials and Minor Contracts</u>	16,507.6	11,000.0	8,000.0	8,000.0	43,507.6
<u>Corridor Capacity Preservation</u>	1,000.0	1,000.0	1,000.0	1,000.0	4,000.0
<u>Paving and Rehabilitation</u>	95,750.3	73,800.0	70,000.0	80,000.0	319,550.3
<u>Slope Stabilization Program</u>	2500.0	5,000.0	3,000.0	2,500.0	13,000.0
<u>Pedestrian ADA Accessibility</u>	3,854.4	3,000.0	3,000.0	3,000.0	12,854.4
<u>Planning Program Development</u>	2,210.1	2,000.0	2,000.0	2,000.0	8,210.1
<u>Rail Crossing Safety</u>	9,618.1	1,361.1	1,361.1	1,361.1	13,701.4
<u>Railroad Rideability Program</u>	100.0	100.0	100.0	100.0	400.0
<u>Hazard Elimination Program</u>	3,221.4	2,444.4	2,444.4	2,444.4	10,554.7
<u>Future Safety Program 80/20</u>	0.0	2,500.0	2,500.0	2,500.0	12,500.0
<u>Future Safety Program 90/10</u>	61.3	1,833.3	2,833.3	2,833.3	7,561.3
<u>Signage and Pavement Markings</u>	6,759.5	6,714.5	6,714.5	6,714.5	26,903.1
<u>Traffic Calming</u>	200.0	200.0	200.0	200.0	800.0
<u>High Risk Rural Roads</u>	0.0	1,730.0	2,220.0	1,250.0	5,200.0

<u>Transportation Alternatives Program</u>	9,466.2	6,188.6	5,164.0	5,164.0	25,982.8
<u>Section 154 Penalty Program</u>	3,575.0	2,408.9	2,408.9	2,408.9	10,801.7

SUPPORT

<u>Aeronautics Planning</u>	165.0	210.0	210.0	210.0	795.0
<u>Aeronautics Program Development</u>	280.0	280.0	280.0	280.0	1,120.0
<u>Education and Training</u>	200.0	200.0	200.0	200.0	800.0
<u>Federal Land Access Program</u>	30.0	30.0	30.0	30.0	120.0
<u>Heavy Equipment Program</u>	12,700.0	12,500.0	11,500.0	10,000.0	46,700.0
<u>Local Transportation Assistance Program</u>	300.0	300.0	300.0	300.0	1,200.0
<u>MPO / FHWA and FTA</u>	2,898.3	2,964.2	2,964.2	2,964.2	11,790.8
<u>Rural TAP</u>	87.7	87.7	87.7	87.7	350.6
<u>Statewide Planning and Research / FHWA</u>	4,479.9	6,116.9	4,208.6	4,208.6	19,014.0
<u>Statewide Planning and Research / FTA</u>	140.5	143.4	143.4	143.4	570.5
<u>Truck Weight Enforcement</u>	1,054.6	645.0	645.0	645.0	2,989.6
<u>University Research</u>	250.0	250.0	250.0	250.0	1,000.0
<u>DBE</u>	44.6	44.6	44.6	44.6	178.5
<u>IT Initiatives</u>	12,415.0	13,000.0	13,500.0	13,800.0	52,715.0
<u>DMV Mainframe Modernization Project (FY 2013)</u>	5,900.0	5,000.0	0.0	0.0	10,900.0
<u>Mileage Based User Fee</u>	870.0	0.0	0.0	0.0	870.0
<u>Mileage Based User Fee Phase II</u>	1,875.0	0.0	0.0	0.0	1,875.0
<u>Mileage Based User Fee Phase III</u>	0.0	4,158.0	0.0	0.0	4,158.0
<u>OJT / Support Services</u>	100.0	100.0	100.0	100.0	400.0
<u>Summer Transportation Institute</u>	68.8	68.8	68.8	68.8	275.0
<u>Highway User Tax Evasion Grant</u>	249.8	0.0	0.0	0.0	249.8
<u>DMV Toll Equipment Upgrade</u>	5,942.5	4,716.1	0.0	0.0	10,658.6
<u>Transportation Facilities Administration</u>	6,000.0	2,250.0	2,250.0	2,250.0	12,750.0
<u>Transportation Facilities Operation</u>	14,787.7	14,000.0	12,000.0	7,000.0	47,787.7
<u>MUTCD Compliance</u>	6,666.1	3,000.0	2,000.0	2,000.0	13,666.1
<u>Traffic Signal Revolving Fund</u>	125.0	125.0	125.0	125.0	500.0
<u>Rideshare Program / Trip Mitigation</u>	512.5	450.0	480.0	480.0	1,922.5
<u>Transportation Management Improvements</u>	6,082.5	8,635.0	10,418.0	8,641.0	33,776.5
<u>Bus Stop Improvement Program</u>	750.0	750.0	750.0	750.0	3,000.0
<u>CAD / AVL Modem Upgrade</u>	100.0	0.0	0.0	0.0	100.0
<u>CAD / AVL System and Trapeze Upgrade</u>	229.1	200.0	0.0	0.0	429.1

<u>Training Room Upgrades</u>	50.0	0.0	0.0	0.0	50.0
<u>Fuel Management Software System</u>	630.2	0.0	0.0	0.0	630.2
<u>Statewide Transit Safety and Security Improvements</u>	500.0	500.0	500.0	500.0	2,000.0
<u>Transit Facilities Minor Capital Program</u>	700.0	700.0	700.0	700.0	2,800.0
<u>Transit Facility Minor Capital Projects</u>	235.2	0.0	0.0	0.0	235.2
<u>Transit Systems Equipment</u>	40.0	40.0	40.0	40.0	160.0
<u>Propane Fueling Stations</u>	214.3	0.0	0.0	0.0	214.3
<u>Snow Blowers</u>	600.0	0.0	0.0	0.0	600.0
<u>Park and Ride Hub Restrooms</u>	280.0	0.0	0.0	0.0	280.0
<u>DTC Automated Timesheet and Absence Tracking</u>	7.5	109.5	0.0	0.0	117.0
<u>Traveler Information Signage</u>	356.5	0.0	0.0	0.0	356.5
<u>Rail Preservation</u>	343.8	300.0	300.0	300.0	1,243.8
<u>CAD/AVL</u>	1,064.5	0.0	0.0	0.0	1,064.5
<u>Fare Collection Improvements</u>	1,550.0	1,578.6	0.0	0.0	3,128.6
<u>JARC</u>	681.9	681.9	681.9	681.9	2,727.4
<u>Maintenance Equipment and Tools (Transit) Program</u>	200.0	200.0	200.0	200.0	800.0
<u>New Freedom Program Statewide 50/50</u>	738.7	738.7	738.7	738.7	2,954.8
<u>Taxi Pilot Equipment Start-Up</u>	0.0	280.0	0.0	0.0	280.0
<u>Transit Vehicle Replacement 5310 Program – Statewide Total</u>	1,200.3	1,200.3	1,200.3	1,200.3	4,801.0
<u>Paratransit Vans FY18 (6) Total</u>	437.8	0.0	0.0	0.0	437.8
<u>Transit Systems Statewide Support Vehicles</u>	336.7	336.9	508.8	379.9	1,562.2
<i>Grants and Allocations</i>					
<u>Municipal Street</u>	6,000.0	6,000.0	6,000.0	6,000.0	24,000.0
<u>Community Transportation</u>	22,330.0	17,680.0	17,680.0	17,680.0	75,370.0
<u>CTF Subdivision Paving Pilot</u>	5,000.0	0.0	0.0	0.0	5,000.0

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

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

- 1) 23 U.S.C. 134, 49 U.S.C. Section 5303, 5304, and 23 U.S.C. 450 Subpart 334;
- 2) Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21 (Nondiscrimination-Civil Rights);
- 3) 49 U.S.C. Section 5332 prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity (Nondiscrimination- General);
- 4) Section 1101(b) of the SAFETEA-LU (Pub. L.109-59) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects (DBE);
- 5) 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts (Equal Employment Opportunity);
- 6) The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38 (Nondiscrimination-ADA);
- 7) Sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506, (c) and (d) and 40 CFR part 93. (Note: Only pertains to States with non-attainment and or maintenance areas outside metropolitan planning area boundaries.);
- 8) The Older Americans Act, as amended (42 U.S.C. 6101) prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
- 9) Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender (Nondiscrimination-Gender); and
- 10) Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities (Nondiscrimination-Disabilities).

Salisbury/Wicomico MPO

Matthew E. Creamer
Signature

MATTHEW E. CREAMER
Printed Name

SWMPO COUNCIL CHAIRMAN
Title

11/29/18
Date

Delaware Department of Transportation

Drew A. Boyce
Signature

Drew A. Boyce
Printed Name

Director of Planning
Title

11/19/18
Date

Maryland Department of Transportation

Heather Murphy
Signature

Heather Murphy
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Director OCP
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Date



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Delaware Dept. of Transportation

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Maryland Department of Planning

Julia Glanz
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Jack Heath
City of Salisbury Council

John Hall
Wicomico County Council

Sara Bynum-King
Town of Delmar, Maryland
Commissioner

Mike Pennington
Tri-County Council for the Lower Eastern
Shore

John Psota
City of Fruitland

S/WMPO Executive Director
Keith D. Hall, AICP

November 16, 2018

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Director, Planning
DelDOT
P.O. Box 778
Dover, DE 19903

Tyson Byrne
OPCP, Reg. Planning Mgr
MDOT
P.O. Box 548
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RE: SWMPO FY 2019 – FY 2022 Transportation Improvement Program

Dear Messrs. Boyce and Byrne:

Please find enclosed for your records the Salisbury-Wicomico Metropolitan Planning Organization's (SWMPO) approved FY 2019 – FY 2022 Transportation Improvement Program (TIP). An electronic copy is available for review and download at www.swmpo.org/tip.html.

On November 15, 2018, the SWMPO Council approved the aforementioned TIP via Resolution 09-2018, which a copy of the signed Resolution is included as part of the TIP. No new regionally significant projects were added to the FY 2019 – FY 2022 TIP or the regional transportation Plan *Connect 2045*. Therefore, the TIP and *Connect 2045* conformity determination rely on the November 5, 2015 regional emission analysis adopted by the SWMPO Council on November 24, 2015 as part of *Connect 2045*.

In accordance with applicable provisions of the S/WMPO's Public Participation Plan, the FY 2019 – FY 2022 TIP and proposed amendments to Appendix F of *Connect 2045* were available for public review and comment extending 15 days, which no comments were received.

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

Sincerely,

Keith D. Hall, AICP
Executive Director

Transportation Performance Measure 1: Safety Performance Target Setting

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

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

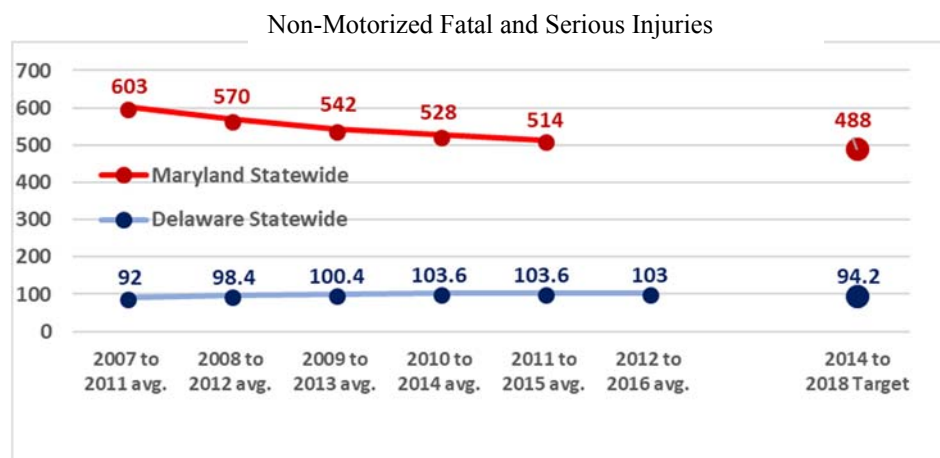
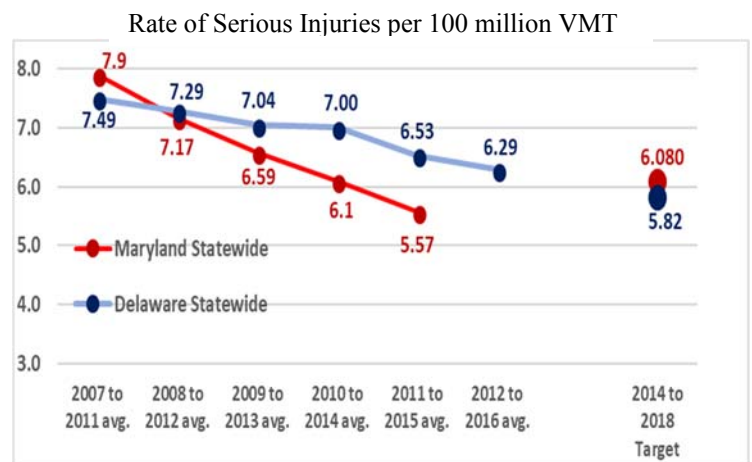
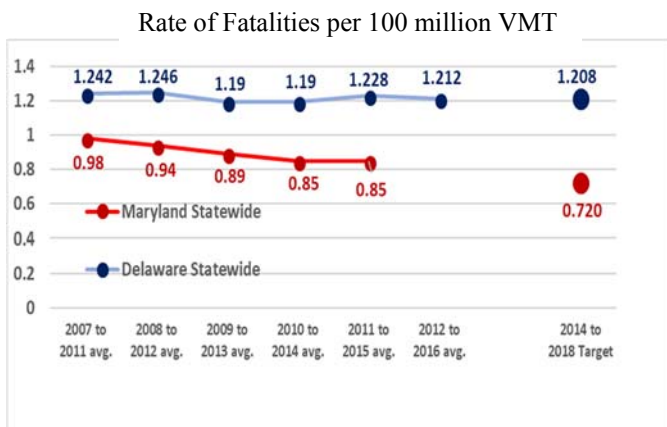
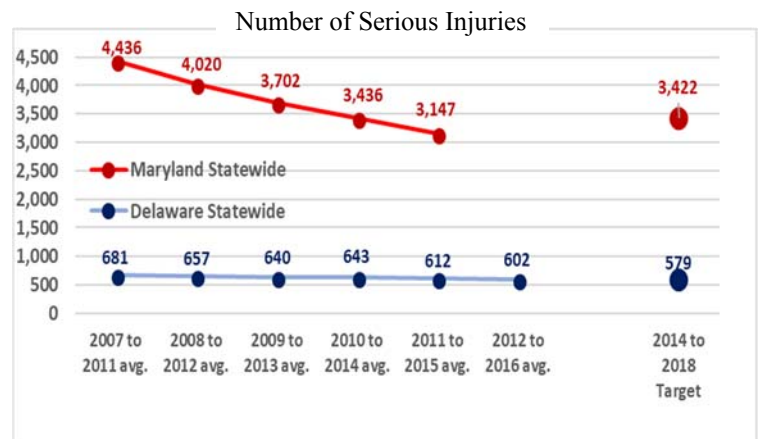
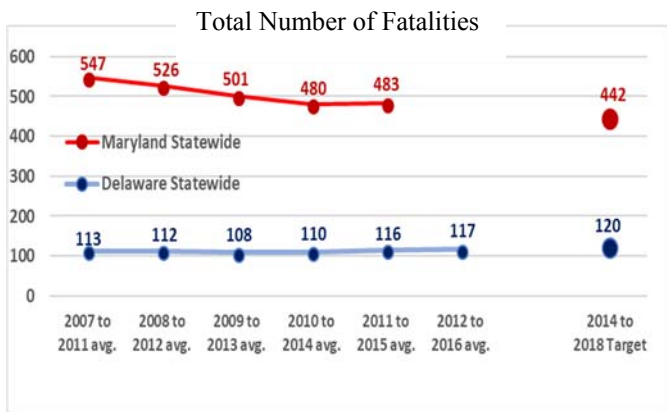
The chart shows the Delaware and Maryland established statewide targets (2014-2018, 5 year rolling averages) for each of the five (5) measures. Once 2018 Fatality Analysis Reporting System ("FARS"), Highway Performance Monitoring System ("HPMS"), and FARS Annual Report File ("ARF") data becomes finalized (December 2019) it will be compared to these targets to determine whether Delaware, Maryland, and S/WMPO and MPOs have met or made significant progress toward our crash reduction targets.

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

State/MPO Established Safety Targets*	Maryland	Delaware
Number of Fatalities	442.0	120.2
Rate of Fatalities per 100 million VMT	0.72	1.208
Number of Serious Injuries	3,422.0	578.6
Rate of Serious Injuries per 100 million VMT	6.08	5.822
Number of Non-motorized Fatalities and Non-motorized Serious Injuries	488.0	94.2

* Projected 2014-2018 5-year rolling averages

The following charts show the historical trends composed of 5-year rolling averages, 2018 HSIP baseline figures and 2014-2018 targets for all five safety performance measures. Figures include all injuries and fatalities which occurred on all public roads.



Transit Asset Management Plans (“TAM Plan”)

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

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

- Tier I provider: “owns, operates, or manages either 1): 101 or more vehicles in revenue service during peak regular service or in any one non-fixed route mode, or 2): rail transit.”
- Tier II provider: “owns, operates, or manages 1): 100 or fewer vehicles in revenue service during peak regular service across all non-rail fixed route modes or in any one non-fixed route mode, 2): a subrecipient under the 5311 Rural Area Formula Program, and 3): or any American Indian tribe.”

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

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

- Rolling stock (revenue vehicles): Percent of vehicles that have either met or exceeded their Useful Life Benchmark (“ULB”);
- Equipment (including non-revenue service vehicles): Percent of vehicles that have either met or exceeded their ULB;
- Infrastructure (rail fixed-guideway, track, signals, and systems): Percent of track segments with performance restrictions; and
- Facilities: Percent of facilities rated below condition 3 on the FTA TERM scale

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

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

- Include the capital asset inventory;
- Provide asset condition assessment information;
- Describe the decision support tools used to prioritize capital investment needs;
- Identify project-based prioritization of investments;
- Define the TAM and SGR policy;

- Discuss the TAMP implementation strategy;
- Describe the key TAM activities to be undertaken during the plan's four-year horizon period;
- List resources needed to carry out the TAMP; and
- Outline how the TAMP will be monitored and updated to support continuous TAM improvement.

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

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

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

DTC ASSET PERFORMANCE TARGETS – ROLLING STOCK AND EQUIPMENT

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

DTC ASSET PERFORMANCE TARGETS – FACILITIES

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

For Shore Transit, based on the reported asset condition, targets have been set for each asset class taking the projected funding levels into consideration. The table below summarizes the FY 2017 performance and FY 2019 targets for Tier II LOTS assets. Targets have been set based on the anticipated funding availability and the priorities of both the LOTS and MDOT MTA.

FY19 TARGET ASSET PERFORMANCE FOR ALL ASSETS

NTD Vehicle Type	FY 2017 Performance	FY 2019 Target
Revenue Vehicles		
Bus	17.30%	13.30%
Cutaway Bus	14.80%	10.80%
Automobile	42.90%	38.90%
Van	39.40%	35.40%
Equipment		
Trucks and Other Rubber Tire Vehicles (Non-Revenue Vehicles)	14.60%	14.60%
Facilities		
Administrative*	10.00%	5.00%
Administrative/Maintenance	30.80%	25.80%
Maintenance	40.00%	35.00%
Passenger	25.00%	25.00%