

SALISBURY/WICOMICO METROPOLITAN PLANNING ORGANIZATION

TRANSPORTATION IMPROVEMENT PROGRAM
FISCAL YEARS 2024 – 2027
ADOPTED TBD

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

Federal Project Number: MD-81-0007

www.swmpo.org
(410) 548-4860 phone
(410) 548-4955 fax

Staff Information:

Keith D. Hall, AICP, S/WMPO Executive Director

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PLACEHOLDER FOR ADOPTION RESOLUTION

**SALISBURY/WICOMICO METROPOLITAN PLANNING ORGANIZATION
TRANSPORTATION IMPROVEMENT PROGRAM
FY 2024 – FY 2027**

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

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

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

On December 4, 2015, President Obama signed into law Fixing America’s Surface Transportation (“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 2024 – FY 2027 TIP was originally adopted on by the S/WMPO Council on XXXXXXXX, XX, 2023, via Resolution 03-2023.

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. The Executive Director is supported by Staff of the Wicomico County Department of Planning, Zoning, and Community Development serving in the roles of Administrator, Planner, and Administrative Office Associate.

Organizational Procedures and Bylaws

The S/WMPO operates under an adopted set of Bylaws, which were last amended on June 23, 2020. 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 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 2024 – FY 2027 TIP, the S/WMPO Council approved the FY 2024 – FY 2027 TIP on XXXXXXXX, XX, 2023 via Resolution 03-2023.

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 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 2024-FY 2027
TRANSPORTATION IMPROVEMENT PROGRAM

Project Code 1 STIP# 1

Project Name Areawide Environmental Projects Limits Wicomico County

Improvement Description Program to provide environmental and aesthetic improvements on MDOT SHA highways.

Responsible Agency Maryland Department of Transportation State Highway Administration (MDOT SHA)

Current Lanes n/a Current Road Type Various Proposed Lanes n/a

Miles n/a Highway System Various Funding Federal/State Ratio 80/20

Related Projects _____

Comments When federally funded, Areawide Environmental Projects improvements may receive CMAQ, HSIP, NHPP,

STBG, and/or other federal funds as determined appropriate by MDOT.

PHASE	FY 2024	FY 2025	FY 2026	FY 2027	FY 2024-2027 TOTAL
PP	40.0	40.0	40.0	40.0	160.0
PE	200.0	200.0	200.0	200.0	800.0
ROW	30.0	30.0	30.0	30.0	120.0
CONSTR.	2,000.0	2,000.0	1,000.0	1,000.0	6,000.0
TOTAL	2,270.0	2,270.0	1,270.0	1,270.0	7,080.0

Project Costs (All \$ * 1,000)

Salisbury/Wicomico
Metropolitan Planning Organization
FY 2024-FY 2027
TRANSPORTATION IMPROVEMENT PROGRAM

Project Code 2 STIP# 2

Project Name Areawide Safety and Spot Improvements Limits Wicomico County

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

Responsible Agency Maryland Department of Transportation State Highway Administration (MDOT SHA)

Current Lanes n/a Current Road Type Various Proposed Lanes n/a

Miles n/a Highway System Various Funding Federal/State Ratio 80/20

Related Projects _____

Comments When federally funded, Areawide Safety and Spot Improvements may receive CMAQ, HSIP, NHPP, STBG, and/or other federal funds as determined appropriate by MDOT.

PHASE	FY 2024	FY 2025	FY 2026	FY 2027	FY 2024-2027 TOTAL
PP	180.0	80.0	80.0	80.0	420.0
PE	1,500.0	1,500.0	750.0	750.0	4,500.0
ROW	100.0	100.0	100.0	100.0	400.0
CONSTR.	6,000.0	6,000.0	4,000.0	4,000.0	20,000.0
TOTAL	7,780.0	7,680.0	4,930.0	4,930.0	25,320.0

Project Costs (All \$ * 1,000)

Salisbury/Wicomico
Metropolitan Planning Organization
FY 2024-FY 2027
TRANSPORTATION IMPROVEMENT PROGRAM

Project Code 3 STIP# 3

Project Name Areawide Resurfacing and Rehabilitation Limits Wicomico County

Improvement Description Program to provide periodic resurfacing and upgrading or auxiliary features on MDOT SHA highways.

Responsible Agency Maryland Department of Transportation State Highway Administration (MDOT SHA)

Current Lanes n/a Current Road Type Various Proposed Lanes n/a

Miles n/a Highway System Various Funding Federal/State Ratio 80/20

Related Projects _____

Comments When federally funded, Areawide Resurfacing and Rehabilitation improvements may receive CMAQ, HSIP,

NHPP, STBG, and/or other federal funds as determined appropriate by MDOT.

PHASE	FY 2024	FY 2025	FY 2026	FY 2027	FY 2024-2027 TOTAL
PP	80.0	80.0	80.0	80.0	320.0
PE	250.0	250.0	250.0	250.0	1,000.0
ROW	50.0	50.0	50.0	50.0	200.0
CONSTR.	8,000.0	8,000.0	5,000.0	5,000.0	26,000.0
TOTAL	8,380.0	8,380.0	5,380.0	5,380.0	27,520.0

Project Costs (All \$ * 1,000)

Salisbury/Wicomico
Metropolitan Planning Organization
FY 2024-FY 2027
TRANSPORTATION IMPROVEMENT PROGRAM

Project Code 4 STIP# 4

Project Name Areawide Bridge Replacement and Rehabilitation Limits Wicomico County

Improvement Description Program to provide major upgrades to and maintenance of structures on MDOT SHA highways.

Responsible Agency Maryland Department of Transportation State Highway Administration (MDOT SHA)

Current Lanes n/a Current Road Type Various Proposed Lanes n/a

Miles n/a Highway System Various Funding Federal/State Ratio 80/20

Related Projects _____

Comments When federally funded, Areawide Bridge Replacement and Rehabilitation improvements may receive CMAQ,

HSIP, NHPP, STBG, and/or other federal funds as determined appropriate by MDOT.

PHASE	FY 2024	FY 2025	FY 2026	FY 2027	FY 2024-2027 TOTAL
PP	200.0	200.0	50.0	50.0	500.0
PE	1,800.0	1,600.0	800.0	800.0	5,000.0
ROW	100.0	100.0	50.0	50.0	300.0
CONSTR.	2,000.0	2,000.0	2,000.0	2,000.0	8,000.0
TOTAL	4,100.00	3,900.00	2,900.0	2,900.0	13,800.0

Project Costs (All \$ * 1,000)

Salisbury/Wicomico
Metropolitan Planning Organization
FY 2024-FY 2027
TRANSPORTATION IMPROVEMENT PROGRAM

Project Code 5 STIP# 5

Project Name Areawide Urban Reconstruction Limits Wicomico County

Improvement Description Program to provide roadway rehabilitation on MDOT SHA highways in municipalities and urban areas.

Responsible Agency Maryland Department of Transportation State Highway Administration (MDOT SHA)

Current Lanes n/a Current Road Type Various Proposed Lanes n/a

Miles n/a Highway System Various Funding Federal/State Ratio 80/20

Related Projects _____

Comments When federally funded, Areawide Urban Reconstruction improvements may receive CMAQ, HSIP, NHPP, STBG, and/or other federal funds as determined appropriate by MDOT.

PHASE	FY 2024	FY 2025	FY 2026	FY 2027	FY 2024-2027 TOTAL
PP	10.0	10.0	10.0	10.0	40.0
PE	80.0	80.0	80.0	80.0	320.0
ROW	10.0	10.0	10.0	10.0	40.0
CONSTR.	250.0	250.0	250.0	250.0	1,000.0
TOTAL	350.0	350.0	350.0	350.0	1,400.0

Project Costs (All \$ * 1,000)

Salisbury/Wicomico
Metropolitan Planning Organization
FY 2024-FY 2027
TRANSPORTATION IMPROVEMENT PROGRAM

Project Code 6 STIP# 6

Project Name Areawide Congestion Management Limits Wicomico County

Improvement Description Program to provide traffic control, management, and monitoring on MDOT SHA highways.

Responsible Agency Maryland Department of Transportation State Highway Administration (MDOT SHA)

Current Lanes n/a Current Road Type Various Proposed Lanes n/a

Miles n/a Highway System Various Funding Federal/State Ratio 80/20

Related Projects _____

Comments When federally funded, Areawide Congestion Management improvements may receive CMAQ, HSIP, NHPP,

STBG, and/or other federal funds as determined appropriate by MDOT.

PHASE	FY 2024	FY 2025	FY 2026	FY 2027	FY 2024-2027 TOTAL
PP	100.0	100.0	50.0	50.0	300.0
PE	450.0	450.0	450.0	450.0	1,800.0
ROW	10.0	10.0	10.0	10.0	40.0
CONSTR.	1000.0	1000.0	750.0	750.0	3,500.0
TOTAL	1,560.0	1,560.0	1,260.0	1,260.0	5,640.0

Project Costs (All \$ * 1,000)

Salisbury/Wicomico
Metropolitan Planning Organization
FY 2024-FY 2027
TRANSPORTATION IMPROVEMENT PROGRAM

Project Code 7 STIP# SW-20-001

Project Name U.S. 13 Business Wicomico River East Branch Bridge Replacement Limits U.S. 13 Business at the East Branch of Wicomico River

Improvement Description Replacement of U.S. 13 Business bridge over East Branch of Wicomico River

Responsible Agency Maryland Department of Transportation State Highway Administration (MDOT SHA)

Current Lanes 4 Current Road Type Other Principal Arterial Proposed Lanes 4

Miles 0.02 Highway System State Secondary Funding NHPP and State Ratio 80/20

Related Projects _____

Comments Construction funding reflects funding for only utility relocation work in advance of bridge replacement, funding for which will be programmed at a later date.

PHASE	FY 2024	FY 2025	FY 2026	FY 2027	FY 2024-2027 TOTAL
PP	0.0	0.0	0.0	0.0	0.0
PE	99.0	0.0	0.0	0.0	99.0
ROW	0.0	0.0	0.0	0.0	0.0
CONSTR.	1,687.0	4,504.0	2,546.0	0.0	8,737.0
TOTAL	1,786.0	4,504.0	2,546.0	0.0	8,836.0

Project Costs (All \$ * 1,000)

Salisbury/Wicomico
Metropolitan Planning Organization
FY 2024-FY 2027
TRANSPORTATION IMPROVEMENT PROGRAM

Project Code 8 STIP# SW-22-001

Project Name Mill Street Bridge Deck Replacement Limits Mill Street at the southern segment of the Wicomico River's North Prong

Improvement Description Replacement of bridge deck

Responsible Agency City of Salisbury – Department of Infrastructure and Development

Current Lanes 4 Current Road Type N/A Proposed Lanes 4

Miles 0.01 Highway System Local Funding Federal / City of Salisbury Ratio 80/20

Related Projects N/A

Comments _____

PHASE	FY 2024	FY 2025	FY 2026	FY 2027	FY 2024-2027 TOTAL
PP	0.0				
PE	0.0				
ROW	0.0				
CONSTR.	1,500.0				
TOTAL	1,500.0				

Project Costs (All \$ * 1,000)

Salisbury/Wicomico
Metropolitan Planning Organization
FY 2024-FY 2027
TRANSPORTATION IMPROVEMENT PROGRAM

Project Code 9 STIP# SW-23-001

Project Name Citywide Pedestrian Improvements Limits City of Salisbury

Improvement Description Installation of Pedestrian Signals and Rectangular Rapid Flashing Beacons (“RRFBs”)

Responsible Agency City of Salisbury – Department of Infrastructure and Development

Current Lanes N/A Current Road Type N/A Proposed Lanes N/A

Miles N/A Highway System Various Funding HSIP Award Federal / City of Salisbury Ratio 90/10

Related Projects Project to install pedestrian crossings at four (4) intersections and eight (8) RRFB’s with marked Crosswalks in various school zones within the City.

PHASE	FY 2024	FY 2025	FY 2026	FY 2027	FY 2024-2027 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.	250.5	0.0	0.0	0.0	250.5
TOTAL	250.5	0.0	0.0	0.0	250.5

Project Costs (All \$ * 1,000)

**Salisbury/Wicomico
Metropolitan Planning Organization
FY 2024 – FY 2027
TRANSPORTATION IMPROVEMENT PROGRAM**

Project Code 10 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 Various Ratio 80% federal,
10 % state,
and
10 % local

Related Projects See below.

Comments Capital assistance will enable Shore Transit to continue to operate public transit service in and around the City of Salisbury.

Project	Funding Source	FY 2024	FY 2025	FY 2026	FY 2027	FY 2024-2027 TOTAL
Preventative Maintenance (5307)	Federal	640.0	640.0	640.0	640.0	2,560.0
	State	80.0	80.0	80.0	80.0	320.0
	Local	80.0	80.0	80.0	80.0	320.0
	Total	800.0	800.0	800.0	800.0	3,200.0
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	29.0	29.0	29.0	29.0	116.0
	Total	143.0	143.0	143.0	143.0	572.0
Small Cutaway Buses (5339)	Federal	193.0	193.0	193.0	193.0	772.0
	State	24.0	24.0	24.0	24.0	96.0
	Local	24.0	24.0	24.0	24.0	96.0
	Total	241.0	241.0	241.0	241.0	964.0

Medium Duty	Federal	175.0	175.0	175.0	175.0	700.0
Buses	State	22.0	22.0	22.0	22.0	88.0
(5339)	Local	22.0	22.0	22.0	22.0	88.0
	Total	219.0	219.0	219.0	219.0	876.0
<i>TOTAL</i>		<i>1,403.0</i>	<i>1,403.0</i>	<i>1,403.0</i>	<i>1,403.0</i>	<i>5,612.0</i>

Project Costs (All \$ * 1,000)

Salisbury/Wicomico
Metropolitan Planning Organization
FY 2024 – FY 2027
TRANSPORTATION IMPROVEMENT PROGRAM

Project Code 11 STIP# SW14_CAP_2

Project Name Transit capital assistance for local non-profits

Improvement Description Transit capital assistance for local non-profits

Responsible Agency Maryland Department of Transportation / Maryland Transit Administration

Funding 5310 Ratio 80% federal,
10 % state,
and
10 % local

Related Projects See below.

Comments Transit capital assistance will enable local non-profits Transit the ability to enhance mobility services for seniors and persons with disabilities.

Funding Type	Funding Source	FY 2024	FY 2025	FY 2026	FY 2027	FY 2024-2027 TOTAL
Section 5310 Capital Assistance	Federal	188.3	0.0	188.3	0.0	376.5
	State	0.0	0.0	0.0	0.0	0.0
	Local	47.1	0.0	47.1	0.0	94.2
	Total	235.3	0.0	235.3	0.0	470.7

Project Costs (All \$ * 1,000)

Salisbury/Wicomico
Metropolitan Planning Organization
FY 2024 – FY 2027
TRANSPORTATION IMPROVEMENT PROGRAM

Project Code	12	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	<u>Various</u>	Ratio <u>Variable</u>
Related Projects	<u>See below.</u>	
Comments	<u>Operating assistance will enable Shore Transit to continue to operate public transit services in and around the City of Salisbury.</u>	

Funding Type	Funding Source	FY 2024	FY 2025	FY 2026	FY 2027	FY 2024-2027 TOTAL
Section 5307	Federal	1,592.0	1,592.0	1,592.0	1,592.0	6,368.0
	State	521.0	521.0	521.0	521.0	2,084.0
	Local	1,071.0	1,071.0	1,071.0	1,071.0	4,284.0
	Total	3,184.0	3,184.0	3,184.0	3,184.0	12,736.0
Section 5311	Federal	226.0	226.0	226.0	226.0	904.0
	State	91.0	91.0	91.0	91.0	364.0
	Local	136.0	136.0	136.0	136.0	544.0
	Total	453.0	453.0	453.0	453.0	1,812.0
<i>Total</i>	<i>Federal</i>	<i>1,818.0</i>	<i>1,818.0</i>	<i>1,818.0</i>	<i>1,818.0</i>	<i>7,272.0</i>
	<i>State</i>	<i>612.0</i>	<i>612.0</i>	<i>612.0</i>	<i>612.0</i>	<i>2,448.0</i>
	<i>Local</i>	<i>1,207.0</i>	<i>1,207.0</i>	<i>1,207.0</i>	<i>1,207.0</i>	<i>4,828.0</i>
	<i>Total</i>	<i>3,637.0</i>	<i>3,637.0</i>	<i>3,637.0</i>	<i>3,637.0</i>	<i>14,548.0</i>

Project Costs (All \$ * 1,000)

**DELAWARE PROJECTS
FY 24 – FY 27**

ROAD SYSTEM: LOCAL

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 2024.

County: Sussex
 Funding Program: Road System – Local
 Functional Category: Local
 Representative District: 40
 Senatorial District: 21
 Estimated Cost: \$5,810,000.00
 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 24 State/ Other	FY 24 Fed	FY 25 State/ Other	FY 25 Fed	FY 26 State/ Other	FY 26 Fed	FY 27 State/ Other	FY 27 Fed	FY 24 - FY 27 Total
T201801301	PE	15.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15.1
	ROW	250.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	250.0
	C	0.0	0.0	3,500.0	0.0	1,500.0	0.0	0.0	0.0	5,000.0
Total	N/A	265.1	0.0	3,500.0	0.0	1,500.0	0.0	0.0	0.0	5,265.1

BRIDGE REPLACEMENT
AND
REHABILITATION

Bridges:
Scour Countermeasures, Open End (FY22-24)

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: \$4,102,106.00
 STIP# (SPP Categories) 4
 Project Name: Bridge Replacement and Rehabilitation
 Funding (Sources) State
 Ratio (Sources) 100%

Project Spend Schedule (X \$000)										
Project	Phase	FY 24 State/ Other	FY 24 Fed	FY 25 State/ Other	FY 25 Fed	FY 26 State/ Other	FY 26 Fed	FY 27 State/ Other	FY 27 Fed	FY 24 - FY 27 Total
T201707604	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	4.1
	CE	286.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	486.0
	C	532.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1,423.5
	Utility	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Cont.	617.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	617.1
Total	N/A	1,435.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2,530.7

Bridges:

BR 3-314 on SR24 Laurel Road over James Branch

Project Scope/Description: This project involves the rehabilitation of BR 3-314. The scope of work includes the repair of the substructure to repair deficient concrete and the installation of riprap for scour protection.

Project Justification: There is significant concrete deterioration on the concrete arch and wing walls. There is significant scour with undermining of the footers in concentrated locations.

County: Sussex
 Funding Program: Road System – Bridge
 Functional Category: Management
 Representative District: 40
 Senatorial District: 21
 Estimated Cost: \$30,000.00
 STIP# (SPP Categories) 4
 Project Name: Bridge Replacement and Rehabilitation
 Funding (Sources) State
 Ratio (Sources) 100%

Project Spend Schedule (X \$000)										
Project	Phase	FY 24 State/ Other	FY 24 Fed	FY 25 State/ Other	FY 25 Fed	FY 26 State/ Other	FY 26 Fed	FY 27 State/ Other	FY 27 Fed	FY 24 - FY 27 Total
T201907602	PE	0.0	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
Total	N/A	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10.0

Bridges:

BR 3-237 on Old Furnace Road over Nanticoke River

Project Scope/Description: An engineering study will be performed first. The study will focus on improvement options at Old Furnace Road and Middleford Road intersection as well as alternatives for widening the available travel way width at Bridge 3-237. Project description will be refined once results of the engineering study are complete and feedback is received from the public via a workshop.

Project Justification: Improve safety concerns at Old Furnace Road and Middleford Road intersection. Additionally, the project aims to address safety concerns at adjacent Bridge 3-237 where available travel way width is narrow.

County: Sussex
 Funding Program: Road System – Bridge
 Functional Category: Preservation
 Representative District: 35 & 39
 Senatorial District: 18, 19 & 21
 Estimated Cost: \$100,000.00
 STIP# (SPP Categories) 4
 Project Name: Bridge Replacement and Rehabilitation with potential intersection improvements
 Funding (Sources) To be determined
 Ratio (Sources) To be determined

Project Spend Schedule (X \$000)										
Project	Phase	FY 24 State/ Other	FY 24 Fed	FY 25 State/ Other	FY 25 Fed	FY 26 State/ Other	FY 26 Fed	FY 27 State/ Other	FY 27 Fed	FY 24 - FY 27 Total
T202207301	PE	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	ROW	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0
Total	N/A	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0

TRANSIT SYSTEM: VEHICLES

Transit: Vehicles
 Transit Vehicle Replacement (12) 29' Low Floor Buses SC – FY 23

Project Scope/Description: This project will replace 12 29-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 and 37
 Senatorial District: 18 and 19
 Estimated Cost: \$5,988,000.00
 STIP# (SPP Categories): N/A
 Project Name: Capital assistance for urban transit systems
 Funding (Sources) Federal/State
 Ratio (Sources) 80/20%

Project Spend Schedule (X \$000)										
Project	Phase	FY 24 State/ Other	FY 24 Fed	FY 25 State/ Other	FY 25 Fed	FY 26 State/ Other	FY 26 Fed	FY 27 State/ Other	FY 27 Fed	FY 24 - FY 27 Total
T202250306	Procurement	1,197.6	4,790.4	0.0	0.0	0.0	0.0	0.0	0.0	5,988.0
Total	N/A	1,197.6	4,790.4	0.0	0.0	0.0	0.0	0.0	0.0	5,988.0

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: \$18,494,900.00
 STIP# (SPP Categories): N/A
 Project Name: Capital assistance for urban transit systems
 Funding (Sources) Federal/State
 Ratio (Sources) 80/20%

Project Spend Schedule (X \$000)										
Project	Phase	FY 24 State/ Other	FY 24 Fed	FY 25 State/ Other	FY 25 Fed	FY 26 State/ Other	FY 26 Fed	FY 27 State/ Other	FY 27 Fed	FY 24 - FY 27 Total
Not Assigned	Procurement	446.4	1,785.6	637.6	2,550.4	330.0	1,320.0	507.0	2,028.0	9,605.0
Total	N/A	446.4	1,785.6	637.6	2,550.4	330.0	1,320.0	507.0	2,028.0	9,605.0

STATEWIDE PROJECTS LISTING

<i>Project</i>	<i>FY 2024 Total</i>	<i>FY 2025 Total</i>	<i>FY 2026 Total</i>	<i>FY 2027 Total</i>	<i>FY 2024 - FY 2027 Total</i>
<u>Bridge Program</u>	83,055.6	83,878.6	74,400.0	74,200.0	315,734.2
<u>Non-Bridge Structures</u>	10,257.5	6,130.0	6,130.0	6,370.0	28,887.5
<u>Bicycle, Pedestrian, and Other Improvements</u>	7,352.0	7,500.0	7,500.0	7,500.0	29,852.0
<u>Carbon Reduction Program</u>	5,400.0	5,400.0	5,400.0	5,497.0	21,697.0
<u>Engineering and Contingency</u>	35,391.3	34,080.3	33,780.3	33,980.3	137,232.2
<u>Environmental Improvements</u>	1,945.5	1,645.5	645.5	668.0	4,904.5
<u>Intersection Improvements</u>	12,350.0	12,350.0	12,350.0	12,350.0	49,400.0
<u>Recreational Trails</u>	1,132.1	1,132.1	1,132.1	1,132.1	4,528.4
<u>Materials and Minor Contracts</u>	14,702.5	15,792.5	15,225.0	15,750.0	61,470.0
<u>Corridor Capacity Preservation</u>	2,000.0	3,000.0	3,000.0	3,000.0	11,000.0
<u>Paving and Rehabilitation</u>	92,000.0	92,000.0	92,000.0	92,000.0	368,000.0
<u>Slope Stabilization Program</u>	2,000.0	4,000.0	4,000.0	4,000.0	14,000.0
<u>Pedestrian ADA Accessibility</u>	4,500.0	4,500.0	4,500.0	4,500.0	18,000.0
<u>Planning Program Development</u>	3,000.0	3,000.0	3,000.0	3,000.0	12,000.0
<u>Rail Crossing Safety</u>	8,965.5	7,910.0	6,725.0	6,725.0	30,325.5
<u>Railroad Rideability Program</u>	100.0	100.0	100.0	100.0	400.0
<u>Rail Preservation Maintenance Program</u>	250.0	250.0	250.0	250.0	1,000.0
<u>Hazard Elimination Program</u>	4,299.4	4,299.4	4,299.4	4,299.4	17,197.6
<u>Highway Safety Improvement Program</u>	25,116.3	18,800.0	20,900.0	21,483.3	86,299.6
<u>Signage and Pavement Markings</u>	8,740.1	8,103.1	8,103.1	8,103.1	33,049.6
<u>Traffic Calming</u>	800.0	500.0	500.0	500.0	2,300.0
<u>Transportation Alternatives Program</u>	7,550.0	7,675.0	7,900.0	4,575.0	27,700.0
<u>Section 154 Penalty Program</u>	3,016.8	3,077.1	3,138.7	2,408.9	11,641.5
<u>STIC Incentive Program</u>	125.0	125.0	125.0	125.0	500.0
<u>Inspection of Overhead Sign Structures (FY23-27)</u>	3,050.0	3,430.0	3,430.0	3,360.0	13,270.0
<u>Delaware Climate Challenge</u>	325.0	0.0	0.0	0.0	325.0
SUPPORT					
<u>Aeronautics Planning</u>	210.0	210.0	210.0	210.0	840.0
<u>Aeronautics Program Development</u>	780.0	780.0	780.0	780.0	3,120.0
<u>Education and Training</u>	300.0	300.0	300.0	300.0	1,200.0
<u>Federal Land Access Program</u>	30.0	30.0	30.0	30.0	120.0
<u>Heavy Equipment Program</u>	9,500.0	9,500.0	9,500.0	9,500.0	38,000.0
<u>Local Transportation Assistance Program</u>	300.0	300.0	300.0	300.0	1,200.0
<u>MPO / FHWA and FTA</u>	4,345.9	3,703.0	3,765.4	2,723.4	14,537.7

<u>Rural TAP</u>	87.7	87.7	87.7	87.7	350.8
<u>Statewide Planning and Research/ FHWA&FTA</u>	5,591.1	5,700.7	5,812.4	4,351.9	21,456.0
<u>Truck Weigh Enforcement</u>	645.0	645.0	645.0	645.0	2,580.0
<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>	14,000.0	14,000.0	14,000.0	14,000.0	56,000.0
<u>DMV Mainframe Modernization Project (FY 2013)</u>	0.0	5,200.0	5,200.0	0.0	10,400.0
<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>DMV Toll Equipment Upgrade</u>	2,750.0	2,750.0	0.0	0.0	5,500.0
<u>Transportation Facilities Administration</u>	2,250.0	2,250.0	2,250.0	2,250.0	11,000.0
<u>Transportation Facilities Operation</u>	11,500.0	12,500.0	7,500.0	9,500.0	41,000.0
<u>MUTCD Compliance</u>	2,000.0	2,000.0	2,000.0	2,000.0	8,000.0
<u>Traffic Signal Revolving Fund</u>	125.0	125.0	125.0	125.0	500.0
<u>Rideshare Program/ Trip Mitigation</u>	503.7	503.7	503.7	503.7	2,014.7
<u>Transportation Management Improvements</u>	9,725.4	9,900.0	10,150.0	6,900.0	36,675.4
<u>Transit Facilities Minor Capital Program</u>	2,100.0	2,025.0	1,850.0	1,850.0	7,825.0
<u>Transit Systems Equipment</u>	450.0	3,300.0	350.0	200.0	4,300.0
<u>DART Reimagined Tool</u>	350.0	0.0	0.0	0.0	350.0
<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>Transit Vehicle Replacement 5310 Program – Statewide Total</u>	1,311.4	1,200.2	1,200.2	1,640.0	5,351.9
<u>Paratransit Validators</u>	693.1	0.0	0.0	0.0	693.1
<u>Farebox Modernization</u>	0.0	2,500.0	2,392.0	0.0	4,892.0
<u>FY22 – Transit Veh. Cloth Seat Replacement</u>	266.6	0.0	0.0	0.0	266.6
<u>Transit Systems Statewide Support Vehicles</u>	284.1	622.6	447.6	470.0	1,824.2
<u>Community Transportation Program</u>	17,680.0	17,680.0	17,680.0	17,680.0	70,720.0
<u>Subdivision Street Pavement Management Fund</u>	10,000.0	10,000.0	10,000.0	10,000.0	40,000.0
<u>Municipal Street Aid</u>	6,000.0	6,000.0	6,000.0	6,000.0	24,000.0
<u>Transportation Infrastructure Investment Fund</u>	5,000.0	5,000.0	5,000.0	5,000.0	20,000.0
<u>On-Board Real-Time Information System</u>	1,466.0	0.0	0.0	0.0	1,466.0
<u>Resiliency and Sustainability Program</u>	6,100.0	6,100.0	6,100.0	6,100.0	24,400.0
<u>Electric Vehicle Program</u>	3,500.0	3,500.0	3,500.0	3,500.0	11,947.0

**PLACEHOLDER FOR METROPOLITAN TRANSPORTATION PLANNING
PROCESS CERTIFICATION LETTER**

**PLACEHOLDER FOR AIR QUALITY CONFORMITY DETERMINATION
LETTER**

Transportation Performance Measure I: 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 on February 27, 2018 via Resolution 02-2018.

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 (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 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	432.8	108.2
Rate of Fatalities per 100 million VMT	0.74	1.11
Number of Serious Injuries	2,916.2	424.3
Rate of Serious Injuries per 100 million VMT	5.12	4.33
Number of Non-motorized Fatalities and Non-motorized Serious Injuries	477.4	82.4

* Projected 2017-2021 5-year rolling averages

The following charts show the historical trends composed of 5-year rolling averages, 2018 HSIP baseline figures and 2018-2022 targets for all five (5) safety performance measures. Figures include all injuries and fatalities which occurred on all public roads.

MARYLAND					
<i>Performance Measure</i>	<i>2019</i>	<i>2020</i>	<i>2021</i>	<i>2022</i>	<i>2023</i>
Number of Fatalities	435	425.7	420.6	466.6	485.9
Rate of Fatalities per 100 million VMT	0.771	0.750	0.742	0.774	0.809
Number of Serious Injuries	3,211.1	3,029.4	2,905.8	2,263.9	2,323.8
Rate of Serious Injuries per 100 million VMT	5.702	5.372	5.075	3.815	3.815
Number of Non-motorized Fatalities and Non-motorized Serious Injuries	439.9	465.8	467.7	554.7	554.7

DELAWARE					
<i>Performance Measure</i>	<i>2018</i>	<i>2019</i>	<i>2020</i>	<i>2021</i>	<i>2022</i>
Number of Fatalities	111	132	116	139	165
Rate of Fatalities per 100 million VMT	1.09	1.29	1.39	1.37	1.61
Number of Serious Injuries	377	402	447	558	587
Rate of Serious Injuries per 100 million VMT	3.7	3.92	5.36	5.5	5.72
Number of Non-motorized Fatalities and Non-motorized Serious Injuries	93	104	95	114	110

Transportation Performance Measure 2: Pavement and Bridge Conditions

Pavement conditions are reported to FHWA by states through the HPMS for Federal-aid highways. The reporting agency will use the International Roughness Index (“IRI”) to measure the smoothness of pavement, as well as the ride quality. Minimum pavement condition for the Interstate System is not to exceed 5 percent classified in Poor condition. The following performance measures are utilized in assessing the condition of the National Highway System:

MARYLAND			
Performance Measures: Pavement Condition*	Baseline	Two-Year	Four-Year
% of Interstate pavement in GOOD condition (2022 – 2025)	55.4	48.0	45.0
% of Interstate pavement in POOR condition (2022 – 2025)	0.6	1.0	1.0
 			
% of non-Interstate NHS pavements in GOOD condition (2022 – 2025)	30.4	29.0	28.0
% of non-Interstate NHS pavement POOR condition (2022 – 2025)	6.2	8.0	9.0

DELAWARE			
Performance Measures: Pavement Condition*	Baseline	Two-Year	Four-Year
% of Interstate pavement in GOOD condition (2022 – 2025)	54.7	50.0	50.0
% of Interstate pavement in POOR condition (2022 – 2025)	0.8	2.0	2.0
 			
% of non-Interstate NHS pavements in GOOD condition (2022 – 2025)	47.7	40.0	40.0
% of non-Interstate NHS pavement POOR condition (2022 – 2025)	0.7	2.0	2.0

NOTES:

Good condition: Suggests no major investment is needed

Poor condition: Suggests major investment is needed

TPM 2 targets were set by the DOTs and S/WMPO opted to adopt and support the statewide targets set both DOTs on November 15, 2018 via Resolutions 11-2018 and 12-2018.

Transportation Performance Measure 3: Infrastructure condition targets for the National Highway System (“NHS”) – Bridge Conditions

States and MPOs must establish two and four-year targets for all bridges carrying the NHS. This includes on- and off-ramps connected to the NHS within a state, as well as bridges carrying the NHS across a state border (regardless of ownership). States must maintain NHS bridges at less than 10.0 percent of a deck area as being structurally deficient.

TPM 3 targets were set by the DOTs and S/WMPO opted to adopt and support the statewide targets set both DOTs..

MARYLAND			
Performance Measures: Bridge Condition*	Baseline	Two-Year	Four-Year
% of bridges on NHS in GOOD condition (2022 – 2025)	24.3	24.5	24.8
% of bridges on NHS in POOR condition (2022 – 2025)	2.6	2.5	2.2

DELAWARE			
Performance Measures: Bridge Condition*	Baseline	Two-Year	Four-Year
% of bridges on NHS in GOOD condition (2022 – 2025)	21.9	15.0	25.0
% of bridges on NHS in POOR condition (2022 – 2025)	2.7	3.0	3.0

NOTES:

Good condition: Suggests no major investment is needed

Poor condition: Suggests major investment is needed

NBI Rating Scale <i>(from 0 – 9)</i>		9 8 7	6 5	4 3 2 1 0
		Good	Fair	Poor
Bridge	Deck <i>(Item 58)</i>	≥ 7	5 or 6	≤ 4
	Superstructure <i>(Item 59)</i>	≥ 7	5 or 6	≤ 4
	Substructure <i>(Item 60)</i>	≥ 7	5 or 6	≤ 4
	Culvert <i>(Item 62)</i>	≥ 7	5 or 6	≤ 4

Measure: Deck area based on National Bridge Inventory (“NBI”) condition ratings for the deck, superstructure, substructure and / or culvert. Overall, condition is determined by the lowest of the four ratings.

Transportation Performance Measure 3: Travel Time Reliability Measures – Level of Travel Time Reliability

Level of Travel Time Reliability (“LOTTR”) is defined as the ratio of the longer travel times (80th percentile) to a “normal” travel time (50th percentile), using data from FHWA’s National Performance Management Research Data Set (“NPMRDS”). Reliability is measured during the full calendar year broken down into four (4) time periods: AM Peak; Midday; PM Peak; and Weekends. If any of these segments have a LOTTR above 1.50, the segment is determined not reliable. All non-reliable segments are then calculated in combination with daily traffic volumes and average vehicle occupancy to produce the total number of person-miles impacted by each unreliable segment.

Illustration of Reliability Determination

Performance Measures: Travel Time Reliability
Interstate Travel Time Reliability Measure: Percent of person-miles traveled on the Interstate that are reliable
Non-Interstate Travel Time Reliability Measure: Percent of person-miles traveled on the non-Interstate that are reliable

	6am – 10am	LOTTR = $\frac{44 \text{ sec}}{35 \text{ sec}} = 1.26$
Monday – Friday	10am – 4pm	LOTTR = 1.39
	4pm – 8pm	LOTTR = 1.54
Weekends	6am – 8pm	LOTTR = 1.31
Must exhibit LOTTR below 1.50 during all of the time periods		Segment IS NOT reliable

MARYLAND			
Performance Measures: Travel Time Reliability (2022 – 2025)	Baseline	Two-Year	Four-Year
% of miles traveled on interstate that are reliable	84.7	76.8	76.4
% of miles traveled on non-interstate NHS that are reliable	92.4	87.2	87.2

DELAWARE			
Performance Measures: Travel Time Reliability (2022 – 2025)	Baseline	Two-Year	Four-Year
% of miles traveled on interstate that are reliable	80.7	73.3	73.3
% of miles traveled on non-interstate NHS that are reliable	96.1	89.5	89.5

Transportation Performance Measure 3: Travel Time Reliability Measures – Truck Level of Travel Time Reliability (“TTTR”)

Measure: The sum of maximum TTTR for each reporting segment, divided by the total miles of Interstate system only. Reporting is divided into five (5) periods: morning peak (6-10 A.M.); midday (10 a.m. – 4 p.m.); afternoon peak (4-8 p.m.); and overnights for all days (8 p.m. – 6 a.m.). The TTTR ratio is generated by dividing the 95th percentile time by the normal time (50th percentile) for each segment. The measure is based on the worst performing time period for each segment, averaged together to create a single file.

Illustration of Truck Reliability Determination

Monday – Friday	6 – 10 a.m.	$TTTR = \frac{63 \text{ sec}}{42 \text{ sec}} = 1.50$
	10 a.m. – 4 p.m.	$TTTR = \frac{62 \text{ sec}}{45 \text{ sec}} = 1.38$
	4 – 8 p.m.	$TTTR = \frac{85 \text{ sec}}{50 \text{ sec}} = \mathbf{1.70}$
Weekends	6 a.m. – 8 p.m.	$TTTR = \frac{52 \text{ sec}}{40 \text{ sec}} = 1.30$
Overnight	8 p.m. – 6 a.m.	$TTTR = \frac{46 \text{ sec}}{38 \text{ sec}} = 1.21$
Maximum TTTR		1.70

MARYLAND			
Performance Measures: Truck Travel Time Reliability Index (2022 – 2025)	Baseline	Two-Year	Four-Year
Truck Travel Time Reliability Index	1.6	1.8	1.81

DELAWARE			
Performance Measures: Truck Travel Time Reliability Index (2022 – 2025)	Baseline	Two-Year	Four-Year
Truck Travel Time Reliability Index	1.77	2.45	2.45

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 TAM 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 TAM; and
- Outline how the TAM 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 TAM, 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 baseline and FY 2024 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.

FY24 TARGET ASSET PERFORMANCE FOR ALL ASSETS

NTD Vehicle Type	BASELINE	FY 2024 Target
Revenue Vehicles		
Bus	21%	22%
Cutaway Bus	24%	28%
Automobile	41%	47%
Van	5%	11%
Equipment		
Trucks and Other Rubber Tire Vehicles (Non-Revenue Vehicles)	53%	57%
Facilities		
Administrative/Maintenance	0%	0%
Passenger/Parking	0%	0%