

# **SALISBURY/WICOMICO METROPOLITAN PLANNING ORGANIZATION**

## **Unified Planning Work Program Fiscal Year 2024 July 1, 2023 – June 30, 2024**

**Adopted May 18, 2023  
Amended TBD**

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

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**RESOLUTION BY THE SALISBURY/WICOMICO  
METROPOLITAN PLANNING ORGANIZATION COUNCIL  
ADOPTING THE FY 2024 UNIFIED PLANNING WORK PROGRAM  
RESOLUTION 02-2023**

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

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

**WHEREAS**, Federal regulations require the endorsement by the S/WMPO of an Unified Planning Work Program ("UPWP"), which documents and describes transportation planning and related planning activities anticipated in the metropolitan area during the next fiscal year;

**WHEREAS**, the total funding of the FY 2024 UPWP is \$343,441.00. The Delaware and Maryland portions of the budget account for \$138,498.00 and \$204,943.00, respectively;

**WHEREAS**, the draft FY 2024 UPWP was reviewed by the S/WMPO Technical Advisory Committee, which made a favorable recommendation to forward the draft FY 2024 UPWP to the S/WMPO Council for their review and action;

**WHEREAS**, the draft FY 2024 UPWP was available for public review and comment for a period of no less than 15-days prior to an action of the S/WMPO Council at an advertised public hearing on May 18, 2023, which no public comments were received; and

**NOW, THEREFORE, BE IT RESOLVED** the S/WMPO Council does adopt the FY 2024 Unified Planning Work Program for the S/WMPO Area.

5.18.23  
Date

  
Matthew E. Creamer, Chairman, S/WMPO Council

PLACEHOLDER FOR AMENDMENT RESOLUTION

**SALISBURY/WICOMICO METROPOLITAN PLANNING ORGANIZATION  
UNIFIED PLANNING WORK PROGRAM FY 2024**

**I.INTRODUCTION**

As a result of the 2000 U.S. Census, the Salisbury area was classified as an Urbanized Area (“UA”), and in accordance with the U.S. Department of Transportation requirements a Metropolitan Planning Organization was designated by Maryland Governor Robert L. Ehrlich on February 19, 2004. The initial UA of the Salisbury/Wicomico Metropolitan Planning Organization (“S/WMPO”) included the City of Salisbury, the City of Fruitland, the Towns of Delmar (Md. & De.), and the adjacent unincorporated areas of Wicomico County, Md., and Sussex County, De.

According to the U.S. Census Bureau 2010 Decennial Census, the population of the Urbanized Area was 98,081 with 73,493 persons residing in Maryland (74.9%) and approximately 24,588 persons residing in Delaware (25.1%). This represents an increase of 38,655 persons between the 2000 and 2010 Census, which the majority of the population increase occurred in the expanded portion of the UA in Delaware. In response to the population increase and changes to the delineation criteria of an UA between the 2000 and 2010 Decennial Census, the size of the UA expanded from approximately 43 sq. miles to 73 sq. miles. In addition, a Planning Study Area boundary, which includes the UA, is a larger area encompassing anticipated growth areas of the member jurisdictions over the next 20 years.

The 2010 UA for the S/WMPO region includes the City of Salisbury, City of Fruitland, Town of Delmar, MD, Town of Hebron, and portions of Wicomico and Somerset counties in Maryland. The Delaware portion consists of Town of Delmar, Town of Laurel, Town of Blades, City of Seaford, and part of unincorporated Sussex County, DE. The Metropolitan Planning Area boundary includes the aforementioned jurisdictions, as well as expanded portions of Wicomico County, Maryland, and Sussex County, Delaware.

The delineation criteria for designating an Urban Area was revised for the 2020 Decennial Census. As a result, the Delaware portion of the S/WMPO Urban Area was significantly reduced. The reduction resulted in the Towns of Laurel and Blades and the City of Seaford to no longer be a part of the S/WMPO’s Urban Area. The 2020 Census population for the S/WMPO Urban Area was 78,075, which represents a decrease of 20,006 persons or 20.4% decrease in population.

Since the 1960’s the federal government has established urban transportation planning requirements in all metropolitan areas, as a prerequisite to the approval of federal funding (23 CFR Part 450 and 49 CFR Part 613). The regulations require a continuing, comprehensive, and cooperative (“3-C”) planning process in all

urbanized areas. In accordance with federal regulations, the S/WMPO is the planning agency responsible for regional transportation planning activities within the UA.

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

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

In 2005, the Safe, Accountable, Flexible, 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 21<sup>st</sup> Century (“MAP-21”) was signed into law by President Barack Obama in July 2012.

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

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

On December 4, 2015, President Obama signed into law Fixing America’s Surface Transportation Act (“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 Unified Planning Work Program (“UPWP”) is a cooperative planning effort by

federal, state, and local transportation agencies serving the Salisbury/Wicomico MPO Area, and functions as the annual work program for the S/WMPO. The purpose of the UPWP is to describe and coordinate all transportation planning activities to be completed with federal, state, and local resources during a fiscal year, and is designed to make the transportation planning process consistent with the appropriate federal regulations. Included in the UPWP is a budget detailing how each fund source will be utilized. The UPWP is reviewed, revised, and adopted annually.

## II. UNITED STATES DEPARTMENT OF TRANSPORTATION (“USDOT”) – PLANNING EMPHASIS AREAS

In response to MAP-21, the Federal Highway Administration (“FHWA”) and Federal Transit Administration (“FTA”) jointly issued Planning Emphasis Areas (“PEA”). The PEA represent core topical areas for MPOs and state Department of Transportation (“DOT”) to emphasize in the development and implementation of their unified planning work programs.

The PEA for include the following:

- A. MAP-21 Implementation – Transition to performance based planning and programming.
- B. Models of Regional Planning Cooperation – Promote cooperation and coordination across MPO boundaries and across state boundaries where appropriate to ensure a regional approach to transportation planning.
- C. Ladders of Opportunity – Access to essential services – as part of the transportation planning process, identify transportation connectivity gaps in access to essential services.

In accordance with the expectations associated with PEA, the S/WMPOs FY 2023 Unified Planning Work Program addresses the topical areas as follows:

**A. MAP-21 and FAST Act Implementation** - The Organization’s FY 2023 UPWP acknowledges the transition to performance based planning and programming as part of the on-going training activities included in the MPO Administration work program. Additionally, the Long Range Transportation Plan (“LRTP”) work program references this approach as a major component of the update, which the LRTP update was approved by the Council on December 17, 2019, with federal concurrence occurring on May 13, 2020.

**B. Models of Regional Planning Cooperation** - The S/WMPO is a multi-state, multi-county, and multi-local jurisdiction entity providing regional transportation planning services. To demonstrate the Organization’s commitment of continuing to enhance our interjurisdictional coordination efforts, the FY 2024 UPWP allocates funding for projects of local and regional planning significance, including,

but not limited to LRTP update, corridor and intersection studies, freight studies, transit planning, and pedestrian and cyclist initiatives.

Other on-going efforts demonstrating regional planning cooperation include:

- Participate with WILMAPCO, DoverKent MPO, MDOT, DeIDOT, VDOT, as well as local and county governments to conduct planning studies to better understand existing and future demands of the regional transportation network;
- Member of the Association of Metropolitan Planning Organization’s Policy Board;
- Member of Shore Transit Advisory Board;
- Coordinate with state and local governments in the development and maintenance a regional GIS database system.

**C. Ladders of Opportunity** - Over the past 10 fiscal years, the Organization funded several ridership and routing analysis studies for the purpose of optimizing transit operations (both fixed route and origin-to-destination), as well as improving connectivity to essential services. During FY 22, funding was allocated to conduct transit planning initiatives designed to improve ridership of localized and regional transit services. Additionally, the Organization will continue to identify and evaluate potential opportunities to partner with Shore Transit, DART Delaware Transit Corporation, DeIDOT, Sussex County, Delaware, and the Dover-Kent MPO to prepare a feasibility study to establish a one-window fixed route between Salisbury, Maryland, and Dover, Delaware.

### **III. ORGANIZATION AND MANAGEMENT**

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

The S/WMPPO was designated by Maryland Governor Robert L. Ehrlich on February 19, 2004, and is the primary agency responsible for transportation planning within the MPO’s Planning Area.

At the time of this publication, the primary governing body of the S/WMPPO is the Council, which consists of 12 voting members. The voting members consist of representatives from the following governments and agencies:

#### ***Maryland***

Maryland Department of Transportation (1 position);  
Wicomico County (3 positions);  
City of Salisbury (2 positions);  
City of Fruitland (1 position);  
Town of Delmar, MD (1 position); and  
Tri-County Council of the Lower Eastern Shore of MD (1 position).



***Delaware***

Delaware Department of Transportation (1 position);  
Sussex County (1 position); and  
City of Seaford (1 position).

On November 24, 2015, the S/WMPO amended their Prospectus and Bylaws to increase representation of local governments and entities located in the Delaware portion of the 2010 UA for the S/WMPO.

**B. Technical Advisory Committee (“TAC”)**

The S/WMPO Council has established a 19-voting member Technical Advisory Committee (“TAC”) comprised of technical representatives such as planners and engineers. The TAC provides technical expertise and develops recommendations to assist the Council by reviewing and recommending revisions to the planning process, data collection, forecasts, the Long Range Transportation Plan, the Transportation Improvement Program, and the UPWP. The current TAC voting membership includes representation from the various member jurisdictions, as well as from transportation organizations and relevant state agencies. The TAC can include representation from all modes of surface transportation and various levels of government, which provides the opportunity to achieve a unified transportation planning effort.

**C. MPO Staff**

The S/WMPO is staffed by personnel from the Salisbury-Wicomico County Department of Planning, Zoning and Community Development. The S/WMPO Administrator manages the daily operations of the Organization, as well as coordinates regional transportation planning projects and activities. The S/WMPO Executive Director oversees the financial management of the Organization and serves as a liaison to local, state, and federal agencies involved in regional transportation planning activities within the S/WMPO Metropolitan Planning Area.

**D. Organizational Procedures and Bylaws**

The S/WMPO operates under an adopted set of Bylaws. Wicomico County provides support services to the Organization, including, but not limited to legal, financial, and procurement services. Staff performing these services operate under the applicable rules and procedures of the County and the State of Maryland. The S/WMPO’s official records are maintained in the Wicomico County Department of Planning, Zoning, and Community Development’s office in Room 203 of the Government Office Building, 125 N. North Division Street, Salisbury,

MD, 21803. The records are available for public inspection during normal business hours, Monday through Friday, 8:00 A.M. to 5:00 P.M.

**SALISBURY/WICOMICO METROPOLITAN PLANNING ORGANIZATION  
UNIFIED PLANNING WORK PROGRAM FY 2024**

**A. Core Planning**

**1. TRANSPORTATION IMPROVEMENT PROGRAM**

Objectives: To develop the Salisbury/Wicomico Metropolitan Planning Organization’s Transportation Improvement Program (“TIP”) for FY 2024 – FY 2027 as specified by the federal urban transportation planning requirements and consistent with state CTPs.

Previous Work: FY 2023 – FY 2026; FY 2022 – FY 2025; FY 2021 – FY 2024; FY 2020 – FY 2023; FY 2019 – FY 2022; FY 2018 – FY 2021; FY 2017 – FY 2020; FY 2016 – FY 2019; FY 2014 – FY 2017; FY 2013 – FY 2016; FY 2012 – FY 2015; FY 2011 – FY 2014; FY2010 – FY2013 TIP; FY 2009 – FY 2012 TIP; FY 2008 - FY 2011 TIP; and FY 2007 - FY 2009 TIP.

Methodology: Compile a comprehensive list of federally funded and regionally significant transportation improvements recommended for implementation during the 4-year program period. The document will represent the region’s transportation priorities and include realistic financially constrained cost estimates.

End Product: FY 2024 – FY 2027 Salisbury/Wicomico Metropolitan Planning Organization Transportation Improvement Program, as well as amendments and administrative modifications to the FY 2023 – FY 2026 TIP.

Staffing: S/WMPO.

Funding: Funding for this task totals \$8,000, as listed below by source and state:

<u>SOURCE</u>	<u>MARYLAND</u>	<u>DELAWARE</u>
FHWA	\$1,608	\$3,200
FTA	\$796	\$800
DOT	\$298	\$500
Local	\$298	\$500
<b>TOTAL</b>	<b>\$3,000</b>	<b>\$5,000</b>

Completion Date: Draft / Adoption – Fall 2023  
Amendments and Administrative Modifications – as needed basis.

**2. UNIFIED PLANNING WORK PROGRAM**

Objectives: To develop the FY 2025 UPWP, amend FY 2024 UPWP, as well as deobligate unencumbered carryover funding from the FY 2024 UPWP.

Previous Work: FY 2007, 2008, 2009, 2010, 2011, 2012, 2013, 2014, 2015, 2016, 2017, 2018, 2019, 2020, 2021, 2022, 2023, and 2024 UPWPs.

Methodology: This sub-task will be performed by the S/WMPO with assistance from the Technical Advisory Committee, S/WMPO Council, MDOT, MTA, DelDOT, DTC, FHWA, and FTA. Specific tasks to be funded will be identified by Staff, TAC, Council and/or transportation planning activities undertaken during previous years, as well as recommendations contained in LRTPs and locally adopted comprehensive plans.

End Products: Amend FY 2024 UPWP, if necessary, and develop FY 2025 UPWP.

Staffing: S/WMPO.

Funding: Funding for this task totals \$9,000, as listed below by source and state:

<u>SOURCE</u>	<u>MARYLAND</u>	<u>DELAWARE</u>
FHWA	\$2,680	\$2,560
FTA	\$1,327	\$640
DOT	\$496.50	\$400
Local	\$496.50	\$400
<b>TOTAL</b>	<b>\$5,000</b>	<b>\$4,000</b>

Completion Date: Draft / Adoption – Winter / Spring 2024  
Amendments – as needed

**3. LONG RANGE TRANSPORTATION PLAN**

Objective: The S/WMPO adopted their LRTP, Connect 2050, on December 17, 2019, and is required by federal regulations to update the Plan on a four-year cycle. To meet this schedule, the Plan will be reviewed, revised, and adopted prior to December of 2023 (FY 2024).

Previous Work: Adopted LRTP in FY 2007, FY 2011, FY 2015, and FY 2020.

Methodology: In anticipation of the 2023 update of the Organization’s LRTP, S/WMPO Staff will compile essential background information, conduct research about emerging trends, and analyze transportation and development activity to identify potential impacts to the regional transportation network. Pertinent data to be compiled and analyzed includes: previous and on-going transportation planning studies and reports prepared for the S/WMPO; Capital Improvement Programs and Budgets of member jurisdictions; improvements since the last update; freight analysis data (movements and modes); Census data; waterborne freight commodities data; Shore Transit’s Annual Transportation Plan; State and Federal Surface Transportation Plans; and locally-adopted comprehensive plans.

The S/WMPO Staff will be extensively involved with other aspects of the update, including, but not limited to the following: organizing public participation and outreach efforts; managing the project team and schedule; identifying and compiling relevant resource data; coordinating Plan review and adoption process with the Technical Advisory Committee, S/WMPO Council, FHWA, FTA, MDOT, MTA, DeLDOT, and DTC to ensure the Plan is in conformance with applicable state and federal regulations, as well as consistent with local plans, policies, and programs.

The S/WMPO’s adopted Public Participation Plan will be followed to ensure and encourage public participation.

End Product: 2023 Salisbury/Wicomico Metropolitan Planning Organization’s Long Range Transportation Plan.

Staffing: S/WMPO and consultants.

Funding: Funding for this task totals \$50,000, as listed below by source and state:

<u>SOURCE</u>	<u>MARYLAND</u>	<u>DELAWARE</u>
FHWA	\$13,398	\$16,000
FTA	\$6,636	\$4,000
DOT	\$2,483	\$2,500
Local	\$2,483	\$2,500
<b>TOTAL</b>	<b>\$25,000</b>	<b>\$25,000</b>

Completion Date: Draft – August 2023  
Local adoption – Prior to November 2023

**4. TRANSPORTATION DEVELOPMENT PLAN**

Objectives: To ensure the Transportation Development Plan (“TDP”) prepared by the Shore Transit is consistent with the S/WMPO LRTP.

Previous Work: Shore Transit has prepared and adopted previous versions of the TDP. The S/WMPO has an adopted LRTP containing a multi-modal Transportation

element, which includes a narrative about transportation services provided by Shore Transit.

Methodology: The S/WMPO annually reviews the TDP to ensure consistency with the LRTP. This will include, when necessary, discussions amongst S/WMPO staff, MTA, and Shore Transit.

End Products: Consistency between the S/WMPO's LRTP and Shore Transit's TDP.

Staffing: S/WMPO.

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

<u>SOURCE</u>	<u>MARYLAND</u>	<u>DELAWARE</u>
FHWA	\$322	\$0
FTA	\$159	\$0
DOT	\$59.50	\$0
Local	\$59.50	\$0
<b>TOTAL</b>	<b>\$600</b>	<b>\$0</b>

Completion Date: Ongoing

## **B. MPO Administration**

Objectives: Significant organizational and regional transportation planning activities have been completed since the establishment of the S/WMPO in 2004. These activities include the establishment of a Council and Technical Advisory Committee, and the development and adoption of governing documents, including, but not limited to the following: Memorandum of Understanding and Master Agreement; Prospectus and Bylaws; and establishing the S/WMPO Metropolitan Planning Area boundary. Also, this task includes administrative responsibilities associated with the daily operations of staffing the S/WMPO and its regional planning activities and functions.

In addition to these daily operations, during FY 2024 the following on-going activities are anticipated:

- Staff training – Wicomico County Department of Planning, Zoning, and Community Development staff will continue to receive training on the federally prescribed Metropolitan Transportation Planning Process. This item is timely given the enactment of Performance Measures associated with the passage of the MAP-21 and the FAST Act. This continuous training will include opportunities offered through membership, participation, and attendance of conferences and training activities of the Association of Metropolitan Planning Organizations (“AMPO”).
- Air Quality Conformity Coordination – S/WMPO Staff will coordinate air quality conformity determination activities with the Delaware Department of Transportation to monitor the conformity status of Sussex County, Delaware. DelDOT is responsible for compliance with federal air quality conformity planning requirements for a defined Maintenance Area of the UA within Sussex County, De.
- Review and, if necessary, revise Governing and Planning Documents – S/WMPO Staff will conduct an annual review and, if necessary, recommend revisions of existing organizational documents, including, but not limited to the Bylaws and Prospectus, Public Participation Plan, Title VI Plan, etc.
- Data Collection – S/WMPO Staff will coordinate the collection and storage of traffic studies prepared by developers during the submission and review of various development projects proposed within the S/WMPO Metropolitan Planning Area (“MPA”) boundary. Also, when applicable, the S/WMPO will maintain data pertaining to traffic counts on roadways within the MPA that have been compiled by the various member jurisdictions.
- Manage the S/WMPO, which includes the daily activities needing to be performed to keep the



S/WMPO operational. These activities, include, but are not limited to the following:

- Manage the daily operations and activities of the S/WMPO;
- Contract administration between the S/WMPO and other entities and vendors;
- S/WMPO accounting and financial requirements;
- Continued maintenance of the S/WMPO invoice tracking database;
- Prepare quarterly reimbursement requests and progress reports;
- Staff and support of the S/WMPO Technical Advisory Committee and the Council;
- Represent the S/WMPO at transportation related meetings, presentations, team planning initiatives, and conferences; and
- Attend training, conferences, and seminars to ensure the S/WMPO staff are knowledgeable about applicable federal and state regulations and performance measures consistent with MAP 21 and the FAST Act.

Methodology:

These sub-tasks will be performed by the S/WMPO, MDOT, and DeIDOT. The developmental work will be consistent with federal Metropolitan Planning Organization Guidelines.

End Products:

- Training of S/WMPO Staff.
- Input of S/WMPO Staff and coordination with DeIDOT about the air quality conformity issues associated with being designated as a Maintenance Area.
- Current adopted documents, to include the Prospectus and Bylaws, Public Participation Plan, Title VI Plan, etc.
- A tabulation of relevant traffic studies and data within the S/WMPO MPA.

- S/WMPO Invoice tracking database to streamline internal review and processing of invoices and prepare reimbursements.

Staffing: S/WMPO.

Funding: Funding for this task totals \$68,000, as listed below by source and state:

<u>SOURCE</u>	<u>MARYLAND</u>	<u>DELAWARE</u>
FHWA	\$24,116	\$14,720
FTA	\$11,944	\$3,680
DOT	\$4,470	\$2,300
Local	\$4,470	\$2,300
<b>TOTAL</b>	<b>\$45,000</b>	<b>\$23,000</b>

Completion Date: Ongoing

### C. Public Participation Process

Objective: Activities will be undertaken to increase public participation in the S/WMPO’s transportation planning process.

Previous Work: A new dedicated Website for the S/WMPO was completed in FY 2021 and is maintained to include all organizational documents, including, but not limited to LRTP, TIP, UPWP, Request for Proposals, TAC and Council meeting agenda and minutes, traffic studies and reports, and links to supporting organizations and agencies.

The Organization adopted a Public Participation Plan in FY 2008, and amended in FY 2012 and FY 2020.

Methodology: Implementation efforts will continue to maintain and, when necessary, update the Public Participation Plan and the Organization’s website through regular review and comparison with those developed for other MPO’s, as well as modifications to any officially adopted document(s).

End Product: A current and updated Public Participation Plan;

continue to maintain the existing S/WMPO website, which contains links to member jurisdictions and organizations; advertise upcoming TAC and MPO Council meeting dates, agendas, and materials; advertise Request For Proposals; and provide a public portal to review existing plans, publications, and work program items (TIP, UPWP, and the LRTP). S/WMPO, website consultant, and advertising vendors.

Staffing:

Funding:

Funding for this task totals \$5,000, as listed below by source and state:

<u>SOURCE</u>	<u>MARYLAND</u>	<u>DELAWARE</u>
FHWA	\$1,340	\$1,600
FTA	\$664	\$400
DOT	\$248	\$250
Local	\$248	\$250
<b>TOTAL</b>	<b>\$2,500</b>	<b>\$2,500</b>

Completion Date: Ongoing

**D. Complete Streets**

**1. BROWN STREET CORRIDOR STUDY**

Objective:

To conduct a planning-level corridor study along Brown Street and surrounding vicinity in Fruitland, Maryland. Study will analyze current vehicular and pedestrian movements.

Previous Work:

The S/WMPO has prepared the following corridor studies:

- Pemberton Drive Corridor Study;
- East Side Corridor Study;
- Riverside Drive Corridor Study;
- U.S. 13 / Bi-State Blvd. / Foskey Lane Corridor Study;
- U.S. 13 North / Naylor Mill Road Corridor Study; and
- Eastern Shore Drive Corridor Study.

Methodology:

The scope of work was developed in FY 2023 by the S/WMPO Staff, members of the Technical Advisory

Committee, and a City of Fruitland employee. Professional consulting services were obtained to conduct and present the findings of project(s).

End Product: Contingent upon available funding the anticipated deliverables, include, but are not limited to a Final Report, which may contain the following: current and future traffic conditions at identified intersections; short, mid, and long-term solutions to improve conditions for motorists, pedestrians, and cyclists along the surrounding thoroughfares; planning-level cost estimates for each proposed recommendation; renderings of major recommended improvements; alternatives to improve intersection(s); and potentially a traffic signal warrant analysis.

Staffing: S/WMPO and selected consultant(s).

Funding: Funding for this task totals \$26,288, as listed below by source and state:

<u>SOURCE</u>	<u>MARYLAND</u>	<u>DELAWARE</u>
FHWA	\$14,822	\$0
FTA	\$5,972	\$0
DOT	\$2,747	\$0
Local	\$2,747	\$0
<b>TOTAL</b>	<b>\$26,288</b>	<b>\$0</b>

Completion Date: Winter / Spring 2024

**2. U.S. 13 & MD 54 PEDESTRIAN IMPROVEMENTS STUDY**

Objective: To conduct planning-level study at the U.S. 13 and MD 54 intersection in Delmar. Study will identify and recommend pedestrian-related improvements designed to increase safety and connectivity, as well as meet ADA requirements.

Previous Work: The S/WMPO has prepared the following pedestrian-related studies:

- U.S. 13 Business Pedestrian and Cyclist Safety & Connectivity Study;
- School Sidewalk Connectivity Study;

- Eastern Shore Drive Corridor Study; and
- U.S. 50 Pedestrian and Cyclist Safety & Connectivity Study.

Methodology: The scope of work will be developed in FY 2024 by the S/WMPO staff, potentially member(s) of the TAC, and DelDOT. Professional consulting services will be obtained to conduct and present the findings of project(s).

End Product: Contingent upon available funding the anticipated deliverables, include, but are not limited to a Final Report containing pedestrian amenities / infrastructure recommendations, planning-level cost estimates for each proposed recommendation, and renderings of recommended improvements for the intersection.

Staffing: S/WMPO and selected consultant(s).

Funding: Funding for this task totals \$37,500, as listed below by source and state:

<u>SOURCE</u>	<u>MARYLAND</u>	<u>DELAWARE</u>
FHWA	\$0	\$24,000
FTA	\$0	\$6,000
DOT	\$0	\$3,750
Local	\$0	\$3,750
<b>TOTAL</b>	<b>\$0</b>	<b>\$37,500</b>

Completion Date: Winter / Spring 2024

## E. Special Studies & Work Program Items

### 1. *GEOGRAPHICAL INFORMATION SYSTEMS – ONGOING ENHANCEMENTS*

Objective: The County Planning Department has previously initiated work on the development of a Geographic Information System, which is an ongoing coordinated effort between the S/WMPO, MDOT, and DelDOT. This task will support this effort and develop and utilize data for transportation and land use planning.

Previous Work: Work on an Enterprise GIS system has been initiated and was utilized extensively during the preparation of a majority of special studies completed to date. Computer hardware and software have been obtained and data collection and network coding have been accomplished, with data updates ongoing. Major accomplishments of the GIS Enhancement efforts of the County include: development of a vector-based parcel layer; creation of geodatabases; and the acquisition of orthophotography.

Methodology: Work is continuing on the development and enhancement of comprehensive multi-jurisdictional GIS. The GIS is used to produce mapping and data for many purposes including: transportation/transit planning; macro-level demand and growth forecasting/modeling; Emergency 911 planning; project impact analysis; comprehensive road inventory and mapping; and ongoing update of land use files and development capacity analysis.

End Product: The GIS database developed from this task will support ongoing transportation planning functions related to mapping and inventory of roadway network infrastructure, and will also assist in the development and completion of the LRTP, and to support Corridor and Traffic Management Studies (both motorized and non-motorized).

Staffing: S/WMPO and consultants.

Funding: Funding for this task totals ~~\$5,000~~ \$10,000, as listed below by source and state:

<u>SOURCE</u>	<u>MARYLAND</u>	<u>DELAWARE</u>
FHWA	<del>\$2,680</del> <u>\$5,360</u>	\$0
FTA	<del>\$1,327</del> <u>\$2,654</u>	\$0
DOT	<del>\$496.50</del> <u>\$993</u>	\$0
Local	<del>\$496.50</del> <u>\$993</u>	\$0
<b>TOTAL</b>	<del>\$5,000</del> <b><u>\$10,000</u></b>	<b>\$0</b>

Completion Date: Ongoing

**2. WOR-WIC COMMUNITY COLLEGE – U.S. 50 EGRESS STUDY**

Objective: To conduct a planning-level traffic impact study to provide justification to break DOT controls along a section of U.S. 50 between Walston Switch and Forest Grove Roads.

Previous Work: Traffic Impact Study for the Tri-County Council of the Lower Eastern Shore campus was prepared in 2010.

Methodology: The scope of work will be developed by the S/WMPO Staff, MDOT, and potentially member(s) of the Technical Advisory Committee. Professional consulting services will be obtained to conduct and present the findings of project(s).

End Product: Contingent upon available funding, the anticipated deliverables for this project, include, but are not limited to a Final Report, which may contain the following: current and future traffic conditions at identified intersections (counts and movements); recommendation on feasibility to provide direct egress onto U.S. 50 from the main campus; planning-level cost estimate(s) for proposed recommendation(s); and rendering(s) of proposed egress.

Staffing: S/WMPO and selected consultant(s).

Funding: Funding for this task totals ~~\$47,501~~ \$57,500, as listed below by source and state:

<u>SOURCE</u>	<u>MARYLAND</u>	<u>DELAWARE</u>
FHWA	<del>\$25,456</del> <u>\$30,815</u>	\$0
FTA	<del>\$12,607</del> <u>\$15,261</u>	\$0
DOT	<del>\$4,719</del> <u>\$5,712</u>	\$0
Local	<del>\$4,719</del> <u>\$5,712</u>	\$0
<b>TOTAL</b>	<del><b>\$47,501</b></del> <b><u>\$57,500</u></b>	<b>\$0</b>

Completion Date: Spring 2024

**3. SIX-POINTS INTERSECTION STUDY**

Objective: To conduct a planning-level study at the E. William St. E. Main St., Truitt St., Long Ave., and Mt. Hermon Road (MD350) intersection to determine feasibility of replacing signalized intersection with a traffic circle.

Previous Work: Eastern Shore Drive and East Carroll Street intersection study prepared in 2021.

Methodology: The scope of work will be developed by the S/WMPO Staff, City of Salisbury’s Department of Infrastructure and Development, and potentially member(s) of the Technical Advisory Committee. Professional consulting services will be obtained to conduct and present the findings of project(s).

End Product: Contingent upon available funding, the anticipated deliverables for this project, include, but are not limited to a Final Report, which may contain the following: current and future traffic conditions at identified intersections (counts and movements); recommendation on feasibility for removing existing signalization and replacing with a traffic circle; planning-level cost estimate(s) for proposed recommendation(s); and rendering(s) of proposed recommendation(s).

Staffing: S/WMPO and selected consultant(s).

Funding: Funding for this task totals ~~\$28,056~~ \$56,120, as listed below by source and state:

<u>SOURCE</u>	<u>MARYLAND</u>	<u>DELAWARE</u>
FHWA	<del>\$15,032</del> <u>\$30,064</u>	\$0
FTA	<del>\$7,446</del> <u>\$14,892</u>	\$0
DOT	<del>\$2,789</del> <u>\$5,582</u>	\$0
Local	<del>\$2,789</del> <u>\$5,582</u>	\$0
<b>TOTAL</b>	<del><b>\$28,056</b></del> <b><u>\$56,120</u></b>	<b>\$0</b>

Completion Date: Spring 2024



**4. TRANSIT PLANNING**

Objective: Consistent with the purpose of the Planning Emphasis Areas – Ladders of Opportunity, funding is allocated to assist Shore Transit with planning activities designed to reduce gaps in access to essential services including housing, employment, health care, academic institutions, recreation, and other major activity generators. Funding during this fiscal year may be used to retain professional planning services.

Previous Work: Since FY 2010, the S/WMPO conducted several transportation and transit studies to assist Shore Transit with their operations. In FY 2011, the Shore Transit Traffic Impact Study was completed. The purpose of this Study was to assist in determining the potential impact(s) to ridership and bus routes based on the relocation of Shore Transit’s operations and primary point of transfer to a facility at the intersection of U.S. Route 50 Westbound and Walston Switch Road. Moreover, the S/WMPO funded a Routing Analysis for Shore Transit routes based on the relocation. In 2012, the Organization funded the Shore Transit Ridership Study to assist Shore Transit with collecting and reporting ridership data to the National Transit Database (“NTD”). In 2017, the S/WMPO funded an Origin to Destination Study for Shore Transit. Also, in 2021, the S/WMPO funded Shore Transit Choice Ridership Study was completed.

Methodology: To be determined.

End Product: To be determined.

Staffing: S/WMPO and selected consultant(s).

Funding: Funding for this task totals \$7,500, as listed below by source and state:

<u>SOURCE</u>	<u>MARYLAND</u>	<u>DELAWARE</u>
FHWA	\$2,412	\$1,920
FTA	\$1,194	\$480
DOT	\$447	\$300
Local	\$447	\$300
<b>TOTAL</b>	<b>\$4,500</b>	<b>\$3,000</b>

Completion Date: To be determined

**5. FREIGHT PLANNING**

Objective: Continue to conduct freight planning activities with state, and local agencies; and stakeholders to ensure the safe and efficient movement of goods and services on the regional transportation network. Moreover, maintain and establish partnerships with freight related organizations and private entities. Also, funding will be used for annual membership dues.

Previous Work: The S/WMPO has partnered with MDOT, DelDOT, and VDOT to prepare the Delmarva Freight Plan. Also, a localized freight plan was prepared for the S/WMPO area in 2012. In 2020 the S/WMPO partnered with the City of Salisbury on a Port Study for the Wicomico River.

Methodology: The scope of work will be developed by the S/WMPO Staff and potentially member(s) of the Technical Advisory Committee. Professional consulting services will be obtained to conduct and present the findings of project(s).

End Product: To be determined.

Staffing: S/WMPO and selected consultant(s).

Funding: Funding for this task totals \$1,996, as listed below by source:

<u>SOURCE</u>	<u>MARYLAND</u>	<u>DELAWARE</u>
FHWA	\$536	\$638.72
FTA	\$264	\$159.68
DOT	\$99	\$99.80
Local	\$99	\$99.80
<b>TOTAL</b>	<b>\$998</b>	<b>\$998</b>

Completion Date: Ongoing

**6. WALKWICOMICO PLANNING INITIATIVES**

Objective: To collect and develop pedestrian related data and increase planned walking activities within the MPA.

Previous Work: As part of several corridor studies, non-motorized counts and recommendations to improve safety and connectivity of pedestrian networks have been developed, as well as the 2012 *S/WMPO Functional Master Plan of Hiking and Biking Trails*. Moreover, the S/WMPO funded the development of GIS data identifying the existing sidewalk network and gaps.

Methodology: The S/WMPO will continue partnering with Wicomico County Health Department's Walk Wicomico Committee to explore outreach and educational opportunities, as well as organizing community walks to promote the importance of walking.

End Product: To be determined.

Staffing: S/WMPO and the WalkWicomico Committee.

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

<u>SOURCE</u>	<u>MARYLAND</u>	<u>DELAWARE</u>
FHWA	\$804	\$0
FTA	\$398	\$0
DOT	\$149	\$0
Local	\$149	\$0
<b>TOTAL</b>	<b>\$1,500</b>	<b>\$0</b>

Completion Date: Ongoing

**7. *SOUTHWEST SUSSEX COUNTY BIKE NETWORK MASTER PLAN***

Objective: To develop a bike network plan for the southwest portion of Sussex County, Delaware. Area of interest extends from Maryland and Delaware Stateline (MD54) northward until Cannon Road and extending westward from U.S. 13 to the Delaware and Maryland Stateline.

Previous Work: The 2012 *S/WMPO Functional Master Plan of Hiking and Biking Trails*, U.S. Route 50 Pedestrian and Cyclist Safety & Connectivity in 2014, and U.S. 13 Business Pedestrian and Cyclist Safety & Connectivity Study completed in 2022.

Methodology: The scope of work was developed by the S/WMPO Staff, DelDOT, and members of the Technical Advisory Committee. Professional consulting services were obtained to conduct and present the findings of project(s).

End Product: *Bike Network Master Plan* will include a final report containing proposed and existing bicycle paths to create a regional and connected system for Delmar, Laurel, Blades, and Seaford communities. The Study will propose facilities by type; planning-level cost estimates for each recommended improvement; renderings / pictures of each facility type; and funding sources for implementation.

Staffing: S/WMPO and selected consultant(s).

Funding: Funding for this task totals \$37,500, as listed below by source:

<u>SOURCE</u>	<u>MARYLAND</u>	<u>DELAWARE</u>
FHWA	\$0	\$24,000
FTA	\$0	\$6,000
DOT	\$0	\$3,750
Local	\$0	\$3,750
<b>TOTAL</b>	<b>\$0</b>	<b>\$37,500</b>

Completion Date: Fall / Winter 2023

**8. WICOMICO RIVER – MARINE HIGHWAY PROGRAM**

Objective: Enhance waterborne commerce grant funding opportunities by seeking U.S. DOT designation as a Marine Highway Route.

Previous Work: N/A

Methodology: The scope of work will be developed by the Salisbury Wicomico Economic Development (“SWED”) and S/WMPO Staff. SWED will obtain professional consulting services will be obtained to conduct and present the findings of project(s).

End Product: S/WMPO funding for this collaborative effort with SWED will be used to cover professional consulting services to conduct technical analyses and prepare supporting narrative for U.S. DOT’s Marine Highways Program application.

Staffing: SWED, S/WMPO and selected consultant(s).

Funding: Funding for this task totals \$10,000, as listed below by source:

<u>SOURCE</u>	<u>MARYLAND</u>	<u>DELAWARE</u>
FHWA	\$5,359	\$0
FTA	\$2,655	\$0
DOT	\$993	\$0
Local	\$993	\$0
<b>TOTAL</b>	<b>\$10,000</b>	<b>\$0</b>

Completion Date: Winter / Spring 2024

**SALISBURY/WICOMICO METROPOLITAN PLANNING ORGANIZATION**  
**FY 2024**  
**UNIFIED PLANNING WORK PROGRAM**

Line Item	FHWA	FTA	DOT*	LOCAL**	TOTAL
<b>A. CORE PLANNING</b>					
1. Transportation Improvement Program	\$4,808	\$1,596	\$798	\$798	\$8,000
2. Unified Planning Work Program	\$5,240	\$1,967	\$897	\$897	\$9,000
3. Long Range Transportation Plan	\$29,398	\$10,636	\$4,983	\$4,983	\$50,000
4. Transportation Development Program***	\$322	\$159	\$59.5	\$59.5	\$600
<i>Subtotal Section A</i>	<i>\$39,768</i>	<i>\$14,358</i>	<i>\$6,737</i>	<i>\$6,737</i>	<i>\$67,600</i>
<b>B. MPO ADMINISTRATION</b>					
	<i>\$38,836</i>	<i>\$15,624</i>	<i>\$6,770</i>	<i>\$6,770</i>	<i>\$68,000</i>
<b>C. PUBLIC PARTICIPATION PROCESS</b>					
	<i>\$2,940</i>	<i>\$1,064</i>	<i>\$498</i>	<i>\$498</i>	<i>\$5,000</i>
<b>D. COMPLETE STREETS</b>					
1. Brown Street Corridor Study <sup>1</sup> ****	\$14,822	\$5,972	\$2,747	\$2,747	\$26,288
2. U.S. 13 & MD 54 Pedestrian Improvement Study <sup>2</sup> ****	\$24,000	\$6,000	\$3,750	\$3,750	\$37,500
<b>E. SPECIAL STUDIES</b>					
1. GIS Enhancements <sup>1</sup> ****	<del>\$2,680</del> <u>\$5,360</u>	<del>\$1,327</del> <u>\$2,654</u>	<del>\$496.50</del> <u>\$993</u>	<del>\$496.50</del> <u>\$993</u>	<del>\$5,000</del> <u>\$10,000</u>
2. Wor-Wic Community College U.S. 50 Egress Study <sup>2</sup> ****	<del>\$25,456</del> <u>\$30,815</u>	<del>\$12,607</del> <u>\$15,261</u>	<del>\$4,719</del> <u>\$5,712</u>	<del>\$4,719</del> <u>\$5,712</u>	<del>\$47,501</del> <u>\$57,500</u>
3. Six-Points Intersection Study <sup>3</sup> ****	<del>\$15,032</del> <u>\$30,064</u>	<del>\$7,446</del> <u>\$14,892</u>	<del>\$2,789</del> <u>\$5,582</u>	<del>\$2,789</del> <u>\$5,582</u>	<del>\$28,056</del> <u>\$56,120</u>
4. Transit Planning	\$4,332	\$1,674	\$747	\$747	\$7,500
5. Freight Planning	\$1,174.72	\$423.68	\$198.80	\$198.80	\$1,996
6. Walk Wicomico Planning Initiatives***	\$804	\$398	\$149	\$149	\$1,500
7. Southwest Sussex County Bike Network Master Plan ****	\$24,000	\$6,000	\$3,750	\$3,750	\$37,500
8. Enhance Waterborne Commerce along the Wicomico River***	\$5,359	\$2,655	\$993	\$993	\$10,000
<i>Subtotal Section E</i>	<del><i>\$78,837.72</i></del> <u><i>\$101,908.72</i></u>	<del><i>\$32,530.68</i></del> <u><i>\$43,957.68</i></u>	<del><i>\$13,842.30</i></del> <u><i>\$18,124.80</i></u>	<del><i>\$13,842.30</i></del> <u><i>\$18,124.80</i></u>	<del><i>\$139,053</i></del> <u><i>\$182,116</i></u>
<b>TOTAL</b>	<del><u><i>\$199,203.72</i></u></del> <u><i>\$222,274.72</i></u>	<del><u><i>\$75,548.68</i></u></del> <u><i>\$86,975.68</i></u>	<del><u><i>\$34,344.30</i></u></del> <u><i>\$38,626.80</i></u>	<del><u><i>\$34,344.30</i></u></del> <u><i>\$38,626.80</i></u>	<del><u><i>\$343,441</i></u></del> <u><i>\$386,504</i></u>

Notes:

\* DelDOT and MDOT 10 % Match

\*\* DelDOT 10% Cash Match and Wicomico County 10% services as local match

\*\*\* Maryland only allocation

\*\*\*\* Delaware only allocation

1 Increase \$5,000.00 (FHWA = \$2,680.00; FTA = \$1,327.00; State = \$496.50; and Local = \$496.50)

2 Increase \$9,999.00 (FHWA = \$5,359.00; FTA = \$2,654.00; State = \$993.00; and Local = \$993.00)

3 Increase \$28,064.00 (FHWA = \$15,032.00; FTA = \$7,446.00; State = \$2,793.00; and Local = \$2,793.00)

**SALISBURY/WICOMICO METROPOLITAN PLANNING ORGANIZATION  
FY 2024  
UNIFIED PLANNING WORK PROGRAM**

<b>MARYLAND</b>						<b>DELAWARE</b>				
<b>A. CORE PLANNING</b>	<b>FHWA</b>	<b>FTA</b>	<b>MDOT</b>	<b>LOCAL*</b>	<b>TOTAL</b>	<b>FHWA</b>	<b>FTA</b>	<b>DelDOT</b>	<b>LOCAL**</b>	<b>TOTAL</b>
1. TIP	\$1,608	\$796	\$298	\$298	\$3,000	\$3,200	\$800	\$500	\$500	\$5,000
2. UPWP	\$2,680	\$1,327	\$496.5	\$496.5	\$5,000	\$2,560	\$640	\$400	\$400	\$4,000
3. Salisbury/Wicomico Area Long-Range Transportation Plan	\$13,398	\$6,636	\$2,483	\$2,483	\$25,000	\$16,000	\$4,000	\$2,500	\$2,500	\$25,000
4. Transportation Devel. Prog.	\$322	\$159	\$59.5	\$59.5	\$600	\$0	\$0	\$0	\$0	\$0
Subtotal Section A	\$18,008	\$8,918	\$3,337	\$3,337	\$33,600	\$21,760	\$5,440	\$3,400	\$3,400	\$34,000
<b>B. MPO ADMINISTRATION</b>	\$24,116	\$11,944	\$4,470	\$4,470	\$45,000	\$14,720	\$3,680	\$2,300	\$2,300	\$23,000
<b>C. PUBLIC PARTICIPATION PROCESS</b>	\$1,340	\$664	\$248	\$248	\$2,500	\$1,600	\$400	\$250	\$250	\$2,500
<b>D. COMPLETE STREETS</b>										
1. Brown Street Corridor Study <sup>1</sup>	\$14,822	\$5,972	\$2,747	\$2,747	\$26,288	\$0	\$0	\$0	\$0	\$0
2. U.S. 13 & MD 54 Pedestrian Improvements Study <sup>2</sup>	\$0	\$0	\$0	\$0	\$0	\$24,000	\$6,000	\$3,750	\$3,750	\$37,500
Subtotal Section D	\$14,822	\$5,972	\$2,747	\$2,747	\$26,288	\$24,000	\$6,000	\$3,750	\$3,750	\$37,500
<b>E. SPECIAL STUDIES</b>										
1. GIS Enhancements <sup>3</sup>	<del>\$2,680</del> \$5,360	<del>\$1,327</del> \$2,654	<del>\$496.50</del> \$993	<del>\$496.50</del> \$993	<del>\$5,000</del> \$10,000	\$0	\$0	\$0	\$0	\$0
2. Wor-Wic Community College U.S. 50 Egress Study <sup>4</sup>	<del>\$25,456</del> \$30,815	<del>\$12,607</del> \$15,261	<del>\$4,719</del> \$5,712	<del>\$4,719</del> \$5,712	<del>\$47,501</del> \$57,500	\$0	\$0	\$0	\$0	\$0
3. Six-Points Intersection Study <sup>5</sup>	<del>\$15,032</del> \$30,064	<del>\$7,446</del> \$14,892	<del>\$2,789</del> \$5,582	<del>\$2,789</del> \$5,582	<del>\$28,056</del> \$56,120	\$0	\$0	\$0	\$0	\$0
4. Transit Planning	\$2,412	\$1,194	\$447	\$447	\$4,500	\$1,920	\$480	\$300	\$300	\$3,000
5. Freight Planning	\$536	\$264	\$99	\$99	\$998	\$638.72	\$159.68	\$99.80	\$99.80	\$998
6. WalkWicomico Planning Initiatives	\$804	\$398	\$149	\$149	\$1,500	\$0	\$0	\$0	\$0	\$0
7. Southwest Sussex County Bike Network Master Plan	\$0	\$0	\$0	\$0	\$0	\$24,000	\$6,000	\$3,750	\$3,750	\$37,500
8. Enhance Waterborne Commerce – Wicomico River	\$5,359	\$2,655	\$993	\$993	\$10,000					
Subtotal Section E	<del>\$52,279</del> \$75,350	<del>\$25,891</del> \$37,318	<del>\$9,692.50</del> \$13,975	<del>\$9,692.50</del> \$13,975	<del>\$97,555</del> \$140,618	\$26,558.72	\$6,639.68	\$4,149.80	\$4,149.80	\$41,498
<b>TOTAL</b>	<del>\$110,565</del> \$133,636	<del>\$53,389</del> \$64,816	<del>\$20,494.50</del> \$24,777	<del>\$20,494.50</del> \$24,777	<del>\$204,943</del> \$248,006	\$88,638.72	\$22,159.68	\$13,849.80	\$13,849.80	\$138,498

\* Wicomico County 10% services as local match

\*\* Local cash match

Maryland – FY 24 Base Allocation = \$204,942 (FHWA = \$110,565.00; FTA = \$53,389.00; MD = \$20,494.50; and Local = \$20,494.50);

Delaware – FY 24 Base Allocation = \$67,912.35 (FHWA = \$43,158.97; FTA = \$11,170.91; DE = \$6,791.24; and Local = \$6,791.23);

Unencumbered / Unused Carryover = \$70,585.65 (FHWA = \$45,479.75; FTA = \$10,988.77; DE = \$7,058.56; and Local = \$7,058.57); and

FY 24 Base + Unencumbered = \$138,498.00 (FHWA = \$88,638.72; FTA = \$22,159.68; DE = \$13,849.80; and Local = \$13,849.80).

SALISBURY/WICOMICO METROPOLITAN PLANNING ORGANIZATION  
FY 2024  
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NOTES:

1. 2.5% Complete Streets Allocation (FHWA = \$2,764.00; State = \$512.36; and Local \$512.36); ~~and~~
2. 2.5% Complete Streets Allocation (FHWA = \$595.65; FTA = \$154.35; State = \$93.75; and Local \$93.75);

AMENDMENTS

3. Increase \$5,000.00 (FHWA = \$2,680.00; FTA = \$1,327.00; State = \$496.50; and Local = \$496.50);
4. Increase \$9,999.00 (FHWA = \$5,359.00; FTA = \$2,654.00; State = \$993.00; and Local = \$993.00); and
5. Increase \$28,064.00 (FHWA = \$15,032.00; FTA = \$7,446.00; State = \$2,793.00; and Local = \$2,793.00);

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