CALVERT - ST. MARY'S METROPOLITAN PLANNING ORGANIZATION

# TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

## FY 2018 – FY 2021

Adopted:

Approved:

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Calvert - St. Mary's Metropolitan Planning Organization
Administrative office located in:
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# TABLE OF CONTENTS

RESOLUTION ..... 1
TRANSPORTATION IMPROVEMENT PROGRAM ..... 3
INTRODUCTION ..... 4
TRANSPORTATION PLANNING PROCESS ..... 4
- Federal Planning Factors ..... 4
- Performance Management Measures / National Goals ..... 5

ORGANIZATION AND MANAGEMENT ..... 6
- Metropolitan Planning Organization ..... 6
- Technical Advisory Committee (TAC) ..... 6
- MPO Staff ..... 7
- Organizational Procedures and Bylaws ..... 7

PUBLIC PARTICIPATION PROCESS ..... 7
LONG RANGE TRANSPORTATION PLAN ..... 7
PROJECT PRIORITIZATION ..... 8
AIR QUALITY CONFORMITY STATUS ..... 9
HIGHWAY PROGRAM ..... 11
- Area wide Environmental ..... 13
- Area wide Safety and Spot Improvements ..... 14
- Area wide Resurfacing and Rehabilitation Improvements ..... 15
- Area wide Bridge Replacement and Rehabilitation Improvements ..... 16
- Area wide Urban Reconstruction Improvements ..... 17
- Area wide Congestion Management ..... 18
- MD 4, Solomons Island Road ..... 19
- MD 5, Point Lookout Road Intersections ..... 20
- MD 5, Point Lookout Road Bridge over Eastern Branch ..... 21

TRANSIT PROGRAM ..... 23
- Small Urban Transit System (Calvert County Transit) ..... 25
- Rural Urban Transit System (Calvert County Transit) ..... 26
- Small Urban Transit System (St. Mary's County Transit) ..... 27
- Rural Urban Transit System (St. Mary's County Transit) ..... 28
- Small Urban Transit System (Calvert/St. Mary's County Transit) ..... 29
- Ridesharing (Calvert County Transit) ..... 30

SELF-CERTIFICATION ..... 31

**CALVERT - ST. MARY'S METROPOLITAN PLANNING ORGANIZATION**
**TRANSPORTATION IMPROVEMENT PROGRAM FY 2018 – 2021**

**RESOLUTION BY THE CALVERT - ST. MARY'S METROPOLITAN PLANNING ORGANIZATION COUNCIL ADOPTING THE FY 2018 - FY 2021 TRANSPORTATION IMPROVEMENT PROGRAM RESOLUTION 06-2017**

**WHEREAS**, the Calvert - St. Mary's Metropolitan Planning Organization (C-SMMPO) was established to conduct regional transportation planning for the C-SMMPO area in accordance with Federal requirements; and

**WHEREAS**, the C-SMMPO Council is the governing body for the C-SMMPO; and

**WHEREAS**, the Maryland Department of Transportation and the C-SMMPO prepared the FY 2018 - FY 2021 Transportation Improvement Program (TIP); and

**WHEREAS**, the FY 2018 - FY 2021 TIP was presented at a public meeting of the C-SMMPO Council on May 18, 2017 and consistent with the requirements of the MPOs adopted Public Participation Process a 15-day public comment period extending from May 3, 2017, through May 18, 2017 was instituted prior to the public meeting; and

**NOW THEREFORE, BE IT RESOLVED** that the C-SMMPO Council does hereby adopt the FY 2018 - FY 2021 TIP for the C-SMMPO area.

Todd B. Morgan – Council Chairperson for 2017

MAY 18, 2017
Date

# TRANSPORTATION IMPROVEMENT PROGRAM

# CALVERT - ST. MARY'S METROPOLITAN PLANNING ORGANIZATION TRANSPORTATION IMPROVEMENT PROGRAM FY 2018 – 2021

## INTRODUCTION

As a result of the 2010 U.S. Census, the Lexington Park—California—Chesapeake Ranch Estates Area was classified as an Urbanized Area, and in accordance with the U.S. Department of Transportation requirements a Metropolitan Planning Organization (MPO) was designated by Maryland Governor Martin O'Malley on December 31, 2013 as the Calvert - St. Mary's Metropolitan Planning Organization (C-SMMPO). The Planning Area boundary, which includes the Urbanized Area, is a larger area that includes the anticipated growth area for the next 20 years for the member jurisdictions.

The population of the Urbanized Area as defined by the U.S. Census Bureau was 58,875. A population of 50,000 or greater is required for designation of an urbanized area.

Since the 1960s 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 MPO is the planning agency responsible for transportation planning within the identified planning area in accordance with federal regulations.

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

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

In 2005, the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) was passed, building on the foundation established by ISTEA and TEA-21 and representing the largest surface transportation investment in the nation's history.

SAFETEA-LU expired in 2009 and after a series of continuing resolutions; Moving Ahead for Progress in the 21st Century (MAP-21) was signed into law in 2012. MAP-21 built on and refined many of the highway, transit, bike and pedestrian programs and policies established by ISTEA and subsequent federal transportation acts, through a performance-based approach to surface transportation.

In December 2015, the Fixing America's Surface Transportation (FAST) Act was passed, which re-authorized funding for highway, transit, and other multi-modal projects through September 30, 2020. The FAST Act continues MAP-21's performance-based approach, and it includes a new focus on freight and provides funding certainty for five full years.

## TRANSPORTATION PLANNING PROCESS

### Federal Planning Factors

Federal regulations (23 CFR 450.306) stipulate that the metropolitan planning process incorporate eight specific factors reflecting sound planning principles. These factors are to be explicitly considered, analyzed as appropriate, and reflected in each MPO's planning

products (including the Long Range Transportation Plan and the Transportation Improvement Program). These eight factors are:

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
2. Increase the safety of the transportation system for motorized and non-motorized users.
3. Increase security for transportation system users.
4. Increase the accessibility and mobility options available to people and for freight.
5. Protect and enhance the environment, promote energy conservation, improve quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns.
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.
7. Promote efficient system management and operation.
8. Emphasize preservation of the existing transportation system.

**Performance Management Measures / National Goals**

The FAST Act has continued the transition, started by MAP-21, of the nation's surface transportation program to a performance and outcome-based program, in which resources are invested in projects to achieve targets toward regional, state, and national goals. The bill established seven national goals described in 23 USC§150(b). The goals are:

1. **Safety** - Achieve a significant reduction in traffic fatalities and serious injuries on all public roads
2. **Infrastructure Condition** - Maintain the highway infrastructure asset system in a state of good repair
3. **Congestion Reduction** - Achieve a significant reduction in congestion on the National Highway System
4. **System Reliability** - Improve the efficiency of the surface transportation system
5. **Freight Movement and Economic Vitality** - Improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development Environmental Sustainability - Enhance the performance of the transportation system while protecting/enhancing the natural environment
6. **Reduced Project Delivery Delays** - Reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices

The FHWA and FTA have published a series of rules that establish regulations to assess progress towards the seven national goals. The regulations direct states, MPOs, and transit providers to establish targets and track specific measures related to the conditions and performance of their surface transportation systems in areas that include bridges, pavement, safety, congestion, freight, and transit asset management. States and MPOs are to incorporate the measures into their transportation improvement programs and long-range transportation plans, so that they can demonstrate how proposed transportation projects will help make progress towards the goals. Based on federal guidance, MDOT is establishing statewide targets and measures, and it will be working closely with the Calvert-St. Mary's MPO throughout the process. MDOT already tracks performance through its

Annual Attainment Report, which provides information on measures of funding, investment, mobility, and safety, and the C-SMMPO will produce a similar report once the State and MPO targets are set.

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 C-SMMPO Area. This TIP was available for review and comment by the public consistent with the organization's Public Participation Program.

## ORGANIZATION AND MANAGEMENT

### Metropolitan Planning Organization

The primary governing body of the C-SMMPO is the Council, which consists of three (3) members. The members consist of one representative from each the following governments and agencies:

- Maryland Department of Transportation
- Calvert County
- St. Mary's County

All three members have equal voting rights as defined in the MPO's bylaws.

### Technical Advisory Committee (TAC)

The C-SMMPO has established a Technical Advisory Committee (TAC) comprised of technical representatives such as planners and engineers to provide technical expertise and develop 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 Unified Planning Work Program. The TAC meets on an as needed basis. The members of the TAC are illustrated in the table below:

*Figure 1: TAC Members*

| Representing | Name | Title |
|---|---|---|
| Calvert-St. Mary's MPO | Ashley Renshaw | Administrator/MPO Planner |
| St. Mary's County Land Use & Growth Management | Kathleen Easley | Senior Planner, LUGM |
| Calvert County Planning and Zoning | Pat Haddon | Transportation/Town Centers Planner |
| St. Mary's County Public Works & Transportation | John Groeger<br>Jacque Fournier | Acting Director, DPW&T<br>Transportation Manager |
| Calvert County Public Works | Danielle Conrow<br>Frank Schlotter | Division Chief, Engineering<br>Deputy Director, Engineering |
| Tri-County Council | Nicky Pires | Regional Transit Coordinator |
| St. Mary's Transit | MaryAnn Blankenship | Transportation Supervisor |
| Calvert County Transportation | Sandra Wobbleton | Transportation Division Chief |
| Maryland Department of Transportation | Tyson Byrne<br>Chris Witt | Regional Planning Manager<br>Regional Planner |
| State Highway Administration | Tara Penders | Regional Planner |
| State Highway Administration | Karen Fiasco | Chief Engineering Systems Team |
| NAS Patuxent River | Russ Byrd | Community Planning & Liaison Officer |

**MPO Staff**

The C-SMMPO staff consists of personnel from the Calvert County Department of Planning and Zoning and the St. Mary's County Department of Land Use and Growth Management. St. Mary's County has a full-time MPO Planner that administers the program. Technical assistance is provided as needed by the Maryland Department of Transportation, the State Highway Administration, and the Maryland Transit Administration. The staff manages the operations of the C-SMMPO as directed by the Council and recommendations of the TAC, and coordinates all planning projects and activities identified by the Council. The staff also acts as a local liaison to the State and Federal agencies involved in transportation planning within the C-SMMPO's Metropolitan Planning Area.

**Organizational Procedures and Bylaws**

The C-SMMPO operates under an adopted set of bylaws. The C-SMMPO provides and maintains all records including fiscal, administrative, and procurement services, and staff performing these services operates under the rules and procedures of Calvert and St. Mary's Counties and the State of Maryland. C-SMMPO's records are available for public inspection at the offices of St. Mary's County Department of Land Use and Growth Management during normal business hours, Monday through Friday. All of C-SMMPO's planning documents are also available at the planning offices of each County as specified in the C-SMMPO's Public Participation Plan. The records are available for public inspection during normal business hours, Monday through Friday.

**PUBLIC PARTICIPATION PROCESS**

The C-SMMPO Council is the policy body for transportation planning in the Metropolitan Area and meets as needed to conduct MPO business such as approval of the annual Unified Planning Work Program (UPWP) and the Transportation Improvement Program (TIP). The Council also acts to amend these documents as necessary. The Council meetings are advertised on the C-SMMPO website and in the local newspapers. All C-SMMPO meetings are open to the public and opportunities for the public to comment on MPO issues are provided at the meetings. The C-SMMPO Council solicited public input on the FY 2018-2021 TIP.

In compliance with federal requirements, the C-SMMPO developed a Public Participation Plan, which was adopted on April 20, 2015. This Plan documents and formalizes the public participation process, which is conducted for all MPO activities including the development, review and approval of the TIP. Specifically, the Plan requires a 15-day public comment period for the TIP, which includes amendments. Moreover, the Plan requires a Public Hearing of the C-SMMPO Council, as well as advertising notice of the Public Hearing as specified in the Public Participation Plan 15-days in advance of the meeting.

The public participation process for this Transportation Improvement Program also meets the Federal Transit Administration public participation requirements for the Maryland Transit Administration's Program of Projects.

**LONG RANGE TRANSPORTATION PLAN**

In 2016, the Calvert St. Mary's MPO approved its first long range transportation plan, *Moving Forward 2040*. The long-range transportation plan, which all MPOs are required to develop, identifies and details the transportation plans, projects, and programs that will be

carried out by the C-SMMPO over the next twenty-five years, from 2015 to 2040. It includes a description of the region's transportation system, a list of goals, financial forecasts, a list of transportation projects that are being considered for funding in the region, and a list of projects for which funding has not been identified.

Through *Moving Forward 2040*, the C-SMMPO identified six goals for the region's transportation system, which are supported by more specific objectives and linked to the plan's list of transportation projects. The goals are:

- Manage the existing transportation system
- Enhance access and mobility
- Support economic vitality
- Provide a connected, multimodal transportation system
- Improve safety and security
- Conserve the environment

The C-SMMPO Board selected one project, the widening of MD 4, for inclusion in the fiscally-constrained portion of the plan. The project would widen MD 4 to four lanes from Patuxent Point Parkway in Calvert County to MD 235 in St. Mary's County and include the replacement of the Thomas Johnson Bridge. *Moving Forward 2040* breaks the project into four phases with the bridge replacement as the highest priority.

*Figure 2: MD 4 Widening Project Phasing*

| Phase | Facility/Project | Location | Project Description | YOE | Estimated Project Cost in YOE |
|---|---|---|---|---|---|
| 1 | Patuxent River Crossing | Thomas Johnson Bridge | Construct a new four-lane bridge | 2015-2027 | $510,400 |
| 2 | MD 4 Mainline, St. Mary's County | Thomas Johnson Bridge to MD 235 | Four-lane widening | 2023 | $88,000 |
| 3 | MD 4/MD 235 Interchange | MD 4/MD 235 intersection in Lexington Park | Interchange construction | 2028 | $232,500 |
| 4 | MD 4 Mainline, Calvert County | Thomas Johnson Bridge to Patuxent Point Parkway | Four-lane widening | 2031 | $10,500 |

## PROJECT PRIORITIZATION

Maryland's small MPOs, which are staffed by county planning offices, do not have formally defined project prioritization processes. The MPOs do however have a role in the development of the Maryland Consolidated Transportation Program (CTP) which contains all the projects programmed in the Metropolitan Transportation Improvement Programs.

In addition to the frequent and in some cases daily coordination and consultation between MPO staff and MDOT planners, 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 Highway System Priority Letter**: State and local elected officials are encouraged to reach consensus on local priorities for the secondary highway system, as well as transit priorities, and to document these priorities in a letter to the Maryland Department of Transportation. The priorities become candidates for funding and inclusion in the CTP.

- **Annual Consolidated Transportation Program (CTP) Tour**: Every year, in the fall, 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.

## AIR QUALITY CONFORMITY STATUS

The Environmental Protection Agency (EPA) has designated Calvert County as marginal non-attainment of the 2008 Ozone National Ambient Air Quality Standard (NAAQS). St. Mary's County is in attainment for the 2008 Ozone NAAQS and both Counties are in attainment of the Fine Particulate Matter ($PM_{2.5}$) NAAQS. As required by 23 CFR 450.314 Metropolitan Planning Agreements, C-SMMPO, the National Capital Region Transportation Planning Board (TPB), and Calvert County, Maryland executed an agreement on January 27, 2016 to specify the procedures for ensuring that transportation plans, programs, and projects in Calvert County are assessed by the TPB for regional air quality conformity. On November 16, 2017, the TPB determined that the FY 2018-2021 TIP conformed to all requirements of the 1990 Clean Air Act Amendments. FHWA, FTA, and the EPA approved the conformity analysis on February 27, 2017. The approved conformity analysis:

- Included all relevant projects and planning assumptions for Calvert and St. Mary's County as provided by the C-SMMPO.
- Was conducted in interagency consultation with the C-SMMPO and all applicable federal, state, and local parties.
- Was made available for two, 30-day public comment periods that were advertised throughout the Metropolitan Washington Region, including in Calvert and St. Mary's Counties.

As a result, it has been demonstrated that the C-SMMPO's FY 2018-2021 TIP will not cause any degradation in the region's air quality or delay the timely attainment of the National Ambient Air Quality Standards because they are part of an approved air-quality conformity analysis.

A copy of the conformity analysis can be found on the TPB website: https://www.mwcog.org/assets/1/28/R3-2017_updated_2016_CLRP_conformity.pdf

The TPB's agreement with the MPO can be found on the C-SMMPO website: http://www.calvert-stmarysmpo.com/DocumentCenter/Home/View/207

# HIGHWAY PROGRAM

## CALVERT - ST. MARY'S METROPOLITAN PLANNING ORGANIZATION
## TRANSPORTATION IMPROVEMENT PROGRAM FY 2018 – 2021

Project Code: _____ STIP# A-2018-01

Project Name: Area wide Environmental Limits: Area wide

Improvement Description: This is an ongoing program to provide environmental and aesthetic improvements on State highways. These are non-capacity improvements which may include but are not limited to projects dealing with noise abatement, wetlands, reforestation, landscape planting, scenic beautification, and pedestrian or bicycle facilities.

Responsible Agency: SHA/MDOT

Current Lane: _____ Current Road Type: _____ Proposed Lanes: _____

Miles: _____ Highway System: Primary/ Secondary Funding: INT/NHS/STB G/Other Ratio: 80/20

Related Projects: _____

Comments: _____

| Phase | FY 2018 | FY 2019 | FY 2020 | FY 2021 | FY 2018 - 2021 TOTAL |
|---|---|---|---|---|---|
| **PP** | 40,000 | 40,000 | 40,000 | 40,000 | 160,000 |
| **PE** | 500,000 | 500,000 | 500,000 | 500,000 | 2,000,000 |
| **ROW** | 40,000 | 40,000 | 40,000 | 40,000 | 160,000 |
| **CONSTR.** | 2,000,000 | 2,000,000 | 2,000,000 | 2,000,000 | 8,000,000 |
| **TOTAL** | 1,580,000 | 1,580,000 | 1,580,000 | 1,580,000 | 10,320,000 |

## CALVERT - ST. MARY'S METROPOLITAN PLANNING ORGANIZATION
## TRANSPORTATION IMPROVEMENT PROGRAM FY 2018 – 2021

Project Code: _____ STIP# A-2018-02

Project Name: Area wide Safety and Spot Improvements Limits: Area wide

Improvement Description: This is an ongoing program to provide localized improvements to address safety and/or operational issues on State highways. These are highway improvements which may include but are not limited to projects dealing with bypass lanes, acceleration and deceleration lanes, turn lanes, rail crossings, intersection realignment, geometric improvements, safety improvements including bridge, bicycle, and pedestrian safety improvements, pavement markers, ADA improvements, guardrails, and roundabouts. Other improvements such as slope repairs, drainage improvements, and joint sealing may be included incidental to other safety improvements.

Responsible Agency: SHA/MDOT

Current Lanes: _____ Current Road Type: _____ Proposed Lanes: _____

Miles: _____ Highway System: Primary/ Secondary Funding: INT/NHS/STB G/Other Ratio: 80/20

Related Projects: _____

Comments: _____

| Phase | FY 2018 | FY 2019 | FY 2020 | FY 2021 | FY 2018 - 2021 TOTAL |
|---|---|---|---|---|---|
| **PP** | 100,000 | 100,000 | 100,000 | 100,000 | 400,000 |
| **PE** | 500,000 | 500,000 | 500,000 | 500,000 | 2,000,000 |
| **ROW** | 100,000 | 100,000 | 100,000 | 100,000 | 400,000 |
| **CONSTR.** | 3,000,000 | 4,000,000 | 4,000,000 | 4,000,000 | 15,000,000 |
| **TOTAL** | 3,700,000 | 4,700,000 | 4,700,000 | 4,700,000 | 17,800,000 |

## CALVERT - ST. MARY'S METROPOLITAN PLANNING ORGANIZATION
## TRANSPORTATION IMPROVEMENT PROGRAM FY 2018 – 2021

Project Code: _____ STIP# A-2018-03

Project Name: Area wide Resurfacing and Rehabilitation Improvements Limits: Area wide

Improvement Description: This is an ongoing program to provide periodic resurfacing and upgrading of auxiliary features on State highways. These are non-capacity improvements which may include but are not limited to milling, patching, sealing, and resurfacing of existing deteriorated state roadways. Other improvements such as ADA or guardrail may be included incidental to other resurfacing and rehabilitation improvements.

Responsible Agency: SHA/MDOT

Current Lanes: _____ Current Road Type: _____ Proposed Lanes: _____

Miles: _____ Highway System: Primary/ Secondary Funding: INT/NHS/STB G/Other Ratio: 80/20

Related Projects: _____

Comments: _____

| Phase | FY 2018 | FY 2019 | FY 2020 | FY 2021 | FY 2018 - 2021 TOTAL |
|---|---|---|---|---|---|
| **PP** | 100,000 | 100,000 | 100,000 | 100,000 | 400,000 |
| **PE** | 800,000 | 800,000 | 800,000 | 800,000 | 3,200,000 |
| **ROW** | 100,000 | 100,000 | 100,000 | 100,000 | 400,000 |
| **CONSTR.** | 6,000,000 | 8,000,000 | 8,000,000 | 8,000,000 | 30,000,000 |
| **TOTAL** | 7,000,000 | 9,000,000 | 9,000,000 | 9,000,000 | 34,000,000 |

## CALVERT - ST. MARY'S METROPOLITAN PLANNING ORGANIZATION
## TRANSPORTATION IMPROVEMENT PROGRAM FY 2018 – 2021

Project Code: _____ STIP# A-2018-04

Project Name: Area wide Bridge Replacement and Rehabilitation Improvements Limits: Area wide

Improvement Description: This is an ongoing program to provide major upgrade and maintenance of structures on State highways. These are non-capacity improvements which may include but are not limited to structural replacements, deck rehabilitation, superstructure replacements, parapet reconstruction, cleaning and painting, and general maintenance on various State owned bridges.

Responsible Agency: SHA/MDOT

Current Lanes: _____ Current Road Type: _____ Proposed Lanes: _____

Miles: _____ Highway System: Primary/ Secondary Funding: INT/NHS/STB G/BR/Other Ratio: 80/20

Related Projects: _____

Comments: _____

| Phase | FY 2018 | FY 2019 | FY 2020 | FY 2021 | FY 2018 - 2021 TOTAL |
|---|---|---|---|---|---|
| **PP** | 100,000 | 100,000 | 100,000 | 100,000 | 400,000 |
| **PE** | 1,000,000 | 500,000 | 500,000 | 500,000 | 2,500,000 |
| **ROW** | 100,000 | 100,000 | 100,000 | 100,000 | 400,000 |
| **CONSTR.** | 3,000,000 | 4,000,000 | 4,000,000 | 4,000,000 | 15,000,000 |
| **TOTAL** | 4,200,000 | 4,700,000 | 4,700,000 | 4,700,000 | 18,300,000 |

## CALVERT - ST. MARY'S METROPOLITAN PLANNING ORGANIZATION
## TRANSPORTATION IMPROVEMENT PROGRAM FY 2018 – 2021

Project Code: _____ STIP# A-2018-05

Project Name: Area wide Urban Reconstruction Improvements Limits: Area wide

Improvement Description: This is an ongoing program to provide roadway rehabilitation and streetscape improvements on State highways in towns and urban areas. These are non-capacity highway improvements which may include but are not limited to projects dealing with drainage, curb and gutter, pavement milling and resurfacing, sidewalks, streetscape, signs, markings, and lighting improvements.

Responsible Agency: SHA/MDOT

Current Lanes: _____ Current Road Type: _____ Proposed Lanes: _____

Miles: _____ Highway System: Primary/ Secondary Funding: INT/NHS/STB G/ Other Ratio: 80/20

Related Projects: _____

Comments: _____

| Phase | FY 2018 | FY 2019 | FY 2020 | FY 2021 | FY 2018 - 2021 TOTAL |
|---|---|---|---|---|---|
| **PP** | 40,000 | 40,000 | 40,000 | 40,000 | 160,000 |
| **PE** | 500,000 | 500,000 | 500,000 | 500,000 | 2,000,000 |
| **ROW** | 40 ,000 | 40,000 | 40,000 | 40,000 | 160,000 |
| **CONSTR.** | 1,000,000 | 1,000,000 | 1,000,000 | 1,000,000 | 4,000,000 |
| **TOTAL** | 3,580,000 | 4,580,000 | 4,580,000 | 3,580,000 | 6,320,000 |

## CALVERT - ST. MARY'S METROPOLITAN PLANNING ORGANIZATION
## TRANSPORTATION IMPROVEMENT PROGRAM FY 2018 – 2021

Project Code: _____ STIP# A-2018-06

Project Name: Area wide Congestion Management Limits: Area wide

Improvement Description: This is an ongoing program to provide traffic control, management, and monitoring on State highways. These improvements may include but are not limited to the employment of variable message signs, video for traffic management (CCTV), traffic management detectors, signal systemization and remote timing, permanent congestion monitoring systems employed by the CHART program, deployment of local jurisdiction intelligent transportation system (ITS) projects, and the development of park and ride facilities.

Responsible Agency: SHA/MDOT

Current Lanes: _____ Current Road Type: _____ Proposed Lanes: _____

Miles: _____ Highway System: Primary/ Secondary Funding: INT/NHS/STB G/Other Ratio: 80/20

Related Projects: _____

Comments: _____

| Phase | FY 2018 | FY 2019 | FY 2020 | FY 2021 | FY 2018 - 2021 TOTAL |
|---|---|---|---|---|---|
| **PP** | 40,000 | 40,000 | 40,000 | 40,000 | 160,000 |
| **PE** | 500,000 | 500,000 | 500,000 | 500,000 | 2,000,000 |
| **ROW** | 40,000 | 40,000 | 40,000 | 40,000 | 160,000 |
| **CONSTR.** | 2,000,000 | 2,000,000 | 2,000,000 | 1,000,000 | 7,000,000 |
| **TOTAL** | 2,580,000 | 2,580,000 | 2,580,000 | 1,580,000 | 9,320,000 |

# CALVERT - ST. MARY'S METROPOLITAN PLANNING ORGANIZATION
# TRANSPORTATION IMPROVEMENT PROGRAM FY 2018 – 2021

Project Code: SM3511 STIP# S-2018-07

Project Name: MD 4, Solomons Island Road Limits: MD 4 between MD 2 and MD 235

Improvement Description: Study to upgrade MD 4 between MD 2 and MD 235, including the Thomas Johnson Bridge and MD 235 Intersection (2.91 miles). Sidewalks will be provided where appropriate for pedestrians. Shoulders, wide curb lanes and parallel trail system will accommodate bicycles and pedestrians.

Responsible Agency: SHA/MDOT

Current Lanes: _____ Current Road Type: _____ Proposed Lanes: _____

Miles: 2.91 miles Highway System: Primary/ Secondary Funding: STBG Ratio: 80/20

Related Projects _____

Comments _____

| Phase | FY 2018 | FY 2019 | FY 2020 | FY 2021 | FY 2018 - 2021 TOTAL |
|---|---|---|---|---|---|
| **PP** | | | | | 0 |
| **PE** | 3,840,000 | 3,750,000 | 3,379,000 | 2,183,000 | 13,152,000 |
| **ROW** | | | | | 0 |
| **CONSTR.** | | | | | 0 |
| **TOTAL** | 3,840,000 | 3,750,000 | 3,379,000 | 2,183,000 | 13,152,000 |

## CALVERT - ST. MARY'S METROPOLITAN PLANNING ORGANIZATION
## TRANSPORTATION IMPROVEMENT PROGRAM FY 2018 – 2021

Project Code: SM210A101 STIP# S-2018-08

Project Name: MD 5, Point Lookout Road Intersections Limits: MD 5 from MD 246 to MD 471

Improvement Description: Design of intersection, bridge, and drainage improvements along MD 5 from MD 246 to MD 471.

Responsible Agency: SHA/MDOT

Current Lanes: _____ Current Road Type: _____ Proposed Lanes: _____

Miles: _____ Highway System: Primary/ Secondary Funding: State Ratio: 100

Related Projects _____

Comments _____

| Phase | FY 2018 | FY 2019 | FY 2020 | FY 2021 | FY 2018 - 2021 TOTAL |
|---|---|---|---|---|---|
| **PP** | 262,000 | | | | 262,000 |
| **PE** | 470,000 | 880,000 | 920,000 | 750,000 | 3,020,000 |
| **ROW** | | | | | 0 |
| **CONSTR.** | | | | | 0 |
| **TOTAL** | 300,000 | 1,101,000 | 1,000,000 | 1,000,000 | 3,282,000 |

## CALVERT - ST. MARY'S METROPOLITAN PLANNING ORGANIZATION
## TRANSPORTATION IMPROVEMENT PROGRAM FY 2018 – 2021

Project Code: SM3661 STIP# S-2018-09

Project Name: MD 5, Point Lookout Road Bridge over Eastern Branch Limits:

Improvement Description: Replace structure 18008 over Eastern Branch

Responsible Agency: SHA/MDOT

Current Lanes: Current Road Type: Proposed Lanes:

Miles: Highway System: Primary/ Secondary Funding: STBG/ BRR Ratio: 80/20

Related Projects:

Comments: SHA expects the project to be complete before the end of FY 2017.

| Phase | FY 2018 | FY 2019 | FY 2020 | FY 2021 | FY 2018 - 2021 TOTAL |
|---|---|---|---|---|---|
| PP | | | | | 0 |
| PE | | | | | 0 |
| ROW | | | | | 0 |
| CONSTR. | | | | | 0 |
| TOTAL | 0 | 0 | 0 | 0 | 0 |

# TRANSIT PROGRAM

## CAPITAL

Project Code: _____ STIP # C-2018-10

Project Name: Small Urban Transit System (Calvert County Transit)

Improvement Description: Capital Assistance for Transit Services provided by Calvert County

Responsible Agency: Maryland Department of Transportation/Maryland Transit Administration

Funding: Various Ratio: 80% Federal
10% State
10% Local

Comments/
MPO App. Capital Assistance will enable Calvert County to continue to operate public transit service. The following projects will be funded; Dispatching Software, Bus Radios, Fare boxes, Small Bus Expansion, Small Bus Replacement and Preventive Maintenance.

| Project | Funding Source | FY2018 | FY2019 | FY2020 | FY2021 | FY 2018 - 2021 TOTAL |
|---|---|---|---|---|---|---|
| **Section 5311** | *Federal* | 296,871 | 296,871 | 296,871 | 296,871 | 1,187,484 |
| | *State* | 37,110 | 37,110 | 37,110 | 37,110 | 148,440 |
| | *Local* | 37,110 | 37,110 | 37,110 | 37,110 | 148,440 |
| **Section 5307** | *Federal* | 78,917 | 78,917 | 78,917 | 78,917 | 315,668 |
| | *State* | 9,867 | 9,867 | 9,867 | 9,867 | 39,468 |
| | *Local* | 9,867 | 9,867 | 9,867 | 9,867 | 39,468 |
| **Section 5339** | *Federal* | 77,222 | 77,222 | 77,222 | 77,222 | 308,888 |
| | *State* | 9,653 | 9,653 | 9,653 | 9,653 | 38,612 |
| | *Local* | 9,653 | 9,653 | 9,653 | 9,653 | 38,612 |
| **Total:** | | 566,270 | 566,270 | 566,270 | 566,270 | 2,265,080 |

## OPERATING

Project Code: _____ STIP # C-2018-11

Project Name: Rural Urban Transit System (Calvert County Transit)

Improvement Description: Operating Assistance for Transit Services provided by Calvert County

Responsible Agency: Maryland Department of Transportation/Maryland Transit Administration

Funding: Various Ratio: Variable (50% Federal)

Comments/ MPO App. Operating Assistance will enable Calvert County to continue to operate public transit service.

| Project | Funding Source | FY2018 | FY2019 | FY2020 | FY2021 | FY 2018 - 2021 TOTAL |
|---|---|---|---|---|---|---|
| **Section 5311** | *Federal* | 206,687 | 206,687 | 206,687 | 206,687 | 826,748 |
| | *State* | 13,203 | 13,203 | 13,203 | 13,203 | 52,812 |
| | *Local* | 193,484 | 193,484 | 193,484 | 193,484 | 773,936 |
| **Section 5307** | *Federal* | 54,943 | 54,943 | 54,943 | 54,943 | 219,772 |
| | *State* | 3,510 | 3,510 | 3,510 | 3,510 | 14,040 |
| | *Local* | 51,433 | 51,433 | 51,433 | 51,433 | 205,732 |
| **Total:** | | 523,260 | 523,260 | 523,260 | 523,260 | 2,093,040 |

## CAPITAL

Project Code: _____ STIP # S-2018-12

Project Name: Small Urban Transit System (St. Mary's County Transit)

Improvement Description: Capital Assistance for Transit Services provided by St. Mary's County

Responsible Agency: Maryland Department of Transportation/Maryland Transit Administration

Funding: Various Ratio: 80% Federal
10% State
10% Local

Comments/
MPO App. Capital Assistance will enable St. Mary's to continue to operate public transit service. The following projects will be funded: Preventive Maintenance and Heavy Duty Bus Replacements.

| Project | Funding Source | FY2018 | FY2019 | FY2020 | FY2021 | FY 2018 - 2021 TOTAL |
|---|---|---|---|---|---|---|
| **Section 5311** | *Federal* | 166,567 | 166,567 | 166,567 | 166,567 | 666,268 |
| | *State* | 20,822 | 20,822 | 20,822 | 20,822 | 83,288 |
| | *Local* | 20,822 | 20,822 | 20,822 | 20,822 | 83,288 |
| **Section 5307** | *Federal* | 239,695 | 239,695 | 239,695 | 239,695 | 958,780 |
| | *State* | 29,963 | 29,963 | 29,963 | 29,963 | 119,852 |
| | *Local* | 29,963 | 29,963 | 29,963 | 29,963 | 119,852 |
| **Section 5339** | *Federal* | 198,554 | 198,554 | 198,554 | 198,554 | 794,216 |
| | *State* | 24,980 | 24,980 | 24,980 | 24,980 | 99,920 |
| | *Local* | 24,980 | 24,980 | 24,980 | 24,980 | 99,920 |
| **Total:** | | 756,346 | 756,346 | 756,346 | 756,346 | 3,025,384 |

## OPERATING

Project Code: _____ STIP # S-2018-13

Project Name: Rural Urban Transit System (St. Mary's County Transit)

Improvement Description: Operating Assistance for Transit Services provided by St. Mary's County

Responsible Agency: Maryland Department of Transportation/Maryland Transit Administration

Funding: Various Ratio: Variable (50% Federal)

Comments/ MPO App. Operating Assistance will enable St. Mary's to continue to operate public transit service.

| Project | Funding Source | FY2018 | FY2019 | FY2020 | FY2021 | FY 2018 - 2021 TOTAL |
|---|---|---|---|---|---|---|
| **Section 5311** | *Federal* | 308,660 | 308,660 | 308,660 | 308,660 | 1,234,640 |
| | *State* | 17,388 | 17,388 | 17,388 | 17,388 | 69,552 |
| | *Local* | 399,649 | 399,649 | 399,649 | 399,649 | 1,598,596 |
| **Section 5307** | *Federal* | 444,169 | 444,169 | 444,169 | 444,169 | 1,776,676 |
| | *State* | 25,021 | 25,021 | 25,021 | 25,021 | 100,084 |
| | *Local* | 575,105 | 575,105 | 575,105 | 575,105 | 2,300,420 |
| **Total**: | | 1,769,992 | 1,769,992 | 1,769,992 | 1,769,992 | 7,079,968 |

## CAPITAL

Project Code: _____ STIP # S-2018-14

Project Name: Small Urban Transit System (Calvert/St. Mary's County Transit)

Improvement Description: Capital Assistance for Transit Services provided by Non-Profits operating in Calvert/St. Mary's County.

Responsible Agency: Maryland Department of Transportation/Maryland Transit Administration

Funding: 5310 Ratio: 80% Federal
20% Local

Comments/
MPO App. Capital Assistance will enable St. Mary's to enhance mobility services for seniors and persons with disabilities.

| Project | Funding Source | FY2018 | FY2019 | FY2020 | FY2021 | FY 2018 - 2021 TOTAL |
|---|---|---|---|---|---|---|
| **Preventive Maintenance Sm Urban** | *Federal* | | 4,000 | | 4,000 | 8,000 |
| | *State* | | | | | - |
| | *Local* | | 1,000 | | 1,000 | 2,000 |
| **Replacement Bus Sm Urban** | *Federal* | | 52,000 | | 52,000 | 104,000 |
| | *State* | | | | | - |
| | *Local* | | 13,000 | | 13,000 | 26,000 |
| **Expansion Bus Sm Urban** | *Federal* | | 52,000 | | 52,000 | 104,000 |
| | *State* | | | | | - |
| | *Local* | | 13,000 | | 13,000 | 26,000 |
| **Total:** | | 0 | 135,000 | 0 | 135,000 | 270,000 |

## OPERATING

Project Code: _____ STIP # C-2018-15

Project Name: Ridesharing (Calvert County Transit)

Improvement Description: The ridesharing project covers the activities of the ridesharing program in Calvert County. This program will promote and encourage the establishment of carpools and vanpools.

Responsible Agency: Maryland Department of Transportation/Maryland Transit Administration

Funding: CMAQ Ratio: 100% Federal

Comments/ MPO App. This program will promote and encourage the establishment of Operating carpools and vanpools.

| Project | Funding Source | FY2018 | FY2019 | FY2020 | FY2021 | FY 2018 - 2021 TOTAL |
|---|---|---|---|---|---|---|
| **CMAQ** | *Federal* | 9,385 | 9,385 | 9,385 | 9,385 | 37,540 |
| | *State* | 0 | 0 | 0 | 0 | - |
| | *Local* | 0 | 0 | 0 | 0 | - |
| **Total:** | | 9,385 | 9,385 | 9,385 | 9,385 | 37,540 |

# CALVERT - ST. MARY'S METROPOLITAN PLANNING ORGANIZATION
# TRANSPORTATION IMPROVEMENT PROGRAM FY 2018 – 2021

## METROPOLITAN TRANSPORTATION PLANNING PROCESS
## SELF-CERTIFICATION

The Maryland Department of Transportation (MDOT) and the Calvert-St. Mary's Metropolitan Planning Organization (C-SMMPO), the Metropolitan Planning Organization for the Lexington Park – California – Chesapeake Ranch Estates Urbanized Area, hereby certifies the statewide and metropolitan transportation planning process for the Metropolitan Planning Area is being conducted in accordance with all applicable requirements of:

1) 23 U.S.C. 134, 49 U.S.C. Section 5303 and 23 U.S.C. 450 Subpart 334 (Metropolitan Planning);
2) In nonattainment and maintenance areas, Sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93 (Conformity Determination);
3) Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21 (Nondiscrimination-Civil Rights);
4) 49 U.S.C. Section 5332 prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity (Nondiscrimination-General);
5) Section 1101(b) of the Moving Ahead for Progress in the 21st Century Act, known as MAP-21, (Public Law 112-196) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in US DOT-funded projects (DBE);
6) 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts (Equal Employment Opportunity);
7) The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38 (Nondiscrimination-ADA);
8) The Older Americans Act, as amended (42 U.S.C. 6101) prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance (Nondiscrimination-Aging),
9) Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender (Nondiscrimination-Gender); and
10) Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities (Nondiscrimination-Disabilities).

| **Calvert – St. Mary's MPO** | **Maryland Department of Transportation** |
|---|---|
| _____ | _____ |
| Signature | Signature |
| _____ | _____ |
| Printed Name | Printed Name |
| _____ | _____ |
| Title | Title |
| _____ | _____ |
| Date | Date |