

UNIFIED PLANNING WORK PROGRAM (UPWP)

FY 2018

Adopted:

Approved:

Calvert - St. Mary's Metropolitan Planning Organization
Administrative office located in:
St. Mary's County Land Use and Growth Management
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**CALVERT – ST. MARY’S METROPOLITAN PLANNING ORGANIZATION
UNIFIED PLANNING WORK PROGRAM FY 2018**

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**RESOLUTION BY THE CALVERT – ST. MARY’S
METROPOLITAN PLANNING ORGANIZATION COUNCIL ADOPTING
THE FY 2018 UNIFIED PLANNING WORK PROGRAM
RESOLUTION 07-2017**

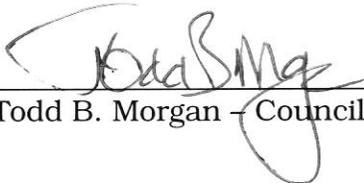
WHEREAS, the Calvert - St. Mary’s Metropolitan Planning Organization was established to conduct regional transportation planning for the Calvert - St. Mary’s MPO area in accordance with federal requirements; and

WHEREAS, the Calvert - St. Mary’s Metropolitan Planning Organization Council (Council) is the governing body for the Calvert - St. Mary’s Metropolitan Planning Organization; and

WHEREAS, the Maryland Department of Transportation and the Calvert - St. Mary’s Metropolitan Planning Organization prepared the FY 2018 Unified Planning Work Program (UPWP); and

WHEREAS, the FY 2018 UPWP was presented at a public meeting of the Council on May 18, 2017, and consistent with the requirements of the Metropolitan Planning Organization’s 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 Council does hereby adopt the FY 2018 UPWP for the Calvert - St. Mary’s Metropolitan Planning Organization.



Todd B. Morgan – Council Chairperson for 2017

 MAY 18, 2017
Date

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Calvert - St. Mary's Metropolitan Planning Organization	
<i>Council Member</i>	<i>Empowered Representative</i>
Steven R. Weems Commissioner, Calvert County	Mark Willis Director, Calvert County Community Planning & Building
Todd B. Morgan Commissioner, St. Mary's County	Bill Hunt Acting Director, St. Mary's County Department of Land Use and Growth Management
Pete K. Rahn Secretary, Maryland Department of Transportation	Heather Murphy Director, Planning and Capital Programming, Maryland Department of Transportation
<i>Program Administrator</i>	
Ashley Renshaw Program Administrator, C-SMMPO MPO Planner, St. Mary's County Department of Land Use and Growth Management	
<i>Calvert County Representative</i>	
Patricia Haddon Principal Planner, Calvert County Community Planning and Building	

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INTRODUCTION

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A. Metropolitan Transportation Planning

The 2010 U.S. Census established the Lexington Park—California—Chesapeake Ranch Estates Urbanized Area (See Figure 1) based on a contiguous area population of 58,000. At greater than 50,000 people the Lexington Park—California—Chesapeake Ranch Estates areas met the criteria for designation as an Urbanized Area and therefore a Metropolitan Planning Organization (MPO) was required to be established for handling transportation planning coordination for the area. In accordance with the U.S. Department of Transportation requirements a MPO was designated by Maryland Governor Martin O’Malley on December 31, 2013.

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 transportation funding (23 CFR Part 450 and 49 CFR Part 613). The regulations require a continuing, comprehensive and cooperative (3-C) planning process for all Urbanized Areas. The Calvert - St. Mary’s 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 MPOs. As part of this Act, the MPO planning process has been more specifically defined and new planning requirements have been prescribed.

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

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

SAFETEA-LU expired in 2009 and after a series of continuing resolutions; Moving Ahead for Progress in the 21st Century (MAP-21) was signed into law by President Barack Obama in July 2012. MAP-21 is a two year bill that seeks to build on and refine many of the highway, transit, bicycle and pedestrian programs and policies established by ISTEA in 1991.

In response to Moving Ahead for Progress in the 21st Century (MAP-21), the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) jointly issued Planning Emphasis Areas (PEAs). The PEAs represent core topical areas for MPOs and State Departments of Transportation (DOTs) to emphasize in the development and implementation of their unified planning work programs.

The PEAs for Federal FY 2018 include the following:

1. MAP-21 Implementation – Transition to performance based planning and programming.

The Calvert-St. Mary’s Metropolitan Planning Organization’s (C-SMMPO) FY2018 UPWP acknowledges the transition to performance based planning and

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programming as part of the on-going training activities included in the MPO Administration work program. The C-SMMPO would like to follow the lead of the State in terms of Performance Measures and once Performance measures have been received, they will be used as a guideline for implementing Performance Measures for the MPO. The deadline for Performance Measures is at least a year out.

2. 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.

The C-SMMPO is a two County MPO. Cooperative efforts are ongoing between the two Counties. This includes allocated funding in the FY 2018 UPWP for projects of regional planning significance, including, but not limited to: the Calvert/St. Mary’s Fixed Route Base Commuter Bus System and Transit Improvements in Calvert and St. Mary’s counties. St. Mary’s and Calvert County MPO staff are members of the Regional Infrastructure Advisory Committee (RIAC) and the Bicycle Infrastructure Advisory Committee (BIAC). These committees seek to foster transportation planning and bicycle and pedestrian planning on a tri-county level. In the case of BIAC the planning efforts extend into Prince Georges County as well.

3. Ladders of Opportunity – Access to essential services – as part of the transportation planning process identify transportation connectivity gaps in access to essential services.

MPO staff has worked closely and continues to work closely with Transportation staff to analyze the transit system as a whole. Through the St. Mary’s County Transportation Advisory Committee, Calvert and St. Mary’s will use survey responses obtained from bus riders and non-bus riders to improve the transit system and increase ridership.

MAP-21’s execution was delayed and while the program was still in the process of implementation, President Barack Obama signed the Fixing America’s Surface Transportation Act (FAST Act) into law on December 4, 2015

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

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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

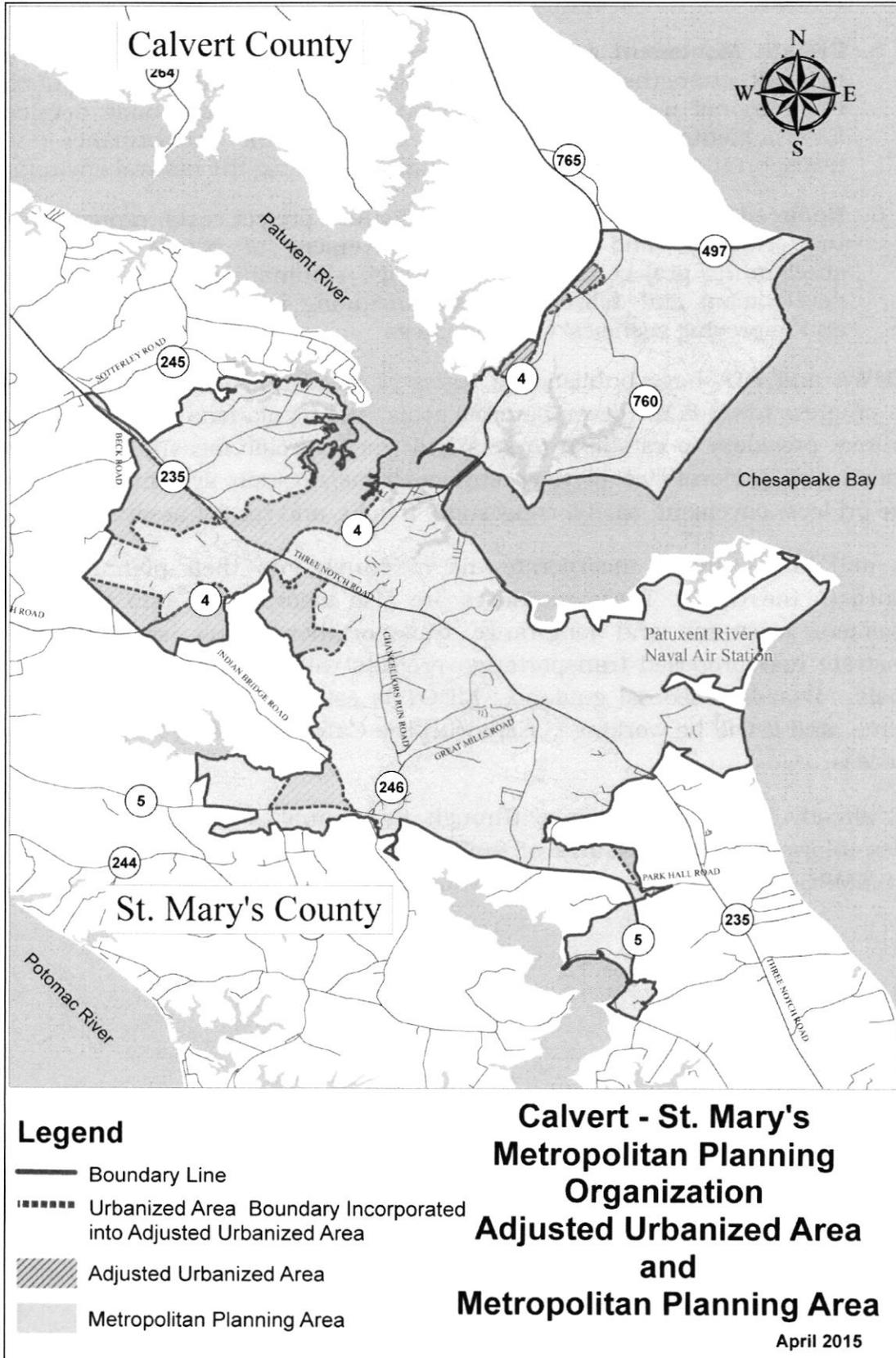
The FHWA and FTA have published a series of rules that establish regulations to assess progress towards the seven national goals. The regulations direct states, MPOs, and transit providers to establish targets and track specific measures related to the conditions and performance of their surface transportation systems in areas that include bridges, pavement, safety, congestion, freight, and transit asset management.

States and MPOs are to incorporate the measures into their planning activities contained in the UPWP. These measures are also incorporated into 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.

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Figure 1: Lexington Park—California—Chesapeake Ranch Estates Urbanized Area



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This Unified Planning Work Program (UPWP) is a cooperative planning effort by federal, state and local transportation agencies serving the Calvert - St. Mary’s MPO Area, and serves as the annual work program for the MPO. The purpose of the UPWP is to describe and coordinate all transportation planning activities to be completed with federal, state and local resources during the next fiscal year, and is designed to make the transportation planning process consistent with the appropriate federal regulations, as listed above. Included in the UPWP is a budget detailing how each funding source will be utilized. The UPWP is required to be revised and adopted annually.

B. Unified Planning Work Program Development Process

The UPWP is required as a basis and condition for all federal funding assistance for transportation planning by the joint planning regulations of the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA).

The Fiscal Year (FY) 2018 Unified Planning Work Program (UPWP) contains the planning projects that can be undertaken by MDOT and the C-SMMPO. However, the C-SMMPO must provide a 10% match for all planning projects that it undertakes.

It is through the FY 2018 UPWP, that the Calvert - St. Mary’s MPO, acting as the designated Metropolitan Planning Organization (MPO) will address and support the short-term and long-range transportation planning priorities of the Lexington Park—California—Chesapeake Ranch Estates Urbanized Area.

The UPWP is funded through an 80 percent planning grant provided by FHWA and FTA and a 20 percent match provided by Maryland Department of Transportation (MDOT) and the local governments of the Lexington Park—California—Chesapeake Ranch Estates Urbanized Area. Federal funding sources for Federal fiscal year 2018 include Title 1, Section 112 metropolitan planning funds [Federal Highway Act (PL-93-87)] (\$66,448) and Title III, Section 5303 (\$30,317) metropolitan planning funds. The amount of funding available for the FY 2018 transportation planning activities for the Calvert - St. Mary’s County MPO region is \$365,000. This amount includes funds not utilized in FY 2017 and carried over to FY 2018.

To date the C-SMMPO has not begun a project included on its UPWP, dating back to FY 2015. The C-SMMPO just recently hired a full-time employee: personnel from Calvert County and MDOT work part-time with the C-SMMPO. During FY 2017 C-SMMPO staff spent most of its time, developing a technical advisory committee and writing a Title VI Plan which was adopted by the State on March 13, 2017. The projects approved in the FY 2018 UPWP will be administered by Calvert County staff in the Department of Community Planning and Building and the C-SMMPO Administrator who is the MPO Planner at the St. Mary’s County Department of Land Use and Growth Management. These projects will be put out for competitive bid to qualified transportation consultants. UPWP projects will be undertaken to the extent that Calvert or St. Mary’s county can provide its required 10% local match.

C. Metropolitan Planning Organization

The Calvert - St Mary’s MPO is one of the agencies responsible for transportation planning within the MPO’s Planning Area. The governing body consists of voting

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representatives from the Maryland Department of Transportation, Calvert County, and St. Mary’s County.

D. MPO Staff

The Calvert - St. Mary’s MPO staff consists of personnel from the Calvert County Department of Community Planning and Building and St. Mary’s County Department of Land Use and Growth Management. The staff manages the operations of the MPO as directed by the Council 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 Metropolitan Planning Area.

Calvert County also provides support services to the MPO, including fiscal and procurement services. St. Mary’s County provides support services to the MPO by acting as the administrative agent and webmaster.

E. Technical Advisory Committee

The Council may request TAC input for evaluating transportation projects and reviewing the work of consultants hired by the C-SMMPO. The TAC has representatives such as planners and engineers from transportation organizations as well as various subject matter experts throughout the State, which provides the opportunity to achieve an informed transportation planning effort. The TAC provides technical expertise and develops recommendations for presentation to the Council.

F. Bylaws

The Calvert-St. Mary’s MPO has adopted bylaws that can be found on the C-SMMPO webpage - <http://www.calvert-stmarysmpo.com>.

WORK PROGRAM BY TASK

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A. Core Planning

Task: 1. Transportation Improvement Program

Objective:

To update the Calvert - St. Mary’s MPO FY 2018-2021 Transportation Improvement Program (TIP) as specified by federal urban transportation planning requirements in compliance with MAP-21 and the FAST-Act.

Previous Work:

FY 2015-2018 TIP

Description:

Update the list of regionally significant transportation improvements recommended for implementation during the 4-year program period. The document contains the region’s transportation priorities and includes realistic financially-constrained cost estimates. Performance based planning approaches will be phased in to comply with MAP-21 and the FAST Act.

End Product:

FY 2018 – 2021 Calvert - St. Mary’s MPO Transportation Improvement Program and Amendments

Staffing:

MDOT and MPO staff

Funding:

Funding for this task totals \$5,000 in FY 2018, as listed below by source. The task will continue beyond FY 2018 and additional funds will be programmed to complete the task.

Source	Funding
Federal	\$4,000
MDOT	\$500
Local	\$500
Total:	\$5,000

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Task: 2. Unified Planning Work Program

Objective:

To maintain and amend the Calvert - St. Mary’s MPO Unified Planning Work Program (UPWP) for FY 2018, as required by federal urban transportation planning requirements.

Previous Work:

FY 2015, FY 2016, & FY 2017 UPWP

Description:

The FY 2018 UPWP will be amended throughout the year and the annual update will commence in March 2018. This task will be performed by the MPO and MDOT with assistance from FHWA and FTA. Specific tasks to be included in the FY 2018 will be based in part on organizational activities undertaken during the previous year’s UPWP.

End Product:

FY 2018 Calvert - St. Mary’s MPO Unified Planning Work Program

Staffing:

MDOT and MPO staff

Funding:

Funding for this task totals \$5,000 in FY 2018, as listed below by source.

Source	Funding
Federal	\$4,000
MDOT	\$500
Local	\$500
Total:	\$5,000

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Task: 3. Long Range Transportation Plan

Objective:

To maintain the Calvert - St. Mary's MPO Long Range Transportation Plan for FY 2018, as required by federal urban transportation planning requirements.

Previous Work:

n/a

Description:

This task will be performed by the MPO and MDOT. The Calvert - St. Mary's MPO staff will be heavily involved with other aspects of the update including, but not limited to, organizing public participation, outreach efforts, and leading the review process.

End Product:

FY 2018 Calvert - St. Mary's MPO Long Range Transportation Plan

Staffing:

MDOT and MPO staff

Funding:

Funding for this task totals \$5,000 in FY 2018, as listed below by source.

Source	Funding
Federal	\$4,000
MDOT	\$500
Local	\$500
Total:	\$5,000

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Task 4: Transportation Equity Planning

Objective:

To update the Title VI Plan to ensure ongoing compliance with Federal regulations.

Previous work:

Title VI and Public Participation Plan

Description:

Transportation equity planning related to the priority of public participation in the planning process, Equity is a general term that considers the distributive “fairness” of decisions, projects, and services. A subset of the issue is environmental justice, which considers how decisions specifically affect minority and low-income individuals.

The task requires end products to ensure consistency with various statutory/regulatory authorities including, but not limited to the following:

- A. Title VI of the Civil Rights Act of 1964 (42 U.S.C. § 2000d et seq., 78 stat. 252), (prohibits discrimination on the basis of race, color, national origin);
- B. Federal-Aid Highway Act of 1973, (23 U.S.C. § 324 et seq.), (prohibits discrimination on the basis of sex);
- C. Section 504 of the Rehabilitation Act of 1973, (29 U.S.C. § 794 et seq.), as amended, (prohibits discrimination on the basis of disability);
- D. The Age Discrimination Act of 1975, as amended, (42 U.S.C. § 6101 et seq.), (prohibits discrimination on the basis of age);
- E. Americans with Disabilities Act of 1990, as amended, (42 U.S.C. § 12101 et seq.), (prohibits discrimination on the basis of disability);
- F. 49 C.F.R. Part 21 (entitled Nondiscrimination in Federally-Assisted Programs of The Department of Transportation—Effectuation of Title VI of The Civil Rights Act of 1964);
- G. 49 C.F.R. Part 27 (entitled Nondiscrimination on The Basis of Disability in Programs or Activities Receiving Federal Financial Assistance);
- H. 49 C.F.R. Part 28 (entitled Enforcement of Nondiscrimination on The Basis of Handicap in Programs or Activities Conducted by the Department of Transportation);
- I. 49 C.F.R. Part 37 (entitled Transportation Services for Individuals with Disabilities (ADA));
- J. 23 C.F.R. Part 200 (FHWA’s Title VI/Nondiscrimination Regulation);
- K. 28 C.F.R. Part 35 (entitled Discrimination on the Basis of Disability in State and Local Government Services); 28 C.F.R. section 50.3 (DOJ Guidelines for Enforcement of Title VI of the Civil Rights Act of 1964)

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End product:

- An Updated Regional Title VI Plan
- Ongoing Regional Environmental Justice Evaluation
- Ongoing Limited English Proficiency Plan Evaluation

Staffing:

MDOT and MPO.

Funding:

Funding for this task totals \$5,000 in FY 2018, as listed below by source. The task will continue beyond FY 2018 and additional funds will be programmed in FY 2018 to complete the task.

Source	Funding
Federal	\$4,000
MDOT	\$500
Local	\$500
Total:	\$5,000

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B. MPO Administration

Objective:

Significant organizational and MPO development activities have been completed over the last year. These activities include the Transportation Improvement Program and the creation of the Title VI Plan.

With the implementation of performance based planning, MPO staff will need to create Planning Agreements as required by Federal mandate.

This task also includes typical administrative duties associated with daily operations of staffing the MPO and its activities. In addition to these daily operations, during FY 2018 the following on-going activities are anticipated:

- Staff training – Staff will continue to receive training on the Metropolitan Transportation Planning Process. This item is timely given the passage of the Moving Ahead for Progress in the 21st Century (MAP-21) enacted in 2012 and the FAST Act in December 2015. This training will include opportunities offered through membership, participation, and attendance at conferences and training activities of the Association of Metropolitan Planning Organizations (AMPO) and other applicable transportation related training opportunities offered through various agencies.
- Review and Revision of Governing and Planning Documents – Calvert - St. Mary’s MPO Staff will conduct an ongoing review with recommended revisions, when necessary, to documents previously adopted or to be adopted by the Calvert - St. Mary’s MPO Council, including, but not limited to the Bylaws, Long Range Transportation Plan, TIP, UPWP, and Title VI Plan.

Managing the Calvert - St. Mary’s MPO includes all of the activities that need to be performed to keep the Calvert - St. Mary’s MPO operational. These activities include, but are not limited to, the following:

- Manage the daily operations of the MPO, including time allocated to various aspects of project management;
- Contract administration between the MPO and other entities and vendors;
- Calvert - St. Mary’s MPO accounting and financial requirements;
- Develop the Calvert - St. Mary’s MPO invoice tracking database;
- Prepare monthly or quarterly reimbursement requests and progress reports;
- Staff and support Calvert - St. Mary’s MPO Council and Technical Advisory Committee;
- Represent the Calvert - St. Mary’s MPO at meetings and conferences; and

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- Attend training, conferences, and seminars to ensure the Calvert - St. Mary's MPO staff are knowledgeable about the federal and state regulations that the Calvert - St. Mary's MPO must follow; and
- Maintaining the MPO website.

Previous Work:

Attended the 2016 AMPO Conference, updated and maintained the C-SMMPO website, assisted the public with MPO related questions, attended a Maryland MPO Roundtable meeting, and created and established the TAC.

Description:

These sub-tasks will be performed by the Calvert - St. Mary's MPO and MDOT. The developmental work will be based in some degree on Maryland's other small MPOs and will be consistent with federal MPO Guidelines.

End Product:

- Training of Calvert - St. Mary's MPO Staff.
- Adopt Calvert - St. Mary's MPO bylaws
- Calvert - St. Mary's MPO Invoice tracking database to streamline internal efforts to prepare reimbursements, as well as to process invoices.

Staffing:

MDOT and MPO staff

Funding:

Funding for this task totals \$50,000 in FY 2018, as listed below by source. The task will continue beyond FY 2018 and additional funds will be programmed in 2019 to complete the task.

Source	Funding
Federal	\$40,000
MDOT	\$5,000
Local	\$5,000
Total:	\$50,000

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C. Special Studies

Task 5: Calvert/St. Mary’s Naval Base Commuter Bus System

Objective:

Conduct a feasibility study to determine if a bi-county bus system could be implemented to decrease the amount of automobile traffic on the major thoroughfares in Calvert and St. Mary’s County

Previous work:

2013 St. Mary’s County Transit Development Plan, 2016 Calvert County Transit Development Plan, and Patuxent River Naval Air Station’s Transportation Plan.

Description:

The organization will seek professional consulting services to assist with the completion of this task. The task will include developing cost estimates for improvements recommended by the consultant. The cost estimates will be developed as needed for the following:

- Modifying existing routes for connectivity and reducing transfers.
- Designing and introducing fixed routes specifically for NAS Patuxent River commuters.
- Design routes on the Naval Base while working in conjunction with NAS Patuxent River personnel to bring commuters close to their workplace.
- Create a report based on discussions with NAS Patuxent personnel that describes recommended guidelines and procedures for county transit vehicles to enter the Navy base.
- Cost estimates and cost estimating methodology.

End product:

Contingent upon available funding, the anticipated deliverables for this task will include a Final Report containing the following: route study to determine recommended alignments and feasibility; potential funding sources; cost estimates as well as design illustrations for the preferred improvements.

Staffing:

MPO, MDOT, and Consultant staff

Funding:

Funding for this task totals \$50,000 in FY 2018, as listed below by source.

Source	Funding
Federal	\$40,000
MDOT	\$5,000
Local	\$5,000
Total:	\$50,000

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Task 6: Transit Improvement Cost Estimates for Calvert and St. Mary’s Counties

Objective:

Develop a Bus Stop Assessment Plan of the MPO area, of Calvert and St. Mary’s County Transit Systems.

Previous work:

A previous bus stop assessment of the MPO area has not been conducted for the Calvert and St. Mary’s Transit Systems.

Description:

The organization will seek professional consulting services to assist with the development of the Bus Stop Assessment Plan. The plan will include developing cost estimates for improvements recommended within the plan. The cost estimates will be developed as needed for the following:

- Locating and improving bus stops to minimize safety risks and improve accessibility
- Documenting current Bus Stop Regulations from the ADAAG (ADA Accessibility Guidelines)
- Inventory of and assessment of signed bus stops in the MPO area
- Identifying potential new signed bus stop locations
- Developing hierarchy of bus stops for passenger amenities
- Developing bus stop improvement recommendations
- Identifying barriers to establishing new stops and implement improvements
- Developing cost estimates for recommended improvements

End product:

Cost estimates spreadsheet and cost estimating methodology.

Staffing:

St. Mary’s County Transportation, Calvert County Transportation, MPO, and Consultant staff.

Funding:

Funding for this task totals \$70,000 in FY 2018, as listed below by source.

Source	Funding
Federal	\$56,000
MDOT	\$7,000
Local	\$7,000
Total:	\$70,000

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Task 7: Study for Multi-Use Trail and Geometric Safety Improvements on Little Cove Point Road

Objective:

An alignment study for a multi-use trail along the North side of Little Cove Point Road. Also, a study for geometric safety improvements to an existing curve on Little Cove Point Road.

Previous work:

None

Methodology:

The organization will seek professional consulting services to assist with the completion of this task. The task will include recommendations for possible alignments, and the need for acquisitions. The work will focus on benefits to traffic flow and mobility, physical constraints, environmental (natural resources, and community) impacts, preliminary cost estimates, public consideration, and ownership and management. Also, on what improvements are needed to affect the geometric safety improvements for the existing curve.

End product:

Contingent upon available funding, the anticipated deliverables for this task will include a Final Report containing the following: recommendations for the trail, as well as steps to accomplish the implementation of this task; design guidelines for both the trail as well as the geometric safety improvements to the curve. Planning-level cost estimates for each proposed recommendation should be included as well as several design illustrations for the preferred improvements.

Staffing:

Calvert County, MPO, SHA, and Consultant staff

Funding:

Funding for this task totals \$18,750 in FY 2018, as listed below by source.

Source	Funding
Federal	15,000
MDOT	1,875
Local	1,875
Total:	18,750

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Task 8: Appeal Lane Sidewalk Feasibility Study

Objective:

Determine the feasibility of providing sidewalks along Appeal Lane in Lusby Town Center to connect two elementary schools, community center, senior center, a 1,400 home residential community and three commercial centers.

Previous work:

Applied for SHA Safe Routes to School grant application in 2014

Methodology:

The organization will seek professional consulting services to assist with the completion of this task. The task will include recommendations for possible sidewalk alignments, potential for land taking or the need for acquisitions resulting in improved pedestrian connectivity in the Lusby Town Center. The task will focus on benefits to provide safe route to schools, pedestrians and mobility, physical constraints, environmental (natural resources and community) impacts, preliminary cost estimates, public consideration, and ownership and management.

End product:

Contingent upon available funding, the anticipated deliverables for this task will include a Final Report containing the following: route study to determine recommended alignments and feasibility; design guidelines; potential funding sources; planning-level cost estimates as well as several design illustrations for the preferred improvements.

Staffing:

Calvert County, MPO, SHA, and Consultant staff.

Funding:

Funding for this task totals \$18,750 in FY 2018, as listed below by source.

Source	Funding
Federal	\$15,000
MDOT	\$1,875
Local	\$1,875
Total:	\$18,750

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Task 9: Patuxent Point Parkway Sidewalk and Pedestrian Crossing MD 2/4 and Patuxent Point Parkway

Objective:

Determine the feasibility of providing sidewalks and a pedestrian crossing at the intersection of MD 2/4 and Patuxent Point Parkway to connect Solomons Island and the Patuxent Point Community of approximately 1,000 residents. Pedestrian’s crossing MD 2/4 is very dangerous.

Previous work:

Contacted SHA to request a pedestrian crossing MD 2/4 and was told connecting sidewalks would be required first, before SHA would consider the request. Solomons Island business community has requested the pedestrian crossing.

Methodology:

The organization will seek professional consulting services to assist with the completion of this task. The task will include recommendations for possible sidewalk and pedestrian crossing alignments, potential for land taking or the need for acquisitions resulting in improved pedestrian connectivity between Solomons Island and Patuxent Point. The task will focus on benefits for connecting communities, pedestrians and mobility, physical constraints, preliminary cost estimates, public consideration, and ownership and management.

End product:

Contingent upon available funding, the anticipated deliverables for this task will include a Final Report containing the following: sidewalk route and alignment study; pedestrian crossing feasibility study; design guidelines; potential funding sources; planning-level cost estimates; as well as several design illustrations for the preferred improvements.

Staffing:

Calvert County, MPO, SHA, and Consultant staff

Funding:

Funding for this task totals \$18,750 in FY 2018, as listed below by source.

Source	Funding
Federal	\$15,000
MDOT	\$1,875
Local	\$1,875
Total:	\$18,750

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Task 10: Road Connections in Lusby Town Center

Objective:

Determine the feasibility of the connection of Lusby Lane to the intersection of Gunsmoke Trail and Thunderbird Drive.

Previous work:

None

Methodology:

The organization will seek professional consulting services to assist with the completion of this task. The task will include recommendations for possible alignments, potential for land taking or the need for acquisitions resulting in improved vehicular flow and connectivity in Chesapeake Ranch Estates. The work will focus on benefits to traffic flow and mobility, physical constraints, environmental (natural resources, and community) impacts, preliminary cost estimates, public consideration, and ownership and management.

End product:

Contingent upon available funding, the anticipated deliverables for this task will include a Final Report containing the following: current and future traffic conditions at identified intersections; vehicular, cyclist, and pedestrian counts at identified intersections; short, mid, and long-term solutions to improve conditions along Lusby Lane, Gunsmoke Trail and Thunderbird Drive ; design guidelines; potential funding sources; planning-level cost estimates for each proposed recommendation; as well as several design illustrations for the preferred improvements.

Staffing:

Calvert County, MPO, SHA, and Consultant staff

Funding:

Funding for this task totals \$18,750 in FY 2018, as listed below by source.

Source	Funding
Federal	\$15,000
MDOT	\$1,875
Local	\$1,875
Total:	\$18,750

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Task 11: Bike Share Feasibility Study

Objective:

Develop a feasibility study that analyzes a potential bike share program along the Three Notch Trail and the surrounding urbanized area.

Previous work:

Description:

The organization will seek professional consulting services to assist with the completion of this task. The task will include analyzing existing/future bicycle and pedestrian trails and bike paths for compatibility with the installation of a bike share system. Any gaps or needed improvements in the network will be communicated to MPO staff and included in the final report to the MPO.

- A report which details surveying of the public and includes the public’s response to a bike share system.
- A comparison of the system provided by Zagster to another bike share provider of the consultant’s choosing;
- GIS mapping files and database of the existing transportation network and proposed improvements. An explanation for the proposed improvements shall also be provided;
- Cost estimates for implementation and on-going maintenance of the system for the foreseeable future; and
- Assistance with developing draft agreement templates.

Staffing:

St. Mary’s County, MPO, and Consultant staff

Funding:

Funding for this task totals \$40,000 in FY 2018, as listed below by source.

Source	Funding
Federal	\$32,000
MDOT	\$4,000
Local	\$4,000
Total:	\$40,000

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Task 12: St. Andrew’s Church Road Improvement Study

Objective:

Develop a prioritized phasing of transportation improvements for St. Andrew’s Church Road to Indian Bridge Road

Previous work:

Chancellors Run Road Improvement Project

Description:

The organization will seek professional consulting services to assist with the completion of this task. The task will include analyzing existing and future transportation conditions for all modes of transportation within the study area, and developing and prioritizing transportation improvements. Roadway improvements will be analyzed using traffic modeling software to determine level of service based on current and future traffic volumes. A performance measures-based scoring system will be developed for pedestrian, bicycle and transit improvements that will allow the proposed improvements to be analyzed in comparison to the existing conditions.

- GIS mapping files and database of existing transportation network and proposed improvements;
- Concept plans illustrating each of the transportation improvements. The illustrations will include Complete Street concepts for proposed new streets that include storm water management and considerations of Complete Streets elements such as traffic calming treatments, sidewalks, bike lanes, landscaping, access management, lighting and street furniture;
- Cost estimates for transportation improvements recommended in the study area; and
- Traffic Modeling analysis results and prioritization matrix of scenarios based on implementing incremental phased transportation improvements and scoring matrix of pedestrian, bicycle and transit modes of transportation.

Staffing:

St. Mary’s County, MPO, SHA, and Consultant staff

Funding:

Funding for this task totals \$60,000 in FY 2018, as listed below by source.

Source	Funding
Federal	\$48,000
MDOT	\$6,000
Local	\$6,000
Total:	\$60,000

BUDGET

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Adopted: XXXXXXXX

A. Source of Funding by Task

A. CORE PLANNING				
	<u>Federal</u>	<u>MDOT</u>	<u>Local</u>	<u>Total</u>
1. TIP	\$4,000	\$500	\$500	\$5,000
2. UPWP	\$4,000	\$500	\$500	\$5,000
3. Long Range Transportation Plan	\$4,000	\$500	\$500	\$5,000
4. Transportation Equity Planning	\$4,000	\$500	\$500	\$5,000
CORE PLANNING subtotal	\$16,000	\$2,000	\$2,000	\$20,000
B. MPO ADMINISTRATION				
	<u>Federal</u>	<u>MDOT</u>	<u>Local</u>	<u>Total</u>
MPO ADMINISTRATION subtotal	\$40,000	\$5,000	\$5,000	\$50,000
C. SPECIAL STUDIES				
	<u>Federal</u>	<u>MDOT</u>	<u>Local</u>	<u>Total</u>
5. Calvert/St. Mary’s Naval Base Commuter Bus System	\$40,000	\$5,000	\$5,000	\$50,000
6. Transit Improvement Cost Estimates for Calvert & St. Mary’s Counties	\$56,000	\$7,000	\$7,000	\$70,000
7. Study for Multi-Use Trail and Geometric Safety Improvements on Little Cove Point Rd	\$15,000	\$1,875	\$1,875	\$18,750
8. Appeal Lane Sidewalk Feasibility Study	\$15,000	\$1,875	\$1,875	\$18,750
9. Patuxent Point Parkway Sidewalk and Pedestrian Crossing MD 2/4 and Patuxent Point Parkway	\$15,000	\$1,875	\$1,875	\$18,750
10. Road Connections in Lusby Town Center	\$15,000	\$1,875	\$1,875	\$18,750
11. Bike Share Feasibility Study & Infrastructure Improvements	\$32,000	\$4,000	\$4,000	\$40,000
12. St. Andrew’s Church Road Improvement Study	\$48,000	\$6,000	\$6,000	\$60,000
SPECIAL STUDIES subtotal	\$236,000	\$29,500	\$29,500	\$295,000
total:	\$292,000	\$36,500	\$36,500	\$365,000

*There are additional funds that have not been programmed in the table above.

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B. Federal Funding Sources

FFY	Federal Highway	Federal Transit	<u>Total</u>
FFY2018	\$66,448	\$30,317	\$96,765
Carryover	\$199,400	\$93,835	\$293,235
Total	\$265,848	\$124,152	\$390,000

*There are additional funds that have not been programmed in the table above.