

TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

FY 2025 – FY 2028

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Calvert - St. Mary's Metropolitan Planning Organization
Administrative office located in:
St. Mary's County Land Use and Growth Management
P.O. Box 653, Leonardtown, MD 20650
Website: www.calvert-stmarysmpo.com
Phone: 301-475-4200 Ext. 1507
Email: Karly.Maltby@stmaryscountymd.gov

**CALVERT - ST. MARY'S METROPOLITAN PLANNING ORGANIZATION
TRANSPORTATION IMPROVEMENT PROGRAM FY 2025 –2028**

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TRANSPORTATION IMPROVEMENT PROGRAM

INTRODUCTION

As a result of the 2010 U.S. Census, the Lexington Park—California—Chesapeake Ranch Estates Area, which includes sections of both St Mary's County and Calvert County, 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 in 2010. In 2020 the urbanized area population had increased to 62,352 people. The larger California-Lexington Park, MD Metropolitan (Core-Based) Statistical Area (MSA) contained a population of 105,151 people according to the 2020 US Census.

Since the 1960s the federal government has established that metropolitan area's urban transportation planning processes are conducted in a manner that complies with the all applicable federal transportation planning rules for 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 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, representing the largest surface transportation investment in the nation's history. Moving Ahead for Progress in the 21st Century (MAP-21) was signed into law in 2012. MAP-21 established 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.

In November 2021, The Bipartisan Infrastructure Law, as enacted in the Infrastructure Investment and Jobs Act (IIJA), authorized \$1.2 trillion in spending, with \$550 billion being newly authorized spending on top of what Congress was planning to authorize regularly in repairing and rebuilding America's roads and bridges – the largest investment since President Eisenhower's investment in the interstate highway system.

TRANSPORTATION PLANNING PROCESS

Federal Planning Factors

In 1998 the Transportation Equity Act for the 21st Century (TEA-21) established eight planning factors which must be considered in the development long-range plans and TIPs. 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). The eight factors are listed herein with others added to the 2015 Fixing America's Surface Transportation Act (FAST Act) as follows:

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 for motorized and nonmotorized user.
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 the preservation of the existing transportation system.
9. Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation.
10. Enhance travel and tourism.

National Goals and Performance Based Planning and Programming

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 six national goals. The regulations direct states, MPOs, and transit providers to undertake Performance Based Planning and Programming 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 and C-SMMPO have established, and continue to update transportation performance targets and measures across all six performance goals. A new final rule amends 23 CFR part 490 and requires MDOT and C-SMMPO to establish declining carbon dioxide (CO₂) targets for GHG measure and report on progress toward achieving those targets. State DOTs and MPOs that have National Highway System Mileage within respective boundaries must establish declining CO₂ targets. Updates will be provided as targets are set and MPOs.

MDOT continues to work closely with the C-SMMPO to establish and update transportation targets and measures as needed to meet federal reporting requirements for both highway and transit systems, including transportation safety and declining CO₂ targets. The C-SMMPO has documented its Performance based Planning and Programming process here:

<https://www.calvert-stmarysmpo.com/182/Performance-Measures>

The performance targets and measures for the C-SMMPO region are thoroughly documented in the approved long range transportation plan *Moving Forward 2050*:

METROPOLITAN PLANNING ORGANIZATION AND MANAGEMENT

Metropolitan Planning Organization

The Council is the primary governing body of the C-SMMPO and consists of three (3) members representing Calvert County, St. Mary's County and the MDOT. 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 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.

Figure 1: TAC Members

Representing	Name	Title
Calvert-St. Mary's MPO	Karly Maltby	Administrator/MPO Planner
St. Mary's County Land Use & Growth Management	Courtney Jenkins James Campbell	Deputy Director Senior Planner
St. Mary's County Public Works & Transportation	James Gotch	Director
Calvert County Planning & Zoning	Jessicca Gaetano	Planner III
Tri-County Council	George Clark	Transportation Specialist
Maryland Department of Transportation	Tyson Byrne Dan Janousek	Regional Planning Manager Regional Planner
Calvert County Department of Public Works	John Cosgrove Jr. Jason Leavitt	Director Project Engineer II
Maryland State Highway Administration	Sean Varsolona	Regional Planner
NAS Patuxent River	Sabrina Hecht	Community Planning Liaison Officer Navy PAX
MDOT-MTA	Bruce Hojnacki	Regional Planner
MDOT/SHA District 5	Kimberley M. Tran	District Engineer
Calvert County Finance & Budget	Mary F. Layman	Grants Coordinator

MPO Staff

St. Mary's County has a full-time MPO Planner that administers the metropolitan planning program for the C-SMMPO. Technical assistance is provided as needed by the Maryland Department of Transportation. 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 in St. Mary's County and Calvert County also acts as a local liaison to the State and Federal agencies involved in transportation planning within the C-SMMPO's Metropolitan Planning Area administration.

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 the 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 2021-2024 TIP.

In compliance with federal requirements, the C-SMMPO developed a Public Participation Plan, which was adopted on April 20, 2015. The Plan documents and formalizes the public participation process, which is conducted for all C-SMMPO 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. The public participation process involved regularly scheduled public meetings that are open to the public and held at sites which comply with the Americans with Disabilities Act (ADA) regulations. It also included a public comment period, newspaper and internet announcements and outreach plan to stakeholder groups. Outreach plan included minorities, low income and elderly population groups.

LONG RANGE TRANSPORTATION PLAN

On March 6, 2024, the C-SMMPO updated and approved *Moving Forward 2050*, the Long Range Transportation Plan (LRTP) for the region. *Moving Forward 2050* 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 2025 to 2050. It includes a description of the region's transportation system, goals, financial forecasts, transportation projects considered for funding in the region, and a list of projects for which funding has not been identified. In *Moving Forward 2050*, 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

Four projects are for inclusion in the fiscally constrained portion of the LRTP.

- The MD 5/Great Mills Improvement Project includes roadway widening, intersection improvements, and a bridge replacement over the St. Mary’s River.
- The MD 4 Mainline (St. Mary's) project to widen MD 4 to four lanes from the Thomas Johnson Bridge to MD 235.
- The proposed MD 4/MD 235 interchange.
- The MD 4 Mainline (Calvert) to widen MD 4 to four lanes from Thomas Johnson Bridge to Patuxent point Parkway.

Figure 2: Fiscally Constrained Projects

Map ID	Name	Location	Description	Year of Expenditure	Estimated Project Cost in YOE
1	MD 5 Great Mills Improvement Project	MD 471 (Indian Bridge Road) to MD 246 (Great Mills Road)	Widening, Intersection Improvements and Bridge Replacement that extends over the St. Mary’s River on MD 5 (Point Lookout Road)	2030	\$17
2	MD 4 Mainline, St. Mary's County	Thomas Johnson Bridge to MD 235	Four-lane widening	2032	\$88
3	MD 4/MD 235 Interchange	MD 4/MD 235 intersection in Lexington Park	Interchange construction	2032	\$196
4	MD 4 Mainline	Thomas Johnson Bridge to Patuxent Point Parkway	Four-lane widening	2034	\$11
Total Estimated Cost in YOE					\$312

ENVIRONMENTAL JUSTICE

The C-SMMPO long range transportation plan, Moving Forward 2050, provides an Environmental Justice (EJ) analysis for the region completed in 2020. The analysis was conducted for minority, Hispanic, low-income, individuals with disabilities, households lacking vehicle access, and the Amish and Mennonite populations. These are population groups that may have unique travel characteristics or needs that may be overlooked in a traditional planning process. Moving forward 2050 contains 2020 Census demographic updates. The EJ process seeks to ensure that benefits and burdens of transportation investments are shared as equitably as possible.

Analysis was done with census tracts for low-income, disability, and vehicle access. The analysis was done with census block groups, which are smaller than census tracts, for minority and Hispanic population because this allows for more detailed analysis. The threshold is based on the average of the populations in Calvert and St. Mary's counties for minority, Hispanic, low-income, and vehicle access.

The Lexington Park-California-Chesapeake Ranch Estates Urban Area has a minority population of 28.4%, larger than the minority populations in Calvert or St. Mary's Counties. The threshold used in this analysis was 20% (the average of Calvert and St. Mary's counties) or more than 500 people. This analysis was done using census block groups. For a more detailed review and mapping of the EJ populations of the region, including thresholds of Amish, Mennonite and Hispanic populations, income, vehicle ownership, and disability status, see Moving Forward 2050. (refer to page 6)

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

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.

The Washington, DC-MD-VA 2015 ozone NAAQS nonattainment area was designated as a marginal nonattainment area for the 2015 ozone NAAQS (0.070 parts per million) by the United State Environmental Protection Agency (EPA) effective August 3, 2018 (Federal Register, Vol. 83, No. 107, June 4, 2018). Effective August 3, 2018, EPA designated Calvert County, among other jurisdictions in the Washington, DC-MD-VA area as nonattainment for the 2015 ozone NAAQS.

To meet Federal requirements, the TPB, the Metropolitan Planning Organization (MPO) for the Washington Region, adopted (1) the air quality conformity analysis of the March 6, 2020 Amendment to Visualize 2045, the region's long-range transportation plan (currently being updated in 2024), and the Transportation Improvement Program (TIP); (2) the 2020 Amendment to Visualize 2045; and (3) the approved the FY 2023–2026 TIP (June 15, 2022). There are no new Calvert County projects added to the C-SMMPO's *Moving Forward 2050* plan (approved March 6, 2024) that are regionally significant that were not already in TPB's currently approved conformity analysis. The approved conformity analysis, as shown in the appendices:

- 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 public comment periods that were advertised throughout the Metropolitan Washington Region, including in Calvert and St. Mary's Counties.

The TPB's conformity report was transmitted to the Federal Highway Administration (FHWA) Division Office in the District of Columbia, which undertakes the review of the air quality conformity analysis in coordination with the Federal Transit Administration (FTA) Washington Metropolitan Office, the FTA Regional Office, the FHWA Maryland and Virginia Division offices, and the regional office of the Environmental Protection Agency (EPA). These documents were also forwarded to the Maryland Department of Transportation (MDOT) and the conformity report was sent to the Maryland Department of the Environment (MDE).

A copy of the TPB's approval of Air Quality Conformity Analysis 2022 Update to Visualize 2045 and the FY 2023-2026 TIP can be found on the TPB website:

<https://www.mwcog.org/documents/2022/06/15/air-quality-conformity-analysis-of-the-2022-update-to-visualize-2045-full-report/>

The TPB's agreement with the MPO can be found on the C-SMMPO website:

<https://www.calvert-stmarysmpo.com/DocumentCenter/View/496/Letter-of-Support-for-MDOT-2022-TPM-Maryland-Baseline-Performance-Period---2nd-Performance-Period-and-Targets>

**CALVERT - ST. MARY'S METROPOLITAN PLANNING ORGANIZATION
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HIGHWAY PROGRAM

**CALVERT - ST. MARY'S
METROPOLITAN PLANNING ORGANIZATION
FY 2025 - FY 2028
TRANSPORTATION IMPROVEMENT PROGRAM**

Project Code _____ STIP# A-2024-01

Project Name Areawide Environmental Limits Areawide

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

Current Lanes _____ Current Road Type _____ Proposed Lanes _____

Miles _____ Highway System _____ Primary/Secondary _____ Funding _____ INT/NHS/STP/Other _____ Ratio 80/20

Related Projects _____

Comments _____

Phase	FY 2025	FY 2026	FY 2027	FY 2028	FY 2025 - 2028 TOTAL
PP	40,000	40,000	40,000	40,000	160,000
PE	250,000	250,000	250,000	250,000	1,000,000
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	2,330,000	2,330,000	2,330,000	2,330,000	9,320,000

**CALVERT - ST. MARY'S
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FY 2025 - FY 2028
TRANSPORTATION IMPROVEMENT PROGRAM**

Project Code _____ STIP# A-2024-02

Project Name Areawide Safety and Spot Improvements Limits Areawide

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

Current Lanes _____ Current Road Type _____ Proposed Lanes _____

Miles _____ Highway System _____ Primary/Secondary _____ Funding INT/NHS/STP/Other _____ Ratio 80/20

Related Projects _____

Comments _____

Phase	FY 2025	FY 2026	FY 2027	FY 2028	FY 2025 - 2028 TOTAL
PP	200,000	200,000	200,000	200,000	800,000
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	3,000,000	3,000,000	3,000,000	12,000,000
TOTAL	3,800,000	3,800,000	3,800,000	3,800,000	15,200,000

**CALVERT - ST. MARY'S
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TRANSPORTATION IMPROVEMENT PROGRAM**

Project Code _____ STIP# A-2024-03

Areawide Resurfacing and Rehabilitation
Improvements _____

Project Name _____ Limits Areawide

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

Current Lanes _____ Current Road Type _____ Proposed Lanes _____

Miles _____ Highway System _____ Primary/Secondary _____ Funding _____ INT/NHS/STP/Other _____ Ratio 80/20

Related Projects _____

Comments _____

Phase	FY 2025	FY 2026	FY 2027	FY 2028	FY 2025 - 2028 TOTAL
PP	100,000	100,000	100,000	100,000	400,000
PE	400,000	400,000	400,000	400,000	1,600,000
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	6,600,000	8,600,000	8,600,000	8,600,000	32,400,000

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TRANSPORTATION IMPROVEMENT PROGRAM**

Project Code _____ STIP# A-2024-04

Project Name Areawide Bridge Replacement and Rehabilitation Improvements Limits Areawide

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

Current Lanes _____ Current Road Type _____ Proposed Lanes _____

Miles _____ Highway System _____ Primary/Secondary _____ Funding _____ INT/NHS/STP/BR _____ Other _____ Ratio 80/20

Related Projects _____

Comments _____

Phase	FY 2025	FY 2026	FY 2027	FY 2028	FY 2025 - 2028 TOTAL
PP	100,000	100,000	100,000	100,000	400,000
PE	1,000,000	1,000,000	500,000	500,000	3,000,000
ROW	100,000	100,000	100,000	100,000	400,000
CONSTR.	3,000,000	3,000,000	3,000,000	3,000,000	12,000,000
TOTAL	4,200,000	4,200,000	3,700,000	3,700,000	15,800,000

**CALVERT - ST. MARY'S
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FY 2025 - FY 2028
TRANSPORTATION IMPROVEMENT PROGRAM**

Project Code _____ STIP# A-2024-05

Project Name Areawide Urban Reconstruction Improvements Limits Areawide

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

Current Lanes _____ Current Road Type _____ Proposed Lanes _____

Miles _____ Highway System _____ Primary/Secondary _____ Funding INT/NHS/STP/Other _____ Ratio 80/20

Related Projects _____

Comments _____

Phase	FY 2025	FY 2026	FY 2027	FY 2028	FY 2025 - 2028 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	1,580,000	1,580,000	1,580,000	1,580,000	6,320,000

**CALVERT - ST. MARY'S
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TRANSPORTATION IMPROVEMENT PROGRAM**

Project Code _____ STIP# A-2024-06

Project Name Areawide Congestion Management Limits Areawide

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

Current Lanes _____ Current Road Type _____ Proposed Lanes _____

Miles _____ Highway System Primary/ Secondary Funding INT/NHS/STP/ Other Ratio 80/20

Related Projects _____

Comments _____

Phase	FY 2025	FY 2026	FY 2027	FY 2028	FY 2025 - 2028 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	1,580,000	1,580,000	1,580,000	1,580,000	6,320,000

**CALVERT - ST. MARY'S
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FY 2025 - FY 2028
TRANSPORTATION IMPROVEMENT PROGRAM**

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

Current Lanes _____ Current Road Type _____ Proposed Lanes _____

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

Related Projects _____

Comments _____

Phase	FY 2025	FY 2026	FY 2027	FY 2028	FY 2025 - 2028 TOTAL
PP					0
PE	1,000,000				1,000,000
ROW					0
CONSTR.					0
TOTAL	1,000,000				1,000,000

**CALVERT - ST. MARY'S
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TRANSPORTATION IMPROVEMENT PROGRAM**

Project Code AZ3401 STIP# _____

Project Name NEVI Program Limits Statewide

Improvement Description The National Electric Vehicle Infrastructure (NEVI) Program will create a network of convenient, reliable, affordable, and equitable electric vehicle chargers along Maryland's designated alternative fuel corridors, which are major highways, and within communities along public roads or publicly accessible locations. Contributions from third parties will be utilized to match federal funds.

Responsible Agency SHA

Current Lanes		Current Road Type		Proposed Lanes	
Miles	Highway System	Primary/ Secondary	Funding	NEVI, NHPP, State, Private	Ratio 80/20

Related Projects _____

Comments _____

Phase	FY 2025	FY 2026	FY 2027	FY 2028	FY 2025 - 2028 TOTAL
PP					
PE	1,000	25,000			26,000
ROW					
CONSTR.	458,000	325,000	375,000	250,000	1,408,000
TOTAL	459,000	350,000	375,000	250,000	1,434,000

**CALVERT - ST. MARY'S
METROPOLITAN PLANNING ORGANIZATION
FY 2025 - FY 2028
TRANSPORTATION IMPROVEMENT PROGRAM**

Project Code SM2101 STIP# S-2018-08

Project Name MD 5 Great Mills Study Limits MD 5 from MD 246 to MD 471

Improvement Description Upgrade MD 5 from MD 471 to MD 246, including replacing Bridge No. 1800600 over the Saint Mary's River.

Responsible Agency SHA

Current Lanes _____ Current Road Type _____ Proposed Lanes _____

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

Related Projects _____

Comments _____

Phase	FY 2025	FY 2026	FY 2027	FY 2028	FY 2025 - 2028 TOTAL
PP					
PE	250,000				250,000
ROW	644,000	266,000			910,000
CONSTR.					0
TOTAL	894,000	266,000			1,160,000

**CALVERT - ST. MARY'S
METROPOLITAN PLANNING ORGANIZATION
FY 2025 - FY 2028
TRANSPORTATION IMPROVEMENT PROGRAM**

Project Code SM1675180 STIP# A-2021-04

Project Name MD 5, Point Lookout Road Limits MD 5

Improvement Description This project will replace the existing structure, built in 1936, which is nearing the end of its useful service life and is rated poor.

Responsible Agency SHA

Current Lanes 2 Current Road Type _____ Proposed Lanes 2

Miles _____ Highway System Primary/
Secondary Funding STBG Ratio 100

Related Projects _____

Comments _____

Phase	FY 2025	FY 2026	FY 2027	FY 2028	FY 2025 - 2028 TOTAL
PP	0	0	0	0	0
PE	0	0	0	0	0
ROW	7,000	7,000	7,000	4,000	25,000
CONSTR.	1,413,000	1,862,000	863,000	0	4,138,000
TOTAL	1,420,000	1,869,000	870,000	4,000	4,163,000

**CALVERT - ST. MARY'S METROPOLITAN PLANNING ORGANIZATION
TRANSPORTATION IMPROVEMENT PROGRAM FY 2025 - 2028**

TRANSIT PROGRAM

**CALVERT - ST. MARY'S METROPOLITAN PLANNING ORGANIZATION
TRANSPORTATION IMPROVEMENT PROGRAM FY 2025 - 2028**

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	FY2025	FY2026	FY2027	FY2028	FY 2025 - 2028 TOTAL
Section 5311	<i>Federal</i>	\$109,248	\$109,248	\$109,248	\$109,248	\$436,992
	<i>State</i>	13,656	13,656	13,656	13,656	52,818
	<i>Local</i>	13,656	13,656	13,656	13,656	52,818
Section 5307	<i>Federal</i>	\$29,040	\$29,040	\$29,040	\$29,040	\$116,160
	<i>State</i>	3,630	3,630	3,630	3,630	14,520
	<i>Local</i>	3,630	3,630	3,630	3,630	14,520
Section 5339	<i>Federal</i>	\$53,048	\$53,048	\$53,048	\$53,048	\$264,835
	<i>State</i>	6,631	6,631	6,631	6,631	26,524
	<i>Local</i>	6,631	6,631	6,631	6,631	26,524
Total:		239,170	239,170	239,170	239,170	\$956,680

**CALVERT - ST. MARY'S METROPOLITAN PLANNING ORGANIZATION
TRANSPORTATION IMPROVEMENT PROGRAM FY 2025 - 2028**

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	FY2025	FY2026	FY2027	FY2028	FY 2025 - 2028 TOTAL
Section 5311	<i>Federal</i>	262,279	262,279	262,279	262,279	1,049,116
	<i>State</i>	13,203	13,203	13,203	13,203	52,812
	<i>Local</i>	249,076	249,076	249,076	249,076	996,304
Section 5307	<i>Federal</i>	69,720	69,720	69,720	69,720	278,880
	<i>State</i>	3,510	3,510	3,510	3,510	14,040
	<i>Local</i>	66,210	66,210	66,210	66,210	264,840
Total:		663,998	663,998	663,998	663,998	2,655,992

**CALVERT - ST. MARY'S METROPOLITAN PLANNING ORGANIZATION
TRANSPORTATION IMPROVEMENT PROGRAM FY 2025 – 2028**

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	FY2025	FY2026	FY2027	FY2028	FY 2025 - 2028 TOTAL
Section 5311	<i>Federal</i>	166,567	166,567	166,567	166,567	666,268
	<i>State</i>	20,822	20,822	20,822	20,822	83,288
	<i>Local</i>	20,822	20,822	20,822	20,822	83,288

Section 5307	<i>Federal</i>	239,695	239,695	239,695	239,695	958,780
	<i>State</i>	29,963	29,963	29,963	29,963	119,852
	<i>Local</i>	29,963	29,963	29,963	29,963	119,852

Section 5339	<i>Federal</i>	0	198,554	0	198,554	397,108
	<i>State</i>	0	24,980	0	24,980	49,960
	<i>Local</i>	0	24,980	0	24,980	49,960

Total:		507,832	756,346	507,832	756,346	2,528,356
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**CALVERT - ST. MARY'S METROPOLITAN PLANNING ORGANIZATION
TRANSPORTATION IMPROVEMENT PROGRAM FY 2025 - 2028**

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: 5311& 5307 Ratio: Variable (50% Federal)

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

Project	Funding Source	FY2025	FY2026	FY2027	FY2028	FY 2025 - 2028 TOTAL
Section 5311	<i>Federal</i>	308,660	308,660	308,660	308,660	1,234,640
	<i>State</i>	17,388	17,388	17,388	17,388	69,552
	<i>Local</i>	291,272	291,272	291,272	291,272	1,273,465
Section 5307	<i>Federal</i>	444,169	444,169	444,169	444,169	1,776,676
	<i>State</i>	25,021	25,021	25,021	25,021	100,084
	<i>Local</i>	419,148	419,148	419,148	419,148	1,832,549
Total:		1,505,658	1,505,658	1,505,658	1,505,658	6,286,966

**CALVERT - ST. MARY'S METROPOLITAN PLANNING ORGANIZATION
TRANSPORTATION IMPROVEMENT PROGRAM FY 2025 - 2028**

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	FY2025	FY2026	FY2027	FY2028	FY 2025 - 2028 TOTAL
Preventive Maintenance Small Urban Transit	<i>Federal</i>		4,000		4,000	8,000
	<i>State</i>					-
	<i>Local</i>		1,000		1,000	2,000
Replacement Bus Small Urban Transit	<i>Federal</i>		52,000		52,000	104,000
	<i>State</i>					-
	<i>Local</i>		13,000		13,000	26,000
Expansion Bus Small Urban Transit	<i>Federal</i>		52,000		52,000	104,000
	<i>State</i>					-
	<i>Local</i>		13,000		13,000	26,000
Total:			135,000		135,000	270,000

**CALVERT - ST. MARY'S METROPOLITAN PLANNING ORGANIZATION
TRANSPORTATION IMPROVEMENT PROGRAM FY 2025 - 2028**

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 5311& 5307 Ratio: 100% Federal

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

Project	Funding Source	FY2025	FY2026	FY2027	FY2028	FY 2025 - 2026 TOTAL
CMAQ	<i>Federal</i>	8,730	8,730	8,730	8,730	34,920
	<i>State</i>	0	0	0	0	-
	<i>Local</i>	0	0	0	0	-
Total:		8,730	8,730	8,730	8,730	34,920

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**CALVERT - ST. MARY'S METROPOLITAN PLANNING ORGANIZATION
TRANSPORTATION IMPROVEMENT PROGRAM FY 2021 - 2024**

Appendix A

LETTER FROM TPB TO C-SMMPO -AIR QUALITY CONFORMITY ANALYSIS

APPENDICES

**CALVERT - ST. MARY'S METROPOLITAN PLANNING ORGANIZATION
TRANSPORTATION IMPROVEMENT PROGRAM FY 2021 – 2024**

April 1, 2020

Mr. Ben Cohen
Calvert-St.Mary's MPO
23150 Leonard Hall Dr.
Leonardtown, MD 20650

RE: The Air Quality Conformity Analysis of the Visualize 2045 Long-Range Transportation Plan and the FY 2019-2024 Transportation Improvement Program (TIP) for the Washington Metropolitan Region

Dear Mr. Cohen:

The National Capital Region Transportation Planning Board (TPB), the Metropolitan Planning Organization (MPO) for the Washington Region, adopted (1) the air quality conformity analysis of the 2020 Amendment to Visualize 2045, the region's long-range transportation plan, and the FY 2021-2024 Transportation Improvement Program (TIP); (2) the 2020 Amendment to Visualize 2045; and (3) the FY 2021-2024 TIP on March 18, 2020. This letter formally transmits the air quality conformity report. Appendix D of the air quality conformity report contains the TPB/Calvert-St. Mary's Metropolitan Planning Organization (C-SMMPO) coordination agreement. The C-SMMPO projects included in the travel model for the air quality conformity analysis are listed in Appendix B (page B-27) of the air quality conformity report.

The report was transmitted to the Federal Highway Administration (FHWA) Division Office in the District of Columbia, which will undertake the review of the air quality conformity analysis in coordination with the Federal Transit Administration (FTA) Washington Metropolitan Office, the FTA Regional Office, the FHWA Maryland and Virginia Division offices, and the regional office of the Environmental Protection Agency (EPA). These documents were also forwarded to the Maryland Department of Transportation (MDOT) and the conformity report was sent to the Maryland Department of the Environment (MDE).

If you have any questions, please contact Lyn Erickson, TPB Plan Development and Coordination Program Director, at lerickson@mwkog.org or 202-962-3319.

Sincerely yours,



Kanathur N. Srikanth
Director, Department of Transportation Planning

cc: Ms. Lyn Erickson, MWCOG
Mr. Tyson Byrne, MDOT
Mr. Dan Janousek, MDOT
Mr. Kwasi Bosompem, St. Mary's County

**CALVERT - ST. MARY'S METROPOLITAN PLANNING ORGANIZATION
TRANSPORTATION IMPROVEMENT PROGRAM FY 2021 – 2024**

**Appendix B
MDOT FISCAL LETTER 2020 with OPERATING AND CAPITAL PROGRAM
SUMMARY**



Wes Moore
Governor
Aruna Miller
Lieutenant Governor
Paul J. Wiedefeld
Secretary

January 17, 2024

Ms. Karly Maltby
MPO HPC Planner III
Department of Land Use and Growth Management
St. Mary's County
23150 Leonard Hall Drive, Box 653
Leonardtown, MD 20650

Dear Ms. Maltby:

The Calvert-St. Mary's Metropolitan Planning Organization (C-SMMPO) Fiscal Year 2025-2028 Transportation Improvement Program (TIP) contains the Maryland Department of Transportation (MDOT) projects that MDOT plans to implement in the C-SMMPO Region.

MDOT is submitting the accompanying documentation to demonstrate the financial capacity and financial reasonableness for the funding of those projects that MDOT has identified in the C-SMMPO's TIP. The attached documentation includes a statement of the Submission of Projects, the Operating and Capital Program Summary from MDOT's Consolidated Transportation Program, and the Financial Forecast developed for the C-SMMPO Long Transportation Range Plan, Moving Forward 2050. Currently, it is expected that all the programmed projects have funding available for implementation. The statement of Submission of Projects also addresses the fiscal reasonableness of the program and flexibility in the use of federal funds.

Should you need any further information, please contact me at 410-865-1284 or via email at tbyrne@mdot.state.md.us.

Sincerely,

A handwritten signature in black ink that reads 'Tyson Byrne'.

Tyson Byrne
Regional Planning Manager,
Office of Planning and Capital Programming

Attachments

cc: Mr. Dan Janousek, Regional Planner, OPCP, MDOT

**CALVERT - ST. MARY'S METROPOLITAN PLANNING ORGANIZATION
TRANSPORTATION IMPROVEMENT PROGRAM FY 2025 – 2028**

MDOT SUBMISSION OF PROJECTS INTO C-SMMPO TIP

**Submission of Projects for inclusion in the
C-SMMPO Region Transportation Improvement Program
FY 2025-2028**

Fiscal Reasonableness of the MDOT Program

The following table entitled “*DEPARTMENT OF TRANSPORTATION OPERATING AND CAPITAL PROGRAM SUMMARY*” provides a summary of the Maryland Department of Transportation’s (MDOT) Operating and Capital Program. All MDOT projects incorporated into the C-SMMPO FY 2025-2028 Transportation Improvement Program are derived from the legislatively approved MDOT Consolidated Transportation Program. The accompanying table demonstrates that the MDOT program is fiscally reasonable, since programmed outlays do not exceed projected available revenues for the program period.

Exercising Flexibility in the use of Federal Funds

The MDOT, in its submission to the C-SMMPPPO area TIP, is exercising the funding flexibility provisions possible under the federal Fixing America’s Surface Transportation Act. MDOT is responsible for a mix of transportation facilities throughout the state that includes highways, transit, port, aviation, as well as bicycle and pedestrian trail projects. This structure assures that intermodal opportunities are considered during all phases of project development.

All MDOT activities are funded from the Maryland Transportation Trust Fund (TTF), which is a dedicated source of funding that can only be used for transportation purposes. This fund combines revenue from transportation user fees, licensing and registration fees, motor fuel taxes, bond proceeds, and federal grants into a source that permits maximum flexibility in addressing intermodal transportation needs. Therefore, there are no administrative barriers to programming TTF money on whatever mode of transportation project best meets a particular need. MDOT’s organizational structure and TTF enable the consideration of all possible applications of federal funding categories.

**3CALVERT - ST. MARY'S METROPOLITAN PLANNING ORGANIZATION
TRANSPORTATION IMPROVEMENT PROGRAM FY 2025 – 2028**

*DEPARTMENT OF TRANSPORTATION
OPERATING AND CAPITAL PROGRAM SUMMARY
BY FISCAL YEAR
(\$ MILLIONS)*

	<u>CURRENT</u>	<u>BUDGET</u>	<u>Planning Years</u>				<u>SIX - YEAR</u>
	<u>YEAR</u>	<u>YEAR</u>	<u>2026</u>	<u>2027</u>	<u>2028</u>	<u>2029</u>	<u>TOTAL</u>
	<u>2024</u>	<u>2025</u>					
<u>CAPITAL PROGRAM</u>							
The Secretary's Office D	67.9	36.7	21.8	21.0	14.1	9.9	171.4
Motor Vehicle Administration	34.8	21.8	9.7	8.9	8.2	12.4	95.9
Maryland Aviation Administration D	284.4	370.9	274.1	77.7	50.6	73.8	1,131.6
Maryland Port Administration	287.6	413.0	399.2	242.3	154.2	107.3	1,603.6
Maryland Transit Administration D	678.0	656.0	787.4	938.7	818.1	635.2	4,513.4
Washington Metropolitan Area Transit CD	509.0	514.3	523.3	531.7	539.7	547.6	3,165.6
State Highway Administration B	1,526.2	1,609.2	1,611.1	1,578.3	1,595.0	1,555.3	9,475.2
TOTAL CAPITAL	3,388.0	3,622.0	3,626.6	3,398.6	3,179.9	2,941.6	20,156.7
Special Funds	1,689.2	1,597.2	1,504.7	1,641.2	1,494.1	1,398.6	9,325.0
Federal Funds	1,243.7	1,436.1	1,428.3	1,414.5	1,474.5	1,347.1	8,344.1
Other Funds F	455.0	588.7	693.6	342.9	211.4	195.8	2,487.5
<u>OPERATING PROGRAM</u>							
The Secretary's Office	112.6	109.8	113.0	116.3	119.7	123.1	694.5
Motor Vehicle Administration	232.7	226.6	232.5	239.3	246.2	253.4	1,430.7
Maryland Aviation Administration	227.4	236.2	243.5	250.6	257.9	265.4	1,481.0
Maryland Port Administration	54.4	52.9	54.5	56.1	57.7	59.4	335.0
Maryland Transit Administration	1,128.5	1,125.2	1,179.9	1,251.6	1,302.7	1,340.0	7,327.9
Washington Metropolitan Area Transit	475.3	489.5	504.2	519.3	534.9	550.9	3,074.1
State Highway Administration	358.5	351.0	362.3	372.8	383.6	394.7	2,222.9
TOTAL OPERATING	2,589.4	2,591.2	2,689.9	2,806.0	2,902.7	2,986.9	16,566.1
Special Funds	2,341.2	2,451.3	2,550.0	2,666.1	2,762.8	2,847.0	15,618.4
Federal Funds	248.2	139.9	139.9	139.9	139.9	139.9	947.7
Other Funds	-	-	-	-	-	-	-

**CALVERT - ST. MARY'S METROPOLITAN PLANNING ORGANIZATION
TRANSPORTATION IMPROVEMENT PROGRAM FY 2025 – 2028**

BUDGET YEAR 2024 - 2027

	<u>CURRENT</u>	<u>BUDGET</u>	<u>Planning Years</u>				<u>SIX - YEAR</u>
	<u>YEAR</u>	<u>YEAR</u>	<u>2026</u>	<u>2027</u>	<u>2028</u>	<u>2029</u>	<u>TOTAL</u>
	<u>2024</u>	<u>2025</u>					
<u>DEBT SERVICE REQUIREMENTS</u>							
Special Funds	426.5	432.2	427.1	448.5	468.8	498.9	2,702.0
Federal Funds	-	-	-	-	-	-	-
Other Funds	-	-	-	-	-	-	-
<u>DEPARTMENTAL TOTAL</u>							
	6,403.9	6,645.4	6,743.6	6,653.1	6,551.4	6,427.4	39,424.8
Special Funds	4,457.0	4,480.7	4,481.8	4,755.8	4,725.7	4,744.5	27,645.5
Federal Funds	1,491.9	1,576.0	1,568.2	1,554.4	1,614.4	1,487.0	9,291.8
Other Funds	455.0	588.7	693.6	342.9	211.4	195.8	2,487.5

* Numbers may not sum perfectly due to rounding.

** Amounts shown are net of contingent reductions and provisions introduced in the Budget Reconciliation and Financing Act.

^B- Includes County and Municipality transfer funds from the federal government.

^C- Capital Program WMATA Grants line federal funds received by WMATA directly.

^D- "Other" funds are included in the totals for TSO, MAA, MTA, and WMATA.

^F- Funds not received through the Trust Fund. Includes from Passenger Facility Charges (PFC), General Obligation Bonds (GO Bonds), Certificates of Participation (COPs), County participation and federal funds received by WMATA directly.

**CALVERT - ST. MARY'S METROPOLITAN PLANNING ORGANIZATION
TRANSPORTATION IMPROVEMENT PROGRAM FY 2025 – 2028
SUMMARY OF FEDERAL AID OBLIGATIONS**

*SUMMARY OF FEDERAL AID OBLIGATIONS
(\$ MILLIONS)*

The following listing estimates the annual levels of funds anticipated from individual federal aid categories necessary to support the FY 2024 - FY 2029 CTP/STIP:

	2024	2025	2026	2027	2028 - 2029	TOTAL
<u>Maryland Transit Administration</u>						
New Starts, Fixed Gudeway, Modernization and Bus	247.9	252.9	258.0	263.1	542.1	1,564.0
Elderly and Persons with Disabilites	5.6	5.7	5.9	6.0	12.3	35.5
Rural Area Formula	9.1	9.3	9.5	9.7	20.0	57.6
Subtotal (MTA)	262.7	268.0	273.3	278.8	574.4	1,657.2
<u>State Highway Administration</u>						
Surface Transportation Block Grant	190.4	194.3	198.1	198.1	396.3	1,177.3
Highway Safety Improvement Program	42.1	43.0	43.9	43.9	87.9	260.9
National Highway Peformance Program (PROTECT) Program	391.5	399.3	407.3	407.3	814.6	2,419.9
Carbon Reduction Program	19.3	19.7	20.1	20.1	40.2	119.4
National Highway Freight Program	17.0	17.3	17.7	17.7	35.3	105.0
Metropolitan Planning	19.5	19.9	20.3	20.3	40.6	120.6
Railway-Highway Crossings - HSIP set-aside	8.6	8.7	8.9	8.9	17.8	53.0
Congestion Mitigation/Air Quality	2.3	2.3	2.3	2.3	4.5	13.5
Subtotal (SHA)	10.0	11.1	12.2	12.2	24.4	69.8
Grand Total	700.7	715.6	730.8	730.8	1,461.6	4,339.3
Grand Total	963.4	983.5	1,004.1	1,009.6	2,036.0	5,996.5