

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

TRANSPORTATION IMPROVEMENT PROGRAM

FISCAL YEARS 2015 - 2018

Calvert County Planning Commission
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**CALVERT - ST. MARY'S METROPOLITAN PLANNING ORGANIZATION
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**RESOLUTION BY THE CALVERT - ST. MARY'S
METROPOLITAN PLANNING ORGANIZATION COUNCIL ADOPTING THE
FY 2015 - FY 2018 TRANSPORTATION IMPROVEMENT PROGRAM**

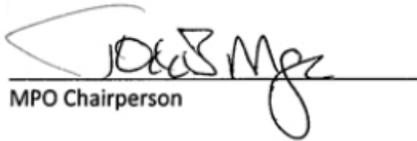
WHEREAS, the Calvert - St. Mary's Metropolitan Planning Organization (C-SMMPO) was established to conduct regional transportation planning for the C-SMMPO area in accordance with Federal requirements; and

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 2015 - FY 2018 Transportation Improvement Program (TIP); and

WHEREAS, the FY 2015 - FY 2018 TIP was presented at a public meeting of the C-SMMPO Council on June 17, 2015 and consistent with the requirements of the MPOs adopted Public Participation Process a 15-day public comment period extending from June 2, 2015 through June 16, 2015 was instituted prior to the public meeting; and

NOW THEREFORE, BE IT RESOLVED that the C-SMMPO Council does hereby adopt the FY 2015 - FY 2018 TIP for the C-SMMPO area.


MPO Chairperson

June 17, 2015
Date

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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 1960's the federal government has established urban transportation planning requirements in all metropolitan areas, as a prerequisite to the approval of federal funding (23 CFR Part 450 and 49 CFR Part 613). The regulations require a continuing, comprehensive and cooperative (3-C) planning process in all urbanized areas. The 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 by President Barack Obama in July 2012.

MAP-21 is a two year law that seeks to build on and refine many of the highway, transit, bike and pedestrian programs and policies established by ISTEA in 1991 and all subsequent federal transportation acts.

TRANSPORTATION PLANNING PROCESS

Federal Planning Factors

MAP-21 and 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.

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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

MAP-21 seeks to focus the federal aid program on the following national goals from 23USC §150(b). These include:

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
6. ENVIRONMENTAL SUSTAINABILITY - Enhance the performance of the transportation system while protecting/enhancing the natural environment
7. 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

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.

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Technical Advisory Committee (TAC)

The C-SMMPO Council will establish 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. When established the TAC voting membership will include representation from the various member jurisdictions, as well as from transportation organizations and relevant state agencies.

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. At this time staff devotes a portion of its time to transportation planning activities and there are no full-time C-SMMPO employees. 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 2015-2018 TIP.

In compliance with MAP - 21 a Public Participation Plan was developed 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.

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

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 of 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:** In the Fall of every year the Secretary of Transportation and the Department's modal administrators visit each of the State's 23 counties and Baltimore City to present and solicit input on the Draft CTP from local elected officials, state legislators and citizens. Information obtained at these meetings is used in the development of the final CTP that is presented to the General Assembly for approval at the beginning of the 90-day legislative session in January. Since County elected officials are members of all of Maryland's small MPO policy boards, the MPOs are represented and consulted during the annual CTP Tour.

AIR QUALITY CONFORMITY STATUS

The Environmental Protection Agency (EPA) has designated Calvert County as being "marginal non-attainment for ozone." St. Mary's County is in attainment for this standard and both Counties are in attainment for the Particulate Matter (PM 2.5) standard. An agreement shall be developed as required by 23 CFR 450.314 Metropolitan Planning Agreements.

HIGHWAY PROGRAM

**CALVERT - ST. MARY'S METROPOLITAN PLANNING ORGANIZATION
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Project Code _____ STIP# A-2015-01

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/MDOT

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 2015	FY 2016	FY 2017	FY 2018	FY 2015 - 2018 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

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Project Code _____ STIP# A-2015-02

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/MDOT

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 2015	FY 2016	FY 2017	FY 2018	FY 2015 - 2018 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

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Project Code _____ STIP# A-2015-03

Project Name Areawide Resurfacing and Rehabilitation Improvements 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/MDOT

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 2015	FY 2016	FY 2017	FY 2018	FY 2015 - 2018 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

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Project Code _____ STIP# A-2015-04

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/MDOT

Current Lanes _____ Current Road Type _____ Proposed Lanes _____

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

Related Projects _____

Comments _____

Phase	FY 2015	FY 2016	FY 2017	FY 2018	FY 2015 - 2018 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

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Project Code _____ STIP# A-2015-05

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/MDOT

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 2015	FY 2016	FY 2017	FY 2018	FY 2015 - 2018 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.	3,000,000	4,000,000	4,000,000	3,000,000	14,000,000
TOTAL	3,580,000	4,580,000	4,580,000	3,580,000	16,320,000

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Project Code _____ STIP# A-2015-06

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/MDOT

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 2015	FY 2016	FY 2017	FY 2018	FY 2015 - 2018 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

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Project Code SM3511 STIP# S-2015-07

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 STP Ratio 80/20

Related Projects _____

Comments _____

Phase	FY 2015	FY 2016	FY 2017	FY 2018	FY 2015 - 2018 TOTAL
PP	250,000	557,000	0	0	807,000
PE	500,000	3,750,000	3,750,000	2,875,000	10,875,000
ROW	0	0	0	0	0
CONSTR.	0	0	0	0	0
TOTAL	750,000	4,307,000	3,750,000	2,875,000	11,682,000

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Project Code SM210A101 STIP# S-2015-08

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/ Funding _____ Ratio _____
Secondary State 100

Related Projects _____

Comments _____

Phase	FY 2015	FY 2016	FY 2017	FY 2018	FY 2015 - 2018 TOTAL
PP	50,000	101,000	0	00	151,000
PE	250,000	1,000,000	1,000,000	1,000,000	3,250,000
ROW	0	0	0	0	0
CONSTR.	0	0	0	0	0
TOTAL	300,000	1,101,000	1,000,000	1,000,000	3,401,000

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AMENDMENT – 2/23/16

Project Code SM3661 STIP# S-2015-08-AMEND
 Project Name MD 5 Corridor Study Limits MD 246 - MD 471
 Improvement Description Design of MD 5 intersection, bridge, and drainage improvements between MD 246 to MD 471
 Responsible Agency SHA/MDOT

Current Lanes 2 Current Road Type Urban Proposed Lanes TBD

Miles 0.26 Highway System Secondary Funding State Ratio 0/100/0

Related Projects _____

Comments This amendment reflects the addition of \$999,000 to planning funding and the subtraction of \$1.9 million from Design funding during the duration of the FY-2015- 2018 TIP for this regionally-significant State-funded project.

Phase	FY 2015	FY 2016	FY 2017	FY 2018	FY 2015 - 2018 TOTAL
PP	100,000	400,000	400,000	250,000	1,150,000
PE	0	170,000	480,000	670,000	1,320,000
ROW	0	0	0	0	0
CONSTR.	0	0	0	0	0
TOTAL	100,000	570,000	880,000	920,000	2,470,000

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Project Code SM3661 STIP# S-2015-09

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

Improvement Description Replace structure 18008 over Eastern Branch - Not a Major Project but it has its own PIF Sheet in the current CTP.

Responsible Agency SHA/MDOT

Current Lanes Current Road Type Proposed Lanes

Miles Highway System Primary/Secondary Funding Ratio 80/20
STP/ BRR

Related Projects

Comments

Phase	FY 2015	FY 2016	FY 2017	FY 2018	FY 2015 - 2018 TOTAL
PP	0	0	0	0	0
PE	372,000	39,000	0	0	411,000
ROW	48,000	3,000	0	0	51,000
CONSTR.	2,402,000	1,557,000	0	0	3,959,000
TOTAL	2,822,000	1,599,000	0	0	4,421,000

TRANSIT PROGRAM

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CAPITAL

Project Code: _____ **STIP #:** C-2015-10

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

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

Responsible Agency MDOT/MTA

Funding: Various **Ratio:** 80% federal
10% state
10% local

Comments/ 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.
MPO App.

Project	Funding Source	FY2015	FY2016	FY 2017	FY 2018	FY 2015-2018 TOTAL
Section 5311	Federal	253,430	131,158	131,158	131,158	646,904
	State	31,678	16,394	16,394	16,394	80,860
	Local	31,678	16,394	16,394	16,394	80,860
Section 5307	Federal	64,465	34,865	34,865	34,865	169,060
	State	8,059	4,359	4,359	4,359	21,136
	Local	8,059	4,359	4,359	4,359	21,136
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:		493,897	304,057	304,057	304,057	1,406,068

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ADMINISTRATIVE MODIFICATION – 2/23/16

CAPITAL

Project Code: _____ **STIP #:** C-2015-10-AMEND

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

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

Responsible Agency MDOT/MTA

Funding: Various **Ratio:** 80% federal
10% state
10% local

Comments/

Capital Assistance will enable Calvert County to continue to operate public transit service. The following projects will be funded: Medium Buses, Small Cutaways, and Preventive Maintenance.

MPO App.

Project	Funding Source	FY2015	FY2016	FY 2017	FY 2018	FY 2015-2018 TOTAL
Section 5311	Federal	253,430	296,871	296,871	296,871	1,144,043
	State	31,678	37,110	37,110	37,110	143,008
	Local	31,678	37,110	37,110	37,110	143,008

Section 5307	Federal	64,465	78,917	78,917	78,917	301,216
	State	8,059	9,867	9,867	9,867	37,660
	Local	8,059	9,867	9,867	9,867	37,660

Section 5339	Federal	77,222	0	77,222	77,222	308,888
	State	9,653	0	9,653	9,653	38,612
	Local	9,653	0	9,653	9,653	38,612

Total:		493,897	469,742	566,270	566,270	2,096,179
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OPERATING

Project Code: _____ **STIP #:** C-2015-11 _____

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

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

Responsible Agency MDOT/MTA _____

Funding: Various **Ratio:** Variable

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

Project	Funding Source	FY2015	FY2016	FY 2017	FY 2018	FY 2015-2018 TOTAL
	Section 5311	Federal	419,576	185,176	185,176	185,176
State		29,916	13,203	13,203	13,203	69,525
Local		643,540	420,380	420,380	420,380	1,904,680
Section 5307	Federal	49,224	49,224	49,224	49,224	196,896
	State	3,510	3,510	3,510	3,510	14,040
	Local	111,747	111,747	111,747	111,747	446,988
Total:		1,257,513	783,240	783,240	783,240	3,607,233

**CALVERT - ST. MARY'S METROPOLITAN PLANNING ORGANIZATION
TRANSPORTATION IMPROVEMENT PROGRAM FY 2015 – 2018**

ADMINISTRATIVE MODIFICATION – 9/14/15

OPERATING

Project Code: _____ **STIP #:** C-2015-11-ADMIN

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

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

Responsible Agency MDOT/MTA

Funding: Various **Ratio:** Variable

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

Project	Funding Source	FY2015	FY2016	FY 2017	FY 2018	FY 2015-2018 TOTAL
Section 5311	Federal	419,576	206,687	206,687	206,687	1,039,637
	State	29,916	13,203	13,203	13,203	69,525
	Local	643,540	193,484	193,484	193,484	1,223,992

Section 5307	Federal	49,224	54,943	54,943	54,943	214,053
	State	3,510	3,510	3,510	3,510	14,040
	Local	111,747	51,433	51,433	51,433	266,046

Total:		1,257,513	523,260	523,260	523,260	2,827,293
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**CALVERT - ST. MARY'S METROPOLITAN PLANNING ORGANIZATION
TRANSPORTATION IMPROVEMENT PROGRAM FY 2015 – 2018**

AMENDMENT – 2/23/16

OPERATING

Project Code: _____ **STIP #:** C-2015-12

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 MDOT/MTA

Funding: Various **Ratio:** Variable

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

Project	Funding Source	FY2015	FY2016	FY 2017	FY 2018	FY 2015-2018 TOTAL
CMAQ	Federal	0	9,385	9,385	9,385	28,155
	State	0	0	0	0	-
	Local	0	0	0	0	-

Total:		0	0	0	0	28,155
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**CALVERT - ST. MARY'S METROPOLITAN PLANNING ORGANIZATION
TRANSPORTATION IMPROVEMENT PROGRAM FY 2015 – 2018**

CAPITAL

Project Code: _____ **STIP #:** S-2015-13

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 MDOT/MTA

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; Large Bus Shelter @ St. Mary's County Regional Airport, Preventive Maintenance, Brake Lathe, Bus Cameras, and Medium Duty Bus Replacements.

Project	Funding Source	FY2015	FY2016	FY 2017	FY 2018	FY 2015-2018 TOTAL
Section 5311	Federal	194,604	97,804	97,804	97,804	488,016
	State	24,326	12,226	12,226	12,226	61,004
	Local	24,326	12,226	12,226	12,226	61,004
Section 5307	Federal	450,304	140,740	140,740	140,740	872,524
	State	56,288	17,592	17,592	17,592	109,064
	Local	56,288	17,592	17,592	17,592	109,064
Section 5339	Federal	198,554	198,554	198,554	198,554	794,216
	State	24,818	24,980	24,980	24,980	99,758
	Local	24,818	24,980	24,980	24,980	99,758
Total:		1,054,326	546,694	546,694	546,694	2,694,408

**CALVERT - ST. MARY'S METROPOLITAN PLANNING ORGANIZATION
TRANSPORTATION IMPROVEMENT PROGRAM FY 2015 – 2018**

ADMINISTRATIVE MODIFICATION – 2/23/16

CAPITAL

Project Code: _____ **STIP #:** S-2015-13-ADMIN

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 MDOT/MTA

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: Preventative Maintenance and Heavy Duty Bus Replacements.

Project	Funding Source	FY2015	FY2016	FY 2017	FY 2018	FY 2015-2018 TOTAL
Section 5311	Federal	194,604	166,567	166,567	166,567	694,305
	State	24,326	20,822	20,822	20,822	86,792
	Local	24,326	20,822	20,822	20,822	86,792

Section 5307	Federal	450,304	239,695	239,695	239,695	1,169,389
	State	56,288	29,963	29,963	29,963	146,177
	Local	56,288	29,963	29,963	29,963	146,177

Section 5339	Federal	198,554	0	198,554	198,554	595,662
	State	24,818	0	24,980	24,980	74,778
	Local	24,818	0	24,980	24,980	74,778

Total:		1,504,326	507,832	756,346	756,346	3,074,850
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**CALVERT - ST. MARY'S METROPOLITAN PLANNING ORGANIZATION
TRANSPORTATION IMPROVEMENT PROGRAM FY 2015 – 2018**

OPERATING

Project Code: _____ **STIP #:** S-2015-14

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 MDOT/MTA

Funding: Various **Ratio:** Variable

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

Project	Funding Source	FY2015	FY2016	FY 2017	FY 2018	FY 2015-2018 TOTAL
Section 5311	Federal	1,061,489	308,660	308,660	308,660	1,987,469
	State	59,797	17,388	17,388	17,388	111,961
	Local	1,374,403	399,649	399,649	399,649	2,573,350
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:		3,539,984	1,769,992	1,769,992	1,769,992	8,849,960

**CALVERT - ST. MARY'S METROPOLITAN PLANNING ORGANIZATION
TRANSPORTATION IMPROVEMENT PROGRAM FY 2015 – 2018**

CAPITAL

Project Code: _____ **STIP #:** S-2015-13

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

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

Responsible Agency MDOT/MTA

Funding: Various **Ratio:** 80% federal
10% state
10% local

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

Project	Funding Source	FY2015	FY2016	FY 2017	FY 2018	FY 2015-2018 TOTAL
Preventative Maintenance Sm Urban	Federal	36,000	0	36,000	0	72,000
	State	0	0	0	0	-
	Local	9,000	0	9,000	0	18,000
Small Bus Replacement Sm Urban	Federal	96,000	0	96,000	0	192,000
	State	0	0		0	-
	Local	24,000	0	24,000	0	48,000
Total:		165,000	0	165,000	0	330,000

St. Mary's
Preventative Maintenance - \$4,800-Fed

St. Mary's
Preventative Maintenance - \$31,200-Fed
Sm. Bus Replacement - \$96,000-Fed

**CALVERT - ST. MARY'S METROPOLITAN PLANNING ORGANIZATION
TRANSPORTATION IMPROVEMENT PROGRAM FY 2015 – 2018**

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


Signature
TODD B. MULLAN

Printed Name
CHAIRMAN, CSMMPPO

Title
April 20, 2015

Date

Maryland Department of Transportation


Signature
PETE K. RAHU

Printed Name
SECRETARY

Title
4-22-15

Date