

TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

FY 2021 – FY 2024

Adopted:

Approved:

Calvert - St. Mary's Metropolitan Planning Organization
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**CALVERT - ST. MARY'S METROPOLITAN PLANNING ORGANIZATION
TRANSPORTATION IMPROVEMENT PROGRAM FY 2021 – 2024**

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**RESOLUTION BY THE CALVERT - ST. MARY'S
METROPOLITAN PLANNING ORGANIZATION COUNCIL ADOPTING THE
FY 2021 - FY 2024 TRANSPORTATION IMPROVEMENT PROGRAM
RESOLUTION 0-2020**

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 2021 - FY 2024 Transportation Improvement Program (TIP); and

WHEREAS, the FY 2021 - FY 2024 TIP was presented at a public meeting of the C-SMMPO Council on _____, 2020 and consistent with the requirements of the MPOs adopted Public Participation Process, a 15-day public comment period extending from May __, through May __ 2020 was instituted prior to the public meeting; and

NOW THEREFORE, BE IT RESOLVED that the C-SMMPO Council does hereby adopt the FY 2021 - FY 2024 TIP for the C-SMMPO area.

Todd B. Morgan – Council Chairperson for 2020

Date

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. A population of 50,000 or greater is required for designation of an urbanized area.

Since the 1960s the federal government has established urban transportation planning requirements in all metropolitan areas, as a prerequisite to the approval of federal funding (23 CFR Part 450 and 49 CFR Part 613). The regulations require a continuing, comprehensive and cooperative (3-C) planning process in all urbanized areas. The MPO is the planning agency responsible for transportation planning within the identified planning area in accordance with federal regulations.

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

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

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

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

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

TRANSPORTATION PLANNING PROCESS

Federal Planning Factors

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.

Performance based planning and programming is a system level, data -driven process to identify strategies and investments. Based on federal guidance, MDOT and C-SMMPO have established, and continue to update transportation performance targets and measures across all six performance goals. 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. 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 2045*:

<https://www.calvert-stmarysmpo.com/156/Long-Range-Transportation-Plan-LRTP>

ORGANIZATION AND MANAGEMENT

Metropolitan Planning Organization

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

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

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

Technical Advisory Committee (TAC)

The C-SMMPO has established a Technical Advisory Committee 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	Ben Cohen	Administrator/MPO Planner
St. Mary's County Land Use & Growth Management (LUGM)	Bill Hunt Kwasi Bosompem	Director, LUGM Senior Planner, LUGM
St. Mary's County Public Works & Transportation	John Deatruck Jacque Fournier	Director, DPW&T Transportation Manager, DPW&T
Calvert County Planning and Zoning (P & Z)	Carolyn Sunderland Tamara Blake-Wallace	Deputy Director, P & Z Principal Planner, P & Z
Calvert County Public Transportation Services	Sandra Wobbleton	Supervisor, Transportation Services
Calvert County Department of Public Works	Danielle Conrow John Cosgrove	Acting Director, DPW Acting Deputy Director, Engineering and Highways
Tri-County Council	George Clark	Transportation Specialist
Maryland Department of Transportation,	Tyson Byrne Dan Janousek	Regional Planning Manager Regional Planner,
MDOT State Highway Administration	Sean Varsolona David Schlie	Regional Planner Regional Planner
NAS Patuxent River	Sabrina Hecht	Community Planning Liaison Officer, Navy PAX

MPO Staff

The C-SMMPO staff consists of personnel from the Calvert County Department of Planning and Zoning and the St. Mary's County Department of Land Use and Growth Management. St. Mary's County has a full-time MPO Planner that administers the program. Technical assistance is provided as needed by the Maryland Department of Transportation, the State Highway Administration, and the Maryland Transit Administration. The staff manages the operations of the C-SMMPO as directed by the Council and recommendations of the TAC and coordinates all planning projects and activities identified by the Council. The staff 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, 2020, the C-SMMPO updated and approved *Moving Forward 2045*, the Long Range Transportation Plan for the region. *Moving Forward 2045* 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 2020 to 2045. 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 2045*, the C-SMMPO identified six goals for the region's transportation system, which are supported by more specific objectives and linked to the plan's list of transportation projects. The goals are:

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

The C-SMMPO Board selected five projects for inclusion in the fiscally constrained portion of the plan. The highest priority is the MD 5/Great Mills improvement project, which would include widening, intersection improvements, and a bridge replacement over the St. Mary’s River. Second, is the MD 4 improvement project, which would widen MD 4 to four lanes from the Thomas Johnson Bridge to MD 235. Third, is the construction of the MD 4/MD 235 interchange. Fourth, is widening of MD 4 to four lanes from Patuxent Point Parkway to the Thomas Johnson Bridge. Fifth, is replacing the Thomas Johnson Bridge with a new four lane bridge. All of the projects in LRTP and this TIP are federally funded, and State managed.

Funds are processed and monitored by FHWA and FTA on an on going basis.

Figure 2: Fiscally Constrained Projects

Name	Location	Description	Year of Expenditure (YOE)	Estimated Project Cost in YOE \$ (Millions)
MD 5 Great Mills Improvement Project	MD 471 (Indian Bridge Road) to MD 246 (Great Mills Road)	Widening, Intersection Improvements & Bridge Replacement (MDOT SHA #1800600) extending over St. Mary’s River on MD 5	2026	\$28
MD 4 Mainline, St. Mary's County	Thomas Johnson Bridge to MD 235	Four-lane widening	2026	\$80
MD 4/MD 235 Interchange	MD 4/MD 235 intersection in Lexington Park	Interchange construction	2026	\$180
MD 4 Mainline, Calvert County	Thomas Johnson Bridge to Patuxent Point Parkway	Four-lane widening	2030	\$10
Patuxent River Crossing	Thomas Johnson Bridge	Construct a new four-lane bridge	2030	\$575
Total Estimated Project Cost in YOE				\$873

ENVIRONMENTAL JUSTICE

The C-SMMPO long range transportation plan, Moving Forward 2045, provided an Environmental Justice (EJ) analysis for the region. 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. The 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 2045. (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 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. There were no new Calvert County projects added to the C-SMMPO's recent *Moving Forward 2045* long range transportation plan (approved March 6, 2020) that are regionally significant that were not already in TPB's Visualize 2045 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 based on the latest Emission Model available.
- 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).

As a result, it has been demonstrated that the C-SMMPO's FY 2021-2024 TIP will not cause any degradation in the region's air quality or delay the timely attainment of the National Ambient Air Quality Standards because they are part of an approved air-quality conformity analysis.

A copy of the TPB's approval of Air Quality Conformity Analysis of the 2020 Amendment to Visualize 2045 and the FY 2021-2024 TIP can be found on the TPB website:

<https://www.mwcog.org/file.aspx?&A=pVQ78mQxMRL1e%2fOwU%2bIy34tDLPSaHFV0%2f6ttm5Ow2j0%3d>

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

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HIGHWAY PROGRAM

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

Project Code: A-2021-01 STIP# A-2021-01

Project Name: Area wide Environmental Limits: Area wide

Improvement Description: Program to provide environmental and aesthetic improvements on MDOT/SHA highways.

Responsible Agency: MDOT/SHA

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

Miles: n/a Highway System: _____ Primary/Secondary: _____ Funding: _____ NHPP/STP/T AP/HSIP/Other: _____ Ratio: 80/20

Related Projects: _____

Comments: _____

Phase	FY 2021	FY 2022	FY 2023	FY 2024	FY 2021 - 2024 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	2,580,000	9,320,000

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Project Code: A-2021-02 STIP# A-2021-02

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

Improvement Description: Program to provide localized improvements to address safety and /or operational issues on MDOT SHA highways

Responsible Agency: SHA/MDOT

Current Lanes: n/a Current Road Type: n/a Proposed Lanes: n/a

Miles: n/a Highway System: Primary/Secondary Funding : NHPP/CMAQ /STP/HSIP/O ther Ratio : 80/20

Related Projects: _____

Comments: _____

Phase	FY 2021	FY 2022	FY 2023	FY 2024	FY 2021 - 2024 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.	4,000,000	2,000,000	2,000,000	2,000,000	10,000,000
TOTAL	4,700,000	2,700,000	2,700,000	2,700,000	12,800,000

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Project Code: A-2021-03 STIP# A-2021-03

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

Improvement Description: Program to provide periodic resurfacing and upgrading of auxiliary features on MDOT/SHA highways.

Responsible Agency: SHA/MDOT

Current Lanes: n/a Current Road Type: n/a Proposed Lanes: n/a

Miles: n/a Highway System: Primary/Secondary Funding: : NHPP/STP/H SIP/Other: Ratio: 80/20

Related Projects: _____

Comments: _____

Phase	FY 2021	FY 2022	FY 2023	FY 2024	FY 2021- 2024 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.	8,000,000	8,000,000	8,000,000	8,000,000	32,000,000
TOTAL	8,600,000	8,600,000	8,600,000	8,600,000	34,400,000

**CALVERT - ST. MARY'S METROPOLITAN PLANNING ORGANIZATION
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Project Code: A-2021-4 STIP# A-2021-04

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

Improvement Description: Program to provide major upgrade and maintenance of structures on MDOT/SHA highways.

Responsible Agency: SHA/MDOT

Current Lanes: n/a Current Road Type: n/a Proposed Lanes: n/a

Miles: n/a Highway System: Primary/Secondary Funding: : NHPP/STP/Other: Ratio: 80/20

Related Projects: _____

Comments: _____

Phase	FY 2021	FY 2022	FY 2023	FY 2024	FY 2021 - 2024 TOTAL
PP	100,000	100,000	100,000	100,000	400,000
PE	720,000	720,000	720,000	720,000	2,880,000
ROW	100,000	100,000	100,000	100,000	400,000
CONSTR.	4,000,000	4,000,000	4,000,000	4,000,000	16,000,000
TOTAL	4,920,000	4,920,000	4,920,000	4,920,000	19,680,000

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Project Code: A-2021-05 STIP# A-2021-05

Project Name: Area wide Urban Reconstruction Limits: Area wide

Improvement Description: Program to provide roadway rehabilitation and streetscape improvements on MDOT/SHA highways in towns and urban areas.

Responsible Agency: SHA/MDOT

Current Lanes: n/a Current Road Type: n/a Proposed Lanes: n/a

Miles: n/a Highway System: Primary/Secondary Funding : NHPP/STP/Other Ratio: 80/20

Related Projects: _____

Comments: _____

Phase	FY 2021	FY 2022	FY 2023	FY 2024	FY 2021 - 2024 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: A-2021-06 STIP# A-2021-06

Project Name: Area wide Congestion Management Limits: Area wide

Improvement Description:
Program to provide traffic control, management, and monitoring on State highways.

Responsible Agency: SHA/MDOT

Current Lanes: n/a Current Road Type: n/a Proposed Lanes: n/a

Miles: n/a Highway System: Primary/Secondary Funding : NHPP/STP/CMAQ/Other Ratio: 80/20

Related Projects: _____

Comments: _____

Phase	FY 2021	FY 2022	FY 2023	FY 2024	FY 2021 - 2024 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 METROPOLITAN PLANNING ORGANIZATION
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Project Code: SM3511 STIP# S-2018-07
 Project Name: MD 4, Solomons Island Road Limits: MD 4 between MD 2 and MD 235
 Improvement Description: Study to upgrade MD 4 between MD 2 and MD 235, including the Thomas Johnson Bridge and MD 235 Intersection (2.91 miles). Sidewalks will be provided where appropriate for pedestrians. Shoulders, wide curb lanes and parallel trail system will accommodate bicycles and pedestrians.
 Responsible Agency: SHA/MDOT

Current Lanes: n/a Current Road Type: n/a Proposed Lanes: n/a
 Miles: 2.91 miles Highway System: Primary/Secondary Funding STP Ratio: 80/20

Related Projects _____

Comments : This project is not currently funded for FY21-24. MDOT SHA has previously programmed \$5,854,000 in fiscal years prior to FY21.As funding becomes available, it will be included here

Phase	FY 2021	FY 2022	FY 2023	FY 2024	FY 2021 – 2024 TOTAL
PP	0	0	0	0	0
PE	0	0	0	0	0
ROW	0	0	0	0	0
CONSTR.	0	0	0	0	0
TOTAL	0	0	0	0	0

**CALVERT - ST. MARY'S METROPOLITAN PLANNING ORGANIZATION
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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: Design of intersection, bridge, and drainage improvements along MD 5 from MD 246 to MD 471.

Responsible Agency: SHA/MDOT

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

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

Related Projects: _____

Comments MDOT/SHA has previously programmed 4,909,000 in PP/PE/RW costs. Estimated unfunded CO costs total 23,000,000. The total estimated cost of the project is approximately 33,000,000

Phase	FY 2021	FY 2022	FY 2023	FY 2024	FY 2021 - 2024 TOTAL
PP	0	0	0	0	0
PE	661,000	0	0	0	661,000
ROW	859,000	999,000	999,000	1,464,000	4,321,000
CONSTR.					0
TOTAL	1,520,000	999,000	999,000	1,464,000	4,982,000

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

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

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	FY2021	FY2022	FY2023	FY2024	FY 2021 - 2024 TOTAL
Section 5311	<i>Federal</i>	\$98,400	\$109,248	\$109,248	\$109,248	\$426,144
	<i>State</i>	11,850	13,656	13,656	13,656	52,818
	<i>Local</i>	11,850	13,656	13,656	13,656	52,818
Section 5307	<i>Federal</i>	\$25,200	\$29,040	\$29,040	\$29,040	\$112,320
	<i>State</i>	3,150	3,630	3,630	3,630	14,040
	<i>Local</i>	3,150	3,630	3,630	3,630	14,040
Section 5339	<i>Federal</i>	\$105,691	\$53,048	\$53,048	\$53,048	\$264,835
	<i>State</i>	13,212	6,631	6,631	6,631	33,105
	<i>Local</i>	13,212	6,631	6,631	6,631	33,105
Total:		285,715	239,170	239,170	239,170	1,003,225

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

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	FY2021	FY2012	FY2023	FY2024	FY 2021 - 2024 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
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**CALVERT - ST. MARY'S METROPOLITAN PLANNING ORGANIZATION
TRANSPORTATION IMPROVEMENT PROGRAM FY 2021 – 2024**

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	FY2021	FY2022	FY2023	FY2024	FY 2021 - 2024 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	399,649	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	575,105	1,832,549

Total:		1,505,658	1,505,658	1,505,658	1,769,992	6,286,966
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**CALVERT - ST. MARY'S METROPOLITAN PLANNING ORGANIZATION
TRANSPORTATION IMPROVEMENT PROGRAM FY 2021 – 2024**

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	FY2021	FY2022	FY2023	FY2024	FY 2021 - 2024 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
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**CALVERT - ST. MARY'S METROPOLITAN PLANNING ORGANIZATION
TRANSPORTATION IMPROVEMENT PROGRAM FY 2021 – 2024**

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	FY2021	FY2022	FY2023	FY2024	FY 2021 - 2024 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

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

**METROPOLITAN TRANSPORTATION PLANNING PROCESS
SELF-CERTIFICATION**

WHEREAS, the Calvert-St Mary's Metropolitan Planning Organization (C-SMMPO) is the designated Metropolitan Planning Organization (MPO) for the Calvert-St Mary region, encompassing the Calvert and St Mary's Urbanized Area, and includes official representatives and representatives of the Maryland Departments of Transportation, the Environment, Planning, and the Maryland Transit Administration; and

WHEREAS, the Metropolitan Transportation Planning Final Rule was jointly issued by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) on May 27, 2016 and requires that the MPO shall annually certify to the FHWA and the FTA that the planning process is addressing the major issues facing the metropolitan area and is being conducted in accordance with all applicable requirements as listed below; and

WHEREAS, §450.336 of the Metropolitan Planning Rule directs all Transportation Management Areas, meaning urbanized areas with a population of 50,000 or more, concurrent with the submittal of the proposed Transportation Improvement Program to the FHWA and the FTA as part of the Statewide Transportation Improvement Program approval, to certify that the metropolitan transportation planning process is being carried out by the State and the MPO in accordance with all applicable requirements (see Attachment 1) including

- 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);

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- 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).

NOW, THEREFORE, BE IT RESOLVED the MDOT and the C-SMMPO have reviewed and documented that the transportation planning process is addressing the major issues in the Washington D.C., metropolitan planning area and is being conducted in accordance with all the applicable federal requirements.

WE HEREBY CERTIFY that the Calvert-St Mary's Metropolitan Planning Organization (C-SMMPO) Council, as the Metropolitan Planning Organization for the St Mary's and Calvert Counties, approved the aforementioned resolution at its _____ meeting

Calvert – St. Mary's MPO

**Maryland Department of
Transportation**

Signature

Signature

Printed Name

Printed Name

Title

Title

Date

Date

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

APPENDICES

**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

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**



Larry Hogan
Governor
Boyd K. Rutherford
Lt. Governor
Gregory Slater
Secretary

April 13, 2020

Mr. Bill Hunt
St. Mary's County
Department of Land Use and Growth Management
23150 Leonard Hall Drive
P.O. Box 653
Leonardtown, MD 20650

Dear Mr. Hunt:

The Calvert-St. Mary's Metropolitan Planning Organization (C-SMMPO) Fiscal Year 2021-2024 Transportation Improvement Program (TIP) contains all of 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 Moving Forward 2045, the C-SMMPO's Long Transportation Range Plan.

At this time, it is expected that all of 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 blue ink that reads "Tyson Byrne".

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

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

MDOT SUBMISSION OF PROJECTS INTO C-SMMPO TIP

**Submission of Projects for inclusion in the
C-SMMPO Region Transportation Improvement Program FY 2021-
2024 April 2020**

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 2021-2024 Transportation Improvement Program come 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 region 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.

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TRANSPORTATION IMPROVEMENT PROGRAM FY 2021 – 2024**

OPERATING AND CAPITAL PROGRAM SUM

<i>DEPARTMENT OF TRANSPORTATION OPERATING AND CAPITAL PROGRAM SUMMARY BY FISCAL YEAR (\$ MILLIONS)</i>							
	CURRENT	BUDGET	Planning Years				SIX - YEAR TOTAL
	YEAR 2020	YEAR 2021	2022	2023	2024	2025	
<u>CAPITAL PROGRAM</u>							
The Secretary's Office ^E	48.1	42.7	19.2	13.6	11.6	11.3	146.5
Motor Vehicle Administration	45.2	42.1	16.9	15.9	14.5	12.4	147.0
Maryland Aviation Administration ^E	323.0	311.2	245.8	90.3	39.7	24.1	1,034.0
Maryland Port Administration ^E	137.5	206.3	295.4	227.2	211.5	81.9	1,159.8
Maryland Transit Administration ^E	624.9	640.8	655.4	381.6	325.8	378.5	3,007.0
Washington Metropolitan Area Transit ^{BE}	440.1	444.0	448.4	452.9	457.6	462.3	2,705.3
State Highway Administration ^A	1,764.9	1,579.9	1,324.5	1,262.6	1,164.2	1,029.9	8,126.0
TOTAL CAPITAL	3,383.6	3,267.1	3,005.6	2,444.2	2,224.8	2,000.4	16,325.7
Special Funds	1,695.2	1,467.1	1,335.0	1,154.1	1,095.8	1,000.0	7,747.3
Federal Funds	1,186.5	1,225.8	1,022.0	875.0	779.9	732.7	5,822.0
Other Funds ^F	501.9	574.2	648.5	415.1	349.0	267.7	2,756.4
<u>OPERATING PROGRAM</u>							
The Secretary's Office	101.8	106.4	109.0	112.0	115.0	119.0	663.2
Motor Vehicle Administration	210.2	211.8	218.0	224.0	231.0	238.0	1,333.0
Maryland Aviation Administration	206.2	219.4	226.0	233.0	240.0	247.0	1,371.6
Maryland Port Administration	51.2	51.9	54.0	56.0	57.0	58.0	328.1
Maryland Transit Administration	888.1	942.8	971.0	1,118.0	1,183.0	1,211.0	6,313.9
Washington Metropolitan Area Transit	392.9	444.3	457.0	471.0	485.0	500.0	2,750.2
State Highway Administration	310.1	315.1	324.0	333.0	343.0	354.0	1,979.2
TOTAL OPERATING	2,160.5	2,291.7	2,359.0	2,547.0	2,654.0	2,727.0	14,739.2
Special Funds	2,052.4	2,185.5	2,253.0	2,441.0	2,548.0	2,621.0	14,100.9
Federal Funds	108.1	106.3	106.0	106.0	106.0	106.0	638.4
Other Funds ^F	-	-	-	-	-	-	-

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

BUDGET YEAR 2020 - 2025

	CURRENT YEAR	BUDGET YEAR	Planning Years				SIX - YEAR TOTAL
	2020	2021	2022	2023	2024	2025	
<u>AID TO LOCAL GOVERNMENTS</u>							
County and Municipal Program ^C	259.0	264.4	269.7	274.3	275.7	198.1	1,541.2
County and Municipal Capital ^D	71.8	71.8	71.8	71.8	77.8	77.8	442.8
TOTAL AID TO LOCAL GOVERNMENTS	330.8	336.2	341.5	346.1	353.5	275.9	1,984.0
Special Funds	265.0	270.3	275.6	280.2	281.0	203.6	1,575.7
Federal Funds	65.9	65.9	65.9	65.9	72.5	72.3	408.4
<u>DEBT SERVICE REQUIREMENTS</u>							
Debt Service Requirements ^F	354.8	415.9	462.0	500.0	474.0	490.0	2,696.7
Special Funds	354.8	415.9	462.0	500.0	474.0	490.0	2,696.7
<u>DEPARTMENT TOTAL</u>	<u>5,898.9</u>	<u>5,974.7</u>	<u>5,826.6</u>	<u>5,491.2</u>	<u>5,352.8</u>	<u>5,217.4</u>	<u>33,761.6</u>
Special Funds	4,102.4	4,068.5	4,050.0	4,095.1	4,117.8	4,111.0	24,544.9
Federal Funds	1,294.6	1,332.1	1,128.0	981.0	885.9	838.7	6,460.4
Other Funds	501.9	574.2	648.5	415.1	349.0	267.7	2,756.4

^A - Includes county and municipal transfer funds from federal and state government, as well as highway user revenues.

^B - Capital Program WMATA grants line includes federal funds received by WMATA directly.

^C - County and municipal transfer funds from federal and state government are included in the State Highway Administration's capital program and are shown separately here for illustrative purposes.

^D - County and municipal capital (highway user revenues) are included in the State Highway Administration's capital program and are shown separately here for illustrative purposes.

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

^F - Debt service for County Bonds is not included in FY 2022-2025

^G - Funds not received through the Trust Fund. Includes funds from Passenger Facility Charges (PFC), Maryland Transportation Authority (MDTA) funds, Certificates of Participation (COPs), General funds, CSX funds, county participation, and federal funds received by WMATA directly.

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

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 2020-FY 2025 CTP/STP:

	Federal Fiscal Year					TOTAL
	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>	<u>2024 - 25</u>	
National Highway Performance Program (NHPP)	311.5	321.2	366.4	361.5	506.8	1,867.4
Surface Transportation Program (STP)	213.2	199.0	177.9	114.3	269.4	973.8
Congestion Mitigation /Air Quality (CMAQ)	63.6	57.1	54.5	51.8	97.6	324.6
Highway Safety Improvement Program (HSIP)	64.5	58.3	35.2	31.0	24.0	213.0
Statewide Planning & Research (SPR)	8.2	8.1	8.1	8.0	16.4	48.8
Transportation Alternative Program (TAP)	31.7	13.5	12.3	13.5	16.6	87.6
Special Federal Appropriations	38.3	43.6	14.0	-	-	95.9
NHHP Exempt	39.9	9.7	9.9	10.1	20.8	90.4
New Starts, Fixed Guideway, Modernization & Bus	297.9	301.5	276.1	188.8	389.1	1,453.4
Elderly and Persons with Disabilities	3.7	3.8	3.9	3.9	8.1	23.4
Rural Area Formula	<u>7.1</u>	<u>7.3</u>	<u>7.4</u>	<u>7.5</u>	<u>15.5</u>	<u>44.8</u>
TOTALS	1,079.6	1,023.1	965.7	790.4	1,364.3	5,223.1