

**CALVERT – ST. MARY'S METROPOLITAN PLANNING ORGANIZATION
UNIFIED PLANNING WORK PROGRAM FY 2020**

**UNIFIED PLANNING WORK
PROGRAM (UPWP)
Fiscal Year 2020**

July 1, 2019 - June 30, 2020

Federal Project Number:

Adopted: June 12, 2019

Resolution: 01-2019

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Calvert - St. Mary's Metropolitan Planning Organization	
Council Member	Empowered Representative
Steven R. Weems Commissioner, Calvert County	Mark Willis Director, Calvert County Planning & Zoning
Todd B. Morgan Commissioner, St. Mary's County	Bill Hunt Director, St. Mary's County Department of Land Use and Growth Management
Pete K. Rahn Secretary, Maryland Department of Transportation	Heather Murphy Director, Planning and Capital Programming, Maryland Department of Transportation
Program Administrator	
Margaret Oliver Program Administrator, C-SMMPO MPO Planner, St. Mary's County Department of Land Use and Growth Management	
Calvert County Representative	
Tamara Blake-Wallace Principal Planner, Calvert County Planning & Zoning	

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INTRODUCTION

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A. Metropolitan Transportation Planning

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

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

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

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

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

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

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

The PEAs for Federal FY 2020 include the following:

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

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The Calvert-St. Mary’s Metropolitan Planning Organization’s (C-SMMPO) FY2020 UPWP acknowledges the transition to performance based planning and programming as part of the on-going training activities included in the MPO.

2. Models of Regional Planning Cooperation – Promote cooperation and coordination across MPO boundaries and across state boundaries where appropriate to ensure a regional approach to transportation planning.

The C-SMMPO is a two County MPO. Cooperative efforts are ongoing between the two Counties. This includes allocated funding in the FY 2020 UPWP for projects of regional planning significance, including, but not limited to: the Calvert/St. Mary’s Fixed Route Base Commuter Bus System and Transit Improvements in Calvert and St. Mary’s counties. St. Mary’s and Calvert County MPO staff members are members of the Regional Infrastructure Advisory Committee (RIAC) and the Bicycle Infrastructure Advisory Committee (BIAC). These committees seek to foster transportation planning and bicycle and pedestrian planning on a regional level.

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

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

Performance Management Measures

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
6. **Environmental Sustainability** - Enhance the performance of the transportation system while protecting/enhancing the natural environment

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6. **Reduced Project Delivery Delays** - Reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices

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

States and MPOs are incorporating these measures into their planning activities contained in the UPWP. These measures are also being incorporated into transportation improvement programs and long-range transportation plans, so that they can demonstrate how proposed transportation projects will help make progress towards the goals. Based on federal guidance, MDOT has established statewide targets and measures, and has been working with the Calvert-St. Mary's MPO through the process.

MDOT already tracks performance through its Annual Attainment Report, which provides information on measures of funding, investment, mobility, and safety.

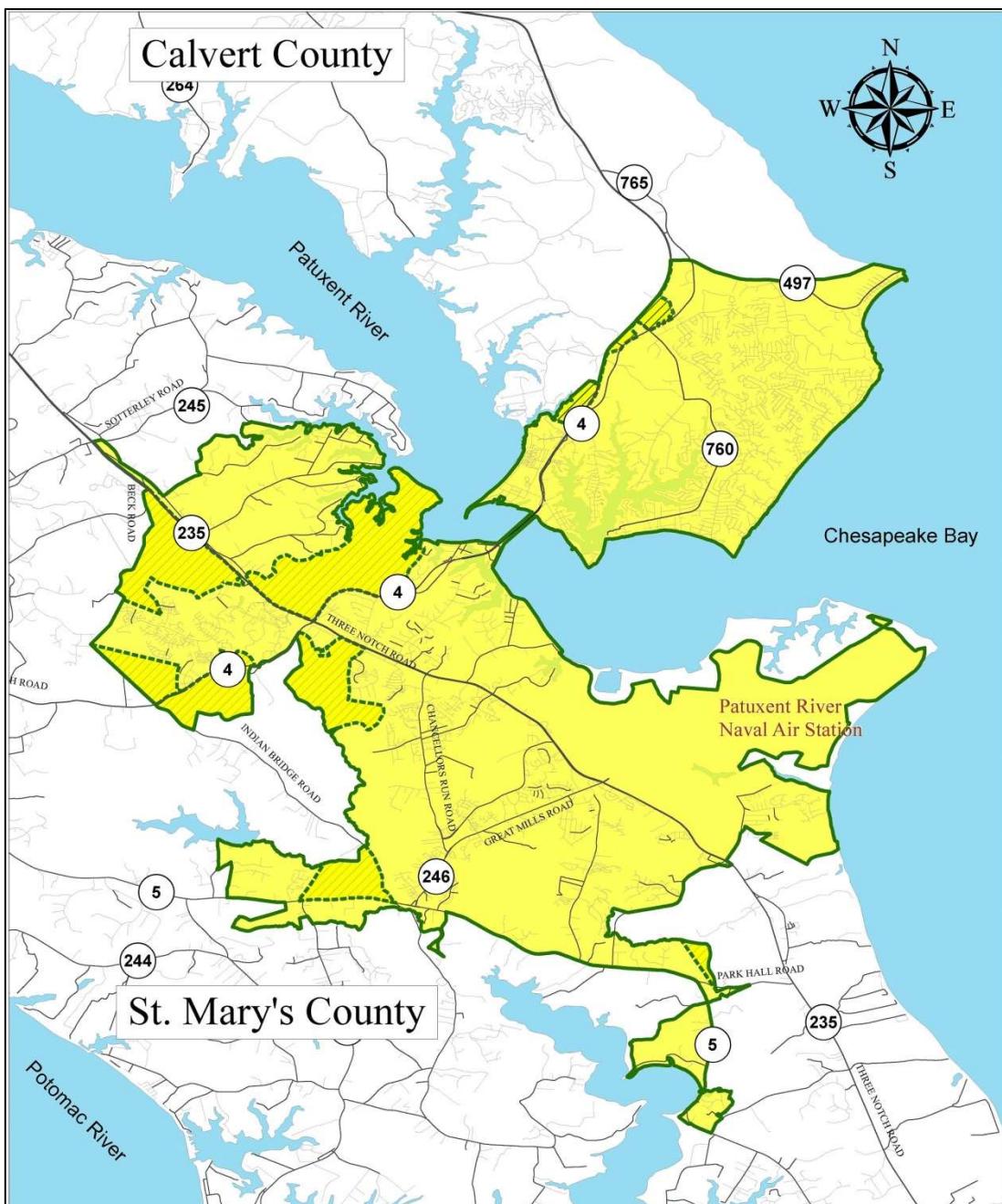
During FY 2018, Staff worked with MDOT to adopt the state of Maryland Transportation Performance Management Safety Targets that were set on August 31, 2017. On January 25, 2018, the C-SMMPO adopted these State Safety Targets and can be viewed on the MPO website:

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

Staff will continue to work in FY 2020 to integrate performance-based plans and processes, including incorporation of PM2 (bridge and pavement condition) and PM3 (system performance, freight and CMAQ) highway performance measure targets and transit safety performance measures targets.

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



Legend

- Boundary Line
- Urbanized Area Boundary Incorporated into Adjusted Urbanized Area
- Adjusted Urbanized Area
- Metropolitan Planning Area

**Calvert - St. Mary's
Metropolitan Planning
Organization
Adjusted Urbanized Area
and
Metropolitan Planning Area**

April 2015

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

B. Unified Planning Work Program Development Process

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

The Fiscal Year (FY) 2020 Unified Planning Work Program (UPWP) contains the planning projects that can be undertaken by MDOT and the C-SMMPO. However, the C-SMMPO must provide a 10% match for all planning projects that it undertakes.

It is through the FY 2020 UPWP, that the Calvert - St. Mary’s MPO will address and support the short-term and long-range transportation planning priorities of the Lexington Park—California—Chesapeake Ranch Estates Urbanized Area.

The UPWP is funded through an 80 percent planning grant provided by FHWA and FTA and a 20 percent match provided by Maryland Department of Transportation (MDOT) and the local governments of the Lexington Park—California—Chesapeake Ranch Estates Urbanized Area. Federal funding sources for Federal fiscal year 2020 include Title 1, Section 112 metropolitan planning funds [Federal Highway Act (PL-93-87)] (\$69,649) and Title III, Section 5303 (\$31,413) metropolitan planning funds. The amount of funding available for the FY 2020 transportation planning activities for the Calvert - St. Mary’s County MPO region is \$491, 814. This amount includes funds not utilized in FY 2018 and carried over to FY 2019.

C. Metropolitan Planning Organization

The Calvert - St Mary’s MPO is one of the agencies responsible for transportation planning within the MPO’s Planning Area. The governing body consists of voting representatives from the Maryland Department of Transportation, Calvert County, and St. Mary’s County.

D. MPO Staff

The Calvert - St. Mary’s MPO staff consists of personnel from the Calvert County Department of Planning and Zoning and St. Mary’s County Department of Land Use and Growth Management. The staff manages the operations of the MPO as directed by the Council and coordinates all planning projects and activities identified by the Council. The staff also acts as a local liaison to the state and federal agencies involved in transportation planning within the Metropolitan Planning Area.

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

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E. Technical Advisory Committee

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

F. Bylaws

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

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WORK PROGRAM BY TASK

**CALVERT – ST. MARY'S METROPOLITAN PLANNING ORGANIZATION
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A. Core Planning

Task: 1. Transportation Improvement Program

Objective:

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

Previous Work:

FY 2015-2018 TIP, FY2018-2021 TIP.

Description:

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

End Product:

FY 2019 – 2022 Calvert - St. Mary's MPO Transportation Improvement Program and Amendments.

Staffing:

MDOT and MPO staff.

Funding:

Funding for this task totals \$7,000 in FY 2019, as listed below by source. The task will continue beyond FY 2020 and additional funds will be programmed to complete the task.

Source	Funding
Federal	\$ 5,600
MDOT	\$ 700
Local	\$ 700
Total:	\$ 7,000

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Task: 2. Unified Planning Work Program

Objective:

To maintain and amend the Calvert - St. Mary's MPO Unified Planning Work Program (UPWP) for FY 2020, as required by federal urban transportation planning requirements.

Previous Work:

FY 2015, FY 2016, FY 2017, FY 2018 & 2019 UPWP.

Description:

The FY 2020 UPWP will be amended throughout the year and the annual update will commence in March 2020. This task will be performed by the MPO and MDOT with assistance from FHWA and FTA. Specific tasks to be included in the FY 2020 will be based in part on organizational activities undertaken during the previous year's UPWP.

End Product:

FY 2020 Calvert - St. Mary's MPO Unified Planning Work Program.

Staffing:

MDOT and MPO staff.

Funding:

Funding for this task totals \$5,000 in FY 2020, as listed below by source.

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

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Task: 3. Long Range Transportation Plan

Objective:

To maintain the Calvert - St. Mary's MPO Long Range Transportation Plan (LRTP) for FY 2020 and to begin the process for the update to the LRTP as required by federal urban transportation planning requirements.

Previous Work:

Long Range Transportation Plan, March 9, 2016.

Description:

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

End Product:

Contingent upon available funding, the anticipated deliverables for this task will include a FY 2020 Calvert - St. Mary's MPO Long Range Transportation Plan.

Staffing:

Consultant

Funding:

Funding for this task totals \$5,000 in FY 2019, as listed below by source. The task will continue beyond FY 2020.

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

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B. MPO Administration

Objective:

Implementation of performance based planning; MPO staff had Planning Agreements as required by Federal mandate.

This task also includes typical administrative duties associated with daily operations of staffing the MPO and its activities. In addition to these daily operations, during FY 2020 the following on-going activities are anticipated:

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

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

- Manage the daily operations of the MPO, including time allocated to various aspects of project management;
- Contract administration between the MPO and other entities and vendors;
- Calvert - St. Mary’s MPO accounting and financial requirements;
- Calvert - St. Mary’s MPO invoice tracking database;
- Prepare monthly or quarterly reimbursement requests and progress reports;
- Staff and support Calvert - St. Mary’s MPO Council and Technical Advisory Committee;
- Represent the Calvert - St. Mary’s MPO at meetings and conferences; and
- Attend training, conferences, and seminars to ensure the Calvert - St. Mary’s MPO staff are knowledgeable about the federal and state regulations that the Calvert - St. Mary’s MPO must follow; and
- Maintaining the MPO website.

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Previous Work:

Maintained the C-SMMPO website, assisted the public with MPO related questions, attended a Maryland MPO Roundtable meeting.

Description:

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

End Product:

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

Staffing:

MDOT and MPO staff.

Funding:

Funding for this task totals \$50,000 in FY 2019, as listed below by source. The task will continue beyond FY 2019 and additional funds will be programmed in 2020 to complete the task.

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

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C. Special Studies

Task 4: Calvert/St. Mary's Naval Base Commuter Multi-Modal System

Objective:

Conduct a feasibility study to determine a bi-county multi-modal system could be implemented to decrease the amount of automobile traffic on the major thoroughfares in Calvert and St. Mary's County; to include bus system, pedestrian and bicycle connectivity improvements.

Previous work:

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

Methodology:

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

- Modifying existing routes for connectivity and reducing transfers;
- Designing and introducing fixed routes specifically for NAS Patuxent River commuters. This to include pedestrian connectivity and bus system;
- Design routes on the Naval Base while working in conjunction with NAS Patuxent River personnel to bring commuters close to their workplace;
- Design routes for pedestrian connectivity by providing better access to Tulagi Park and ride and safe road crossing to gate 2;
- Create a report based on discussions with NAS Patuxent personnel that describes recommended guidelines and procedures for transit vehicles to enter the Navy base; and
- Cost estimates and cost estimating methodology.

End product:

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

Staffing:

MPO, MDOT, and Consultant staff.

Funding:

Funding for this task totals \$70,000 in FY 2019, as listed below by source.

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

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Task 5: Transit Improvement Cost Estimates for Calvert and St. Mary's Counties

Objective:

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

Previous work:

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

Methodology:

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

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

End product:

Cost estimates spreadsheet and cost estimating methodology.

Staffing:

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

Funding:

Funding for this task totals \$75,000 in FY 2018, as listed below by source.

Source	Funding
Federal	\$ 60,000
MDOT	\$ 7,500
Local	\$ 7,500
Total:	\$ 75,000

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Task 6: St. Andrew's Church Road Improvement Study

Objective:

Develop a prioritized phasing of transportation improvements for St. Andrew's Church Road between FDR Boulevard and MD 5.

Previous work:

A study to upgrade MD 4 between MD 2 and MD 235 is currently on the State Highway Administration Primary Development and Evaluation Program. Work on MD 4 between MD 235 and FDR Boulevard is underway as part of the St. Mary's Marketplace development.

Methodology:

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

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

End product:

Contingent upon available funding, the anticipated deliverables for this task will include a final report of existing and future transportation conditions for all modes of transportation within the study area, and developing and prioritizing transportation improvements.

Staffing:

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

Funding:

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

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

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Task 7: North Parcel of Lexington Manor

Objective:

Develop a concept plan of 30+/- acre parcel of the Lexington Manor Passive Park to include multiuse bike/pedestrian trail inter-connecting with the Lexington Park community.

Previous work:

Lexington Park Development District Master Plan.

Methodology:

The organization will seek professional consulting services to assist with the completion of this task. The task will include analyzing existing site conditions and interconnectivity to the Lexington Park community. This work will be focused on consultant preparation with public involvement for a Concept Plan of the park and inter-connectivity to the community. Multiuse trails for bicycle and pedestrian access for recreation and transportation use, and street connectivity's will be considered.

- Site Analysis opportunities and constraints; to include site topography, existing trees (tree survey), street frontage, and community connections;
- Define permissible and non-permitted uses;
- Public consultation process;
- Identify Key findings; and
- Vision statement, design objectives, design philosophy, park elements and recommended treatments, sustainability and carbon footprint, mobility and accessibility, civil engineering summary,

End product:

Contingent upon available funding, the anticipated deliverables for this task will include a final recommended concept plan. This will include planning objectives, site analysis summary, recommended phasing and cost for implementation.

Staffing:

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

Funding:

Funding for this task totals \$60,000 in FY 2019, as listed below by source.

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

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Task 8: St. Mary's County Regional Airport

Objective:

Conduct a feasibility study to determine neighborhood, business, pedestrian, and bicycle connectivity to St. Mary's Airport.

Previous work:

Airport Master Plan was prepared in 1979 and Airport Layout Plan Updates were published in 1988, 1993, and 2002. Lexington Park Development District Master Plan.

Description:

The organization will seek professional consulting services to assist with the completion of this task. This work will be focused on analyzing existing and future transportation, development and connectivity conditions for all modes of transportation within the St. Mary's County Airport area to include soliciting public input, identifying needed transportation improvements, evaluating future development potential and future transportation needs in the airport area.

End product:

Contingent upon available funding, the anticipated deliverables for this task will include a final recommended concept plan. This will include planning objectives, site analysis summary, recommended phasing and cost for implementation.

Staffing:

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

Funding:

Funding for this task totals \$75,000 in FY 2019, as listed below by source.

Source	Funding
Federal	\$ 60,000
MDOT	\$ 7,500
Local	\$ 7,500
Total:	\$ 75,000

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Task 9: Appeal Lane Sidewalk Special Study FY17

Objective:

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

Previous work:

Applied for SHA Safe Routes to School grant application in 2014

Methodology:

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

End product:

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

Staffing:

Calvert County, MPO, SHA, and Consultant staff.

Funding:

Funding for this task totals \$5,320 in FY 2017, as listed below by source.

Source	Funding
Federal	\$ 4,256
MDOT	\$ 532
Local	\$ 532
Total:	\$ 5,320

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Task 10: Bus Stop Improvement Program – Phase II

Objective:

The objective of this study is to expand upon the C-SM MPO Bus Stop Assessment and Plan’s findings and recommendations for improvements at high priority bus stops within the MPO. This study would serve as Phase II of a multi-phase and multi-year effort to improve bus stop locations within the study area. Currently, the vast majority of bus stops with the MPO are “flag” stops; where a customer will hail down an approaching bus. A primary goal of the bus stop improvement program is to provide signed stops throughout the MPO and begin detailed site analyses for each of the high priority bus stop locations identified in the Bus Stop Assessment and Plan.

Improved accessibility and customer amenities at bus stops will lead to many benefits, including:

- Compliance with ADA Guidelines
- Safer environments for transit customers and pedestrians
- Easier access to bus stop locations for individuals using mobility devices
- Promoting transit and increasing the visual presence of transit services

Study objectives would include but not be limited to:

- Identify specific locations for the installation of bus stop head signs
- Provide detailed site-specific engineering drawings/blue prints for high priority bus stops; including but not limited to landing pads, sidewalks, curb ramp installation, and various customer amenities as recommended (e.g. passenger shelters, benches, trash receptacles, etc.)
- Provide cost estimates with the best available data for each recommended improvement
- Based on findings, provide recommendations for additional transit customer and pedestrian safety measures including but not limited to use of technology, education, policies, and programs

Previous work:

Currently, there is an ongoing Bus Stop Assessment and Plan which has included a field inventory of signed and “flag” bus stops within the C-SM MPO, developed a guidebook for establishing formal bus stops and passenger amenities, and developed a prioritized listing of proposed bus stop improvements.

Methodology:

The organization will seek professional consulting services to assist with the completion of this task. The task will include recommendations for bus stop improvements, including but not limited to bus stop head sign placement, site specific analysis, and recommendations for additional safety measures. The task will focus on benefits to provide safer environments for pedestrian and transit users as well as improved accessibility for individuals facing mobility challenges.

End product:

Contingent upon available funding, the anticipated deliverables for this task will include a Final Report containing the following:

- Identification of specific locations for the installation of bus stop head signs
- Detailed site-specific engineering drawings/blue prints for select high priority bus stops
- Cost estimates

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- Additional recommendations on safety measures for transit users and pedestrians

We anticipate that this Phase II will lead to a Phase III (in the next fiscal year) that will expand the geographical area for assessment/improvements to pedestrian “paths of travel” from major origins and destinations to selected high-use bus stops. These improvements will be aimed at allowing more riders, including persons with disabilities, to safely travel from their origin to the bus stop and then from the bus stop to their ultimate destination. In addition improving safety for all riders, such improvements could allow additional persons with disabilities to use the fixed route system rather than the ADA paratransit service.

Staffing:

Calvert County, MPO, SHA, and Consultant staff.

Funding:

Funding for this task totals \$65,000 in FY 2020, as listed below by source.

Source	Funding
Federal	\$ 52,000
MDOT	\$ 6,500
Local	\$ 6,500
Total:	\$ 65,000

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BUDGET

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Completion Date: To Be Determined

Adopted:

A. Source of Funding by Task

A. CORE PLANNING				
	Federal	MDOT	Local	Total
1. TIP	\$5,600	\$700	\$700	\$7,000
2. UPWP	\$4,000	\$500	\$500	\$5,000
3. Long Range Transportation Plan	\$48,000	\$6,000	\$6,000	\$60,000
CORE PLANNING subtotal	\$57,600	\$7,200	\$7,200	\$72,000
B. MPO ADMINISTRATION				
	Federal	MDOT	Local	Total
MPO ADMINISTRATION subtotal	\$40,000	\$5,000	\$5,000	\$50,000
C. SPECIAL STUDIES				
	Federal	MDOT	Local	Total
4. Calvert/St. Mary's Naval Base Commuter Multi-Modal System	\$56,000	\$7,000	\$7,000	\$70,000
5. Transit Improvement Cost Estimates for Calvert & St. Mary's Counties	\$60,000	\$7,500	\$7,500	\$75,000
6. St. Andrew's Church Road Improvement Study	\$48,000	\$6,000	\$6,000	\$60,000
7. North Parcel of Lexington Manor	\$48,000	\$6,000	\$6,000	\$60,000
8. St. Mary's County Regional Airport	\$60,000	\$7,500	\$7,500	\$75,000
9. Appeal Lane Sidewalk Special Study FY17	\$4,256	\$532	\$532	\$5,320
10. Bus Stop Improvement Program – Phase II	\$52,000	\$6,500	\$6,500	\$65,000
SPECIAL STUDIES subtotal	\$328,256	\$41,032	\$41,032	\$410,320
total:	\$425,856	\$53,232	\$53,232	\$532,320

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

* Tasks 6, 7, 8 are local match funding by St. Mary's County only.

B. Federal Funding Sources

FFY	Federal Highway	Federal Transit	Total
FFY2020	\$69,649	\$31,376	\$101,025
Carryover	\$264,844	\$116,995	\$381,839
Total	\$334,493	\$148,371	\$482,864

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