



Maryland Department of Transportation
The Secretary's Office

Martin O'Malley
Governor

Anthony G. Brown
Lt. Governor

James T. Smith, Jr.
Secretary

September 17, 2014

Mr. Gregory Murrill
Division Administrator
Attn: Dr. Kwame Arhin
Federal Highway Administration
10 South Howard Street
Suite 2450
Baltimore MD 21201

Ms. Brigid Hynes-Cherin
Regional Administrator
Attn: Ms. Kathleen Zubrzycki
Federal Transit Administration
1760 Market Street Suite 500
Philadelphia PA 19103

RE: Amendment to the Fiscal Year (FY) 2014 Maryland Statewide Transportation Improvement Program (STIP) to Add the Calvert – St. Mary's Metropolitan Planning Organization Interim Program of Projects
MDOT Control #14-22

Dear Mr. Murrill and Ms. Hynes-Cherin:

The Maryland Department of Transportation (MDOT) hereby amends the FY 2014 Maryland Statewide Transportation Improvement Program to include the Calvert – St. Mary's Metropolitan Planning Organization Interim Program of Projects (POP). The POP documents the Federal, State and Local Capital and Operating Funding for public transportation in Calvert and St. Mary's Counties and was approved by the MPO Board on September 16, 2014.

The Maryland Statewide Transportation Improvement Program continues to be fiscally constrained. If you have any questions or need additional information, please do not hesitate to contact me at 410-865-1295, toll-free at 888-713-1414 or via email at mnixon@mdot.state.md.us.

Sincerely,

A handwritten signature in blue ink that reads "Michael W. Nixon".

Michael W. Nixon, Manager
Office of Planning and Capital Programming

My telephone number is _____
Toll Free Number 1-888-713-1414 TTY Users Call Via MD Relay
7201 Corporate Center Drive, Hanover, Maryland 21076

Mr. Gregory Murrill
Ms. Brigid Hynes-Cherin
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Attachments

cc: Ms. Lyn Erickson, Manager Regional Planning and Federal Liaison, Office of Planning and Capital Programming, Maryland Department of Transportation
Ms. Heather Murphy, Deputy Director, Office of Planning and Capital Programming, Maryland Department of Transportation
Mr. Keith Bounds, Regional Planner, Office of Planning and Capital Programming, Maryland Department of Transportation
Ms. Beth Kreider, Director, Office of Local Transit Support, Maryland Transit Administration

CALVERT – ST. MARY’S
METROPOLITAN PLANNING
ORGANIZATION

INTERIM PROGRAM OF PROJECTS

FISCAL YEARS 2014 – 2017

Calvert County Planning Commission
County Services Plaza
150 Main Street
Prince Frederick, MD 20678

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

**RESOLUTION BY THE CALVERT - ST. MARY'S
METROPOLITAN PLANNING ORGANIZATION COUNCIL ADOPTING THE
FY 2014 - FY 2017 INTERIM PROGRAM OF PROJECTS (POP)**

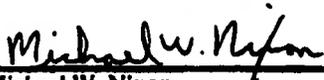
WHEREAS, the Calvert - St. Mary's Metropolitan Planning Organization (C-S MPO) was established to conduct regional transportation planning for the C-S MPO area in accordance with Federal requirements; and

WHEREAS, the C-S MPO Council is the governing body for the C-S MPO; and

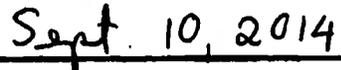
WHEREAS, the Maryland Department of Transportation and the C-S MPO prepared the FY 2014 - FY 2017 Interim Program of Projects ; and

WHEREAS, the FY 2014 - FY 2017 Interim POP was published and a 15-day public comment period was instituted prior to its approval; and

NOW THEREFORE, BE IT RESOLVED that the C-S MPO Council does hereby adopt the FY 2014 - FY 2017 Interim POP for the C-S MPO area.



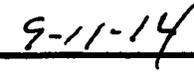
Michael W. Nixon
Manager of Regional Planning
Maryland Department of Transportation



Date



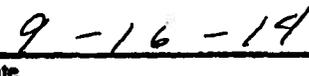
Pat Nutter,
President of the Board of County
Commissioners,
Calvert County, Maryland



Date



Lawrence D. Jarboe,
Commissioner,
St. Mary's County, Maryland



Date

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**CALVERT - ST. MARY'S METROPOLITAN PLANNING ORGANIZATION
INTERIM PROGRAM OF PROJECTS FY 2014-2017**

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 was designated by Maryland Governor Martin O'Malley on December 31, 2013 as the Calvert - St. Mary's Metropolitan Planning Organization. An urbanized area is an incorporated area with a population of 50,000 or more that is designated as such by the U.S. Department of Commerce, Bureau of the Census.

This Interim Program of Projects (POP) provides a compendium of the Federal Transit Administration's (FTA) Section 5307 (49 U.S.C. 5307) and Section 5311 public transit capital and operating grant funds provided to Calvert County and St. Mary's County to operate public transit services within their respective Counties. As the Calvert - St. Mary's Metropolitan Planning Organization continues to establish itself this funding will be included as a component of the MPO's annual Transportation Improvement Program. The Section 5307 and 5311 Urbanized Area Formula Funding Program is described on pages 2 and 3, followed by the Capital Assistance for Transit Services provided by Calvert County and St. Mary's County for FY 2014 – 2017 along with the share of Federal and State and local match funds.

Section 5307 Urbanized Area Formula Funding

Program Overview

The 5307 Urbanized Area Formula Funding Program (49 U.S.C. 5307) makes Federal resources available to urbanized areas and to Governors for transit capital and operating assistance in urbanized areas and for transportation related planning. An urbanized area is an incorporated area with a population of 50,000 or more that is designated as such by the U.S. Department of Commerce, Bureau of the Census.

The Urbanized Area Formula Funding program (49 U.S.C. 5307) makes Federal resources available to urbanized areas and to Governors for transit capital and operating assistance in urbanized areas and for transportation related planning.

Eligible Recipients

Funding is made available to designated recipients that must be public bodies with the legal authority to receive and dispense Federal funds. Governors, responsible local officials and publicly owned operators of transit services are to designate a recipient to apply for, receive, and dispense funds for transportation management areas pursuant to 49USCA5307(a)(2). Generally, a transportation management area is an urbanized area with a population of 200,000 or over. The Governor or Governor's designee is the designated recipient for urbanized areas between 50,000 and 200,000.

Eligible Activities

Eligible activities include planning, engineering design and evaluation of transit projects and other technical transportation-related studies; capital investments in bus and bus-related activities such as replacement of buses, overhaul of buses, rebuilding of buses, crime prevention and security equipment and construction of maintenance and passenger facilities; and capital investments in new and existing fixed guideway systems including rolling stock, overhaul and rebuilding of vehicles, track, signals, communications, and computer hardware and software. All preventive maintenance and some Americans with Disabilities Act complementary paratransit service costs are considered capital costs.

For urbanized areas with populations less than 200,000, operating assistance is an eligible expense. In these areas, at least one percent of the funding apportioned to each area must be used for transit enhancement activities such as historic preservation, landscaping, public art, pedestrian access, bicycle access, and enhanced access for persons with disabilities.

Funding Availability

Funds are available the year appropriated plus three years (total of four years)

Allocation of Funding

Funding is apportioned on the basis of legislative formulas. For areas of 50,000 to 199,999 in population, the formula is based on population and population density. For areas with populations of 200,000 and more, the formula is based on a combination of bus revenue

vehicle miles, bus passenger miles, fixed guideway revenue vehicle miles, and fixed guideway route miles as well as population and population density.

Match

The Federal share is not to exceed 80 percent of the net project cost. The Federal share may be 90 percent for the cost of vehicle-related equipment attributable to compliance with the Americans With Disabilities Act and the Clean Air Act. The Federal share may also be 90 percent for projects or portions of projects related to bicycles. The Federal share may not exceed 50 percent of the net project cost of operating assistance.

Section 5311 Urbanized Area Formula Funding

Program Overview

The Formula Grants For Other than Urbanized Areas is a rural program that is formula based and provides funding to states for the purpose of supporting public transportation in rural areas, with population of less than 50,000. The goal of the program is to provide the following services to communities with population less than 50,000:

- Enhance the access of people in nonurbanized areas to health care, shopping, education, employment, public services, and recreation.
- Assist in the maintenance, development, improvement, and use of public transportation systems in nonurbanized areas.
- Encourage and facilitate the most efficient use of all transportation funds used to provide passenger transportation in nonurbanized areas through the coordination of programs and services.
- Assist in the development and support of intercity bus transportation.
- Provide for the participation of private transportation providers in nonurbanized transportation.

The Rural Transit Assistance Program and the Tribal Transit Program are funded as a takedown from the Section 5311 program.

Eligible Recipients

Section 3013 (s) of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), amend eligible recipients to include a State or Indian tribe that receives a Federal transit program grant directly from the Federal Government. A subrecipient of the program includes a State or local governmental authority, a nonprofit organization, or an operator of public transportation or intercity bus service that receives federal transit program grant funds indirectly through a recipient.

Eligible Activities

An eligible recipient may use the funding for capital, operating, and administrative expenses for public transportation projects that meet the needs of rural communities. Examples of eligible activities include: capital projects; operating costs of equipment and facilities for use in public transportation; and the acquisition of public transportation services, including service agreements with private providers of public transportation services.

The state must use 15 percent of its annual apportionment to support intercity bus service, unless the Governor certifies, after consultation with affected intercity bus providers that the needs of the state are adequately met.

Funding Availability

Funds are available the year appropriated plus two years (total of three years).

Allocation of Funding

FTA apportions Section 5311 funds to the States by a statutory formula using the latest available U.S. decennial census data. Eighty percent of the statutory formula is based on the nonurbanized population of the States. Twenty percent of the formula is based on land area. No State may receive more than 5 percent of the amount apportioned for land area. In addition, FTA adds amounts apportioned based on nonurbanized population according to the growing States formula factors of 49 U.S.C. 5340 to the amounts apportioned to the States under the Section 5311 program.

Match

The Federal share of eligible capital and project administrative expenses may not exceed 80 percent of the net cost of the project. For operating, the Federal share may not exceed 50 percent of the net operating cost of the project. For projects that meet the requirements of the Americans with Disabilities Act, the Clean Air Act, or bicycle access projects, they may be funded at 90 percent Federal match.

**Calvert - St. Mary's
Metropolitan Planning Organization
FY 2014-2017
TRANSPORTATION IMPROVEMENT PROGRAM
OPERATING**

Project Code:

STIP #:

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

Project	Funding Source	FY2014	FY2015	FY 2016	FY 2017	FY 2014-2017 TOTAL
Section 5311	Federal	234,400	185,176	185,176	185,176	789,928
	State	16,713	13,203	13,203	13,203	56,322
	Local	223,160	176,296	176,296	176,296	752,048

Project	Funding Source	FY2014	FY2015	FY 2016	FY 2017	FY 2014-2017 TOTAL
Section 5307	Federal	0	49,224	49,224	49,224	147,672
	State	0	3,510	3,510	3,510	10,530
	Local	0	46,864	46,864	46,864	140,592

Total:		474,273	474,273	474,273	474,273	1,897,092
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**Calvert - St. Mary's
Metropolitan Planning Organization
FY 2014-2017
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL**

Project Code:

STIP #:

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/ 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 Regional Airport, Preventive Maintenance, Brake Lathe, Bus Cameras, and Medium Duty Bus Replacements.

MPO App.

Project	Funding Source	FY2014	FY2015	FY 2016	FY 2017	FY 2014-2017 TOTAL
Section 5311	Federal	166,610	166,610	166,610	166,610	666,440
	State	20,826	20,826	20,826	20,826	83,304
	Local	20,826	20,826	20,826	20,826	83,304

Section 5307	Federal	239,755	239,755	239,755	239,755	959,020
	State	29,969	29,969	29,969	29,969	119,876
	Local	29,969	29,969	29,969	29,969	119,876

Total:		507,955	507,955	507,955	507,955	2,031,820
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**Calvert - St. Mary's
Metropolitan Planning Organization
FY 2014-2017
TRANSPORTATION IMPROVEMENT PROGRAM
OPERATING**

Project Code:

STIP #:

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	FY2014	FY2015	FY 2016	FY 2017	FY 2014-2017 TOTAL
Section 5311	Federal	752,829	308,660	308,660	308,660	1,678,809
	State	42,409	17,388	17,388	17,388	94,573
	Local	974,754	399,649	399,649	399,649	2,173,701

Project	Funding Source	FY2014	FY2015	FY 2016	FY 2017	FY 2014-2017 TOTAL
Section 5307	Federal	0	444,169	444,169	444,169	1,332,507
	State	0	25,021	25,021	25,021	75,063
	Local	0	575,105	575,105	575,105	1,725,315

Total:		1,769,992	1,769,992	1,769,992	1,769,992	7,079,968
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U.S. Department
of Transportation
**Federal Transit
Administration**

SEP 24 2014

REGION III
Delaware, District of
Columbia, Maryland,
Pennsylvania, Virginia,
West Virginia

1760 Market Street
Suite 500
Philadelphia, PA 19103-4124
215-656-7100
215-656-7260 (fax)

Mr. Michael Nixon
Manager of Office of Planning and Capital Programming
Maryland Department of Transportation
7201 Corporate Center Drive
P.O. Box 548
Hanover, MD 21076

**Re: Amendment to the FY 2014 Maryland Statewide Transportation Improvement
Program, MDOT Control #14-22**

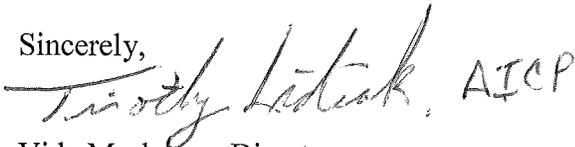
Dear Mr. Nixon:

The Maryland Department of Transportation (MDOT) requested approval of an Amendment to the FY 2014 Statewide Transportation Improvement Program (STIP) (Control#14-22 dated September 17, 2014). The Amendment adds the FY 2014-2017 Calvert-St. Mary's Metropolitan Planning Organization Interim Program of Projects to the STIP.

These projects do not alter any conformity findings nor interfere with any State Implementation Plan projects. Per agreement, a joint Federal Transit Administration (FTA)/Federal Highway Administration (FHWA) approval of this STIP Amendment is not required. FTA hereby approves the continuation of these projects as an Amendment to the STIP. This approval does not constitute an obligation of Federal funds. FTA finalizes Federal funding for projects included in the STIP upon approval of a grant application.

Ms. Kathleen Zubrzycki, Community Planner, of my staff, is available at (215) 656-7262 if you have questions concerning this approval.

Sincerely,

for  AICP

Vida Morkunas, Director
Office of Planning and Program Development

cc: Lyn Erickson, MDOT, Office of Planning & Capital Programming
Heather Murphy, MDOT, Office of Planning & Capital Programming
Tyson Byrne, MDOT, Office of Planning & Capital Programming
Holly Arnold, MTA, Office of Capital Programming
John Gasparine, MTA, Office of Planning
Kellie Gaver, MTA, Office of Planning
Kwame Arhin, FHWA MD