

**RESOLUTION BY THE CALVERT – ST. MARY’S
METROPOLITAN PLANNING ORGANIZATION FOR THE PURPOSE OF
ADOPTING THE FY 2022 UNIFIED PLANNING WORK PROGRAM**

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

WHEREAS, the Calvert - St. Mary's Metropolitan Planning Organization Council is the governing body for the C-SMMPO;

WHEREAS, the Maryland Department of Transportation and the C-SMMPO have prepared the FY 2022 Unified Planning Work Program (“UPWP”) and solicited public input;

WHEREAS, following due publication of notice that was consistent with the requirements of the MPO’s adopted Bylaws and Public Participation Process, a 15-day public comment period extending from May 28, 2021, through June 11, 2021 was instituted prior to the public meeting; and

WHEREAS, following an opportunity to be heard at a public meeting of the C-SMMPO Council on June 11, 2021 , the Council finds it is the best interest of the C-SMMPO adopt the FY 2022 UPWP as presented and attached hereto.

NOW THEREFORE, BE IT RESOLVED that the Council does hereby ratify the prior action of the Chairperson and does hereby ratify the prior action of the Chairperson and does, further, adopt the FY 2022 UPWP for the Calvert – St. Mary's Metropolitan Planning Organization area as attached hereto as Exhibit A, incorporated herein by reference and made a part hereof; and

BE IT FURTHER RESOLVED that the foregoing recitals are adopted as if fully rewritten herein.

PASSED AND DULY ADOPTED this 11th day of June, 2021.

ATTEST:

**CALVERT–ST. MARY’S METROPOLITAN
PLANNING ORGANIZATION**



By: 
Steven R. Weems, Chair

**CALVERT – ST. MARY’S METROPOLITAN PLANNING ORGANIZATION
UNIFIED PLANNING WORK PROGRAM FY 2022**

**UNIFIED PLANNING WORK PROGRAM
(UPWP)**

Fiscal Year 2022

July 1, 2021 - June 30, 2022

Adopted: June 11, 2021

Resolution: 01 -2021

Calvert - St. Mary's Metropolitan Planning Organization
Administrative office located in:
St. Mary's County Land Use and Growth Management
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Exhibit A

**CALVERT – ST. MARY’S METROPOLITAN PLANNING ORGANIZATION
UNIFIED PLANNING WORK PROGRAM FY 2022**

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UNIFIED PLANNING WORK PROGRAM FY 2022**

Calvert - St. Mary’s Metropolitan Planning Organization	
<i>Council Member</i>	<i>Empowered Representative</i>
Steven R. Weems Commissioner, Calvert County	Mary Beth Cook Director, Calvert County Department of Planning & Zoning
Todd B. Morgan Commissioner, St. Mary’s County	Bill Hunt Director, St. Mary’s County Department of Land Use and Growth Management
Gregory Slater Secretary, Maryland Department of Transportation	Heather Murphy Director, Planning and Capital Programming, Maryland Department of Transportation
<i>Program Administrator</i>	
Ben Cohen Program Administrator, C-SMMPO MPO Planner, St. Mary’s County Department of Land Use and Growth Management	
Kwasi Bosompem Senior Planner, St. Mary’s County Department of Land Use and Growth Management	
<i>Calvert County Representatives</i>	
Tamara Blake-Wallace Principal Planner, Calvert County Department of Planning & Zoning	
Mary Layman Fiscal Manager, C-SMMPO Calvert County Department of Finance & Budget	
Jason Leavitt Project Engineer, Calvert County Department of Public Works	

**CALVERT – ST. MARY’S METROPOLITAN PLANNING ORGANIZATION
UNIFIED PLANNING WORK PROGRAM FY 2022**

INTRODUCTION

**CALVERT – ST. MARY’S METROPOLITAN PLANNING ORGANIZATION
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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 2022 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) FY2022 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 2022 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.

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

Based on federal guidance, MDOT and C-SMMPO have established transportation performance targets and measures across all six performance goals. The C-SMMPO will continue to work closely with the MDOT in FY 2022 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 process here:

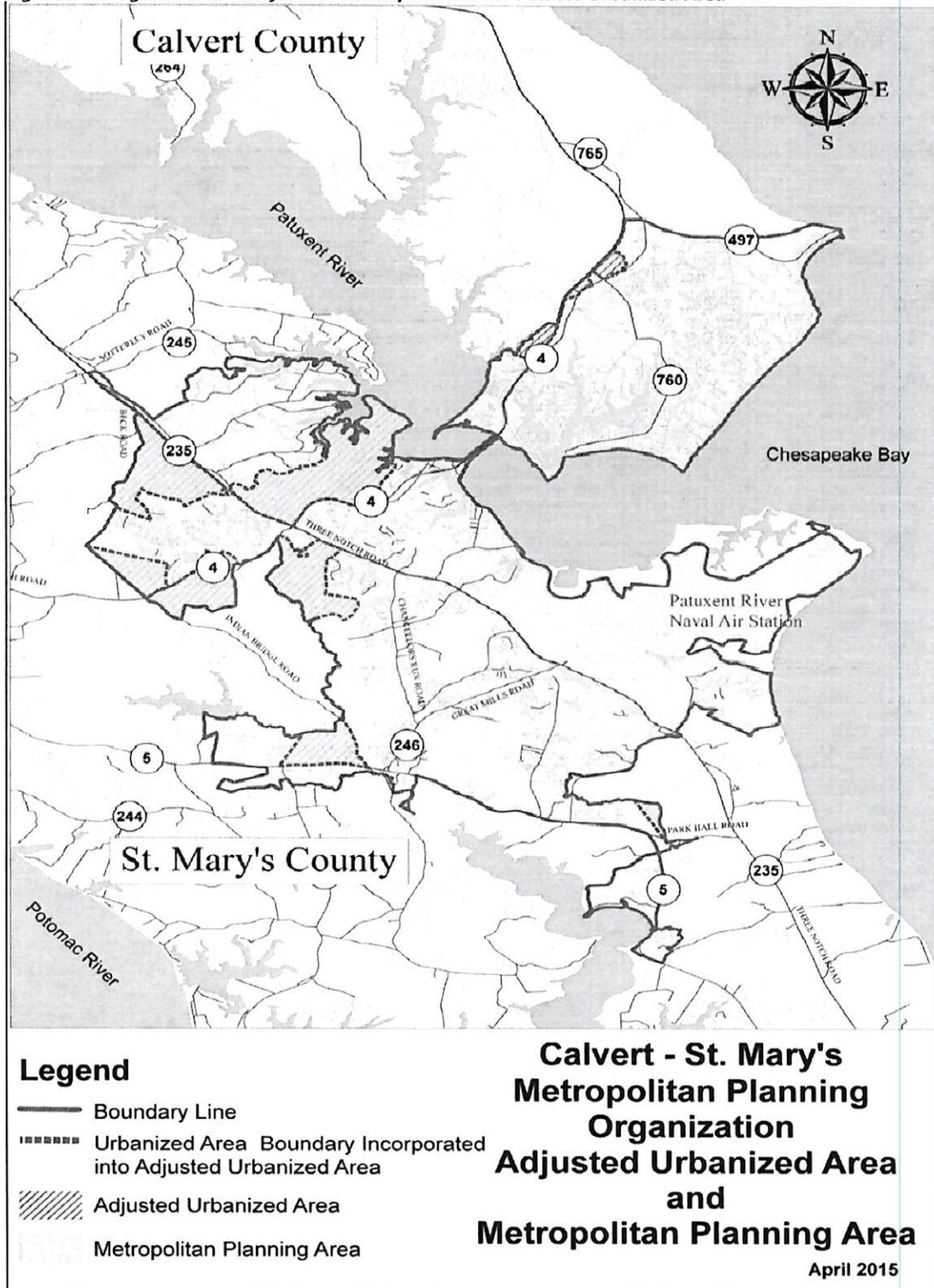
<https://www.calvert-stmarysmpo.com/182/Performance-Measures>

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>

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



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This Unified Planning Work Program (UPWP) is a cooperative planning effort by federal, state and local transportation agencies serving C-SMMPO Planning 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) 2022 Unified Planning Work Program (UPWP) contains the planning projects that can be undertaken by MDOT and the C-SMMPO. The C-SMMPO will address and support the short-term and long-range transportation planning priorities of the C-SMMPO Planning Area, including 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 2022 include Title 1, Section 112 metropolitan planning funds [Federal Highway Act (PL-93-87)] (\$70,555) and Title III, Section 5303 (\$32,092) metropolitan planning funds.

The amount of funding available for the FY 2022 transportation planning activities for the C-SMMPO region is \$361,308. This amount includes FY 2022 Federal, State and local funds in addition to previous year’s funds that were not utilized in FY 2021 and that are carried over to FY 2022. The C-SMMPO anticipates completing the majority of the UPWP projects in FY 2022 and utilize all or most of the previous year’s funds and FY 2022 funding.

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 C-SMMPO 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

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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.

E. Technical Advisory Committee (TAC)

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 C-SMMPO has adopted bylaws that can be found on the C-SMMPO webpage:<https://www.calvert-stmarysmpo.com/175/Rules-of-Practice-and-Procedure-Bylaws>.

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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 C-SMMPO FY2021-2024 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 2024–2027 C-SMMPO Transportation Improvement Program and Amendments.

Staffing:

MDOT and MPO staff.

Funding:

Funding for this task totals \$10,000 in FY 2022, as listed below by source. The task will continue beyond FY 2022, and additional funds will be programmed if needed to complete the task with consultant services during FY 2023.

Source	Funding
Federal	\$8,000
MDOT	\$1,000
Local	\$1,000
Total:	\$10,000

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Task: 2. Unified Planning Work Program

Objective:

To maintain and amend the C-SMMPO Unified Planning Work Program (UPWP) for FY 2022, as required by federal urban transportation planning requirements.

Previous Work:

FY 2015, FY 2016, FY 2017, FY 2018, FY 2019, FY 2020, & FY 2021 UPWP.

Description:

The UPWP is updated annually and the next fiscal year’s update will commence in January 2022. This task will be performed by the MPO and MDOT with assistance from FHWA and FTA. Specific tasks to be included in the FY 2022 UPWP will be based in part on organizational activities undertaken during the previous year’s UPWP and needs identified by C-SMMPO members during the annual update.

End Product:

FY 2023 C-SMMPO Unified Planning Work Program.

Staffing:

MDOT and MPO staff.

Funding:

Funding for this task totals \$6,000 in FY 2022, as listed below by source.

Source	Funding
Federal	\$4,800
MDOT	\$600
Local	\$600
Total:	\$6,000

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Task: 3. Long Range Transportation Plan

Objective:

To continue long range transportation planning efforts and to implement recommendation made in the adopted maintain the C-SMMPO Long Range Transportation Plan (LRTP). C-SMMPO will continue to review and/or amend the LRTP based on local transportation needs as required by federal urban transportation planning requirements.

Previous Work:

Staff worked with MDOT and consultants to develop the Moving Forward 2045 Long Range Transportation Plan, Adopted March 6, 2020.

Description:

This task will be performed by the MPO and MDOT with consultant services, as needed. 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 process.

End Product:

The anticipated deliverables for this task will include a revised long range transportation plan for the Calvert-St. Mary’s planning area, including the Lexington Park-California-Chesapeake Ranch Estates Urban Area.

Staffing:

MDOT and MPO staff with consultant services.

Funding:

Funding for this task totals \$5,000 in FY 2022, as listed below by source. The task will continue beyond FY 2022.

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

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B. MPO Administration

Objective:

Implementation of performance-based transportation planning by MPO staff based on planning agreements for the C-SMMPO planning area, including the Lexington Park-California-Chesapeake Ranch Estates Urban Area

This task also includes typical administrative duties associated with daily operations of staffing the MPO and all other MPO activities. In addition to these administrative duties and daily operations, during FY 2022 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, Performance Based Planning, 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:

- Calvert - St. Mary’s MPO Staff Development.
- 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 \$30,000 in FY 2022, as listed below by source. The task will continue beyond FY 2022.

Source	Funding
Federal	\$24,000
MDOT	\$3,000
Local	\$3,000
Total:	\$30,000

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PAST SPECIAL STUDIES

In all, five projects were completed on time and within budget. The completed special projects were examples of surface transportation planning projects and programs conducted in the region. The projects identified the weaknesses of the transportation system under both existing conditions and future demands in the C-SMMPO region. The projects complimented the comprehensive/land-use master planning process and provided information to government officials, local communities, and the general public about their desires and transportation options in the metropolitan planning area. Finally, the studies and its planning process established a base from which modifications, trends and priorities can be made to meet new and changing community needs. The completed project planning studies and tasks were as follows:

- Calvert/St. Mary’s Naval Base Commuter Multi-Modal System.
- St. Andrew’s Church Road Improvement Study.
- North Parcel of Lexington Manor.
- St. Mary’s County Regional Airport.
- Bus Stop Improvement Program.

C. CURRENT SPECIAL STUDIES

Task 4: Complete Streets Plan for the C-SMMPO Area

Objective:

Conducting a regional analysis (supply and demand of inventory) to identify deficiencies and opportunities (gap analysis) of non-motorized transportation (pedestrian, sidewalks, crosswalks, bicycle and trail facilities, bicycle friendly streets, interconnected greenways) that connects to neighborhoods, destinations, parks, schools, pedestrian oriented developments and transit hubs for a complete street plan with standards, policies and guidelines.

Previous related Planning Studies:

- Calvert County Master Plan/Calvert County Transportation Plan
- Calvert County Land Preservation, Parks and Recreation Plan
- Solomon’s Town Center Master Plan
- St Mary’s County Comprehensive Plan/Lexington Park Dev. District Plan
- St Mary’s County Transportation Plan
- St Mary’s County Land Preservation, Parks and Recreational Plan
- Lexington Manor Passive Park/MPO Bus Stop Assessment Study
- Navy Base Multi Modal Study/St Andrews Church Road Improvement Study
- Long Range Transportation Plan *Moving Forward 2045*

Methodology:

Professional consultants are assisting with the completion of task that will include analyzing networks of existing pedestrian, trails, sidewalks, crosswalks, bicycle and its linkages to main streets, neighborhoods, and transit hubs in the MPO Area. Modes of the networks will be assessed to determine level of service based on current and future usages and to identifies barriers. A need assessment and performance measures-

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based scoring system will be developed with new guidelines, policies and codes to promote a Complete Streets Plan.

Types of Pedestrian and Bicycle Facilities and Walkways:

Sidewalks, Share Use Path, Off-Road Path Bikeway, Bike lanes, Buffered Bike Lanes, Off-Road Routes, Bicycle Trails, Footpaths, Crosswalks.

Areas of Specific Interest and Linkages

CALVERT COUNTY	ST MARY’S COUNTY
Solomon’s Island Sidewalk Phase II	Three Notch Trail and Linkages
Appeal Lane Sidewalk	NAS, Shangri-La Drive, FDR Corridor
Cove Point Park Trail	St. Mary’s County Park/Bike Trail Routes
Dowell Sidewalk Extension	Great Mills Corridor
Patuxent Parkway Crosswalks	Tulagi Place/Great Mills Rd/NAS PAX

End Product:

The expected deliverables for this task will include the following non-motorized existing and proposed improvements:

A Final Plan Report summarizing the following:

- Review existing conditions of streets, sidewalks, bike lanes, trails, and transit hub.
- Identification of sites in neighborhoods connections with Community Assistance.
- Physical barriers where either fences or man-gates prevent direct connections between neighborhoods.
- Highlight potential sites where ‘road diet’ can improve safety.
- Policies and guidelines for a Complete Street Pattern.
- Guidelines regarding regulations for Complete Streets implementation.
- Prioritization, phasing, planning-level and scenarios for improvements.
- GIS mapping files and database of existing and proposed network.
- Complete Streets Concept plans.
- Cost estimates for non-motorized transportation recommendations.

Staffing:

St. Mary’s County, Calvert County Staff, C-SMMPO, SHA, Tri-County and Consultant staff.

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Funding:

Funding for this task totals \$150,000 in FY 2022 as listed below by source.

Source	Funding
Federal	\$120,000
MDOT	\$15,000
Local	\$15,000
Total:	\$150,000

Task 5: Lusby Parkway Extension Conceptual Design:

Objective:

Consultants are using a Conceptual Planning Design to improve and extend the existing Lusby Parkway to connect to Town Square Drive including an upgrading of the Thunderbird Drive intersection that will enhance circulation of vehicles, bicycles and pedestrian traffic.

Previous work:

In house feasibility study to determine the need and scope for the roadway extension.

End Product:

Evaluation of items identified in the feasibility study from an engineering approach and conceptual project alignment that includes a geotechnical reconnaissance, initial site assessment, median options, CEQA Checklist at a Conceptual level, project scheduling, picture packages, view corridors and a conceptual layout plans that will assist in a future design project.

Staffing:

Calvert County, MPO, SHA and Consultant staff.

Funding:

Estimated Conceptual Design Cost: \$30,000 in FY 2022

Source	Funding
Federal	\$24,000
MDOT	\$3,000
Local	\$3,000
Total:	\$30,000

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D. PROPOSED SPECIAL STUDIES

Task 6: St. Mary’s County – FDR Blvd. Transformational and Implications Planning Study

Introduction:

One of the major reasons for the construction of FDR Blvd (County Route 31335), located within the Hickory Hills PUD Subdivision, was the removal of through traffic from Maryland Route 235 (MD 235), the main artery in St. Mary’s County and a state highway known as Three Notch Road. The purpose was for improving the flow of traffic to NAS Patuxent River, reducing pollution emission, shortening of travel times, reducing congestion and road accidents. The FDR Blvd also opens a new route that can support development with mixed-use commercial and residential land uses, and the addition of concentrated nodes of high-intensity mixed-use development in Lexington Park.

Project Location:

This planning study location is defined as from FDR Blvd (County Route 31335), intersections of FDR Blvd and Three Notch Road including all frontage roads, and adjacent lands to Sant Andrews Church Rd; First Colony Blvd; Old Rolling Rd; Amber Drive to Chancellors Run Rd and continued FDR Blvd to the intersection with Pegg Rd.

Background:

The Lexington Park Development District Master Plan (LPDDP) notes that the FDR Boulevard Corridor extends 4.5 miles from Pegg Road to St. Andrew’s Church Road. A significant portion of the Corridor is developed and is characterized by mixed uses. Some segments of FDR Boulevard are currently built, and several other infill segments are planned for construction. The Commissioners of St. Mary’s County have enacted ordinances that established bicycle lanes, yield and stop intersections, traffic control devices, and the operation and maintenance of traffic signals to improve safety along FDR Blvd. Completion of this road corridor meets important goals: to relieve traffic congestion and improve access to the NAS Patuxent River along Three Notch Road, to open new lands, manage anticipated growth in Lexington Park, support creation of more urban development patterns, and improve transit routes and the transformation of the FDR Blvd could reconnect Lexington Park Development District neighborhoods and NAS Patuxent River.

Project Objectives and Scope of Services:

The services of qualified firms are being solicited to perform consulting services for the C-SMMPO’s proposed FDR Blvd. Transformational and Planning Implications Study. The Consultant is required to undertake the following studies.

- Project and estimate traffic that can be carried from Three Notch road onto FDR Blvd to Pegg Road and how this traffic can relieve congestion and improve access to NAS Patuxent River along Three Notch Rd.
- Examine existing and planned land use along FDR Blvd.
- Estimate traffic generation from these land uses along FDR Blvd.
- Examine multimodal connectivity and accessibility through safer and greatly enhanced conditions for pedestrians of all ages and abilities, bicyclists, and transit users.

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- Determine a mitigation proffer for a developer to offer and build on Three Notch Rd.
- Evaluate any possible alignment to Great Mills Rd.
- Quantify growth scenarios along FDR Blvd to Pegg Road
- Examine possible impact of FDR Blvd on Lexington Park Development District.

Tasks and Deliverables:

The consultant will provide professional services to accomplish all specific work tasks, that may lead to the preparation, submittal, approval, and adoption of the FDR Planning Implications Study. The specific work tasks shown herein are the minimum required and are intended to provide guidance in preparing the proposal. Consultants are encouraged and may respond to this RFP with a proposal that includes further defined task details, and a work plan necessary to accomplish each task and do so in accordance with desired objectives.

Task 1.0 Project Initiation

The consultant shall hold an initial meeting in accordance with current Covid 19 guidelines with staff from the C-SMMPO and community groups. This meeting will collect available data and published materials, establish schedules, and establish communication channels with various stakeholders and other agencies.

Task 2.0 Public Participation Program

The consultant shall coordinate with C-SMMPO staff to create an effective public participation approach that will engage the residential and commercial communities along FDR Blvd with proven approaches for finding consensus among stakeholders, which is essential to policy development as well as to long-term implementation of the Study. A Public Engagement Plan will be required.

Task 3.0 Existing Conditions Evaluation

The consultant shall perform a thorough evaluation of existing conditions and issues, as well as review existing reports. These documents may include the FDR Blvd phased plans transportation studies, circulation, land use and development applications along the FDR Blvd route. An Existing Conditions Report will be required.

Task 4.0 Develop Traffic Analysis on FDR Blvd to Pegg Rd

Consultant shall study the existing traffic conditions, the expected future traffic conditions with the development, in place for all roadway users.

Task 5.0 Conduct Land Use Analysis and Traffic Implication on FDR Blvd to Pegg Rd.

LPDDP acknowledges that the provision of FDR Blvd can open land up to development and that land close to FDR access points can be valuable and open LPDD to an anticipated growth. Using four (4) differing growth alternative scenarios, the consultant will determine whether FDR Blvd, while improving transit routes, can shape the adjacent urban development patterns. Areas of examination include the following: 1) an induced growth effects identified with respect to transportation projects; 2) projects planned to serve specific land development; 3) projects that stimulate complementary functions, and 4) projects that influence intraregional land development location decisions in the LPDD.

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Task 6.0 Draft for a Final Plan Document

Consultant will consider public review comments, traffic analysis on FDR Blvd to Pegg Rd, land use analysis, a traffic implication on FDR Blvd to Pegg Rd, and prepare a draft FDR Blvd Study Implications for review by C-SMMPO.

Scheduling and Deadlines:

Estimated time for project final report due is 6 months.

End Product:

The final product should be a document useable for future improvements to the C-SMMPO areas of specific interest, linkages, and corridors. It should be easily integrated with the existing C-SMMPO studies and the St Mary's County Comprehensive Plan, The Lexington Park Development District Master Plan (LPDDP)

Funding:

Estimated Plan Cost: \$60,000 in FY 2022

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

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Task 7: Calvert County – Proposed Cove Point Trail Study and Design

Introduction

This study would be for a proposed trail along Cove Point road, creating a connection to Cove Point Park. This is envisioned to be a quiet, non- motorized trail for walkers, hikers, bicyclists, dog walkers, and ADA compliant where applicable. The purpose of this trail project is to identify the existing and future resources, opportunities-and obstacles involved in the trail. The focus of the study will be trail corridor evaluation and recommended alignment.

Scope of the Work -The scope of work is comprised of the following components:

- Cove Point Rd data collection and corridor evaluation (Traffic Study).
- Identify roadway conditions and stream conditions or restoration if any.
- Identification of possible Trail Access Points and parking.
- Identify barriers, needed structures and safety issues.
- Linkage of the Trail to Cove Point Park as applicable per Cove Point Park Master Plan
- Evaluate trail route alternatives.
- Estimate impact of the trail on local property values along path.
- Identify funding sources such as state and federal funds, non-profit organizations.
- Recommendations on how to maximize the economic benefits of proposed trail.
- Prepare a map of a workable trail alignment.
- Cost Estimate.
- Recommend a strategy for phasing the proposed trail.
- Submit Trail Feasibility Plan document
- Identify any environmental hurdles
- SWM (Storm Water Management)

Scheduling and Deadlines:

Estimated time for project final report due is 6 months.

Product:

The final product should be a document useable for future improvements to the C-SMMPO areas of specific interest, linkages, and corridors. It should be easily integrated with the existing C-SMMPO studies and the Calvert County Comprehensive Plan.

Funding:

Estimated Plan Cost: \$40,000 in FY 2022

Source	Funding
Federal	\$32,000
MDOT	\$4,000
Local	\$4,000
Total:	\$40,000

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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	\$8,000	\$1,000	\$1,000	\$10,000
2. UPWP	\$4,800	\$600	\$600	\$6,000
3. Long Range Transportation Plan	\$4,000	\$500	\$500	\$5,000
Subtotal	\$16,800	\$2,100	\$2,100	\$21,000
B. MPO ADMINISTRATION				
	Federal	MDOT	Local	Total
Subtotal	\$24,000	\$3,000	\$3,000	\$30,000
C. SPECIAL STUDIES				
	Federal	MDOT	Local	Total
4. Complete Street	\$120,000	\$15,000	\$15,000	\$150,000
5. Lusby Conceptual Design	\$24,000	\$3,000	\$3,000	\$30,000
6. FDR BLVD Transformational and Implications Planning Study	\$48,000	\$6,000	\$6,000	\$60,000
7. Calvert County Special Study-Cove Point Trail Study	\$32,000	\$4,000	\$4,000	\$40,000
Subtotal	\$224,000	\$28,000	\$28,000	\$280,000
Total:	\$264,800	\$33,100	\$33,100	\$331,000

* Note 1: All UPWP planning projects are federally funded: 80% Federal/10% State/10% Local.

B. Federal Funding Sources

FFY	Federal Highway	Federal Transit	Total
FFY2022	\$70,555	\$32,092	\$102,647
Carryover	\$149,603	\$64,485	\$214,088
Total	\$220,158	\$96,5771	\$316,735

*Note 2: Carryover: 60% FHWA 40% FTA