

**RESOLUTION BY THE CALVERT - ST. MARY'S METROPOLITAN  
PLANNING ORGANIZATION COUNCIL FOR THE PURPOSE OF  
ADOPTING THE FY 2026 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 prepared the Fiscal Year 2026 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 23, through June 9, 2025, 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 12, 2025, the Council finds it is in the best interest of the C-SMMPO to adopt the FY 2026 UPWP as presented and attached hereto.

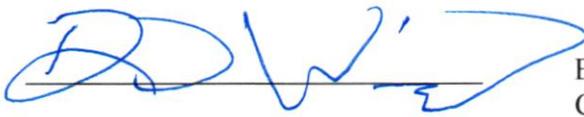
**NOW THEREFORE, BE IT RESOLVED** that the Council does hereby adopt the FY 2026 UPWP for the Calvert – St. Mary's Metropolitan Planning Organization as attached hereto as Exhibit A, incorporated herein by reference, and made a part hereof; and

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

**PASSED AND DULY ADOPTED** this 12<sup>th</sup> day of June 2025.

**ATTEST:**

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

  
By:   
Chair

**UNIFIED PLANNING WORK PROGRAM (UPWP)**  
**Fiscal Year 2026**  
July 1, 2025 - June 30, 2026

**Adopted:**  
**Resolution:**

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Calvert - St. Mary's Metropolitan Planning Organization  
Administrative office located in:  
St. Mary's County Land Use and Growth Management  
P.O. Box 653, Leonardtown, MD 20650  
Website: [www.calvert-stmarysmpo.com](http://www.calvert-stmarysmpo.com)  
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CALVERT – ST. MARY’S METROPOLITAN PLANNING ORGANIZATION  
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<b>Calvert - St. Mary’s Metropolitan Planning Organization</b>	
<i>Council Members</i>	<i>Empowered Representatives</i>
<b>Earl “Buddy” Hance</b> Commissioner, Calvert County	<b>Jason Brinkley</b> Director, Calvert County Department of Planning & Zoning
<b>Mike Alderson, Jr.</b> Commissioner, St. Mary’s County	<b>Jessica S.B. Andritz</b> Director, St. Mary’s County Department of Land Use and Growth Management
<b>Paul J. Wiedefeld</b> Secretary, Maryland Department of Transportation	<b>Dan Janousek</b> Regional Planner, Office of Planning, Programming, and Project Delivery Maryland Department of Transportation
<i>Program Administrators</i>	
<b>Karly Maltby</b> Program Administrator, C-SMMPO MPO Planner, St. Mary’s County Department of Land Use and Growth Management	
<b>Courtney Jenkins</b> Deputy Director, St. Mary’s County Department of Land Use and Growth Management	
<i>Calvert County Representatives</i>	
<b>Jessica Gaetano</b> Planner III, Calvert County Department of Planning & Zoning	
<b>Mary F. Layman</b> Grants Coordinator, Calvert County Department of Finance & Budget	
<b>John A. Cosgrove, JR, P.E.</b> Director Calvert County Department of Public Works	

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**INTRODUCTION**

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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, an 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) 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 after a series of continuing resolutions.

The C-SMMPO utilizes Performance-Based Planning which seeks to build on and refine many of the highway, transit, bicycle and pedestrian programs and policies established by ISTEA in 1991.

The C-SMMPO utilizes Planning Objectives to represent core topical areas and emphasize in the development and implementation of their unified planning work programs.

The Planning Objectives include the following:

1. Performance-Based Planning – Transition to performance-based planning and programming.  
*The Calvert-St. Mary’s Metropolitan Planning Organization’s (C-SMMPO) FY 2026 UPWP acknowledges the transition to performance-based planning and programming as part of the ongoing training activities included in the MPO.*

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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 2026 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 have worked and continue to work closely with transportation staff to analyze the transit system as a whole.*

**Fixing America’s Surface Transportation (FAST) Act Performance Management Measures**

The FAST Act is a surface transportation program to a performance and outcome-based program, in which resources are invested in projects to achieve targets noted in the C-SMMPO’s Long Range Transportation Plan, Moving Forward 2050. The bill established seven goals described in 23 USC§150(b).

1. **Safety** - Achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
2. **Infrastructure Condition** - Maintain the highway infrastructure asset system in a state of good repair.
3. **Congestion Reduction** - Achieve a significant reduction in congestion on the National Highway System.
4. **System Reliability** - Improve the efficiency of the surface transportation system.
5. **Freight Movement and Economic Vitality** - Improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development  
**Environmental Sustainability** - Enhance the performance of the transportation system while protecting/enhancing the natural environment.
6. **Environmental Sustainability** - To enhance the performance of the transportation system while protecting and enhancing the natural environment.
7. **Reduced Project Delivery Delays** - Reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies’ work practices.

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States, MPOs, and transit providers 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. 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.

On May 27, 2016, the U.S. Department of Transportation (U.S. DOT) issued regulations regarding metropolitan transportation planning, specifically outlining the planning requirements associated with the metropolitan planning process, including the Long- Range Transportation Plan (LRTP) and the Transportation Improvement Program (TIP).

On March 12, 2025, the C-SMMPO Empowered Representative, the Director of St. Mary’s County Department of Land Use and Growth Management, reviewed MDOT’s updated Transportation Performance Management (TPM) Established Targets for Maryland dated January 2025 and notified MDOT of the MPO’s continued support of all the State’s targets.

The C-SMMPO will continue to work closely with the MDOT in FY 2026 to establish and update transportation targets and measures as needed for both highway and transit systems, including transportation safety.

The C-SMMPO has documented its performance measures 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 2050:  
<https://www.calvert-stmarysmpo.com/DocumentCenter/View/527/Moving-Forward-2050?bidId=>

### **Infrastructure Investment and Jobs Act**

A federal transportation legislative program was signed on November 15, 2021. The Infrastructure Investment and Jobs Act (IIJA), provides \$550 billion over fiscal years 2022 through 2026 for new infrastructure, including in roads, bridges, mass transit, water infrastructure, electric vehicle charging, carbon reduction, resilience, and broadband. There will be \$274 billion in spending for transportation programs above current baseline levels. The IIJA creates more than a dozen new highway programs and creates more opportunities for local governments and other entities.

The IIJA includes housing considerations in the metropolitan transportation planning process which requires MPOs to promote consistency between transportation improvements and State and local housing patterns and to continue encouraging and promoting safe and efficient management, operation, and development of surface transportation systems that will better connect housing and employment. Transportation investments have the potential to impact housing directly and

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indirectly through the following areas: transportation infrastructure, area planning and funding for Transit-Oriented Development (TOD) projects, increasing affordable transportation options, and enhancing community connectivity.

Public participation and stakeholder engagement is part of the MPO planning process. Opportunities for housing stakeholder engagement are collaboration with state, county, and local infrastructure agencies and advocacy of housing needs and opportunities in local transportation planning processes.

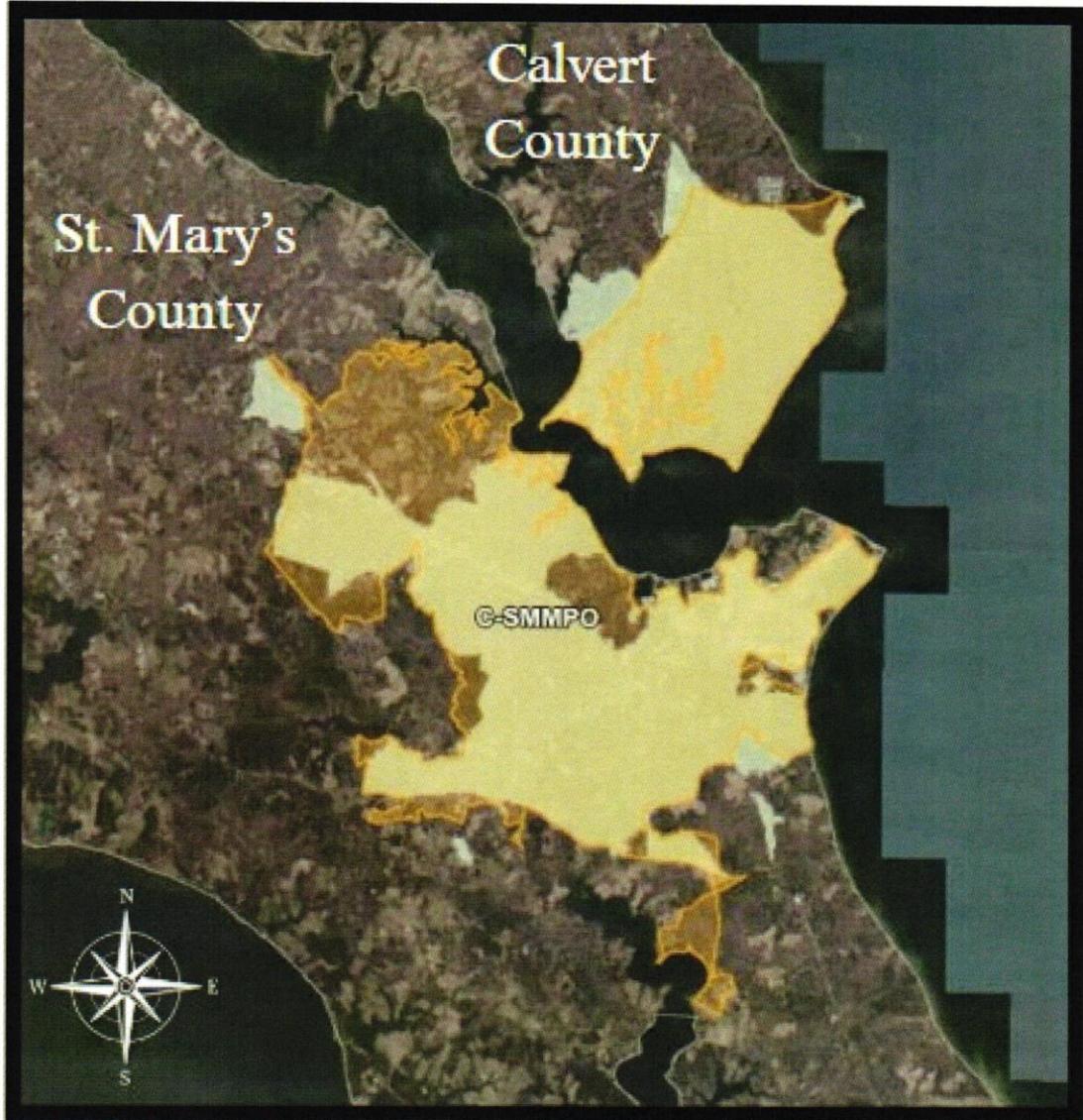
The C-SMMPO has identified opportunities for housing stakeholder engagement. Areas of concern include:

- Identifying and developing relationships with housing providers in the region to understand the needs of communities that would receive the greatest benefit and increase accessibility.
- Including property owners and residents by providing opportunities for comment on major transportation initiatives such as new or improved roadways, intersections, complete streets, and transit planning.
- Making housing stakeholders aware of broadband access resources. This will become increasingly important as transportation innovations such as autonomous vehicles and battery-powered electric vehicles see increased use, as well charging needs for multi-family and urban housing.
- Nourishing partnerships between housing agencies and state and local transportation agencies and working with the Tri-County Council of Southern Maryland for resource identification.

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.

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



Source: MDOT MPO Web Application  
May 2025

**LEGEND**

 MPO Boundary

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**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) 2026 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 the Maryland Department of Transportation (MDOT) and the local governments of the Lexington Park—California—Chesapeake Ranch Estates Urbanized Area. Federal funding sources for Federal FY 2026 includes Title 1, Section 112 metropolitan planning funds (Federal Highway Act (PL-93-87)] (\$122,452), Federal Transit Administration Title III, Section 5303 (\$43,052), and special funds from the Maryland Department of Transportation’s Transportation Trust Fund (\$20,688) metropolitan planning funds. At least 2.5% of FHWA planning funding must be devoted to Complete Streets activities for travel on foot, by bike, in a vehicle, or using public transit.

The amount of funding available for the FY 2026 transportation planning activities for the C-SMMPO region is \$354,939. This amount includes FY 2026 Federal, State, and local funds in addition to previous year’s funds that were not utilized in FY 2025 and are carried over to FY 2026. The C-SMMPO anticipates completing the majority of the UPWP projects in FY 2026 and will utilize a portion of the previous year’s funds and FY 2026 funding.

**Complete Streets Projects**

Complete Streets focuses on safety for everyone: pedestrians, bicyclists, motorists, and transit users. On March 13, 2023, FTA published guidance in the form of a Dear Colleague letter waiving the local match for Complete Streets planning activities for the Metropolitan Planning Program and the State Planning and Research Program. FTA and the Federal Highway Administration will now provide more support to transit agencies working on Complete Streets planning projects. This reflects a priority written in the C-SMMPO’s Long Range Transportation Plan, Moving Forward 2050, to increase safe and accessible transportation options.

Projects identified in the UPWP will highlight and track funds utilized for coordinated, complete streets planning activities in these areas of concern:

1. list of Complete Streets projects to improve the safety, mobility, or accessibility of a street;
2. Development of transportation plans to:

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- a. Create a network of active transportation facilities, including sidewalks, bikeways, or pedestrian and bicycle trails, to connect neighborhoods with destinations such as workplaces, schools, residences, businesses, recreation areas, healthcare and childcare services, or other community activity centers;
  - b. Integrate active transportation facilities with public transportation services or improve access to public transportation;
  - c. Create multiuse active transportation infrastructure facilities (including bikeways or pedestrian and bicycle trails) that make connections within or between communities;
  - d. Increase public transportation ridership; and
  - e. Improve the safety of bicyclists and pedestrians.
3. Regional and megaregional planning (i.e., multi-jurisdictional transportation planning that extends beyond MPO and/or State boundaries) that address travel demand and capacity constraints through alternatives to new highway capacity, including through intercity passenger rail; and
  4. Development of transportation plans and policies that support transit-oriented development.

#### Meaningful Planning Activities

On November 8, 2023, the U.S. Department of Transportation published Promising Practices for Meaningful Public Involvement 2023 Update in Transportation Decision-Making to help organizations develop strategies to better involve the public in transportation decision-making. FTA, state, regional, and local transportation planning entities are required to create opportunities for public participation and feedback. The guide includes considerations and practices for transportation professionals to conduct meaningful public involvement during each stage of the transportation decision-making process and project lifecycle, including operations and service.

For the C-SMMPO, any project identified in the UPWP will highlight funds utilized for planning that supports Public Involvement in Transportation Decision-Making, including updates to the C-SMMPO Title VI and Public Participation documents and strategies.

#### **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 also acts as a local liaison to the state and federal agencies involved in transportation planning within the Metropolitan Planning Area.

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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’s representatives of planners, engineers, and subject matter experts from transportation organizations throughout the State provide 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**

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**G. Core Planning**

**Task: 1. Transportation Improvement Program (TIP)**

The TIP is a 4-year listing of all federally funded transportation projects in the C-SMMPO Metropolitan Area. The C-SMMPO TIP is generally updated every 2-4 years.

Objective:

To update the C-SMMPO FY2025-2028 Transportation Improvement Program (TIP) as specified by federal urban transportation planning requirements and to align with goals outlined in Moving Forward 2050 and the Title VI Plan.

Previous Work:

FY2021-2024 and FY2025-2028 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 to comply with Moving Forward 2050 and the Title VI Plan.

End Product:

FY 2029–2032 C-SMMPO Transportation Improvement Program and Amendments.

Staffing:

MDOT and MPO staff.

Funding:

Funding for this task totals \$10,000 in FY 2026, as listed below by source.

<b>Source</b>	<b>Funding</b>
Federal	\$8,000
MDOT	\$1,000
Local	\$1,000
<b>Total:</b>	<b>\$10,000</b>

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**Task: 2. Unified Planning Work Program (UPWP)**

The Fiscal Year (FY) 2026 Unified Planning Work Program (UPWP) outlines the planning activities to be performed by participants involved in the C-SMMPO metropolitan transportation planning process over the current fiscal year.

Objective:

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

Previous Work:

FY 2024 and FY 2025 UPWP.

Description:

The UPWP is updated annually. This task will be performed by the MPO and MDOT with assistance from Calvert and St. Mary’s County technical staff, FHWA and FTA. Tasks to be included in the FY 2027 UPWP will be based in part on organizational activities undertaken during the previous year’s UPWP and current needs identified during the annual update.

End Product:

FY 2027 C-SMMPO Unified Planning Work Program.

Staffing:

MDOT and MPO staff.

Funding:

Funding for this task totals \$5,000 in FY 2026, as listed below by source.

<b>Source</b>	<b>Funding</b>
Federal	\$4,000
MDOT	\$500
Local	\$500
<b>Total:</b>	<b>\$5,000</b>

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**Task: 3. Update of the Title VI Plan and Public Participation Plan**

The federal government enacted Title VI of the Civil Rights Act of 1964, as amended, to prevent discrimination on the grounds of race, color, sex, age, disability or national origin and to ensure that individuals are not excluded from participation in, denied benefits of, or otherwise subjected to discrimination under any program or activity receiving federal financial assistance on the basis of race, color, sex, age disability or national origin. It is a requirement of the Maryland Department of Transportation (MDOT) and the US Department of Transportation that MPOs receiving federal financial assistance adopt a Title VI Plan. The C-SMMPO was established on December 10, 2013, to conduct regional transportation planning for the C-SMMPO area in accordance with the federal requirements of the Federal-Aid Highway Act of 1962.

County staff in cooperation with the Maryland Department of Transportation (MDOT) perform the necessary functions of the C-SMMPO. This project will ensure that the current Public Participation Plan and Title VI Plan each reflect a compilation of those sources and compliance with federal regulations.

Objective:

To continue meaningful public participation in planning efforts and to implement recommendations made in adopted C-SMMPO plans and studies through a comprehensive and fair approach.

Previous Work:

The C-SMMPO has an approved Title VI plan and Public Participation Plan.

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 Title VI Plan and Public Participation Plan for the Calvert-St. Mary’s planning area includes the Lexington Park-California-Chesapeake Ranch Estates Urban Area.

Staffing:

MDOT and MPO staff with consultant services.

Funding:

Funding for this task totals \$30,000 in FY 2026, as listed below by source.

<b>Source</b>	<b>Funding</b>
Federal	\$8,000
MDOT	\$1,000
Local	\$1,000
<b>Total:</b>	<b>\$10,000</b>

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**H. MPO Administration**

Objective:

Continuing the 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 2025 the following on-going activities are anticipated:

- Staff training – Staff will continue to receive training on the Metropolitan Transportation Planning Process. 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.

**Planning Goals**

The C-SMMPO’s Long Range Transportation Plan, Moving Forward 2050, and the Title VI Plan provides guidance for goals within the planning process. The goals identified support tasks in this UPWP to create progressive planning studies and projects that will have the greatest impact. The planning goals include the following:

- Tackling the Climate Crisis – Transition to a Clean Energy, Resilient Future
- Ensuring equitable access and Environmental Justice in Transportation Planning
- Complete Streets
- Public Involvement
- Strategic Highway Network (STRAHNET)/U.S. Department of Defense (DOD) Coordination
- Federal Land Management Agency (FLMA) Coordination
- Planning and Environment Linkages (PEL)
- Data in Transportation Planning
- Continuing, Cooperative and Comprehensive (3-C) Transportation Planning Process

The C-SMMPO Council is directly responsible for conducting the continuing, cooperative and comprehensive (3-C) transportation planning process for the Lexington Park-California-Chesapeake Ranch Estates Urban Area and C-SMMPO metropolitan region in accordance with

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the metropolitan planning requirements of Section 134 (Title 23 U.S.C.) of the Federal Highway Act of 1962 and Section 8 of the Federal Transit Act.

The Calvert - St. Mary’s MPO management activities include, but are not limited to, the following:

- Manage the daily operations of the MPO and maintain the MPO website.
- Manage the meetings of the C-SMMPO Council and Technical Advisory Committee.
- Maintain all financial commitments, including planning funds management, contract administration, project reports, and invoices.
- Attending and leading meetings, forums and training related to the planning work program items and/or federal and State of Maryland MPO processes, rules and regulations.

Previous Work:

The C-SMMPO maintains all the above-listed management activities.

Description:

Tasks will be performed by the Calvert - St. Mary’s MPO staff with support from MDOT and Calvert and St. Mary’s Counties. Tasks are consistent with federal MPO Guidelines.

End Product:

- Invoice and Progress Reports tracking Programs and Projects Implementation.
- C-SMMPO Staff Personal/Professional Development

Staffing:

MPO with MDOT

Funding:

Funding for this task totals \$10,000 in FY 2026, as listed below by source.

<b>Source</b>	<b>Funding</b>
Federal	\$16,000
MDOT	\$2,000
Local	\$2,000
<b>Total:</b>	<b>\$20,000</b>

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**PAST SPECIAL STUDIES**

In all, eight 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 public about their desires and transportation options in the metropolitan planning area. Finally, the studies and planning process established a base from which modifications, trends, and priorities can be made to meet new and changing community needs. The project planning studies and tasks completed over the last three fiscal years 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
- Complete Streets Plan for C-SMMPO Area
- Cove Point Trail Study and Design

**I. Current Special Studies**

**Task 4: Calvert - Northern Solomons Pedestrian Connections Study**

Introduction:

The purpose of this study is to increase pedestrian mobility and accommodation for alternative modes of travel within the Solomons Town Center. The proposed tasks include a feasibility study and concept level preliminary design of pedestrian connections at the northern end of the Town Center. The project includes a proposed at-grade crossing connecting the residential neighborhoods on the west side of MD 2/4 at Patuxent Parkway with the commercial shopping center on HG Trueman Rd. This pedestrian crossing will mainly serve the retirement and assisted living community, Asbury Solomons. On the east side of MD 2/4, identification of gaps in pedestrian facilities on HG Trueman Rd and Dowell Rd, in addition to completing connections to residential neighborhoods on Newtown Road.

Project Location:

The study area includes the intersection of MD 2/4 and Patuxent Point Parkway, HG Trueman Road from aforementioned intersection north to Dowell Road and south to Newtown Road and extends through Newtown Road to complete pedestrian connection.

Project Objective and Scope of Services:

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- Collect and evaluation of existing conditions on anticipated pedestrian corridors, including but not limited to:
  - Topography
  - Roadway/sidewalk geometries
  - Drainage patterns
  - Utilities
  - Right-of-ways
  - Adjacent properties for potential temporary easements or permanent fee simple procurement to facilitate the sidewalk construction.
  - Pedestrian patterns.
  - Land use
- Provide preliminary design criteria to include ADA compliance.
- Identify and recommend connections to communities that would receive the greatest impact and where these communities live.
- Develop conceptual stormwater management (SWM) practice location(s).
- Prepare a cost estimate for planning purposes.

Tasks and Deliverables:

The final product should be a document useable for future improvements to the C-SMMPO areas of specific interest, linkages, and corridors. The consultant will provide professional services to accomplish all specific work tasks. The specific work tasks shown herein are the minimum required and are intended to provide guidance in preparing the proposal. The successful completion of the Northern Solomons Pedestrian Connections Study will result in a plan document providing two alternatives for the proposed pedestrian connections and conceptual SWM location(s).

Funding:

Estimated Feasibility Cost: \$50,000 in FY 2026

<b>Source</b>	<b>Funding</b>
Federal	\$40,000
MDOT	\$5,000
Local	\$5,000
<b>Total:</b>	<b>\$50,000</b>

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**J. PROPOSED SPECIAL STUDIES**

**Task 5: St. Mary’s County – FDR Blvd. Extended Planning Study**

Introduction:

One of the major reasons for the construction of FDR Boulevard (County Route 31335), from Maryland Route 235 (MD 235) to Pegg Road, was the removal of through traffic from MD 235, the main artery in St. Mary’s County and a State highway known as Three Notch Road. The purpose was to improve traffic flow to Naval Air Station Patuxent River (NAS PAX), reduce pollution emissions, shorten travel times, and reduce congestion and road accidents. FDR Boulevard opened a new route that supports the development of mixed-use commercial and residential land uses, and the addition of concentrated nodes of high-intensity mixed-use development in Lexington Park. FDR Boulevard is designed as a Complete Street, which includes traffic calming measures to enhance safety for pedestrians, bicyclists, and transit users.

Project Location:

In this planning study for the extension of FDR Boulevard, the location is defined as from the intersection of Pegg Road to the intersection of Maryland Route 246 (MD 246) - Great Mills Road, including all frontage roads, and adjacent lands along the proposed extension and connection of the FDR Boulevard roadway segments.

Background:

The Lexington Park Development District Master Plan (LPDDMP) notes that the FDR Boulevard Corridor (Corridor), from Pegg Road to MD 246 – Great Mills Rd., is the highest priority for the downtown street connections and will enhance access to the downtown gateway and Central Business District (CBD). FDR Boulevard currently traverses from MD 235 – Three Notch Road (North of MD 4 – St. Andrew’s Church Road) to Buck Hewitt Road, with construction to Pegg Road began in the fall of 2024. A significant portion of the Corridor is developed and is characterized by mixed uses. The Commissioners of St. Mary’s County, Maryland have enacted ordinances that established bicycle lanes, yield roundabout intersections, stop intersections, traffic control devices, and the operation and maintenance of traffic signals to improve safety along FDR Boulevard. 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 increase land access for new development, manage anticipated growth in Lexington Park, support the creation of urban development patterns, improve transit routes, and the transformation of the FDR Boulevard extension to connect Lexington Park Development District neighborhoods and NAS PAX.

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. Extended Planning Study. The Consultant is required to undertake the following studies.

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- Project and estimate traffic that can be carried from Three Notch Road onto FDR Blvd, from Pegg Rd. to MD 246 – Great Mills Rd. 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.
- Evaluate possible alignment to Great Mills Rd.
- Determine possible impacts of FDR Blvd on commercial business and residential property within the Lexington Park Development District.

Tasks and Deliverables:

The Consultant shall provide professional services to accomplish all specific work tasks that may lead to the preparation, submittal, approval, and adoption of the FDR Boulevard Extended Planning Study. The work tasks shown herein shall be the minimum required and are intended to guide in preparing the proposal.

**Task 1.0 Project Initiation**

The consultant shall hold an initial meeting 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, but may not be limited to, the FDR Boulevard phased plans transportation studies, topography, existing buildings and parking along the corridor, circulation, property boundaries, land use, and development applications along the FDR Boulevard route. An existing conditions report shall be required.

St. Mary’s County Department of Public Works and Transportation will provide the Consultant with available GIS information to assist, including, but not limited to 2’ Lidar topographic contours, existing public storm drainage information (pipes/inlet locations), existing stormwater management facilities in the area, and aerial imagery (2023). Road Construction Design Plans for FDR Boulevard Phase 3B (currently under construction), with information concerning the proposed traffic signal at Pegg Road/FDR Boulevard intersection, will be provided by St. Mary’s County Government.

The link for St. Mary’s County Government’s GIS Information is

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<https://www.stmaryscountymd.gov/IT/GIS/>.

**Task 4.0 Develop Traffic Analysis on FDR Blvd to MD 246 – Great Mills Rd.**

The Consultant shall study the existing traffic conditions and the expected future traffic conditions with the development in place (Build condition) for all roadway users.

**Task 5.0 Prepare Preliminary Layout and Identify Impacts to Adjacent Properties for FDR Blvd Extended to MD 246 – Great Mills Rd.**

The Consultant shall perform a field survey to locate property corners and show property boundaries for the projected alignment, prepare a preliminary plan showing the existing properties and physical features shown from available GIS information, overlay the 2’ Lidar contours, prepare a preliminary design using the Modified R-9 Typical Road Section to minimize grading on adjacent properties and determine the overall impacts this project would have on the adjacent properties.

Road Construction Design Plans for FDR Boulevard Phase 3B (currently under construction), with information concerning the proposed traffic signal at Pegg Rd./FDR Blvd. intersection, will be provided by St. Mary’s County Government for the Consultant's use.

LPDDMP acknowledges that the extension of FDR Boulevard will help reduce traffic volume on MD 235 to relieve congestion and can open the Lexington Park Development District (LPDD) to anticipated growth. Using four (4) differing growth alternative scenarios, the Consultant shall determine whether FDR Boulevard, while improving transit routes, can shape the adjacent urban development patterns. Areas of examination for the proposed roadway extension include the following:

- 1) Impacts to existing businesses and induced growth effects identified to the proposed extension of roadway (Pegg Road to MD 246);
- 2) Projects planned to serve specific land development;
- 3) Projects that could stimulate complementary functions; and
- 4) Projects that influence intraregional land development location decisions in the LPDD.

**Task 6.0 Draft for a Final Plan Document**

Consultant will consider public review comments, traffic analysis on FDR Blvd MD 246 - Great Mills Rd., determine best alignment and roadway section with Pedestrian/bicycle amenities, a traffic implication on FDR Blvd to MD 246- Great Mills Rd., and prepare a draft FDR Blvd Extended Planning Study for review by C-SMMPO.

Scheduling and Deadlines:

Estimated time for project final report due is 9 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, the St Mary's County Comprehensive Plan, and the Lexington Park Development

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District Master Plan (LPDDP)

Funding:

Estimated Plan Cost: \$90,000 in FY 2026

<b>Source</b>	<b>Funding</b>
Federal	\$72,000
MDOT	\$9,000
Local	\$9,000
<b>Total:</b>	<b>\$90,000</b>

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**Task 6: Calvert - Solomons Shared Use Path Project**

Introduction:

Feasibility study for the construction of a shared use path along the southern side of Solomons Island Road in Solomons, Maryland. Anticipated project limits would be from 14236 South Solomons Island Road to the intersection of Solomons Island Road and Alexander Street resulting in approximately 1,900 linear feet of pathway.

Project Location:

14236 South Solomons Island Road to Alexander Street in Solomons Maryland

Project Objective and Scope of Services:

Efforts of qualified firms are being solicited to perform consulting services for the feasibility quantification of the C-SMMPO’s Solomons Shared Use Path Project. The consultant(s) shall be required to provide the following services:

- Analyze/Memorialize the existing topographic condition via site specific survey.
- Horizontal location of existing utilities within the project area.
- Evidence existing County right of way and available area for proposed 8’ wide shared use path.
- Provide two design alternatives for shared use path and conceptual stormwater management practice location(s).
- Evaluate adjacent property area as necessary for theoretical easement procurement to facilitate construction of a shared use path.

Tasks and Deliverables:

The consultant will provide professional services to accomplish all specific work tasks. 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. Deliverable shall be a plan document and summation providing 2 alternatives for the above-mentioned shared use path and SWM conceptual locations. Summation shall include theoretical easement or fee simple areas from adjacent property owners as required for construction.

Funding:

Estimated Feasibility Cost: \$50,000 in FY 2026

<b>Source</b>	<b>Funding</b>
Federal	\$40,000
MDOT	\$5,000
Local	\$5,000
<b>Total:</b>	<b>\$50,000</b>

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**Task 7: St. Mary’s County – St. Mary’s Transit System (STS) Multi-Modal Connectivity Study**

Introduction:

The purpose of this study is to analyze existing conditions of multi-modal connectivity to public transportation buses and recommend adjustments of bus stops and routes to maximize outreach. Transit operations include STS public transportation routes, Job Access, and Reverse Commute (JARC) I, II and III, American with Disabilities Act (ADA) routes (persons with disabilities) and State Specialized Transportation Assistance Program (SSTAP) routes (seniors & persons with disabilities) which are critical services to many of our residents throughout the County. The SSTAP program divides the County into four regions. Each region can ride one day a week on their specific day between the hours of 10am and 1pm, either Monday, Tuesday, Wednesday, or Friday. All four regions are eligible for Thursday service.

Project Location:

This planning study location is defined as the routes in the STS Bus Route Map along with the paratransit (ADA and SSTAP) passenger locations. There are nine STS public transportation routes:

- Route 1: California Route, Leonardtown to Lexington Park via California
- Route 2: Charlotte Hall Route, Leonardtown to Charlotte Hall via Loveville
- Route 3: Great Mills Route, Lexington Park to Leonardtown via Great Mills
- Route 4/14: County-Span Route, Lexington Park to Charlotte Hall
- Route 5: Calvert Route, Lexington Park to Solomons
- Route 6: Northern Route, Charlotte Hall to Budds Creek via Mechanicsville
- Route 7: Southern Route, Lexington Park to Ridge to St. Mary’s City
- Route 11: Great Mills/California Route, California to Great Mills
- Route 12: Leonardtown Route, California to Charlotte Hall via Leonardtown

Project Objectives and Scope of Services:

- Examine existing conditions of bus routes and surrounding infrastructure.
- Identify areas within the county and populations that are underserved and provide route additions or changes to existing routes that would provide them with bus transportation.
- Identify ADA and SSTAP riders that do not have a 7-day per week service and any changes to fixed routes that would increase rider options.
- Identify gaps in connectivity between dwellings, destinations and bus routes to recommend connections.
- Identify and recommend connections to communities that would receive the greatest impact and where these communities live.
- Evaluate multi-modal connectivity and accessibility efforts that could be made to create safer and enhanced conditions for pedestrians of all ages and abilities, bicyclists, and transit users.
- Evaluate possible adjustments to existing bus stops and routes. Prepare maps of proposed routes and improved infrastructure.

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Tasks and Deliverables:

The study shall evaluate and propose means to make existing routes more efficient and/or additional routes to provide transit service to underserved populations and areas. Final product shall provide example and/or updated route maps.

Task 1.0 Project Initiation

Consultant shall hold initial meetings with staff from C-SMMPO, St. Mary’s Transit System stakeholders and the community. Available data, materials, schedules and communication channels will be provided.

Task 2.0 Public and Stakeholder Participation

Consultant shall work with C-SMMPO to engage with the public and stakeholders to determine underserved areas and populations.

Task 3.0 Existing Conditions Evaluation

Consultant shall evaluate current STS routes and surrounding multi-modal infrastructure near existing bus routes per the Project Objectives and Scope of Service and provide a report.

Task 4.0 Draft of Recommendations

Consultant shall draft recommendations for means to increase efficiency on existing routes, proposed new routes to provide service to underserved areas and populations, show better means of connectivity, and prepare maps coinciding with recommendations.

Scheduling and Deadlines:

The estimated time for the final report is 6 months.

Product:

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

Funding:

Estimated Plan Cost: \$60,000 in FY 2026

<b>Source</b>	<b>Funding</b>
Federal	\$48,000
MDOT	\$6,000
Local	\$6,000
<b>Total:</b>	<b>\$60,000</b>

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**Task 8: Calvert and St. Mary’s - Ferry Study Implementation Plan**

Introduction:

To develop a Chesapeake Bay Passenger Ferry Implementation Plan focusing on ports in St. Mary’s County and Calvert County that will connect with 20 other ports throughout the Chesapeake Bay Region.

Project Location:

The plan will focus on St. Mary’s and Calvert Counties, their respective ports of St. Mary’s City and Solomons, connecting to the 20 other ports throughout the Chesapeake Bay, and potentially Virginia.

Background:

The organization will seek professional consulting services to assist with the completion of an implementation plan. The implementation plan is the recommended next step from the successful results of the Chesapeake Passenger Ferry Feasibility study. The feasibility study concluded that the implementation of a high-speed and long-range electric ferry (shuttle ship) between numerous ports around the Chesapeake Bay is feasible. The service would attract visitors and promote multi-modal transit connections by allowing passengers to reach multiple destinations by boat without the need for a car, while also demonstrating the benefits of an electrified waterfront. A collaboration between several counties and municipalities resulted in a feasibility study to evaluate the vessel parameters, terminal sites, operational and maintenance needs, tourism and economic strategies and system partnerships. While the focus of the study was on tourism due to the parameters of the EDA grant, it is impossible to ignore the transit opportunities the ferry service will provide. Passengers will gain new transportation routes that are safer and more cost effective to maintain than a road network. Passengers will have access to new employment, education, and training opportunities that will spark rural economic development. The ferry service would open new real estate markets and opportunities to find more affordable housing while still having the ability to work in urban areas. In addition, we are exploring the potential for the ferry system to carry freight, which is safer, cleaner, and more affordable than trucking. The ferry will reduce the demand on roads, reduce emissions for the region, and connect rural communities around the Chesapeake Bay.

Project Objectives and Scope of Services:

The services of qualified firms are being solicited to perform consulting services for the C-SMMPO to develop a localized implementation plan for the Chesapeake Bay Passenger Ferry service that would serve the Chesapeake Bay region. The Consultant(s) shall be required to include the development of an implementation strategy and plan that addresses prioritization, phasing, planning-level scenarios for improvements, and the cost of implementation for St.

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Mary’s and Calvert Counties. Other partner communities are making the same request, and the hope is that the consortium can continue to work collaboratively on this regional project.

Tasks and Deliverables:

Contingent upon available funding, the anticipated deliverables for this task will include the development of an implementation strategy and plan that addresses prioritization, phasing, planning-level scenarios for improvements, and the cost of implementation for St. Mary’s and Calvert Counties. The plan should identify a detailed list of planning, design, and engineering documents needed to build the Baseline Ferry System. The consultant will identify possible funding sources, strategies, and partnerships. The consultant will provide professional services to accomplish all specific work tasks that may lead to the preparation, submittal, approval, and adoption of the implementation plan. The work tasks shown herein are the minimum required and are intended to guide the preparation of 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 with the desired objectives. The final product should be a document usable for future improvements or developing new ports.

Funding:

Funding for this task totals \$80,000 in FY26, as listed below by source.

<b>Source</b>	<b>Funding</b>
Federal	\$64,000
MDOT	\$8,000
Local	\$8,000
<b>Total:</b>	<b>\$80,000</b>

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**Task 9. St. Mary’s - AeroPark Master Plan Update**

Introduction:

The St. Mary’s County Innovation District Master Plan was completed January 2020 (now called Aero Park Innovation District). As outlined in the Master Plan, the Aero Park has made significant progress toward the following goals:

- Facilitating Collaboration;
- Promoting Cross-Pollination of Ideas;
- Leveraging Institutional Relationships;
- Providing Mixed-Use Amenities;
- Enhancing Walkability;
- Increasing Healthy Behaviors that Reduce Chronic Diseases.

The Innovation District has progressed to the point that it is at capacity within its boundaries. The AeroPark Innovation District Master Plan Update is needed to evaluate and update the plan to incorporate an expansion of the district.

Project Location:

In and around the current AeroPark Innovation District to include, but limited to, properties adjacent to Three Notch Rd., the neighboring Waldschmidt property across from the runway, an area north-east of the runway, and a wetlands area on the west of the parcel.

Project Objective and Scope of Services:

The consultant will provide a AeroPark Master Plan update that will evaluate the existing conditions, analyze the locations above for development potential, and assist in identifying and prioritizing implementation items.

Tasks and Deliverables:

1. Kick-Off Meeting (virtual)  
Consultant will participate in a virtual kick-off meeting that has the following agenda:
  - a. Review of background information/activities to-date.
  - b. Identify items accomplished.
  - c. Identify what is working and what is not working.
  - d. Identify and review focus areas.
  - e. Identify any impediments that have been observed.
  - f. Schedule.
2. Focused Stakeholder Meetings (in-person) and Site Visit  
The consultant will participate in the following to inform proposals:
  - a. Tour focus areas highlighting accomplishments, identified needs, and desired elements.
  - b. Stakeholder meetings to be held on the same day to gather insight into the focus areas identifying the following: successes, failures, needed elements, thoughts about priorities.The consultant will develop a brief summary of the intake received.
3. Base Information/Mapping

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If new or additional base information is available, the consultant will update with that information.

4. Recommendations & Concept Plans

We will develop updated recommendations based on the input received. Based on those recommendations, we will also develop updated concept site plans for the identified focus areas. This will include illustrative concept plans developed at a larger scale which will allow for more detailed/thorough consideration. An understanding of the demonstrated needs will inform this.

These plans will include:

- a. Plans illustrating streets, blocks, and open space.
- b. Land uses.
- c. Development and parking tabulations.
- d. Color-coded land uses.
- e. Precedent images that illustrate intent.
- f. The consultant will also develop a brief narrative of the recommendations.

5. Review Meeting

The consultant will participate in a review to present the information from the previous task. This meeting will be virtual.

6. Revisions

Once the consultant has received feedback, they will make revisions to the elements in Task 4:

- a. Plans illustrating streets, blocks, open space.
- b. Land uses.
- c. Development and parking tabulations.
- d. Color coded land uses.
- e. Precedent images that illustrate intent.

7. Updated Master Plan Booklet

We will update the existing Master Plan document with the following:

- a. New and revised recommendations
- b. Revised Concept Plans
- c. Revised Diagrams
- d. Revised Implementation Matrix
- e. Brief narrative, including priority rationale

8. New Perspective Image

We will work with you to determine what will be most important to illustrate in support of your economic development efforts. This includes a simplified SketchUp model to select the view and coordinate with the renderer.

9. Presentation or Meeting to Present the Revised Plan

We will participate in a meeting to present the updated plan, or a portion of the plan. This includes putting together presentation materials.

Funding:

Estimated Plan Cost: \$60,000 in FY2026

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**Source Funding**

Federal	\$48,000
MDOT	\$6,000
Local	\$6,000
<b>Total:</b>	<b>\$60,000</b>

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**BUDGET**

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**Source of Funding by Task**

Completion Date:

Adopted:

<b>CORE PLANNING</b>				
	<u>Federal</u>	<u>MDOT</u>	<u>Local</u>	<u>Total</u>
<b>1. Transportation Improvement Plan (TIP)</b>	\$8,000	\$1000	\$1000	\$10,000
<b>2. Unified Planning Work Program (UPWP)</b>	\$4,000	\$500	\$500	\$5,000
<b>3. Title VI and Public Participation Plans</b>	\$8,000	\$1,000	\$1,000	\$10,000
<b>Subtotal</b>	<b>\$20,000</b>	<b>\$2,500</b>	<b>\$2,500</b>	<b>\$55,000</b>
<b>MPO ADMINISTRATION</b>				
	<u>Federal</u>	<u>MDOT</u>	<u>Local</u>	<u>Total</u>
<b>Subtotal</b>	<b>\$16,000</b>	<b>\$2,000</b>	<b>\$2,000</b>	<b>\$20,000</b>
<b>SPECIAL STUDIES</b>				
	<u>Federal</u>	<u>MDOT</u>	<u>Local</u>	<u>Total</u>
<b>4. Northern Solomons Pedestrian Connections Study</b>	\$40,000	\$5,000	\$5,000	\$50,000
<b>5. FDR BLVD Extended Planning Study</b>	\$72,000	\$9,000	\$9,000	\$90,000
<b>6. Solomons Shared Use Path Project</b>	\$40,000	\$5,000	\$5,000	\$50,000
<b>7. STS Multi-Modal Connectivity Study</b>	\$48,000	\$6,000	\$6,000	\$60,000
<b>8. Ferry Study Implementation Plan</b>	\$64,000	\$8,000	\$8,000	\$80,000
<b>9. AeroPark Master Plan Update</b>	\$48,000	\$6,000	\$6,000	\$60,000
<b>Subtotal</b>	<b>\$312,000</b>	<b>\$39,000</b>	<b>\$39,000</b>	<b>\$390,000</b>
<b>Total:</b>	<b>\$348,000</b>	<b>\$43,500</b>	<b>\$43,500</b>	<b>\$435,000</b>

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

**K. Federal Funding Sources Overview**

FFY	Federal Highway	Federal Highway 2.5% Complete Streets	Federal Transit	<u>Total Federal</u>
<b>FFY 2026</b>	\$122,452	\$3,061	\$43,052	\$165,504
<b>Carryover</b>	\$128,036	\$3,201	\$58,198	\$189,435
<b>Total</b>	<b>\$250,488</b>	<b>\$6,262</b>	<b>\$101,250</b>	<b>\$351,738</b>

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

\*Note 3 Total FHWA includes 2.5% Complete Streets