

## Chapter 2: The MPO Region

### Chapter Summary

<p>2.1 What are the Population Characteristics of the Region?</p>	<p>The 2010 Urbanized Area (UA) total population was 58,875.                  There were 24,971 housing units in the area in 2010.                  In 2010, median household income was \$81,827.                  31% of the people are 19 or younger and 8% are 65 and older.</p>	<p>Page 2-2</p>
<p>2.2 What are the Land Use and Development Patterns of the Region?</p>	<p>The MPA is a more densely populated area, therefore there is a higher percentage of developed land which in turn results in a greater demand on the transportation system.                  The MPA consists of approximately 47,600 acres of total land area with 28,300 acres (59.4%) in developed land and 19,300 (40.6%) in resource land.</p>	<p>Page 2-6</p>
<p>2.3 Where do People Work in the Region?</p>	<p>The majority of the Calvert and St. Mary's county's population is in the private sector workforce (72%), followed by 14% in the federal government workforce, 12% in local and 2% in the state government workforce.                  Naval Air Station Patuxent River (NAS PAX), located in Lexington Park east of MD 235, is the largest regional employer in the MPA and within the tri-county southern Maryland region.                  93.2% of workers in the region commute by automobile, including 8.5% carpooling.</p>	<p>Page 2-10</p>
<p>2.4 How will Moving Forward 2040 Ensure Transportation Decision-Making is Fair?</p>	<p>All federal agencies and recipients of federal aid must assure nondiscrimination in their programs and activities by working to identify and respond to any disproportionately high and adverse human, health, or environmental effects of its projects, programs, policies, and activities on minority or low-income populations.                  One step in addressing environmental justice involves identifying locations within the MPA where high concentrations of minority and low-income populations exist. This includes analyzing the transportation needs of these populations and how they can gain access to transportation.                  The 2013 estimates of racial composition show 68% of the UA population as White alone and 19% Black alone. Additionally, 5% of the population is of Hispanic origin, regardless of race.                  9.8% of the UA population was living below the poverty level in 2010.</p>	<p>Page 2-13</p>
<p>2.5 How will Moving Forward 2040 Address the Environment?</p>	<p>MAP-21 planning factors specify that an MPO's Long Range Transportation Plan must serve to protect and enhance the environment.                  The projects identified in this plan are reviewed by the local jurisdictions as well as the MPO to assure that they support environmental laws, regulations, and standards.                  The C-SMMPO must meet federal air quality standards.</p>	<p>Page 2-18</p>

# Chapter 2: The MPO Region

## 2.1 What are the Population Characteristics of the Region?

### Population

The 2010 U.S. Census established a population of 58,875 for the **Urbanized Area (UA)**. The population distribution for the UA compared to each county is shown in **Figure 2.1** along with the projected population growth through the year 2040, the horizon year for this Plan. While the Census Bureau prepares short-term population forecasts for UAs, longer-term population forecasts are prepared at the county level. As shown in **Figure 2.1**, between 2010 and 2040 Calvert County's population is expected to grow by 14.3% (Annual Growth Rate of 0.46%) and St. Mary's County's population is expected to grow by 55.3% (Annual Growth Rate of 1.53%).

**Figure 2.1 Population Trends**

County/Year	2010	2015	2020	2025	2030	2035	2040	Average Annual Growth Rate
Calvert County	88,737	91,650	95,600	98,350	100,200	101,050	101,450	0.46%
St. Mary's County	105,151	113,900	125,150	137,200	148,750	156,150	163,350	1.53%
<b>County Totals</b>	<b>193,888</b>	<b>205,550</b>	<b>220,750</b>	<b>235,550</b>	<b>248,950</b>	<b>257,200</b>	<b>264,800</b>	<b>1.08%</b>
Calvert County portion of the UA	18,531	18,534	18,536	18,539	18,541	18,544	18,546	0.003%
St. Mary's County portion of the UA	40,344	41,832	43,375	44,974	46,633	48,353	50,136	0.727%
<b>Urbanized Area<sup>1</sup></b>	<b>58,875</b>	<b>60,364</b>	<b>61,890</b>	<b>63,455</b>	<b>65,060</b>	<b>66,705</b>	<b>68,391</b>	<b>0.501%</b>

Source: U.S. Census Bureau Quick Facts and 2009-2013 5-Year American Community Survey

As shown in **Figure 2.1**, the UA population growth is projected at approximately half the annual growth rate of the Calvert and St. Mary's counties with 0.501% for the UA and 1.08% for the counties. The Calvert County portion of the UA is projected to see negligible growth (0.003% annual growth rate), while the majority of the UA population growth is projected to occur in the St. Mary's portion (0.727% annual growth rate). Consequently, in 2010 the UA contained 30.3% of the county's population, while in 2040 the UA portion is projected to contain only 25.8% of the county's population.

### Communities

**Figure 2.2** details the population distribution for the UA, counties, and communities, including brief descriptions of each community, followed by a population distribution map (**Figure 2.3**).

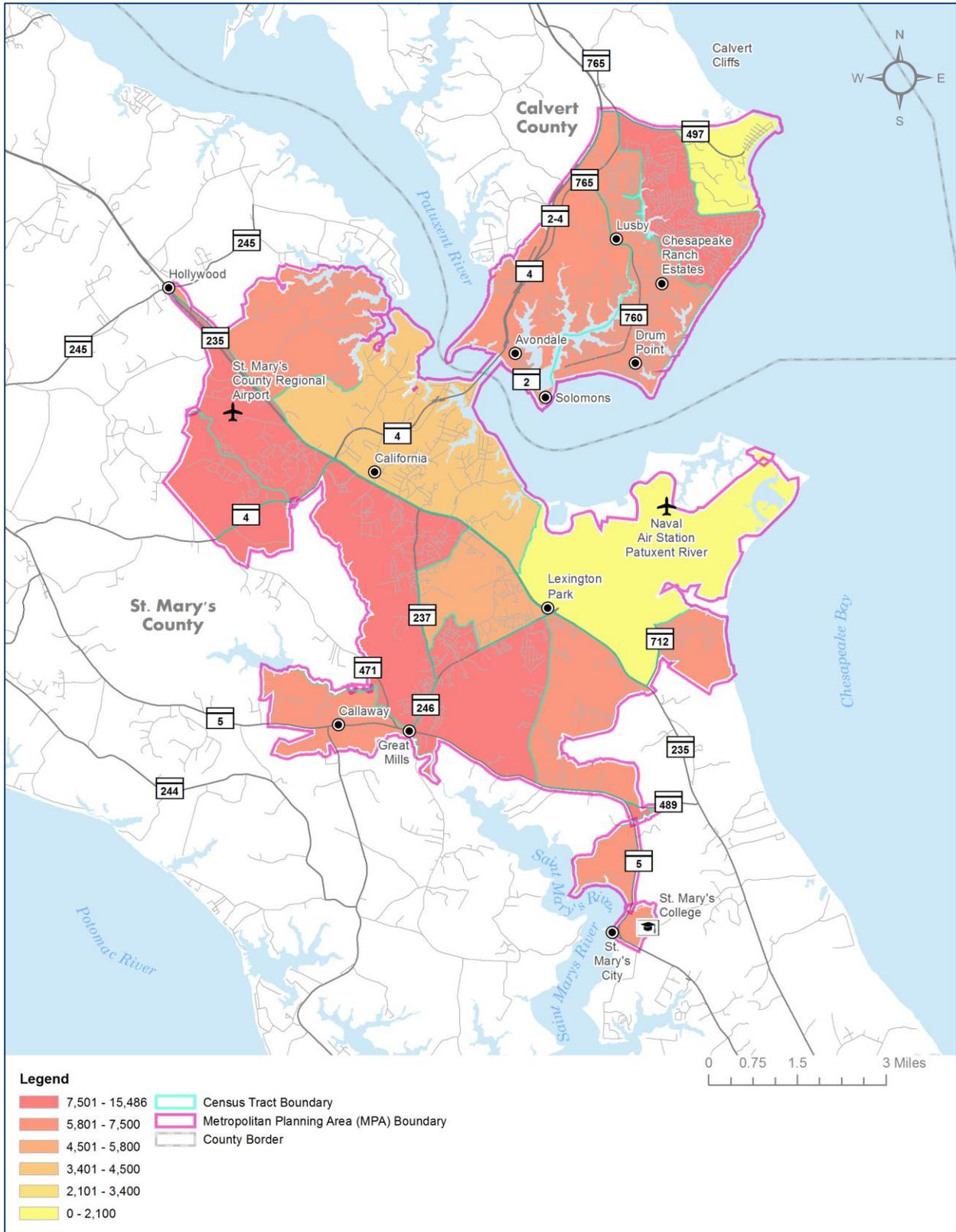
Greater population areas are located west of MD 235 in St. Mary's County and to the east of MD 4 in Calvert County. The commercial and employment centers of Lexington Park and Naval Air Station Patuxent River (NAS PAX) are located to the east of MD 235 in St. Mary's County. Most residential development is in the Calvert County portion of the MPA and the area west of MD 235 in the St. Mary's County portion of the region.

**Figure 2.2: Population Distribution**

Area	Community Descriptions	2010 Population	Percent of Urbanized Area
Chesapeake Ranch Estates	A residential community located east of MD 760 and bound to the east by the Chesapeake Bay. It encompasses an area of about 4 square miles.	10,519	18%
Drum Point	A residential community south of Chesapeake Ranch Estates and bordered by the Patuxent River, Chesapeake Bay, and Mill Creek. Originally established in the late 1940s as a summer destination, it has since grown into a year-round community of approximately 800 homes. Drum Point has a total area of 1.8 square miles.	2,731	5%
Lusby	A residential and commercial town center bound by MD 2-4 to the west, by Solomons to the south, and by Chesapeake Ranch Estates and Drum Point (across tidal Mill Creek) to the southeast. MD 765 traverses the town center in a north-south direction. MD 760 and Southern Connector Boulevard run east-west through the town center. Lusby has a total area of 3.7 square miles.	11,626	20%
Solomons	An island town center nestled where the Patuxent River and the Chesapeake Bay meet in the southern tip of Calvert County. Solomons has a total area of 2.3 square miles.	2,009	3%
Lexington Park Development District	A residential community and commercial area with one of the nation's fastest-growing micropolitan areas, expanding by 14.6% since 2000, largely on the strength of military growth. It is bound by NAS PAX to the east and MD 5 to the south. Lexington Park has a total area of 8.1 square miles.	11,626	20%
California	A residential and commercial community situated along MD 235. MD 4 crosses MD 235 in California, providing access to the Governor Thomas Johnson Bridge. California has a total area of 14.8 square miles.	11,857	20%
Callaway Village Center	A residential community and commercial area located in southern St. Mary's County located on MD 5 west of Great Mills. Callaway covers a total area of about 4 square miles.	1,443	2%
Great Mills	A residential community west of Lexington Park along MD 5 and MD 246. The area is home to commuters who work in Lexington Park, the nearby military base, and St. Mary's College of Maryland. Great Mills encompasses 8.6 square miles.	5,129	9%
St. Mary's City	Maryland's first colonial settlement and capital. It is now a large, state-run, historic area, reconstruction of the original colonial settlement, living history area, and museum complex, also known as Historic St. Mary's City. Half of the area is also the campus of the public honors college, St. Mary's College of Maryland. St. Mary's City is about 1.2 square miles in size.	933	2%
Other Areas		1,002	3%
Lexington Park – California – Chesapeake Ranch Estates Urbanized Area		58,875	100%
Calvert County		88,737	---
St. Mary's County		105,151	---

Source (2010 Population): U.S. 2010 Census

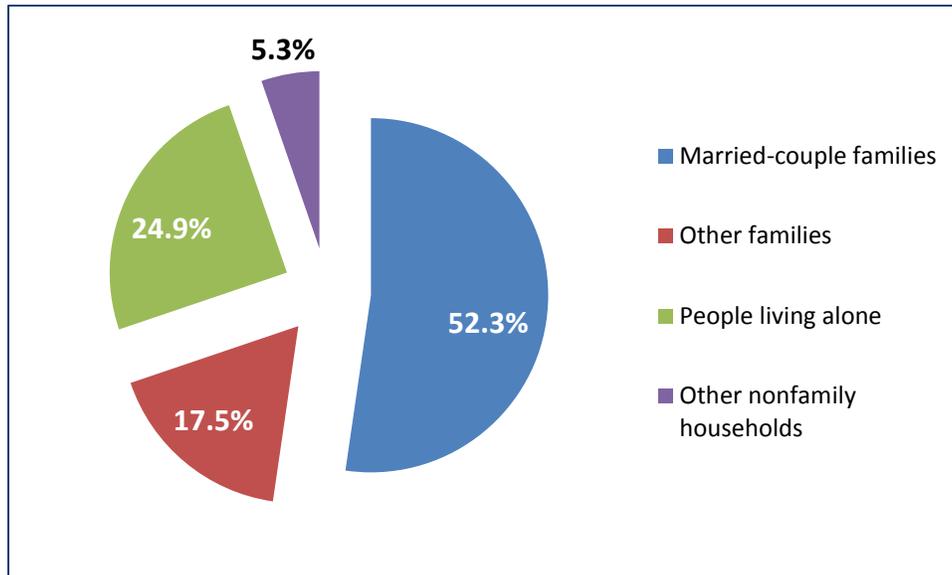
**Figure 2.3: Population in the C-SMMPO MPA**



### Household Characteristics

There were approximately 25,000 housing units and 23,000 households in the UA, averaging 2.7 people per household. Families make up 70% of the households in the UA, including 52% married-couple families and 18% other families. **Figure 2.4** shows household types in the UA.

**Figure 2.4: Types of Households in the C-SMMPO Urbanized Area**

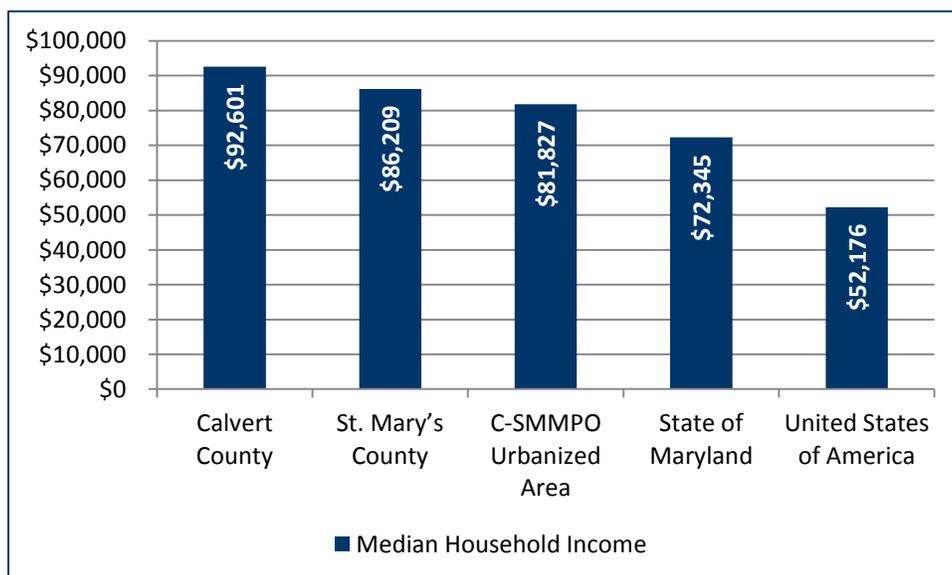


Source: 2010 U.S. Census: American Fact Finder

### Household Income

Median household income in the UA was \$81,827. As shown in **Figure 2.5** and **2.6** the UA's median household income was about 12% higher than the State of Maryland (\$72,345) in 2010. At the county level, the UA's median household income was lower than both Calvert and St. Mary's counties. Calvert County's median household income of \$92,601 is 12% higher than the UA's, and St. Mary's County's median household income of \$86,209 is 5% higher than in the UA.

**Figure 2.5: 2010 Median Household Income**



Source: 2010 U.S. Census: American Fact Finder

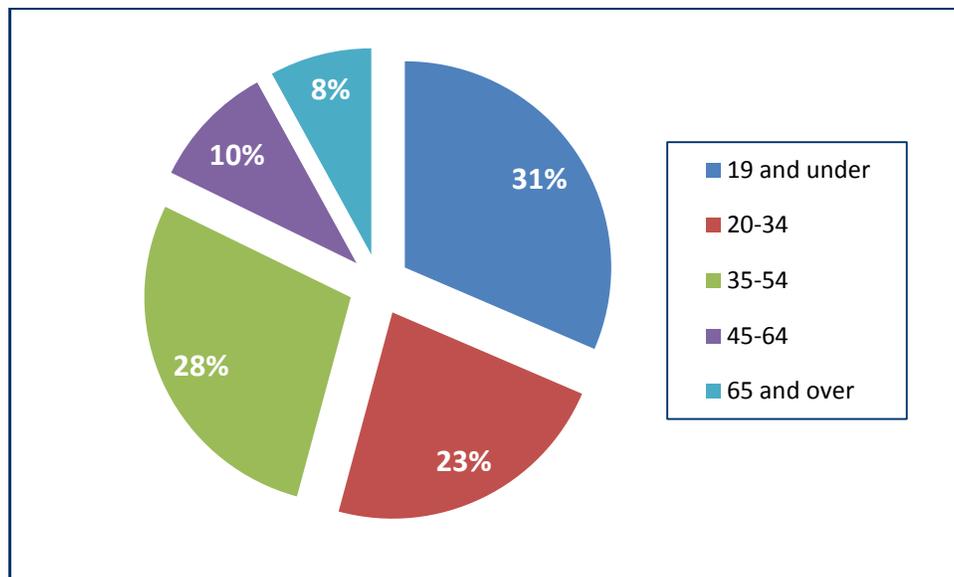
**Figure 2.6: 2010 Median Household Income Index**

Area	2010 Median Household Income	Percentage Compared to Area				
		Calvert County	St. Mary's County	C-SMMPO UA	Maryland	U.S.
Calvert County	\$92,601	--	7%	12%	22%	44%
St. Mary's County	\$86,209	-7%	--	5%	16%	39%
C-SMMPO UA	\$81,827	-13%	-5%	--	12%	36%
Maryland	\$72,345	-28%	-19%	-13%	--	28%
U.S.	\$52,176	-77%	-65%	-57%	-39%	--

**Age Distribution**

The median age in Maryland was 39.3 while the UA had a lower median age of only 31.6 years. As shown in **Figure 2.7**, 31% of the population was 19 and younger, 8% was 65 and older, while 10% was age 45 to 64. People age 20-34 and 35-54 represented 23% and 28% of the UA population, respectively.

**Figure 2.7: Age Distribution in the C-SMMPO Urbanized Area**



Source: 2010 U.S. Census

**2.2 What are the Land Use and Development Patterns of the Region?**

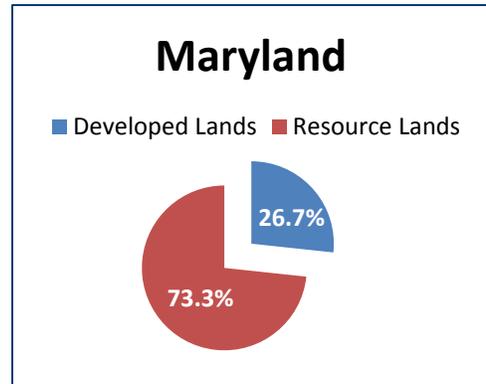
Land use and transportation influence each other and are linked, creating a relationship that is fundamental in the study of transportation planning. A region's trip-making characteristics are largely a function of how land is organized and used. Likewise, the pattern of land use is influenced by the level of accessibility provided by the transportation system.

Trips are made for a variety of reasons but, simply put, travel at its simplest is undertaken by getting from a starting point to an end point. Important factors to consider when analyzing transportation needs are the number of trips, and the origins, destinations, routes and modes of transportation used to travel. The most significant generator of trips comes from people commuting to and from home and work.

Transportation provides access to various land uses and the intensity or development of those uses influences how many trips are taken to and from various developments. When the transportation system cannot sustain the demand for specific land uses, the need for improvement of the transportation system to meet increased demand arises.

There are a variety of land uses in the UA and its communities. Land uses describe the type of development, whereas land cover largely describes resource lands such as streams, forests, and wetlands. By and large, most people travel to and from developed lands such as their residences to other developed lands such as other residences, commercial/retail, and businesses.

For baseline comparison purposes, Maryland's 6.2 million acres consists of 1.5 million acres (26.7%) of developed land and 4.7 million acres (73.3%) of resource land. A portion of total Maryland land use consists of developed land, which comprises residential, commercial, industrial, institutional, and transportation/other uses. The largest part of the developed land total is low density residential, which comprises about 9.1% of the total land use, while the majority of the resource land consists of forests (38.7% of total land use).

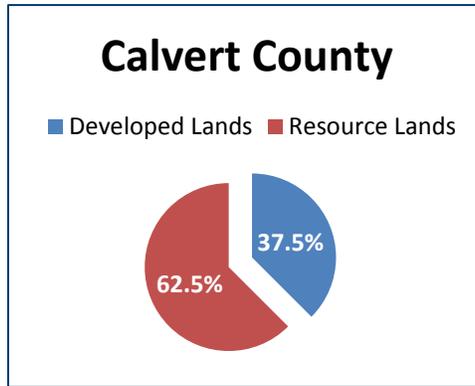


**Figure 2.8** below provides the Maryland Department of Planning 2010 Land Use/Land Cover data for Calvert County, St. Mary's County, and the MPA. **Figure 2.9** shows the map of land use/land cover within the MPA.

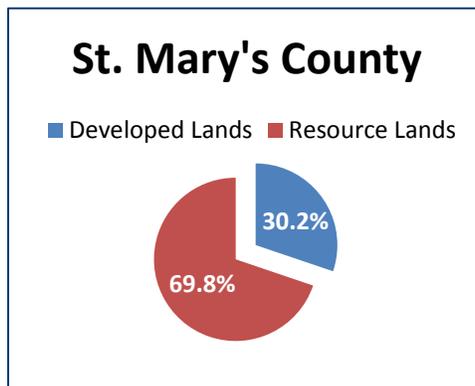
**Figure 2.8 Land Use/Land Cover**

Land Use/Cover Type	Calvert		St. Mary's		MPA	
	Acres	% of Total	Acres	% of Total	Acres	% of Total
Low Density Residential	39,829	29.0%	52,553	22.8%	7,722	16.7%
Med. Density Residential	5,985	4.4%	4,715	2.0%	7,294	15.8%
High Density Residential	543	0.4%	815	0.4%	1,568	3.4%
Commercial	1,234	0.9%	3,065	1.3%	3,310	7.2%
Industrial	785	0.6%	501	0.2%	479	1.0%
Other Developed Lands/ Institutional/ Transportation	3,116	2.3%	8,021	3.5%	7,884	17.1%
<b>Developed Land Subtotal</b>	<b>51,492</b>	<b>37.5%</b>	<b>69,670</b>	<b>30.2%</b>	<b>28,258</b>	<b>61.2%</b>
Agriculture	19,622	14.3%	51,511	22.3%	3,753	8.1%
Barren Land	278	0.2%	793	0.3%	214	0.5%
Forest	62,819	45.8%	106,212	46.0%	13,812	29.9%
Wetlands	2,932	2.1%	2,725	1.2%	138	0.3%
<b>Resource Land Subtotal</b>	<b>85,651</b>	<b>62.5%</b>	<b>161,240</b>	<b>69.8%</b>	<b>17,917</b>	<b>38.8%</b>
<b>TOTAL</b>	<b>137,143</b>	<b>100.0%</b>	<b>230,910</b>	<b>100.0%</b>	<b>46,175</b>	<b>100.0%</b>

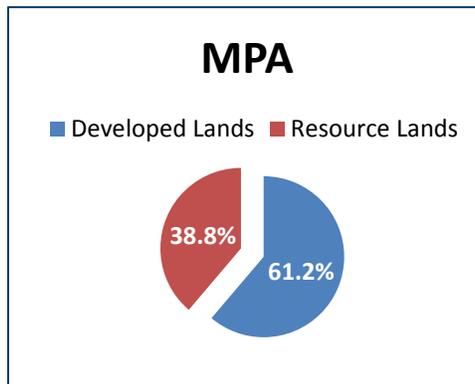
Source: Maryland Department of Planning (2010 Data)



Calvert County consists of around 137,100 acres with 51,500 acres (37.5%) of developed land and 85,700 acres (62.5%) in resource land. The majority of the developed land is residential, commercial, industrial, institutional, and transportation/other uses. The largest part of the developed land is low density residential, which comprises about 29.0% of total land use, while the largest part of resource land consists of forests (45.8% of total land use).

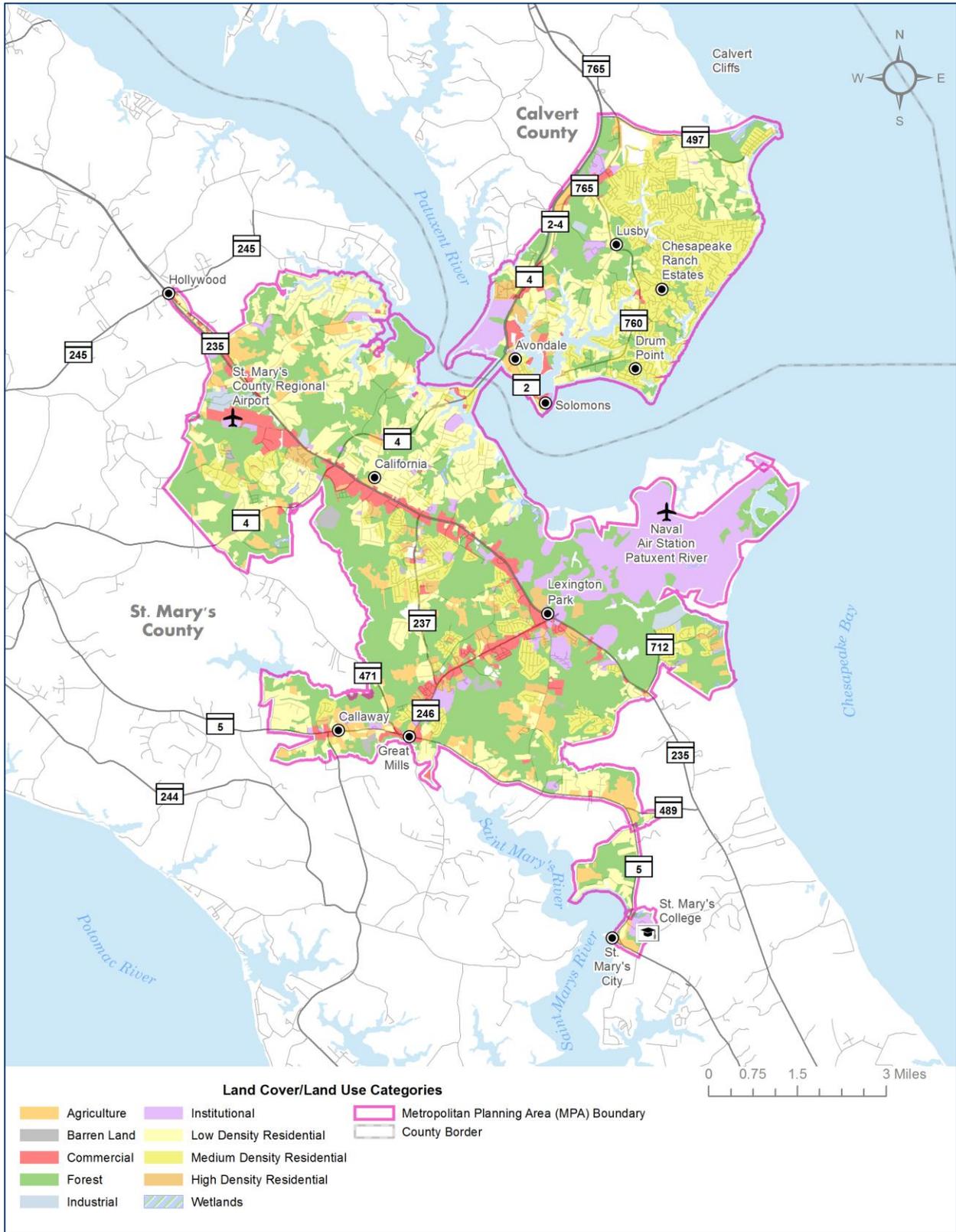


St. Mary's County consists of around 230,900 acres with 69,700 (30.2%) in developed land and 161,200 acres (69.8%) in resource land. The majority of the developed land is residential, commercial, industrial, institutional, and transportation/other uses. The largest part of the developed land total is low density residential, which comprises about 22.8% of the total land use, while the largest part of resource land consists of forests (46.0% of total land use).



Since the MPA is a more densely populated area, there is a higher percentage of developed land which in turn results in a greater demand on the transportation system. The MPA consists of around 46,100 acres with 28,300 acres (61.2%) in developed land and 17,900 (38.8%) in resource land. The majority of the developed land consists of institutional/transportation/other developed lands (17.1%), low density residential (16.7%), and medium density residential (15.8%). The largest part of the resource land total is forests, which comprises about 29.9% of the total land use.

**Figure 2.9 Land Use/Land Cover**



Source: Maryland Department of Planning (2010 Data)

## 2.3 Where do People Work in the Region?

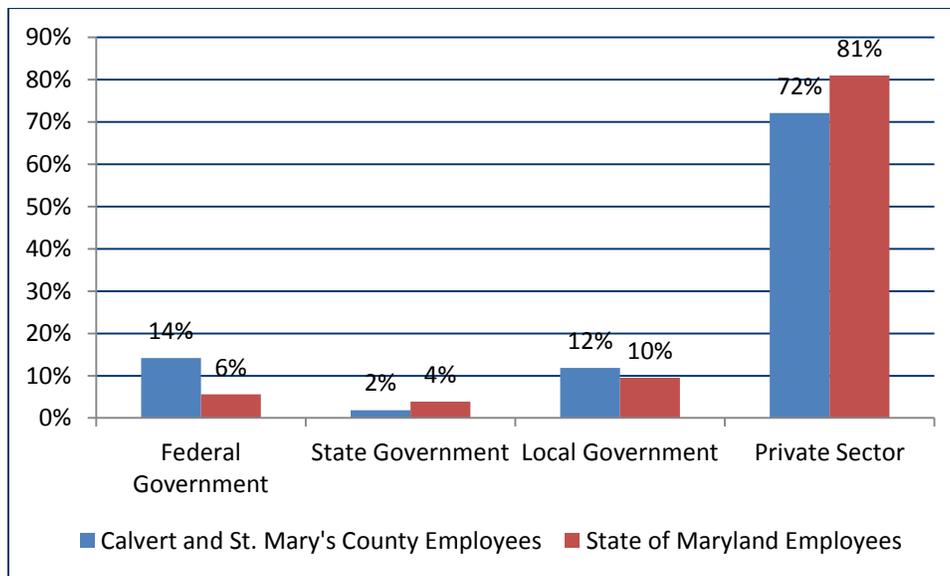
As described in the previous section, land use/land cover provides the origins and destinations for trip making. The reason most people travel is to get to and from commercial, industrial, and institutional land uses where they work. The C-SMMPO region is a major employer for both counties. Below is more information about major employers, what sectors people work in, and how people commute.

### Major Employers

According to the [Maryland Department of Commerce \(DOC\)](#), approximately 3,958 businesses in Calvert and St. Mary's counties employ 64,331 workers over the age of 16 with an estimated 100 of these businesses having 100 or more workers. The largest businesses in the counties are dominated by military/defense industry companies, medical institutions, a power plant, and large retail companies. Federal, state, and local government agencies account for 160 agencies with 18,000 workers in Calvert and St. Mary's counties. **Figure 2.10** shows that the majority of the Calvert and St. Mary's counties' population is in the private sector workforce (72%), followed by 14% in the federal government workforce, 12% in local and 2% in the state government workforce.

Comparatively, a larger percentage of Maryland employees work in the private sector (81%) than in Calvert and St. Mary's counties (72%). The same is true in state government, with 4% of Maryland's workforce in state government, while 2% of Calvert and St. Mary's counties' workforce are in state government. Subsequently, the opposite is true with the federal and local government workforces. Maryland workers are employed in federal (6%) and local (10%) government, while 14% and 12% of Calvert and St. Mary's counties' workers are employed in federal and local government, respectively. **Figure 2.10** illustrates the employment distribution by industry.

**Figure 2.10: Employment Distribution by Sector**



Source: Brief Economic Facts, Maryland Department of Commerce

The largest employment sectors include education, health care, retail trade, arts/entertainment, and manufacturing. According to the Maryland DOC, the top employers, with 500 or more workers in the region, are listed below (number of employees in 2014 is within parentheses).

- NAS PAX (11,232)
- MedStar St. Mary's Hospital (1,201)
- Calvert Memorial Hospital (1,200)
- DynCorp International (1,019)

- Exelon/Calvert Cliffs Nuclear Power Plant (900)
- BAE Systems (850)
- Walmart (805)
- Wyle (705)
- Lockheed Martin (540)
- Engility (500)

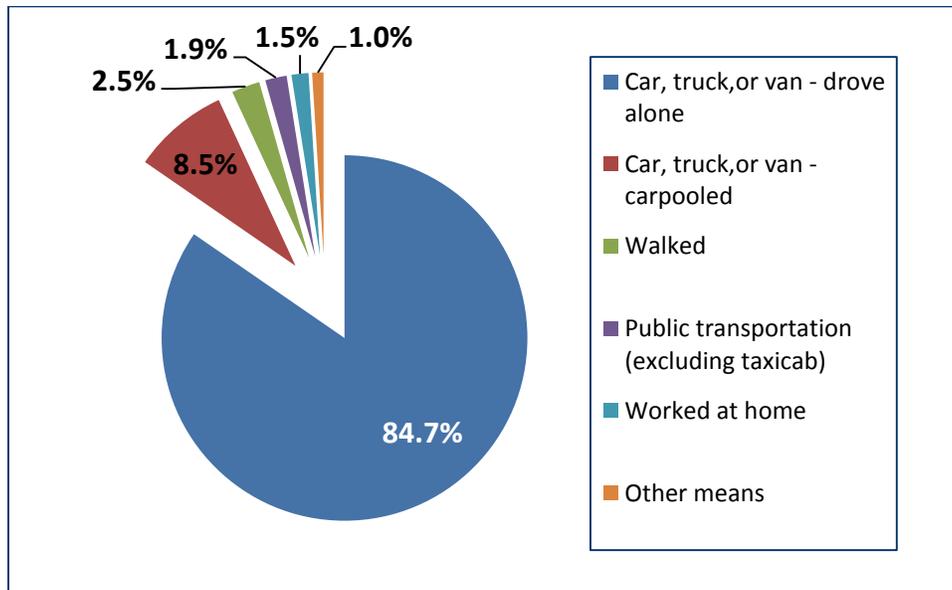
**NAS PAX**, located in Lexington Park east of MD 235, is the largest regional employer in the MPA and the tri-county southern Maryland region. NAS PAX directly employs 9,800 civilian employees, 5,700 contractors and 2,400 active duty military personnel. It is estimated that NAS PAX creates and supports over 41,000 jobs and contributes over \$8 billion annually to Maryland’s economy.

**Commute**

Travel to and from jobs is the largest generator of travel volumes. The mode, routes, origins, and destinations of trips are important factors in understanding the demand on the transportation system. Planners and engineers conduct detailed studies of roadways, transit, pedestrian, and bikeways to identify the transportation system improvement needs, typically based on peak demand as measured by the number of vehicles or trips being made during peak travel times (morning and evening commute times).

**Figure 2.11** shows the commute mode of the region's commuters. Only 1.9% of the region's commuters use public transportation to commute to and from their jobs. This compares to 8% public transportation use by all Marylander commuters. Those who walk to work make up 2.5% of the region’s commuters, which is consistent with the percentages of Maryland commuters who walk, while 8.5% use carpools.

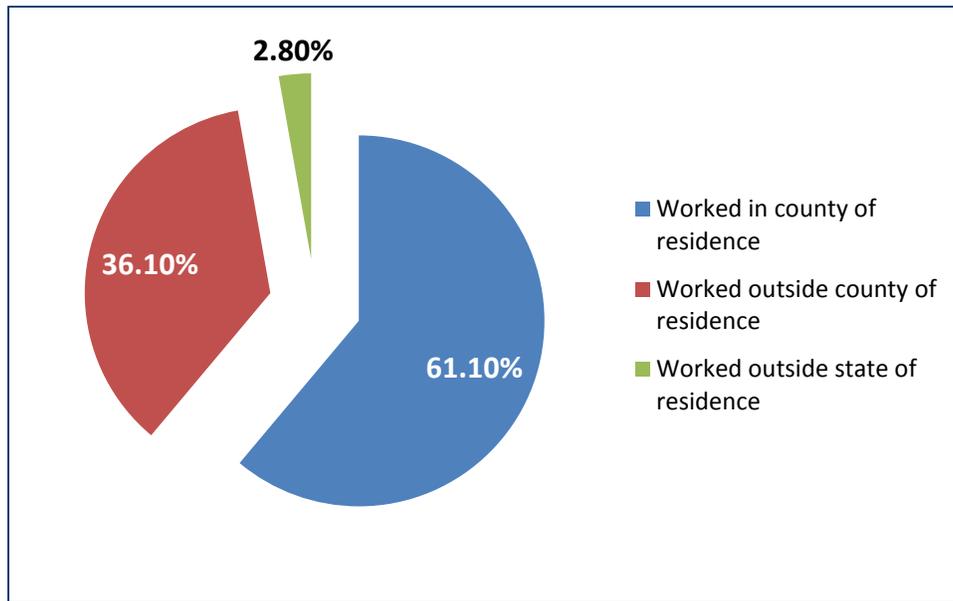
**Figure 2.11: Commuting Modes in the C-SMMPO Urbanized Area**



Source: 2010 U.S. Census

The places that residents work both inside and outside of their county of residence provides the general trip patterns expected for the region. As shown in **Figure 2.12**, 61% of residents in the UA worked in their county of residence, 36% worked outside of their county of residence, and less than 3% worked outside of the state of Maryland.

**Figure 2.12: Place of Work for Residents in the C-SMMPO Urbanized Area**



Source: 2010 U.S. Census

The average commute time for the residents in the UA was 28 minutes. This compares to overall average commute time of 40 minutes for Calvert County commuters, 29 minutes for St. Mary's County commuters, and 32 minutes for Maryland commuters, according to the U.S. 2010 Census.

## 2.4 How will Moving Forward 2040 Ensure Transportation Decision-Making is Fair?

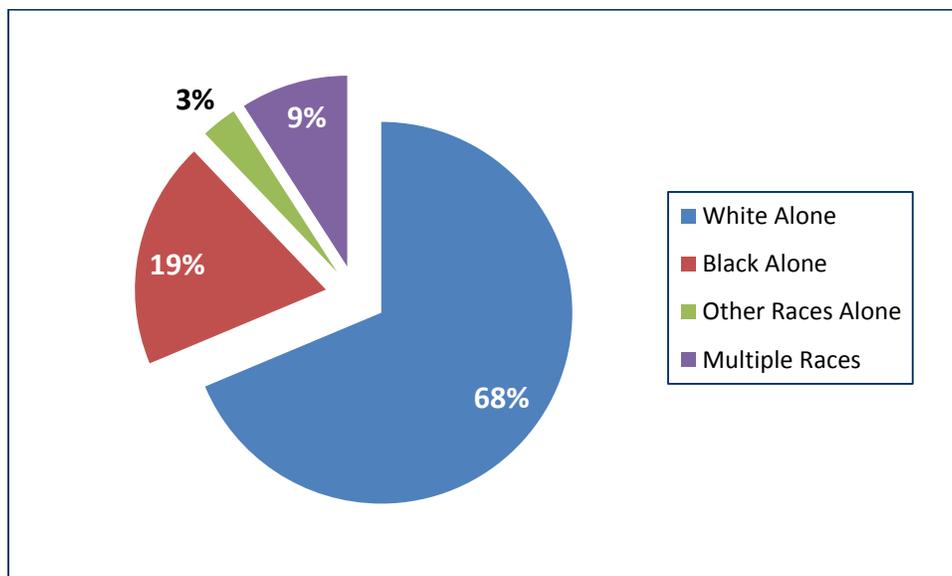
Providing transportation opportunities to all populations regardless of race or income is required by the federal government during the preparation of a LRTP. This means that all federal agencies and recipients of federal aid must assure nondiscrimination in their programs and activities, in accordance with Title VI of the Civil Rights Act of 1964. In addition, Executive Order 12898 mandates that federal agencies must work to identify and respond to any disproportionately high and adverse human, health, or environmental effects of its programs, policies, and activities on minority or low-income populations. As transportation projects are undertaken, care must be taken to avoid disproportionate impacts to these populations.

One step in addressing environmental justice involves identifying locations within the MPA where high concentrations of minority and low-income populations exist. This includes analyzing the transportation needs of these populations and how they can gain access to transportation.

### Minority Population

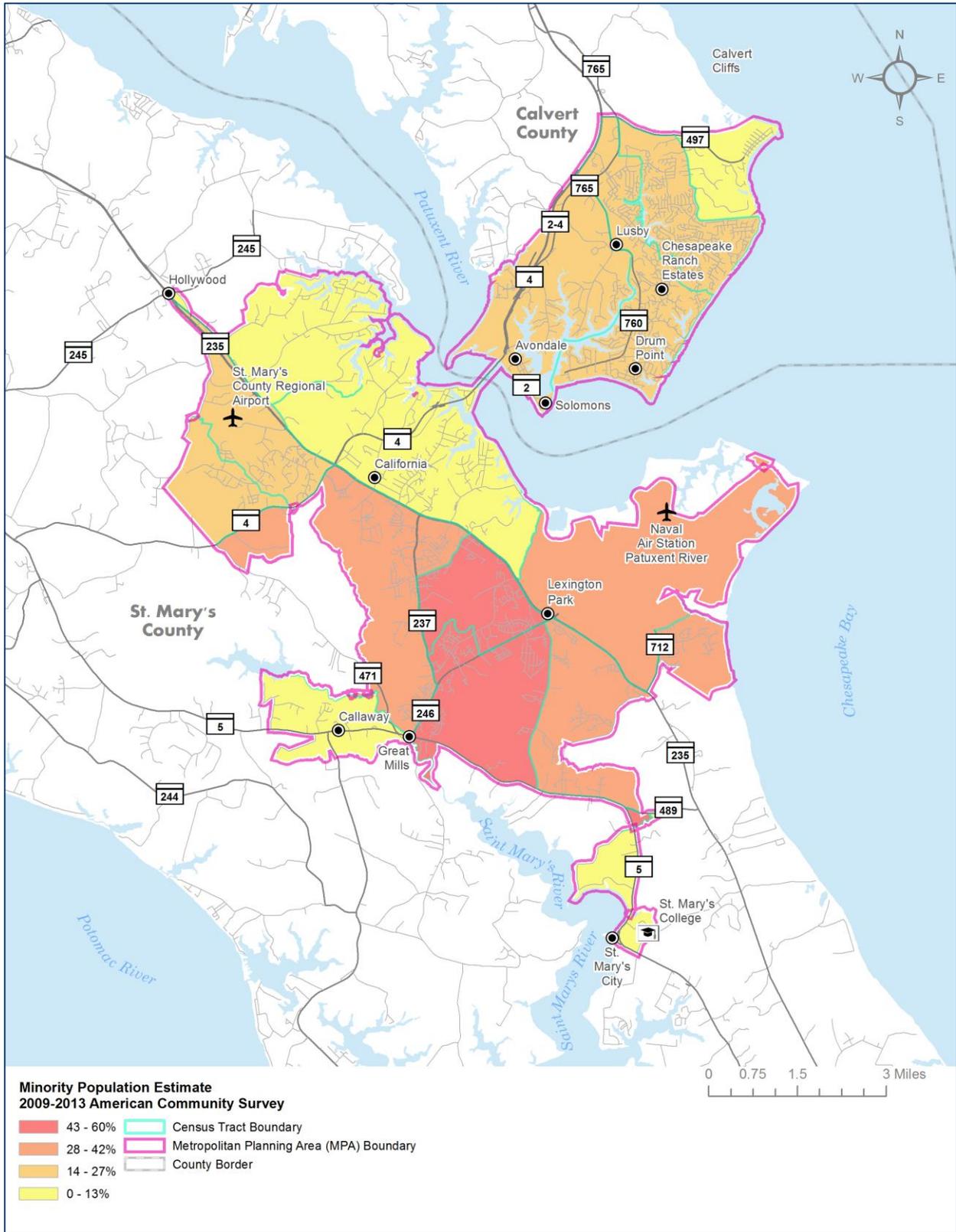
The Civil Rights Act of 1964's Title VI requirements define "minority" to include Black, Hispanic (regardless of race), Asian, and American Indian or Alaskan Native populations. The racial composition of the UA, based on the 2010 U.S. Census, is 40,041 White alone (68%), 11,343 Black alone (19%), 1,919 (3%) other races alone (Asian, American Indian or Alaskan Native), and 5,572 (9%) of multiple races, as shown in **Figure 2.13**. Additionally, the Hispanic population, regardless of race, composed 3,207 (5.4%) of the population. **Figure 2.14** is a map showing the percent minority population by Census Block within the region.

**Figure 2.13: Distribution by Race in the C-SMMPO Urbanized Area**



Source: 2010 U.S. Census

**Figure 2.14: Minority Population Map**



Source: 2009-2013 American Community Survey

### Low-Income Population

In 2010, 9.8% of Maryland's population was living below the poverty level. This compares with 4.3% of the urbanized area population living below the poverty level in 2010. **Figure 2.15** shows the distribution of those living below poverty level.

**Figure 2.15: Population Percentage below the Poverty Level**

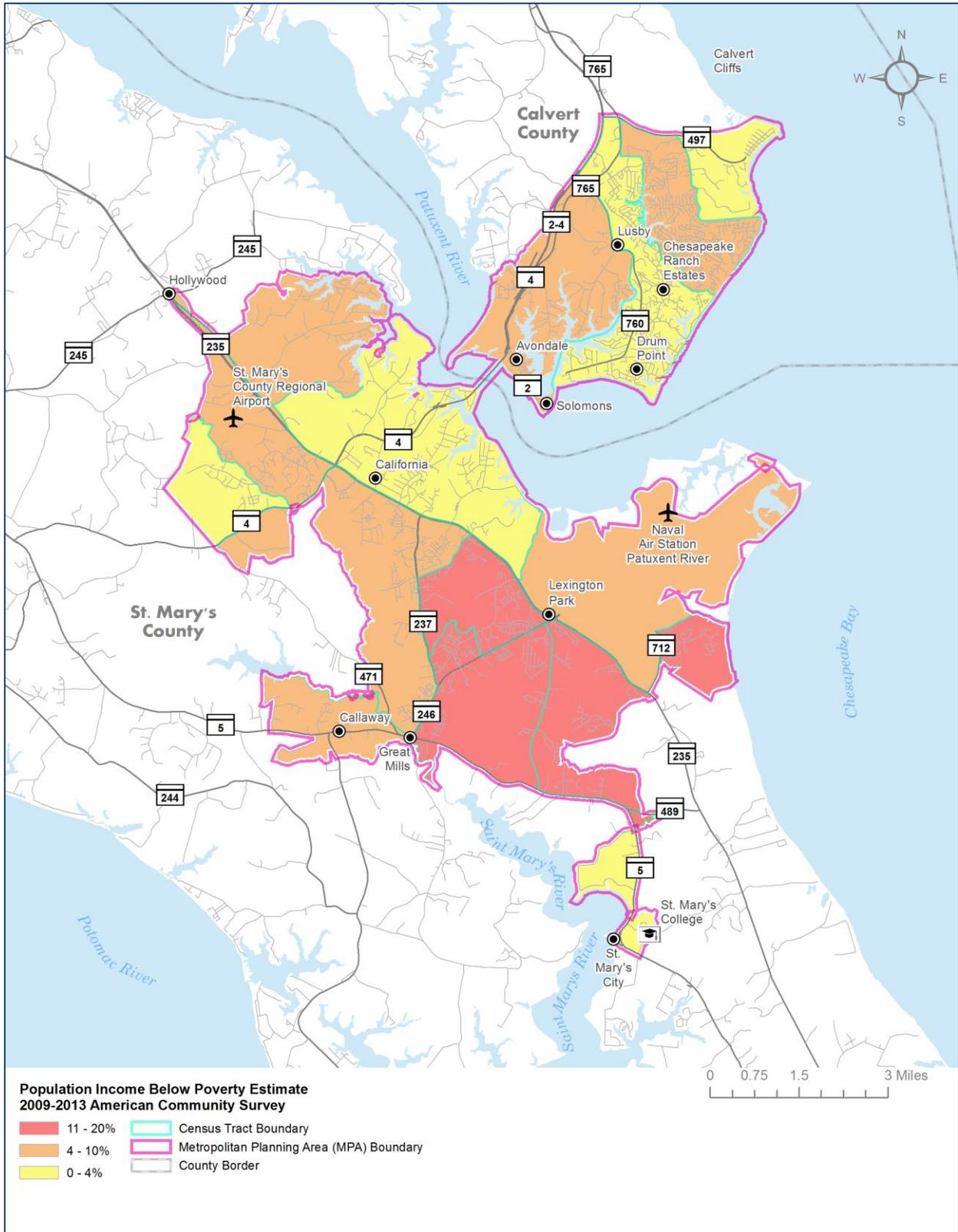
Area	Percent Below the Poverty Level
Maryland	9.8%
C-SMMPO Urbanized Area	4.3%
Calvert County	4.9%
St. Mary's County	7.2%

Household income is a determining factor of the transportation mode choices to which people have access. More affluent households have a higher percentage of personal automobile ownership and may own multiple vehicles. Lower income households may have a lower percentage of automobile ownership or may rely on transit, walking, or bicycling to travel.

In 2010, 2.9% percent of the households in the UA lacked access to an automobile. In major urban areas, some households may choose to be without a car and still have access to daily needs by walking or using public transit. Often, however, it is limited income that causes a household to be without a car. In towns and concentrated development areas, such as downtown districts, people may be able to walk or bicycle to school, work, shopping, and other destinations. In lower density residential areas, however, access to an automobile is more essential since jobs, shopping, public services, places of worship, and schools will be located farther away.

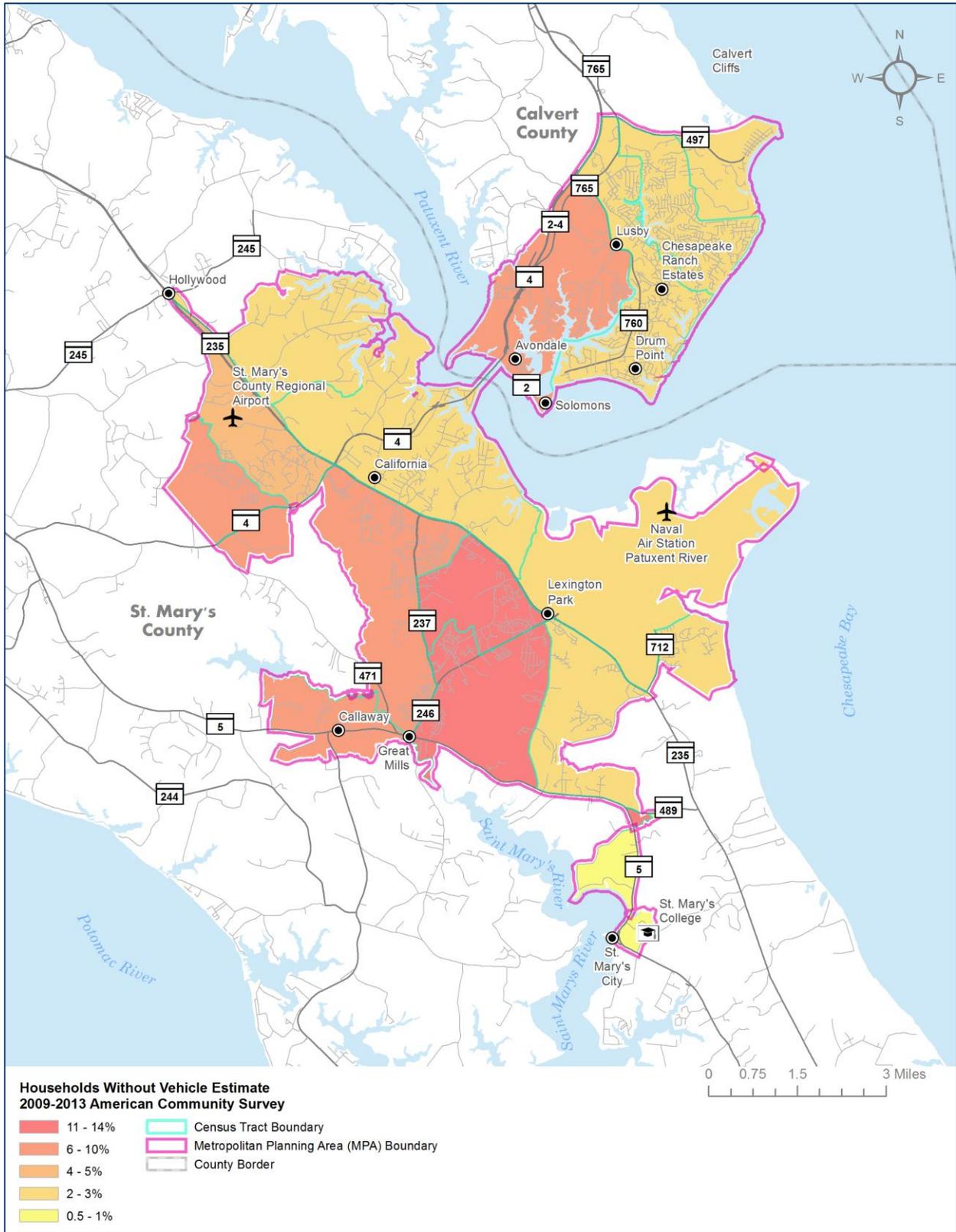
**Figure 2.16** shows the percent of residents below the poverty level in each census block in the region followed by **Figure 2.17** that shows households without access to automobiles. The California area, east of MD 235, represents the most affluent populations as well as those most likely to own a vehicle. By comparison, areas of low income and vehicle ownership are concentrated in the Lexington Park census tracts, south of MD 4 and west of MD 235.

**Figure 2.16: Population Living Below Poverty by Census Tract**



Source: 2009-2013 American Community Survey

**Figure 2.17: Households without Access to Automobiles**



Source: 2009-2013 American Community Survey

## 2.5 How will Moving Forward 2040 Address the Environment?

Within MAP-21, there are eight planning factors intended to guide the preparation of long-range transportation plans. The environmental planning factor specifies that the Plan must serve to protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns.

It takes a long time for a transportation infrastructure project to evolve from a concept to an implemented facility. When a transportation need is identified or a solution to a transportation problem is proposed, it must be determined whether the solution adequately addresses the need and whether the solution is consistent with state and local plans, programs, and policies.

The impacts of proposed transportation projects on the human environment, the natural environment, and cultural resources are studied during project planning. The projects identified in this plan are reviewed by the local jurisdictions as well as the MPO to assure that they support environmental laws, regulations, and standards. Conservation, water, and air quality regulations are the most applicable environmental safeguards for transportation projects. MDOT projects must comply with Federal and State environmental requirements.

If federal funding is sought for a project, then it must also be consistent with the purpose of the federal funding program and it must comply with a number of environmental requirements. Environmental studies must be conducted in accordance with the **National Environmental Policy Act (NEPA)**. NEPA-based studies identify and analyze proposed projects' effect on natural and human environments. For large transportation projects, NEPA studies can take a long time to conduct and involve public outreach. This means that stakeholders in the C-SMMPO area will have an opportunity to learn about potential impacts and strategies to avoid, minimize, and mitigate impacts to the environment.

### What is NEPA?

The National Environmental Policy Act (NEPA) was passed in 1969 and requires that projects be planned and designed so as to avoid environmental impacts, minimize impacts that cannot be avoided, and mitigate impacts that do occur.

### Air Quality Conformity Statement

Transportation air quality conformity is designed to ensure that federal funding and approval are given to transportation activities that are consistent with a state's air quality goals. The **Clean Air Act Amendments of 1990 (CAAA)** require the coordination of transportation and air quality modeling procedures to make certain that planning documents, i.e., TIPs and LRTPs, are consistent with the state's State Implementation Plan (SIP). The integration of transportation and air quality planning is intended to ensure that transportation plans, programs and projects will not:

- Cause or contribute to any new violation of any standard in any area;
- Increase the frequency or severity of any existing violation of any standard in any area;
- Delay the timely attainment of any standard or any required interim emissions reductions or other milestones in any area.

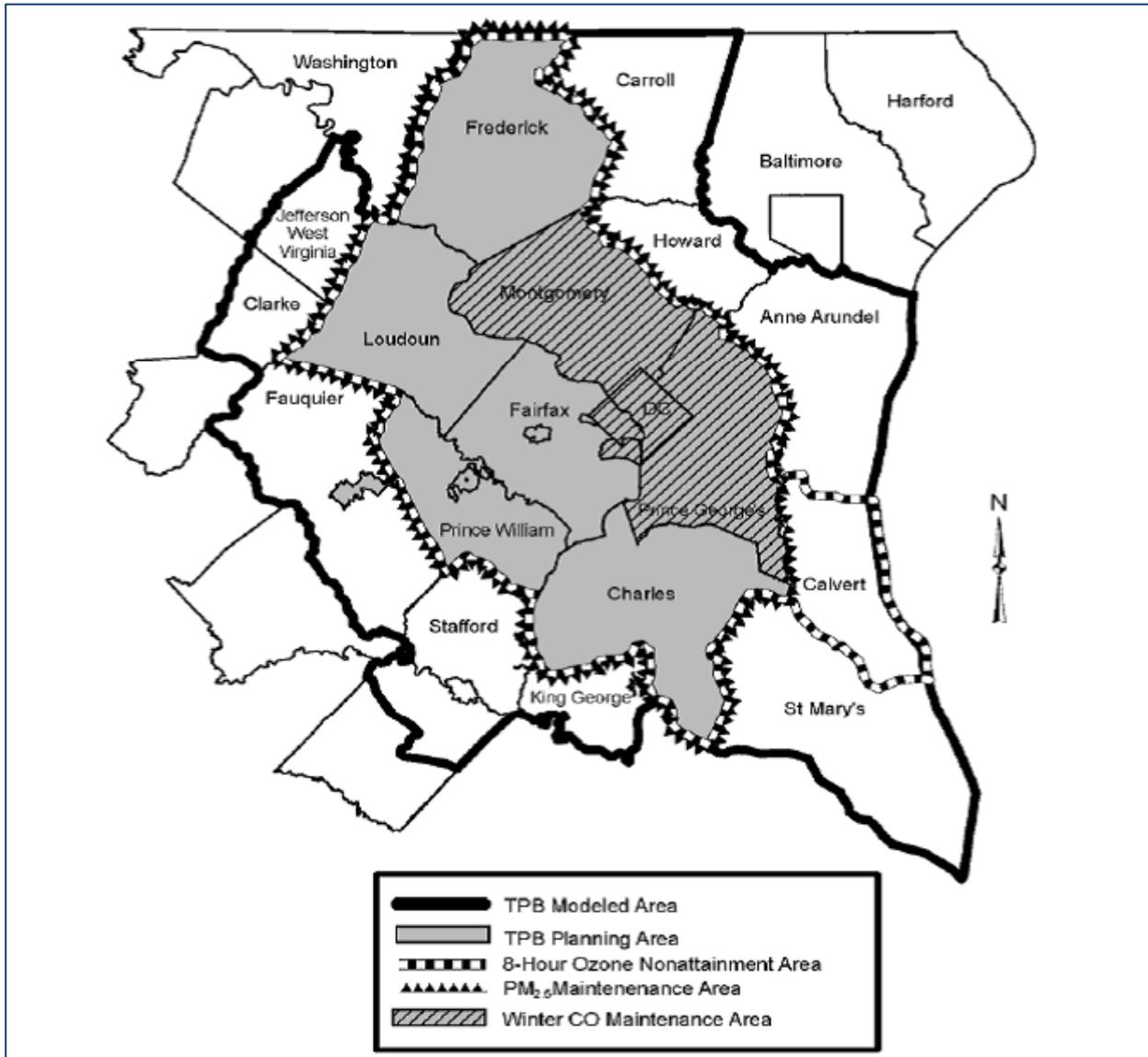
### What is CAAA?

The 1990 Clean Air Act Amendments (CAAA) revised the 1970 Clean Air Act, the national air pollution control program. Requirement 42 U.S.C. 7506[c] ensures that federal funding and approval are given to transportation plans, programs, and projects that are consistent with the air quality goals established by a State Implementation Plan (SIP).

Calvert County is part of the Washington, DC-MD-VA nonattainment area for the 2008, 8- hour Ozone National Ambient Air Quality Standard (NAAQS). The C-SMMPO has entered into an agreement with the

Washington area MPO, the National Capital Region Transportation Planning Board (TPB) whereby, the TPB will perform regional conformity analyses, to include Calvert County, for the C-SMMPO in conjunction with their own conformity analyses. A signed resolution, the formal agreement and the conformity analysis and determination of transportation plans and programs, is included in **Appendix B**. As illustrated in **Figure 2.18**, the TPB conformity modeling area includes the C-SMMPO counties of Calvert and St. Mary's.

**Figure 2.18: TPB Transportation Planning Area and Washington, DC-MD-VA Nonattainment & Maintenance Areas**



Source: National Capital Region Transportation Planning Board (TPB)

On October 21, 2015, the TPB determined that their most recent TIP and Plan conform to all requirements of the CAAA. This conformity analysis:

- Included all relevant projects and planning assumptions for Calvert and St. Mary's County as provided by the C-SMMPO and the Tri-County Council for Southern Maryland.
- Was conducted in interagency consultation with the C-SMMPO and all applicable federal, state and local parities.
- Was made available for two, 30-day public comment periods which were advertised throughout the Metropolitan Washington Region, including in Calvert and St. Mary's Counties.

As a result, it has been demonstrated that the C-SMMPO's **Moving Forward 2040** LRTP will not cause any degradation in the region's air quality or delay the timely attainment of the NAAQS.