

Resolution to Approve Plan

**RESOLUTION BY THE CALVERT – ST. MARY’S METROPOLITAN PLANNING ORGANIZATION
COUNCIL ADOPTING THE LONG RANGE TRANSPORTATION PLAN
RESOLUTION 04-2016**

WHEREAS, the Calvert – St. Mary’s Metropolitan Planning Organization (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; and

WHEREAS, county staff in cooperation with the Maryland Department of Transportation (MDOT) perform the necessary functions of the C-SMMPO; and

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

WHEREAS, STV/Jacobs Joint Venture, hereafter referred to as consultant, was hired in May 2015 to prepare the Long Range Transportation Plan (LRTP) in compliance with applicable federal programs and regulations; and

WHEREAS, the LRTP was presented at a community briefing on August 3, 2015 for input, and was advertised 15 days in advance which was consistent with the requirements of the Organization’s Adopted Public Participation Plan; and

WHEREAS, on October 21, 2015 the consultant delivered the initial draft of the LRTP to the C-SMMPO staff for review and another draft on December 23, 2015; and

WHEREAS, the LRTP was presented at a public meeting of the C-SMMPO Council on January 7, 2016 and was advertised 15 days in advance, which was consistent with the requirements of the Organization’s Adopted Public Participation Plan and instituted a 45-day public comment period extending through February 22, 2016 after the public meeting; and

WHEREAS, staff compiled and reviewed comments and conveyed them to the consultant; and

WHEREAS, following publication of the legal notice, advertised 15 days in advance, which was consistent with the requirements of the Organization’s Adopted Public Participation Plan, the C-SMMPO held a public meeting on March 9, 2016, found the plan to be supportive of MPO objectives and in the best interest of health, safety, and welfare;

NOW THEREFORE, BE IT RESOLVED by the C-SMMPO that the LRTP as submitted March 9, 2016 is hereby approved.



Steven R. Weems, Chairman, C – SMMPO Council

3-9-16

Date

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Chapter 1: The Plan and Process

Chapter Summary

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1.5 What is the Role of a MPO in Regional Transportation Planning?	<p>The Federal Aid Highway Act of 1962 provided the foundation for establishing a MPO.</p> <p>Transportation planning is a continuing, cooperative, and comprehensive process that involves identifying improvements to facilities and operations. The goal of this process is to provide a well-maintained, multimodal transportation system that allows for the safe, convenient, affordable, and efficient movement of people, goods, and services.</p> <p>Assists with transportation decision-making, planning and programming amongst federal, state, and local government.</p> <p>The C-SMMPO Council, which comprises one commissioner from Calvert County, one commissioner from St. Mary's County, and one representative from MDOT, is responsible for planning, policy, and programming decisions.</p>	Page 1-7
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Chapter 1: The Plan and Process

1.1 What is Moving Forward 2040?

Moving Forward 2040 is the Calvert-St. Mary's Metropolitan Planning Organization's (C-SMMPO's) Long Range Transportation Plan (LRTP). It is the source of planning transportation investments for the region over the next 25 years. The Plan prioritizes projects and programs that can have short- and long-term effects on daily commutes, transportation options, and quality of life in this region of Southern Maryland. As a guide for future development and maintenance of the region's transportation system, Moving Forward 2040 integrates plans for different transportation modes, including auto, transit, biking, and walking. It presents constrained and unconstrained transportation projects for the region according to priorities and estimated available funding through 2040.

Moving Forward 2040's primary purpose is to guide the C-SMMPO, and government agencies, in the transportation decision-making process, channeling transportation investments where they will be most effective. Moving Forward 2040 can guide other municipal and state officials, local organizations, and private sector businesses to plan in concert with the region's overall transportation goals. This plan is designed to be flexible and to reflect the unique characteristics of the Southern Maryland communities in the C-SMMPO region. Moving Forward 2040 can be amended or updated by approval of the Metropolitan Planning Organization (MPO) Council, following opportunities for public involvement.

1.2 How was Moving Forward 2040 Developed?

An effective long range transportation planning process is a cooperative and comprehensive process that engages all users of the system, including the business community, environmental organizations, the traveling public, freight operators, and community groups. This process comprehensively considers strategies, evaluates diverse viewpoints and data sources, facilitates transportation-related agency and organization participation, and involves the public in an open, timely, and meaningful way.

This Plan synthesizes information and data from federal, state, and local transportation plans, studies, and needs, summarized in **Figure 1.1**. Moving Forward 2040 utilized data from many other sources as well, including the U.S. Census Bureau, Maryland Department of Transportation, Maryland Department of Planning, and the Tri-County Council for Southern Maryland.

Figure 1.1 Plans and Studies Reviewed

Plan/Study Name	Agency	Date Adopted (Amended)
C-SMMPO Unified Planning Work Program (UPWP)	C-SMMPO	2015
MD 4 Thomas Johnson Bridge Project Planning Study	Maryland State Highway Administration	2015
MDOT Consolidated Transportation Program (CTP)	MDOT	2015
Naval Air Station Patuxent River Joint Land Use Study (JLUS)	Tri-County Council for Southern Maryland	2015
St. Mary's County Transit Development Plan	St. Mary's County and Maryland Transit Administration	2013

Plan/Study Name	Agency	Date Adopted (Amended)
Calvert County Comprehensive Plan	Calvert County	2010
Calvert County Transportation Plan	Calvert County	1997 (2010)
St. Mary's County Comprehensive Plan	St. Mary's County	2010
Southern Maryland Commuter Rail Service Feasibility Study	Maryland Transit Administration	2009
Calvert County Transit Development Plan	Calvert County and Maryland Transit Administration	2008
Lexington Park Development District Master Plan	St. Mary's County	2008
St. Mary's County Transportation Plan	St. Mary's County	2006

1.3 Who Participated in Moving Forward 2040?

The Moving Forward 2040 public involvement process follows the established procedures described in the C-SMMPO Public Participation Plan. The goal of C-SMMPO's Public Participation Plan is to involve all appropriate parties of the community in the transportation planning process and to ensure that the public has adequate opportunity to provide input on the transportation issues affecting the region. The following public participation strategies were identified for this Long Range Transportation Plans:

- Publicizing the C-SMMPO, including advertising regular meetings and publishing notices in newspapers and on C-SMMPO's website: <http://www.calvert-stmarysmpo.com/>.
- Considering the public input received during the development of planning documents, including ensuring a public review and comment period of at least 45 days.

The Moving Forward 2040 Process, as **Figure 1.2** illustrates, involved sustained public input throughout the process of preparing technical data and analyses and identifying the available funding for the region over the 25-year plan horizon.

Figure 1.2: Moving Forward 2040 Process



Open, timely, and meaningful public involvement is a critical aspect of MPO transportation planning. C-SMMPO hosted three public meetings during the development of Moving Forward 2040. The initial meeting was held at the Calvert Marine Museum on August 3rd, 2015. This meeting was advertised through traditional networks and social media outlets. Subsequent meetings were held on January 7, 2016 to solicit public comment on the draft plan and in February 2016 to present the plan to the MPO Council for adoption. **Figure 1.3** outlines several overarching themes that emerged from these meetings, which are interwoven throughout the plan.

Figure 1.3 Themes from Public Outreach

- Interest in a new Thomas Johnson Bridge, including access to the bridge via MD 4 and MD 235
- Interest in Complete Streets approaches to prioritizing pedestrian access, which supports walking as a form of transportation and as a public health goal
- Interest in maximizing the efficiency of the roadway network, including using parallel roadways and service roads to enhance connectivity
- Interest in transit routes, including bus stops, shelters, and amenities to improve the transit system
- Interest in managing traffic congestion, particularly around NAS PAX

* Note: Additional information on the feedback received through these outreach efforts can be found in **Appendix A: Public Involvement**.

1.4 What is the Calvert-St. Mary's Metropolitan Planning Organization?

The Calvert-St. Mary's Metropolitan Planning Organization is a federally-mandated and funded **Metropolitan Planning Organization (MPO)**. Based on the 2010 Census, there are over 400 MPOs nationwide, seven of which include Maryland cities and towns.

The 2010 United States Census established the Lexington Park-California-Chesapeake Ranch Estates **Urbanized Area (UA)** based on a contiguous area population of 58,875. With over 50,000 residents, the Lexington Park-California-Chesapeake Ranch Estates area met the UA designation criteria; therefore, U.S. Department of Transportation (USDOT) requirements stipulated that this UA establish a MPO to oversee its transportation planning coordination. Maryland Governor Martin O'Malley designated this MPO on December 10, 2013.

The **Metropolitan Planning Area (MPA)**, which is inclusive of the UA and the areas expected to become urbanized during the next 20 years, was developed by the C-SMMPO and serves as the larger study area where the MPO conducts planning outreach and research.

The MPA (See **Figures 1.4 and 1.5**) includes the Calvert County communities of Chesapeake Ranch Estates, Drum Point, Lusby, and Solomons. The MPA also includes the St. Mary's County communities of California, Lexington Park, Callaway, Great Mills, and St. Mary's City, as well as Naval Air Station Patuxent River (NAS PAX). Highways bisecting the MPA include MD 4 through

What is a Metropolitan Planning Organization (MPO)?

A policy board, designated by local officials and the governor of the state, in a region created and designed to carry out the metropolitan transportation planning process for Urbanized Areas with populations greater than 50,000.

What is a Census-designated Urbanized Area?

An urbanized area consists of densely developed territory that contains 50,000 or more people. The Census Bureau delineates UAs to provide a better separation of urban and rural territory, population, and housing in the vicinity of large places.

A **Metropolitan Planning Area** is the existing urbanized and contiguous area expected to become urbanized within a 20-year forecast period for the long range transportation plan.

Calvert and St. Mary's County and by Maryland 235 through St. Mary's County. The MPA is bound to the north by MD 497 in Calvert County and to the south by MD 5 in St. Mary's County.

Figure 1.4: C-SMMPO Regional Context Map

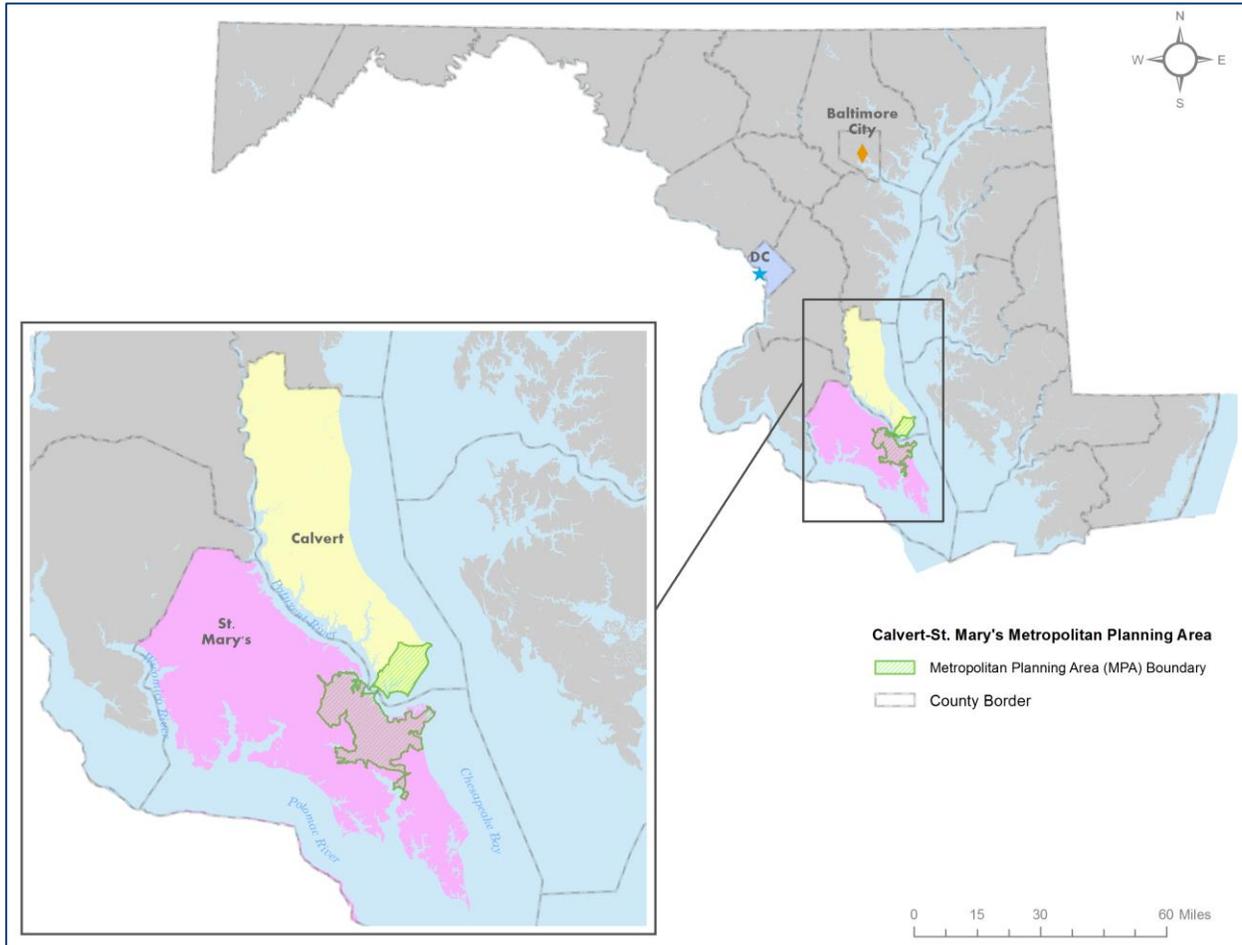


Figure 1.5: C-SMMPO Metropolitan Planning Area



Source: C-SMMPO and 2010 U.S. Census

Calvert County, the state's smallest county by area, is a peninsula on the western shore of the Chesapeake Bay consisting of approximately 213 square miles of land area. At its widest point, Calvert County spans 9 miles, and extends 35 miles from the Anne Arundel County line south to Solomons. Calvert County's portion of the MPA is 14.62 square miles or approximately 25% of the total MPA area (59.27 square miles).

St. Mary's County is situated to the west of Calvert County and consists of approximately 357 square miles of land area and over 500 miles of shoreline. It is bordered on the west by the Wicomico River, on the south by the Potomac River, on the east by the Chesapeake Bay, and on the northeast by the Patuxent River. St. Mary's County's portion of the MPA is 44.65 square miles or approximately 75% of the total MPA area (59.27 square miles).

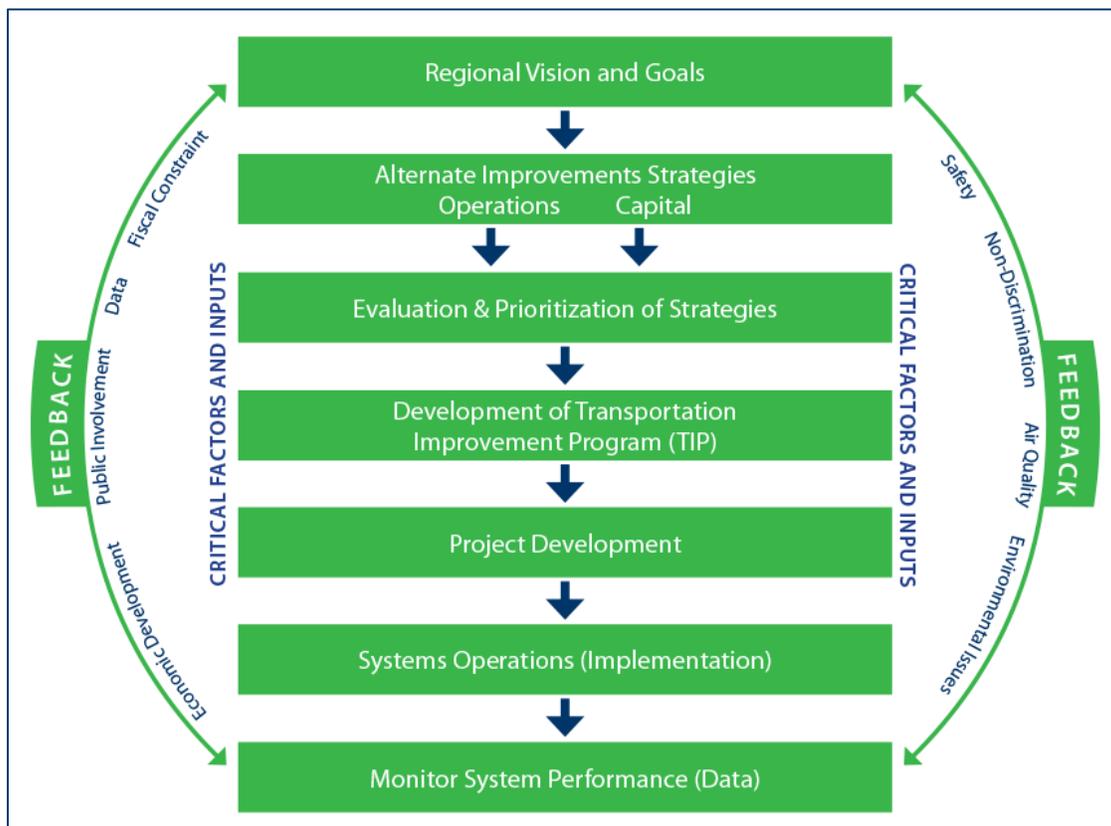
1.5 What is the Role of a MPO in Regional Transportation Planning?

Federal surface transportation funding bills provide the foundation for MPO requirements. While MPOs have existed in some parts of the country since the 1960s, MPOs gained new prominence and authority in 1991 with the passage of the Intermodal Surface Transportation Efficiency Act (ISTEA). The 1998 Federal transportation reauthorization, the Transportation Equity Act for the 21st Century (TEA-21), and the 2005 reauthorization, the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) each guaranteed over \$200 billion in funding for highway and public transportation projects. SAFETEA-LU increased the focus of federal transportation priorities on safety, equity, innovative finance, congestion relief, mobility and productivity, efficiency, environmental stewardship, and environmental streamlining. The 2012 reauthorization, Moving Ahead for Progress in the 21st Century (MAP-21), brought further modifications to the metropolitan planning process.

Transportation planning is a continuing, cooperative, and comprehensive (3-C) process. The goal of this process is to identify improvements to facilities and operations in order to provide a well-maintained, multimodal transportation system. The transportation system affects all aspects of daily life, commuting to work or school, transporting goods and freight, and ensuring that national networks of highways, railroads, and airports connect people all over the world.

Moving Forward 2040 closely relates to other aspects of the transportation planning process as **Figure 1.6** illustrates. A LRTP is created by "inputs," including an understanding of a region's vision and goals, an assessment of alternative improvement strategies, and an evaluation and prioritization of strategies. Likewise, some of the immediate "outputs" that flow from an LRTP include the MPO's Transportation Improvement Program (TIP) development, project development and implementation, and performance management.

Figure 1.6: The Transportation Planning Process



Source: *The Transportation Planning Process: Key Issues: A Briefing Book for Transportation Decision makers, Officials, and Staff; Transportation Planning Capacity Building Program, Federal Highway Administration/Federal Transit Administration*

Ultimately, a transportation system must allow for the safe, convenient, affordable, and efficient movement of people, goods, and services within and between population and business centers. The transportation planning process involves more than building infrastructure; rather, a variety of agencies, including county planning and public works departments, regional and state agencies, and the federal government, must collaborate across jurisdictions and disciplines.

MPOs drive regional transportation decision-making and provide a critical link for coordinating transportation investment between federal, state, local governments, as well as the public. MPOs use regional transportation planning to address shared challenges and direct financial investments to projects that improve transportation mobility, safety, and security over long time spans. MPOs vary greatly in scale; while some are in major cities with large, full-time staffs, others are in smaller areas and rely on staff support from participating agencies. The area that an MPO serves may span several counties or multiple states. There is no standard structure for MPOs, but most have three elements: an MPO Board or Council, MPO Staff, and a Technical Advisory Committee.

An **MPO Board or Council** is ultimately responsible for making regional transportation policy, planning, and programming decisions by prioritizing and choosing capital projects and operating strategies. The C-SMMPO Council meets on an as-needed basis to act on transportation issues of regional significance within the MPO study area. The Council consists of one commissioner from Calvert County, one commissioner from St. Mary's County, and the MDOT Secretary, or their designees.

The C-SMMPO is currently considering establishing a **Technical Advisory Committee (TAC)**, which would comprise personnel, such as planners and engineers, from constituent agencies to provide technical expertise and develop recommendations to assist the Council’s decision-making. Typical duties of a TAC include reviewing and recommending revisions to the planning process, data collection, forecasts, the LRTP, the [Transportation Improvement Program \(TIP\)](#), and the [Unified Planning Work Program \(UPWP\)](#).

An MPO carries out five core functions, as listed below and illustrated in **Figure 1.7**:

1. **Establish a setting:** Establish and manage a fair and impartial setting for effective regional decision-making in the metropolitan area.
2. **Involve the public:** Involve the general public and other affected constituencies in the essential functions listed below.
3. **Develop a Unified Planning Work Program (UPWP):** Use data and planning methods to generate and evaluate alternatives, including monitoring existing conditions, forecasting future population and employment growth, assessing projected land uses in the region, and identifying major growth corridors. The UPWP includes these planning studies and evaluations.
4. **Prepare and maintain a LRTP:** Develop and update a LRTP (i.e., a planning horizon of at least 20 years) for the metropolitan area that fosters mobility and access for people and goods, efficient system performance and preservation, and good quality of life. The LRTP includes a financial plan for securing sufficient revenues to cover the costs of implementing strategies and air quality analysis of the proposed capacity improvements.
5. **Develop a Transportation Improvement Program (TIP):** Develop a short-range (up to four-year) program of transportation improvements based on the LRTP; the TIP should use spending, regulating, operating, management, and financial tools to target the area’s goals.

What is a Unified Planning Work Program (UPWP)?

A document that lists transportation studies and tasks that MPO staff and member agencies will perform to support the metropolitan transportation planning process. It must identify the funding source for each project, the schedule of activities, and the agency or agencies responsible for each task or study. UPWPs reflect issues and strategic priorities unique to each metropolitan area and will differ by MPO.

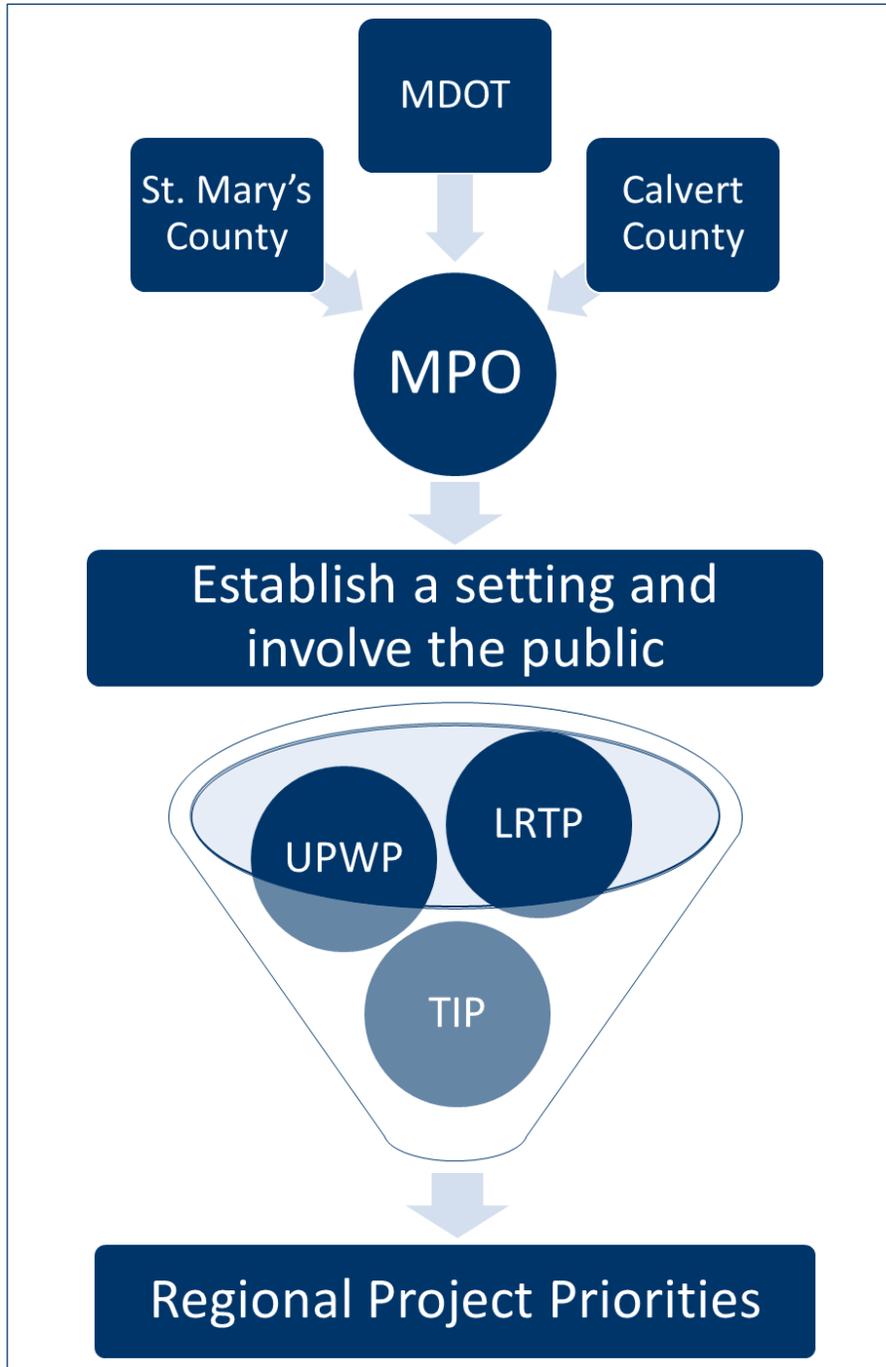
What is a Long Range Transportation Plan (LRTP)?

A document resulting from regional or statewide collaboration and consensus on a region or state’s transportation system that serves as the defining vision for the region or state’s transportation systems and services. Plans are updated every four years and cover a period of at least twenty years.

What is a Transportation Improvement Program (TIP)?

A prioritized listing/program of transportation projects covering a period of four years that is developed by an MPO annually as part of the metropolitan transportation planning process, consistent with the LRTP, and required for projects to be eligible for funding under Title 23 U.S.C. and Title 49 U.S.C. Chapter 53.

Figure 1.7: Illustration of Core Functions of the MPO and Member Agencies



The C-SMMPO coordinates with appropriate authorities and departments of all impacted state and local governments, which strengthens state, county, and municipal planning processes. The C-SMMPO coordinates individual governmental units' efforts to solve regional problems and implement regional goals and policies.

While several other agencies implement transportation projects, the C-SMMPO serves in an overall coordination role, assisting with planning and programming funds for projects and operations. The MPO involves local transportation providers in the planning process by including transit agencies, state and local highway departments, airport authorities, maritime operators, and other entities within the MPO region.

1.6 What are the Moving Forward 2040 Goals?

MAP-21 identified a set of Federal Metropolitan Transportation Planning Factors to ensure that the transportation planning process is carried out in a manner that is consistent with federal regulations. These factors (**Figure 1.8**) are the basis for goal-setting, project recommendations, and financial prioritization in MPO plans across the country.

Figure 1.8 Federal Metropolitan Transportation Planning Factors

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
2. Increase the safety of the transportation system for motorized and non-motorized users.
3. Increase the security of the transportation system for motorized and non-motorized users.
4. Increase the accessibility and mobility of people and freight.
5. 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.
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.
7. Promote efficient system management and operation.
8. Emphasize the preservation of the existing transportation system.

MAP-21's provisions for the metropolitan planning process establish a transparent, accountable decision-making framework for the MPO and public transit providers to identify multimodal capital investment and project priorities. A major focus of MAP-21 introduced the requirement of **performance-based planning** to assess the effectiveness of plans and programs in meeting state and regional performance goals. USDOT has not issued its final rule regarding performance-based planning; subsequently, the C-SMMPO will address these provisions with a future addendum. The components of performance-based planning are discussed in more detail in **Chapter 5**.

The C-SMMPO established a vision (**Figure 1.9**) and six overarching goals to guide transportation planning and policy work over the next twenty-five years.

Figure 1.9 Moving Forward 2040 Vision

Provide a well-maintained, multimodal transportation system that facilitates the safe, convenient, affordable, and efficient movement of people, goods, and services within and between population and business centers of the metropolitan areas of Calvert County, St. Mary's County, and throughout the region.

The C-SMMPO developed the Moving Forward 2040 goals consistent with the eight federal metropolitan planning factors, state guidance, local and county comprehensive planning documents, and stakeholder input from public meetings. Included under each goal is a list of more specific objectives, as well as a list of thought-provoking questions targeting the relationship between these broad goals and the transportation needs of families, businesses, organizations, and governments in the C-SMMPO region. These goals, objectives, and questions are linked to specific projects and outcomes in **Chapter 4: Long Range Plan Projects**.

Goal 1: Manage the Existing Transportation System

Objectives



- Coordinate local, state, and federal efforts to provide an efficient transportation system that will maximize the capacity and safety of the existing transportation system.
- Provide recommendations for the short- and long-term maintenance and management of the transportation infrastructure.

Goal 2: Enhance Access and Mobility

Objectives



- Provide a transportation network that optimizes the efficient movement of people throughout the region.
- Encourage local jurisdictions to control the location and intensity of land development so that highway traffic load will not exceed planned design capacities.
- Improve access to and movement within the communities of the C-SMMPO region, including the road network and public transit system.
- Manage access points along highways and encourage the use of service roads to provide additional route options.

Goal 3: Support Economic Vitality

Objectives



- Provide a transportation system that enhances economic growth and employment opportunities.
- Connect high-activity centers such as shopping areas, employment centers, schools, parks, and playgrounds with major residential neighborhoods.

Goal 4: Provide a Connected, Multimodal Transportation System

Objectives



- Coordinate transportation modes
- Encourage an efficient, convenient public transportation system to meet the needs of current and potential needs of transit riders.
- Connect people to health, community, education, retail, and other necessary services.
- Encourage the development of a safe and efficient continuous pedestrian and bikeway network throughout the region.

Goal 5: Improve Safety and Security

Objectives



- Provide for the safe and efficient integration of private, commercial, emergency, and seasonal traffic, including application of effective and enforceable traffic controls and restrictions.
- Ensure a resilient transportation system that emphasizes preparedness for changing environmental conditions.
- Provide emergency and evacuation routes and procedures.

Goal 6: Conserve the Environment

Objectives



- Improve existing transportation facilities wherever possible, if adverse environmental impacts can be avoided, rather than create new highway corridors that may compound adverse effects on the environment.
- Maximize the desired use of transportation systems while minimizing potential negative effects upon neighborhoods, the environment, and the general public.
- Locate and design new transportation facilities and make facility improvements in a manner that will avoid impacts to the natural environment and minimize impacts to developed areas.
- Provide for and preserve scenic areas and other open space areas along major highways.