

Chapter 5: Moving Forward

Chapter Summary

<p>5.1 What are Some Opportunities for Additional Study?</p>	<p>While a MPO is not an implementing agency, there is a role for the C-SMMPO in helping advance regional transportation priority projects in the next 25 years.</p> <p>Over the next four years, the C-SMMPO will consider several opportunities to advance Moving Forward 2040.</p>	<p>Page 5-2</p>
<p>5.2 How will Moving Forward 2040 Meet Future Transportation Challenges?</p>	<p>Thoughtful planning and effective coordination will help state and local governments effectively manage the transportation system, and the C-SMMPO is a key player in the success of the region’s transportation system.</p> <p>There are a number of unfunded regional transportation needs. These projects, as shown in Figure 5.1, could be reconsidered if additional funding sources become available in the future, with MD 5 Great Mills intersection, bridge, and drainage improvements from MD 246 to MD 471, as the highest priority project on this list.</p>	<p>Page 5-2</p>
<p>5.3 What are the New Federal Legislative Considerations for the C-SMMPO?</p>	<p>MAP-21, the previous federal transportation reauthorization bill, established provisions to make the metropolitan planning process more transparent with an accountable decision-making framework to identify multimodal capital investment and project priorities, including performance-based planning measures.</p> <ul style="list-style-type: none"> ○ USDOT has not issued the final rule regarding performance-based planning. Through cooperation with MDOT, the C-SMMPO will begin identifying performance measures that can be used to monitor and evaluate the performance of the region’s transportation system relative to regional goals. <p>On December 4, 2015, President Obama signed into law the <i>Fixing America’s Surface Transportation (FAST) Act</i> that authorizes federal highway, highway safety, transit, and rail programs for five years from Federal fiscal year (FFY) 2016 through FFY 2020.</p> <ul style="list-style-type: none"> ○ The FAST Act makes no significant changes to MAP-21’s performance-based planning and programming policy requirements. This includes no new national-level performance measures beyond what is currently being developed through the Federal rule-making process. 	<p>Page 5-4</p>

Chapter 5: Moving Forward

5.1 What are Some Opportunities for Additional Study?

While a MPO is not an implementing agency, there is a role for the C-SMMPO in advancing regional transportation priority projects in the next 25 years. Over the next four years, the C-SMMPO will consider several opportunities to advance Moving Forward 2040. Some of these work products may be included as addenda to Moving Forward 2040, as follows:

- **Consult Member Jurisdictions' Priority Letters**
 - Calvert and St. Mary's counties each submit an annual "priority letter" to MDOT. The C-SMMPO should continue to monitor these letters for local priority projects that may receive future funding.
- **Other Studies**
 - Investments may be made in developing maps and acquiring data to assist in making the C-SMMPO's work more robust.
 - Acquire LOS data and AADT information for the UA and MSA portions of the C-SMMPO.
 - Continue to identify other studies and projects in the Unified Planning Work Program (UPWP). The fiscal year 2016 UPWP included the following project/tasks:
 - Task 1: Transportation Equity Planning
 - Task 2: Cove Point Road (MD 497) Sidewalk Feasibility Study
 - Task 3: Road Connections in Lusby Town Center
 - Task 4: Lexington Park Development District Complete Streets Plan
 - Task 5: Transit Improvement Cost Estimates for St. Mary's County

5.2 How will Moving Forward 2040 Meet Future Transportation Challenges?

As the *Maryland Transportation Plan 2035* observes, transportation demand exceeds the supply of infrastructure, services, and funding available in both the short- and long-term. Aging infrastructure may be addressed by partnerships between the public and private sector, enhanced maintenance tools and techniques, and asset management practices. Populations that are aging and becoming more diverse may require a fresh look at the accessibility of the transportation system for people of all abilities and at ensuring a variety of multimodal options exist, including transit and safe bicycle and pedestrian routes. Land use and development patterns that result in sprawl might be countered by implementing smart growth and complete streets policies and spending funds on improving congestion and bottlenecks to improve the function of the existing network. Thoughtful planning and effective coordination will help state and local governments to effectively manage the transportation system, and the C-SMMPO is a key player in the success of the region's transportation system.

As previously discussed in Chapter 4, there are a number of unfunded regional transportation needs. These projects, as shown in **Figure 5.1**, could be reconsidered if additional funding sources become available in the future, with the MD 5 Great Mills intersection, bridge, and drainage improvements from MD 246 to MD 471 as the highest priority project on this list.

Figure 5.1 Illustrative List of Projects (in numerical/alphabetical order)

Route No. / Name	Limits	Improvement Type
MD 2, Solomons Island Road	At future Lusby Southern Connector Road	Interchange construction
MD 2, Solomons Island Road	At MD 497	Interchange construction
MD 2-4, Solomons Island Road	At Dowell Road	Interchange construction
MD 235, Three Notch Road	Along MD 235 in California	Drainage improvements
MD 235, Three Notch Road	MD 4 to MD 245	Divided highway reconstruction with access control improvements
MD 235/MD 5, Three Notch Road/Point Lookout Road	Implement access management plan for the MD 235/MD 5 corridor, from MD 4 to the Charles County Line	Access control improvements
MD 4, St. Andrews Church Road	MD 5 to MD 235	Multi-lane reconstruction
MD 489, Park Hall Road	MD 5 to MD 235 (50% in MPA)	Two-lane reconstruction
MD 497, Cove Point Road	MD 765 to end SHA maintenance	Two-lane reconstruction
MD 5, Point Lookout Road	MD 245 to MD 249 to four lanes	Multi-lane reconstruction
MD 5, Point Lookout Road	MD 249 to MD 471 to four lanes	Multi-lane reconstruction
MD 5, Point Lookout Road ¹ (in Great Mills)	At MD 246 and MD 471	Design of intersection, bridge, and drainage improvements
MD 5, Point Lookout Road	Between MD 246 and MD 249	Planning and design of intersection, bridge and drainage improvements
MD 712, Forest Park Road	MD 235 to end SHA maintenance	Multi-lane reconstruction
Bay Ridge Road	Extend Bay Ridge Road to Pacific Drive extended	Two-lane construction

Route No. / Name	Limits	Improvement Type
Bradley Boulevard	Construct Bradley Boulevard from Pacific Drive extended to MD 235 and Hermanville Road	Two-lane construction
Carver School Boulevard	Extend Carver School Boulevard to Bay Ridge Road	Two-lane construction
FDR Boulevard	Construct FDR Boulevard from MD 4 to Willows Road. Include a linkage between MD 4 and MD 235 north of the intersection (short term)	Multi-lane construction
Lei Drive	Extend Lei Drive to the Shangri-la Drive/Willows intersection and Extend Tulagi Place from South Coral Drive to Lei Drive Extension	Two-lane construction
Pacific Drive	Extend Pacific Drive to Pegg Road	Two-lane construction
Pacific Drive	Extend Pacific Drive to proposed Bradley Boulevard/Bay Ridge Road	Two-lane construction
Saint John's Road / Lawrence Hayden Road	Extend Saint John's Road/Lawrence Hayden Road to MD 4 as a major collector road, intersecting MD 4 at the Indian Bridge Road intersection.	Two-lane construction
Strickland Road	Realign Strickland Road connection to MD 237 (Horsehead Road) to the south and extend Pegg Lane	Two-lane reconstruction

¹ MD 5, Point Lookout Road (in Great Mills), at MD 246 and MD 471 is the highest priority project on this list.

Sources: SHA Highway Needs Inventory 2013, Calvert County Comprehensive Plan 2010, St. Mary's County Comprehensive Plan 2010, MDOT Consolidated Transportation Program (CTP) 2015, Finding of No Significant Impact MD 4 – Thomas Johnson Bridge Planning Study 2015, Calvert County Transportation Priority Letter 2015, St. Mary's County Transportation Priority Letter 2015

5.3 What are the New Federal Legislative Considerations for the C-SMMPO?

MAP-21

[MAP-21](#) established new metropolitan planning process provisions that were designed to establish a transparent, accountable, decision-making framework for the MPO and public transit providers to identify multimodal capital investments and project priorities. USDOT has not issued the final rule regarding performance-based planning; subsequently, these provisions will be addressed in an addendum. Through cooperation with MDOT, the C-SMMPO will begin identifying performance measures that can be used to monitor and evaluate the performance of the region's transportation system relative to the regional goals.

Based on the Notice of Proposed Rulemaking (NPRM) issued June 2, 2014, the USDOT proposed that MPO L RTPs include the following:

- A description of transportation system performance measures and respective performance targets
- A system performance report and subsequent updates evaluating the condition and performance of the transportation system
- A discuss of progress achieved by the MPO in meeting performance targets in comparison with system performance recorded in previous reports.

FAST Act

On December 4, 2015, President Obama signed into law the [*Fixing America's Surface Transportation \(FAST\) Act*](#) that authorizes federal highway, highway safety, transit, and rail programs for five years from Federal fiscal year (FFY) 2016 through FFY 2020. The FAST Act represents the first long-term comprehensive surface transportation legislation since the Safe Accountable Flexible Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) Act in 2005.

The FAST Act authorizes \$305 billion from both the Highway Trust Fund (HTF) and the General Fund (GF) of the United States Treasury. It provides \$225 billion in HTF contract authority over five years for the Federal-Aid Highway Program, increasing funding from \$41 billion in 2015 to \$47 billion in 2020. The Bill continues to distribute nearly 93% of all Federal-Aid Highway Program contract authority to state departments of transportation (DOTs) through formula programs.

The bill places major emphasis on freight investments to be supported by the HTF by creating a new National Highway Freight Program (NHFP) funded at an average of \$1.2 billion per year and distributed to the states by formula. In addition, a new discretionary program entitled Nationally Significant Freight and Highway Projects is established, funded at an average of \$900 million per year.

The FAST Act provides \$61 billion over five years for Federal transit programs including \$49 billion in HTF contract authority and \$12 billion in authorizations from the GF. For highway safety, the bill provides a total of \$4.7 billion for the National Highway Traffic Safety Administration (NHTSA) (\$3.7 billion from the HTF) and \$3.2 billion for the Federal Motor Carrier Safety Administration (FMCSA). Unlike past highway and transit bills, the FAST Act also authorizes \$10 billion of the GF over five years for the Federal Railroad Administration and Amtrak.

The FAST Act makes no significant changes to the performance-based planning and programming policy requirements included in MAP-21. This includes no new national-level performance measures beyond what is currently being developed through the Federal rule-making process. While awaiting guidance on the implementation of performance-based planning, the C-SMMPO will continue to evaluate setting performance measures. For more information on the FAST Act please visit the USDOT website at <https://www.transportation.gov/fastact>.

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