



Roadway Capacity and Transportation Fact Sheet

*One of the recommendations of the Maryland SJRIS was to develop a series of fact sheets that address compatibility planning factors and associated tools. The fact sheets are intended to improve outreach and awareness of military and community compatibility planning to help mitigate existing encroachment issues and prevent future incompatibility issues. This fact sheet addresses the **roadway capacity** compatibility factor and tools available to the state, communities and military installations to effectively manage **transportation** issues. The Maryland SJRIS identified roadway capacity as one of five compatibility factors with statewide applicability. This was based on the number of compatibility issues identified at locations where JLUS's have been complete and the likelihood that roadway capacity would be an issue at other community / military locations in the State without a completed JLUS.*

For each type of tool, a brief overview is provided to assist in communicating a general understanding of the tool's intent. It will be up to each group of stakeholders to determine the best assortment of tools that are appropriate within their specific situation.

Roadway Capacity Compatibility Factor

Roadway capacity relates to the ability of existing freeways, highways, arterials, and other local roads to provide adequate mobility and access between military installations and their surrounding communities.

As urban development expands into rural areas, roads once used primarily to provide access for agricultural uses and limited local traffic begin to function as urban major arterial roadways. These once rural roads often become the main transportation corridors for all types of traffic—from residential to commercial trucking—and can assist or impede access to military installations. As transportation systems grow and provide more capacity, these facilities induce and encourage growth as rural areas become more accessible.

Maryland Military / Community Roadway Capacity “Toolbox”

- Congestion Mitigation and Air Quality Improvement Program
- Defense Access Road Program
- Fixing America's Surface Transportation Act or "FAST Act"
- TIGER Grants
- Traffic Systems Management and Operations
- Transportation Alternatives Program

Congestion Mitigation and Air Quality Improvement Program

Congestion Mitigation and Air Quality (CMAQ) Improvement program was implemented to support surface transportation projects and other related efforts that contribute air quality improvements and provide congestion relief. The CMAQ program allocates federal funding for infrastructure projects that reduce congestion and improve air quality. Bicycle transportation and pedestrian walkways are eligible uses of the money, and can be designed to include green infrastructure features, such as permeable surfaces for trails, and bio-swales and bioretention for areas adjacent to trail surfaces.

Defense Access Road Program

Since 1919 the Department of Defense (DOD) and predecessors of the Federal Highway Administration (FHWA) have cooperated in insuring the needs of the military are considered in the nations Federal-aid Highway Program. The Defense Access Road (DAR) Program provides a means for the military to pay their share of the cost of public highway improvements necessary to mitigate an unusual impact of a defense activity. An unusual impact could be a significant increase in personnel at a military installation, relocation of an access gate, or the deployment of an oversized or overweight military vehicle or transporter unit.

Fixing America's Surface Transportation Act or "FAST Act"

The FAST Act establishes the Nationally Significant Freight and Highway Projects (NSFHP) program to provide competitive grants, known as FASTLANE grants, or credit assistance—to nationally and regionally significant freight and highway projects that align with the program goals. Program goals are to improve the safety, efficiency, and reliability of the movement of freight and people; generate national or regional economic benefits and an increase in global economic competitiveness of the U.S.; reduce highway congestion and bottlenecks; improve connectivity between modes of freight transportation; enhance the resiliency of critical highway infrastructure and help protect the environment; improve roadways vital to national energy security; and address the impact of population growth on the movement of people and freight.

TIGER Grants

The Transportation Investment Generating Economic Recovery, or TIGER Discretionary Grant program, provides for the DOT to invest in road, rail, transit, and port projects that promise to achieve national objectives. The eligibility requirements of TIGER allow project sponsors at the State and local levels to obtain funding for multi-modal, multi-jurisdictional projects that are more difficult to support through traditional DOT programs.

Traffic Systems Management and Operations

Traffic Systems Management and Operations (TSMO) is an integrated approach to addressing traffic needs within a regional area. It is designed to optimize the performance of traffic operations using existing infrastructure through implementation of multi-modal, cross-jurisdictional systems, services, and projects. The application of TSMO can help to preserve capacity and improve security, safety, and reliability of a transportation system.

Transportation Alternatives Program

As part of the Federal Highway Administration Surface Transportation Program, the Transportation Alternatives Program (TAP) is a reimbursable federal aid funding program for transportation related community projects designed to enhance the cultural, aesthetic, historic, and environmental aspects of an intermodal transportation system. The program can assist in funding projects that create bicycle and pedestrian facilities, restore historic transportation buildings, convert abandoned railway corridors to pedestrian trails, mitigate highway runoff, and other transportation related enhancements.