

REVISED
Cumberland Urbanized Area
**Transportation Improvement
Program**



Amendment 2
February 23, 2017

RESOLUTION

No. 17-8

Resolution approving the Fiscal Year 2017- 2022 Transportation Improvement Program:

WHEREAS, the Cumberland Area Metropolitan Planning Organization was established to manage and provide policy direction to the Unified Planning Program in accordance with Federal requirements, and the Allegany County Commissioners have been designated as the Metropolitan Planning Organization for this area as approved by the Maryland Governor Harry Hughes on May 17, 1982; and

WHEREAS, the staff of the Maryland Department of Transportation and the Allegany County Department of Community Services, have together prepared the Transportation Improvement Program for Fiscal Year 2017- 2022 in compliance with applicable Federal programs and regulations.

WHEREAS, the Capital Assistance for Rides to Wellness has been added at a cost of \$181,937; and

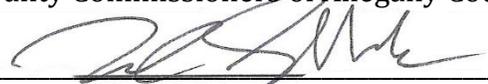
WHEREAS, the Small Urban Transit System Capital Assistance for transit services provided by Allegany County has a total cost of \$2,505,000.00; and

WHEREAS, CAMPO Board endorses the performance measures as recommended by the Maryland Transit Administration and Staff for use in monitoring transportation system performance and measuring progress of Allegany County Transit; and

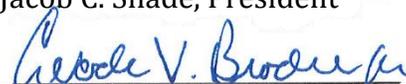
NOW, THEREFORE, BE IT RESOLVED that the Allegany County Commissioners acting as the Cumberland Area Metropolitan Planning Organization approves the Revised Fiscal Year 2017- 2022 Transportation Improvement Program, and will keep the record open for thirty days to allow for any additional public comments.

ADOPTED THIS 23rd day of February 2017

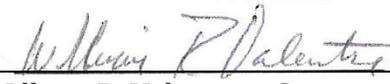
County Commissioners of Allegany County, Maryland



Jacob C. Shade, President

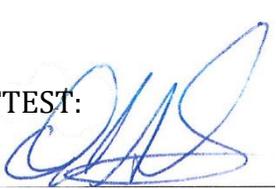


Create V. Brodie, Jr., Commissioner



William R. Valentine, Commissioner

ATTEST:



David A. Eberly County Administrator

**CUMBERLAND URBANIZED AREA
FY 2017-2022
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL**

Project Code _____ *STIP#* ACT2017-5307

Small Urban Transit System

Project Name (Allegany County Transit)

Improvement Description Capital Assistance for transit services provided by Allegany County

Responsible Agency MDOT/MTA

Funding Section 5307 *Ratio* 80% Federal 10% State 10% Local

Comments Capital assistance for Preventive Maintenance, Shop Equipment, Medium Duty Bus, (2) Small Cutaway Buses, Security System, Vehicle Parking Addition, Park and Ride Lot Upgrade.

Funding Type	Funding Source	FY 2017	FY 2018	FY 20119	FY 2020	FY 2021*	FY 2022*	FY 2014-FY 2017
5310-3	Federal	1,110,000	298,000	298,000	298,000	298,000	298,000	2,004,000
	State	138,750	37,250	37,250	37,250	37,250	37,250	250,500
	Local	138,750	37,250	37,250	37,250	37,250	37,250	250,500
Total		1,387,500	372,500	372,500	372,500	372,500	372,500	2,505,000

*for informational purposes only

MPO Approval

Amendment 2 – Administrative Modification to Transit Capital

**CUMBERLAND URBANIZED AREA
FY 2017-2022
TRANSPORTATION IMPROVEMENT PROGRAM
PERFORMANCE MEASURES**

Transit Asset Management

Under the requirements of MAP-21, the Federal Transit Administration (FTA) Transit Asset Management Final Rule was published July 26, 2016 in the Federal Register and became effective October 1, 2016. The final rule established minimum Federal requirements for transit asset management that include:

- Establishing Transit Asset Management (TAM) Performance Targets
- Coordinating the Performance Targets with the State DOT and MPOs
- Develop of Transit Asset Management Plans (TAMP)
- Reporting of asset inventories, conditions, and performance measures through the National Transit Database

The above requirements apply to all recipients of Federal financial assistance under 49 U.S.C. Chapter who own, operate, or manage public transportation capital assets. Transit Asset Management (TAM), is a model that uses the condition of assets to guide the optimal prioritization of funding at transit agencies in order to keep transit networks in a 'State of Good Repair' (SGR).

The FTA is implementing TAM using a two-tiered approach in order to reduce TAM requirements for agencies operating smaller fleets. They are defined as such:

- Tier I: A Tier I provider is a recipient who owns, operates, or manages 101 or more vehicles in revenue service during peak regular service across all fixed route modes or in any one non-fixed route mode, or who operates rail transit.
- Tier II: A Tier II provider is a recipient who owns, operates, or manages 100 or fewer vehicles in revenue service during peak regular service across all non-rail fixed route modes or in any one non-fixed route mode; a sub-recipient under the 5311 Rural Area Formula program; a sub-recipient under the 5310 Seniors and Individuals with Disabilities program who operates an open-door service; or any American Indian tribe.

Within the CAMPO region Allegany County Transit is classified as Tier II operator. The final performance measures that all Tier II Locally Operated Transit Services (LOTS) will be required to adopt are:

- **Rolling Stock (Revenue Vehicles):** % of revenue vehicles within a particular asset class that have met or exceeded their useful life benchmark
- **Facilities:** % of facilities with a condition rating below 3.0 on the FTA Transit Economic Requirements Model (TERM) scale
- **Infrastructure (Guideway):** % of guideway directional route miles with performance restrictions by class (*not applicable to the CAMPO region*)
- **Equipment (Non-revenue vehicles):** % of vehicles that have met or exceeded their useful life benchmark

Per the requirements of the TAM Final Rule, CAMPO has coordinated with the Maryland Transit Authority (MTA) in establishing the performance targets for the above categories. CAMPO acknowledges that the transit projects contained within the TIP will help achieve the SGR targets.

Maryland – Allegany County Transit

The following charts outline the baseline reporting and performance measure targets set by Allegany County Transit, via MTA assistance in January 2017:

Rolling Stock (Revenue Vehicles): % of assets at or past their useful life

Asset Class (NTD)	Baseline (% past useful life)	Initial Target
Bus (Heavy Duty)	23.8%	23.8%
Bus (Medium Duty)	17.0%	17.0%
Cutaway Bus	59.5%	59.5%
Ferryboat	0%	0%
Automobile	50.0%	50.0%
Van	69.1%	69.1%

Equipment (Non-revenue vehicles): % of assets at or past their useful life

Asset Class (NTD)	Baseline (% past useful life)	Initial Target
Trucks	31.3%	31.3%
Other Rubber Tire Vehicles (Service)	59.5%	59.5%

Facilities: % of assets rated below condition '3' on the TERM scale

Asset Class (NTD)	Baseline (% below '3' on TERM Scale)	Initial Target
Administrative Facility	25.0%	25.0%
Maintenance Facility	11.1%	11.1%
Admin & Maint Facility	25.0%	25.0%