2040 PLAN

LONG RANGE TRANSPORTATION PLAN

CUMBERLAND AREA

Metropolitan Planning Organization

Prepared for:

Cumberland Area Metropolitan Planning Organization

Prepared by:

STV 100 Years | JACOBS A Joint Venture

with Crossroads Transportation

Financial Assistance Provided By:

Maryland Department of Transportation

February 26, 2016 MPO

Adopted: March 24, 2016

Federal Concurrence:

RESOLUTION

No.16-5

Resolution adopting the 2016 – 2040 Cumberland Area Long Range Transportation Plan.

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 temporary Metropolitan Planning Organization for this area as approved by 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 2016 – 2040 Cumberland Area Long Range Transportation Plan – PLAN 2040 -- in compliance with applicable Federal programs and regulations; and

WHEREAS, the 2016 – 2040 Cumberland Area Long Range Transportation Plan is consistent with the Cumberland Urbanized Area FY 2014 - 2017 Transportation Improvement Program.

NOW, THEREFORE, BE IT RESOLVED that the Allegany County Commissioners acting as the temporary Cumberland Area Metropolitan Planning Organization adopts the 2016 – 2040 Cumberland Area Long Range Transportation Plan – Plan 2040; and approves its submission to the Maryland Department of Transportation to forward to the appropriate Federal agencies.

ADOPTED THIS 24th day of March, 2016.

COUNTY COMMISSIONERS OF
ALLEGANY COUNTY, MARYLAND

Jacob C. Shade, President

Creade V. Brodie, Jr., Commissioner

William R. Valentine, Commissioner

ATTEST:

David A. Eberly,
County Administrator

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Chapter 1

The Process, Purpose, and the Plan

Chapter 1: The Process, Purpose, and the Plan

Transportation has a direct, personal effect on each and every resident of the Cumberland Area Metropolitan Planning Organization (CAMPO). Even if you do not drive, all goods and services on which you depend, including emergency services such as police, fire, and medical transport, rely on the region's roadway system. The long-range transportation plan (LRTP) is the document that identifies and plans for critically important transportation improvements that impact the region's economic vitality and every citizen's quality of life.

1.1 What is Transportation Planning?

Transportation planning is a continuing, cooperative, and comprehensive (3-C) process. The goal of this process is to identify improvements to facilities and operations 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.

There are a variety of agencies involved in carrying out transportation planning, including local planning and public works departments, regional and state agencies, and the federal government. These agencies collaborate across jurisdictions and disciplines to do much more than building new roads or planning new bus routes.

An effective long-range transportation planning process engages all system users, 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.

1.2 What Is the Role of an MPO in Regional Transportation Planning?

Metropolitan Planning Organizations (MPOs) drive regional transportation decision-making and provide a critical link for coordinating transportation investments between federal, state, and local governments, as well as the public. MPOs plan regionally to address shared challenges and direct financial investments to projects that improve transportation mobility, safety, and security over long time spans.

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.

MPOs were created to ensure that existing and future transportation project and program expenditures were based on a 3-C planning process. An MPO carries out five core functions:

1. **Establish a setting:** Establish and manage a fair and impartial setting for effective regional decision-making in the metropolitan area.
2. **Identify and evaluate alternative transportation improvement options:** Use data and planning methods to generate and evaluate alternatives. The MPO's unified planning work program (UPWP) includes these planning studies and evaluations.
3. **Prepare and maintain a long range-transportation plan (LRTP):** Develop and update a LRTP that address a planning horizon of at least 20 years for the metropolitan area that fosters (1) mobility

and access for people and goods, (2) efficient system performance and preservation, and (3) good quality of life.

4. **Develop a transportation improvement program (TIP):** Develop a short-range (four-year) program of transportation improvements based on the LRTP; the TIP should use spending, regulatory, operating, management, and financial tools to target the area's goals.
5. **Involve the public:** Involve the general public and other affected constituencies in the four essential functions listed above.

What is a long-range transportation plan?
A document resulting from regional or statewide collaboration and consensus on a region's or state's transportation system, and serving as the defining vision for the region's or state's transportation systems and services.

What is a transportation improvement program?
A prioritized listing/program of transportation projects covering a period of four years that is developed by an MPO as part of the metropolitan transportation planning process, consistent with the LRTP, and required for projects to be eligible for federal funding.

1.3 Why are MPOs required?

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.

TEA-21 and SAFETEA-LU 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 1.1**) are the basis for goal-setting, project recommendations, and financial prioritization in MPO plans across the country.

Figure 1.1 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 accessibility and mobility for 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.

1.4 What is the Cumberland Area Metropolitan Planning Organization (CAMPO)?

CAMPO is a federally-mandated and federally-funded MPO. Based on the 2010 Census, there are over 400 MPOs nationwide, seven of which include Maryland cities and towns.

Bridge Street (MD 992), Cumberland MD

CAMPO coordinates with appropriate departments of state and local governments, strengthening the state, county, and municipal planning processes. CAMPO also coordinates individual governmental units' efforts to solve regional problems and implement regional goals and policies.

While several other agencies such as the Maryland State Highway Administration (SHA), Allegany County, and the City of Cumberland implement transportation projects in the CAMPO region, CAMPO can serve in a 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, freight operators, and others within the MPO region.

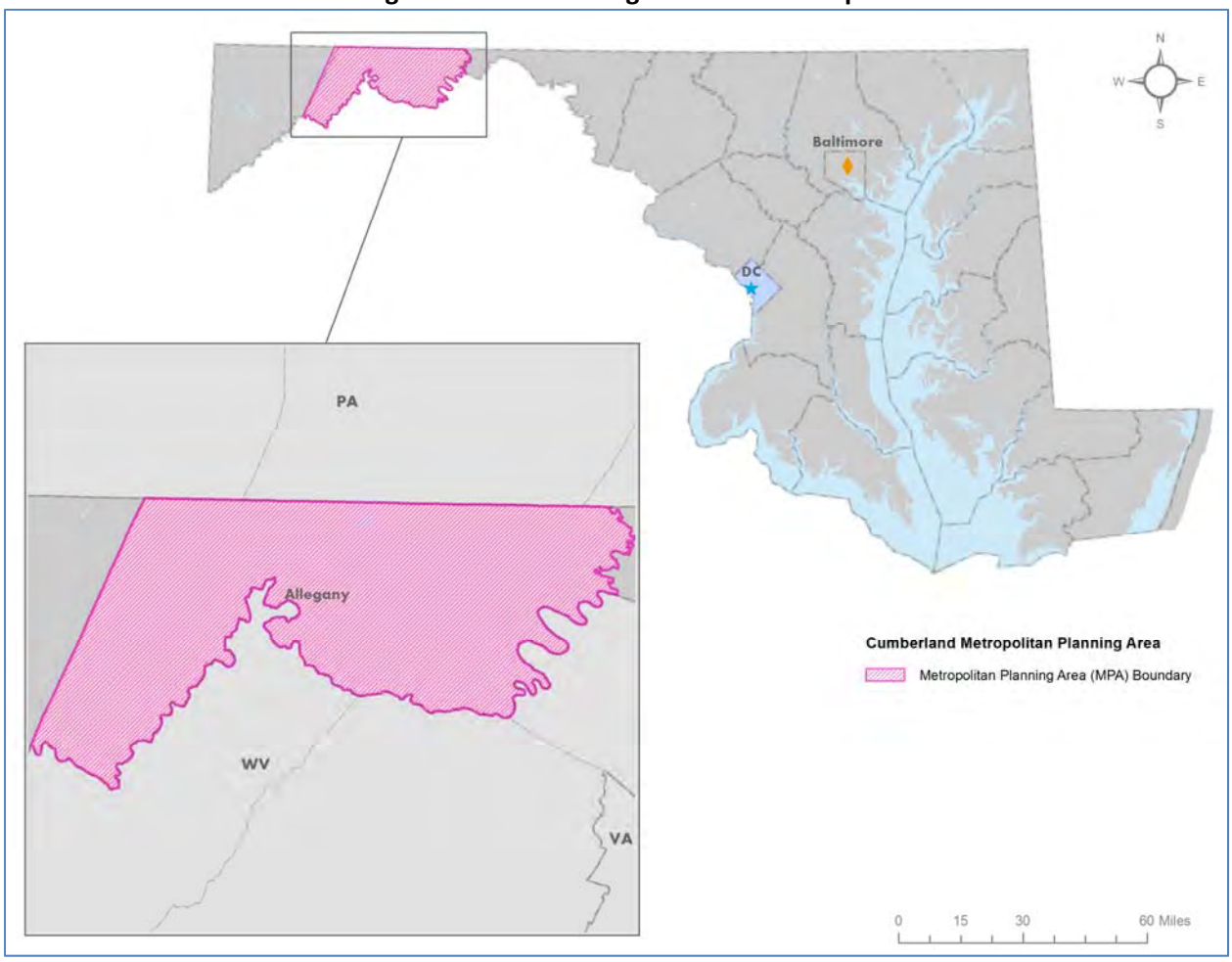
1.5 Where is the CAMPO Region?

The CAMPO region includes urbanized areas in western Maryland, including the cities of Cumberland and Frostburg, Allegany County, and Mineral County, West Virginia (**Figure 1.2)**.

This census-defined urbanized area includes the incorporated cities of Cumberland and Frostburg, Maryland, as well as the outlying areas of La Vale, Cresaptown, Bedford Road, Corriganville, Ellerslie, Mount Savage, and Eckhart. The area also includes the incorporated area of Ridgeley, Carpendale, and Wiley Ford in adjacent Mineral County, West Virginia.

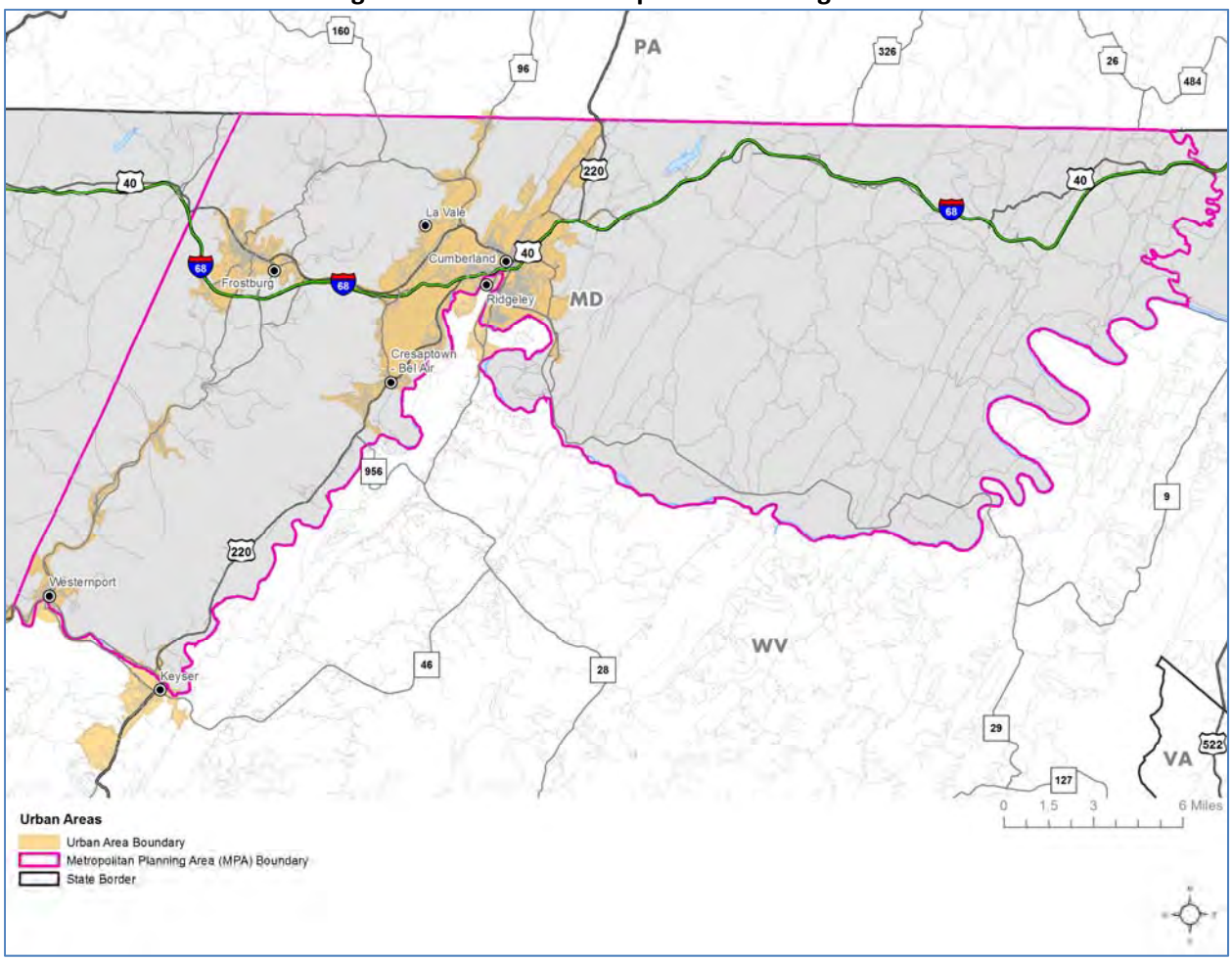
What is a census-designated urbanized area (UA)?
An urbanized area consists of densely developed territory that contains 50,000 or more people. The Census Bureau delineates UAs to provide a better separation of urban and rural territory, population, and housing in the vicinity of large places.

Figure 1.2: CAMPO Regional Context Map



CAMPO's decisions are geographically bound by what is called the metropolitan planning area (MPA) **(Figure 1.3).** For the Cumberland MPA, this includes the majority of Allegany County, Maryland, and a small portion of Mineral County, West Virginia. CAMPO is supported in technical matters by the staff of the Allegany County Community Services Department. The MPO Board works cooperatively with the Maryland Department of Transportation (MDOT), West Virginia Department of Transportation (WVDOT), the Maryland and West Virginia division offices of the Federal Highway Administration (FHWA), and the Region III office of the Federal Transit Administration (FTA) in determining its priorities and goals for the region.

Figure 1.3: CAMPO Metropolitan Planning Area



1.6 What is CAMPO's Organizational Structure?

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 responsible ultimately for helping make regional transportation policy, planning, and programming decisions by prioritizing capital projects and operating strategies. Since its inception, the CAMPO Board has been comprised of the Allegany County Commission. The CAMPO Board meets on an as-needed basis to act on transportation issues of regional significance within the MPO study area. The Maryland Department of Transportation (MDOT) and SHA have designated representatives to provide support to the CAMPO Board and staff as needed. Recent discussions regarding the composition of the CAMPO Board and how to better include local municipalities and transit service providers in the decision making process at the MPO Board level continue. No decisions have been made at this time regarding changes to the MPO Board structure.

CAMPO also has a **technical advisory committee (TAC)** that includes staff from local municipalities, Allegany County, transit service providers, MDOT, and SHA **(Figure 1.4).** The TAC provides technical

expertise and develops recommendations to assist the Board's decision-making. Typical TAC duties include reviewing and recommending revisions to the planning process, data collection, forecasts, and input into the LRTP, TIP, and the UPWP.

Figure 1.4 Technical Advisory Committee (TAC) Members

Representative	Agency
Director, Department of Public Works	Allegany County
Transportation Planner	Allegany County
Transportation Planner	Allegany County Transit
Engineer, Public Works Department	City of Cumberland
City Planner	City of Cumberland
City Engineer	City of Frostburg
Director, Community Development	City of Frostburg
Manager, Regional Planning	MDOT
Regional Planner	MDOT
Regional Planner	SHA

1.7 What is Plan 2040?

Plan 2040 is CAMPO's long-range transportation plan (LRTP). It is the source for planning transportation investments for the region over the next 25 years. The LRTP prioritizes projects and programs that can have short- and long-term effects on daily commutes, transportation options, and quality of life in this region. As a guide for future development and maintenance of the region's transportation system, Plan 2040 integrates plans for different transportation modes, including auto, cycling, freight, transit, and walking. It presents fiscally-constrained and unconstrained transportation projects for the region according to priorities and projected available funding through 2040.

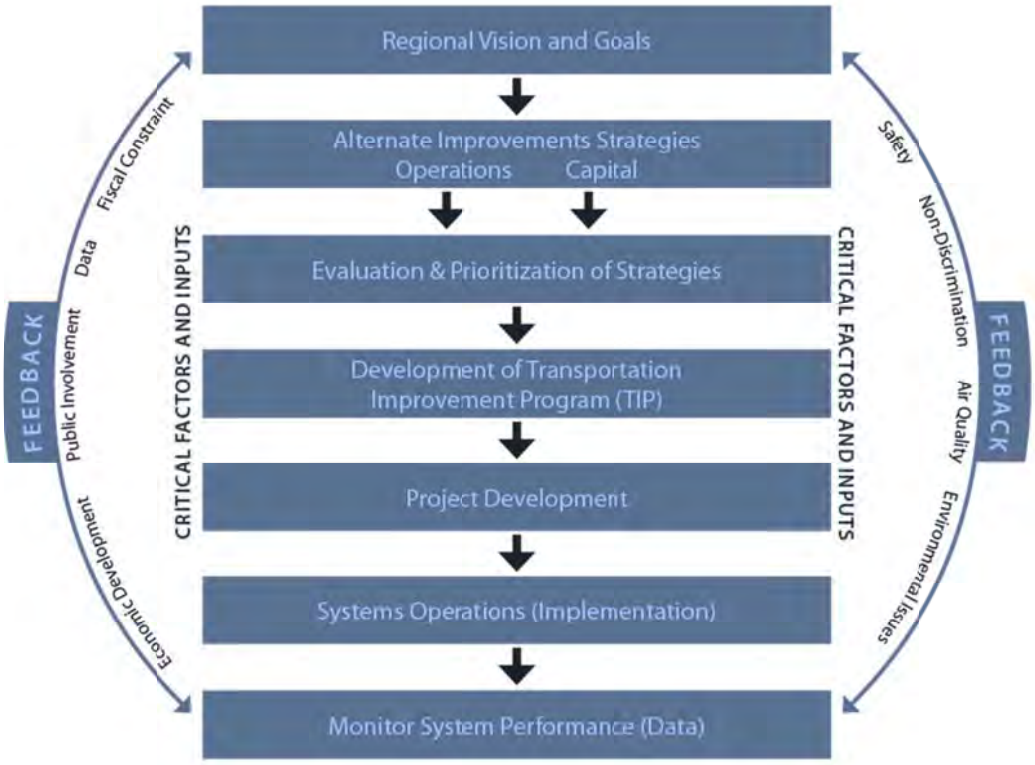
Plan 2040's primary purpose is to guide CAMPO and the participating government agencies in the transportation decision-making process, channeling transportation investments where they will be most effective. Plan 2040 can guide other municipal and state officials, local organizations, and private sector businesses to plan in concert with the region's overall transportation goals. The LRTP is designed to be flexible and to reflect the unique characteristics of the western Maryland communities in the CAMPO region. CAMPO is required to update the LRTP every five years. Plan 2040 can be amended and/or updated by approval of the MPO Board in the interim time period, following appropriate public participation and involvement.

MAP-21, the previous federal surface transportation funding bill, established new provisions to the metropolitan planning process 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. Included in these new provisions were requirements for MPOs to establish and use a performance-based planning approach and include performance measures and targets in their LRTP. The final rule regarding performance-based planning measures and how new requirements may apply to MPOs of different sizes is not yet issued. These provisions may be addressed in a future addendum to this LRTP. A further discussion of performance measures and how they can help future projects move forward is included in **Chapter 5** of this document.

1.8 How was Plan 2040 Developed?

Plan 2040 closely relates to other aspects of the transportation planning process as **Figure 1.5** illustrates. An 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 development of the MPO's TIP, development of projects, implementation, and performance management.

Figure 1.5: 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

Plan 2040 is an update to the 2011 LRTP and covers the period through 2040. The following activities were used as "inputs" in the long range transportation planning process:

- Monitoring existing conditions;
- Forecasting future population and employment growth, including assessing projected land uses in the region and identifying major growth corridors;
- Identifying current and projected future transportation problems and needs, and analyzing improvement strategies to address those needs;
- Developing long range plans and short-range programs of alternative capital improvement and operational strategies for moving people and goods;

- Estimating the impact of recommended future transportation system improvements on environmental features, including air quality; and
- Developing a financial plan for securing sufficient revenues to cover the costs of implementing strategies.

The Plan 2040 process, as illustrated in **Figure 1.6,** involved 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 1.6: Plan 2040 Process

During the creation of this plan, information on transportation needs and issues was collected and synthesized from federal, state, and local plans and studies that include those listed in **Figure 1.7**. Plan 2040 utilized data from many other sources as well, including the United States Census Bureau, Maryland Department of Transportation, Maryland Department of Planning, Maryland Department of Commerce, and West Virginia Department of Commerce.

Figure 1.7 Plans and Studies Reviewed		
Plan/Study Name	**Agency**	**Date Adopted or Amended**
Allegany County Bicycle Pedestrian Master Plan	Allegany County	2012
Allegany County Comprehensive Plan	Allegany County	2014
Allegany County Economic Development Plan	Allegany County	2012
Allegany County Hazard Mitigation Plan Update	Allegany County	2012
Allegany County Transit Development Plan	Maryland Transit Administration	2012
City of Cumberland Comprehensive Plan	City of Cumberland	2013
City of Frostburg Comprehensive Plan	City of Frostburg	2011
Maryland Strategic Goods Movement Plan	MDOT	2015
MDOT Consolidated Transportation Program (CTP)	MDOT	2015
West Virginia Multi Modal Statewide Transportation Plan	WVDOT	2010
West Virginia Statewide Transportation Improvement Plan	WVDOT	2014
Western Maryland Coordinated Public Transit Human Services Transportation Plan	Maryland Transit Administration	2015

1.9 Who participated in Plan 2040?

The Plan 2040 public involvement process follows the established procedures described in the CAMPO Public Participation Plan. CAMPO's public participation plan goal is to provide the highest quality public participation possible for transportation decision-making and to ensure the full and fair participation by all potentially affected communities. As described in the public participation plan, CAMPO will solicit and encourage public participation in long-range transportation plans as follows:

- **Phase I** – Outreach activities with stakeholders identified in the public participation plan with information posted on the CAMPO website and media releases distributed to announce public meetings and the plan development schedule.
- **Phase II** – Receive and respond to public comments.
- **Phase III** – Present the draft plan at an advertised open house and describe the plan approval process and timeline.

CAMPO held a public meeting at SHA's District 6 office in La Vale, MD in September 2015 that was advertised through traditional networks and CAMPO's website. At the meeting, CAMPO presented information on the purpose of Plan 2040 and draft goals and objectives and, attendees were able to provide their input on what transportation priorities were most important to them. The information gathered at the meeting was used to finalize the Plan 2040 goals and objectives and was used to prioritize transportation improvements described later in this plan. The meeting flyer, sign- in sheet of attendees, and the display boards presented at the September meeting are in **Appendix A: Public Involvement**.

1.10 What are Plan 2040's Goals and Objectives?

CAMPO will be guided by a vision (**Figure 1.8**) and six overarching goals in its transportation planning and policy work over the next 25 years.

Figure 1.8: Plan 2040 Vision

Provide a well-maintained, multi-modal transportation system that facilitates the safe, convenient, affordable, and efficient movement of people, goods, and services within and between population and business centers in the Cumberland area.

CAMPO considered the eight federal metropolitan planning factors, guidance from the State of Maryland, local and county comprehensive planning documents, and the input of stakeholders in creating the Plan 2040 goals. Included under each goal is a list of more specific objectives, as well as a list of questions to help guide thinking about the relationship between these broad goals and the transportation needs of families, businesses, organizations, and governments in the CAMPO region. These goals, objectives, and questions are linked to specific projects and outcomes in **Chapter 4: Plan 2040 Long Range Planning Projects**.

Goal 1: Maintain and Improve the Transportation Network

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 for the short- and long-term maintenance and management of assets to maximize public investment and ensure the sustainability of transportation infrastructure.

Questions

- How can we afford to maintain the existing roads, bridges, and transit services and also pay for future improvements?
- How are these projects funded and prioritized?

Goal 2: Improve Safety and Security

Objectives

- Establish a transportation network that optimizes the safe movement of people throughout the region.
- 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.

Questions

- What projects and policies will keep your family safe on the region's roads?
- How do we plan for natural disasters, security threats, and emergencies?

Goal 3: Enhance Access and Mobility

Objectives

- Improve access to and movement within the communities of the CAMPO 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.
- Encourage local jurisdictions to control the location and intensity of adjacent land development so that highway traffic load will not exceed planned design capacities.

Questions

- Are you able to easily reach desired destinations by car, bike, transit, and on foot?
- Do you think the system adequately serves people of all ages, abilities, and income levels?

Goal 4: Protect the Environment and Quality of Life

Objectives

- Maximize the desired use of transportation systems while minimizing possible negative effects upon neighborhoods, the environment, and the general public.
- Provide for and preserve scenic areas and other open space areas along major highways.
- Locate and design new transportation facilities and make facility improvements in a manner that will avoid destruction of the natural environment and minimize disruption to developed urban settings.

Questions

- How can the region's roads, trails, bridges, and transit services support the natural environment and quality of life in rural and urban communities in the region?

Goal 5: Support a Connected, Multi-Modal System

Objectives

- Coordinate modes of transportation.
- Encourage the realization of an efficient, convenient public transportation system to meet the needs of current and potential needs of transit riders.
- Encourage the development of a safe and efficient continuous bikeway system throughout the region.

Questions

- Do you and your family ride buses? Ride bicycles? Drive cars?
- Would you like to travel by these modes for recreation or commuting?

Goal 6: Promote Economic Development

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.

Questions

- How can the region's roads, bridges, and transit services enhance access to jobs and the movement of freight and goods?

Chapter 2

The MPO Region

Chapter 2: The MPO Region

The transportation needs of the CAMPO region are impacted by where people live, work, and play. Therefore an understanding of population trends and characteristics is necessary to better forecast the region's transportation needs. As population and employment grow, decline, or even shift from one area to another, the demands on the transportation network change as well.

2.1 What Are the Region's Population Characteristics?

The population of the CAMPO region and western Maryland follows a typical pattern for the Appalachian region since the 1950s. Steady population losses due to changing economic conditions in the subsequent decades continued through the 1990s when the population stabilized around 2000. The future projections for the MPO region show slight growth in Allegany County and a decline in Mineral County continuing to 2040.

The 2010 Census established a population of 64,770 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, Allegany County's population is expected to grow by 2.6 percent (Annual Growth Rate of 0.09%) and Mineral County's population is expected to decrease by 5.1 percent (Annual Growth Rate of -0.17%).

Figure 2.1 Population Trends

County/Year	2010	2015	2020	2025	2030	2035	2040	Average Annual Growth Rate
Allegany County	75,087	74,650	75,150	75,900	76,650	76,910	77,050	0.09%
Mineral County	28,212	27,931	27,687	27,546	27,226	26,994	26,765	-0.17%
Totals	103,299	102,581	102,837	103,446	103,876	103,904	103,815	0.02%
Urbanized Area[1]	64,770	64,823	64,877	64,931	64,986	65,040	65,094	0.02%[1]

Source: U.S. Census Bureau Quick Facts, Maryland Department of Planning ([1] Based on an annual growth rate of 0.02% calculated for Allegany and Mineral Counties combined for the period from 2010 to 2040)

If the UA population continues to change at the rates projected for Allegany and Mineral counties between 2010 and 2040 (Annual Average Growth Rate of 0.02%), the CAMPO region may have a population of 64,877 by 2020; 64,986 by 2030; and 65,094 by 2040, as shown in **Figure 2.1**.

The MPO region is focused on the urbanized area of Cumberland and Westernport, Maryland and Keyser, West Virginia. **Figure 2.2** lists the population and land area of the communities in the UA. This is followed by a brief description of some the communities in the MPO region which serve as both origin and destination points for trip making and a map in **Figure 2.3** with population distributions.

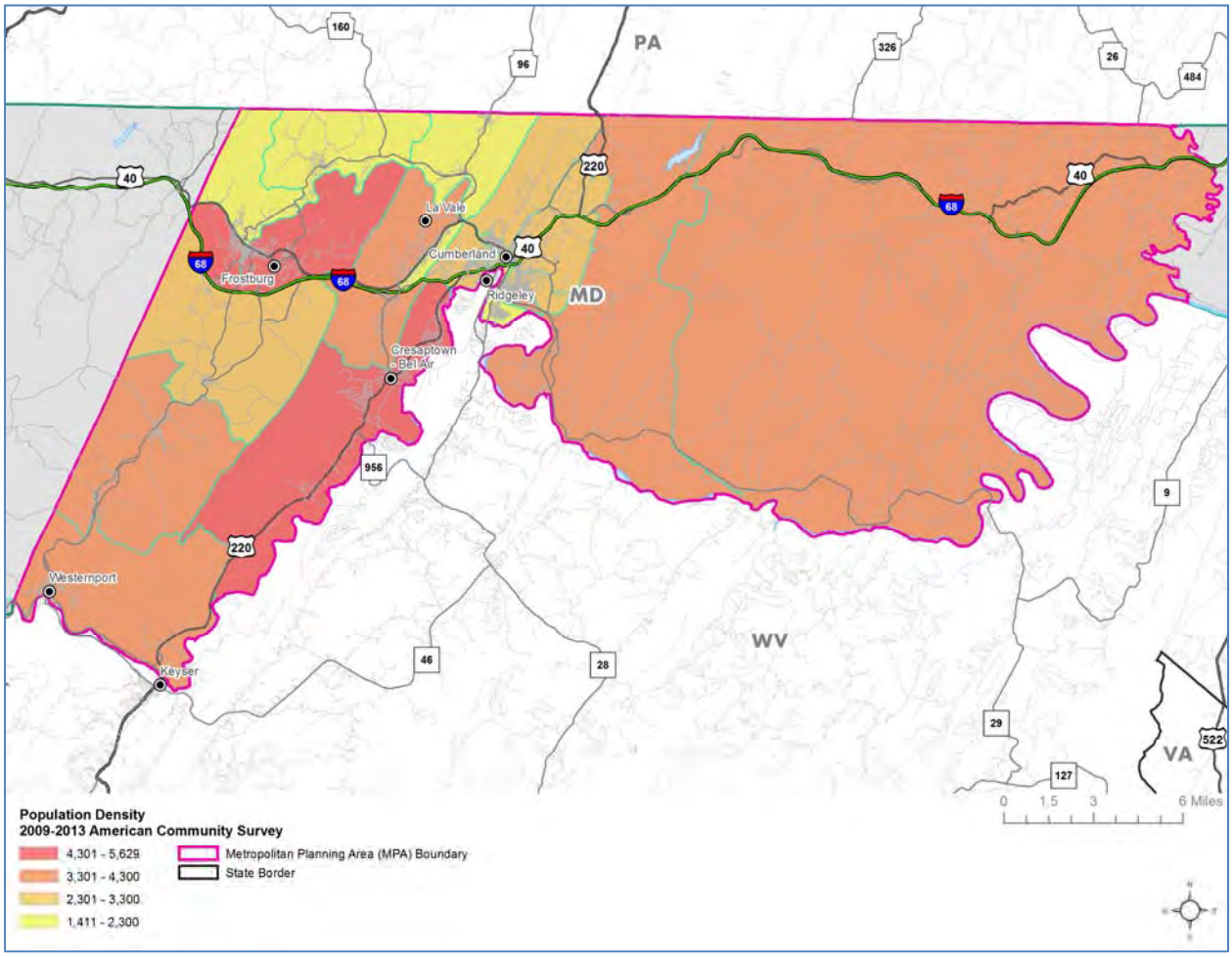
Most of the existing population centers are located in the I-68, US 40, MD 36, and US 220 corridors, surrounding the City of Cumberland and the nearby cities and towns of La Vale, Frostburg, and Westernport. The majority of nominal population growth is expected to occur in these areas. The rural areas of the MPO region are sparsely populated and are projected to show little to no growth in population in the Plan 2040 time period.

Figure 2.2: Population Distribution

Area	2010 Population	Area (mi^2)
Cumberland, MD-WV-PA - UZA	51,899	32.6
Keyser, WV-MD UC	7,040	3.8
Westernport, MD-WV UC	5,831	3.2
CAMPO Urbanized Area	64,770	39.6

Source: U.S. 2010 Census

Figure 2.3: Population Density in the CAMPO MPA



Allegany County

- **Cumberland** is the seat of Allegany County and the primary city in the MPO region. Cumberland is the regional business center and commercial center for western Maryland and the Potomac Highlands of West Virginia.
- **Frostburg** is located in the Georges Creek Valley and is located approximately eight miles west of Cumberland. The City of Frostburg has an approximate year-round population of 8,075. In addition, 5,400 students attend Frostburg State University, a public university within the University System of Maryland.
- **Cresaptown-Bel Air** is an unincorporated largely residential community located in the US 220 corridor southwest of Cumberland. Commercial uses front along US 220 and the North Branch and Western Correctional Institutions are located nearby.
- **La Vale** is located on US 40, Old National Pike, east of Cumberland between Haystack Mountain and Wills Mountain State Park. La Vale has a concentration of retail uses and the only indoor shopping mall, Country Club Mall, in the MPO region.
- **Westernport** is located in the southwest-most portion of Allegany County where Georges Creek meets the Potomac River.

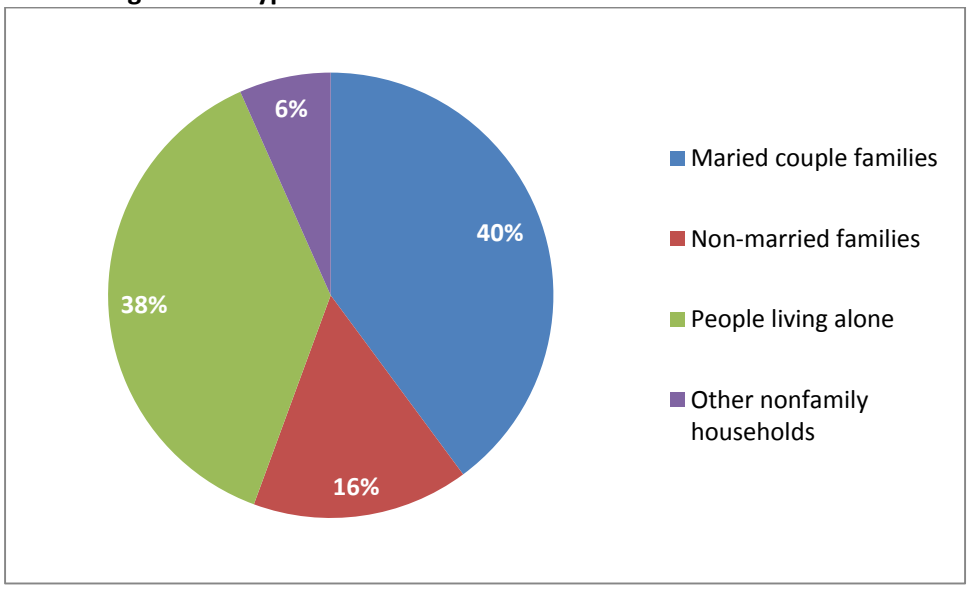
Mineral County

- **Keyser** is the seat of Mineral County and located on the south bank of the Potomac River. Keyser is centered on US 220 and has a dense, small-urban development pattern with residential land use as farther outside of town. Potomac State College of West Virginia University is located in Keyser.
- **Ridgeley** is located along the North Branch of the Potomac River, opposite Cumberland**.** Ridgeley has small town center with a mix of residential and retail uses.

Household Characteristics

In 2010, there were almost 25,000 households in the UA, averaging 2.6 people per household. Families make up 56 percent of the households in the UA, including 40 percent married-couple families and 16 percent non-married families. **Figure 2.4** shows household types in the UA.

Figure 2.4: Types of Households in the CAMPO Urbanized Area

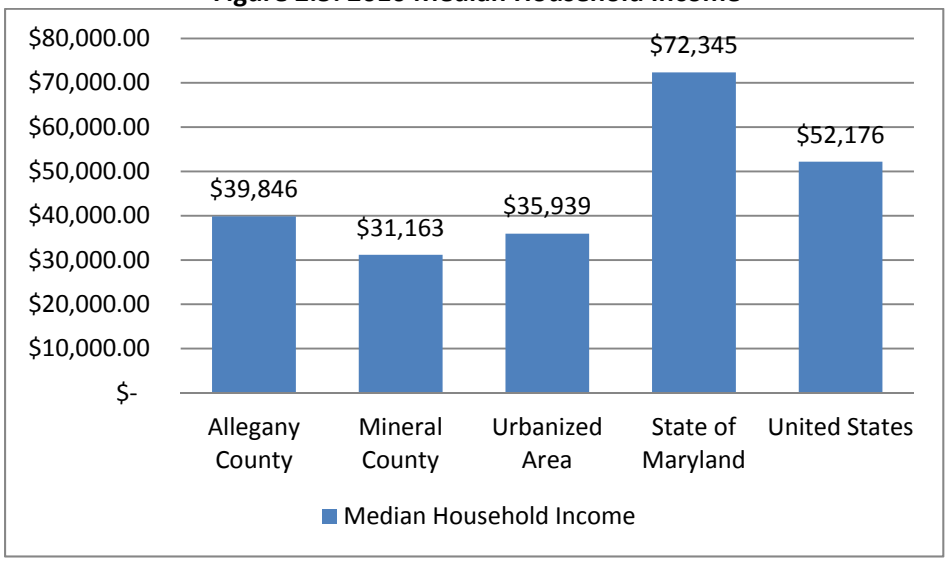


Source: 2010 Census: American Fact Finder

Household Income

In 2010, median household income in the UA was $35,939. As shown in **Figure 2.5**, the UA's median household income was below national, statewide, and local county levels. Allegany County's median household income of $39,846 was ten percent the UA's and Mineral County's median household income of $31,163 is 15 percent lower than in the UA's.

Figure 2.5: 2010 Median Household Income

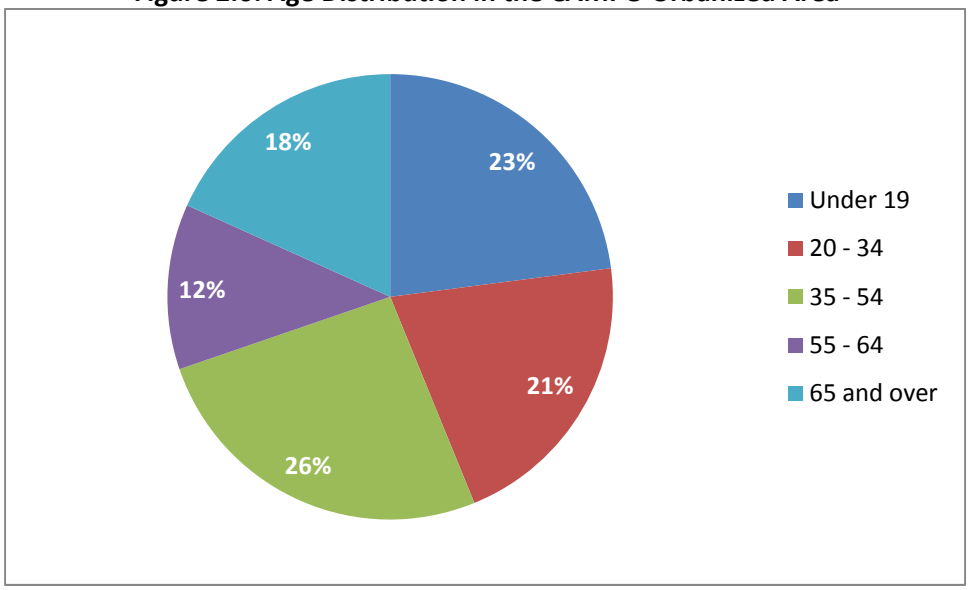


Source: 2010 Census: American Fact Finder

Age Distribution

In 2010, the median age in Maryland was 39.3 while the UA had a slightly higher median age of 41.7 years. As shown in **Figure 2.6**, 23 percent of the population was 19 and younger, 18 percent was 65 and older, while 21 percent was age 55 to 64. People age 20-34 and 35-54, represented 26 percent and 12 percent of the UA population, respectively.

Figure 2.6: Age Distribution in the CAMPO Urbanized Area



Source: U.S. 2010 Census

2.2 What Are the Land Use and Development Patterns?

Land use and transportation influence each other. The linkage between land use and transportation is a fundamental relationship in the study of transportation planning. A region's trip-making characteristics largely are 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 at its simplest, travel is undertaken by getting from a starting point to an end point. Important factors to consider when analyzing transportation needs include the number of trips and the origins, destinations, routes, and modes of transportation used to travel. All of the factors to be considered have a direct link to the land use and development pattern of the region.

Land Use/Land Cover

Within the CAMPO region, there are a variety of land uses. A region's pattern of land use and development can be represented graphically and statistically through land use/land cover data. Land use describes what type of activity is occurring on already-developed land, such as residential, commercial, retail, and industrial. Land cover describes physical characteristics, such as agriculture, streams, forests, and wetlands, of undeveloped lands, also called resource lands.

For baseline comparison purposes, Maryland's 7.9 million acres consists of 1.7 million acres (21.0 percent) of developed land and 6.3 million acres (79.0 percent) of resource land. The largest part of the developed land total is low density residential, which comprises about 7.2 percent of the total land use. The majority of the resource land consists of forests (30.5 percent), agricultural (24.1 percent), and water (21.3 percent), all of which make up about 75.9 percent of the total land use.

Because the MPA encompasses all of Allegany County and a very small portion of Mineral County, the land use/land cover data used in this analysis is reflective of Allegany County only. The MPA consists of around 521,400 acres with only 49,655 acres (9.52 percent) in developed land and 471,774 (90.48 percent) in resource or undeveloped land. The majority of developed land consists of low density residential (4.74 percent) and medium density residential (1.47 percent). The large majority of total

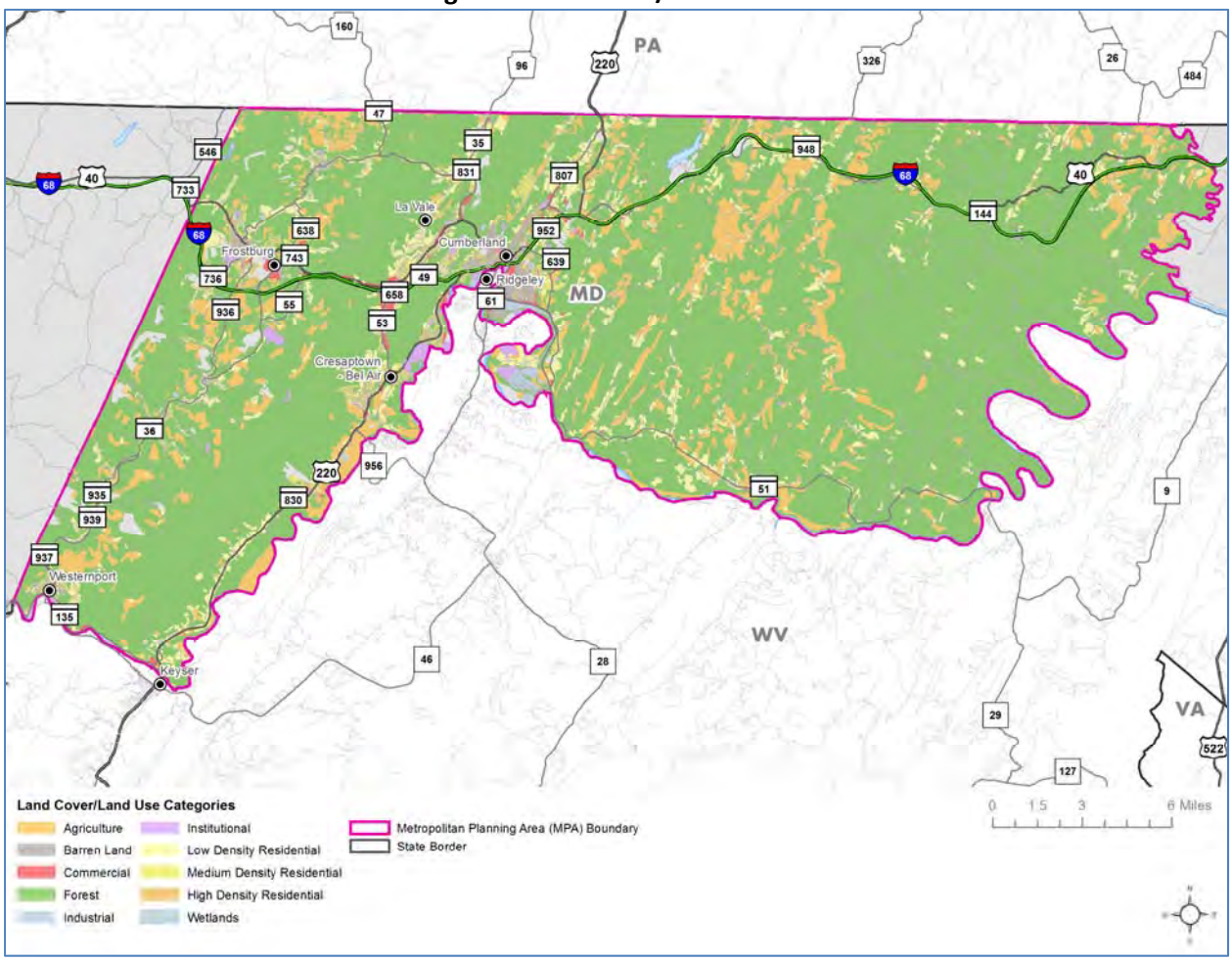
land use in the MPA consists of resource land, which comprises agriculture, barren land, forest, water, and wetlands. The largest part of resource land is forests, which comprise almost 78 percent of the total land use in the MPA.

Figure 2.7 provides the detailed acreages and percent totals of land use/land cover in the CAMPO MPA. **Figure 2.8** shows the map of land use/land cover within the MPA.

Figure 2.7 Land Use/Land Cover

Land Use/Cover Type	CAMPO MPA	
	Acres	% of Total
Low Density Residential	24,704.11	4.74%
Med. Density Residential	7,647.55	1.47%
High Density Residential	1,331.58	0.26%
Commercial	2,158.05	0.41%
Industrial	1,118.52	0.21%
Institutional	3,818.16	0.73%
Transportation	2,003.61	0.38%
Other Developed Lands	6,874.02	1.32%
Developed Land Subtotal	49,655.61	9.52%
Agriculture	59,806.99	11.47%
Barren Land	114.94	0.02%
Forest	406,479.55	77.95%
Water	5,261.30	1.01%
Wetlands	111.65	0.02%
Resource Land Subtotal	471,774.43	90.48%
TOTAL	**521,430.04**	**100%**

Figure 2.8 Land Use/Land Cover



Source: Maryland Department of Planning

Future Land Development Patterns

The **2013 Allegany County Comprehensive Plan** describes and regulates future land use and development patterns to occur in the CAMPO region. The designated growth areas (DGAs) developed for the 2013 Comprehensive Plan mirror the priority funding areas (PFAs) designated by the county. Directing future growth in and around existing urban development areas served by public infrastructure is one of the primary goals of the 2013 Comprehensive Plan. Future land use categories designate the land use that the County determined to be the most desirable for a particular area.

The 2013 Comprehensive Plan outlines which future land uses are suitable for the DGAs and what the capacity for particular land use types is available. Included in the analysis of what type of land uses Allegany County is recommending for growth areas is the consideration of public infrastructure, including sewer, water, and transportation facilities. Making the connection between land use decisions and transportation is one of the primary functions of CAMPO and Plan 2040. Ensuring that transportation planning and funding priorities put forth in Plan 2040 complement local long-range land use planning will improve the quality of life for all citizens of the MPO region.

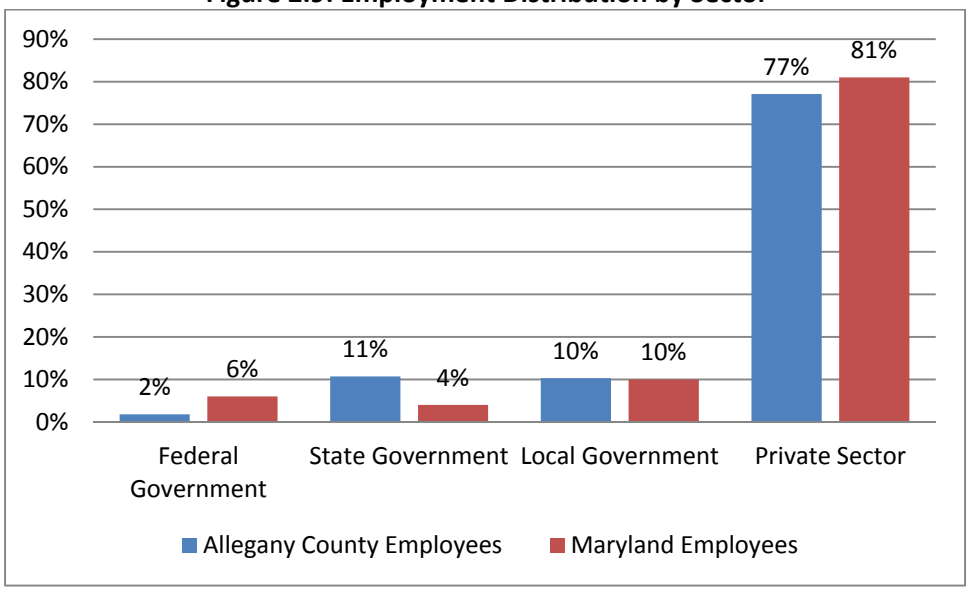
2.3 Where Do People Work?

The CAMPO region is situated equidistant from Baltimore, Washington, and Pittsburgh and at the crossroads of I-68 and three major freight rail lines. As a result, a variety of employment opportunities are available across a wide sector of employment types.

Major Employers

According to the Maryland Department of Commerce (DOC), there were almost 1,700 businesses in Allegany County employing over 29,000 workers in 2013. The largest businesses in the region are dominated by medical institutions, military/defense industry companies, higher educational institutions, correctional institutions, and manufacturing companies. Federal, state, and local government agencies account for 86 agencies with over 6,500 workers. **Figure 2.9** shows that the large majority of Allegany County population is in the private sector workforce (77 percent), followed by 2 percent in the federal, 11 percent in the State, and 10 percent in the local government workforce. A slightly larger percentage of overall Maryland employees work in the private sector (81 percent) and more Maryland workers are employed in federal government (6 percent). A comparable number of Marylanders work for local governments (10 percent) and less Marylanders work for state government (4 percent).

Figure 2.9: Employment Distribution by Sector



Source: Brief Economic Facts, Maryland Department of Commerce

The top employers, according to the Maryland DOC, with 300 or more workers in the region, are listed in **Figure 2.10.**

Figure 2.10: Top Employers

Employer	Product/Service	Employees
Western Maryland Health System	Medical services	2,290
ATK Tactical Systems	Defense Manufacturer	1,472
Frostburg State University	Higher education	939
CSX Transportation	Railroad	900
Hunter Douglas Northeast	Window blinds	860
NewPage	Pulp and paper products	847
ACS	Telecommunications	564
North Branch Correctional Institution	Prison	557
Allegany College of Maryland	Higher education	554
Western Correctional Institution	Prison	552
Rocky Gap Casino Resort	Resort, casino, golf and conference center	500
American Woodmark	Cabinets	450
The Active Network	Telecommunications	440
Walmart	Consumer goods	440
Giant Food Stores / Martin's Food Markets	Groceries	318
McDonald's	Restaurants	300

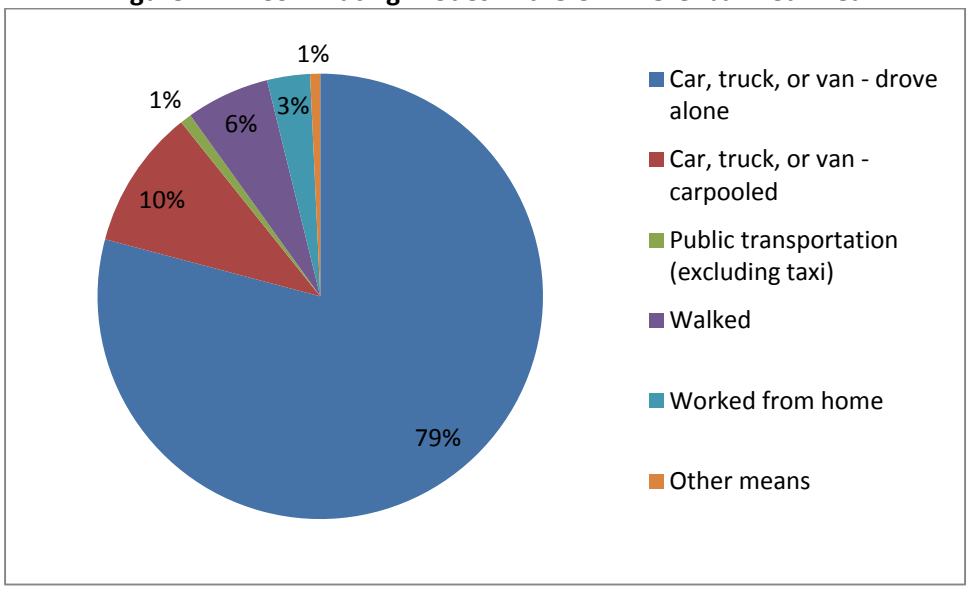
Source: Brief Economic Facts, Maryland Department of Commerce

Commute

Travel to and from jobs is the largest generator of travel volume. The mode, routes, origins, and destinations of trips are important factors in understanding demand on the transportation system. Planners and engineers conduct detailed studies of roadways, transit, pedestrians, and bikeways to identify 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 modes of the region's commuters. Only one percent of the region's commuters use public transportation to commute to and from jobs. This compares to eight percent public transportation use by all Maryland commuters. Six percent of the region's commuters walk to work, which is higher than the statewide percentage of Maryland commuters who walk, while ten percent use carpools.

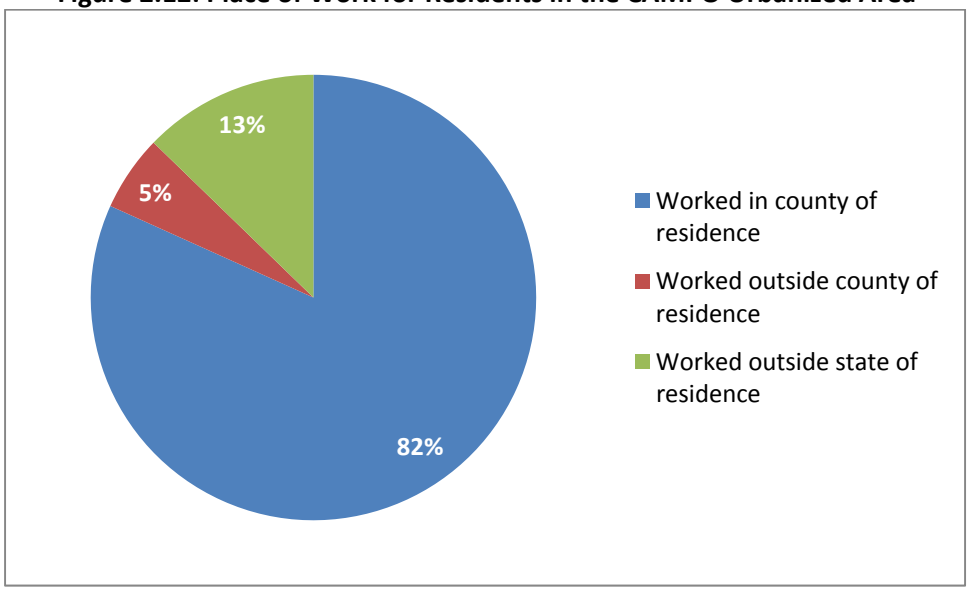
Figure 2.11: Commuting Modes in the CAMPO Urbanized Area



Source: U.S. 2010 Census

The places that residents work both inside and outside of the CAMPO region provide the general trip patterns expected in the region. As shown in **Figure 2.12**, 82 percent of residents in the UA worked in their county of residence, 5 percent worked outside of their county of residence, and 13 percent worked outside of Maryland, primarily in West Virginia.

Figure 2.12: Place of Work for Residents in the CAMPO Urbanized Area



Source: U.S. 2010 Census

The average commute time for the residents in Allegany County is 21 minutes. This is the shortest commute time in the state with the statewide average at 32 minutes. The average commute time for the residents in the Mineral County is 25 minutes.

2.4 How Will Plan 2040 Ensure That Transportation Decision-Making is Fair?

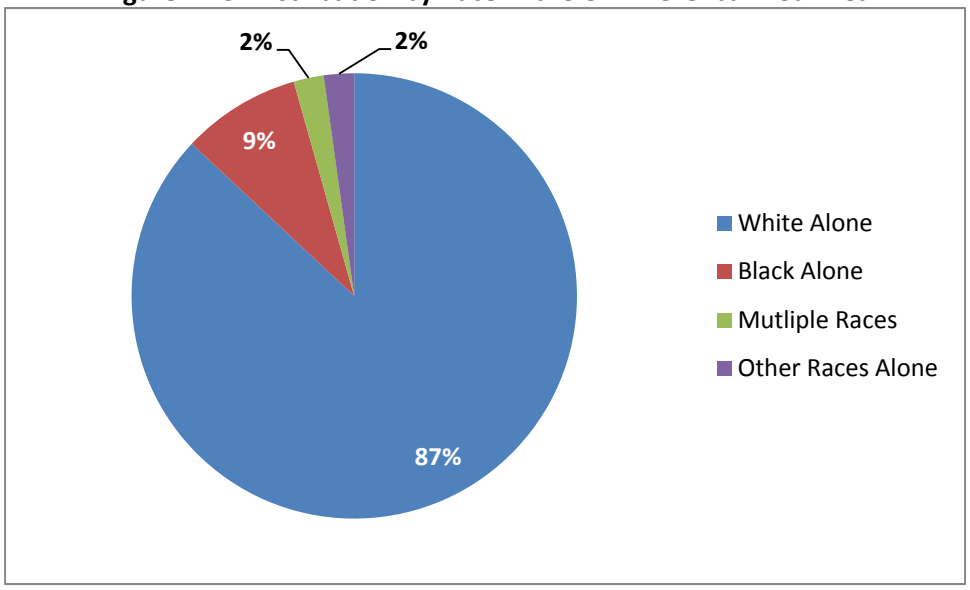
Providing transportation opportunities to all populations regardless of race or income is required by the federal government during the preparation of an LRTP. This means that all federal agencies and recipients of federal aid must assure nondiscrimination in their programs and activities, in accordance 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 effects to these populations.

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

Minority Population

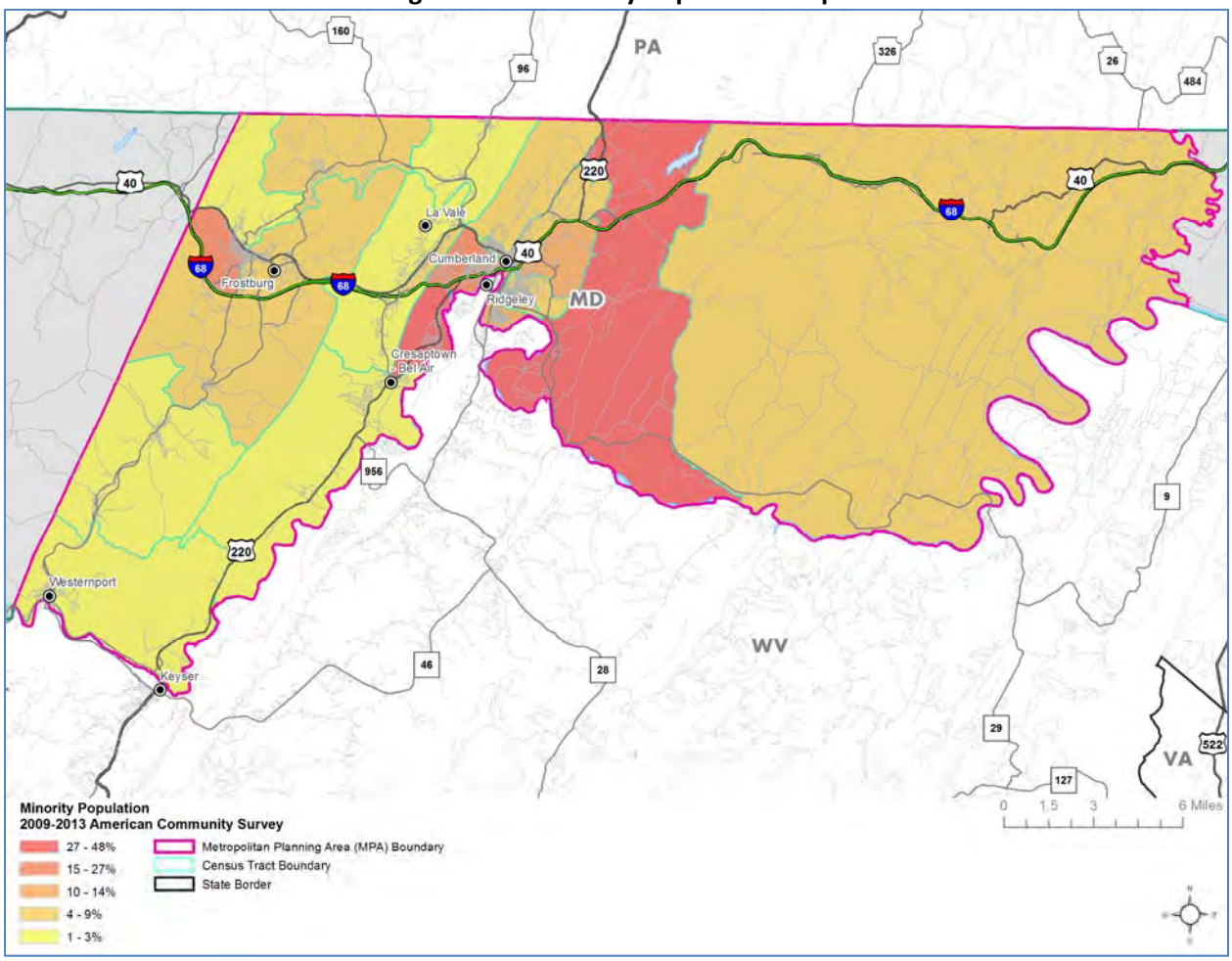
The Civil Rights Act of 1964's Title VI requirements define "minority" to include black or African American, Hispanic (regardless of race), Asian, and American Indian or Alaskan Native populations. The racial composition of the UA, based on the 2013 American Community Survey, is just over 56,000 white alone (87 percent), 5,500 black or African American alone (9 percent), and 1400 (2 percent) other races alone (Asian, American Indian, Alaskan Native, and Hispanic) and 1,400 (2 percent) of multiple races, as shown in **Figure 2.13**. Additionally, the Hispanic population, regardless of race, is composed of 600 people (1 percent). **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 CAMPO Urbanized Area



Source: 2010 Census: American Fact Finder

Figure 2.14: Minority Population Map



Source: 2009-2013 American Community Survey

Low-Income Population

In 2010, 9.8 percent of Maryland's population lived below the poverty level. This compares with 18.3 percent of the CAMPO UA population who reported 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

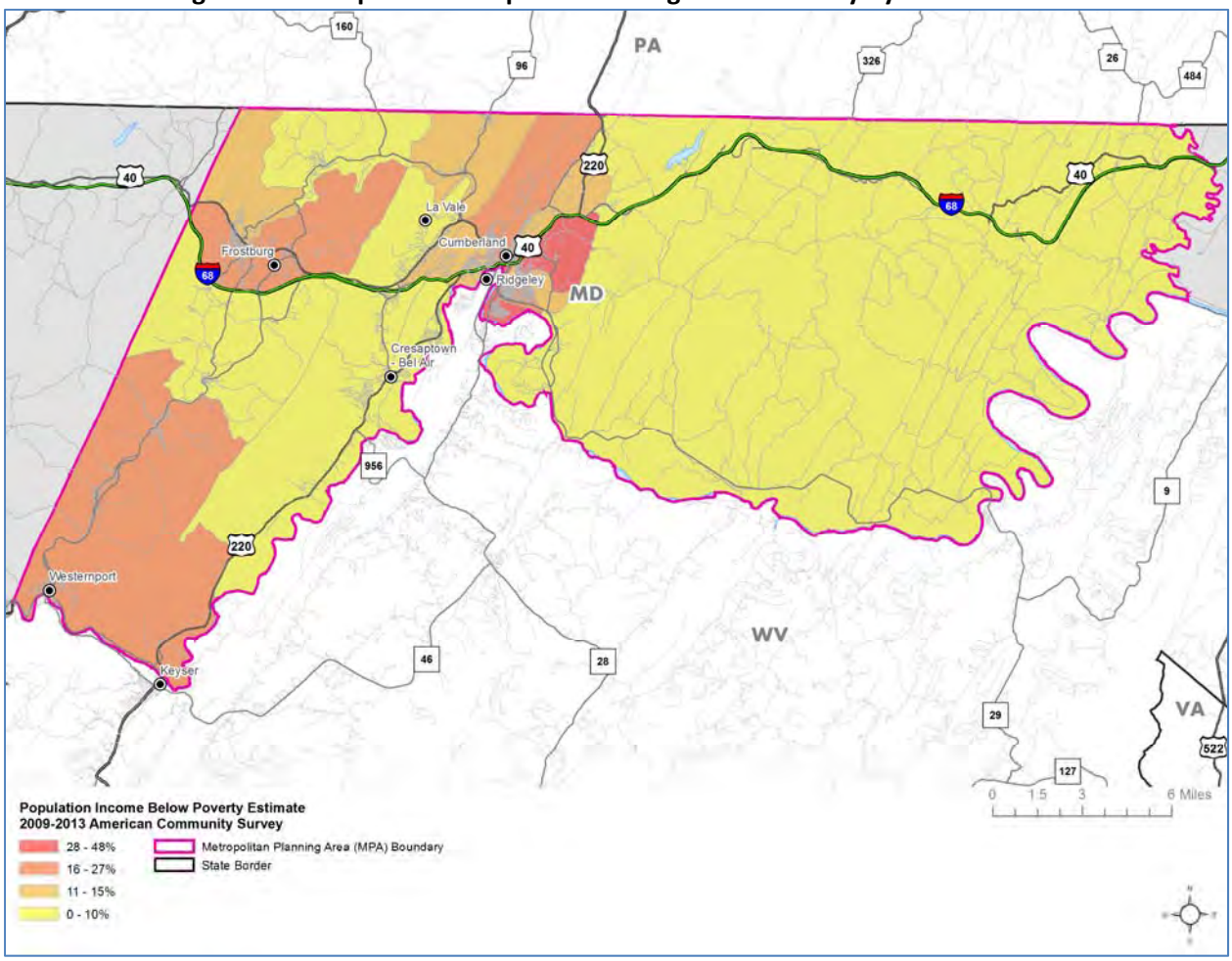
Area	Percent Below the Poverty Level
Maryland	9.8%
CAMPO Urbanized Area	18.3%
Allegany County	17.4%
Mineral County	15.8%

Household income is a determining factor of the transportation modes 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 cycling to travel.

In 2010, 13.5 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, and schools are located farther away.

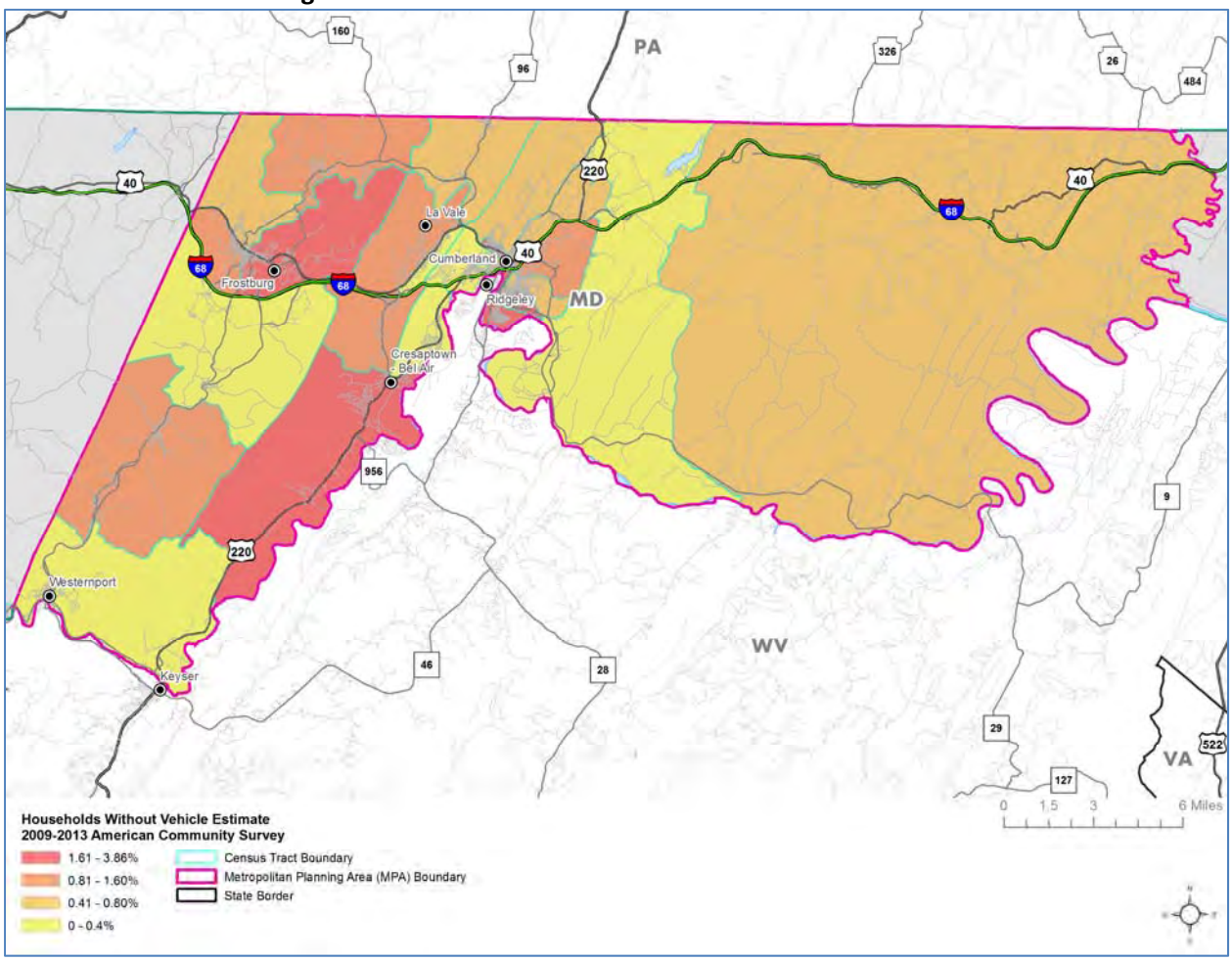
Figure 2.16 shows the percent of residents below the poverty level in each census block in the region followed by **Figure 2.17** that shows households without access to automobiles.

Figure 2.16: Map of 2010 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 Plan 2040 Address the Natural Environment?

Within MAP-21, eight planning factors guide the preparation of LRTPs. 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 addresses adequately the need and whether the solution is consistent with state and local plans programs and policies.

The effects 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 local jurisdictions as well as CAMPO to assure that they support environmental laws, regulations, and standards.

Plan 2040 cannot result in degradation in the region's air quality based on the **1990 Clean Air Act Amendments (CAAA)**. To ensure that air quality standards are met and maintained, the Environmental Protection Agency (EPA) has outlined regulations that require MPOs and state departments of transportation to provide state air quality agencies, local air quality agencies, and transportation agencies the opportunity to consult on the development of the state implementation plan (SIP), the transportation improvement program (TIP), and associated conformity determinations. The EPA has developed three categories regarding the air quality status: Non-Attainment, Maintenance, and Early Action Compact.

What is CAAA?
The 1990 Clean Air Act Amendments (CAAA) revised the 1970 Clean Air Act, the national air pollution control program. A requirement of the CAAA is that federal funding and approval are only given to transportation plans, programs, and projects that are consistent with the air quality goals established by a state implementation plan (SIP).

Federal regulations require that air quality be considered during the preparation of the LRTP. Allegany County presently complies with federal and state standards for criteria air pollutants. In turn, CAMPO meets air quality conformity criteria as identified in the CAAA)

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 the environmental effects of projects. For large transportation projects, NEPA studies can take many years to conduct and involve public outreach. This means that stakeholders in the CAMPO area will have an opportunity to learn about potential effects and strategies to avoid, minimize, and mitigate effects 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 effects that cannot be avoided, and mitigate effects that do occur.

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.

What factors are involved with LRTP projects and environmental effects?

When planning for projects in a metropolitan area, there are many factors that come into play, including congestion relief, safety concerns, and growth patterns. Under MAP-21 legislation, performance based planning and the utilization of performance measures may be required for all MPOs in the development of an LRTP. One area where performance measures can be considered is the proposed projects' effect on natural and human environments. Individual projects or the complete program of projects can be evaluated on potential effects on wildlife habitat, air quality, water quality, and historic or archeological resources.

Laying out maps of critical ecological areas, coordinating with resource agencies early in the planning process, and understanding federal and state regulations will foster a balance between infrastructure and conservation. Every capital transportation project utilizing federal funds must go through the NEPA process to determine if it requires a categorical exclusion (excluded from the NEPA process), environmental assessment (enough evidence to warrant an analysis), or environmental impact statement (a definite need to understand the environmental effects of the project). All capital projects in Plan 2040 are in this process or will need to go through it so that environmental effects are identified and mitigated; however, not all projects will have negative environmental effects. Moreover, in certain circumstances, there will be future transportation-related projects that improve the environment. A further discussion of performance measures and how they can help future projects move forward is included in **Chapter 5** of this document.

Chapter 3

The Transportation System

Chapter 3: The Transportation System

This chapter of the plan presents information on the various components of the region's transportation system.

3.1 What Does Roadway Network Look Like?

I-68 - Entering Allegany County

Allegany County's roadway system has a total of 938 miles. It is located in Maryland State Highway Administration's (SHA) District 6. Several of the most important roadway corridors in the region were established in the early 19th Century and heavily influenced Allegany County settlement patterns. The former Cumberland National Road is now known as I-68. This east-west highway corridor continues to have a strong influence on travel patterns in the region. As a principal arterial, I-68 serves interstate travel, intrastate travel, and as a major truck route.

Another important highway, the US 220, north of I-68 connects I-68 to the Pennsylvania state line. In addition to interstate connections, this principal arterial corridor provides intrastate connections and a route for trucks. On the South side of I-68 US 220 is classified as a major arterial serving interstate travel, to Mineral County, West Virginia.

There are a number of major arterials in Allegany County that support interstate, intrastate and truck travel. Allegany County also has a range of secondary routes to connect residential, commercial and industrial areas with the arterial system. There are also coal haul roads to connect coal mines with the rest of the roadway system.

The overall objectives of the region's system range from long distance passenger and truck freight movements to neighborhood-level movements. A functional classification of roadways defines the role each element of the roadway network plays in serving travel needs. The intended function of a roadway provides a planning basis for determining appropriate system management techniques to be applied.

The following excerpt from the FHWA discusses the increasing important role that roadway classification plays in federal transportation programs.

Over the years, functional classification has come to assume additional significance beyond its purpose as a framework for identifying the particular role of a roadway in moving vehicles through a network of highways. Functional classification carries with it expectations about roadway design, including its speed, capacity and relationship to existing and future land use development. Federal legislation continues to use functional classification in determining eligibility for funding under the Federal-aid program. Transportation agencies describe roadway system performance, benchmarks and targets by functional classification. As agencies continue to move towards a more performance-based management approach, functional classification will be an increasingly important consideration in setting expectations and measuring outcomes for preservation, mobility and safety.

Source: FHWA, Highway Functional Classification Concepts, Criteria and Procedures

What Comprises the Region's Roadway System?

The region's roadways are organized into a functional classification system according to the purposes they serve. **Figure 3.1** explains the relationship between the different classifications and the travel characteristics of the roadway.

Figure 3.1: Relationship between Functional Classification and Travel Characteristics

Functional Classification	Length of Route	Speed Limit	Access Points	Number of Travel Lanes
Arterial	Longest	Highest	Few	More
Collector	Medium	Medium	Medium	Medium
Local	Shortest	Lowest	Many	Fewer

Source: FHWA Statewide Planning Processes

Figure 3.2 provides SHA's breakdown of the Allegany County roadway system mileage by federal functional classification.

Figure 3.2: Allegany County Highway Mileage by Federal Functional Classification (2015)

	Rural							Urban							
Functional Classification	Interstate	Other Principal Arterial	Minor Arterial	Major Collector	Minor Collector	Local	Total	Interstate	Other Freeway	Other Principal Arterial	Minor Arterial	Collector	Local	Total	Grand Total
Mileage	26	7	15	31	76	328	484	14	0	46	47	51	292	453	938

Source: MD SHA Office of Planning and Preliminary Engineering Data Services

Mineral County has 407 miles of highway classified by the West Virginia Division of Highways.(WVDOH) **Figure 3.3** provides the WVDOH's breakdown of the Mineral County roadway system mileage by federal functional classification.

Figure 3.3: Mineral County Highway Mileage by Federal Functional Classification (2015)

	Rural							Urban								
Functional Classification	Interstate	Other Principal Arterial	Minor Arterial	Major Collector	Minor Collector	Local	Total	Interstate	Other Freeway	Other Principal Arterial	Minor Arterial	Collector	Local	Total	Grand Total
Mileage	0	7	30	89	28	212	366	0	0	4	12	13	10	39	407

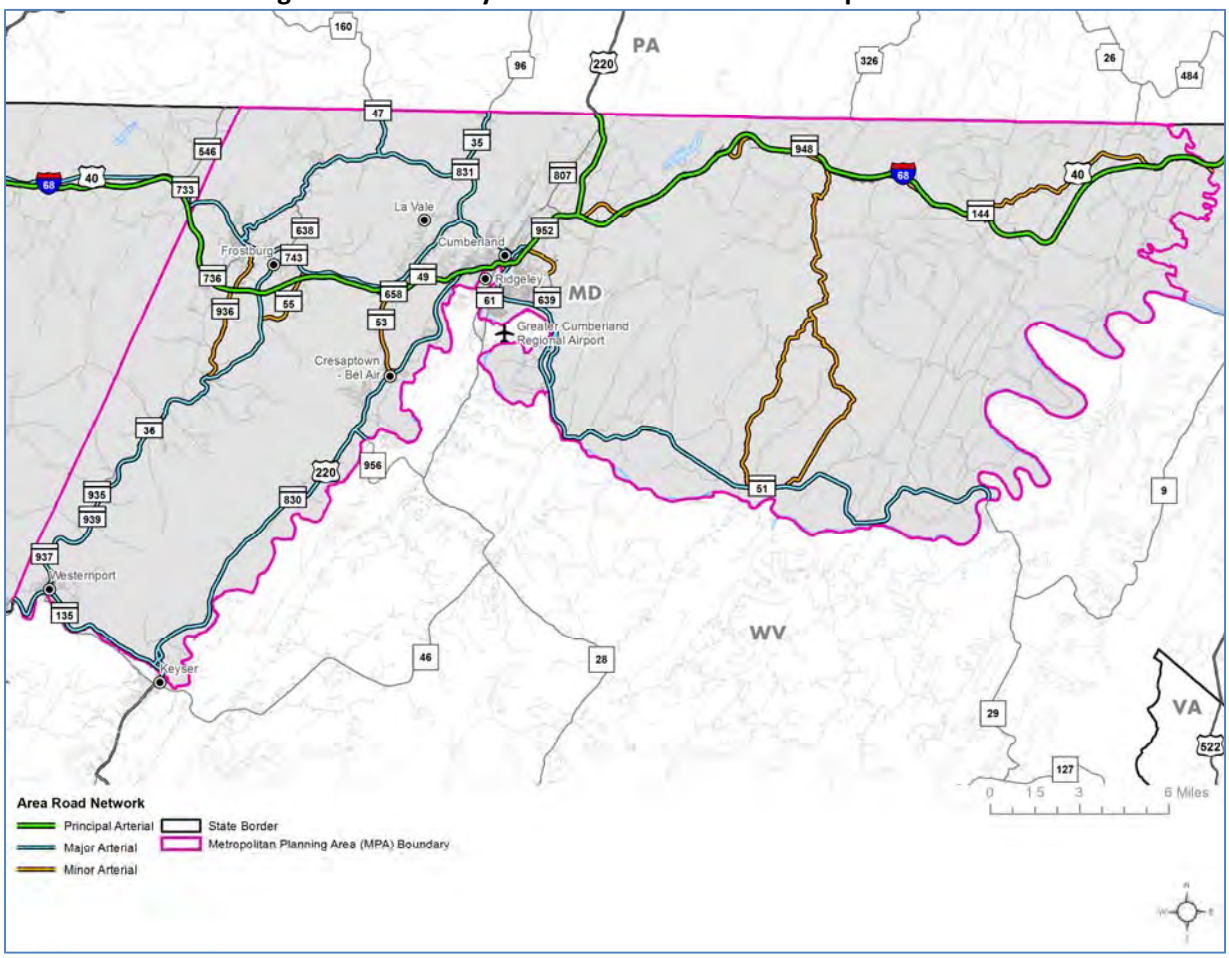
Source: WVDOH

The Code of Allegany County establishes a County highway classification system based on the federal functional classification system. It defines two categories for road classification: Primary arterial routes and Secondary routes. Figure 3.4 lists the primary arterial routes (major and minor) identified in the County classification system. These routes are mapped in Figure **3.5.**

Figure 3.4: Allegany County Highway Classification System - Arterial Routes

Classification	Function	Route Name/Number
Principal Arterials	Serve intrastate and interstate travel and as major truck routes	(National Highway)I-68 US 220(North)
Major Arterials	Serve interstate, intrastate and intracounty travel and as truck routes	I-68 to WV Line US 40 Alternate MD Route 47 MD Route 35 MD Route 135 MD Route 956 MD Route 51
Minor Arterials	Serve intracounty travel, connecting principal and major arterials, particularly in urbanized areas	MD Route 936 MD Route 55 Midlothian Road MD Route 53 MD Route 658 MD Route 636 MD Route 144 US 40 Scenic MD Route 639 Town Creek-Bear Hill Roads

Figure 3.5: Primary Arterial Routes in the Metropolitan Area



Allegany County's secondary routes category includes roads that perform purely a local function for access to individual properties. This category includes the following classifications:

- Connector Streets
- Collector Streets
- Coal-Haul Roads
- Industrial Park Access Roads
- Other Non-Urban Routes
- Hard Surfaced Streets
- Internal Streets

Travel on the Roadway System

According to SHA, there were 787 million miles of travel on Allegany County's roadway system in 2014. According to WVDOH there were 181 million miles of travel on Mineral County roadways in 2012. **Figure 3.6** compares the travel miles on urban and rural roadways for Allegany County with travel overall in Maryland and with Mineral County. Four percent of the travel miles in Allegany County occurred on roadways classified as local, and ten percent of the travel miles in Mineral Count were on local roadways. This compares with five percent of the travel occurring on local roads overall in the State of Maryland.

Figure 3.6: Percentage of Vehicle Miles Traveled by Functional Classification 2014

	Urban	Rural
Allegany County (2014)	63%	37%
Mineral County (2012)	29%	71%
State of Maryland (2014)	82%	18%

What Improvements Have Been Made to the Roadway System?

Following are some of the roadway improvement projects on which progress has been made:

- US 220/MD 53 Study is underway including detailed engineering to determine the number of alternatives to be considered for this corridor project from I-68 to Corridor H in West Virginia
- Braddock Road/MD 736- Access and Safety Improvements - design for the project is almost complete
- Complete Street Project for Greene Street (Cumberland)-planning for the project is nearing completion
- Park Avenue and Braddock Road intersection Traffic Study/Concept Plan -

The Transportation Improvement Program (TIP) lists the projects within the CAMPO region for which funding is identified. **Figure 3.7** lists the roadway and bridge system projects included in the 2011-2013 TIP.

Figure 3.7: TIP Roadway and Bridge Projects – 2011-2013

Highway /Bridge	Description	Project/ Funding (in thousands)
US 220/MD 53 Study	Study to improve upgrade and/or relocate US 220 and provide economic development along 15 mile corridor	
I-68 (from MD 36 - MD 936)	Aesthetic Improvements, drainage and bicycle improvements	$900
Geometric Improvements, Traffic Engineering, Traffic Management System and Traffic Counts	Local safety and spot improvements, Sidewalk and ADA Compliance	$7,500
MD 36 (Water Street - Jealous Row) MD 51 (Va. Avenue - Penn Avenue)	Road resurfacing and rehabilitation of auxiliary features on state highways	$9,000
Bridge Replacement and Rehabilitation	Bridge concrete repairs; structural repairs (I-68 over Wills Creek, MD 51 over CSX)	$6,000
Urban Street Reconstruction/Rehabilitation	Roadway Rehabilitation and Streetscaping (US 40 Alternate from Fifteen Mile Creek to West Shipley)	$3,000

Traffic Control Management /Monitoring		$6,000
Virginia Avenue Corridor Improvement Project (Oldtown Road - North Industrial Boulevard)	Mill and overlay, sidewalk replacement, alley reconstruct	$1,500,000
Rolling Mill Access Roads	Reconstruction of Maryland Avenue Jefferson - Short Street	$520,917
Braddock Road Intersection and Access Improvements Phase II	Roadway improvements along north side of MD 736	$500
Bridges	Realignment /Replacement Orleans Road South Bridge (No. A-116) Realignment of Orleans Road and Appel Road	$6,939
Henderson Avenue Bridge	Truss bearing replacement	$300,000
Baltimore Street Bridge over Wills Creek	Rehabilitation	$2,000,000

What Improvements are Still Needed to the Roadway System and How Does Plan 2040 Address Them?

Roadway needs are identified in several different ways. The Allegany County Comprehensive Plan established goals for transportation as shown in **Figure 3.8**. The county also works in coordination with municipalities in transmitting local priorities to MDOT in an Annual Priority letter. Also, in accordance with state law, the MD SHA prepares the Highway Needs Inventory (HNI). This is a long-term, financially unconstrained technical reference and planning document listing highway improvements that may be needed to serve existing and projected population and economic activity. The HNI can be considered a compilation of projected major highway deficiencies.

Figure 3.8: Allegany County Comprehensive Plan Goals for Transportation

Goal 1	Encourage transportation infrastructure that enhances economic development.
Goal 2	Support the development of trails and provide safe, convenient and efficient bicycle and pedestrian travel through the county.
Goal 3	Provide an accessible integrated and well maintained multi-modal transportation network that provides for movement of people and goods in a safe and efficient manner.
Goal 4	Coordinate land use and transportation plans in decision making to ensure that transportation facilities are compatible with planned development.
Goal 5	Correct safety problems and provide for street and roadway continuity.

Goal 6	Recognize and promote the economic benefit of transit oriented development.
Goal 7	Increase walkability on roadways in Allegany County.
Goal 8	Improve flow of local traffic patterns.
Goal 9	Improve transportation networks specifically at gateways leading into communities.

The roadway projects requested in Allegany County's 2015 Annual Priority letter to MDOT are listed in **Figure 3.9**.

Figure 3.9: Allegany County 2015 Roadway Priorities

Project/Location	Description
Preliminary Engineering US 220 National Highway System - Allegany County	This is part of a joint study from I-68 to Corridor H in West Virginia. The project would ease the conflicts between local and through traffic, improve safety, and promote economic vitality in Allegany County.
Braddock Road/MD 736 Access and Safety Improvements Project Phase II	This project will result in widening, drainage adjustments and the installation of acceleration and deceleration lanes along Braddock Road from Exit 33 of I-68 to the entrance of ABC at Frostburg State University. Bicycle lanes will be included on both sides of the intersection.
Complete Street Project - Greene Street Cumberland	Implementation of the Complete Street Plan is intended to provide a safer, more attractive and economically viable street from Baltimore Street (Exit 42).
MD 936 Grant Street - Frostburg	This project would improve storm water collection and provide safety improvements along Grant Street. ADA-compliant sidewalks and crosswalks would be included.
MD 135 from WV 46 to Westernport	This project would improve safety, roadway geometry, drainage, lighting and signage.
Baltimore Street Bridge over Wills Creek - Cumberland	Total deck replacement is needed
MD 36 Corridor Management Project - Frostburg, Midland, Lonaconing, Barton and Westernport	As part of a revitalization effort this project would incorporate functional and aesthetic improvements to the gateway to each town, as well as sign upgrades, safety enhancements, environmental improvements and land preservation.
Maryland Avenue Improvements- between Short and Lamont Street -	Improvements to the link between Rolling Mill and Virginia Avenue would include street widening, resurfacing, a retaining wall, sidewalk improvements and streetscaping.
MD 135 (Pratt Street) - Luke	Pavement Improvements, repair for public safety

Park Avenue and Braddock Road Intersection and Approach - Frostburg	Design and construction of intersection improvements
Mechanic Street Access Road Improvements - Cumberland	Mechanic Street north of Bedford Street and Bedford Street from Mechanic to Centre Street; structural and streetscape improvements
Mount Savage Road (MD 36)-	Streetscape improvements from New School Road to Iron Rail Street; intent to include pedestrian and lighting improvements

Figure 3.10 lists the primary and secondary roadway projects included in the 2015 HNI for Allegany County.

Figure 3.10: Allegany County Projects listed in the HNI 2015 update

Primary Project /Location	Improvement Type
I-68 - MD 53 to US 220	Freeway reconstruct
MD 53 - I-68 to US 220	Divided highway reconstruct with access control
US 220 - WV state line to MD 53	Divided highway reconstruct with access control
Secondary Project/Location	**Improvement Type**
MD 35 - MD 36 to Pennsylvania State line	2- lane reconstruct
MD 36 - South of Seldom Seen Road to Buskirk Hollow Road	2- lane reconstruct
MD 36 - IS 68 to US 40 AL	Multi-lane urban reconstruct
MD 36 - US 40 AL to South of MD 638	2- lane reconstruct
MD 36 - South of MD 638 to South of MD 47	2- lane reconstruct
MD 47 - MD 36 to Pennsylvania State line	2- lane reconstruct
MD 639 - IS 68 to Williams Road	Urban divided highway reconstruct
MD 807 - Cumberland North limit to US 220	2- lane reconstruct
US 40 AL - MD 55 to West of MD 658	Multi-lane urban reconstruct
US 40 AL - Braddock Street to Cumberland West limit	Multi-lane urban reconstruct

How are Roadway Projects Funded?

USDOT requires that regional transportation plans be fiscally constrained. This means that there must be funding anticipated for projects and programs included in the plan. MAP 21 (and the FAST Act of 2015)

apportions federal funds to states under various federal transportation programs. MDOT then prepares a specific forecast of the amount of funds anticipated to be available to each region in the state for roadway operations, roadway system preservation and roadway system expansion.

As part of this planning process, CAMPO consulted with MDOT to identify the Maryland apportioned funds reasonably expected to be available to the Cumberland metropolitan region over the planning period (2015-2040). As part of the annual consultation process, MDOT meets with county officials to discuss which projects will be funded in the annual Consolidated Transportation Program (CTP).

3.2 What Role Does Bicycle and Pedestrian Infrastructure Play in the Region?

Walking, hiking and bicycling activities are pursued by local residents and visitors, adults and children. From a transportation planning perspective, walking and bicycling can be referred to as non-motorized transportation, or alternative modes of transportation. As leisure pursuits, hiking and bicycling provide opportunities for people to exercise and enjoy the outdoors. This section explains what bicycle and pedestrian facilities are comprised of and discuss recently undertaken and planned regional projects and initiatives.

What Makes up the Region's Bicycle and Pedestrian System?

In Allegany County as elsewhere, there are several types of bicycle and pedestrian facilities to meet different needs. The Allegany County Bicycle and Pedestrian Master Plan explains the important health, economic and transportation benefits of trails and greenways and describes the following types of bicycling facilities:

Bike Lane near Flintstone, MD

Bike Lanes - an on-street right-of-way assigned to bicyclists; designated by a lane stripe, pavement markings, and signage. Striped bicycle lanes are intended to promote an orderly flow of traffic by establishing specific areas reserved for bicyclists. Typically, the solid stripe of the bicycle lane is either dropped or dashed prior to and through intersections, to allow for both cyclists and motorist turning movements.

Protected Bike Lane - a bike lane that is separated from motorized vehicle traffic by a row of parked cars, a curb, or some other physical separation.

Multi-use Path - paths that are physically separated from motorized vehicle traffic by an open space or barrier. They can be located within the road right-of way, within an independent right-of-way, or accommodated in another way such as within parkland. They accommodate a range of users including pedestrians, skaters, and bicyclists.

Shared Roadway - Shared roadways can be described in three ways: shared lane, wide curb lane, and paved shoulder. This is any roadway upon which a bicycle lane is not designated, that may be legally used by bicyclists.

The plan also notes that sidewalks can be used by cyclists when the road right-of-way is restricted or has heavy traffic. In the Allegany County's urban areas sidewalks are typically provided along the streets creating a pedestrian system. However, in much of rural Allegany County pedestrian facilities consist mainly of recreational trails for biking and walking. These off-road facilities accommodate both pedestrians and cyclists.

The majority of sidewalks along Maryland state roadways are located in urban areas or commercial areas along rural roads. For Allegany County, in 2012, 75 percent of the sidewalks existed in urban areas. **Figure 3.11** compares Allegany County and statewide data from MDOT's 2012 Statewide Bicycle and Pedestrian Plan. The table indicates there were 821 miles of sidewalk along state roadways throughout Maryland, of which 15.3 miles were in Allegany County. Only 12 percent of the sidewalks statewide were along non-urban roadways and in Allegany County 3.8 percent of all sidewalks were along state roadways. The data also indicates that in 2012, 61 percent of the sidewalks in Allegany County were ADA compliant.

Figure 3.11: Sidewalk Availability and ADA Compliance along State Roadways, 2012

	Allegany County	Maryland
Total Sidewalk Length Along State Road (mi.)	15.3	821.6
ADA-Compliant Sidewalk Length (mi.)	9.4	519.6
Percent of Sidewalks ADA compliant (%)	61.2	63.2
Non-Urban Sidewalk (mi.)	3.8	101.8
Urban Sidewalk (mi.)	11.5	719.8
Percent of Urban State Roads with Sidewalk (%)	7.5	21.1

Source: MD Twenty Year Bicycle and Pedestrian Master Plan January 2014

Existing Trails - There are two trails serving both bicyclists and pedestrians comprising the Allegany County network, the Great Allegheny Passage (GAP) and the Chesapeake and Ohio Canal Towpath (C&O). These crushed limestone trails connect in Cumberland and together link users with Washington D.C. and Pittsburgh. The GAP trail is 20 miles long in Allegany County and the C&O Trail is 50 miles long. There are numerous trails within Rocky Gap and Green Ridge State Parks. The existing trails in Allegany County and Mineral County are listed in **Figure 3.12**.

Figure 3.12: Existing Trails in Allegany County and Mineral Counties

Allegany County		
Trail Name	Length (mi.)	Trail System
Great Allegheny Passage	20.4	Allegheny Highlands Trail
C&O Canal Path	50.0	Chesapeake & Ohio Canal
Canyon Overlook Nature Trail	0.3	Rocky Gap State Park
Lakeside Loop Trail	4.7	Rocky Gap State Park

Evitts Mountain Homesite Trail	3.2	Rocky Gap State Park
Touch of Nature Trail	0.4	Rocky Gap State Park
Log Roll Trail	5.3	Green Ridge State Park
Pine Lick Hiking Trail	6.1	Green Ridge State Park
Green Ridge Mountain Bike Trail	11.5	Green Ridge State Park
Four Mile Loop	4.1	Green Ridge State Park
Washington Historic Road	0.9	Green Ridge State Park
Green Ridge Headquarters Overlook	0.1	Green Ridge State Park
Tunnel Hill Trail	1.5	Green Ridge State Park
Pine Lick Hiking Trail	1.0	Green Ridge State Park
Deep Run/Big Run Trail	7.1	Green Ridge State Park
Long Pond Re-design	1.7	Green Ridge State Park
Paris Glendening Park Trail	0.7	City of Frostburg
LaVale Loop Trail		LaVale (Connects Recreation Center)
Luke at Mullen Avenue to Walnut Street		Westernport
Mineral County		
Trail Name	Length in miles	Trail System
Larenim Park	5.0	County Parks & Recreation System
Barnum Whitewater Area	4.0	Mineral County
Jennings Randolph Lake Interpretive Trail	0.8	
Carpendale Trail	0.8	Near Wiley Ford

What Improvements Have Been Made to the Bicycle and Pedestrian System?

Allegany County completed a Bicycle and Pedestrian Master Plan in 2013. The intent of the plan was to create a network connecting all municipalities in the County by identifying abandoned railways, natural drainage areas and existing roadways to serve as components of the network. The plan explains the various health, transportation and economic benefits that could be derived from the proposed network.

The plan divided the County into the following major areas:

- Greater Cumberland
- Greater Frostburg

- LaVale
- George's Creek Corridor
- Potomac River Greenway
- Eastern Allegany County

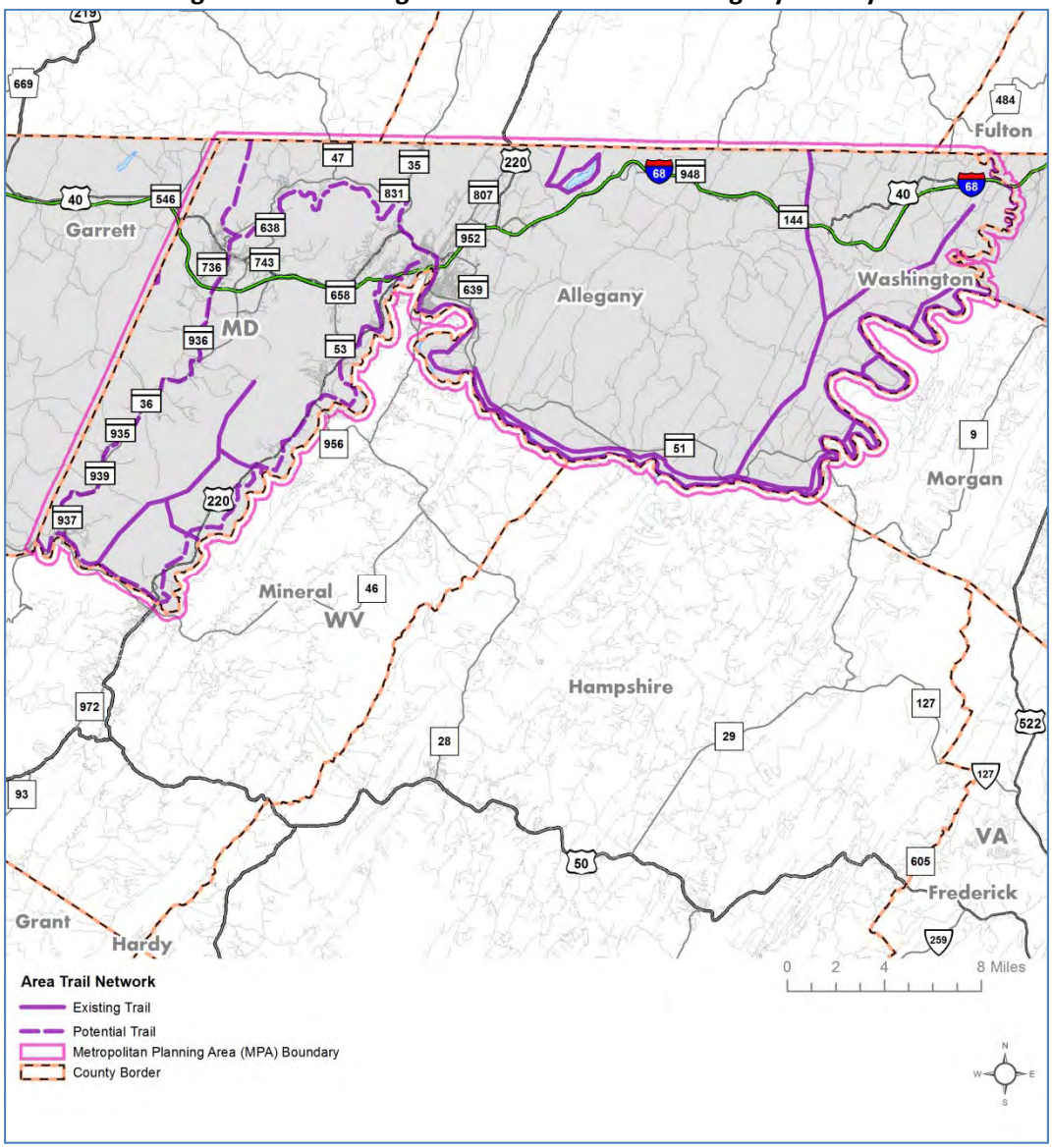
The pedestrian and bicycle projects listed below have been funded through various state administered programs in the last several years.

- Fiscal Year 2013 -
  - Informational kiosk on the GAP trail in Cumberland (S20,000)
  - Sidewalk and shoulder construction on the US 220 bridge over the Potomac River ($287,000)
  - Shoulder construction on the MD 36 bridge over Koontz Run ($15,000)

- Fiscal Year 2014 -
  - Shared bike lanes, bicycle signage on Bedford and Frederick Streets in Cumberland ($78,515)
  - Bike Route signage and bike lanes connecting Frostburg State University to downtown Frostburg ($10,000)
  - Transportation Enhancement Program Funding -Amtrak Station entryway improvement ($198,000)
  - Federal Earmark - Allegany Highlands Trail ($738,500)

- Fiscal Year 2015 -
  - Recreational Trails Program - safety and maintenance equipment for the GAP trail ($30,000)

Figure 3.13: Existing and Potential Trails in Allegany County



What are the Recommended Improvements to the Bicycle and Pedestrian Network?

The Allegany County priority letter to MDOT identifies some transportation projects that would incorporate bicycle or pedestrian improvements. Those projects are listed below:

- Bicycle/pedestrian improvements to Industrial Boulevard
- The Braddock Road/MD 736 intersection project will incorporate bicycle lanes on both sides of the intersection
- The Greene Street Complete Streets project will improve access for all modes of transportation.
- Pedestrian access will be considered in the MD 36 Corridor Management Project.
- Maryland Avenue improvements would include sidewalk improvements and streetscaping

- MD 36 (Mount Savage Road) Streetscape - pedestrian accommodations to be included
- MD 36 corridor improvements would address pedestrian connectivity

The 2013 Allegany County Bicycle and Pedestrian Master Plan was intended to serve as a "Plan of Action" for developing a complete bicycle and pedestrian trail network. The plan divides the county into six focus areas and describes the different opportunities for projects in each area. There are several recommended bicycle and pedestrian projects in each of the six regions. The Plan also explains the importance of the health, economic and transportation benefits of trails and greenways. The various goals of the plan are listed in **Figure 3.14**.

Figure 3.14: Allegany County Bicycle and Pedestrian Master Plan Goals (2013)

To connect communities throughout the County
To provide a trail system to promote pedestrian and bicycling activities
To promote bicycling as a viable alternative mode of transportation in and around the municipalities
Connect existing greenways to schools, parks and neighborhoods
Create a trail system that links existing trails to proposed trails to create loop trails throughout the County
Utilize abandoned railway beds to establish connections between municipalities
Enhance existing trail connections so that all potential users including those that are physically challenged are able to utilize them
Increase safety for both pedestrians and cyclists
Provide projects from small scale to large scale

The City of Cumberland completed a Trails and Bikeway Master Plan in 2008. The Plan makes recommendations on trails, trail signage, bike parking and other bike facilities. The City also established a Bicycle Advisory Committee that meets regularly to implement the plan. The 2015 MDOT CTP includes Transportation Enhancement Program funding for improvements at the Amtrak Station entryway.

3.3 What Services Comprise the Transit System?

In Allegany County, most public transit service is provided by Allegany County Transit (ACT). In addition, the Potomac Valley Transit Authority (PVTA) provides a route from Keyser to Cumberland, twice daily, Monday-Friday. PVTA is a rural public transit system operating in five West Virginia counties.

Additionally, there are two private transit service providers in the region:

- Greyhound Bus Lines - connects Cumberland to both Washington and Pittsburgh.
- Bay Runner Shuttle - providing daily service between Cumberland and Baltimore (BWI Rail Station/Amtrak and the Greyhound bus station in Baltimore).

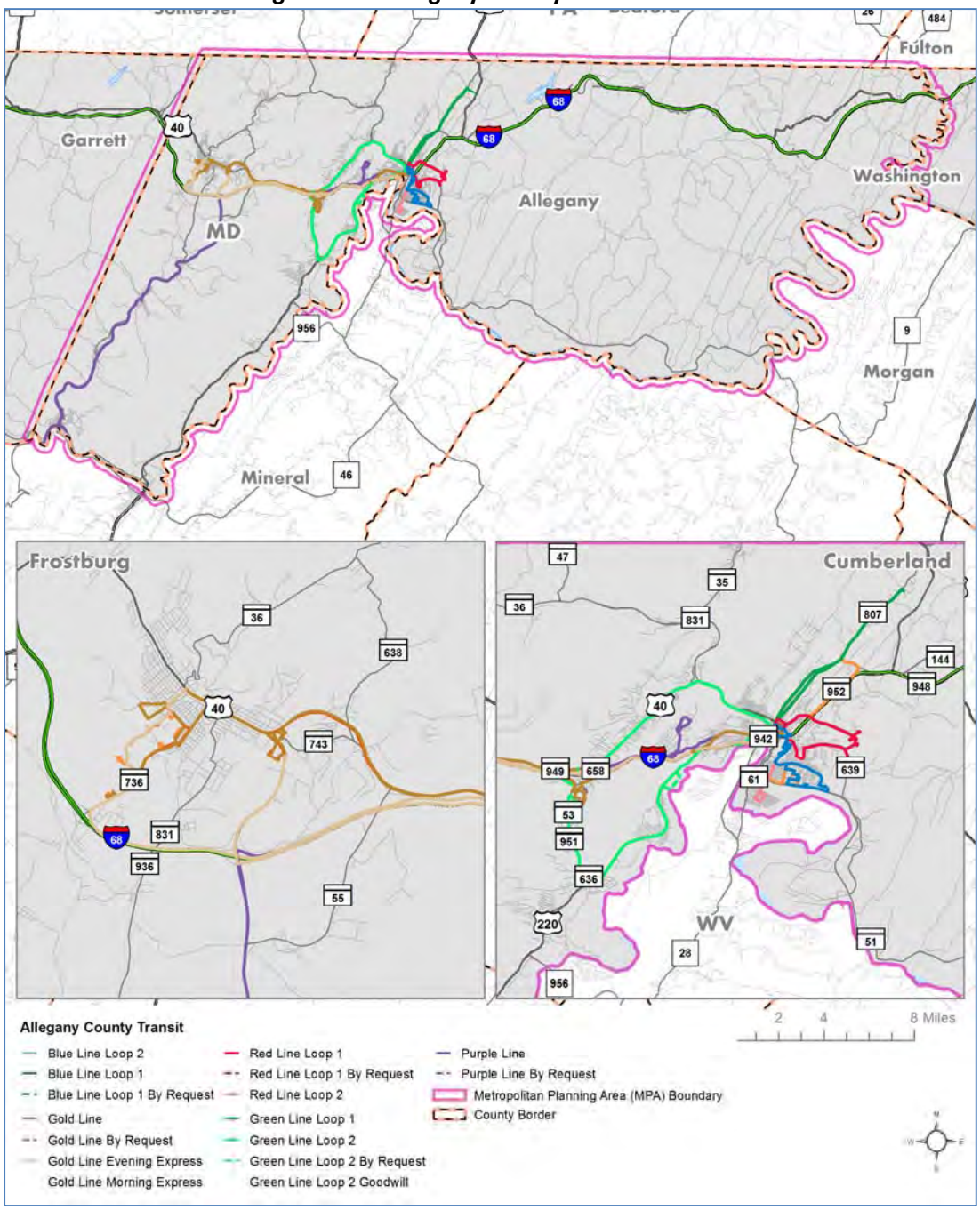
What Does the Region's Transit System Look Like?

It is the mission of the ACT to support and improve access to public transportation services throughout Allegany County. ACT is a unit of Allegany County's Department of Public Works. ACT has 13 full-time

drivers and nine part-time drivers and receives planning from the County Office of Planning Services. ACT also operates the Alltrans, a demand response service for senior citizens and ADA paratransit users who are unable to ride on the fixed-route transit system. In Fiscal Year 2014, there were 204,387 total riders served including 178,533 fixed-route riders and 25,834 Alltrans riders. **Figure 3.15** depicts the routes comprising the Allegany County Transit System.

The fixed route service is concentrated in the Cumberland and LaVale areas, with shuttle service to Frostburg serving Frostburg State University. The demand-response service is provided for elderly residents and residents with disabilities within 3/4 of a mile of fixed routes.

Figure 3.15: Allegany County Transit Service



Fixed-Route Service

ACT's fixed-route system consists of five routes: morning and evening service; and day, evening, and Saturday service to Frostburg State University. ACT operates Monday-Friday from 5:50 am to 8:00 pm. The fare for ACT's regular service is $2.00 and transfers are free. There is no fare for children five or younger when accompanied by an adult. Half fares are available for seniors (65+), those with Medicare, or an ACT-issued card. Discounts are available for multi-trip cards. Frostburg State University students and faculty ride free. **Figure 3.16** lists the fixed-route services available.

Figure 3.16: ACT Fixed Route Service and Frostburg State University Service

ACT Service			
Route	**Days of Operation**	**Hours of Operation**	**Route Summary**
Morning Service	Monday - Friday	5:50 am - 8:30 am	South Cumberland, Downtown to Willowbrook Road, Downtown to LaVale via US 40, Walmart to Frostburg via I-68, LaVale to Cresaptown and Cumberland, Downtown Express to LaVale and Walmart
Red Line	Monday - Friday	7:30 am - 4:00 pm	Loop 1 – Downtown to Willowbrook Road Loop 2 – Downtown to South Cumberland
Green Line	Monday - Friday	7:30 am - 4:00 pm	Loop 1- Downtown to Bedford Road Loop 2- – Downtown to LaVale and Country Club Mall, Country Club Mall to Cresaptown and Cumberland
Blue Line	Monday - Friday	8:00 am - 4:30 pm	Loop 1- Downtown to White Oaks Avenue Loop 2 - Downtown to Willowbrook Road
Gold Line	Monday - Friday	8:00 am - 4:30 pm	From Downtown Cumberland to West Side and Dingle to Country Club Mall and Walmart. From Walmart to US 40 to Frostburg and return to Country Club Mall and Walmart, and return to Downtown Cumberland, via I-68
Purple Line	Tuesdays & Friday	8:00 am - 4:00 pm	From Downtown Cumberland to Seton Drive, Country Club Mall and Walmart. From Walmart, to I-68 to MD 36 to Luke (by request), Westernport, Lonaconing, Midland to Country Club Mall and Walmart. From Walmart return to Seton Drive Greene Street, and return to Downtown Cumberland; Downtown to Bedford Road Downtown to LaVale and Country Club Mall, Country Club Mall to Cresaptown and Cumberland
Evening Service	Monday - Friday	3:50 pm - 8:00 pm	From South Cumberland, From Downtown Willowbrook Road, From Downtown to White Oaks and South Cumberland From Downtown express to Country Club Mall and Walmart, to Frostburg, to LaVale and the Country Club Mall and Walmart. From Walmart, express to Downtown Rose's
FSU Service			
Route	**Days of Operation**	**Hours of Operation**	**Route Summary**
FSU Day	Monday - Friday	7:30 am - 3:30 pm	Frostburg State University campus loop every twenty minutes

FSU Evening	Monday - Friday	2:30 am - 10:30 pm	FSU Evening provides transportation from Frostburg State University campus to Main Street Frostburg and LaVale.
FSU Saturday	Saturday	10:00 am - 6:00 pm	FSU Saturday provides transportation from Frostburg State University campus to Main Street Frostburg and LaVale.

Demand-Response Service

In addition to its general public transportation service, ACT's Alltrans provides demand-response curb-to-curb transportation for ADA-eligible and persons 65 and older. ADA regulations require service within 3/4 of a mile of fixed routes, available for those who are unable to board, ride, or disembark from accessible fixed-route vehicles. Service is also required for those who could ride an accessible vehicle, but wish to do so at a time or place when the system is unable to provide such a vehicle. Eligible riders may call to schedule trips up to ten days prior, but at least by 4:00 p.m. the day before a trip. Alltrans is provided during the same days and hours as ACT's fixed routes and has no restrictions on trip purpose. Alltrans fares are at a flat rate of $3.00 per one-way trip.

What Improvements Have Been Made to the Transit System?

The 2012 Allegany County Transit Development Plan (TDP) included recommendations for improving service at anticipated reduced funding levels. The TDP identified major origins and destinations where service improvements were needed: Roses, Country Club Mall, Western Maryland Regional Medical Center, Allegany College of Maryland, Edgewood Commons, and Annapolis Hall at Frostburg State University.

The preferred conceptual service plan network was designed and endorsed by ACT, the Allegany County Commissioners, the County Administrator, the County Director of Public Works, and the MTA. The proposed network included major transfer points at Roses and Country Club Mall. The network was designed to be more passenger-friendly, reducing the need to transfer between buses. The routes were intended to offer more direct connections between high-density residential areas and major destinations throughout the service area.

Many of those route changes have been implemented. There were also supplemental recommendations included in the event that more funding was made available. A phased implementation was recommended to allow for service improvements first and then service expansions over time as funding permitted.

What Improvements are Still Needed to the Transit System?

Future projects to be implemented included in the TDP represent a more ambitious and long-term vision for transit in Allegany County. The long-term "vision" for ACT discussed in the TDP includes:

- **Expanded Service Hours** - until 11 p.m. to benefit workers, students, and the general public.
- **Reduce Headways on Morning/Evening Service** - This would also benefit workers, students, and the general public by providing a more user-friendly and reliable transportation option.

- **Reduce Headways on Gold Line Route** - This would provide additional coverage to Country Club Mall and would help reduce the headways and provide more enhanced service.

- **Add Saturday Service** - Saturday was one of the most important potential service improvements identified.

- **Evaluate Bus Stop/Shelter Improvements –** Improve transit-related amenities including shelters, signage, and passenger information at the most utilized bus stops.

- **Potential Technology Improvements –** Evaluate technology improvements that will help ACT improve schedule adherence, streamline fare collection processes, and improve ridership reporting.

How are Transit Projects Funded?

Local transit services in the Plan 2040 planning area are funded through a combination of local, state, and federal funding programs. In Maryland, the MTA Office of Local Transit Support (OLTS) manages a number of federal funding programs available to transportation operators described below. These programs support both public transportation and specialized transportation services. The primary purpose of OLTS is to provide a variety of technical assistance services to local operating transit systems (LOTS) operating in Maryland. These include:

- Federal and state regulatory compliance;
- Operations;
- Management;
- Planning; and,
- Training.

Allegany County also provided significant funding for public transportation in Fiscal Year 2012. In Fiscal Year 2012, the County provided $505,767 for operating assistance and $35,748 for capital assistance.

The Allegany County 2015 annual priority letter to MDOT seeks capital and operating funds. Operating funds are sought to provide safe, reliable, courteous and efficient transportation services. Capital funds are sought for four replacement busses, one heavy duty replacement bus, computer hardware upgrades, office equipment, shop equipment, a security system and a vehicle parking addition.

Federal Funding

The previous law authorized $11.0 billion in FY 2015 for public transportation. Federal funding for public transportation programs is now authorized through FY'20 by the Fixing America's Surface Transportation Act (FAST). Overall, the FAST Act largely maintains current program structures and funding shares between highways and transit.

Among other things the new FAST Act reinstates a popular bus discretionary grant program. The FAST Act is intended to support safety oversight of transit agencies and to streamline the Federal bus safety grant programs. The Act will give more flexibility to States to improve safety in these areas. Targets funding increases towards improving state of good repair and the bus program

The following summarizes the federal funding programs that will continue under the FAST Act.

Figure 3.17: FAST Federal Funding Program Highlights

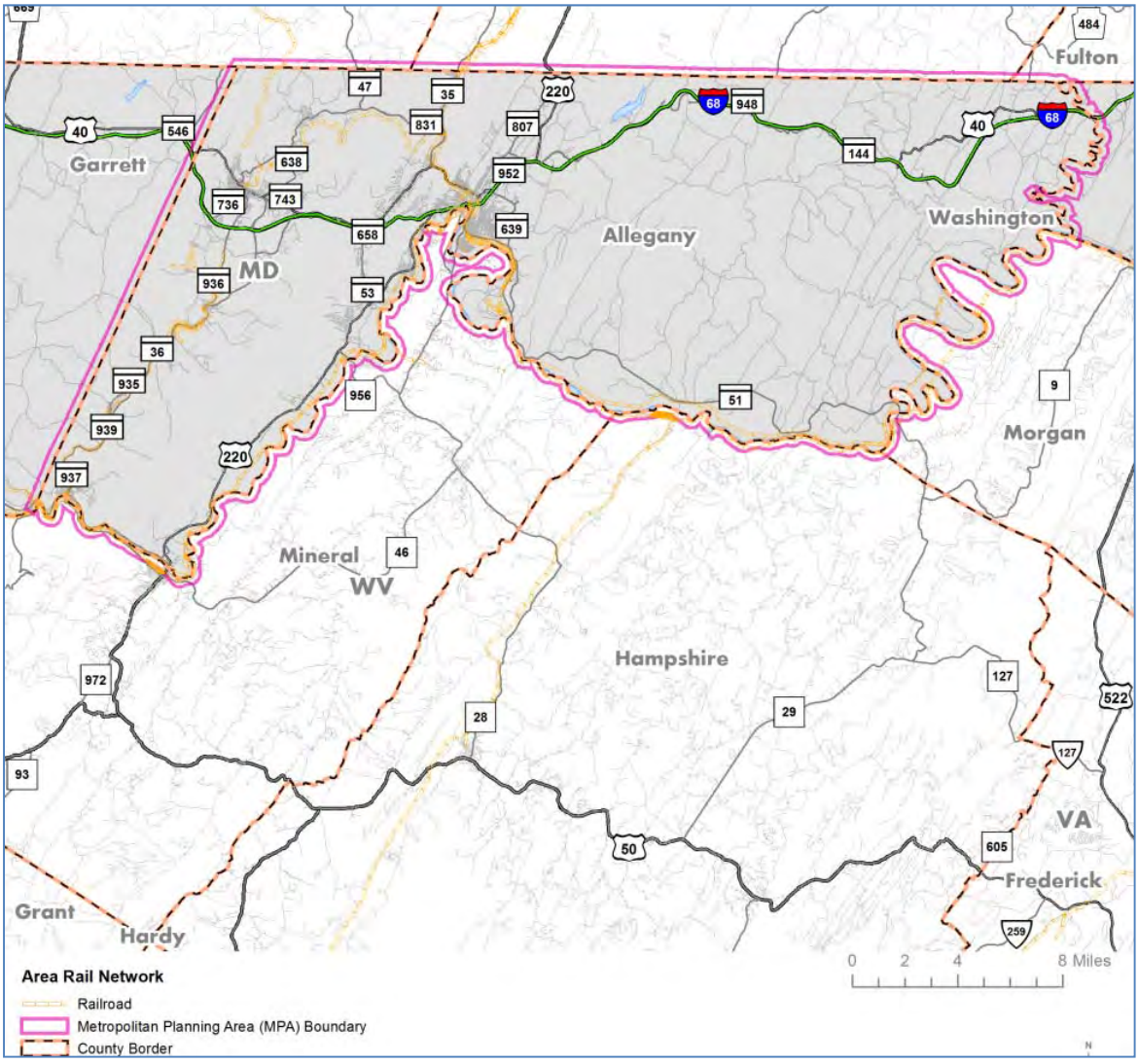
Section	Objective/Goal
5307 - Urbanized Area Formula Grants	The largest of FTA's grant programs, this program provides grants to urbanized areas to support public transportation. Funding is distributed by formula based on the level of transit service provision, population, and other factors. This program was modified under the FAST Act to allow 20% of the allocation to be used for operations of ADA paratransit under certain conditions.
5311 - Rural Area Formula Grants	This section provides capital, planning, and operating assistance to support public transportation in rural areas with fewer than 50,000 residents. This program was modified under the FAST Act to allow advertisement and concessions revenue as local match.
5310 - Mobility of Seniors and Individuals with Disabilities	This program provides formula funding to increase the mobility of seniors and persons with disabilities. Funds are apportioned based on each State's share of the targeted populations and are now apportioned to both States (for all areas under 200,000) and large urbanized areas (over 200,000). This program was modified under the FAST Act to allow localities to be direct recipients.
5329 - Safety	Establishes a comprehensive program to oversee the safety of public transportation. Requires local transit providers to develop agency safety plans that include performance measures. This program was modified under the FAST Act, to require the establishment of Minimum Safety Standards as part of the National Safety Plan to ensure safe transit operations.
5337 - State of Good Repairs	A grant program to maintain public transportation systems in a state of good repair. This program was modified under the FAST Act, to modify eligibility definitions.
5326 - Asset Management	Requires transit authorities to establish asset management plans, including inventories, condition assessments, and investment prioritization.
5339 (a)- Bus and Bus Facilities	Provides funding for capital improvements, including replacement, rehabilitation, and purchases of buses and related equipment, as well as the construction of bus-related facilities. This program was modified under the FAST Act to: allocate some funds based on age and condition of assets, and set aside funds for low or no emission busses.
5324 - Emergency Relief	Provides assistance to states and public transportation systems with emergency-related expenses when emergencies are declared by governors or the President.
5316 - Job Access and Reverse Commute Program (JARC)	The goal of the JARC program is to improve access to transportation services to employment for welfare recipients and eligible low-income individuals, and to transport residents of urbanized areas and non-urbanized areas to suburban employment opportunities.
3006(b) Pilot Program for Innovative, Coordinated Access and Mobility	A new program under FAST. A competitive program intended to improve the coordination of transportation services with non-emergency medical services.

3005(b) CIG Pilot Program	A new program under FAST. Creates a fast-track approval process for capital project construction grants, with a maximum 25% federal share.
Statewide Special Transportation Assistance Program (SSTAP)	SSTAP is a state-funded program to provide general purpose transportation to the elderly and persons with disabilities. These funds are annually apportioned to the counties and Baltimore City based on a formula. Funds can be used for operating and capital costs with a local share required.

3.4 What Comprises the Freight and Air Transportation System?

Interstate access and a large freight rail presence gives Allegany County businesses opportunities for providing goods to customers and clients, quickly, efficiently, and on time. The railroad industry has had a tremendous impact on Cumberland's development and economy, beginning with the arrival of the Baltimore & Ohio Railroad in 1842. CSX Transportation (CSXT) is one of Allegany County's economic development strengths. **Figure 3.18** shows the rail network in Allegany County.

Figure 3.18: Allegany County Rail Network



What is the Status of Rail Freight Movements and Trucking?

The Cumberland Subdivision, comprised of the Cumberland Terminal, and the George's Creek, Keystone, Mountain and Thomas tracks is owned and operated by CSXT. CSXT main lines provide access to Pittsburgh and Washington as well as coal mining areas of West Virginia. CSXT operates a rail classification yard in South Cumberland, used to separate general freight, trailer trains, and special coal trains on to different tracks before trains head to their destination. Trains often stop at the CSXT yards located in Cumberland for rail classification.

Maryland truck volume data compiled by SHA provides the average percentages of trucks at various locations on Maryland's roadways. Allegany County traffic monitoring system data for 2011-2013 is shown in **Figure 3.19**.

Figure 3.19: Selected Allegany County Truck Volumes 2011-2013

Route	Exit #/location	Annual Average Daily Traffic (AADT)
Along I-68	Exit 64	18,871
Along I-68	Exit 56	17,931
Along I-68 within Cumberland	Exit 47 Exit 42	27,541 14,082
Along I-68	Exit 33	4,172
Along US 220 (North)	PA Line	3,401
Along US 220 (South)	McCoole	5,681

Source: Allegany County Traffic Monitoring System 2011 -2013

Coal mined in western Maryland is transported to destinations via truck, rail, and by water from the Port of Baltimore. Approximately 1.9 million tons of outbound coal shipments worth $78 million originated in Maryland in 2012. This does not include coal that was mined in other states, that passes through Maryland on its way to other destinations. These shipments are expected to decline by seven percent by weight and value through 2040.

What Role Does the Region's Airport Play?

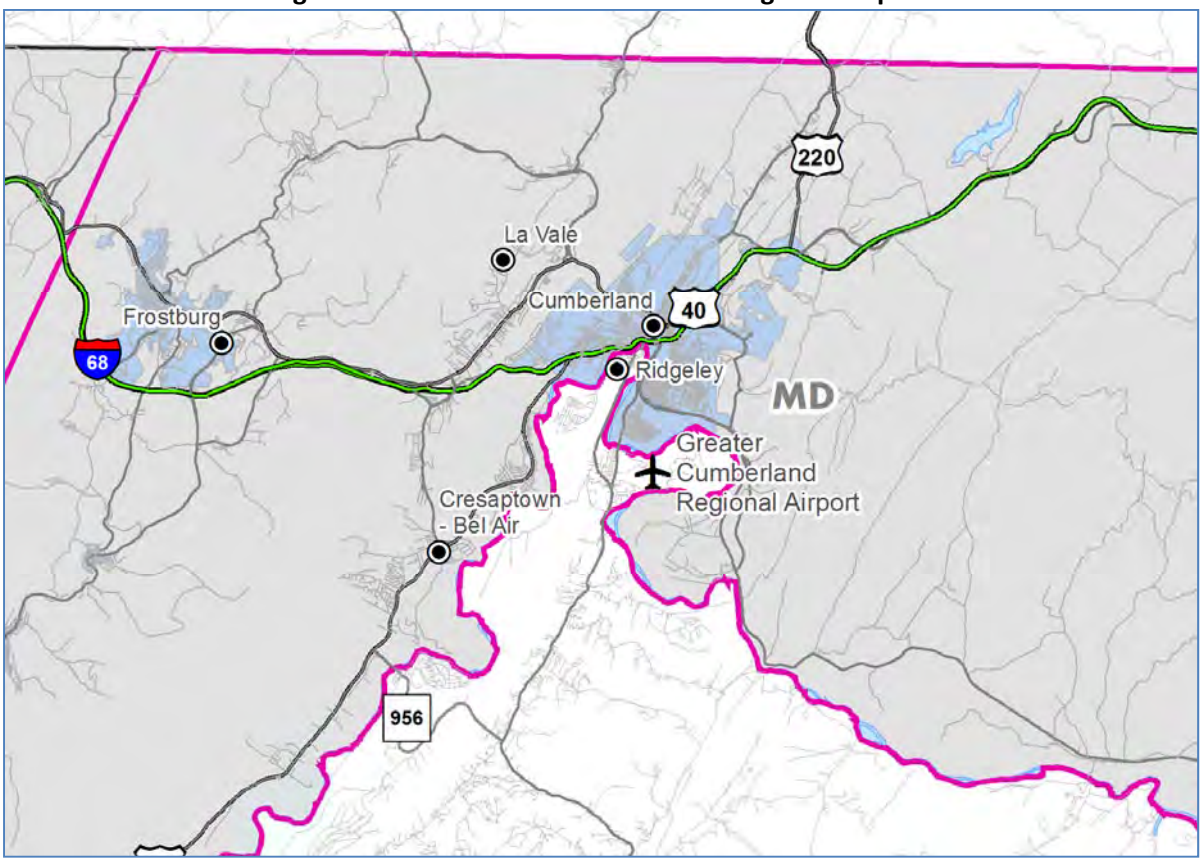
The Greater Cumberland Regional Airport (GCRA) is a public use, general aviation airport owned and managed by the Potomac Highlands Airport Authority. The airport is located in Wiley Ford, West Virginia, 2.5 miles from I-68, and south of Cumberland. GCRA is a vital part of the tri-state regional transportation system of Maryland, West Virginia, and Pennsylvania. GCRA serves light multi-engine and single engine aircraft flying for business, pleasure, and training. GCRA is one of sixteen general aviation airports serving Maryland. The airport is included in the Federal Aviation Administration's National Plan of Integrated Airport Systems (NPIAS), making it eligible to receive federal funds.

The airport serves the business, recreational, and flight training needs of the community and is home to the Maryland State Police Aviation Command, Cumberland Section. The Maryland State Police helicopter, Trooper 5, provides rescue and medical evacuations and advanced life support in some of the most mountainous and rural areas of western Maryland, northeastern West Virginia, and southwestern Pennsylvania.

There are 54 aircraft based at GCRA comprised of primarily single-engine, some multi-engine aircraft, a jet, and a helicopter. The airport supports all types of general aviation activity including flight instruction and glider operations.

The airport property is owned by the City of Cumberland. It has one Fixed Base Operator (FBO). The Potomac Highlands Airport Authority provides fueling, catering, ramp services, and courtesy services. GCRA is home to the Cumberland Soaring Group, which has been based at this airport for decades. This group offers introductory sailplane flights flight instruction and FAA flight examinations. **Figure 3.20** shows the airport location.

Figure 3.20: The Greater Cumberland Regional Airport



Airport features:

- Two asphalt grooved runways with non-precision approach capability
  Runway 5/23 is 5,048 feet long by 150 feet wide
  Runway 11/29 is 2,442 feet long by 150 feet wide
- Aircraft fueling service:
  100LL and Jet A
- Major airframe service
- Major power plant service
- Aircraft parking and storage on paved tie downs and in T-hangars.

The airport also has a role in supporting the local economy. The Maryland Aviation Administration commissioned a study on the economic impact of general and commercial aviation Airports. The economic contribution of each airport in Maryland's system was measured in terms of 2014 jobs, personal income, state and local taxes, and revenue generated directly by airport activity.

The study showed the following economic impacts from GCRA:

- Total employment: 98 jobs
- Business Revenue: $3,922,000
- Personal Income: $6,554
- State and Local Taxes: $695,000

A separate airport master plan is periodically updated the funded improvements are shown in the Capital Improvement Program. The primary source of funds for improvements comes from the FAA. The states of Maryland and West Virginia also share in the cost of improvements. Grants awarded are listed in Maryland's Consolidated Transportation Program.

3.5 How Does Plan 2040 Address the Safety and Security of the Transportation System?

As noted in Chapter 1 of this Plan, MAP-21 identified planning factors to be considered in regional transportation plans. Among them is what is being done to increase the safety of the transportation system for motorized and non-motorized users. Transportation safety can be considered in terms of traffic and roadway safety as well as in terms of highway and rail hazards.

How Safe Are the Region's Roads?

Recent data comparing Allegany County and statewide crash data is shown in **Figure 3.21**. The data does not show consistent trends between the county and state. Total crashes in Maryland increased from 2011 to 2013 but declined in Allegany County. Fatal crashes increased at the County and State level and then decreased in both by 2013.

There were no recorded bicycle or pedestrian crashes in Allegany County in 2011, only two in 2012 and three in 2013. However, from 2011 to 2012, statewide bicycle and pedestrian involved crashes grew from 701 to 843 before declining again in 2013 to 724.

Figure 3.21: Traffic Safety in Allegany County

		2011	2012	2013
Total Crashes	Statewide	90,108	90,508	92,518
	Allegany County	648	587	586
Fatal Crashes	Statewide	458	462	432
	Allegany County	5	11	1
Total Bicycle Involved Crashes	Statewide	701	843	724
	Allegany County	0	2	3

Source: Maryland Highway Safety Office

Highway and Rail Hazards

The release of hazardous material while in transit is of great concern to the USDOT. While most hazardous materials are stored and used at fixed sites, these materials are usually produced elsewhere and shipped to the fixed facility by rail, truck, or on ships or barges. Hazardous materials are constantly being moved in Maryland on highways and rail systems.

The USDOT Pipeline and Hazardous Materials Safety Administration's, Office of Hazardous Materials Safety listed a total of 69 hazardous materiel transportation incidents affecting Allegany County between 1976 and 2010. Most hazardous materiel moving though Allegany County uses I-68 and CSXT rail lines. Additional routes utilized to transport hazardous materials include: US 40 Alternate, US 220, MD 36 and MD 51.

Derailment is by far the leading cause of rail accidents followed by rail-highway crossing incidents. There are almost 400 miles of railway within Allegany County. The Federal Railroad Administration Office of Safety Analysis listed a total of 27 highway-railway incidents affecting Allegany County from 1975-2010. The 2011 Allegany County Hazard Mitigation Plan ranked rail accident as a 'medium' risk due to railway location and the amount of railway within the County.

The Allegany County Hazard Mitigation Plan indicates that many commodities are transported by CSXT including: agricultural products, automotive, bioenergy, building materials, chemicals and fertilizer, coal, consumer products, food, machinery, metals, military, minerals, paper, pulp, fiber products, transportation equipment and waste. Railway accidents are of concern due to the 163 railroad crossings within the County. Possible secondary effects of these accidents include chemical/hazardous material spills, fires (both urban and rural), and utility failures (depending on accident venue). The maximum transportation-related threat to Allegany County is when the incident occurs in or near a heavily populated area.

How Can Safety be Improved?

The Maryland Highway Safety Office (MHSO) has the responsibility for the effective and efficient administration of a comprehensive, statewide traffic safety program. MHSO utilizes federal funds to reduce traffic crashes and resulting injury and death on Maryland's roads. The MHSO has a 12-month process to prepare a highly detailed Strategic Highway Safety Plan (SHSP) that is based upon problem identification at both the statewide and local level. Maryland's SHSP consists of six major emphasis

areas: aggressive driving, distracted driving, impaired driving, occupant protection, pedestrians and highway infrastructure. There are strong partnerships between MHSO and federal, state, and local entities, as well as with the private sector. Through the program, grants are provided to selected partners based on the emphasis areas and strategies included in the SHSP.

Some of the projects listed in the Allegany County 2015 priority letter to MDOT are based on safety needs:

- Braddock Road/MD 736 Access and Safety Improvements Project
- MD 936 Grant Street Stormwater and Safety Improvements Project
- MD 135 Safety Improvements

Hazardous materials transportation is one of the hazards addressed by the Allegany County Hazard Mitigation Plan. The County plan addresses various types of hazards, including: flood, extreme cold, severe weather, hazardous material transportation (Hazmat), tornado, draught, wildfire, rail accidents, and soil movement. Allegany County updated the 2011 Plan in accordance with the Federal Disaster Mitigation Act of 2000, Section 322 planning requirements and guidelines for implementing local hazard mitigation efforts. Section 322 of the Act requires that all states and local jurisdictions develop and submit mitigation plans to prevent and/or reduce the loss of life and injury as well as to limit future damage costs by developing methods to mitigate or eliminate damage from various hazards.

What are the Safety and Security Plans in the Region?

Traffic Safety

In Maryland, the Regional Traffic Safety Program (RTSP) is comprised of program managers in eight regions that represent Maryland's 23 counties and Baltimore City. The RTSP program managers work with MHSO to collectively address safety challenges and discover opportunities. Each team is responsible for outreach efforts that market safety programs, messages and campaigns at the local level. The RTSP team serves as MHSO's field operations staff and is committed to ensuring coordination, collaboration and cooperation with partners.

In FY 2014, MHSO awarded federal highway safety grants to the Allegany County Sheriff's Office, the Cumberland Police Department, and Frostburg State University Police Department. The grants were intended for educational activities addressing aggressive, distracted, and impaired driving and occupant protection programs.

The following safety/spot improvement projects in Allegany County are included in the 2015 CTP:

- US 220 (McMullen Highway) at Louise Drive - geometric improvements
- MD 935 (Lower George's Creek Road) at Railroad Street-geometric improvements
- MD 936 (Upper George's Creek Road) Green Street to US 40 Alternate -drainage improvement

West Virginia employs a multidisciplinary approach to addressing crash trends and has developed a strategic plan to guide its efforts. The West Virginia Strategic Highway Safety Plan (2007) is based on a review of crash trends over a six-year period. West Virginia has a Highway Safety Management Task Force Partnership with focused strategic, coordinated efforts in the following nine areas of emphasis:

1. Lane Departure and Minimizing its Effects
2. Impaired Driving
3. Speeding/Aggressive Driving
4. Occupant Protection
5. Crash Survivability and Emergency Medical Services
6. At Risk Driver and User Groups
7. Highway Safety Data Improvements
8. Commercial Motor Vehicles
9. Continuing Successful Safety Programs and Initiative

In 2002, the federal government began to provide funding to states for hazard mitigation planning under the Disaster Mitigation Act of 2000. Local jurisdictions must have a FEMA-approved local hazard mitigation plan in order to be eligible for grant funding under the unified Hazard Mitigation Assistance (HMA) programs. Local mitigation plans follow a planning methodology that includes public involvement, a risk assessment for various hazards, an inventory of critical facilities and at-risk residential areas, a mitigation strategy for high-risk hazards, and a method to maintain and update the plan.

The Allegany County Hazard Mitigation Strategy outlines the following long-term broad-based mitigation goals:

Figure 3.22: Allegany County Hazard Mitigation Goals and Strategies

Goal 1	Maintain and enhance Allegany County's Department of Emergency Service's capacity to continuously make Allegany County less vulnerable to hazards, specifically those rated as high and medium high.
Goal 2	Build and support municipal capacity and commitment to become continuously less vulnerable to hazards.
Goal 3	Improve coordination and communication with other relevant organizations.
Goal 4	Increase public understanding, support, and demand for hazard mitigation.
Goal 5	Protect existing and future properties (residential, commercial, public, and critical facilities).
Goal 6	Ensure that public funds are used in the most efficient manner.
Goal 7	Promote sustainable development to improve the quality of life.
Goal 8	Prevent destruction of forests and structures in the Urban Wildland Interface.
Goal 9	Protect public infrastructure.

Allegany County also adopted the **Allegany County, Maryland Hazardous Materials Emergency Response Plan** in January 2008. This plan details the standard procedures to be utilized during a hazardous materials incident. ACT has a **Safety and Security Emergency Preparedness Plan** that is updated on an annual basis.

Chapter 4

Long-Range Plan Projects

Chapter 4: Long-Range Plan Projects

As CAMPO's LRTP, **Plan 2040** is required by federal transportation regulations to be fiscally constrained to the funding reasonably expected to be available over the applicable time period. **Plan 2040** contains recommendations for proposed projects with expected funding sources to 2040.

4.1 What is a Fiscally-Constrained Plan?

According to USDOT, LRTP plans must contain information on how projects can be funded over the time period of the plan based on reasonably anticipated revenues, including anticipated revenues from FHWA, FTA, state DOTs, regional or local sources, the private sector, and user charges. **Plan 2040** must demonstrate there is a balance between the expected revenue sources for transportation investments and the estimated costs of the projects and programs described in the plan. In other words, the plan must be **fiscally constrained.**

What does it mean to be fiscally constrained?
A demonstration of sufficient funds (federal, state, local, and private) to implement proposed transportation system improvements, as well as operate and maintain the entire system, through the comparison of revenues and costs.

The Maryland Department of Transportation (MDOT) develops revenue projections of reasonably available funds used for transportation projects for each county. Projects are identified by state agencies, member jurisdictions, and transit providers along with project costs. The complete MDOT Financial Forecast for Allegany County, updated in July 2015, is available in **Appendix B**.

In addition to the concept of fiscal constraint, all project costs included in the plan are required by USDOT to be estimated in year-of-expenditure (YOE) dollars. Capital project cost estimates are produced initially in current-year dollars and escalated to the YOE according to the estimated construction schedule. Costs are escalated typically based on distinct inflation forecasts for, at a minimum, construction costs, right-of-way acquisition, labor costs, and general price inflation to account for the wide variability in the inflation characteristics of certain cost components.

Figure 4.1 shows the funding available for capital expansion projects and the total estimated project costs for the CAMPO region from 2019 through 2040 in YOE dollars. The projects are discussed in more detail in Section 4.3 of this chapter.

Figure 4.1: Available Funds and Estimated Project Costs for CAMPO Region (2019-2040)

Funding Description	Cost
Total Capital Expansion Funding Available (MDOT Financial Projection)	**$494,700,000**
Total Estimated Project Costs in YOE Dollars	**$449,900,000**
Remaining Balance Available	**$44,800,000**

4.2 How are Projects Identified?

LRTPs typically examine the need for major **capital expansion projects** that increase the capacity of the transportation system through the construction of new facilities and the expansion of existing facilities. These major projects are typically on State-owned roadways and are funded in MDOT's **Consolidated Transportation Program (CTP)**. If a major capital expansion project is in an MPO area, then the project must be included in the LRTP before the project can be considered for funding in the CTP.

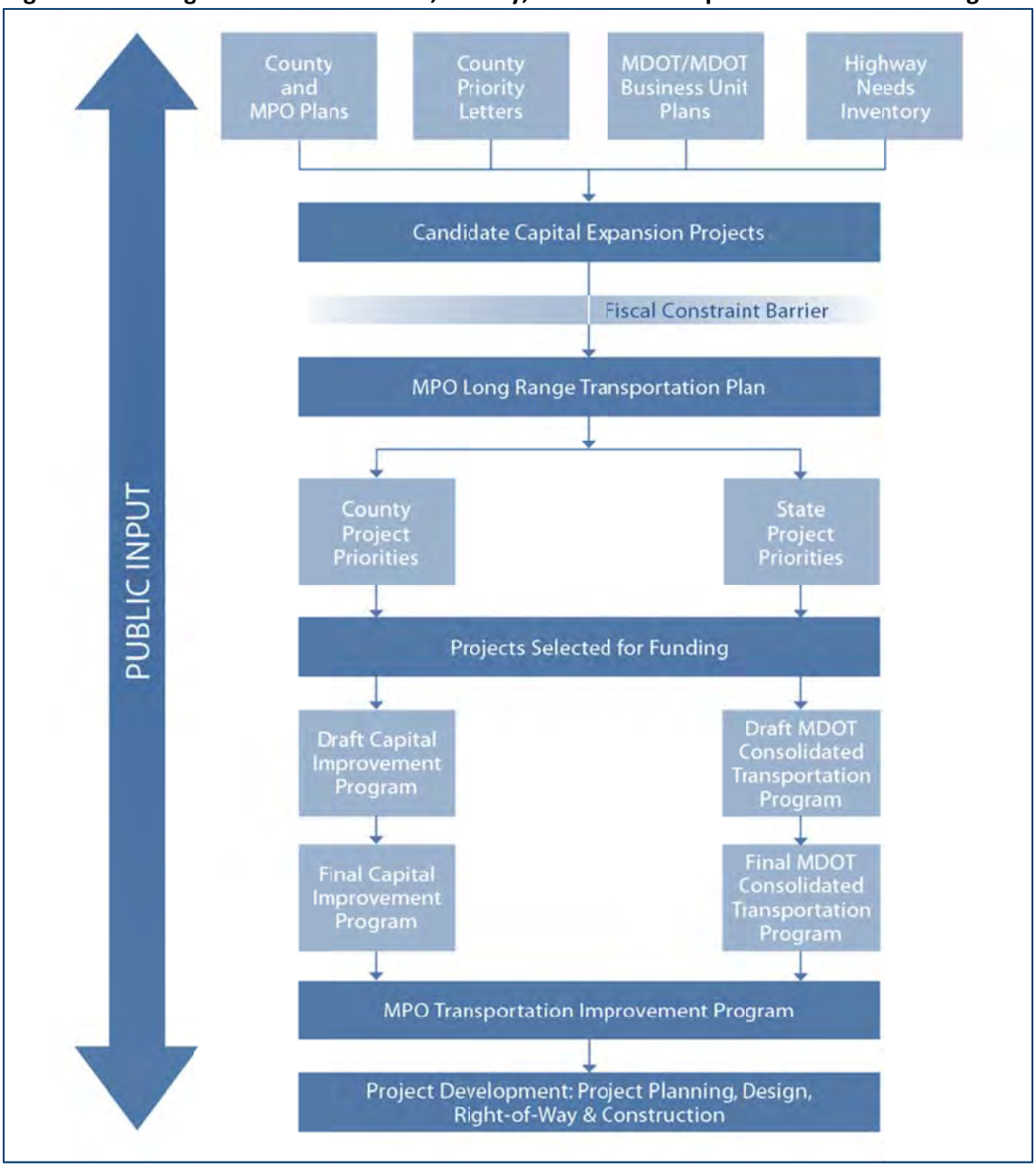
Consolidated Transportation Program (CTP)
The Consolidated Transportation Program (CTP) is Maryland's six-year capital budget for transportation projects. The CTP includes capital projects that are generally a new, expanded, or significantly improved facility or service that may involve planning, environmental studies, design, right-of-way acquisition, construction, or the purchase of essential equipment related to the facility or service.

The projects identified for funding in **Plan 2040** are contained in the following documents, including plans and capital programs used to identify future project needs:

- SHA Highway Needs Inventory – Allegany County (revised 2015);
- MDOT Consolidated Transportation Program (CTP) (FY 2016 - FY 2021);
- Allegany County Capital Improvement Program (CIP) (FY 2016 – FY 2020);
- City of Cumberland Capital Improvement Program (CIP) (FY 2016 - FY 2020);
- City of Frostburg Capital Improvement Program (CIP) (FY 2016 – FY 2020);

As illustrated in **Figure 4.2**, the candidate projects are analyzed and vetted by the MPO and member agencies based on need. Project cost estimates are developed and the projects included in the LRTP must not exceed the available funding (fiscal constraint) that is projected through the LRTP's horizon year. Project priorities for the county and state from the LRTP and other plans are then considered for funding in the county's Capital Improvement Program (CIP) or MDOT's CTP, respectively. The projects selected for funding are then added to the County's CIP or MDOT's CTP, and the MPO's Transportation Improvement Program (TIP) document. The funded projects then undergo project development by the responsible agencies. Public involvement opportunities are provided throughout these various processes and, feedback is considered in decision-making.

Figure 4.2: Linkage between Statewide, County, and MPO Transportation Plans and Programs



4.3 Which Projects Are in the Fiscally-Constrained Plan?

The CAMPO Board considered a variety of capacity expansion projects for the region. After careful analysis, the CAMPO Board selected eleven projects for inclusion in the fiscally constrained plan. **Figure 4.3** describes the projects that are included and their estimated costs and available funding.

Figure 4.3 Fiscally Constrained Projects

Facility	Project	Estimated Project Cost	Available Funding
SHA Constrained Projects			
MD 36 (New Georges Creek Road)	Jennings Run Bridge Replacement	$4.1 million	$4.1 million
MD 47 (Barrelville Road)	North Branch Bridge Replacement	$6.9 million	$6.9 million
US 220 (McMullen Highway)	Corridor Improvement	$70 million to $440 million	$440 million
Allegany County Constrained Projects			
Orleans Road (Bridge A-116)	Bridge Replacement	$3.7 million	$3.7 million
Frostburg Industrial Park Access Road	Roadway Improvement	$600,000	$600,000
North Branch Industrial Park Road Rehabilitation	Roadway Improvement	$700,000	$700,000
North Branch Industrial Park Bridge Rehabilitation (Bridges A-085 & A-086)	Bridge Rehabilitation	$500,000	$500,000
Old Mount Pleasant Road (Bridge A-091)	Bridge Rehabilitation	$350,000	$350,000
Mason Road (Bridge A-093)	Bridge Rehabilitation	$250,000	$250,000
Mason Road (Bridge A-094)	Bridge Replacement	$150,000	$150,000

Facility	Project	Estimated Project Cost	Available Funding
Various Roadways - Countywide	Ongoing Paving	$500,000	$500,000

4.4 Which Projects Remain Unfunded?

Plan 2040 also identifies several unfunded long-range transportation projects that currently do not have identified revenue sources at the state or local level. These projects have been organized into three categories based on the projected level of funding anticipated. Table 4.4 summarizes the unfunded projects.

Figure 4.4 Unfunded Projects

Projects
Large Investment Projects – (Greater than $5M)
Greene Street Streetscape Improvements between Baltimore Street and Fayette Street
Mount Savage MD 36 Urban Reconstruction
US 220 Bowling Green Drainage Improvements
MD 135 Safety and Stabilization Improvements
Medium Investment Projects – ($1M to $5M)
MD 936 Stormwater and Safety Improvements Project
Maryland Avenue Improvements between Short and Lamont Streets
Allegany County Transit Vehicle Replacement Funding and Procurement Support
Allegany County Transit Operating Funding
Baltimore Street Wills Creek Bridge Rehabilitation
MD 36 Corridor Management Project
MD 135 Pavement Improvements in Luke
MD 135 Access Improvement in Westernport
MD 135 Safety Barrier at Westernport Elementary
Small Investment Projects – (Less than $1M)
Allegany County Transit Passenger Facility Relocation
MD 736 (Braddock Road) Center, Bowery & Park Ave Access Project
Industrial Boulevard Bicycle/Pedestrian Improvements
LaVale to Great Allegany Passage Connection
MD 36 Sidewalk Safety Improvements in Lonaconing
Eckhart Pedestrian Connection to MD 36 and US 40

Chapter 5

Plan 2040

5.1 What Are Some Opportunities for Additional Study?	While an MPO is not an implementing agency, there is a role for CAMPO in helping to advance regional transportation priority projects in the next 25 years. Over the next four years, CAMPO will look to several opportunities to advance Plan 2040.	Page 5-2
5.2 How Will Plan 2040 Meet Future Transportation Challenges?	Thoughtful planning and effective coordination will help state and local governments effectively manage the transportation system, and CAMPO is a key player in the success of the region's transportation system. There are a number of ongoing unfunded regional transportation needs. These projects will be monitored for future funding and implementation.	Page 5-2
5.3 What Are the New Federal Legislative Considerations for CAMPO?	MAP-21 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. • The final rule from USDOT regarding performance-based planning has not been issued. Through cooperation with MDOT, CAMPO 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. 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 years (FFY) 2016 through FFY 2020. • 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 rulemaking process.	Page 5-3

Chapter 5: Plan 2040

5.1 What Are Some Opportunities for Additional Study?

While an MPO is not an implementing agency, there is a role for CAMPO in helping to advance regional transportation priority projects in the next 25 years. Over the next four years, CAMPO will look to several opportunities to advance Plan 2040. Some of these work products may be included as addenda to Plan 2040, as follows:

- **County Priority Letter**
  - Allegany County submits an annual "priority letter" to MDOT. CAMPO should continue to monitor these letters for projects that are local priorities and that might be most likely to receive future funding.

As noted in Chapter 1 of this document, the population threshold triggering the requirement of an MPO is 50,000 people in an urbanized area. The CAMPO urbanized area population has remained relatively stable around 65,000 in recent years. Future population projections do not indicate a large amount growth. CAMPO and MDOT will need to continue to monitor the population and development of the region in order to determine if MPO designation is required in the future.

5.2 How Will Plan 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 sectors, enhanced maintenance tools and techniques, and asset management practices. Populations that are aging and becoming more diverse may necessitate 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 existing network's functionality. Thoughtful planning and effective coordination will help state and local governments effectively manage the transportation system and, CAMPO 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.

Figure 5.1 Unfunded Projects

Projects
Large Investment Projects – (Greater than $5M)
Greene Street Streetscape Improvements between Baltimore Street and Fayette Street
Mount Savage MD 36 Urban Reconstruction
US 220 Bowling Green Drainage Improvements

MD 135 Safety and Stabilization Improvements
Medium Investment Projects – ($1M to $5M)
MD 936 Stormwater and Safety Improvements Project
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LaVale to Great Allegany Passage Connection
MD 36 Sidewalk Safety Improvements in Lonaconing
Eckhart Pedestrian Connection to MD 36 and US 40

5.3 What Are the New Federal Legislative Considerations for CAMPO?

MAP-21

The **Moving Ahead for Progress in the 21st Century Act (MAP-21)** establishes new provisions to the metropolitan planning process that are designed to establish a transparent, accountable, decision-making framework for the MPO and public transit providers to identify multimodal capital investment and project priorities. As part of MAP-21, national performance goals were developed for federal highway programs. States, local governments, and MPOs will be responsible for setting targets that aid in meeting these national goals. Performance measures then will be developed to track how these targets are being met at the local level. The final rule from USDOT has not been issued regarding performance-based planning for small metropolitan areas such as the Cumberland. Subsequently performance-based planning and performance measures may be addressed in an addendum to Plan 2040.

Based on the Notice of Proposed Rulemaking issued June 2, 2014, the USDOT proposed that MPO LRTPs include the following:

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

In the interim, through cooperation with MDOT, CAMPO will begin identifying performance measures that could be used to monitor and evaluate the performance of the region's transportation system

relative to regional goals. Below are some examples of possible performance measures and what they intend to measure:

- **Mobility** measures assess how each scenario affects the regional transportation system. For example, does the scenario relieve congestion?
- **Economic** measures consider how each scenario affects the region's economic potential. For example, does the scenario provide better access to jobs?
- **Environmental** measures consider how scenarios will affect the environment. For example, will the scenario adversely affect wildlife areas, riparian buffers, and wetlands?
- **Community** measures consider how each scenario will affect the community. For example, how accessible is transit for the region's population?

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 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) 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 act continues to distribute nearly 93 percent of all federal-aid highway program contract authority to state departments of transportation through formula programs.

The act places major emphasis on freight investments to be supported by the HTF by creating a new National Highway Freight Program funded at an average of $1.2 billion per year and distributed to the states by formula. In addition, a new discretionary program entitled the 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 MAP-21's performance-based planning and programming policy requirements. This includes no new national-level performance measures beyond what is being developed currently through the federal rule-making process. While awaiting guidance on the implementation of performance-based planning, CAMPO will continue to evaluate setting performance measures. For more information on the FAST Act, visit the USDOT website at https://www.transportation.gov/fastact.

Appendix A: Public Involvement

One of the five core functions of an MPO is to "involve the public." As such, public outreach was a critical component of the development of Plan 2040 the Cumberland Area MPO Long Range Transportation Plan.

September 24, 2015 Public Meeting

CAMPO held a public meeting at SHA's District 6 office in La Vale, MD in September 2015 that was advertised through traditional networks and CAMPO's website. At the meeting, CAMPO presented information on the purpose of Plan 2040 and draft goals and objectives and, attendees were able to provide their input on what transportation priorities were most important to them. The information gathered at the meeting was used to finalize the Plan 2040 goals and objectives and was used to prioritize transportation improvements described in this plan. The following pages include the meeting flyer, the sign- in sheet of attendees, and the display boards presented at the September meeting.

2040 PLAN

LONG RANGE TRANSPORTATION PLAN

CUMBERLAND AREA

Metropolitan Planning Organization

How can roads, transit, freight, and bicycle and pedestrian infrastructure best meet your needs – today and over the next 25 years?

Help Shape Your Region's Transportation Future!

Who? Residents, elected officials, business owners, and other stakeholders in the Cumberland Area

How? Learn more about the Cumberland Area Metropolitan Planning Organization (CAMPO) and the Long Range Transportation Plan

Thursday, September 24, 2015

12:00 p.m. – 2:00 p.m.

State Highway Administration - District 6
1251 Vocke Road, LaVale, MD 21502
(Main Break Room)

The meeting will be held in an open house format with plenty of opportunity for your input.

Cumberland Area Metropolitan Planning Organization (CAMPO)
PLAN 2040 Kickoff Meeting
Thursday, September 24, 2015

Please sign in:

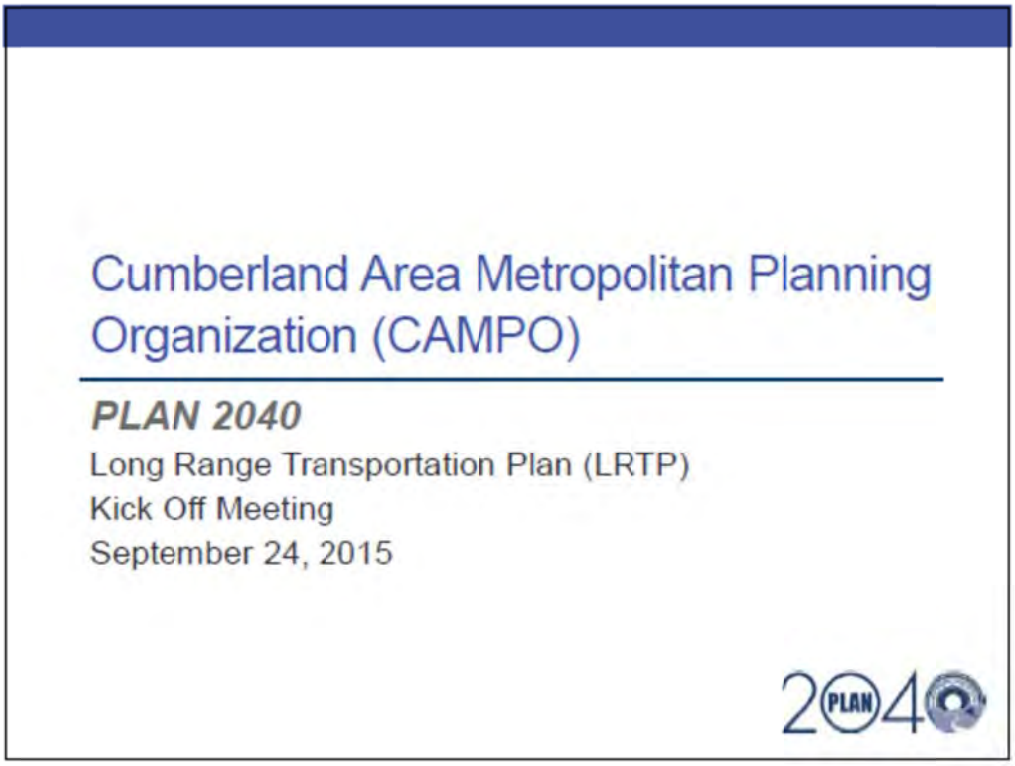
Name:	Organization/Citizen/Group:	Email:
Ian Beam	MDOT	ibeam@mdot.state.md.us
Sierra Wigfield	Allegany Co / MPO	swigfield@allegany gov.org
Roy S. Cool	Allegany Co. / MPO	rcool@allegany gov.org
Paul Kahl	Allegany County	pkahl@allegany gov.org
Aviva Brown	SHA / RIPD	abrown22@sha.state.md.us
MATT BAKER	SHA/RIPD	mbaker4@sha.state.md.us
LARRY Humbertson	ACPS	larry.humbertson@acps.md.org
Mark E. Morral	ACPS	mark.morral@acpsmd.org
Joel Resh	SHA / D6	jresh@sha.state.md.us
Dan McKenzie	SHA / D6	dmckenzie1@sha.state.md.us
Diana Sines	SHA/D6	dsines@sha.state.md.us
Dave Felker	SHA/D6	dfelker@sha.state.md.us
Dave Dorsey	Allegany Co. Planning	ddorsey@alleganygov.org

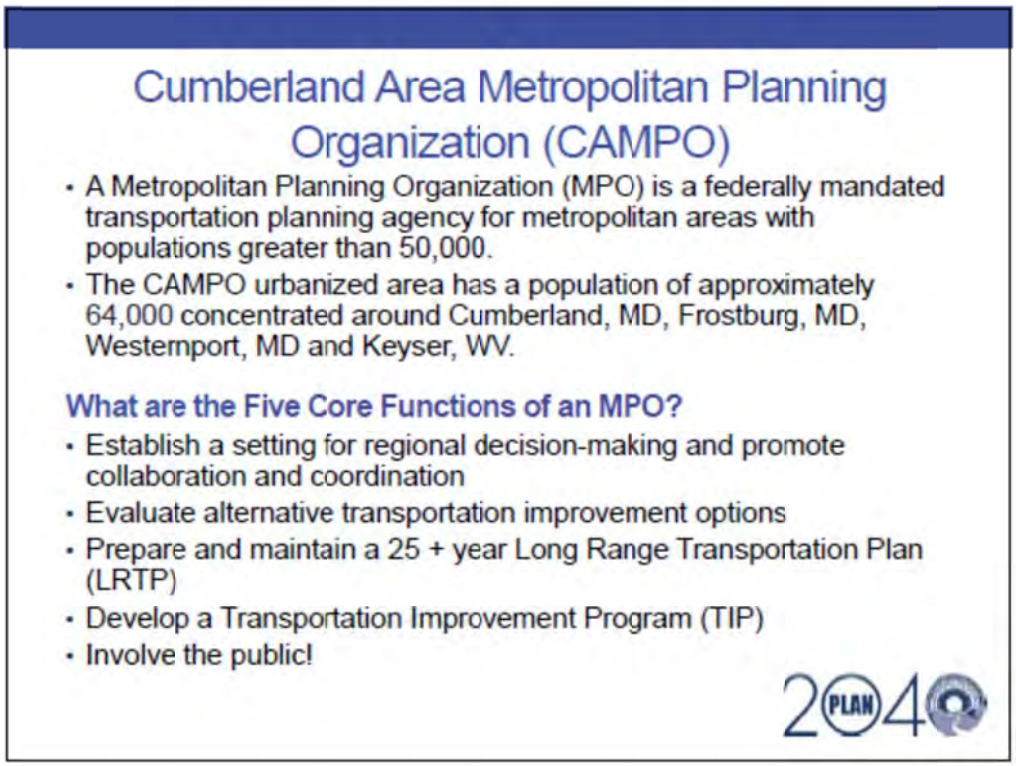
Cumberland Area Metropolitan Planning Organization (CAMPO)
PLAN 2040 Kickoff Meeting
Thursday, September 24, 2015

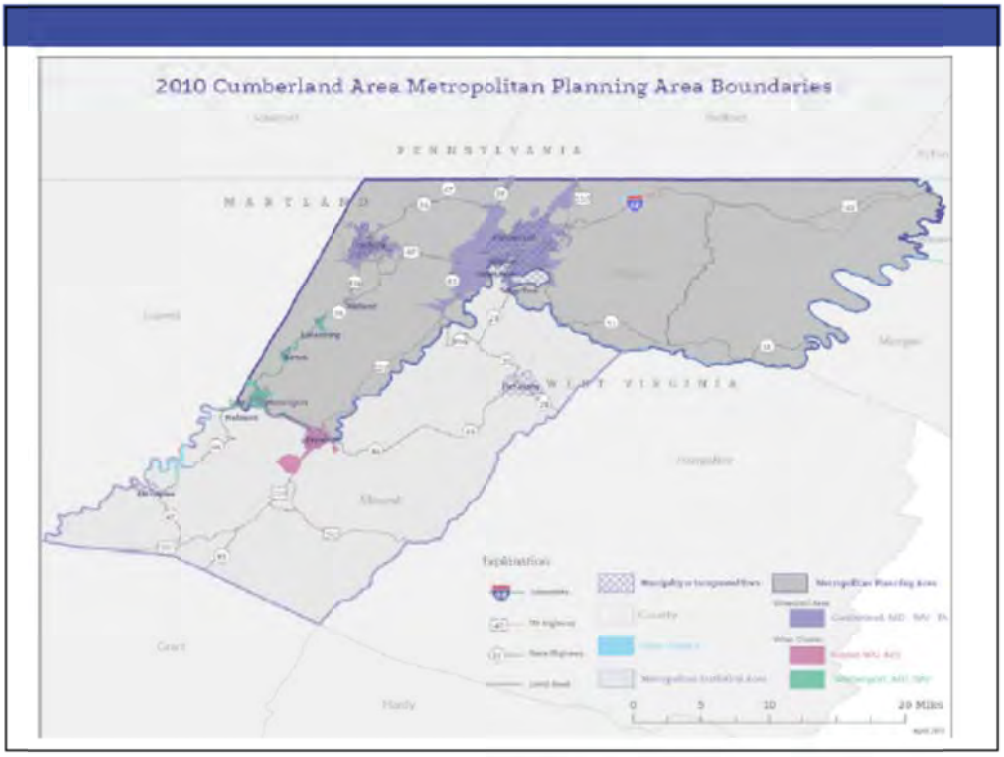
Please sign in:

Name:	Organization/Citizen/Group:	Email:
Barry Ritchie	SHA / D6	britchie@sha.state.md.us
Woody Getz	City of Frostburg / Comm. of PW	wgetz@frostburgcity.org

2040 PLAN


Cumberland Area Metropolitan Planning Organization (CAMPO)
PLAN 2040
Long Range Transportation Plan (LRTP)
Kick Off Meeting
September 24, 2015
2040 PLAN


Cumberland Area Metropolitan Planning Organization (CAMPO)
• A Metropolitan Planning Organization (MPO) is a federally mandated transportation planning agency for metropolitan areas with populations greater than 50,000.
• The CAMPO urbanized area has a population of approximately 64,000 concentrated around Cumberland, MD, Frostburg, MD, Westernport, MD and Keyser, WV.
What are the Five Core Functions of an MPO?
• Establish a setting for regional decision-making and promote collaboration and coordination
• Evaluate alternative transportation improvement options
• Prepare and maintain a 25 + year Long Range Transportation Plan (LRTP)
• Develop a Transportation Improvement Program (TIP)
• Involve the public!
2040 PLAN

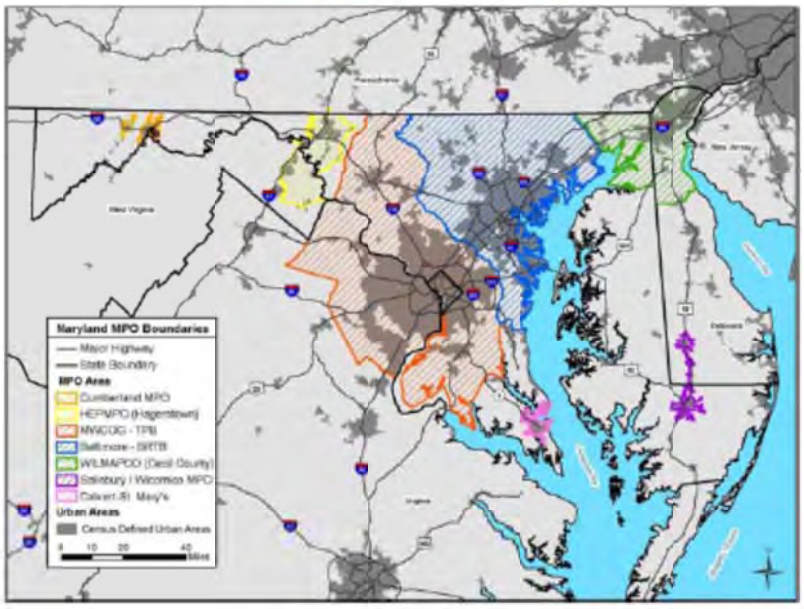


Maryland's MPOs

- Seven MPOs in Maryland, five of which have boundaries extending into neighboring states including Pennsylvania, Delaware, Virginia, West Virginia, and the District of Columbia:
  - Baltimore Regional Transportation Board (BRTB)
  - Cumberland Area MPO (CAMPO)
  - Calvert-St. Mary's MPO (C-SMMPO)
  - Hagerstown-Eastern Panhandle MPO (HEPMPO)
  - National Capital Region Transportation Planning Board (TPB)
  - Salisbury/Wicomico Area MPO (S/W MPO)
  - Wilmington Metropolitan Planning and Coordinating Council (WILMAPCO)

2040 PLAN

Maryland's MPOs



Key Plans and Programs of MPOs:

MPOs organize, oversee, develop, manage, and adopt various plans and programs such as:

- **Unified Planning Work Program (UPWP):** The MPO budget. This lists all of the transportation studies and tasks to be performed by the MPO staff or a member agency during that fiscal year.
- **Transportation Improvement Program (TIP):** Each MPO develops a short 4-6 year program for project implementation. ******Each MPO TIP is identical to the MDOT CTP.***
- **Long-Range Transportation Plan (LRTP):** Each MPO develops a LRTP which serves as the vision for the region and includes all of the transportation improvements where **funding is reasonably expected to be available** over the next 25 years.

MDOT's Consolidated Transportation Program

- The Consolidated Transportation Program (CTP) is the MDOT's fiscally constrained 6 year capital budget for major and minor transportation projects for all modes of transportation.
- Each year, a draft CTP is presented to local elected officials and citizens throughout Maryland for comment (CTP Tour).
- Based upon input from MDOT, the Governor decides which projects are funded based on internal rankings, external/public discussions, State and MTP Goals and Objectives, and the amount of funding available.
- Maryland MPOs do not have funding "authority" nor do they have the ability to generate funding. With a very few minor exceptions, funding for all state-delivered projects comes from or through MDOT.

What is a Long Range Transportation Plan?

- A guide for the future development and maintenance of the region's transportation system
- Integrates plans for different transportation modes (auto, biking, freight, transit, walking)
- Contains a financial plan and is fiscally constrained
- Is updated every 5 years



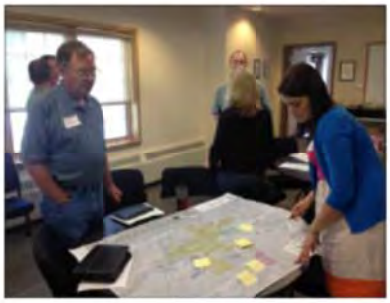

Why is the Long Range Transportation Plan Important?

- Maps out the next 25 years of transportation investments for the region
- Prioritizes projects and programs that can have short-term and long-term effects on your daily commute, transportation options and quality of life.

PLAN 2040 Schedule

How can you be involved?

- Attend public meetings
- Fill out a comment card
- Tell us your thoughts about transportation needs in your community and the larger region



2040 PLAN

Draft *PLAN 2040* Vision
We Want Your Input!

Provide a well-maintained, multi-modal 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 Cumberland Area.

2040 PLAN

Draft *PLAN 2040* Goals
We Want Your Input!

- What draft goal is most important to you? - *Place a dot on the next board*
- What goals are missing?
- What are the most important transportation issues to you? - *Safety, commuting, recreation, mobility, maintenance, etc.*
- What types of transportation projects are important to you? - *Bicycle, freight, pedestrian, roadway, transit, etc.*

Draft *PLAN 2040* Goals
We Want Your Input!

- Maintain and improve the transportation network
  - How can we afford to maintain the existing roads, bridges, and transit services and also pay for future improvements?
  - How are these projects funded and prioritized?
- Improve safety and security
  - What projects and policies will keep your family safe on the region's roads?
  - How do we plan for natural disasters, security threats, and emergencies?
- Enhance access and mobility
  - Are you able to easily reach desired destinations by car, bike, transit, and on foot?
  - Do you think the system adequately serves people of all ages, abilities, and income levels?
- Protect the environment and quality of life
  - How can the region's roads, trails, bridges, and transit services support the natural environment and quality of life in rural and urban communities in the region?
- Support a connected, multi-modal system
  - Do you and your family ride buses? Ride bicycles? Drive cars?
  - Would you like to travel by these modes for recreation or commuting?
- Promote economic development
  - How can the region's roads, bridges, and transit services enhance access to jobs and the movement of freight and goods?

Public Notice of Availability for Comment

On February 26, 2016 public notice was advertised in the Cumberland Times-News of the availability of Plan 2040 for review and public comment. The advertisement also provided notice of the March 10, 2016 public presentation and hearing to be held at the Allegany County Office Complex. Written comments on Plan 2040 were accepted until March 18, 2016.

Additional Public Outreach

In March 2016, two public outreach presentations were held to promote general awareness of Plan 2040 and its availability for public comment. The first presentation was made on March 1, 2016 for a Frostburg State University urban and regional planning class. At the presentation, CAMPO and consultant staff presented information on Plan 2040 including the function of MPOs and the importance of a LRTP for regional transportation. Background information on the region's transportation network and the funded and unfunded project lists were presented. Comments from the class included a desire for more frequent transit service in the Frostburg area and for more bike paths in Frostburg. There was also a question regarding how the project lists are prioritized.

A second presentation was made to the Rotary Club of Cumberland on March 8, 2016. Similar information was presented to the Rotary Club with the focus more on how Plan 2040 interacts with business and commerce in Allegany County. Comments and questions included the status of the US 220 Corridor Improvement project and local freight/trucking issues. At both presentations attendees were encouraged to visit CAMPO's website to review and provide comments on Plan 2040.

Appendix B: Financial Projections

Cumberland Urbanized Area Regional Transportation Plan

Financial Projections for Allegany County

Prepared by

Maryland Department of Transportation

July 2015

DOCUMENTATION OF ASSUMPTIONS

Date: July, 2015

Subject: Methodology and assumptions used to derive the 2013 - 2040 Constrained Long-range Transportation Plan.

Total Program Revenues/Expenditures (operating and capital):

- FY 1981 to FY 2012 figures are actual expenditures from historical records. FY 2013 to FY 2018 are from the FY 2013 Trust Fund Forecast and Consolidated Transportation Plan (CTP).
- The federal funds received directly by WMATA are **not** included in this exercise.
- FY 2019 to FY 2040 projections of state funds use a historical annual average growth rate of 3.89%. A regression model was used to determine the appropriate starting point in FY 2019. Federal fund projections for the same period are based on an average growth rate of 2.75% for Highway and 4.7% for Transit program funds but also assume an O. A. of 90%.

Operating Expenditures:

- FY 1981 to FY 2012 are actual expenditures from historical records. Expenditures for FY 2013 to FY 2018 are the operating budget projections contained in the FY 2013 Trust Fund Forecast.
- FY 2019 to FY 2040 projections are derived by inflating the previous year with an estimate for the percentage change in CPI-U plus 2%. The Consumer Price Index is a generally accepted measure of inflation. The projected annual change in index figures is based on information received from two economic forecasting firms, Global Insight and Moody's Analytics. Two percent (2%) is added to the forecasted rate to account for the additional operating costs associated with new capital expansions. The size of this factor is decided based on testing to determine what amount, when added to CPI, best approximates the historical trend in operating expenditures.

Capital - Systems Preservation:

- Department records were used to determine the split between systems preservation and expansion for FY 1981 to FY 2012. FY 2013 to FY 2018

represents the FY 2013 version of the capital program adjusted for the revenue increase passed during the 2013 legislative session.

- An annual growth rate of 2.2% is assumed for systems preservation for the FY 2019 – FY 2040 period.

Capital - Expansion:

- Expenditures for capital expansion were derived by subtracting both operating and systems preservation expenditures from the total program expenditures for each year.

Allegany County - Percentage of Capital Expansion:

- Total capital figures from FY 1981 to present were split into surface and non-surface. Surface included highway (SHA) and transit (MTA, MARC, & WMATA) costs. Non-surface included port, aviation, and motor vehicle administrations, and the Secretary's Office expenses.
- The surface / non-surface data and the system preservation / expansion data were combined, analyzed, and evaluated to produce estimates of the percentage of Maryland expansion associated with surface transportation for the various time periods.
- Surface capital in Allegany County was derived from historical records and used with the above-mentioned projections to produce the estimates shown for Allegany County as a percent of Total Surface Expansion and as a percent of Total Maryland Expansion.

MDOT Operating & Capital Expenditures - Statewide
History, Program & Forecast
(Millions of Dollars)

Fiscal Year	Operating	Systems Preservation	Operating & Systems Pres.	Expansion	Statewide Total
1981	265	111	376	247	623
1982	287	136	423	236	659
1983	322	164	486	284	770
1984	352	167	519	246	765
1985	385	204	589	319	908
1986	428	234	662	403	1,065
1987	441	264	705	506	1,211
1988	478	260	738	615	1,353
1989	508	227	735	677	1,412
1990	551	270	821	760	1,581
1991	591	268	859	773	1,632
1992	577	187	764	542	1,306
1993	638	254	892	418	1,310
1994	689	279	968	393	1,361
1995	709	400	1,109	497	1,606
1996	784	391	1,175	465	1,640
1997	770	417	1,187	493	1,680
1998	808	451	1,259	411	1,670
1999	868	515	1,383	420	1,803
2000	913	476	1,389	455	1,844
2001	979	578	1,557	632	2,189
2002	1,045	612	1,657	772	2,429
2003	1,158	620	1,778	772	2,550
2004	1,178	619	1,797	763	2,559
2005	1,237	714	1,951	780	2,731
2006	1,303	730	2,033	792	2,825
2007	1,396	724	2,120	701	2,821
2008	1,488	766	2,254	680	2,934
2009	1,527	974	2,501	368	2,869
2010	1,583	896	2,479	336	2,815
2011	1,548	583	2,131	650	2,781
2012	1,572	806	2,378	656	3,034
2013	1,646	1,238	2,884	534	3,418
2014	1,728	1,148	2,876	891	3,767
2015	1,798	1,126	2,924	869	3,793
2016	1,867	1,078	2,945	918	3,863
2017	1,931	1,071	3,002	1,031	4,033
2018	1,998	1,121	3,119	1,029	4,148
2019	2,081	1,081	3,162	1,443	4,605
2020	2,217	1,105	3,322	1,447	4,769
2021	2,307	1,129	3,436	1,504	4,940
2022	2,441	1,154	3,595	1,521	5,116
2023	2,539	1,179	3,718	1,576	5,294
2024	2,641	1,205	3,846	1,444	5,290
2025	2,745	1,232	3,977	1,510	5,487
2026	2,855	1,259	4,114	1,579	5,693
2027	2,968	1,287	4,255	1,651	5,906
2028	3,086	1,315	4,401	1,726	6,127
2029	3,207	1,344	4,551	1,805	6,356
2030	3,334	1,373	4,707	1,887	6,594
2031	3,465	1,404	4,869	1,973	6,842
2032	3,604	1,434	5,038	2,061	7,099
2033	3,748	1,466	5,214	2,151	7,365
2034	3,897	1,498	5,395	2,246	7,641
2035	4,061	1,531	5,592	2,336	7,928
2036	4,224	1,565	5,789	2,438	8,227
2037	4,394	1,599	5,993	2,534	8,527
2038	4,571	1,635	6,206	2,652	8,858
2039	4,755	1,670	6,425	2,767	9,192
2040	4,947	1,707	6,654	2,884	9,538

MDOT - Office of Finance 13-Jul-15

ALLEGANY COUNTY

Percentage of Capital Expansion

(Millions of Dollars)

Surface Expansion % of Maryland Expansion:	
1981-2009	87.7%

Allegany Co. Expansion % of Surface Expansion:	
1981-2009	1.3%

Fiscal Year	Statewide Expansion Funds	Surface Percentage	Private Funds	Total Surface Available	Allegany Co. Percentage	Total Allegany Expansion Funds
2010	336					1.8
2011	650					4.6
2012	656					3.0
2013	534					3.6
2014	891					1.3
2015	869					0.0
2016	918					0.0
2017	1,031					0.0
2018	1,029					0.0
2019	1,443	1,265	24	1,289	16.6	16.6
2020	1,447	1,269	24	1,293	16.7	16.7
2021	1,504	1,319	24	1,343	17.3	17.3
2022	1,521	1,334	24	1,358	17.5	17.5
2023	1,576	1,382	25	1,407	18.1	18.1
2024	1,444	1,266	25	1,291	16.7	16.7
2025	1,510	1,324	25	1,349	17.4	17.4
2026	1,579	1,385	25	1,410	18.2	18.2
2027	1,651	1,448	25	1,473	19.0	19.0
2028	1,726	1,514	25	1,539	19.8	19.8
2029	1,805	1,583	25	1,608	20.7	20.7
2030	1,887	1,654	25	1,679	21.7	21.7
2031	1,973	1,730	25	1,755	22.6	22.6
2032	2,061	1,807	25	1,832	23.6	23.6
2033	2,151	1,886	25	1,911	24.7	24.7
2034	2,246	1,969	25	1,994	25.7	25.7
2035	2,336	2,048	25	2,073	26.7	26.7
2036	2,438	2,138	25	2,163	27.9	27.9
2037	2,534	2,222	25	2,247	29.0	29.0
2038	2,652	2,326	25	2,351	30.3	30.3
2039	2,767	2,426	25	2,451	31.6	31.6
2040	2,884	2,529	25	2,554	32.9	32.9
Total '19-'40	43,134	37,824	546	38,370	494.7	494.7
Total '10-'40	50,048					509.0

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23-Jul-15