

Cumberland Area Long-Range Transportation Plan

final report

prepared for

**Cumberland Area Metropolitan Planning Organization
Maryland Department of Transportation**

prepared by

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with

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1.0 Introduction to the Metropolitan Transportation Planning Process

■ 1.1 Purpose of This Plan

The 1980 U.S. Census determined that the Cumberland Metropolitan area's population was greater than 50,000 persons. This Census-defined urbanized area includes the incorporated Cities of Cumberland and Frostburg, Maryland, as well as the suburban areas of La Vale, Cresaptown, Bedford Road, Corriganville, Ellerslie, Mt. Savage, and Eckhart. The area also includes the incorporated area of Ridgeley, Carpendale, and Wiley Ford in adjacent Mineral County, West Virginia. Since the region met the 50,000 population threshold, it has been designated as an Urbanized Area by the Census Bureau, and is required by the Federal government to have a "Metropolitan Planning Organization," or MPO. Figure 1.1 contains a map of all Maryland MPOs, including the Cumberland MPO.

The Cumberland Area MPO (CAMPO) was formally designated under temporary MPO status on May 17, 1982. Since its inception, CAMPO has been governed by a provisional MPO Board consisting of the Allegany County Commissioners. MDOT has recently been advised by FHWA of potential MPO metropolitan planning regulatory compliance concerns. MDOT is currently working with the local governments of CAMPO to address these concerns through a redesignation of the MPO.

CAMPO's decisions are geographically bound by what is called the MPO Study Area. For the Cumberland Metropolitan area, this study area 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.

The MPO is responsible for executing a metropolitan planning process in order for Federal transportation dollars to be received and expended in the region. As an officially designated MPO, certain Federal requirements must be met by CAMPO. One of these requirements is the development and adoption of a Long-Range Transportation Plan (LRTP) that addresses transportation facilities, including major roadways, transit, and

other facilities for a minimum 20-year period. CAMPO is required to update its LRTP every five years.

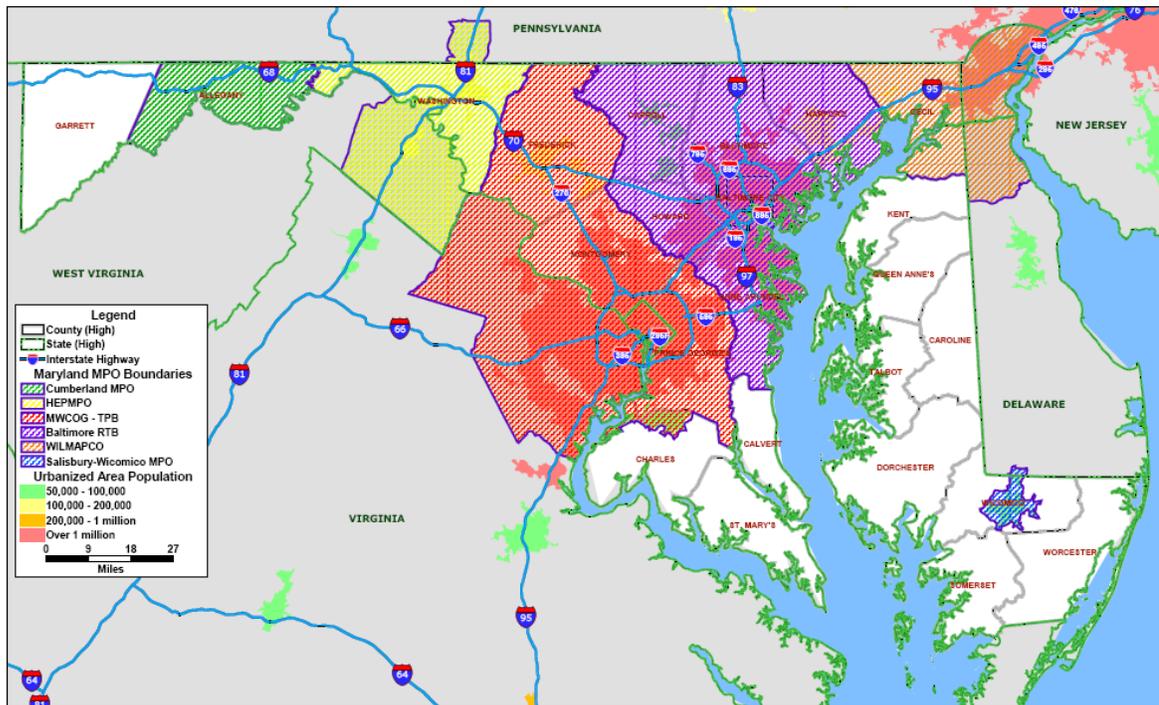
The general purpose of the LRTP under 23 CFR part 450.322 is to develop a comprehensive, coordinated, and continuing design and financial plan, through both long-range and short-range actions and strategies, leading to the development of an integrated multimodal transportation to facilitate the safe and efficient movement of people and goods throughout the MPO. The LRTP serves as the Region's comprehensive planning and policy guide for considering future transportation capital expansion improvements to the roadway and transit system.

Federal legislation requires that the transportation plan address seven factors that relate directly to quality of life:

- Support economic vitality;
- Increase safety and security;
- Increase accessibility and mobility options;
- Protect the environment and improve quality of life;
- Enhance system integration and connectivity;
- Promote efficient system management and operation; and
- Emphasize system preservation.

The information presented in this document represents the 2010 update of the CAMPO LRTP, and looks out to a 2035 future horizon. It presents transportation projects for the region constrained according to priorities and available funding through 2035. It also identifies current and future issues affecting transportation and mobility in the CAMPO area, including transportation operations, environmental considerations, goods movement, and articulates strategies to address these issues. Throughout the development of the LRTP, special emphasis was placed on the planning areas delineated in Federal transportation legislation, including environmental mitigation, freight, and multimodal (non-auto) transportation.

Figure 1.1 Maryland Metropolitan Planning Organizations (MPOs)



MDOT supported development of this LRTP by providing general oversight and guidance. The CAMPO Technical Advisory Committee, comprised of staff representatives from Allegany County, municipalities of Cumberland and Frostburg and MDOT provided guidance on the development of the LRTP, and coordinated with each other on the plan updates. The information on transportation needs and issues was collected and synthesized from local, state, and Federal sources, including comprehensive plans, capital improvement programs, and other planning documents provided by MDOT, WVDOT, Allegany County, and the Cities of Cumberland and Frostburg.

■ 1.2 Use of the Long-Range Transportation Plan

In the Cumberland Metropolitan area, the plan's primary purpose is to guide the MPO and government agencies in the transportation decision-making process. In general, the plan is intended as a tool to channel transportation investments where they can be most effective. The plan also can guide other municipal and state officials, local service organizations, industrial leaders, and citizens to plan in concert with the region's overall transportation goals.

It should be emphasized that any plan can only be implemented if it is realistic in terms of design and available resources, and only if it conveys the attitudes of the citizens living in

the area. In that regard, this plan is designed to be flexible, and it attempts to reflect those characteristics unique to the region and its citizens.

This plan can be amended and/or updated by approval of the MPO Board, after appropriate citizen involvement. Projects on MDOT's transit or highway systems that are included in the MPO's Transportation Improvement Program, or TIP, are included in the MDOT's statewide program (the Consolidated Transportation Program or CTP) shall be the near-term vehicle for implementing the long-range plan. Local jurisdiction's projects are included in the TIP and in the each local jurisdiction's capital improvement programs.

■ 1.3 Public Involvement Process

The SAFETEA-LU legislation requires that the metropolitan planning procedure must "include a proactive public involvement process that provides complete information, timely public notice, full public access to key decisions, and early and continuing involvement of the public in developing plans" (23 CFR part 450.316(b)(1)). The Cumberland Area Metropolitan Planning Organization (CAMPO) developed a public participation plan to involve citizens of the Greater Cumberland Area in the transportation planning process and to ensure the full and fair participation by all potentially affected communities in the transportation decision-making. CAMPO's goal through this plan is to provide the highest quality public participation possible for transportation decision-making.

As described in the public participation plan, CAMPO will solicit and encourage public participation in long-range transportation plans (LRTP) as follows:

- **Phase I** - Outreach activities with stakeholders identified in the public participation plan with information posted on the CAMPO web site 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.

The MPO shall periodically review the effectiveness of the procedures and strategies contained in the Public Participation Plan to ensure full and open participation process.

■ 1.4 Structure of This Document

The remainder of this document is structured as follows:

- Section 2.0 describes the policy goals and objectives of this plan;
- Section 3.0 provides a profile of the study area;
- Section 4.0 describes existing and forecast conditions for the multimodal transportation system in the CAMPO study area;
- Section 5.0 discusses conditions and trends for the study area's transportation system related to environmental justice, environmental practices, safety, and security; and
- Section 6.0 presents the financially constrained long-range transportation plan. It also describes projected resources available, and unfunded projects.

2.0 Cumberland Metropolitan Area Policy Goals, Objectives, and Strategies

■ 2.1 The State of Maryland

In its 1992 session, the Maryland General Assembly passed the Economic Growth, Resource Protection, and Planning Act of 1992. One of the key provisions of this Act is the implementation of “7 Visions for Future Development in the State of Maryland.” These Visions related not only to new urban development, but also to conservation of resources, protection of sensitive areas, and stewardship of the Chesapeake Bay and its drainage basin. In 2009, the Maryland Legislature expanded these visions to a total of 12 (shown below) through passage of Senate Bill 273, the Smart, Green, and Growing Local Government Planning Visions Act.

This Goals, Objectives, and Policy framework shall be the MPO’s principal source of land use, environmental, and growth policy. This plan and any future updates will build on the following Visions.

1. Quality of Life and Sustainability:

A high quality of life is achieved through universal stewardship of the land, water, and air resulting in sustainable communities and protection of the environment.

2. Public Participation:

Citizens are active partners in the planning and implementation of community initiatives and are Sensitive to their responsibilities in achieving community goals.

3. Growth Areas:

Growth is concentrated in existing population and business centers, growth areas adjacent to these centers, or strategically selected new centers.

4. Community Design:

Compact, mixed-use, walkable design consistent with existing community character and located near available or planned transit options is encouraged to ensure efficient use of land and transportation resources and preservation and enhancement

of natural systems, open spaces, recreational areas, and historical, cultural, and archeological resources.

5. Infrastructure:

Growth areas have the water resources and infrastructure to accommodate population and business expansion in an orderly, efficient, and environmentally sustainable manner;

6. Transportation:

A well-maintained, multimodal transportation system facilitates the safe, convenient, affordable, and efficient movement of people, goods, and services within and between population and business centers;

7. Housing:

A range of housing densities, types, and sizes provides residential options for citizens of all ages and incomes;

8. Economic Development:

Economic development and natural resource-based businesses that promote employment opportunities for all income levels within the capacity of the State's natural resources, public services, and public facilities are encouraged;

9. Environmental Protection:

Land and water resources, including the Chesapeake and coastal bays, are carefully managed to restore and maintain healthy air and water, natural systems, and living resources;

10. Resource Conservation:

Waterways, forests, agricultural areas, open space, natural systems, and scenic areas are conserved;

11. Stewardship:

Government, business entities, and residents are responsible for the creation of sustainable communities by collaborating to balance efficient growth with resource protection; and

12. Implementation:

Strategies, policies, programs, and funding for growth and development, resource conservation, infrastructure, and transportation are integrated across the local, regional, state, and interstate levels to achieve these Visions.

■ 2.2 Priority Funding Areas

In 1997, the Maryland General Assembly passed several amendments to the Economic Growth, Resource Protection, and Planning Act of 1992, which required each county to identify areas that were eligible for state funding through its Comprehensive Plan. Allegany County has developed a map showing its Priority Funding Areas (PFAs), which include municipal lands, industrial zoned land, enterprise zones, and lands served by public water and sewer (see Section 3.0, Figure 3.5).

■ 2.3 Allegany County Visions, Goals, and Objectives

In addition to the seven Visions established by the State of Maryland, Allegany County has a number of goals and objectives that it has been working toward since the adoption of its 2002 Comprehensive Plan. These goals continue to be a County priority in moving toward 2035.

This set of goals and objectives is part of the framework for the Comprehensive Plan that was adopted in 2002, and is designed to fit the character of the County and its service area.

Goal 1. Develop a sound, balanced, diversified economy.

- a. Promote Allegany County and its planned service area as a focal point for urban services, activities, and opportunities in the Central Appalachian Mountain area.
- b. Provide an ample supply of physically suitable and effectively located industrial and related employment sites, which are served by adequate transportation, water and sewerage, and other necessary facilities, and which are near existing population centers.
- c. Encourage the location of new industries, particularly those related to markets that capitalize on energy production related to the coal industry, and new industries that are related to emerging markets and new technologies.
- d. Encourage the growth of local, small-scale manufacturing and service industries, particularly as they relate to new technologies.
- e. Promote economic development by encouraging wholesale and retail trade, services, and tourism, particularly as related to historic and recreational sites and cultural events.

Goal 2. Provide for the wise use and management of the County's natural resources and for the protection of Sensitive Areas.

- a. Ensure compatibility between man-made development and the natural environment.

- b. Protect Sensitive Areas and conserve air, water, vegetation, land, and historic resources.
- c. Provide for the proper development and use of the County's mineral reserves, prime agricultural soils, and prime forest lands, and protect these lands from urban and other incompatible land uses.

Goal 3. Provide a quality living environment for the citizens of the County.

- a. Provide and maintain the necessary utilities and community facilities and services to existing communities, as well as to newly developing communities.
- b. Provide a transportation network composed of an adequate road system, bus, railroad, and air service to move people and goods with maximum efficiency between residential areas, employment centers, and other facilities.
- c. Encourage the provision of a broad range of affordable, quality housing choices for all citizens.

Goal 4. Ensure well-coordinated, efficient local governments.

- a. Encourage intergovernmental cooperation in research and planning and land use decision-making.
- b. Develop a Capital Improvement Plan and Program for major government improvement projects and ensure the consistency of those projects with the Comprehensive Plan.
- c. Ensure intergovernmental cooperation and coordination among the various levels of government in the provision, operation, and maintenance of services.

The Cities of Cumberland and Frostburg also have goals and objectives defined in their Comprehensive Plans, as detailed below. The City of Cumberland's are from the 2004 Comprehensive Plan, supplemented by two additional goals developed for the 2009 Comprehensive Plan update. The City of Frostburg's are from the visions and goals of the State referenced in Section 2.1 of this document to guide the City's policy framework.

City of Cumberland Vision, Goals and Objectives

Vision: A City that is an excellent place to live, an enjoyable place to visit, and a supportive place to build a profitable business.

2004 Cumberland Comprehensive Plan Goals and Objectives

Sensitive Areas Goal: Preserve and enhance Cumberland's critical natural resources and guide development to less sensitive areas.

- a) Preserve and enhance the Potomac River, Wills Creek, and other waterways.

- b) Control development within the 100-year floodplain.
- c) Protect forested habitat and steep slope areas from incompatible development.

Land Use Goal: Reinforce Cumberland's historic land use pattern while encouraging compatible economic development.

- a) Building on Cumberland's existing land use pattern, guide development and redevelopment activities to achieve a balance of residential, commercial, industrial, and mixed uses; community facilities; and open space and recreation areas.
- b) Promote land uses in the downtown which strengthen its traditional role as a regional center, in the context of an economic development strategy focused on tourism, specialty retail, cultural arts, and financial services (see Objective 8.3)

Transportation Goal: Provide a safe and efficient transportation network, with an emphasis on improving circulation within Cumberland and connections to outside regions.

- a) Continue to improve vehicular access and circulation for the downtown, Canal Place Preservation District, and other attractions and destinations.
- b) Maintain and improve traffic flow and quality of travel within the City.
- c) Provide adequate parking to serve the Canal Place Preservation District (including the downtown) and other destinations for visitors and residents.
- d) Provide public transit (bus and paratransit) service to meet the mobility needs of Cumberland residents and provide alternatives to use of the automobile.
- e) Promote pedestrian and bicycle travel as alternatives to the automobile and as a recreational activity for visitors and residents.

Community Facilities Goal: Provide realistic and efficient levels of facilities and services sufficient to meet the needs of the community.

- a) Provide governmental facilities to serve Cumberland's residents in an efficient and cost effective manner.
- b) Provide parks and recreational facilities to serve residents of all interests, age groups, and abilities.
- c) Develop a greenway system along the Potomac River and Wills Creek with the C&O Canal National Historical Park and the Narrows as major open space areas.
- d) Ensure that Cumberland is a safe place to live.
- e) Utilize Cumberland's position as provider of water and sewer for the City and County to serve existing development and direct future growth.

- f) Provide for adequate and environmentally responsible disposal of sewage and stormwater runoff from existing and new development.
- g) Provide for environmentally responsible and cost-effective disposal of Cumberland's solid waste.
- h) In accordance with the Consolidated Plan, assure the continued provision of human services to low-income residents and residents with special needs.
- i) Support development of a quality education system that equips students and trains adults to succeed in the twenty-first century work force

Mineral Resources Goal: Minimize the adverse visual impact of mineral resource extraction within the City of Cumberland.

- a) Ensure minimum disruption to Cumberland's development patterns and natural setting from mineral resource extraction.

Housing Goal: Promote a healthy, diversified housing stock for people of all ages, incomes, and levels of need.

- a) Implement a coordinated strategy to encourage renovation of existing housing.
- b) Encourage construction of new market rate housing with a variety of dwelling types and provisions for mixed use in suitable locations.
- c) Provide affordable housing and continued housing assistance to those in need.
- d) Implement a coordinated strategy to stabilize and enhance existing neighborhoods.
- e) Attract new residents to Cumberland by marketing it as a good place to live (see Action 8.6.2).
- f) Implement user-friendly regulations and review procedures that provide for safe and suitable housing without overburdening homeowners and builders/developers.

Economic Development Goal: Develop a coordinated, public/private sector economic development strategy focused on promoting business start-up and development.

- a) Improve coordination and expand partnerships among public agencies, institutions, and private sector businesses to promote business start-up and development.
- b) Implement regulatory and fiscal policies that facilitate business start-up and development
- c) Continue to implement an economic development strategy for the downtown to strengthen its position as a regional center for tourism, specialty retail, and financial services (see also Objective 2.2).

- d) Develop and implement a revitalization strategy for the Virginia Avenue corridor from First Street to the intersection with River Avenue in South Cumberland.
- e) Market Cumberland as a good place to visit, live, and start or operate a business

Energy Conservation Goal: Conserve energy and promote public awareness of energy issues.

- a) Promote the use of energy conservation techniques in the City.
- b) Conserve energy in City operations.

2009 Cumberland Comprehensive Plan Update Goals

Goal 1. Create a new urban “gateway” neighborhood on the City’s east side in the emerging Willowbrook/Williams/Messick Road Corridor. Future development within this corridor should have a cohesive design and development theme to create a strong sense of place and should allow for a mix of compatible and supporting uses.

- a) Establish a Memorandum of Understanding with Allegany County and the State Highway Administration to complete a joint strategic planning initiative for the corridor that will result in consistent zoning and subdivision regulation recommendations for both governments to be adopted by the end of 2010.
- b) Prepare a greenway development and design plan for the Evitts Creek floodplain within the Willowbrook/Williams/Messick Road corridor for inclusion in the City’s next Comprehensive Plan revision.
- c) Integrate a highway access plan for all development within the Willowbrook/Williams/Messick Road corridor and prioritize direct access to adjoining properties as appropriate for the functional classification of the adjoining street.
- d) Incorporate a Planned Development floating zone into the City’s Zoning Ordinance by the end of 2011.
- e) Prepare by the end of 2010 a Water & Sewer Infrastructure Expansion plan to evaluate future infrastructure needs within the corridor and determine how they can be served.

Goal 2. Expand and provide effective fire and emergency medical service coverage on the City’s east and west sides.

- a) Undertake a study by 2013 to site, design, and construct a replacement for Station #3 (Frederick Street) in the Willowbrook/Williams/Messick Road corridor to provide expanded service coverage for future annexations and development in the eastern corridor.
- b) Conduct a cost benefit and feasibility study to determine whether to improve or replace Station #2 (3rd & Race Streets) by 2018.

c) Devise a staffing and equipment staging and redistribution plan by 2015 to ensure that the proposed facilities are properly equipped and that adequate staffing coverage is maintained.

■ 2.4 The Comprehensive Plan

The long-range transportation plan developed for the Cumberland MPO draws significantly from, and builds on, the Comprehensive Plans adopted by Allegany County and the municipalities of Cumberland and Frostburg. The City of Cumberland and the City of Frostburg Comprehensive plans can be found online at the links below.

The City of Cumberland Comprehensive 2004 Plan can be accessed online at:
http://www.ci.cumberland.md.us/new_site/index.php/contents/view/81

The City of Cumberland Comprehensive 2009 Plan Update can be accessed online at:
http://www.ci.cumberland.md.us/new_site/index.php/contents/view/614

The City of Frostburg May draft State Submission Comprehensive Plan can be accessed online at:
http://www.frostburgcity.com/index.php?q=May_Comp_Plan_Submission

Several elements articulated during the Comprehensive Plan process relate to transportation planning in the Cumberland Metropolitan area, and are used here as building blocks for the long-range transportation plan. Specifically, the Comprehensive Plan focuses on integrating land use planning and transportation planning and views the various transportation modes as a network, rather than as separate entities.

As noted under Goal 3, in the County's Visions, Goals, and Objectives Element, one of the stated objectives is to "provide a transportation network composed of an adequate road system, bus, railroad and air service to move people and goods with maximum efficiency between residential areas, employment centers, and other facilities." In essence, this statement focuses the County's transportation goals in the same manner as the stated purpose of the SAFETEA-LU metropolitan transportation planning process. All modes of transportation are to be viewed as a network connecting with one another and with various destination points.

Transportation-Related Sections in the Comprehensive Plan

The Highway Plan Section of the Comprehensive Plan contains a number of goals that chart a course for highway and local street development between now and 2035. The plan also notes a number of needed improvements both to County and state highways. In addition, the Highway Plan sets forth basic design standards for new highways or streets that are to become a part of the County Roads System. A separate document, the

Highway Classification System, provides an index to major highways and streets within the County. Copies of that document are available for review in the County Community Services Department.

The Rail System Section illustrates the existing rail lines that serve Allegany County and briefly describes the flow of freight and passenger traffic through the County. Industrial rail spurs and tourist-based service such as the Western Maryland Scenic Railroad also are described. Abandoned rail lines also are shown in their historic perspective.

The Air Travel Section briefly describes the current Airport Master Plan for the Potomac Highlands Regional Airport and looks at passenger travel between Cumberland and nearby airports where connections can be made to larger cities and suggests future service potential, particularly to the Baltimore/Washington International (BWI) Airport.

The Mass Transit Section reviews the current Mass Transit Plan and describes both the fixed-route system served by a medium-size bus fleet, as well as the paratransit system served by medium duty buses. This section also briefly describes opportunities for local rail service in the future. A separate document provides a detailed description and plan for Mass Transit Service in the County.

The Trails Section describes the Trail Plan that appears in the County Open Space Plan. This plan suggests the creation of a network of trails connecting existing open space in state and Federal parks and forests with abandoned rail lines, power lines, greenways, and other rights-of-way.

■ 2.5 Transportation Policies and Procedures

In addition to the relevant transportation sections found in the Comprehensive Plan, are the series of policies, standards and procedures prescribed for the County.

Policies

1. Develop and maintain an integrated transportation system utilizing rail, air, and highway systems using both mass transit and personal transportation modes.
2. Encourage the use and development of transportation facilities that will minimize growth in automobile use.
3. Encourage implementation and use of transportation alternatives to decrease the growth of automobile use.
4. Promote the design and development of energy-efficient communities and travel patterns.

5. Plan for, develop, and encourage the use of alternatives to single-occupant automobiles.
6. Promote the use of mass transit, including bus, van, car pooling, rail, air, and related modes of transportation through a public awareness campaign.
7. Promote walking, hiking, biking, and other human-powered transport by supporting walkways, paths, and trails to tie existing urban areas together through a system of greenways and trails.

Standards and Procedures

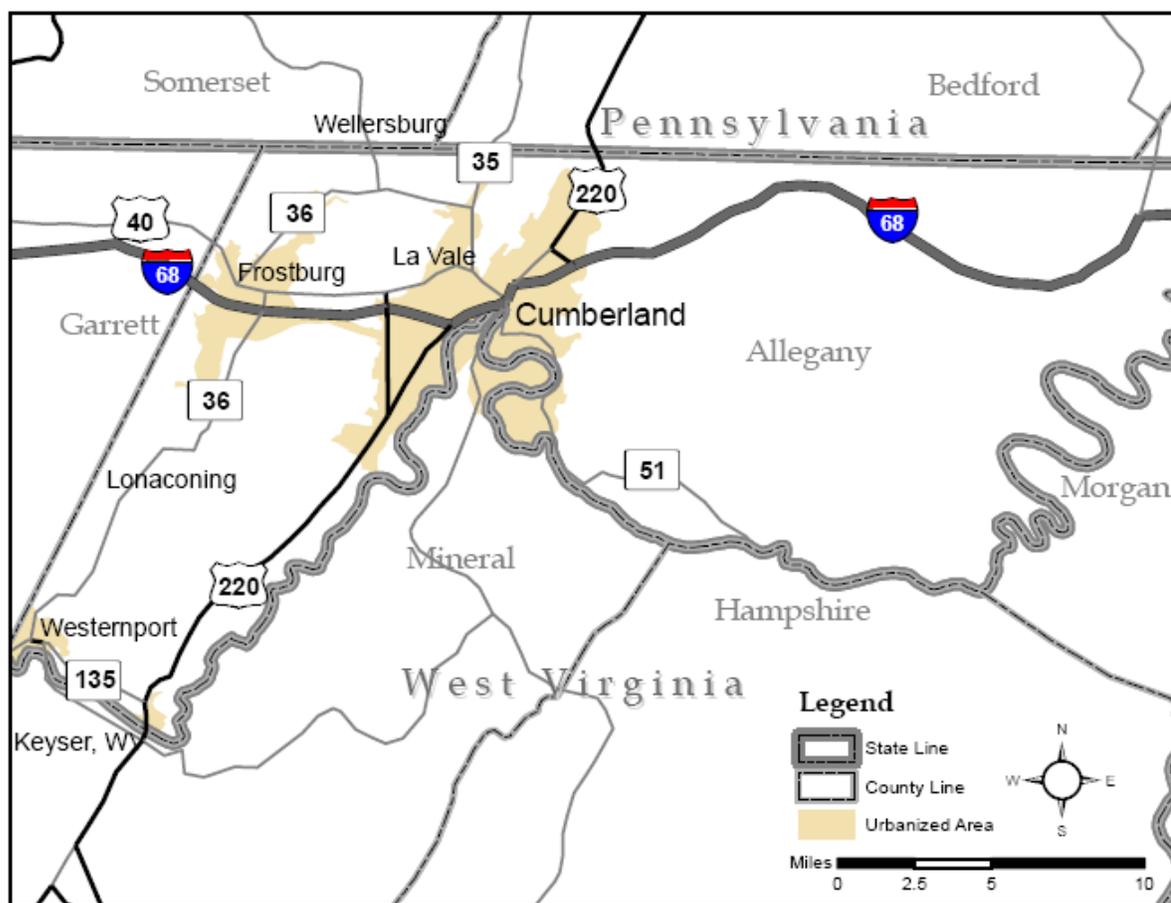
1. The County will require setbacks for building from arterial and other streets and highways as set forth in the Land Development Regulations.
2. The County will require spacing of 750 feet for entrances for urban uses on arterial highways in the state-maintained system.
3. The County will require a minimum right-of-way width of 50 feet for newly dedicated county roads and streets and may require additional right-of-way for bridges or other structures.
4. Roads and bridges that are constructed to be taken into the county system will, at a minimum, meet the standards set forth in the Land Development Regulations.
5. The County will require billboards and signs to meet State Highway Administration (SHA) Standards on Arterial Highways.
6. The County will regulate the use and height of structures in Airport Runway Approach zones in the Land Development Regulations and will coordinate land use policy with Mineral County to assure protection of the runway approach zones in West Virginia.
7. The County will require setbacks from railroads in the Land Development Regulations.

3.0 Study Area Profile

■ 3.1 Location and General Description of the Study Area

As illustrated in Figure 3.1, the Cumberland Metropolitan area is comprised of Mineral County, WV, Allegany County, MD, and the cities of Frostburg and Cumberland in Maryland. The region is bounded on the west by Garrett County, Maryland; on the east by Washington County, Maryland; on the north by Somerset, Bedford, and Fulton Counties, Pennsylvania; and on the south by Hampshire, Morgan and Grant Counties, West Virginia.

Figure 3.1 Cumberland Metropolitan Area



The area lies in the Appalachian Mountains, partly in the Ridge and Valley Physiographic Province, and partly in the Allegheny Mountains Physiographic Province. The area also lies entirely within the Potomac River Basin and the Chesapeake Bay drainage area.

The area is approximately 120 miles southeast of Pittsburgh, Pennsylvania; 140 miles northwest of Baltimore, Maryland, and Washington, D.C.; and 320 miles southwest of New York City. The area is nearly equidistant between the larger metropolitan areas of Baltimore-Washington and Pittsburgh. The area also is nearly centered between the Megalopolis complex on the eastern seaboard, and the Mid-West Industrial Complex centered on the southern Great Lakes.

Figure 3.2 Downtown Cumberland



■ 3.2 Major Activity and Employment Centers

Major Activity Centers

Most of the existing Allegany County activity centers are located along the I-68, U.S. 40, MD 36, and U.S. 220 corridors, centered in or near the City of Cumberland and the nearby urban areas of La Vale, Frostburg, Lonaconing, and Westernport. Major activity centers in the study area include shopping centers, medical facilities, educational facilities, human service agencies, apartments, subsidized housing, senior apartments, and retirement homes. Figure 3.3 shows the location of major shopping centers in Allegany County.

Figure 3.3 Shopping Centers in Allegany County



Source: Allegany County Department of Economic Development, *Shopping Centers: Allegany County, Maryland*, August 2009.

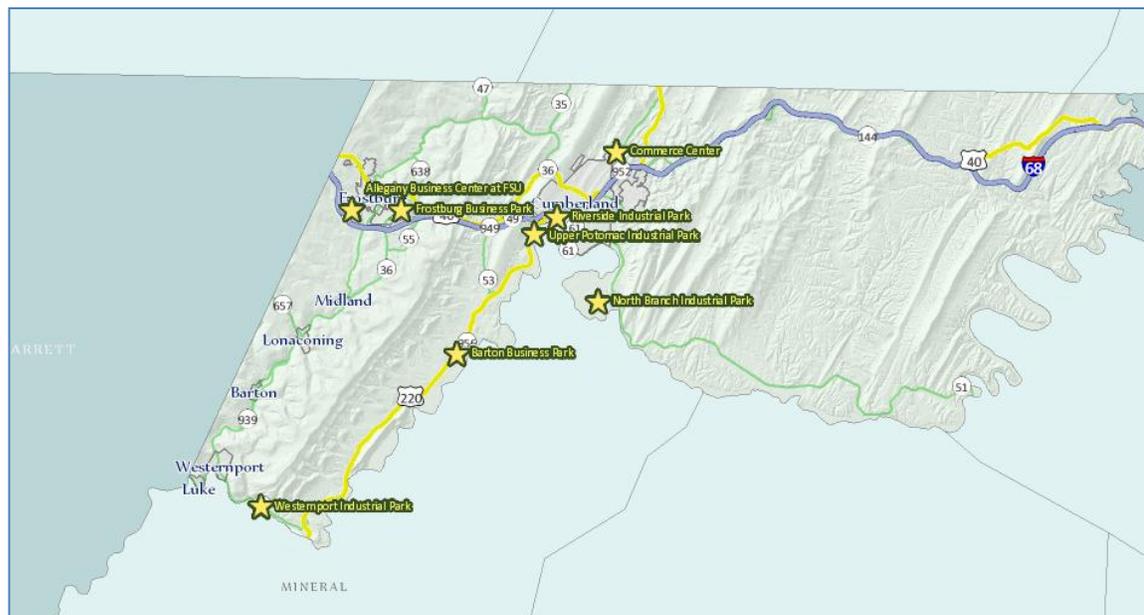
Allegany County has a prominent aging population, which is a characteristic of an area with slow population growth. Adequate access to medical care, human services, and hospitals are thus important, as is the presence of retirement residences and nursing homes. While many of the retirement facilities are located in Frostburg and Cumberland, several others are located along the southern edge of Maryland in Westernport, as well as in the City of Keyser in Mineral County, West Virginia, where the Potomac Valley College Hospital is located.

County schools comprise another key activity center. The Allegany County Public School website reports a total of 14 public elementary schools, four middle schools, three high schools, one technical school, and one alternative school in the county. The *Allegany County Comprehensive Plan* reported that Fort Hill High School covers the largest area and has the largest enrollment of any of these schools. Additional schools are referenced in the 2008 Statistical reference report, including four private elementary schools, one private K-12 school, one vocational education center, one special education center, one community college, and one state university (Frostburg State University).¹

Most of the Cumberland region's manufacturing and employment is concentrated in and around the City of Cumberland. Smaller employment and production clusters are located in Frostburg, La Vale, and in the northern portion of Mineral County, West Virginia. The area includes a number of industrial parks, as shown in Figure 3.4. The largest employer in the region is the Western Maryland Health System, with 2,302 employees operating in a new consolidated facility. The two previous campuses used by the Western Maryland Health System present opportunities for the City to adaptively reuse the facilities. Defense manufacturer ATK Tactical Systems is the region's second largest employer, with 1,472 employees. Paper manufacturer New Page Corporation (formerly Mead/Westvaco) in Luke, Maryland, is the third largest employer, with 973 employees. Other large employers include Frostburg State University, with 930 employees; CSX Transportation, which operates a large railroad service, repair, and switching facility in Cumberland, with 900 employees; Hunter Douglas Window Fashions, with 624 employees; ACS, a telecommunications company, with 525 employees; North Branch Correctional Institution, with 557 employees; Western Correctional Institution in Cumberland, with 552 employees; and Allegany College of Maryland with 519 employees.²

¹ 2008 *Statistical Reference of Allegany County*, prepared by the Allegany County Economic Development Office.

² Allegany County Department of Economic Development, 2011.

Figure 3.4 Allegany County Industrial Parks

Source: Allegany County Department of Economic Development, *Shopping Centers: Allegany County, Maryland*, August 2009.

Economic Incentives and Priority Funding Areas

There are several economic incentive zones in Allegany County where economic development is encouraged. Allegany County is home to two Federal HUBZones, located in South Cumberland and Frostburg. The HUBZones Empowerment Contracting Program provides Federal contracting preferences to small businesses that obtain HUBZone certification. In addition, there are three Maryland Enterprise Zones designated in Allegany County. Businesses locating in a Maryland Enterprise Zone may be eligible for income tax credits and real property tax credits in return for job creation and investments made in the zone. Allegany County's Enterprise Zones are located in Cumberland, Frostburg and Route 220 South.

In addition, the State of Maryland's Priority Funding Areas (PFA) provide further inducement to redevelopment through the allocation of state infrastructure investments to support "Smart Growth" in existing communities. The PFA program gives priority to highway, sewer and water construction, and economic development investment in areas that qualify as PFAs, including every municipality (as they existed in 1997) and areas already designated as Enterprise Zones, Neighborhood Revitalization Areas, Heritage Areas, and existing industrial land.

Figure 3.5 shows the location of PFAs in Allegany County.

Figure 3.5 Priority Funding Areas in Allegany County



Source: One Maryland On Map found at <http://mdpgis.mdp.state.md.us/pfa/pfa.htm>

■ 3.3 Population Projections

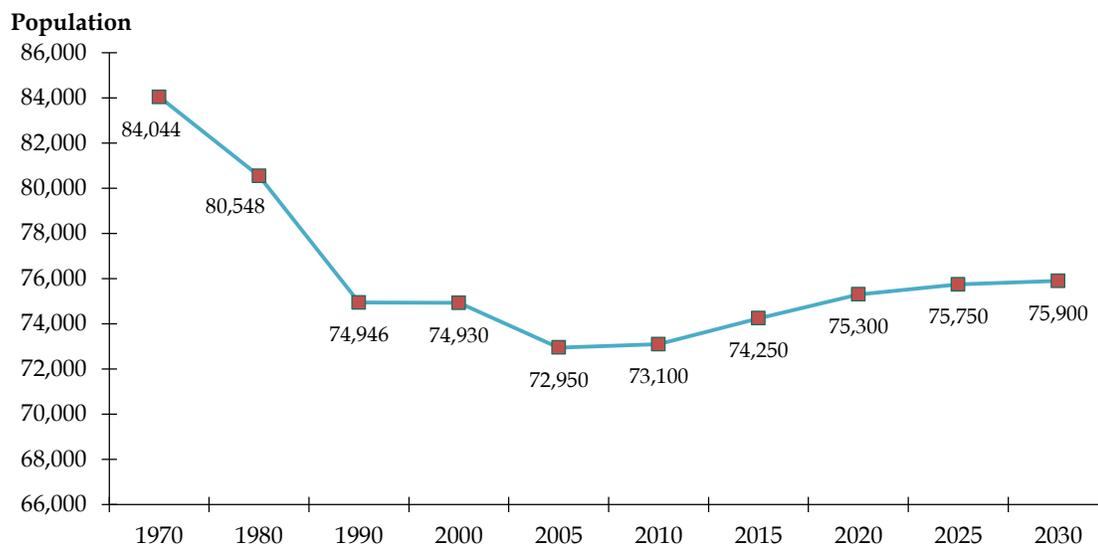
The updated population projections for Allegany County, shown in Table 3.1, were prepared by the Maryland Department of Planning, Planning Data Services in December 2008, utilizing information collected since the 2000 Census. The Maryland Department of Planning projections show a decline in population for Allegany County until 2005, after which population is projected to increase modestly with each five-year increment through 2030, as shown in Figure 3.6.

Table 3.1 Allegany County Population Projections from Maryland Department of Planning

Year	Total Population
1970	84,044
1980	80,548
1990	74,946
2000	74,930
2005	72,950
2010	73,100
2015	74,250
2020	75,300
2025	75,750
2030	75,900

Source: Maryland Department of Planning, Planning Data Services.

Figure 3.6 Allegany County Population Projections 1970-2030



Source: Maryland Department of Planning, Planning Data Services.

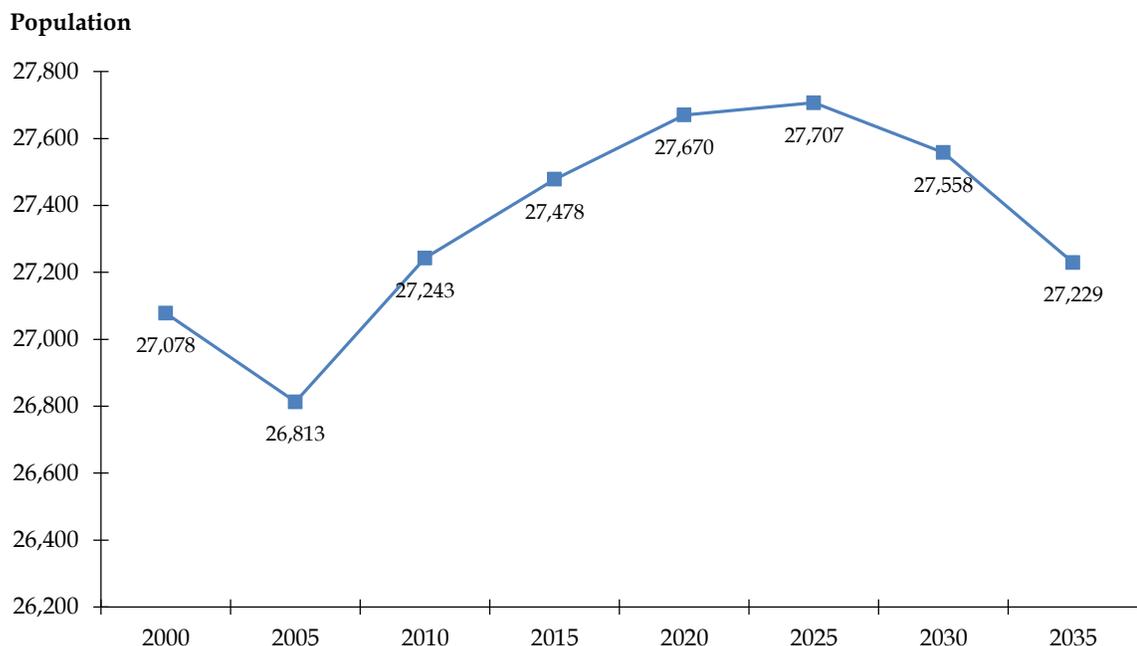
Mineral County’s population has vacillated over the past 10 years. The projections for the future as presented in the *Population Projections for West Virginia Counties* by the Bureau of Business and Economic Research at the College of Business and Economics of West Virginia University indicates that this trend is going to continue into the future. Per the projections, the county population will continue a pattern of modest growth until 2025, which will be offset by a decline in population for the next 10 years until 2035 (see Table 3.2 and Figure 3.7). Overall, these changes are small, and the population for Mineral County is projected to grow only slightly over the next 25 years.

Table 3.2 Mineral County Population Projections

Year	Total Population
2000	27,078
2005	26,813
2010	27,243
2015	27,478
2020	27,670
2025	27,707
2030	27,558
2035	27,229

Source: Mineral County, West Virginia.

**Figure 3.7 Mineral County Population Projections
2000-2035**



Source: Mineral County, West Virginia.

Projections by Region

Between 2000 and 2035, moderate population growth is anticipated to occur in the suburban areas around Frostburg, Cumberland, La Vale, and Keyser, where services now exist or are planned. Near Frostburg, a good deal of urban growth is projected to be concentrated north of I-68, in response to continued development of employment opportunities at Frostburg State University, in the industrial commercial complex at the east edge of town, and in mining and energy development throughout the Georges Creek Basin.

In contrast, the Georges Creek region is projected to continue to lose population. Little growth in the Georges Creek region is foreseen because of a severe shortage of suitable building sites outside the floodplain of the major streams. However, the extension of sewer service into the area north of the community of Midland makes this area more suitable for urban growth in the future. The extension of public water from the Frostburg system into this area holds the key to urban growth south of I-68.

Between 2000 and 2035, the population of the central part of the area is expected to grow slightly with a small population gain in the Greater Cumberland region, and a modest increase in La Vale. The remainder of new population growth should be in the Wiley

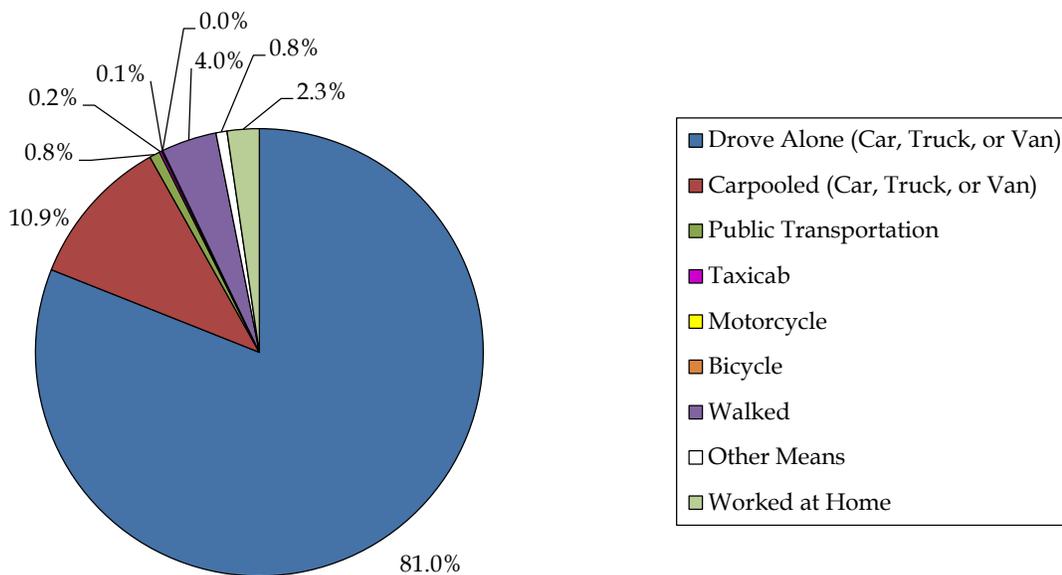
Ford to Fort Ashby corridor along Route 28 in Mineral County. The major impetus for growth in these regions will be related to commercial and service industries, including health care, nursing home care, correctional facilities, and tourism development.

Population in the remaining rural section of both Counties has remained nearly constant over the last 50 years and is expected to remain nearly stable in the future through 2035.

3.4 Transportation Profile

Data collected in the American Community Survey (2006-2008) provides a snapshot of the travel profile of Cumberland metro area residents, illustrating the transportation services they use to travel to work. As shown in Figure 3.8, the auto is the predominant means of getting to work in the region - 81 percent of all Cumberland metro area residents drove alone to work, and another 11 percent of the population carpooled. Four percent of the population walked to work. Less than 1 percent of Cumberland MSA's population used public transit services to get to work.

Figure 3.8 Means of Transportation to Work
Cumberland Metro Area

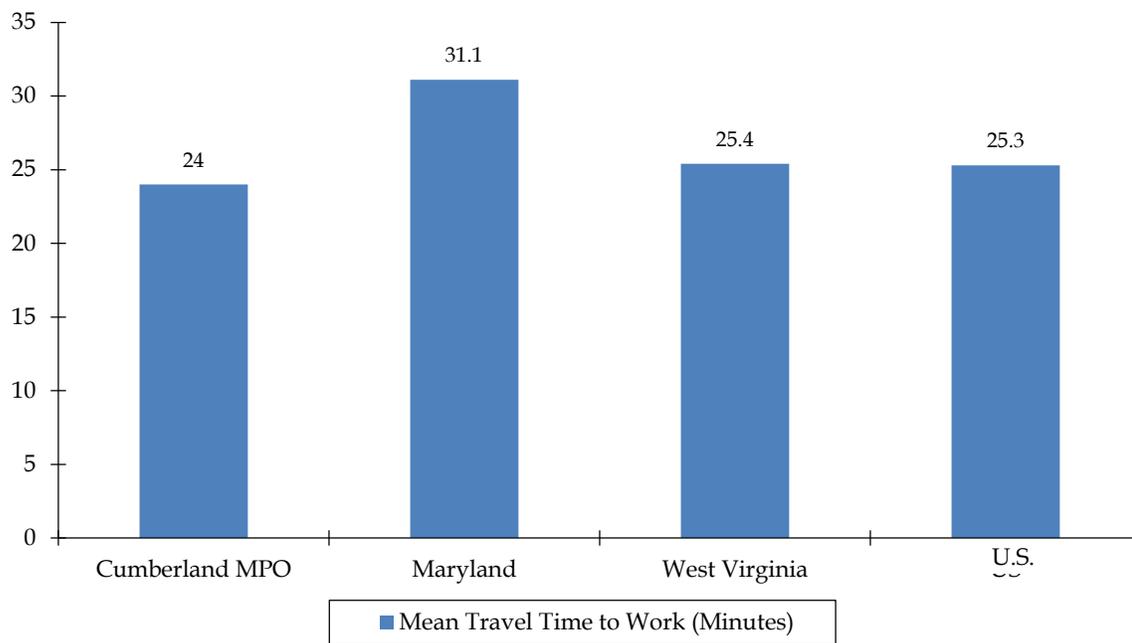


Source: American Community Survey, 2006-2008.

Average travel time to work is another parameter which has implications for the quality of life in the Cumberland metropolitan area. The average time spent by a Cumberland

metropolitan area resident commuting to work was 24 minutes, which is less than the national average of 25.3 minutes, the average time in the State of Maryland (31.1 minutes), and the average time in West Virginia (25.4 minutes), as shown in Figure 3.9.

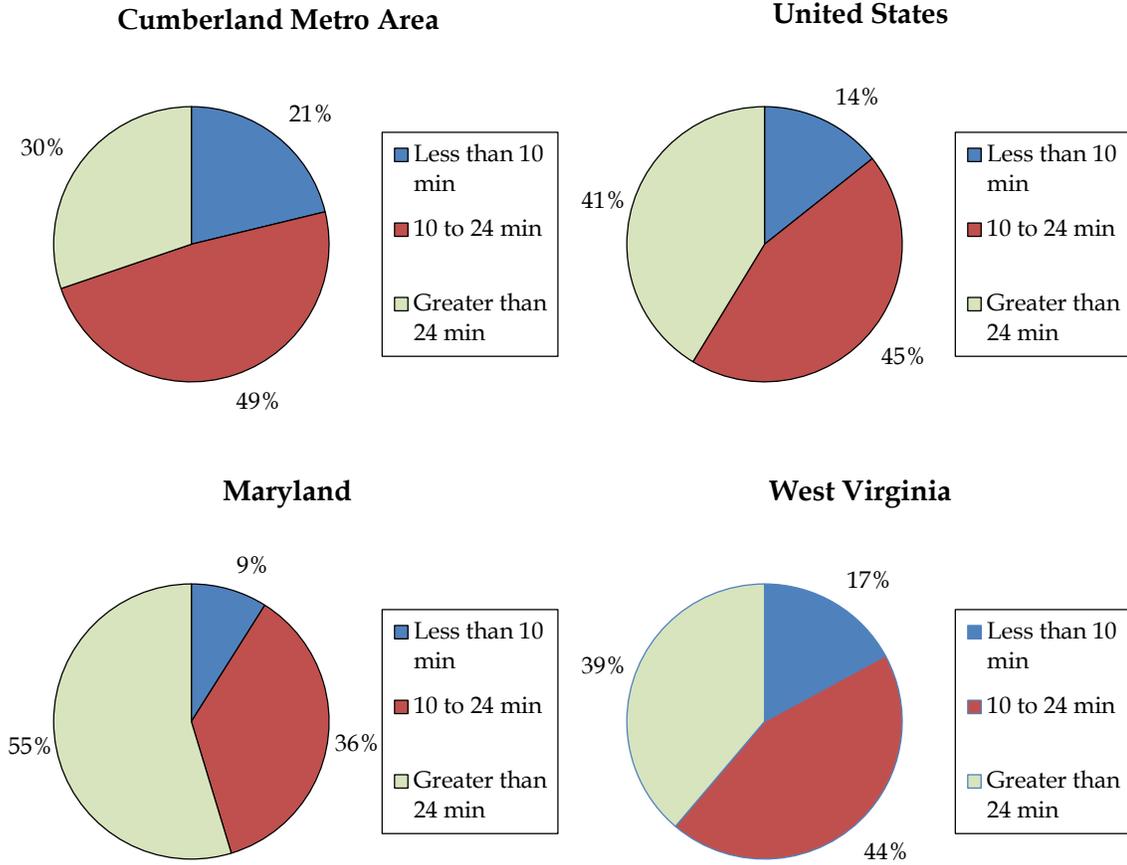
Figure 3.9 Mean Travel Time to Work in Minutes
Cumberland Metro Area



Source: American Community Survey, 2006-2008

As well as average travel time to work, it is useful to examine the distribution of travel times. The total share of population who spends more than 24 minutes traveling to work is significantly less (30 percent) when compared to the share of people at the national level (41 percent), Maryland (55 percent), or West Virginia (39 percent), as shown in Figure 3.10. The share of population who spends less than 10 minutes traveling to work in the Cumberland metro area (21 percent) is high compared to the shares for the nation (14 percent), Maryland (9 percent), or West Virginia (17 percent), indicating that people in this area are either living closer to where they work or experience little congestion on their commute trips, or both, when compared to the national or related state averages.

Figure 3.10 Mean Travel Time to Work



4.0 Multimodal Transportation System

This section addresses the different modes of transportation available in the CAMPO study area. The highway system serves as the backbone of the region, accounting for the vast majority of trips. However, the desire for multimodal transportation alternatives has increased as the region seeks a transportation system that contributes to livability and sustainability. This section also describes these transportation alternatives, including public transportation services, bicycling and walking. In addition, freight mobility and aviation are addressed in this section.

Figure 4.1 I-68 near Cumberland

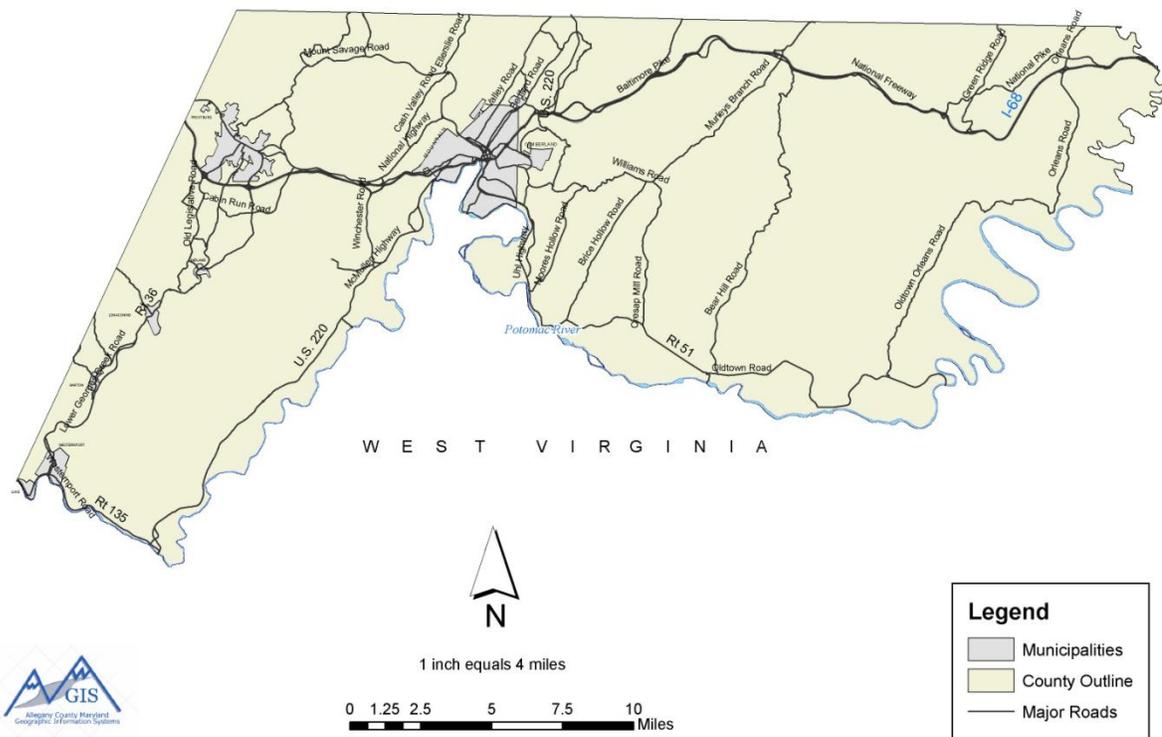


4.1 The Highway System

Background

Highways are an integral part of the overall transportation system. They provide links to urban centers as well as a safe network of travel options, connecting local, residential, commercial, and industrial areas. Figure 4.2 depicts the major highways in Allegany County.

Figure 4.2 Major Highways in Allegany County



Because of the varied nature of the highway system across the nation and in Allegany County, a system is utilized to classify the different functions of highways and streets. Under this system, which is based on the Federal Functional Highway Classification System, existing highways and streets are grouped according to the functions that they perform, not the systems to which they belong, nor their present widths, surface types, or conditions. Future highways and streets are to be built and maintained according to their functions regardless of administrative systems, present constructions, or conditions.

The classification system includes the following categories.

- Principal Arterials;
- Major Arterials;
- Minor Arterials;
- Connector Streets; and
- Collector Streets.

It must be explicitly noted that all existing county and state highways and streets are not included in the classification system. All highways, roads, and streets that perform a purely local function for access to individual properties are classified as local streets and are not listed individually.

The classification system is outlined in a separate document entitled “The Highway Classification System,” which is adopted as part of the Comprehensive Plan and is available in the County Planning Department.

The Current Highway System in Allegany County, Maryland

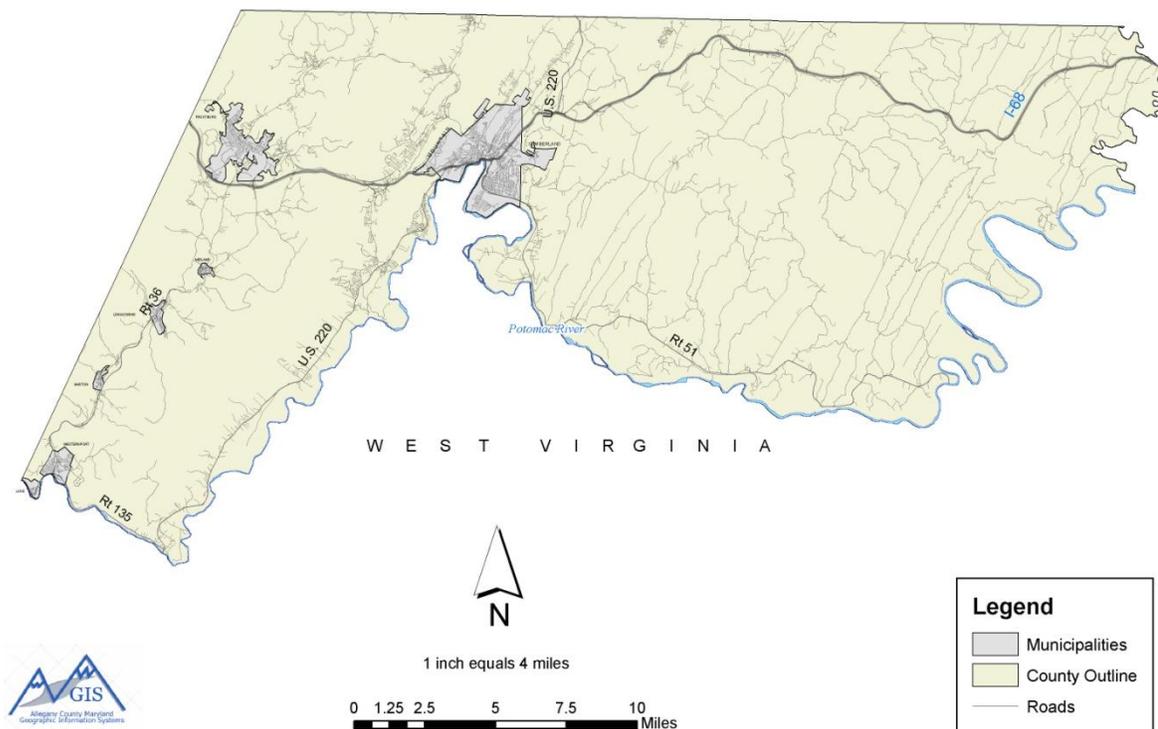
The highway system of Allegany County contains a small number of arterial highways and a large number of connecting and collecting roads and streets. Most of the arterial highways are in the SHA system, while the connector and collector roads and streets are primarily in the county system. As shown on Figure 4.2, the arterial system includes two principal arterial highways: I-68 connecting the County with urban centers to the east and west; and U.S. Route 220 connecting the County with points to the north and south.

The highway system also contains a number of major arterial highways that connect the County with adjacent counties and form the basic intercounty network. These highways include: Maryland Route 36 between Westernport, Frostburg, and La Vale; Maryland Route 51, which leads to Winchester, Virginia; Maryland Route 135 between McCoole, Westernport, and Southern Garrett County; Maryland Route 47, which leads to Somerset, Pennsylvania; Maryland Route 35, which leads to Hyndman, Pennsylvania; and Maryland Route 53 between I-68 in La Vale and U.S. Route 220 at Cresaptown.

Other state highways and major county roads are minor arterial highways that serve intracounty travel. These minor arterial roads include Alternate U.S. Route 40 between Frostburg and Cumberland; Midlothian Road at Frostburg; Willowbrook-Williams Road-Messick Road at Cumberland; and Bear Hill-Town Creek Road between Oldtown and Flintstone.

Other roads and streets that connect more remote areas of the County with urban centers (connectors) or that are generally designed to serve residential suburban travel (collectors) are mostly in the county road system. Figure 4.3 shows the County’s road system.

Figure 4.3 Allegany County Road System



The county-maintained road system includes more than 550 miles and 112 bridges. This does not include streets owned or maintained by cities. The county system includes roads that perform several different functions. Several of the roads serve as arterial highways connecting communities or arterial state highways. Examples include: Midlothian Road between the National Freeway and Frostburg; Williams Road; Valley Road; and Cash Valley Road. Other roads connect nonurban areas with arterial highways or with urban centers. Nearly all the county roads east of Cumberland are in this category.

Many of the smaller county road segments serve as collecting roads in residential areas in the suburbs of La Vale, Cresaptown, Bowling Green-Potomac Park, and in the older residential communities such as Mt. Savage, Eckhart, and the incorporated areas of Georges Creek.

The Current Highway System in Mineral County, West Virginia

The highway system serving Mineral County consists of a local street network serving individual communities and primary highways connecting towns and cities. These primary highways include U.S. Route 50, West Virginia Route 46, U.S. Route 220, and West Virginia Route 28. Mineral County lacks direct access to the Interstate Highway System and relies upon U.S. 220 and Maryland Route 36, through Allegany County, Maryland, to reach the nearest Interstate facility, I-68. Within the Mineral County portion of the Cumberland Urbanized Cluster, West Virginia Route 28 (Canal Parkway) and

Alternate West Virginia Route 28 link the West Virginia communities of Wiley Ford and Ridgely, respectively, with Cumberland, Maryland. Carpendale, another West Virginia community within the Cumberland urbanized cluster, is linked to Ridgely via Mineral County Route 28 (Miller Road).

The City of Cumberland faces many challenges to fund highway maintenance and system preservation on County and City owned and maintained roadways. The City of Cumberland currently receives annual Federal pass-through funding in the form of State aid in lieu of Federal funding. This funding has gradually declined over the lifespan of the CAMPO. Due to this lack of dedicated Federal and State funding support, Cumberland has begun securing bonds to finance the growing cost of improving and reconstructing the arterial and collector streets that are owned and maintained by the City.

■ 4.2 Traffic Volumes

An analysis of existing and future highway conditions was conducted in the CAMPO area to determine the Level of Service (LOS) for each roadway. This analysis determines which roads are the most congested and in need of improvement.

Existing and programmed system capacity (i.e., the number of vehicles that can be safely accommodated on a facility or any segment of a facility) can be used as both a measure of the system's ability to serve both through traffic and adjacent land use. System performance is measured as the ratio between the actual or projected traffic volumes and the actual or programmed capacity and is expressed as the volume-to-capacity (v/c) ratio.

The v/c ratio is a conventional LOS measure, which can be translated into the general operating conditions a driver will experience while traveling on a particular facility. LOS reflects driver satisfaction with a number of factors that influence the degree of congestion, including speed and travel time, traffic interruption, freedom to maneuver, safety, driving comfort and convenience, and delays. While the actual operating conditions and LOS are dependent upon a multitude of other variables, most notably facility type, the level of congestion can be approximated based on the v/c ratio. This analysis estimates LOS based on a volume-to-capacity ratio and categorizes roadways into the following commonly accepted six congestion categories:

- **LOS A**, represents a free flow where individual users are virtually unaffected by others in the traffic stream. LOS A describes a condition with low-traffic volumes and high speeds with little or no delays. There is little or no restriction in maneuverability due to the presence of other vehicles. Drivers can maintain their desired speeds and can proceed through signals without having to wait unnecessarily.
- **LOS B**, is in the range of stable flow, but the presence of other users in the traffic stream begins to be noticeable. LOS B affords above average conditions, and is typically used for design of rural highways.

- **LOS C**, also is in the range of stable flows, but marks the beginning of the range of flow in which the operation of individual users becomes significantly affected by interactions with others in the traffic stream. LOS C is normally utilized as a measure of “average conditions” for design of facilities in suburban and urban locations. It also is considered acceptable in rural locations.
- **LOS D**, represents high density, but stable flow. Speed and freedom to maneuver are severely restricted and the driver experiences a generally poor level of comfort. Small increases in traffic flow will generally cause operational problems at this level. LOS D is considered acceptable during short periods of time and is often used in large urban areas.
- **LOS E**, represents operating conditions at or near capacity. Operations at this level are usually unstable, because small increases in flow or minor perturbations within the traffic stream will cause breakdowns.
- **LOS F**, is used to define forced or breakdown flow. This condition exists wherever the amount of traffic approaching a point exceeds the amount which can traverse the point and queues form behind the point. LOS F is characterized by demand volumes greater than the roadway capacity as complete congestion occurs and, in an extreme case, the volume passing a given point drops to zero. Under these conditions motorists seek other routes in order to bypass congestion, thus impacting adjacent streets.

LOS in CAMPO Region

The analysis of historical Allegany County traffic volume data³ from 2001 to 2009 revealed differences in the rate of growth among functional classifications. While both the urban and rural sections of the interstate grew at rates of 0.36 to 0.5 percent annually, most other functional classifications registered slight declines in traffic volume over the period.

Future Allegany County traffic volumes in the area were forecasted by applying the average annual growth rates by functional class to each count location using a 2009 base year. Future forecast volumes for several roadways are noticeably large for their associated functional classifications, so future level of service was approximated based on forecast 2035 volume and capacity estimates derived from the Highway Capacity Manual and current roadway characteristics.⁴ Table 4.1 illustrates the congested segments forecast for 2035 if no transportation system improvements are made. The levels of congestion are defined as a segment having better than a LOS C having no congestion, an LOS of C for

³ Historical data provided by Maryland State Highway Administration Highway Information Services Division.

⁴ Current roadway characteristics were extracted from Maryland State Highway Administration State Highway Location Reference data current as of December 31, 2009.

mild congestion, LOS D for moderate congestion, and worse than LOS D for severe congestion.⁵ While 107 of the 128 roadway segments analyzed are expected to be operating at an LOS of C or better by 2035, 21 segments are expected to suffer from congestion ranging from mild to severe. Two of the main areas of congestion are along U.S. 220 south of Cumberland, which represents the main north-south corridor leading to Cumberland from the south; and U.S. 40 Alternate, from Frostburg through La Vale and into Cumberland, the main local-access (e.g., non-freeway) east-west corridor serving the CAMPO area. These both reflect major travel and development corridors. In addition, there are several street segments in the urban core of Cumberland with potential congestion issues. The City engineering staff have identified Mechanic Street (part of U.S. 40), Centre Street, Baltimore Avenue (part of U.S. 40), and Greene Street as areas likely to experience greater traffic congestion by 2035.

Table 4.1 Segments with Mild to Severe Congestion by 2035

Route Number	Location Description	Functional Class	Congestion Level
MD-36	At George's Creek Bridge	Rural-Minor Arterial	Moderate/Severe
U.S. 40 AL *	0.40 mile east MD638	Urban-Princ. Arterial-Other	Moderate/Severe
U.S. 40 AL	0.20 mile west of MD36 (Mt. Savage Road)	Urban-Princ. Arterial-Other	Moderate/Severe
U.S. 40 AL	0.30 mile west of Old Cash Valley Road	Urban-Princ. Arterial-Other	Mild
U.S. 40 AL	East of MD 55	Urban-Princ. Arterial-Other	Moderate/Severe
U.S. 40 AL	0.40 mile west of MD36 (south)	Urban-Minor Arterial	Moderate/Severe
MD-49	0.10 mile west of Sunset Drive	Urban-Collector	Moderate/Severe
MD-53	0.10 mile north of MD636 (Warrior Drive)	Urban-Princ. Arterial-Other	Moderate/Severe
MD-61	0.20 mile north of West Virginia Street/L	Urban-Minor Arterial	Mild
MD-144	0.20 mile east of MD 807	Urban-Minor Arterial	Moderate/Severe
U.S. 220	0.50 mile south of MD956	Rural-Princ. Arterial-Other	Moderate/Severe
U.S. 220	0.30 mile south of IS68 (Exit #42)	Urban-Princ. Arterial-Other	Moderate/Severe
U.S. 220	0.60 mile north of MD53	Urban-Princ. Arterial-Other	Moderate/Severe
U.S. 220	0.10 mile north of West Virginia Street/L	Urban-Princ. Arterial-Other	Moderate/Severe
U.S. 220	0.20 mile south of MD53	Urban-Princ. Arterial-Other	Moderate/Severe

⁵ Care should be taken when interpreting these LOS. Because the AADT counts and forecasts are at point locations, the capacity calculation reflects the roadway conditions at that exact point on the roadway. Two-lane rural highway LOS is especially sensitive to truck traffic volume and the prevalence of passing lanes, and are calculated from "time spent following." It should be noted that there are several truck passing lanes along many of the rural primary highways in Allegany County that are unaccounted for in the point-location capacity calculation. These would significantly reduce the amount of "time spent following" and thus result in an improved LOS.

MD-639	0.10 mile west of Country Club Road	Urban-Minor Arterial	Moderate/Severe
MD-942	0.10 mile south of Greene Street	Urban-Minor Arterial	Moderate/Severe

Table 4.1 Segments with Mild to Severe Congestion by 2035 (continued)

Route Number	Location Description	Functional Class	Congestion Level
Frederick Street	0.40 mile north of U.S. 40AL (one way)	Urban-Minor Arterial	Moderate/Severe
Seton Drive	0.10 mile north of Braddock Road	Urban-Collector	Moderate/Severe
Virginia Avenue	0.05 mile south of MD-51	Urban-Minor Arterial	Moderate/Severe
Williams Street	0.10 mile west of Maryland Avenue	Urban-Minor Arterial	Moderate/Severe

■ 4.3 Proposed Major Highway Improvements

U.S. Route 220 South

The U.S. Route 220 corridor south of Cumberland includes both existing U.S. Route 220 and Maryland Route 53 (Winchester Road). These highways pass through the residential areas of Winchester Road, Bowling Green, Potomac Park, Cresaptown, Bel Air, Rawlings, McCoolle, and Keyser. These highways currently serve the Country Club Mall and other shopping areas in La Vale as well as the Upper Potomac Industrial Park at Bowling Green, the County Fairgrounds, the County Career Center, Barton Business Park, and the Allegany Ballistics Laboratory on Maryland Route 956 near Pinto. They also serve the Western Correctional Institute, the Allegany County Detention Center, and the new maximum state prison being built at the former Celanese Plant site at Amcelle near Cresaptown.

This corridor also is a growing residential area with some strip commercial development. Many vacant buildable lots exist in the corridor that could be developed for residential use. Finally, the long-range development of currently vacant land, west of existing U.S. Route 220, between Bel Air and Rawlings, is dependent on the relocation of U.S. Route 220, to separate local traffic from through traffic. The proposed industrial park near Maryland Route 956, is also dependent on this new highway. The traffic volume on U.S. Route 220, at Bel Air, justifies an improved, multilane access-controlled highway to Rawlings. To ease the current conflict between local and through traffic, the State could construct a new U.S. Route 220, eventually connecting Cumberland with Appalachian Development Highway System (ADHS) Corridor “H,” south of Keyser. Reconfiguring U.S. Route 220 South, to a multilane facility, is included in the Maryland SHA list of highway needs. SHA, with the West Virginia Department of Transportation, is conducting a joint planning study to examine alternatives that will improve U.S. Route 220 South from I-68, via MD 53, to Corridor H in West Virginia.

Maryland Route 36

Maryland Route 36 needs improvements from Seldom Seen Road to Bushkirk Hollow Road, between Lanaconing and Midland, and from U.S. 40 Alternate, east of Frostburg, to MD 47 west of Barrelville.

Maryland Route 639

In 2008-2009 a MD Route 639 (Willowbrooke Road) Corridor Study was conducted by SHA. This study contemplates and proposes major improvements to Willowbrooke Road and portions of Williams Road and Messick Road in Cumberland and Allegany County. These improvements proposed the widening of Willowbrooke Road to six lanes and the future removal of the two roundabouts that were installed in 2009.

These road improvements are located within the CAMPO Urbanized Area boundaries. This corridor has been identified as a future growth and annexation area for the City of Cumberland in its 2009 Municipal Growth Element. The City's adopted Municipal Growth Element calls for a Smart Growth urban development pattern along the corridor. This approach would involve the potential evolution of an urban grid street pattern that would provide alternative traffic circulation routes to Willowbrooke Road and improved access for development of land that does not front on Willowbrooke Road.

Long-Term Freeway Improvements

SHA's Highway Needs Inventory (HNI) identifies I-68, from MD 53 to U.S. 220 North, as a candidate for future freeway reconstruction. The geometry of the road is substandard throughout the City of Cumberland. If improvements are not feasible, the State could consider a bypass, either to the north or south of Cumberland. Any consideration of the need for such a bypass should also consider the potential impacts on future development patterns and the consistency of such changes with Maryland's adopted Smart Growth goals and principles. By 2030, both a north and south bypass may be necessary to accommodate traffic and expected growth in the Potomac Valley and along Route 28 in Mineral County, West Virginia.

Other State Highway Needs

The SHA's HNI also identified the following projects for future reconstruction, consistent with the *Cumberland Area Long-Range Transportation Plan*:

- MD 35 from MD 36 to the Pennsylvania State Line. A reconstructed Maryland Route 35, from Corriganville into Pennsylvania, with an Ellerslie bypass will help handle expected residential growth in that area. Recent water and sewer extensions along existing Maryland Route 35 are going to focus new development, between La Vale and Ellerslie, along this highway.

- MD 47, from MD 36 to the Pennsylvania State Line. Maryland Route 47, between Maryland Route 36 at Barrellville and Wellersburg, Pennsylvania, could be upgraded to improve the connection to the Pennsylvania Turnpike at Somerset, Pennsylvania.
- U.S. Route 40 Alternate, from East of Vocke Road to West limits of Cumberland.

Other state highways that could be upgraded include:

- Alternate U.S. Route 40, between Campground Road and Maryland Route 36, in La Vale.
- Maryland Route 936, between Alternate U.S. Route 40 in Frostburg and Maryland Route 36 at Midland, and existing U.S. Route 220 in McCoole, to provide an improved connection with the State of West Virginia, in Keyser. In particular, the existing U.S. Route 220 Bridge across the Potomac River between McCoole and Keyser should be updated or replaced.

County and Municipal Highway Needs

Major improvements, such as widening, straightening, and resurfacing should be made to certain county and municipal roads. These include Christie-Neal Roads, Cash Valley Road, and Pleasant Valley Road near Rocky Gap State Park, as well as connections between local streets in a number of suburban areas. These connections include: Gramlich Road-Wieres Avenue - Alternate U.S. Route 40 in La Vale; Barton Boulevard - North Bel Air Drive in Bel Air; Sixth Avenue - Darrows Lane in Cresaptown; and another connecting link between Sunset View and the Bishop Walsh area in Cumberland. The extension of Midlothian Road, within the City of Frostburg, should be reconstructed to Alternate U.S. Route 40 since it serves as one of the main connecting routes between Frostburg State University and downtown Frostburg.

In addition, many county and municipal bridges will need to be updated or replaced in the near future. These bridge projects are normally very expensive and require Federal and state funding assistance. A complete list of proposed bridge projects and bridge status reports are available in the County Public Works Department.

Nearly all county roads in the Georges Creek Coal Basin region need extra maintenance because of heavy coal truck traffic.

A large percentage of connecting routes on the county road system are in the eastern part of the County. On a per capita and per mile basis, much more money is spent on county roads in this area than in the central and western areas, where population is concentrated. Major county roads in this area include; Williams Road, Murley Branch Road, Town Creek-Bear Hill Road, and Orleans-Oldtown Road. The latter road needs realignment and hard surfacing to improve connections between I-68 and the C & O Canal National Park at Paw Paw. This road could be constructed by the State as a Scenic Parkway with access to nearby scenic overlooks, while limiting access to adjacent property.

■ 4.4 Public Transit

Background

At one time, Allegany County had a very extensive rail transit system that was developed in conjunction with the railroad network that served the coal mining industry. In addition to the C & P Railroad that connected Cumberland with Westernport via the Jennings Run and Georges Creek Valleys, an electric trolley line connected Cumberland with Frostburg and Westernport via La Vale and Eckhart, along Old U.S. Route 40 and Old Maryland Route 36. Other local service was provided by both the Western Maryland Railway and the B & O Railroad, stopping at numerous communities along their main lines. Most of these rail and trolley lines were out of operation (in terms of providing local passenger service) by the end of World War II.

The development of passenger bus systems that grew during the 1920s and 1930s connected many of the same communities that had relied on trains for passenger service and led to the decline of the rail transit system. The opening of the Kelly Tire Plant in Cumberland and the Celanese Fibers Plant at Amcelle created a tremendous demand for bus service. Bus systems developed in Cumberland, Frostburg, Mt. Savage, Keyser (West Virginia), Hyndman (Pennsylvania), and other communities, where workers lived and commuted to these large manufacturing concerns.

As the use of the automobile increased and suburban growth spread after World War II, more people moved further from transit lines, and bus systems fell by the wayside. By the late 1960s, the Queen City Bus Lines in Cumberland was the only surviving local transit company. As this line's equipment fell into disrepair in the early 1970s, the County purchased the remaining buses and other equipment with state and Federal funding, to keep the operation alive. Since that time, the Allegany County Transit (ACT) system has been subsidized by local, state, and Federal funding in order to maintain service.

While many metropolitan areas in Maryland have turned to transit to reduce single-occupant automobile travel, Allegany County has not as yet defined single-occupant travel as a major transportation problem. However, the core elements of the transit systems routes cover the highest traffic areas and do offer an option for drivers to use.

Fixed-Route Bus Systems

In 1975, when Allegany County began running the bus system under the guidance of an appointed Transit Authority, the operation consisted of an aging bus fleet, a dilapidated garage, and a small staff of employees, some of whom had been part owners of the old system.

Over the next several years, the County purchased a new fleet of buses, replaced the garage with a new facility, adjusted the routes and schedules, and brought the employees into the overall county system.

Since 1980, the fixed-route system has seen a number of improvements with replacement buses that are handicapped accessible, air conditioned, and modern in design.

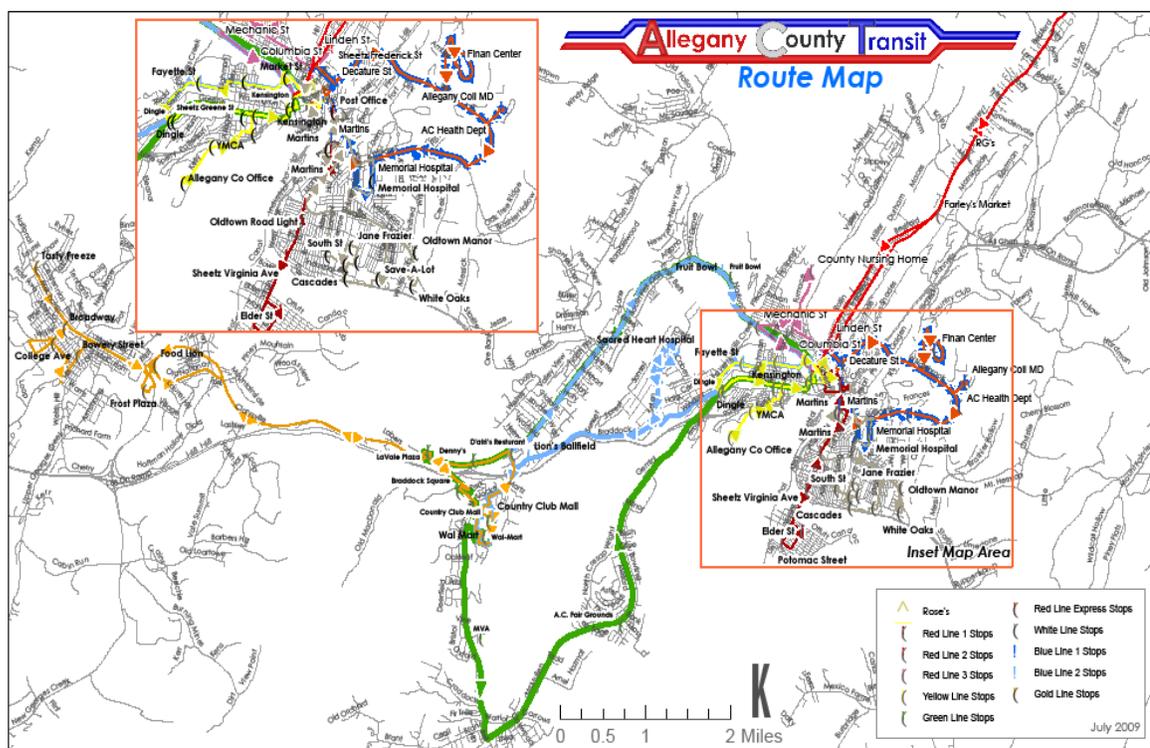
It is the mission of ACT to support and improve access to public transportation services throughout Allegany County. The system has a service area of 131 square miles and, in 2008, provided 2,271,847 annual passenger miles of service.⁶ In 2008, the system was funded through a combination of state and local sources, as well as passenger fare revenues.

The ACT system has 10 fixed routes providing service between Cumberland, La Vale and Frostburg. The System uses a loop route configuration and has transfer hubs in downtown Cumberland and at the Country Club Mall in La Vale. The ACT system also serves suburban residential communities in the Cumberland metropolitan planning area. Figure 4.4 provides a map of Allegany County's bus routes.

Additionally, ACT provides a Frostburg State University shuttle bus to connect locations within the FSU campus, the City of Frostburg and La Vale. The shuttle bus service operates Monday through Friday when the University is in session. The service is provided free to University students.

⁶ 2008 National Transit Database, Allegany County Transit.

Figure 4.4 Allegany County Bus Service



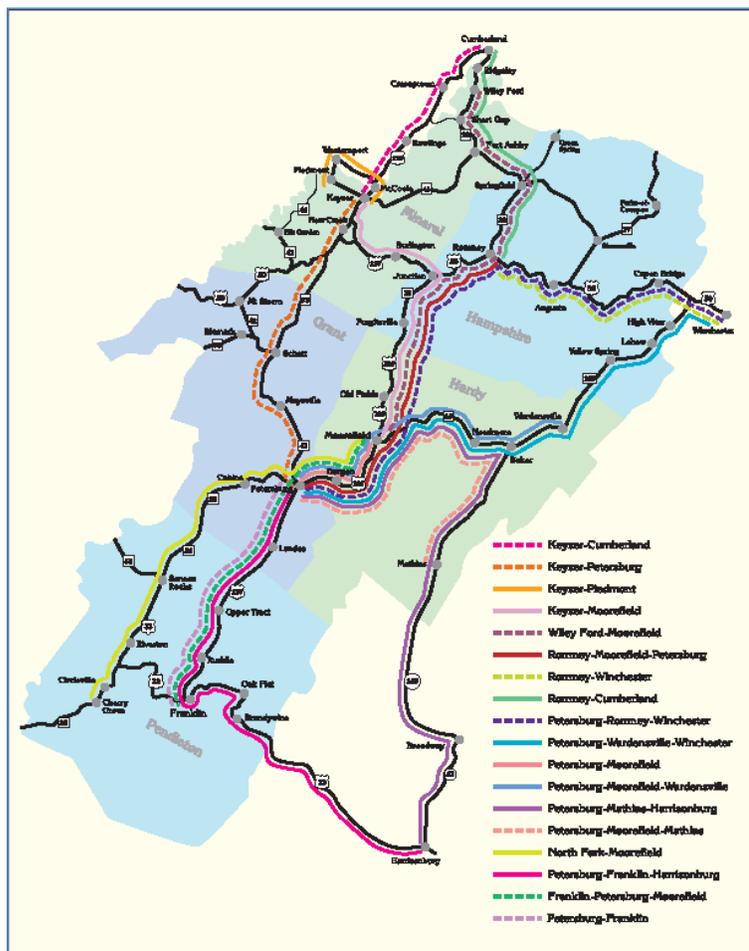
The Potomac Valley Transit Authority (PVTA), a rural transit system that provides fixed-route bus service for five counties in West Virginia and also extends from Mineral County West Virginia into Allegany County Maryland also serves the region (Figure 4.5). The PVTA operates:

- Two round trips per day, Monday through Friday, from Keyser, West Virginia to Cumberland;
- Four round trips per day from Keyser to Piedmont, West Virginia via Westernport, Maryland;
- Two round trips per day from Cumberland to Romney and Moorefield, West Virginia specifically for shift workers at a plant; and
- A bus route between Romney and Cumberland that provides two round trips, twice each week.

The PVTA has been funded through a combination of 80 percent Federal funds (FTA Section 5311 Rural Transit Program and congressional earmarks), 17.5 percent state funds, and 2.5 percent local funds. The system has been able to grow in recent years by providing nonmedical emergency trips funded through Medicaid. Most recently, the system received stimulus funding under the American Recovery and Reinvestment Act (ARRA) of 2009.

According to the West Virginia Division of Public Transit, the PVTA provided 734,014 miles of service and carried 94,981 passengers in FY2010. The mileage and ridership specifically within the CAMPO area are not calculated.

Figure 4.5 Potomac Valley Transit Authority Service



Demand-Response Transit System

ACT also provides demand response service under a program known as Alltrans in order to meet the needs of senior citizens and the disabled in Allegany County. This pre-arranged curb-to-curb service uses small buses to transport individuals with disabilities, the elderly, and others in coordination with Social Services. This service has 10 vehicles that are available to transport qualified persons to school, work, shopping, medical appointments, and recreation trips.

Intercity Rail Service

Amtrak currently serves Cumberland with one eastbound and one westbound train per day on the Capitol Limited Line. This line connects Chicago, Pittsburgh, Cumberland, and Washington, D.C. Connections can be made in those cities to other Amtrak lines serving the east coast and the western states.

Intercity Bus Service

Intercity bus service in Western Maryland is provided by BayRunner Shuttle, which began a daily service connecting Grantsville, Frostburg, Cumberland, Hancock, Hagerstown and Frederick to Baltimore-Washington International Airport and the Baltimore Greyhound Bus Terminal.

Western Maryland Scenic Railroad

In the late 1980s, the Western Maryland Scenic Railroad began operations as the Allegany Central Railroad between the former Western Maryland Station in Cumberland and the former C & P Railroad Depot at Frostburg. Following a number of changes in management, the Western Maryland Scenic Railroad added a steam-powered locomotive in the summer of 1993. Ridership on the line appears to have stabilized and is slowly increasing since the State of Maryland took over the line several years ago.

Figure 4.6 Western Maryland Station at Canal Place



The Western Maryland Station and the C & O Canal Terminus have been developed into a destination center in Cumberland, under the auspices of the Canal Place Preservation and Development Authority, with amenities such as food and a transportation museum. Both the City of Cumberland and the City of Frostburg are encouraged to provide zoning regulations to ensure the desired land uses are maintained at each stop. The scenic railroad line lies mostly in the unincorporated area of the County, which is zoned for agriculture, forestry, and conservation, to protect the scenic nature of the line. Other scenic rail tours in the area are offered annually on the CSXT system in autumn and on the South Branch Valley Railroad, in West Virginia, on weekends and in the fall. Plans for the development of other scenic railroads in the area have been discussed, but not formalized. A network of scenic railroads, wherein the traveler could spend a number of days in the area riding over several different routes, would be an attractive way to serve the touring public.

Park-and-Ride Facilities

Although traffic congestion in Allegany County has not reached the levels documented in larger urbanized areas, efforts have been made to accommodate ride-sharing through the construction of park-and-ride facilities near major routes. To date, most of these facilities

have been built on excess SHA land near I-68 interchanges. Currently, park-and-ride lots include the following locations:

- I-68 at Maryland Route 948 in Flintstone;
- Maryland Route 36 south of Frostburg;
- U.S. Route 220 south of Cumberland; and
- U.S. Route 220 and Maryland Route 144 north of Cumberland (three lots).

Other areas where park-and-ride lots could be constructed include:

- SHA District Headquarters - La Vale, I-68, and Orleans Road;
- Maryland Route 36 near Westernport;
- U.S. Route 220 near McCoole;
- U.S. Route 220 near Maryland Route 956;
- U.S. Route 220 near Cresaptown; and
- Maryland Route 51 near Mexico Farms.

■ 4.5 Bicycle and Pedestrian Travel

In Maryland, planning for safe and accessible bicycle and pedestrian travel is supported at the state and local level. Establishing bicycle and pedestrian networks provides residents and visitors with a cost-efficient and environmentally friendly alternative to driving. These facilities also create opportunities for recreation and healthier lifestyles, enhancing the quality of life in a community.

Improving safety for bicyclists and pedestrians is important. The Maryland Office of Traffic and Safety reports that in 2008 there were no pedestrian fatalities in the County but there were 12 crashes involving pedestrians. This compares to six pedestrian involved crashes in 2007.⁷

In an economic impact study of the Great Allegheny Passage Trail area (including Maryland and Pennsylvania) there was \$40 million in direct spending and \$7.5 million in wages attributable to trail-related activity in 2008.⁸ The same study indicates that there were over 700,000 users on the entire Great Allegheny Passage Trail in 2008.⁹ In 2010, there

⁷ MD Traffic Safety Fact Book 2008 Allegany County.

⁸ Great Allegheny Passage Economic Impact Study, August 2009 Campos, Inc.

⁹ Great Allegheny Passage Economic Impact Study, August 2009 Campos, Inc.

were 84,677 users on the trail in Allegany County, MD. This data was collected for the months of April -October, using counters in three locations along the trail.¹⁰

Allegany County has recently been awarded participation in the Trails Town program, an economic development initiative along the Great Allegheny Passage to help towns reap benefits of tourism and recreation. The Canal Town program, similar to the Trails Town program, has also been proposed to stimulate economic development in the region.

Bicycle and Pedestrian Planning in Maryland

The State of Maryland's Twenty-Year Bicycle and Pedestrian Access Master Plan, finalized in 2002, assessed existing conditions throughout the State and found that in District 6 (which includes Allegany County) only 16.2 percent¹¹ of the state roads, designated as Priority Funding Areas, had sidewalks. Some of the state roads (16 percent) had Bicycle Levels of Service of E or F, meaning the conditions are not very comfortable for bicycling.

The Plan established a set of goals for bicycle and pedestrian travel throughout the State. The Goals focus on:

- Facility Integration and Expansion;
- Facility Preservation and Maintenance;
- Safety;
- Education and Encouragement; and
- Smart Growth.

Performance measures were established to track progress toward achieving the statewide goals. The Pedestrian Travel performance measures assess the percentage of work trips made by walking; centerline miles of sidewalks; and the number of pedestrian fatalities and injuries. The Bicycle Travel performance measures assess bicycle fatalities and injuries; centerline miles of state roadways with BLOC "D" or better; and the number of transit vehicles that accommodate bicycles. There also are Bicycle and Pedestrian travel performance measures that assess the number of local jurisdictions with ordinances supporting bicycling and walking and dollars committed to bicycle and pedestrian projects in the MDOT CTP.

In 2008, the City of Cumberland prepared and adopted a Trails and Bikeway Master Plan. The plan considers an extensive network of bikeways and routes through the City that will link each of the City's major neighborhoods with public service, business, and tourist

¹⁰ Maryland Department of Planning, Trail Usage Data from 2010

¹¹State of Maryland Twenty-Year Bicycle and Pedestrian Access Master Plan, MD DOT October 2002, page 6.

destinations as well as the major regional trail system. Based on that plan, the City established a Cumberland Bicycle Advisory Committee in March 2009, which was charged with overseeing the ongoing implementation of that plan. The City was awarded an honorable mention designation by the League of American Bicyclists in 2010 and is working to improve that designation. To address future bicycling needs in the County, a bike trail study is being conducted for Allegany County, funded by CAMPO.

Maryland Plans and Policies

The Maryland Department of Transportation and the State Highway Administration have adopted new policies in recent years that enhance the design of bicycle and pedestrian facilities on state highways.

- Accessibility Policy and Guidelines for Pedestrian Facilities along State Highways (December 2005). This set of guidelines was adopted by the SHA to ensure that all future and retrofitted pedestrian facilities on the state highway system meet the most current accessibility guidelines and standards.
- SHA Bicycle and Pedestrian Facility Design Guidelines (2006). These guidelines provides extensive details for the design of bicycle lanes, shared use paths and a variety of other pedestrian facilities, including crosswalks, curb ramps, and mid-block crossings.
- Manual on Uniform Traffic Control Devices. In 2006, SHA developed its own version of the MUTCD which is published by the Federal Highway Administration. The MUTCD provides the national guidelines for transportation signing, striping and signal design. Maryland's document has some variations and additions to the national standards. The FHWA's MUTCD was revised in December 2009. Revisions were made to guidelines for pedestrian and bicycle signage, pedestrian signals, and signal timing. Maryland SHA will need to revise the state version accordingly.
- Maryland Safe Routes to School Guidebook (2008). This guide is used to promote development that will encourage children to walk and bicycle to school. The guide provides an introduction to the Safe Routes to School Program and explains how to establish a walking program.

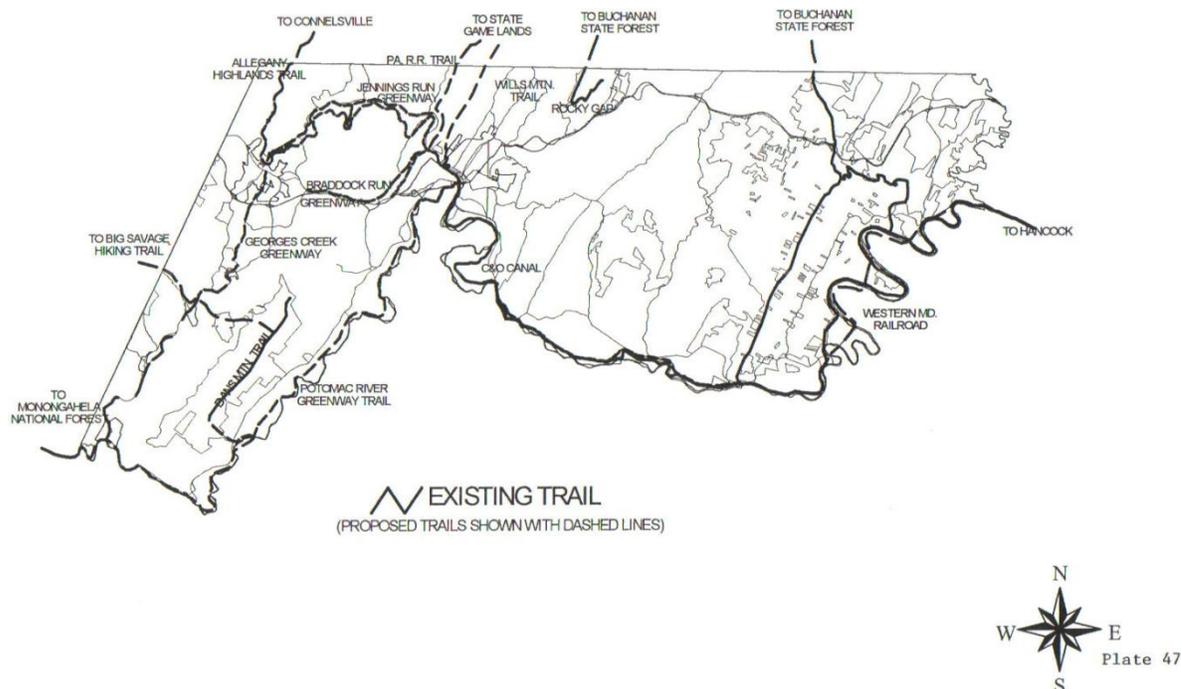
Trail Systems

The 1992 Maryland Greenway Atlas, prepared by the Maryland Greenway Commission, outlined a number of existing and potential hiking/biking trails and other greenways in Allegany County. The Allegany County Open Space Plan includes these and other trails as shown on Figure 4.7. These trails include existing C & O Canal Towpath, including a proposed connection from Cumberland, MD to Carpendale, WV and a number of abandoned rail lines. Abandoned rail lines include the following:

1. The former Western Maryland Railway between Cumberland and Connellsville, Pennsylvania;
2. The former Western Maryland Railway between Cumberland and Sideling Creek paralleling the C & O Canal;
3. The former Western Maryland Railway between Cumberland and McCoole near Keyser;
4. The former C & P Railroad between Corriganville and Shaft near Frostburg;
5. The former Pennsylvania Railroad between the Narrows and Eckhart;
6. The former Georges Creek and Cumberland Railroad between the Narrows and Lonaconing; and
7. The existing Western Maryland Railway between Westernport and Shaft.

In July 2002, the West Virginia Statewide Trail Plan (2002-2010) was approved. The Plan, prepared by the WV Trail Plan Committee defined a trail as “a designated land corridor or body of water that provides recreation, aesthetic, alternate transportation or educational opportunities to motorized and nonmotorized users for all ages and abilities.” Among the goals included for the Plan were to: address accessibility issues; address alternative transportation issues; identify sources for funding and maintenance, identify specific trail needs and issues; promote trails as attractions and link them to economic development.

A specific objective of the Plan was to develop alternative transportation by assessing the statewide needs; increasing public awareness of the benefits of alternative transportation and incorporating alternative transportation into road design.

Figure 4.7 Allegany County Hiking Trails

Allegheny Highlands Trail

The Great Allegheny Passage (GAP) is a segment of the Allegheny Highlands Trail that extends 150 miles from Cumberland to near Pittsburgh. Since 2006, the GAP Trail has connected with the C&O Canal Towpath in Cumberland which runs 184.5 miles to Washington, D.C. Nearly 21 miles of the GAP trail exists in Maryland extending from Cumberland north to the Mason Dixon Line. The trail parallels the Western Maryland Scenic Railroad for 14 miles from Cumberland to Frostburg. (A connection into Pittsburgh is underway.)

Monthly trail user counts have been taken for the last three years and show a 57 percent increase from May 2008 (6,021) to May 2010 (10,416).¹² A Trail Town Program, developed in Pennsylvania and now launched in Maryland by the Appalachian Regional Commission and the Maryland Department of Planning, seeks to take advantage of the economic development created by the large increase in bicyclists. One popular activity is for bicyclists to take their bikes onboard the Western MD Scenic Railroad in Cumberland for the train ride to Frostburg and then bicycle back to Frostburg on the GAP trail. Recent

¹²William Atkinson, Maryland Department of Planning.

counts indicated that more than 1,000 bicyclists have made the train/bicycle trip so far in the summer months of 2010.¹³

Potential Trails

Allegany County is in the process of creating regional plans to update the 2002 Countywide Comprehensive Plan. The 2010 draft La Vale Region Plan¹⁴ identifies the following as opportunities to improve recreation:

- A connection to the GAP trail in the La Vale area where parking and comfort stations could be warranted;
- New trails along the C&P and George's Creek railroad alignments; and
- A bicycle/pedestrian trail facility following Cash Valley Road linking central La Vale to the GAP trail.

The 2002 County Plan reviewed other potential trails that would connect the GAP and the C & O Canal trails to public lands and activity centers within the area. These connecting links include a trail following the Western Maryland line along the North branch of the Potomac through Garrett County to the Monongahela National Forest in West Virginia; a connecting link through Dan's Mountain Wildlife Management Area to the Big Savage hiking trail in Garrett County; a connecting link on the abandoned Pennsylvania Railroad right-of-way to Hyndman and a trail on Wills Mountain to connect with Pennsylvania State Game Lands (these trails can connect in Pennsylvania); a connecting trail between Rocky Gap State Park and the Buchanan State Forest in Pennsylvania; and a connecting link between the Green Ridge Trail and the Buchanan State Forest in Pennsylvania. This trail could connect with the Mid State Trail in Pennsylvania and eventually extend to State College, Pennsylvania.

Shorter, local trails, are possible on utility rights-of-way and along stream greenways. These include a connecting link between Green Ridge and Warrior Mountain, along a Potomac Edison right-of-way and various gas line rights-of-way. Additional short trails are feasible on existing state and local parks. This includes the County Fairgrounds property, the Narrows property, the La Vale District Park, and the South End recreation area in Cumberland.

Ultimately, the creation of trails will create a network, connecting urban areas with open space lands. This would increase recreational opportunities for residents and would

¹³Frank Fowler, Superintendent Western MD Scenic Railroad May-July 2010 data.

¹⁴La Vale Region Comprehensive Plan, Allegany County Office of Planning, Accepted July 2007, modifications through January 2008.

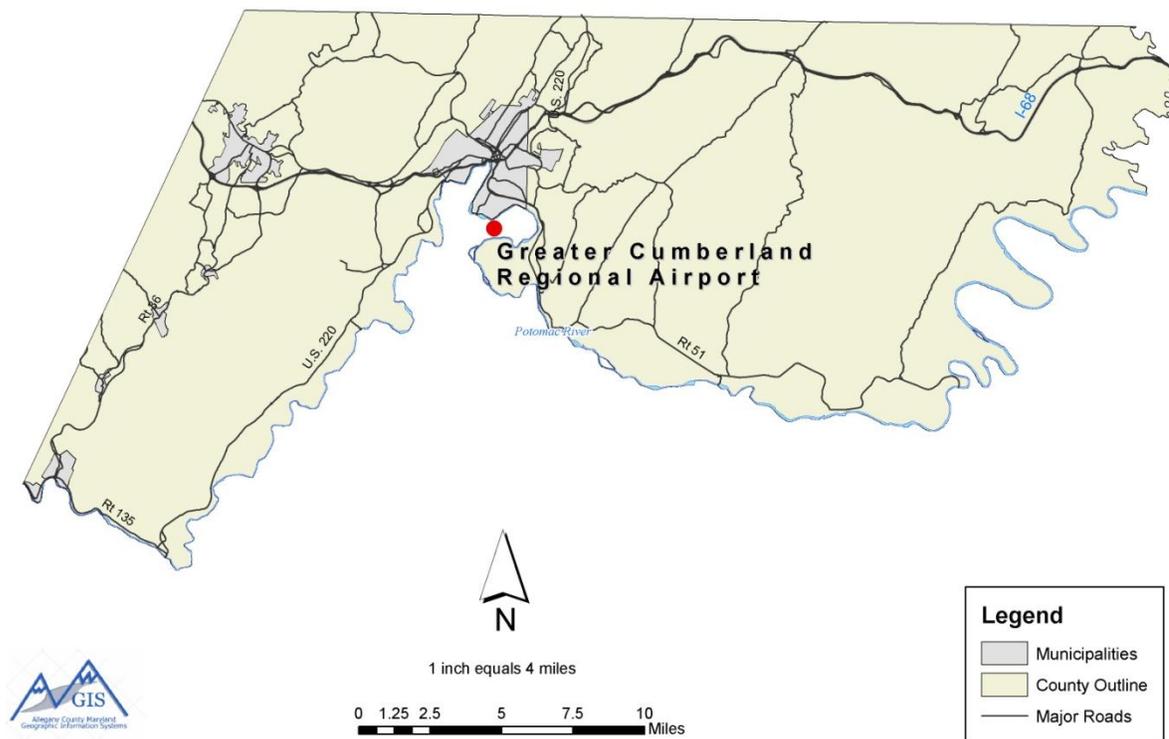
support the growing role of trail induced tourism that has been promulgated by the trails already in place.

■ 4.6 Air Travel

Cumberland Airport

At the present time, the Cumberland region lacks scheduled airline service. The nearest regional airports with scheduled service are located in Hagerstown, Maryland, and Johnstown or Latrobe, Pennsylvania. The main airport facility within the study area is the Greater Cumberland Regional Airport, shown on Figure 4.8. The airport continues to support general aviation uses and should be considered for future scheduled service. The airport may also hold the potential to serve as a transportation facility for air freight.

Figure 4.8 Allegany County Air Service



The Master Plan for the Greater Cumberland Regional Airport details a program for making a number of improvements to the airport facility. The airport property is owned by the City of Cumberland and operated by the Potomac Highlands Airport Authority through a lease agreement. The current version of the Airport Master Plan has been adopted as part of the Allegany County Comprehensive Plan.

As defined by MDOT's Maryland Aviation Administration (MAA), the Greater Cumberland Regional Airport is one of four primary airports that serve Western Maryland. The others include the Garrett County Airport, Washington County Airport, and Frederick Airport. The Greater Cumberland Regional Airport is known as a short-haul commercial airport (less than 1,500-mile radius for commercial service).

From a historic perspective, the Cumberland Airport was conceived as a public works project in the late 1930s and was constructed during the early 1940s to replace the Mexico Farms Airfield. The Mexico Farms facility dates back to World War I and was an early stop for air mail service. The Mexico Farms Airfield continues in use today as a privately owned, public-use airfield.

The original Cumberland Airport layout included a 4,300-foot by 150-foot paved runway (known as runway 6-24) and had several landing areas. The original paved runway was extended to 5,790 feet and two other runways (11-29 and 1-19) were paved during the 1950s. In 1977, a new 5,050-foot by 150-foot runway (known as runway 5-23) was constructed on a new alignment and the former main runway (6-24) and one secondary runway (1-19) were converted to taxiways. This configuration continues in service today. A new airport terminal, completed in 1998, provides improved access for those utilizing the current commuter service to Pittsburgh.

Runway 11-29 is a visual approach runway, while runway 5-23 is a nonprecision instrument runway. Future plans call for runway 5-23 to be upgraded to the status of a precision instrument runway.

Commercial Air Travel

During the late 1940s and early 1950s, Cumberland was served by Allegheny Airlines with connecting flights to Pittsburgh and other neighboring cities. During the 1960s, 1970s, and 1980s, commuter flights to Baltimore, Washington, Pittsburgh, Latrobe (Pennsylvania), and Ocean City (Maryland) were provided by Nicholson Air Service and Cumberland Airlines. Nicholson also handled air mail service, air cargo, charter flights, flight instruction, and related activities at the airport.

Following the establishment of the Potomac Highlands Airport Authority, U.S. Airways, as the successor to Allegheny Airlines, began regularly scheduled flights between Cumberland and Pittsburgh with connections to other cities from the Greater Pittsburgh International Airport. Ridership on U.S. Airways flights had reached more than 20,000 annually before it was discontinued following September 11, 2001,¹⁵ leaving the area without regularly scheduled airline service. Scheduled airline service was resumed in the summer of 2002 by Boston-Maine Airways (Pan American Airways or Pan Am), which provided a daily connection to BWI. That service was supported by a \$2.25 million state

¹⁵Commercial Aviation – Air Service Trends at Small Communities Since October 2000. March 2002. U.S. General Accounting Office.

grant,¹⁶ but when the grant funding ran out, Boston-Maine suspended its operations, leaving Cumberland once again without scheduled airline service.

Despite its lack of commercial service, the airport continues to serve general aviation and cargo needs, including charter flights to transport prisoners to the state and Federal correctional facilities in the region.

In the future, restoration of the BWI route could be pursued if demand warranted. Also, a route connecting Cumberland with Washington Dulles Airport is worthy of consideration. Since the dismantling of the U.S. Airways hub in Pittsburgh, there is limited value to restoring air service to Pittsburgh; it would be more beneficial to implement service to another hub, such as Philadelphia.

Other Airport Uses

In addition to commercial air service, a number of locally owned and operated aircraft use the Greater Cumberland Regional Airport as their base of operations. According to the Airport Master Plan, the number of aircraft based at the airport has fluctuated between 65 and 93 over the past 20 years. Most of these are single-engine airplanes (70 to 80 percent) used for private purposes. In addition, a number of local firms have planes based at the airport and make regular business flights from the airport. In recent years, a Maryland State Police Medivac helicopter also has been stationed at the airport.

Runway Approaches, Runway Protection Zones, and Imaginary Surfaces

The Airport Master Plan also addresses protection zones and imaginary surfaces for each runway. These features have an impact on Land Use in Allegany County and should be addressed in the upcoming revision to the County's Land Use Regulations. Allegany County plans to limit the height of structures within the horizontal surface area and runway approach surfaces. Proposed structures that penetrate those surfaces will require Board of Appeals review.

In fact, the airport runways are elevated more than 100 feet above the Potomac River where the runway protection zones extend into Maryland. A small portion of the CSXT rail yard in South Cumberland lies within the protection zone of runway 5-23, but this area is approximately 50 feet below the runway elevation. Both Mineral County and the City of Cumberland are encouraged to develop runway protection zones within their respective jurisdictions.

Imaginary surfaces associated with the airport would extend well into Allegany County. There surfaces, which have not been formally established for the airport, include a

¹⁶“Cumberland airport’s life struggle.” May 1, 2004. Stephen Kiehl. *The Baltimore Sun*.

horizontal surface that has a radius of 10,000 feet around the primary runway at an elevation 150 feet above the airport runway and a conical surface that extends outward 4,000 feet from the horizontal surface at a slope of 20:1. Several of the higher hills in Cumberland as well as a portion of Irons Mountain extend into these imaginary surfaces.

Runway approach surfaces also extend into Maryland, primarily in association with runway 5-23, over the Evitts Creek Valley. At present, this runway has a nonprecision instrument approach that extends outward 10,000 feet from the runway itself at a slope of 34:1. Conversion of this runway to a precision instrument approach could lengthen the approach to 50,000 feet at a slope of 50:1 for the first 10,000 feet and 40:1 for an additional 40,000 feet.

Formal adoption of these imaginary surfaces into the Airport Master Plan would require more intensive monitoring of land use changes, particularly in the Evitts Creek Valley approach.

Although the Mexico Farms landing field is not addressed in the Airport Master Plan, the same type of runway protection zones and imaginary surfaces need to be addressed for that facility. While this airfield does not have the level of activity as the Greater Cumberland Regional Airport, land use within these surface areas needs to be monitored to assure minimum impact on the landing field approaches.

Air Travel Summation

As noted at the beginning of the Air Travel Section, a separate Airport Master Plan that is periodically updated, details a number of proposed improvements to the facility. These improvements currently are detailed in a Capital Improvement Program (CIP) that is updated on an annual basis. Primary funding for these improvements is provided by the Federal government through the Federal Aviation Administration (FAA). The States of Maryland and West Virginia also share in the cost of these improvements. Major improvements scheduled for the next several years include:

- Repairing taxiways;
- Repairing runways;
- Replacing light towers; and
- Improved fuel storage area.

In addition, runway protection zones and imaginary surfaces need to be formalized so that land use within these areas can be regulated through setback and height restrictions. Both the Greater Cumberland Regional Airport and the Mexico Farms Landing Field need to be protected from encroachments within these zones and imaginary surfaces. The County Zoning and Subdivision Regulations need to be modified to address these features.

■ 4.7 Transportation Operations

Transportation operations improvements are intended to draw more capacity and better performance out of existing facilities as an alternative to constructing new capacity. Federal legislation - SAFETEA-LU - requires Metropolitan Planning Organizations to examine transportation operations activities through their Long-Range Transportation Plan (LRTP) processes. A variety of roadway projects within the Cumberland MPO study area are expected to improve traffic operations through increased efficiency or expansion of the system, removal of bottlenecks, or implementation of technology solutions to help solve congestion issues. This section describes the transportation activities and strategies employed in the Cumberland MPO study area.

Transportation Operations-Related Projects

Maryland State Highway Administration

The Maryland State Highway Administration has identified a number of traffic management and road construction projects currently in progress or slated for future work in the Cumberland area. These projects are being conducted to provide traffic control, monitoring, and management on state facilities, upgrade of existing infrastructure, and development of new roadway alignments.

U.S. 220 is identified in several documents, including the SHA Highway Needs Inventory, as an opportunity to develop a major highway corridor through Maryland and West Virginia. SHA also has a reconstruction project along Alternate Route U.S. 40 from Braddock Street to the western limit of the City of Cumberland, which will include 2.4 miles of multilane urban highway reconstruction.

Allegany County, Maryland

The 2009 SHA Highway Needs Inventory (HNI) for Allegany County lists three projects on the primary highway system within the County:

- I-68 (National Freeway) - 7.8 miles of freeway reconstruction from MD 53 to U.S. 220 North;
- MD 53 (Winchester Road) - 3.1 miles of divided highway reconstruction/construction with access control improvements from I-68 to U.S. 220; and
- U.S. 220 (McMullen Highway) - 13.6 miles of divided highway construction/reconstruction with access control improvements from the West Virginia line to MD 53.

Many areas of the greater Cumberland region are experiencing rapid commercial development, which may lead to increased congestion. Other projects that SHA will be

developing in the Cumberland Area include highway reconstruction projects on state highways, MD 35 and 36, MD 639, and MD 807, all near the City limits of Cumberland, Maryland. These projects also are identified in the HNI for Allegany County as secondary projects. Operational improvements relating to the MD 36 reconstruction are the replacement of bridges over Koontz Run and George's Creek. Related to the U.S. 220 improvement project, identified above, bridge 1060 will be replaced over the Potomac River and the existing structure removed. This improvement will allow for the more efficient flow of traffic throughout the U.S. 220 corridor. Within the town of Cumberland, a new southbound U.S. 220 left turn lane will be constructed to access the existing northbound U.S. 220 on ramp. This project is funded for preliminary engineering only.

According to the existing Allegany Comprehensive Plan, many of the county and municipal bridges will need to be replaced due to age and wear (32). This plan currently is being updated to capture planning in smaller regions within the county. A number of bridge improvement projects are listed in the Allegany Capital Improvement Plan for FY 2011-2015, including the Orleans Road South Bridge and the New Hope Road Bridge. The Orleans Road project will realign and replace the existing bridge over Fifteen Mile Creek. These projects are part of the Allegany County Department of Public Works, Roads, and Bridges program. An ongoing road paving program also is being administered by the Road and Bridges program.

City of Cumberland, Maryland

The City of Cumberland has a series of street improvement projects scheduled which are expected to improve the transportation operations within the area. The locations for these street improvements include: Second Street, Virginia Avenue, Dilley Street, Baltimore Street, Bedford Street, Frederick Street, Braddock Street, Centre Street, Lamont Street, Washington Street, Winston Street, Seton Drive, Henderson Avenue, and Oldtown Road. The street improvements include grading, repaving, or reconfiguring deficient facilities and will enhance the movement of traffic through the City center following completion of construction. These improvements are being financed by the City through a special bond, with some additional grant funding from the Appalachian Regional Commission (ARC) and other programs. The affected streets include facilities that are classified as arterial and collector streets.

The City of Cumberland, according to the Cumberland Comprehensive Plan Update (August 2009), is interested in annexing substantial undeveloped and underdeveloped tracts of land to support integrated mixed-use development at urban densities within parts of the City. Attention to traffic operation improvements within these areas will be crucial to achieving this goal. Major funding sources that the City has utilized in the past for special projects include the Appalachian Regional Commission, Community Development Block Grant funds from the U.S. Department of Housing, and transportation construction and enhancement funds through the MD State Highway Administration. These funding sources may be available for transportation improvements relating to redevelopment opportunities within the City of Cumberland.

City of Frostburg, Maryland

The City of Frostburg reported two projects which would lead to improved transportation operations, the rebuilding of the East College Avenue roadway and the South Broadway Streetscape and Safety Improvements at Beall Elementary School Frontage. Both improvement projects are expected to improve traffic flow within the City. In addition to City led projects, the SHA led MD 36 two-lane construction project, between U.S. 40 Alternate to west of MD 638, will improve access to the City of Frostburg.

Mineral County, West Virginia

Research done for the West Virginia Statewide Transportation Improvement Program (STIP) FY 2010-2015, indicates that there are a wide variety of projects in Mineral County funding by both Federal-Aid and state funding sources. During the previous plan update in 2005, five areas of the county were identified as locations with the most potential for congestion problems:

- Alternate Route 28;
- Route 28 from Wile Ford to Fort Ashby;
- Route 46 from the Industrial Park into Keyser;
- U.S. 220 from Keyser to Route 50/Hampshire County line; and
- Route 972 from U.S. 220 to Route 50.

Based on the number of projects affecting these routes included in the West Virginia STIP, these corridors are clearly still a priority. The County recognizes that work will need to be prioritized in order to make the best use of limited funding available for needed roadway improvements. In addition to the routes identified above, there are several county road improvements scheduled that affect traffic operations in the Mineral County area. These road projects include the replacement of Burlington Mill Creek and Headsville bridges on County Route (CO) 11 and CO 16, respectively, and a number of resurfacing projects of local roadways. The replacement of the Headsville Bridge is a Federal-Aid Project funded at \$2.173 million dollars.

West Virginia DOT also has programmed several traffic operations projects within the central part of Mineral County, including a project on U.S. 220 to renovate the signage in the Keyser area. Northwest of Keyser in Fort Ashby, the traffic signal will be renovated by the DOT along WV 46 using Federal Aid funding. Signage and signal improvements are expected to benefit traffic flow operations along these corridors. An additional unfunded project that West Virginia DOT has identified is the construction of a new four-lane roadway from Maryland to Petersburg, West Virginia (does not include the Moorefield bypass) which is expected to cost over \$867 million dollars.

Cumberland Metropolitan Planning Organization

The Cumberland Urbanized Area Metropolitan Planning Organization has several projects identified within their Transportation Improvement Program (FY 2010-2013), related to capacity and performance improvements. Projects include construction, repair, and congestion management activities around the Cumberland Urbanized Area. Many of these projects, including the replacement of the Orleans Road South bridge within Allegany County are managed by other agencies and are discussed elsewhere in this section. The Braddock Road Access and Intersection Improvement project, under the jurisdiction of the City of Frostburg will add a deceleration and acceleration lane with a through lane to MD 736 as well as improvements at the intersection of Braddock Street and MD 736 within the City to improve traffic operations and access to/from the I-68 ramps.

Maryland Transit Administration

The Maryland Transit Administration has identified several projects that will improve transportation operations within Allegany County, including the facilities improvement and rehabilitation of buses, preventative maintenance, and medium-high floor 30-foot bus replacement. These projects are all underway and funded by the American Recovery and Reinvestment Act (ARRA), with the exception of the facilities improvement and rehabilitation, with funding by the MTA itself. Improving the quality of transit buses and engaging in preventative maintenance contributes to the increased effectiveness of transportation operations in the county.

Transportation Operations Conclusions

Developing integrated management and operation systems for transportation facilities is an ongoing process conducted by the MPO member jurisdictions. Transportation professionals in the MPO study area continue to identify operational and management projects and strategies that will help to improve performance of existing facilities. These projects will help to relieve vehicular congestion and maximize the mobility of people and goods throughout the study area and have the potential to create residual effects that reach beyond the immediate region. In future planning for the MD Route 639 (Willowbrooke Road) corridor, a more detailed cooperative planning study involving the City of Cumberland, Allegany County, SHA, and affected property owners should be considered.

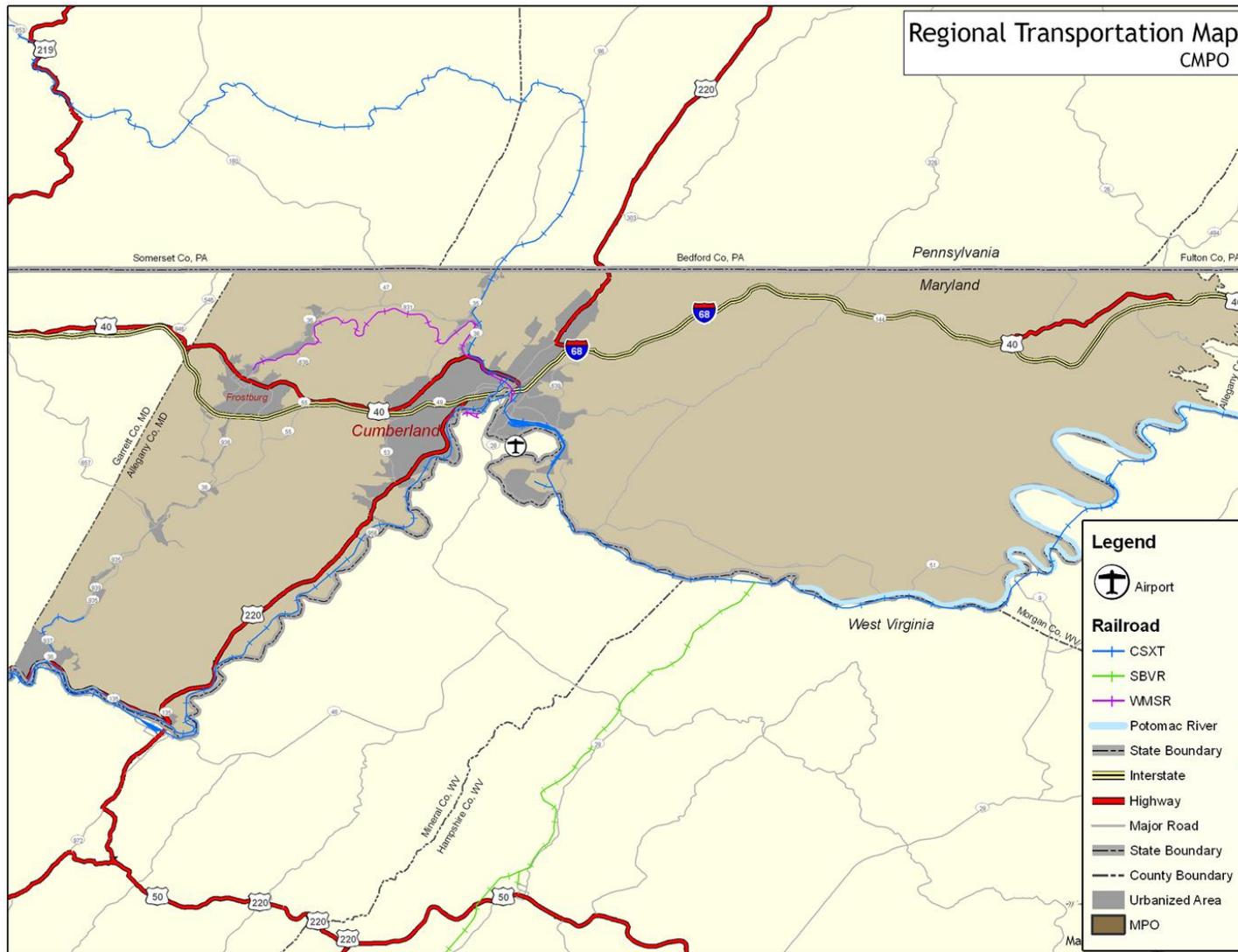
■ 4.8 Goods Movement

Background

Freight-related transportation infrastructure found in Maryland and West Virginia is integral to supporting the regional economies found in the MPO study area. Goods move across this transportation network, which includes highway, rail, and airport providers. In fact, goods movement is so integral to growing economies that it is recognized by the Allegany County, Maryland Comprehensive Plan.¹⁷ Figure 4.9 illustrates the freight-related transportation network along the study area.

¹⁷Mineral County, West Virginia was in the process of updating their Comprehensive Plan at the time development of this addendum.

Figure 4.9 Cumberland Metropolitan Planning Organization Freight Transportation Network



The following sections describe the existing transportation network, focusing on how the MPO study area transportation network serves the interests of goods movement. Analyzing the transport of goods, including what commodities are moved, by what mode, and in what direction is important to understanding the current impact of freight movement on the transportation network as well as what impacts freight movements will have under anticipated future conditions.

Highway Freight Movement

Across the nation, trucks move the overwhelming majority of freight measured by both tonnage and value. The story is no different in the Cumberland MPO study area. Allegany County, Maryland located at the northwestern edge of the State is nestled in between two state lines - Pennsylvania and West Virginia. Nearby are two major interstates, I-81 and I-70, which provide north, south, east, and west access to locations in Maryland, West Virginia, Pennsylvania, and beyond. These interstate corridors allow for travel west to Utah or north to Canada. As a crossroads for travel, these interstates provide mobility for passenger travel and also facilitate the movement of goods to both domestic and international markets. I-70 is easily accessed via I-68, which traverses through the Allegany County. U.S. 220 also provides access to Pennsylvania and West Virginia. As a gateway in, out, and through the MPO study area, these highways serve as principal arteries for freight movement in the region.

Railroad Freight Movement

Known as the Cumberland Subdivision, this rail line is owned and operated by CSX Transportation (CSXT) and traverses through the MPO study area. CSXT main lines provide access to Pittsburgh and Washington as well as the coal mining areas of West Virginia. According to the 2002 updated Allegany County Comprehensive Plan, "Rail activity is centered at the CSX yards in South Cumberland where trains are made up for travel both east and west of Cumberland. Composition of freight trains includes general freight, trailer trains, and special coal trains." To take advantage of the freight distribution potential of the Cumberland Airport, Interstate 68, and the planned U.S. 220 upgrade study, there are several freight movement opportunities being considered, including the planned double-stack rail freight planning effort between CSX and the State of Maryland, and the potential development of a multi-modal freight distribution center in Cumberland. Such a center would have significant economic development opportunity for the region and the area is well positioned to host and operate such a facility.

According to the Allegany County Department of Economic Development, there are a number of industries in the MPO study area that use rail for raw materials delivery. CSX operates a rail classification yard in South Cumberland, used to separate general freight, trailer trains, and special coal trains onto different tracks before trains head to their destination. Trains often stop at the CSX yards located in the City of Cumberland for rail classification, essentially making the City a hub for CSX. For example, coal from West Virginia often comes into Cumberland in 100+ unit chains and are classified at the CSX

yards before being shipped to Baltimore. In addition, CSX operates large maintenance facilities in the study area, one for rail car maintenance and the other for diesel engine maintenance. CSX has approximately 1,100 employees for all CSX functions in the MPO study area. Currently, Allegany County is supporting freight deliveries in Cumberland through the donation of property, which is necessary for one company in the area that handles large quantities of plastic resin to accommodate a third siding. Already, many freight generating industries situation in industrial parks located in the MPO study area have sidings located adjacent to CSX track.

Airport Freight Facilities

The MPO study area is served by the Greater Cumberland Regional Airport, a general aviation airport.

Overall, the nation's cargo industry has experienced tremendous growth, with air cargo traffic representing the fastest-growing segment of the nation's freight movement system according to the Bureau of Transportation Statistics. Compared to its modal counterparts, air transport offers the competitive advantage of speed in long-haul markets and flexibility, since cargo can be transported in commercial cargo holds, or the belly, of passenger airlines or on aircraft designed exclusively to carry freight. Despite increased security concerns since the September 11, 2001 events, domestic and international air cargo activity continues to grow. In fact, expansion in domestic (3.2 percent) and international (6.3 percent) markets by U.S. commercial carriers are collectively expected to experience average annual growth of 5.2 percent from 2005 to 2017.¹⁸ This outpaces growth in passenger traffic to and from the United States on both U.S. and foreign flag carriers.¹⁹ Over time, this growth may have implications for the role of airports that serve the MPO study area in the States of Maryland and West Virginia.

Freight Flow Movement

Presented below are current (2003) and anticipated future (2030) freight flows, including freight flows by commodity, mode, and direction. The primary data source for the following analysis is the TRANSEARCH commodity flow database purchased by MDOT for its ongoing statewide freight planning efforts.²⁰ TRANSEARCH is a commercial data product developed by Reebie Associates (now a part of Global Insight, Inc.). TRANSEARCH provides estimates of county-to-county and state-to-state freight flows by

¹⁸Federal Aviation Administration, Aerospace Forecast Fiscal Year 2006-2017.

¹⁹Ibid.

²⁰Portions of this commodity flow section were extracted from the Draft Maryland Freight Profile report (2005) completed by Cambridge Systematics, Inc. for the Maryland Department of Transportation.

truck, rail, air, and water.²¹ These estimates can be further aggregated into larger geographical areas, such as the U.S. Census Bureau Regions used to report external freight flows. TRANSEARCH also provides separate estimates for different commodity types. TRANSEARCH utilizes proprietary data to estimate truck flows; the Federal Railroad Administration Waybill Sample data for rail flows; and other public sources for air and water flows.

Following is an analysis of statewide commodity flow freight movement for the State of Maryland, with particular emphasis on Allegany County freight movement. The data set does not include freight for the West Virginia or Pennsylvania member jurisdictions of the Cumberland MPO, and no publicly available sources of freight data allow for inclusion of freight information for areas outside Allegany County.

Types of Movement

- Inbound movements are defined as movements from any other region²² or an adjoining state to Maryland.
- Outbound movements are defined as movements from Maryland to any other region or adjoining state.
- Intrastate movements are defined as movements between any two counties in Maryland. This tonnage is counted only once, rather than counting it at both its origin county (as an outbound move) and its destination county (as an inbound move).
- Through movements are defined as movements between any two external (outside of Maryland) regions or adjoining states that are routed through Maryland, according to TRANSEARCH model assignments.

The Current Rail System

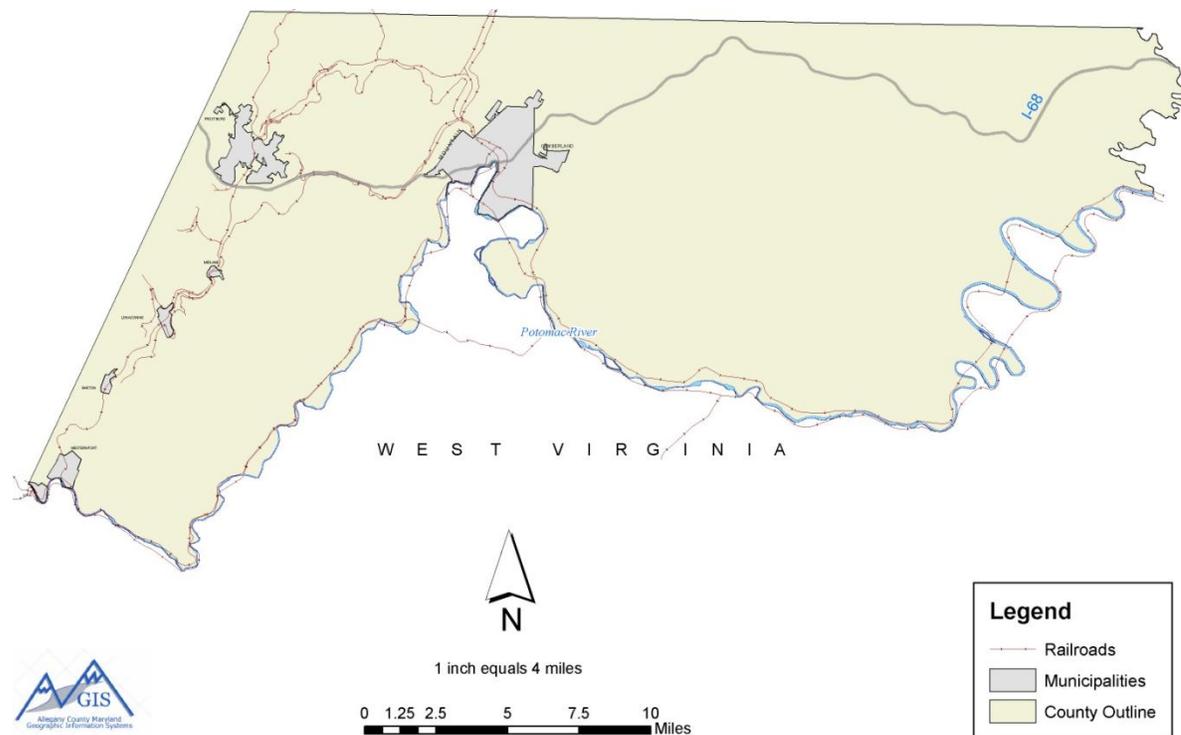
Figure 4.10 shows the rail lines currently in use in the Allegany County area. While most of these lines are designed for freight service between the midwest and the eastern seaboard, they do have the local effect of centering rail-yard activity in Cumberland. Freight rail service, as it exists today in the area, consists of lines to Pittsburgh and Washington; CSXT retains the other main western line to the West Virginia coal fields, and several pieces of the old system in the Georges Creek Valley west of Cumberland. These

²¹TRANSEARCH data captures domestic commodity tonnage moving within the United States and does not capture “nonfreight” vehicle movements (empty trucks or railcars, service vehicles, etc.) or international movements. Two limitations of the TRANSEARCH data are its low estimates for waterborne and air cargo tonnage, due largely to the international nature of such movements, which is not fully captured in the database.

²²For this analysis, “regions” represent the nine regions designated by the U.S. Census Bureau.

include a part of the old C & P System from Westernport to Shaft along Maryland Route 36, a line along the North Branch of the Potomac River west of McCoole, Maryland, and several related coal spur lines in West Virginia. The old South Branch line of the B & O is now operated by the State of West Virginia between Greenspring and Petersburg, West Virginia.

Figure 4.10 Allegany County Rail System



CSXT Freight Movement

Rail activity is centered at the CSXT yards in South Cumberland where trains are made up for travel both east and west of Cumberland. The typical composition of freight trains operated through the area includes general freight, trailer trains, and special coal trains. While a small percentage of this coal is mined and loaded in Allegany County, the majority is loaded in Garrett County and West Virginia.

Industrial Park/Rail Siding Use

While the County has very little impact on CSXT rail traffic through the area, one facet of rail service that impacts land use planning is the location of rail sidings. Currently, most county industrial parks and industrially zoned areas are adjacent to CSXT rail lines. Sidings currently are in place at the Mexico Farms site, former Kelly Springfield Plant site,

and the Westvaco site in Luke. CSXT tracks pass by the Upper Potomac Industrial Park, the Pinto site, the Black Oak site, and the Westernport site. These industrial parks and industrially zoned areas are situated adjacent to tracks where sidings could be constructed to serve industrial customers. Sidings also are in place at several coal loading and washing facilities in the Georges Creek Basin. According to the County's Economic Development Department, the availability of sidings is an important factor of industrial location, particularly for uses where larger amounts of raw materials are being moved. In fact, the development of the new industrial park at U.S. Route 220 includes plans for rail sidings at those sites adjacent or near the CSXT system.

Mode Split

An analysis of TRANSEARCH data reveals that trucks carry the majority of freight tonnage in Allegany County, followed by rail. The mode share for truck and rail in 2006 is provided in Figure 4.11. There was no waterborne tonnage reported in the data, while the quantities of air cargo tonnage and value were insignificant compared to truck and rail. Given the predominant use of trucking in freight transportation within the county, the mode split is not expected to change significantly over the long term as shown in Figure 4.12.

Figure 4.11 Freight Mode Share in Allegany County
2006, Tons

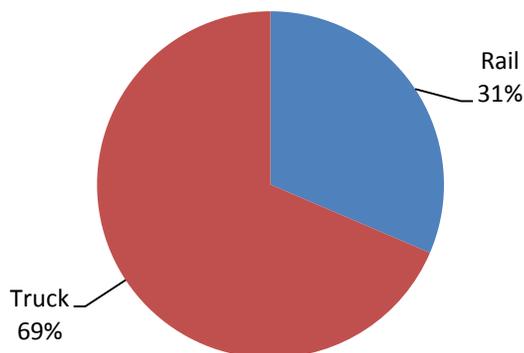
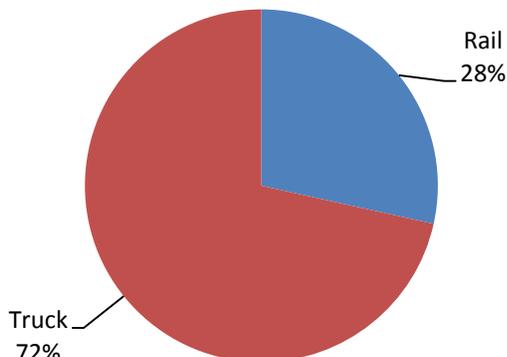


Figure 4.12 Freight Mode Share in Allegany County
2035, Tons



Allegany County Top Commodities

The total top commodities (by tonnage) that move in, out, and internally through Allegany County by truck and rail are illustrated in Figure 4.13. Of the top 10 commodities, the two expected to experience the most growth by 2035 include secondary traffic, composed of consumer goods, warehousing and distribution materials with an increase of over 280 percent, and clay, concrete, glass, and stone, expected to increase by 118 percent. The most shipped commodity in 2006, transported exclusively by truck, nonmetallic minerals, is expected to increase by a more modest 63 percent by 2035. The average percentage increase in the commodities shipped for inbound, outbound, and internal freight is about 96 percent. In 2006, the highest proportion of total commodities was non-metallic minerals (22 percent). By 2035, the highest proportion shifts to secondary traffic with over 27 percent of the total commodities and non-metallic materials moving to second place (18 percent).

As seen in Figure 4.14, the directional patterns apparent in 2006 are not forecast to change significantly in the long term by 2035. It should be noted that the vast majority of freight traffic in Allegany County is accounted for with through movements (e.g., freight that passes through the County with an origin or destination outside the County), with over 90 percent of the total. Still, there is substantial tonnage moving inbound, outbound, and internally within the County, with inbound flows accounting for about 22 percent more freight than outbound flows in 2006. Inbound freight accounts for about 35 percent more freight than outbound flows in 2035 indicating a much faster rate of growth of inbound cargo. Major inbound commodities include secondary traffic, clay, concrete, glass, or stone, and food or kindred products, the top three accounting for over 42 percent of the total inbound freight flows. Internal traffic is dominated by secondary traffic, flows of clay, concrete, glass, or stone, and pulp, paper, or allied products the three commodities accounting for over 70 percent of the internal flows. Outbound trade is dominated by non-metallic minerals, the single commodity accounting for over 37 percent of freight flows.

Other major commodities outbound are secondary traffic and pulp, paper, or allied products.

Figure 4.13 Top Commodities Moved by Truck and Rail in Allegany County
Inbound, Outbound, and Internal – 2006 and 2035

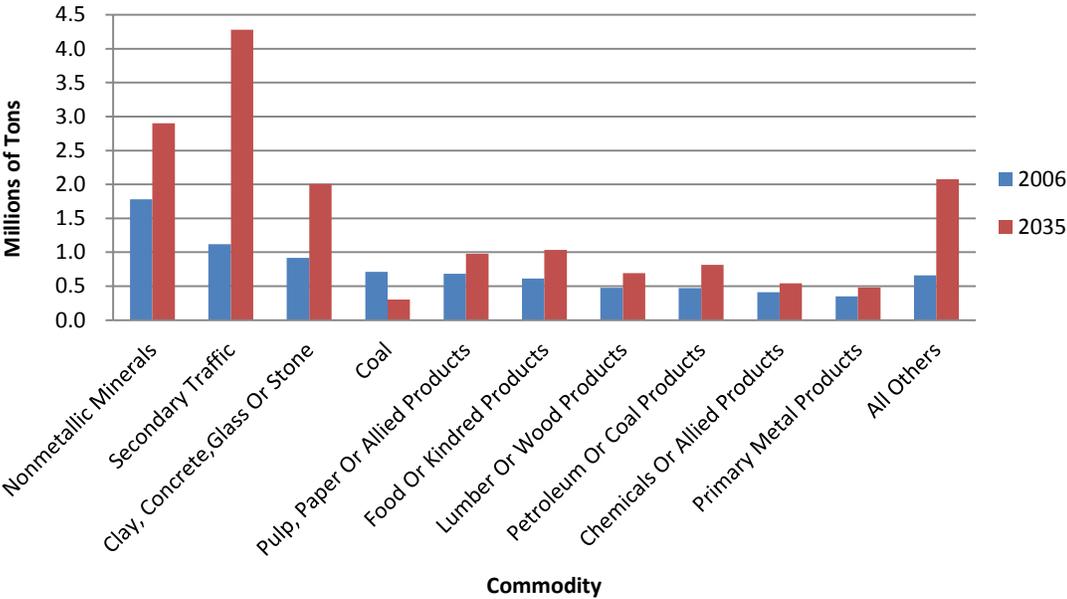
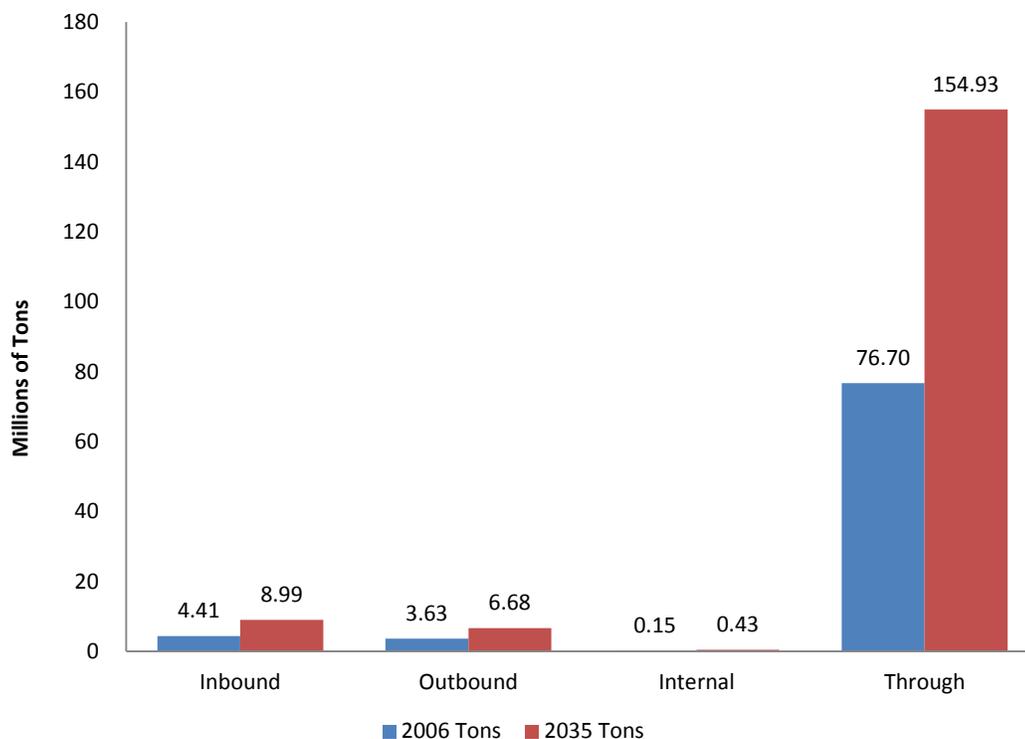


Figure 4.14 Direction of Goods Movement by Truck and Rail
2006 and 2035



The Top two commodities being shipped in Allegany County, non-metallic minerals and secondary traffic are exclusively shipped by truck. The third most shipped commodity in the county is clay, concrete, glass, or stone, shipped about 20 percent by rail and 80 percent by truck in 2006. The rail share of this commodity is expected to increase by 2035. For rail, nearly all the freight being shipped in Allegany County is composed of bulk commodities and is concentrated in clay/concrete, pulp/paper products, chemicals, coal, and food. Although overall rail flows are expected to increase in 2035, the vast majority of rail freight gains (over 84 percent of the total increase) are concentrated in the single commodity: clay, concrete, glass, or stone.

Allegany County’s Trading Partners

Trading partners for Allegany County include top origins for flows into the county, as well as top destinations for flows outside the county. Many state trading partners have been consolidated into Census Regions to better reflect regional trade flows. These Census Regions are defined in Table 4.2. For total freight flows in 2006, the top three trading partners are Pennsylvania, West Virginia, and states within Census Region 3 (Illinois, Indiana, Michigan, and Ohio), the three partners accounting for over 42 percent of the total flows. In 2035, the top three trading partners remain the same, but with a reduction in the proportion of trade to 34 percent of total flows. Total freight flows and the top 10 trading partners are displayed in Table 4.3.

Allegany County’s top trading partners are expected to remain relatively consistent over time. Further analysis reveals that only one new top 10 trading partner will be added in 2035, Census Region 2 (New York), and the proportion of trade is expected to increase for some trading partners and decrease for others between 2006 and 2035. Four of the top 10 trading partners are expected to have an increased proportion of trade in 2035. Census Region 1 (total increase of 157 percent), Baltimore City, MD (total increase of 127 percent), Census Region 5 (total increase of 111 percent), and Virginia (total increase of 103 percent) are expected to have both the greatest total percentage and proportionate increase by 2035. West Virginia’s relative share of trade with Allegany County is projected to experience the most significant decline by 2035 (over 4 percent lower proportion of trade). The share of “All Remaining Trading Partners,” composed of minor state trading partners and other Maryland counties is expected to increase from 23 to 31 percent over time, indicating a growing role for freight flows within Maryland.

Table 4.2 Allegany County’s Geographic Trading Partners
U.S. Census Regions

Census Division	Comprising States	
Census Region 1 <i>New England</i>	Connecticut Maine Massachusetts	New Hampshire Rhode Island
Census Region 2 ^a <i>Middle Atlantic</i>	New York	
Census Region 3 <i>East North Central</i>	Indiana Illinois	Michigan Ohio
Census Region 4 <i>West North Central</i>	Iowa Kansas Minnesota Missouri	Nebraska North Dakota South Dakota
Census Region 5 ^b <i>South Atlantic</i>	Florida Georgia	North Carolina South Carolina
Census Region 6 <i>East South Central</i>	Alabama Kentucky	Mississippi Tennessee
Census Region 7 <i>West South Central</i>	Arkansas Louisiana	Oklahoma Texas
Census Region 8 <i>Mountain</i>	Arizona Colorado Idaho New Mexico	Montana Utah Nevada Wyoming
Census Region 9 <i>Pacific</i>	Alaska California Hawaii	Oregon Washington

^a Excludes New Jersey and Pennsylvania, which were broken out separately.

^b Excludes Delaware, Maryland, Virginia, West Virginia, and Washington, D.C., which were broken out separately.

Table 4.3 Allegany County's Top Trading Partners
Inbound and Outbound Tonnage, 2006 and 2035

Trading Partner	2006		2035	
	Tons	% Share	Tons	% Share
Pennsylvania	1,531,691	19%	2,614,423	17%
West Virginia	934,185	12%	1,189,965	8%
Census Region 3	930,041	12%	1,542,640	10%
Baltimore County, MD	603,168	7%	1,167,345	7%
Virginia	524,670	7%	1,064,043	7%
Census Region 7	404,840	5%	539,023	3%
Baltimore City, MD	388,657	5%	881,230	6%
Census Region 1	329,340	4%	845,009	5%
Census Region 5	314,258	4%	661,870	4%
Garrett County, MD	222,209	3%	332,855	2%
All Remaining Trading Partners	1,862,192	23%	4,829,115	31%

Source: TRANSEARCH.

Figures 4.15 and 4.16 display the top trading partners by tonnage for inbound and outbound truck and rail freight. In 2006, the county's top three inbound trading partners include Pennsylvania, Census Region 3, and Baltimore County, accounting for nearly 40 percent of the total inbound freight flows by total tonnage. For outbound flows, the top three trading partners are Pennsylvania and West Virginia and Census Region 3. The outbound flow of cargo is more concentrated to the key trading partners than inbound flows, with the top three outbound trading partners accounting for over 52 percent of the total freight flows in 2006. This proportion is expected to decrease to just over 40 percent in 2035, mostly due to increased outbound flows to a more diverse group of trading partners (e.g., within Census Regions in the northeast and Mid-Atlantic).

Figure 4.15 Top 10 Trading Partners by Inbound Tonnage
2006 and 2035

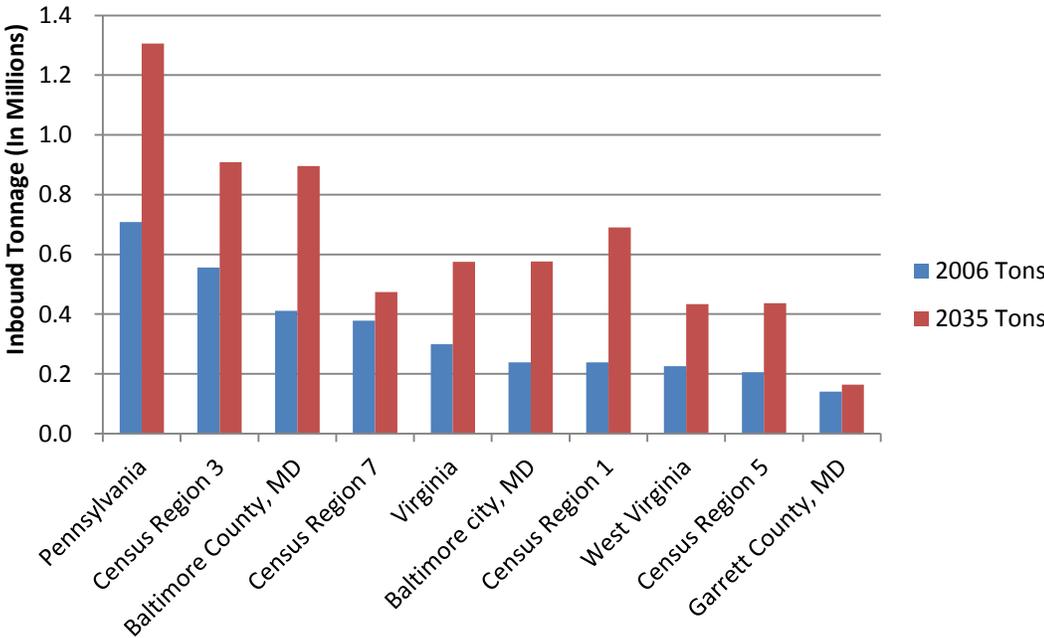
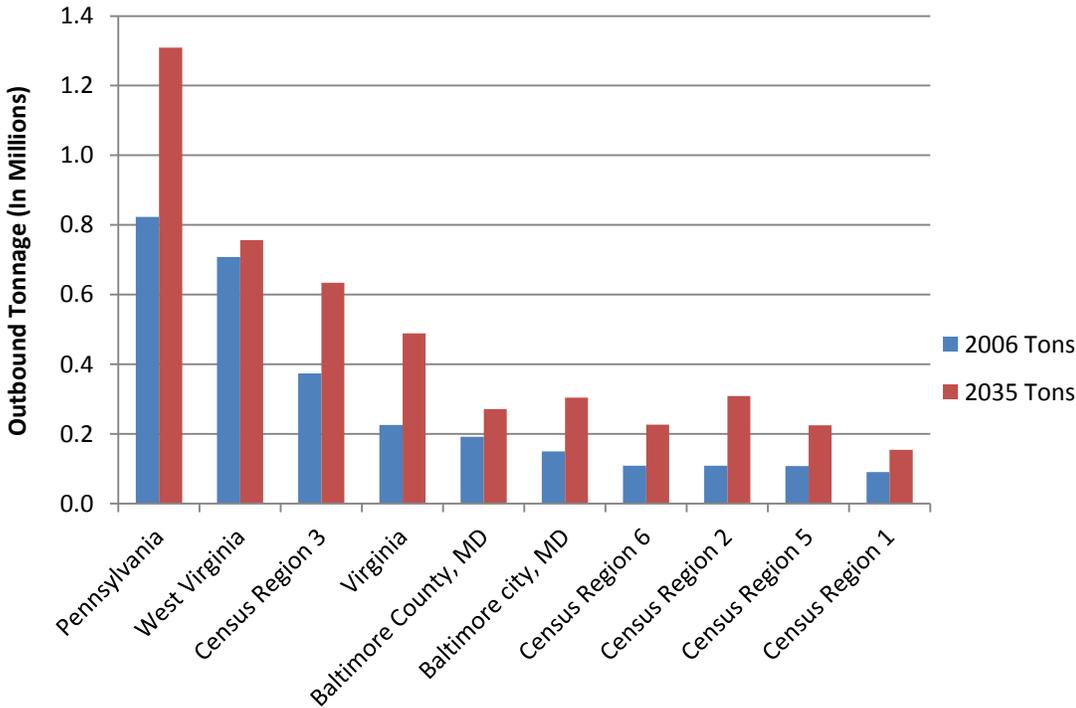


Figure 4.16 Top 10 Trading Partners by Outbound Tonnage
2006 and 2035



5.0 Environment, Safety, and Security

■ 5.1 Environmental Justice

Social and Economic Factors

Key social and economic factors involve environmental justice considerations for groups such as minority and low-income populations. 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 mandated that Federal agencies must address the topic of environmental justice by working to identify and respond to any disproportionately high and adverse human, health, or environmental effects of their programs, policies, and activities on minority or low-income populations. In planning transportation improvements, these groups must be treated fairly with efforts made to ensure that they do not receive a disproportionate amount of adverse impacts from the development of proposed transportation projects. A key step in addressing environmental justice issues involves identifying locations within the study area where high concentrations of minority and low-income populations are known to exist.

A summary of population groups within the Cumberland Metropolitan area based upon the 2006-2008 American Community Survey (ACS) is provided in Table 5.1. Minority groups and populations of Hispanic/Latino origin do not comprise a large percentage of the study area's population. Minority racial and ethnic groups encompass only about eight percent of the overall population, but outreach efforts are needed to involve these communities in the decision-making process.

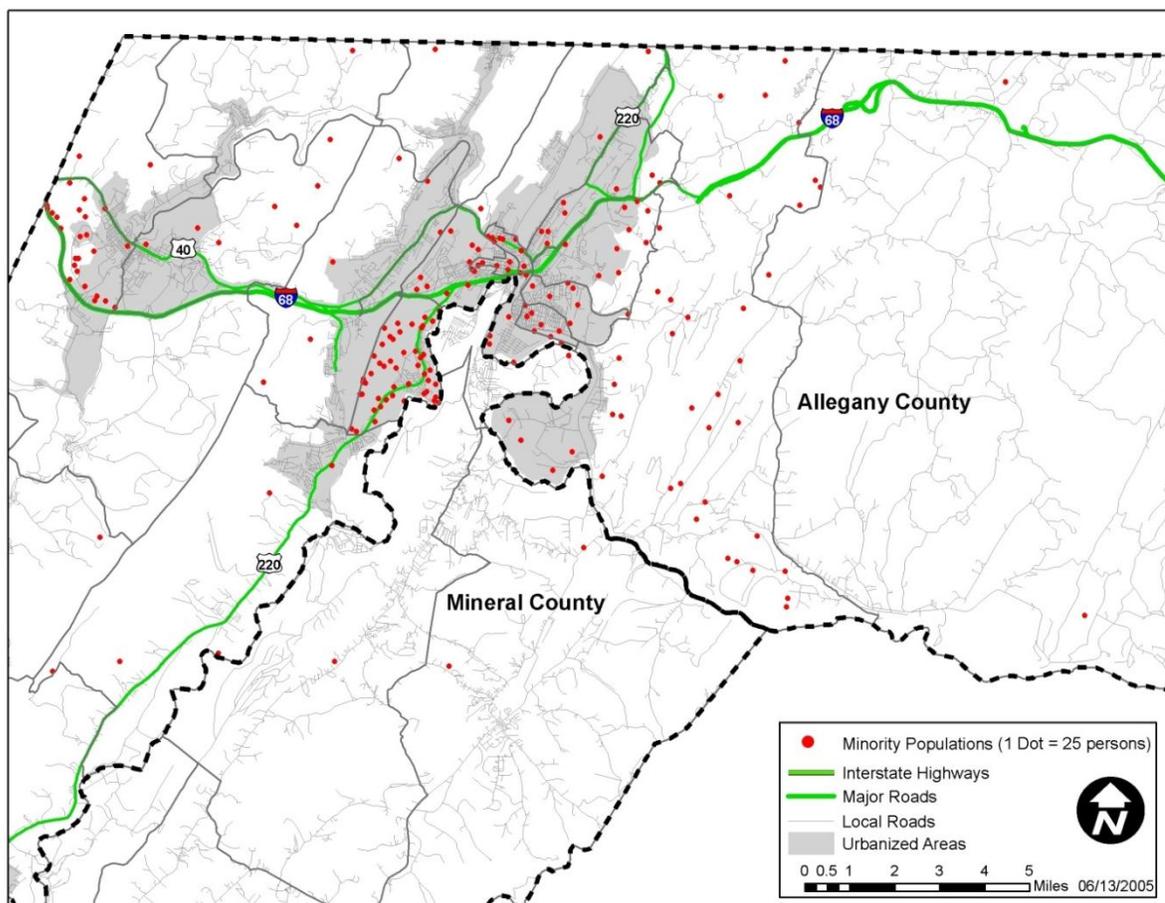
Table 5.1 Regional Population Summary by Race/Ethnicity

	Allegany County		Mineral County		Cumberland MSA	
Total Population	72,419	100%	27,078	100%	99,144	100%
White Alone	65,868	91%	26,037	96%	91,267	92%
Total Minority Population	6,551	9%	1,041	4%	7,877	8%
Black or African American Alone	4,267	6%	690	3%	4,829	5%
Other Race	1,531	2%	351	1%	2,101	2%
Hispanic or Latino	753	1%	158	1%	947	1%

Source: U.S. Census Bureau, 2006-2008 American Community Survey.

A review of 2000 Census data at the census block level helps to identify the distribution of minorities throughout the study area (more updated spatial data is not available from ACS at such a level of detail). More diverse populations can be found on the outskirts of Cumberland, southwest along the U.S. Route 220 corridor, and east of Cumberland along the Maryland Route 51 corridor. There also are sizeable minority communities adjacent to the I-68 corridor, immediately south and west of the City of Frostburg, Maryland, and in the City of Keyser, West Virginia. The geographic distribution of minority populations in 2000 is illustrated in Figure 5.1.

Figure 5.1 Regional Distribution of Minority Population

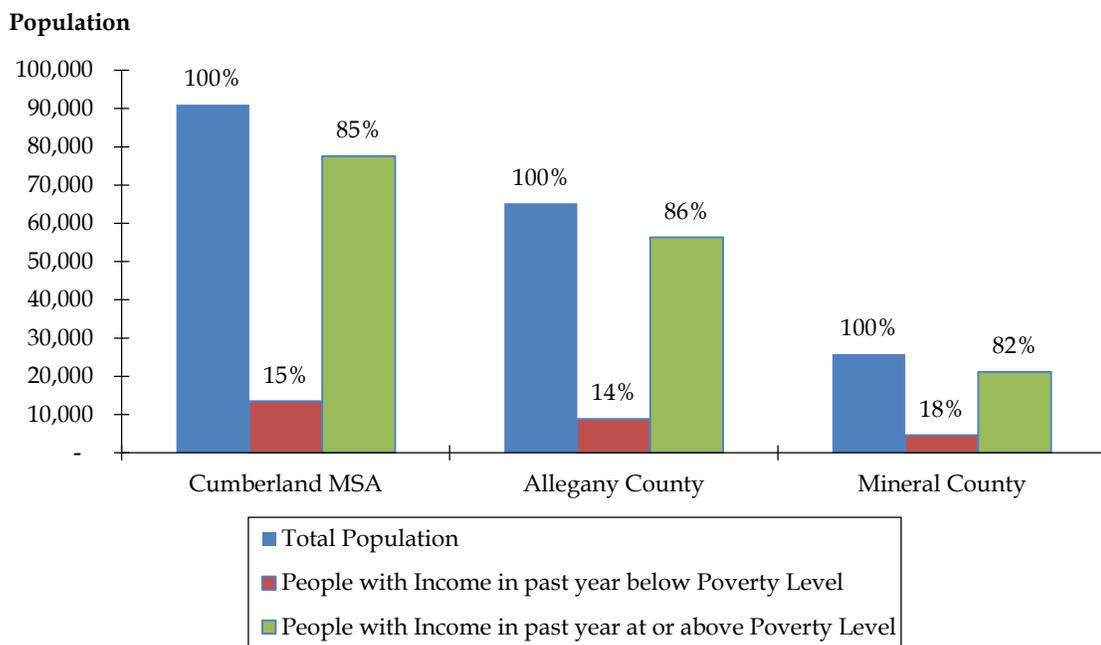


A summary of the study area population by poverty status is provided in Table 5.2. Fifteen percent of the region’s total population lives within households whose income is at or below the U.S. Department of Health and Human Services poverty guidelines. The share of population living below poverty level is 14 percent in Mineral County and 18 percent in Allegany County, as shown in the Figure 5.2.

Table 5.2 Regional Population Summary by Poverty Status

	Allegany County	Share	Mineral County	Share	Cumberland MSA	Share
Total Population	65,239	100%	25,781	100%	91,020	100%
People with Income in Past Year Below Poverty Level	8,864	14%	4,618	18%	13,482	15%
People with Income in Past Year At or Above Poverty Level	56,375	86%	21,163	82%	77,538	85%

Source: U.S. Census Bureau, 2006-2008 American Community Survey.

Figure 5.2 Regional Population Summary by Poverty Status

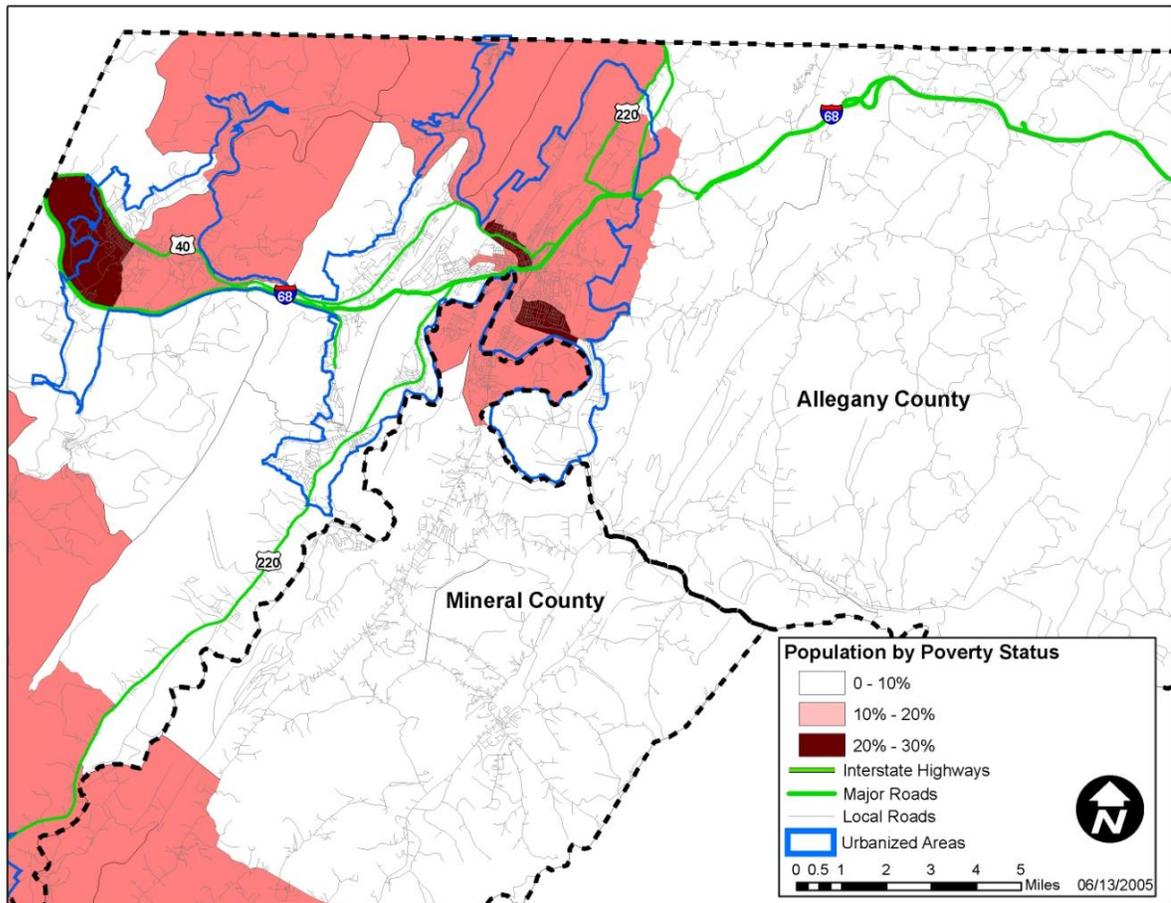
Source: U.S. Census Bureau, 2006-2008 American Community Survey.

A review of the geographic distribution of poverty data (Figure 5.3) resulted in several general findings in regard to persons with incomes at or near poverty levels. The areas with the largest share of households living below the poverty level are concentrated in the central and southern areas of the City of Cumberland and central and western portions of the City of Frostburg. While most households living in poverty tend to be concentrated in urban areas, there also is a pattern of rural poor residents in the areas of Allegany County east of the City of Cumberland, and east and north of the City of Frostburg, and in the urbanized area of Mineral County, West Virginia.

Another factor related to poverty is the existence of zero-car households. Most zero-car households are concentrated in and near urban areas, where assisted transportation services are more likely to be available. While some zero-car households do exist in the rural segments of the study area, they make up a small percentage of the total population in those areas.

Finally, the lowest median household incomes within the study area can be found to the immediate north, east, and south of downtown Cumberland and adjacent to I-68, immediately south and west of the City of Frostburg, Maryland. Conversely, the area just north of the City of Frostburg was recorded as having the highest median household income (\$44,150) in 1999. Areas west of the City of Cumberland along U.S. 40 Alternate and south along U.S. 220 towards Cresaptown also contained households with incomes higher than the regional median.

Figure 5.3 Percentage of Persons Living Below the Poverty Line



The Cumberland area has a population that is aging at a higher rate than the State and the nation as a whole, although at a lower rate than West Virginia. At the national level, 12 percent of the total population is older than 65 years, while 11 percent of all Maryland

residents and 15 percent of all West Virginia residents are in this age category. As shown in Table 5.3, about 18 percent of Allegheny County residents are older than 65 years, compared to 14 percent in Mineral County. This describes a stagnant or declining population that is retaining fewer children and young families. About 20 percent of the total population in the Cumberland area is younger than 18 years. This share is higher in Mineral County (22 percent) and a bit lower in Allegheny County (19 percent).

Table 5.3 Regional Population Summary by Age, 2000

Category	Allegheny County	Share	Mineral County	Share	Cumberland MSA	Share
Total	72,419	100%	26,725	100%	99,144	100%
Younger than 18 Years	13,499	19%	5,876	22%	19,375	20%
18 to 64 Years	45,902	63%	17,058	64%	62,960	64%
65 Years and Older	13,018	18%	3,791	14%	16,809	17%

Source: U.S. Census Bureau, 2006-2008 American Community Survey.

Elderly persons tend to be concentrated in urban areas, with their locations closely related to low-income households. The largest percentages of elderly persons tend to fall in the same older, urbanized areas where the lowest median income and highest share of households below the poverty line also are located. This is not always the rule, as many elderly residents also can be found living in rural and semirural locations. Regardless of where they may live, the opinions of this large segment of the population should be sought through targeted outreach efforts as regional transportation decisions are made.

Livability and Sustainability

Interagency Partnership for Sustainable Communities was established as a new interagency partnership between the U.S. Secretary of Transportation, U.S. Secretary of Housing and Urban Development, and U.S. EPA to improve access to affordable housing, provide more transportation options, and lower transportation costs while protecting the environment in communities nationwide. Livability is about tying the quality and location of transportation facilities to broader opportunities such as access to good jobs, affordable housing, quality schools, and safe streets. This includes addressing safety and capacity issues on all roads through better planning and design, maximizing and expanding new technologies such as ITS and the use of quiet pavements, using Travel Demand Management approaches to system planning and operations, etc.

The Partnership established six livability principles to act as a foundation for interagency coordination:

- Provide more transportation choices.

- Promote equitable, affordable housing.
- Enhance economic competitiveness.
- Support existing communities.
- Coordinate policies and leverage investment.
- Value communities and neighborhoods.

■ 5.2 Environment

Background

The environment is one of eight planning factors required by SAFETEA-LU for state and local departments of transportation and MPOs to consider. The specific planning factor, which is written into Federal law, states that long-range transportation plans (LRTP) must, “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.”

Transportation can generate negative effects on safety, human health, and the natural environment. Effects occur from both the construction and maintenance of infrastructure to the operation of motor vehicles. Each of these factors can have an effect on water systems (dewatering, runoff, sediment loadings, and erosion), soil processes (material-related pollution), historic and archeological sites, air quality, ecosystems (habitat destruction, degradation, and fragmentation), and quality of life.

At the state level, the Maryland DOT has made environmental stewardship a major priority in its 2009 Long-Range Transportation Plan. The ultimate goal is to develop transportation policies and initiatives that protect the natural, community and historic resources in the State and encourage development in areas best able to support growth. By law, the Maryland State Highway Association (SHA) has to follow a number of environmental regulations in order to attain this goal. SHA also prioritizes projects in its Consolidated Transportation Program (CTP) based on benefits to the natural and human environment.

At the regional level, the MPO plays a critical role in conserving the environment and is required to consult with state and local agencies responsible for land use management, natural resources, environmental protection, conservation, and historic preservation when developing the long-range transportation plan. This collaboration defines and identifies the environmentally sensitive areas, analyzes the impacts associated with transportation projects, and identifies ways to mitigate the impacts. MPOs are encouraged, but not required, to link their planning activities with the National Environmental Protection Act (NEPA). By working with resource agencies early in the metropolitan planning process,

the environmental reviews required under NEPA can occur simultaneously rather than a completely separate, and potentially redundant process. In the long term, this saves valuable time and helps transportation projects obtain environmental approvals sooner.

The MPO also can enhance air quality and quality of life issues by reducing the number of vehicles on the road. Initiatives and priorities that currently are in place at the state level, can be adopted at the MPO level, including; transportation-oriented development, climate change action plans, and travel demand management strategies.

There are a variety of resources and health standards that need to be accounted for in the transportation planning process, particularly in the Cumberland region. The resources that warrant significant attention in the region include: mineral resources, streams and their buffers, 100-year floodplains, habitats of threatened and endangered species, agricultural lands, and steep slopes, forest land, open space land, greenways, poor soil condition areas, public water supply basins, aquifer recharge areas, scenic overlooks, and historic sites.

Environmental Regulations

Conservation, water, and air quality regulations are the most applicable environmental safeguards for transportation projects. To ensure that certain standards are met, MPO transportation plans and programs have to comply with Federal regulations. The legislative provisions for MPOs in SAFETEA-LU are detailed in Table 5.4.

Table 5.4 Provisions in SAFETEA-LU for Linking Planning and NEPA^a

Section	Language
6001	<ul style="list-style-type: none"> Metropolitan and long-range transportation plans must be developed in consultation with state and local agencies responsible for land use management, natural resources, environmental protection, conservation, and historic preservation, as appropriate. The consultation must include a comparison of transportation plans with available state conservation plans or maps and inventories of natural or historic resources. Metropolitan and long-range transportation plans must include a discussion of potential environmental mitigation activities, to be developed in consultation with Federal, state, and tribal wildlife, land management, and regulatory agencies. The planning factor related to environment was expanded to promote “consistency between transportation improvements and state and local planned growth and economic development patterns.”
6002	Provides a new environmental review process that emphasizes interagency collaboration and participation, supporting the concept of early consideration of environmental concerns in transportation planning.
23 CFR 450.212 and 450.318	The regulations specifically allow a corridor or subarea study to be used as the basis for carrying planning-level decisions and analyses forward into the NEPA process.
23 CFR	Appendix A contains revised guidance on linking planning and NEPA.

^a AASHTO, Center for Environmental Excellence, http://environment.transportation.org/environmental_issues/environ_planning/.

The Maryland SHA must comply with a number of Federal and state environmental requirements. At the Federal level, NEPA requires an environmental review process when Federal funds are applied to transportation projects. At the state level, SHA also has to comply with the Maryland Nontidal Wetlands Protection Act, the Maryland Wetlands of Special State Concern, and the Maryland Tidal Wetlands Act, and Section 404 of the Clean Water Act. Table 5.5 presents the three generic documents prepared for environmental reviews under NEPA.

Table 5.5 National Environmental Policy Act Environmental Review

Document	Description
Categorical Exclusion	Excluded from a detailed environmental analysis if it meets certain criteria which a Federal agency has previously determined as having no significant environmental impact.
FONSI/Environmental Assessment (EA)	Provides evidence/analysis for determining whether a transportation project will cause significant impacts. If the answer is no, the agency issues a finding of no significant impact (FONSI). ^a
Environmental Impact Statement (EIS)	Describes the purpose and need for the proposed action, the proposed alternatives, the affected environment, and the environmental consequences of the alternatives. ^b

^a National Environmental Policy Act explains in detail the concept of “significance” based on two criteria: context and intensity.

^b Air quality is covered in the environmental review process.

Allegany County also enforces the protection of its natural resources, using ordinances in the Zoning Code. This includes the Floodplain Management, Sediment Control, and Stormwater Management ordinances. These are in place to protect against the disruption of the natural environment caused by development and are further described in Table 5.6. The County also participates in and encourages Agricultural Land Preservation and Conservation and Environmental Trust programs, which protects vulnerable lands for future generations.

Table 5.6 County Ordinances

Ordinances	Description
Floodplain Management	Meant to establish measures and requirements for development within floodplain zones, and to establish procedures by which these requirements and measures are to be administered and enforced.
Sediment Control	Meant to establish measures and requirements for the control of sediment pollution generated by land development and to establish procedures by which these requirements and measures are to be administered and enforced.
Stormwater Management	Establishes minimum requirements and procedures to mitigate the effects of storm water runoff.

Environmental Programs

State Initiatives

The Maryland DOT Headquarters Office of the Environment functions as a resource provider on issues related to environmental compliance, stewardship and sustainability to the six transportation modal administrations in the State, including the State Highway Administration. The Office currently sponsors three initiatives to support environmental stewardship, including the Voluntary Self Audit Program, the Environmental Management System, and Environmental Stewardship and Sustainability. Table 5.7 details those efforts.

Table 5.7 Maryland DOT Office of the Environment Initiatives

Initiative	Description
Voluntary Self Audit Program	This program helps MDOT's assess their own compliance with Federal and state environmental regulations.
Environmental Management System	Each agency under MDOT will have its own system to help identify specific compliance needs, achieve environmental regulatory compliance, and maintain compliance on a ongoing basis.
Environmental Stewardship and Sustainability	The Office of the Environment fosters interagency coordination on environmental issues and regulations

The Maryland State Highway Administration has an office of Environment and Community, which provides information and programs on Cleaner, Greener Highways, Hikers and Bicyclists, and Community Improvement. In particular, the Smart, Green, and

Growing initiative under the Cleaner, Greener Highways program offers a wealth of information on linking transportation and the environment. Major elements of the web site are included in Table 5.8.

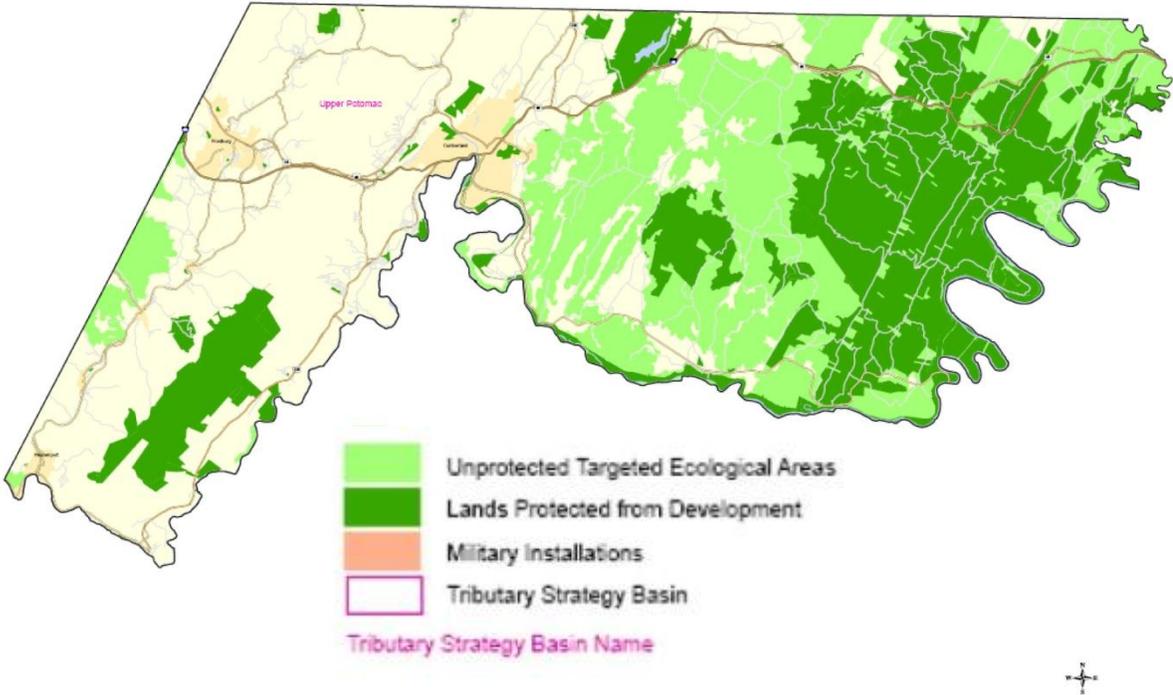
Table 5.8 Major Elements of the Smart, Green, and Growing Initiative

Program	Description
Greenprint	Greenprint uses maps, information layers, and aerial photography to display the most ecologically valuable land in the State. There are maps for each county, showing the protected and unprotected areas in the State. The map for Allegany County helps shape land development and transportation decisions.
Agprint	With almost one-third of the State’s land dedicated to farming, Agprint targets certain rural areas for future preservation. Based on a prioritization system, Agprint shows which lands are the best for future agricultural investments. This also is a resource for shaping land development and transportation decisions in the MPO region.
GrowthPrint	The Maryland Department of Planning is developing a new GIS mapping inventory known as “GrowthPrint.” This new GIS layer will complement the existing AgPrint and GreenPrint layers in the development of the agency’s Statewide Development Plan. GrowthPrint is being designed to show the areas of the state where more intensive growth should be encouraged.

The Maryland Department of Natural Resources (DNR) runs three programs: the Program for Open Space (POS), the Maryland Rural Legacy program, and the Maryland Environmental Trust. The POS acquires recreation and open space land for public use. Since the Program started in the 1970s, over \$3,773,000 have been spent on 99 separate recreation projects throughout Allegany County. Forty-five of these projects have been acquisition projects, while the remainder have been development-oriented.²³ The Rural Legacy program preserves large tracts of contiguous rural land for future generations, while the Maryland Environmental Trust provides information to landowners in order to help them protect the natural, scenic, and historic resources in Maryland. Map 5.1 depicts the protected land in Allegany County, as well as the amount of acres conserved under these three DNR programs.

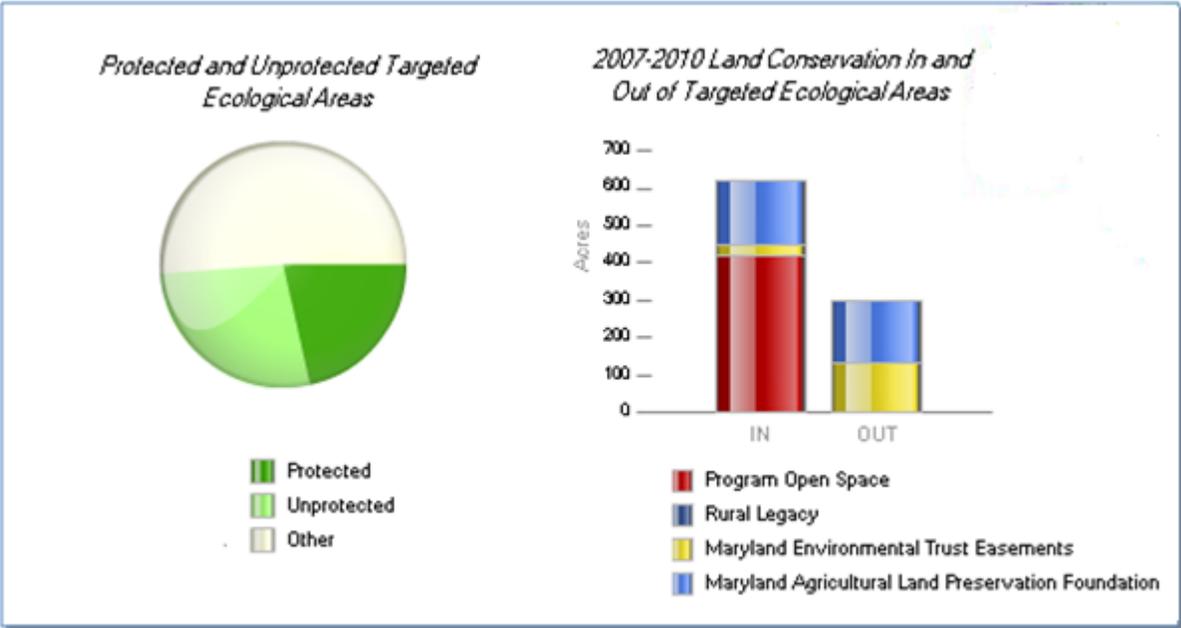
²³2006 Local Land Preservation, Parks and Recreation Plan.

Figure 5.4 Conserved Land in Allegany County



Source: Maryland Smart, Green, and Growing web site, <http://www.greenprint.maryland.gov>.

Figure 5.5 Land Conservation Statistics for Allegany County



Source: Maryland Smart, Green, and Growing web site, <http://www.greenprint.maryland.gov>.

Climate Change

The Maryland Commission on Climate Change was created in 2007 and consists of individuals from foundations, state and local agencies, universities, businesses, associations, and others. The Commission was charged with creating a Climate Action Plan which creates strategies to reduce greenhouse gas emissions. According to the United States Environmental Protection Agency (EPA), transportation sources contributed to approximately 27 percent of total U.S. greenhouse gas emissions.²⁴ As a result, transportation agencies will have an important role to play in reducing greenhouse gas emissions. Linking transportation and land uses, providing commute alternatives for community members, and incorporating these principles into a regional climate action plan are among the ways the Cumberland MPO can take action on climate change.

Transportation Demand Management Programs

Transportation demand management (TDM) is a set of strategies that improve the efficiency of an existing transportation system. The goal is to reduce single-occupant vehicle travel and influence a more equal balance across all modes of transportation. This can reduce congestion, enhancing both air quality and quality of life. Sample TDM strategies include ridesharing programs, transit benefits, bicycle and pedestrian improvements, alternative work hours, and priced parking. Partnering with local businesses, the local DOT office, and/or Allegany County transit can provide health and environmental benefits for the Cumberland region.

Mitigation Practices

According to SHA's Office of Environmental Design, common mitigation practices utilized throughout the State and Allegany County during and after construction of transportation infrastructure include:

- **Wetland Management** - Impacted wetlands are replaced by creating new wetlands within the watershed where the impact occurs. Specific works include reforestation and removal of fish blockages.
- **Stream Restoration** - This measure determines an alternative flow that tailors the natural tendencies of an altered stream when road infrastructure is put in place.
- **Critter Crossings** - Instead of installing infrastructure on the ground, critter crossings (elevated passes) allow safe passage for woodland animals and help to prevent harm

²⁴<http://www.epa.gov/oms/climate/basicinfo.htm>.

to forests and streams. The purpose is to keep corridors that connect ecological hubs, thus minimizing the fragmentation of ecosystems.

- **Erosion Control** - SHA utilizes devices such as silt fences, portable sediment tanks, sediment bags, geotextile materials, and bioengineering materials to meet and often exceed the requirements of MDE. Another measure is to rapidly establish vegetation on exposed soil during construction.
- **Nutrient Management** - In this mitigation practice, the use of shallow marsh ditches slows highway runoff water during storms. If left unfiltered, pollutants would be released into water streams.
- **Buffers** - Vegetated barriers between roadways and water resources capture impervious surface runoff (nutrient pollution) before it enters the water system.
- **Noise Barriers** - Noise barriers are solid obstructions built between the highway and areas along a highway. Effective noise barriers typically may cut the loudness of traffic noise by as much as 50 percent.

L RTP Projects and Environmental Impacts

When planning for projects in a metropolitan area, there are many factors that come into play, including congestion relief, safety concerns, and growth patterns. However, another important factor includes how proposed projects effect the natural and human environment. Laying out maps of critical ecological areas, coordinating with resource agencies early in the planning process, and understanding the Federal and state regulations will foster a balance between infrastructure and conservation. Every capital transportation project that uses Federal funds has to go through the NEPA process to determine if it is 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 impacts of the project). All capital projects in the LRTP and CTP are included in this process so that the environmental impacts are always known. However, there also are projects in the LRTP or CTP that directly improve the environment. These projects, included in the 2010-2015 CTP, are:

- MD 36 to the Garrett County Line; landscaping (American Recovery and Reinvestment Act project);
- Main Street; Lemmerts Alley to MD 36; drainage improvement; and
- Allegheny Highlands Trail; 9.3 miles of trail from Baltimore Avenue in Cumberland to Woodcock Hollow Road; pedestrian/bicycle trail

Air Quality Planning and Transportation Conformity

Pollutant emissions are the most representative transportation externality. Based on 1999 data from the Environmental Protection Agency (EPA), mobile sources in Maryland contribute with 87 percent of carbon monoxide emissions, 60 percent of nitrogen oxide (NO_x), 42 percent of particulate matter (PM) of 2.5 micron (PM_{2.5}), 46 percent of PM₁₀, 8 percent of sulfur dioxide, and 62 percent of volatile organic compounds. Allegany County presently complies with Federal and state standards for criteria air pollutants. Local pollutants have adverse effects on human health, agricultural productivity, fishing and commercial extraction, recreational facilities, and damage to the ecosystem. In terms of pollutant-related diseases, Allegany County holds a relatively favorable position in Maryland as reported by the EPA.

In terms of climate change and greenhouse gas emissions, MDOT is an active member of both the State's Climate Change Commission and its Energy Outlook Task Force. With the passage of the Clean Car legislation in 2007, the State has adopted the cleaner California car standards beginning with the 2011 model year. The Maryland State Highway Association also offers a wealth of materials under its Smart, Green, and Growing initiative, which contains information on the climate action plan as well as the regional greenhouse gas initiative.

Federal regulations require that air quality issues be considered during the preparation of the LRTP. The Cumberland Area MPO meets air quality conformity criteria as identified in the 1990 Clean Air Act Amendments (CAAA).

■ 5.3 Safety

Safety is one of eight planning factors required by the SAFETEA-LU transportation bill for state and local departments of transportation and MPOs to consider. The specific planning factor, which is written into Federal law, states that long-range transportation plans (LRTP) must, "Increase the safety and security of the transportation system for motorized and nonmotorized users."

In addition to SAFETEA-LU, an update to the Statewide Transportation Planning, Metropolitan Transportation Planning, Final Rule (23 CFR 450) was issued, which encouraged LRTPs to be consistent with the Strategic Highway Safety Plan (SHSP) for the State. The SHSP provides a comprehensive framework for reducing highway fatalities and serious injuries on all major roadways. It is meant to be a data-driven and collaborative approach to safety investment decisions. The last SHSP for Maryland was updated in 2006, but there will be a new 2011-2015 plan which the MPO can use as guidance for safety planning efforts.

According to *Safety and Transportation Knowledge Online*, a web site hosted jointly by the Maryland Highway Safety Office and Towson University, there were 101,889 motor

vehicle crashes on Maryland's roadways in 2006 which resulted in 53,615 injuries and 652 lives lost. Over the past five years, crashes have cost Maryland residents over \$44 billion. Part of the solution rests on the shoulders of transportation planners. By utilizing data, either from the Maryland Traffic Safety Fact Book (which is updated yearly) or through partnerships with local law enforcement, planners can identify the safety "hot-spots" within a metropolitan region. Once the locations, intersections, corridors, crosswalks, or sidewalks are pinpointed, planners can then decide on the most effective ways to remedy the problems. The basic and most effective strategies are separated into three categories or the "3 Es" of transportation safety; engineering, education, and enforcement.

At the MPO level, there are many ways that planners can incorporate elements of safety into their plans and programs. Looking nationally at successful practices, MPOs have begun to prioritize the transportation projects in their Transportation Improvement Programs (TIP) based on safety factors. MPOs also utilize crash data to assist local jurisdictions with their street and sidewalk design standards for new roads. Many also plan specifically for the safety of bicyclists and pedestrians through stand-alone planning documents. Some have started road safety audit programs in order to monitor corridors or intersections of concern and suggest low-cost safety treatments.

Traffic Safety in Maryland

The Maryland Strategic Highway Safety Plan (SHSP) is a statewide, coordinated, and strategic, traffic safety plan that provides the framework for reducing fatalities and serious injuries on all public streets and highways in Maryland. It establishes overall goals and objectives, as well as strategies within key emphasis areas. The State currently is working toward updating and revising its 2006-2010 SHSP. The new plan will cover years 2011 through 2015 and provide greater focus than the previous plan. It will reduce the number of emphasis areas/subareas from 14 to five, including: Impaired Driving, Occupant Protection, Aggressive Driving, Distracted Driving, and Highway Infrastructure. Members of emphasis area teams have been meeting since June 2010 to finalize the strategies and action steps that will continue to reduce fatalities and serious injuries on all public roads. The SHSP provides the framework for Maryland to apply the best solutions to solving its most critical highway safety problems. The continued active involvement of various stakeholders, along with the unwavering focus on the measurable objectives set forth in the SHSP, ensures broad support throughout the five-year life of the plan, promises effective implementation of the plan, and supplies guidance to reach the ultimate goal of saving lives.

Although not all of these safety issues affect the Cumberland metropolitan region, it is important to figure out which emphasis areas are of most concern and then identify solutions. By utilizing the data from the MD Traffic Safety Fact Book, planners can gain insight into location and causation of crashes. Looking more closely at the specifics of those crashes can potentially demonstrate patterns upon which future solutions can be developed.

For Allegany County, the Fact Book data shows that eight people lost their lives in 2008, and there were 706 police-reported traffic crashes (accounting for 1.4 percent of statewide

fatalities). In those crashes, 418 people were injured. For the third straight year, there were no pedestrian fatalities in the County. The numbers show that there have been a limited number of fatalities over the past five years and the crash rates have declined (depicted in Tables 5.9 and 5.10). However, Table 5.11 demonstrates that there is still progress to be made toward the ultimate goal of creating safer roadways and intersections.

**Table 5.9 Fatalities and Crashes for Allegany County and State of Maryland
2008**

County	Fatalities	Total Crashes	VMT (mill.)	Pop.	Licen. Dr.	Regist. Veh.	Fatality Rate per				Total Crash Rates per			
							VMT	Pop.	Lic. Dr.	Reg. Veh.	VMT	Pop.	Lic. Dr.	Reg. Veh.
Allegany	8	706	813	72,238	50,236	63,570	0.98	11.07	15.92	12.58	1.41	977.32	1,405.37	1,110.59
Maryland	592	95,347	56,147	5,633,597	4,021,749	4,756,356	1.05	10.51	14.72	12.45	2.37	1,692.47	2,370.78	2,004.64

Source: Traffic Safety County Fact Book, 2008.

**Table 5.10 Fatalities and Fatality Rates for Allegany County and State of Maryland
2004-2008**

County	Fatalities					Difference, 2004-2008	Fatality Rate per 100 Million Vehicle-Miles Traveled					Difference 2004-2008
	2004	2005	2006	2007	2008		2004	2005	2006	2007	2007	
Allegany	9	11	10	8	8	-1	1.09	1.28	1.2	0.97	0.98	-0.11
Maryland	643	614	651	615	592	-51	1.17	1.08	1.15	1.08	1.05	-0.15

Source: Traffic Safety County Fact Book, 2008.

Table 5.11 Contributing Factors to Crash Totals
2008

Contributing Factors and Crash Totals														
	Impairment	Pedestrian	Large Truck Involved	Bus-Involved	Motorcycle	Nighttime	Wet Surface	Intersection	Fixed Object	Work Zone	ROR	Aggressive Driving	Speeding	Red Light Running
2008 Crash Total	65	12	48	6	29	206	137	168	208	19	235	25	128	8

Source: Traffic Safety County Fact Book, 2008.

Safety Strategies

The Federal Highway Administration's Office of Safety offers tools and technical assistance to transportation agencies in order to reduce the number of fatalities on the roadway network. Its web site offers a starting point for agencies looking for background information on safety funding, the safety policies found in SAFETEA-LU, and information on a variety of safety subjects, such as data, countermeasures, and intersection design²⁵.

Every MPO planning area has different needs, but there are general planning tools that can be adopted in any region to enhance transportation safety.

Project Prioritization. Prioritization is the process for evaluating and selecting individual transportation projects. Choosing the best projects for a region could depend on a multitude of factors, but ensuring that those investments are safe is critical. Creating a point system that gives more weight to projects that will lower fatalities and injuries will ensure safer roadways.

Road Safety Audits. Road safety audits (also known as assessments, or RSAs) are not a new concept, but are beginning to get a lot more attention. They offer low-cost ways to evaluate and then modify locations that have had a high number of accidents. Teams from local agencies and law enforcement are assembled in order to understand what elements of the road may present a safety concern. After thorough analysis and collaboration, each team will identify opportunities that exist to eliminate or mitigate the problem(s).

Data. The Maryland Traffic Safety Fact Book is published yearly and provides insight into the number of fatalities and crashes each year and what factors contributed to the accidents. Utilizing this information can help set the safety priorities in each region and provide a baseline for measuring the success of each project.

Stakeholder Involvement. Inviting members from local law enforcement to MPO meetings will nurture a working relationship that can provide agencies with additional insight into traffic and accident concerns. Attending safety meetings at the local and state level also will foster working relationships.

Stand-Alone Plans. In some regions, one particular safety issue is more pressing than another. Some MPOs have created stand-alone plans that focus on a single problem. For example, if a region has a high number of large-truck crashes, creating a Freight Action Safety Plan may be the most appropriate response.

²⁵<http://www.safety.fhwa.dot.gov>.

Safety Projects

Maryland State Highway Administration (SHA)

Allegany County falls within SHA District 6, in which the District Engineer (DE) is responsible for overseeing all areas of state road operations, including traffic, construction, maintenance, engineering systems, right-of-way, and utilities. The DE reviews data produced by the Office of Traffic and Safety, identifying the high-crash locations on state roads (road sections, intersections, ramps, etc.), and then makes recommendations for the distribution of safety funds for the region. In addition, the DE looks at all of the fatal crashes, regardless of what system they are on, provides comments to county and city officials regarding crash sites on local roads, and provides support, as necessary, to the MPO and County and City Engineers.

Each of Maryland’s counties also has a designated Coordinator for the Community Traffic Safety Program (CTSP), which is the grant program managed by the Maryland Highway Safety Office (MHSO). The coordinator works with local Task Forces to identify traffic safety issues/problems, develop appropriate countermeasures, and advocate or implement solutions.

The current and out year safety-related projects for the Cumberland region are shown in Tables 5.12 and 5.13.

Table 5.12 Ongoing Safety-Related Projects in the SHA Consolidated Transportation Program (CTP) for 2009-2014

Road	Improvement
MD 36 near Lonaconing	Replacement of Bridge No. 1014 over Georges Creek
I-68 between Cumberland and La Vale	Resurfacing and safety Improvements from MD 658 Bridge No. 0110600 to Kelly Boulevard Bridge No. 0110200
MD 657 near Lonaconing	Widening and resurfacing from 0.07 mile north of Old Beechwood Road to the Garrett County line
U.S. 220 in Cresaptown	Community safety and enhancements from MD 53 to 0.41 mile north of MD 636 in Cresaptown

Table 5.13 Out Year Safety-Related Projects in the SHA Consolidated Transportation Program (CTP) for 2010-2015

Road	Improvement
MD 51 in Cumberland	Safety and Resurface of MD 51 between Pennsylvania and Virginia Avenues
I-68 near Frostburg	Drainage Improvement
MD 36 in Lonaconing	Replacement of Bridge 166010 on MD 36 over Koontz Run
MD 36 in Mt. Savage	Safety and Resurface
MD 51 near Cumberland	Safety and Resurface
I-68/U.S. 220 in Cumberland	Safety and Resurface
I-68 between Frostburg and La Vale	Safety and Resurface
U.S. 40 East of Cumberland	Safety and Resurface
MD 51 East of Cumberland	Geometric Improvement

Allegany County, Maryland

The Traffic and Transportation Advisory Committee reviews safety issues on county and city roads, as requested by the Board of County Commissioners, with a focus on engineering and law enforcement issues. Represented on the Committee are the Allegany County Board of Education, Department of Public Works (Roads Division and Transit Division), Emergency Services, Health Department Safety, Sheriff's Department, the City of Cumberland Engineering Department, Police Department, Street Department, the Maryland State Highway Administration, and the Maryland State Police.

Monthly meetings are held to consider case-by-case crash locations, citizen complaints, new development plans, law enforcement issues, etc., which may result in recommendations such as traffic signal installation, additional signage, and speed zones. In Allegany County, minor projects (under \$50,000) are implemented under regular operation and maintenance programs. Line striping is performed every other year with guardrail maintenance conducted in the off years. Lighting and signage are constantly installed/repared upon request. The Traffic and Transportation Advisory Committee also reviews and comments on new development plans with consideration to public safety.

Mineral County, West Virginia

Safety activities for Mineral County in West Virginia are implemented through the Eastern Panhandle Community Traffic Safety Program, the regional office of the Governor's Highway Safety Program. A task force representing law enforcement, local schools, health services, fire/rescue squads, insurance agencies, and planning and development

agencies meets regularly to determine priorities and plan efforts such as saturation patrols, sobriety checkpoints, and public service announcements (which have focused primarily on impaired driving and occupant protection).

County and City Engineers in West Virginia oversee local subdivision roads, which tend to be lower speed routes, and focus proactively on such issues as sight distance, signage, and guardrails. The majority of West Virginia roads are state-maintained and operated and fall under the responsibility of District Engineers who ensure compliance with state safety standards.

Safety Conclusions

Maryland is moving forward with implementation of the 2011-2015 statewide SHSP and integrating those goals and objectives into local and regional programs. At the same time, considerable efforts continue to be made by a diverse group of stakeholders in the Cumberland MPO study area to address traffic safety through a variety of both ‘hard and soft’ approaches. While additional work is necessary to further reduce fatalities and injuries resulting from motor vehicle crashes, a strong base exists of coordinated ‘hard’ side strategies (i.e., roadway design and maintenance standards; signage, signaling, and pavement markings; barriers; sidewalks) and ‘soft’ side strategies (i.e., law enforcement and public education campaigns addressing impaired driving, aggressive driving, and occupant protection).

■ **5.4 Security**

Under national transportation legislation, known as SAFETEA-LU, the security and safety planning provisions were decoupled so that each could be a stand-alone planning factor. There are a wide range of incidents and potential security threats, which can be handled at the local, regional, state, or national levels (see Figure 5.6). Because security planning is often conducted by a number of different agencies (local emergency responders, regional planning agencies, state offices of homeland security, state departments of transportation, Federal agencies, etc.), there may be gaps in coordination. MPOs can be effective in different aspects of security planning, but a key element to starting the process is building relationships with the agencies and organizations involved in emergency response.

Effective integration of security into the planning process is critical because populations of all sizes and regional economies can be vulnerable to security issues. The following sections describe ways to increase the security of the transportation system for motorized and non-motorized users.

Figure 5.6 Varying Incidents and Security Threats

Classification	Local	Regional	State		National
Examples	<ul style="list-style-type: none"> • Minor traffic incidents • Minor load splits • Vehicle fires • Minor train/bus accidents • Accidents with injuries but no fatalities 	<ul style="list-style-type: none"> • Train derailment • Major bus/rail transit accidents • Major truck accidents • Multivehicle crashes • Hazmat spills • Injuries and fatalities 	<ul style="list-style-type: none"> • Train crashes • Airplane crashes • Hazmat incidents • Multivehicle accidents • Tunnel fires • Multiple injuries and fatalities 	<ul style="list-style-type: none"> • Port/airport incidents • Large building fire or explosion • Industrial incidents • Major tunnel/bridge closure 	<ul style="list-style-type: none"> • Terrorist attack/WMO • Floods, blizzards, and tornados • Transportation infrastructure collapse • Extended power/water outage • Riots • Mass casualties
Expected Event Duration	0 to 2 hours	2 to 24 hours	Days		Weeks

← System Must Expand with the Event →

Source: John Contestabile, former Director of Emergency Management for Maryland Department of Transportation, 2006.

Transportation Security Planning Overview

The nation’s transportation infrastructure supports mobility and goods movement, but it also plays a critical role in rendering aid and evacuating areas affected by a security-related event. Events such as the September 11th terrorist attacks, the 2004 train bombings in Madrid, and Hurricane Katrina in 2005, have made clear the need to protect transportation infrastructure, so that the most valuable assets of mobility are not lost. However, in times of crisis, the transportation system also has to provide mobility so that people can get out of harm’s way. Due to the size, the location, and the nature of the security threat, each metropolitan region faces different issues and has different roles when it comes to security planning. Identifying the roads and other transportation assets that are critical for both protection and evacuation is the first step in security planning. The second is coordinating all the different plans and entities, so that every entity knows their roles, should disaster strike.

Given the MPO study area’s proximity to the major metropolitan centers of Baltimore, Maryland and Washington, D.C., it is important to consider the logistical feasibility of potentially handling large numbers of people evacuating these regions in a short period of time on state and local roadways. Another issue that threatens the area is the unpredictability of weather patterns and the possibility of having to shut down major segments of the transportation network. The Federal Emergency Management Agency (FEMA) developed a guidebook to assist state and local agencies in their development of an emergency

operations plan.²⁶ Another resource for professionals engaged in transportation security is National Cooperative Highway Research Program (NCHRP) Report 525, *Incorporating Security into the Transportation Planning Process*, a comprehensive three-volume report that discusses the challenges of incorporating security into the transportation planning process.²⁷ The United States Department of Transportation offers capacity building for highway infrastructure security and emergency management professionals and the Federal Transit Administration has emergency preparedness and planning guidelines for transit and MPO planners.

Incorporating security into transportation planning can be a difficult endeavor given that security has traditionally been conducted by specialized agencies at the Federal level, and not by transportation agencies. It is further complicated when considering populations with limited mobility options, such as the elderly, disabled, and transit dependent households. Coordination with the public, within an agency, and between agencies (e.g., county, state and Federal) can be difficult given that events can affect multiple transportation modes and can extend beyond regional and state boundaries.²⁸ Some of these issues, and potential solutions, were brought to light during a 2008 MPO peer-exchange entitled “MPO Peer Workshop on Addressing Security Planning and Natural and Manmade Disasters.”²⁹

Furthermore, there often exists a disconnect between the planning and operations elements of security-related transportation plans in terms of their creation and implementation. Following is an excerpt from a NCHRP research project that highlights ways to improve the link between planning and operations in disaster response plans.

“Increase in the programming and funding of intelligent transportation system (ITS) technologies. ITS, such as closed-circuit television cameras and real-time traffic dissemination systems, can provide the dual benefit of mitigating the impact of some no-notice events and also can improve the efficiency of response and system management in the aftermath of a disaster.

Leverage of transit/multimodal resources during a disaster. Agencies can collaborate by marshalling resources and expanding transportation logistics support in order to implement the transportation element of disaster response.

²⁶State and Local Guide 101: “Guide for All-Hazard Emergency Operations Planning.”

²⁷NCHRP Report 525. “Incorporating Security into the Transportation Planning Process.” http://onlinepubs.trb.org/onlinepubs/nchrp/nchrp_rpt_525v3.pdf.

²⁸Cambridge Systematics “Publication Pending”, NCHRP 8-36 (Task 69), Disaster Response in Transportation Planning Peer Exchange Report, Washington, D.C.

²⁹Federal Highway Administration Office of Planning: “MPO Peer Workshop on Addressing Security Planning and Natural and Manmade Disasters.” <http://www.fhwa.dot.gov/planning/metro/secumpo.htm>.

Movement from “table-top” exercises to field exercises. Changing traditional disaster response strategies to action-oriented field exercises is one way to more thoroughly test disaster response plans and help bridge any gaps between planning and operations personnel perspectives and/or plans.³⁰

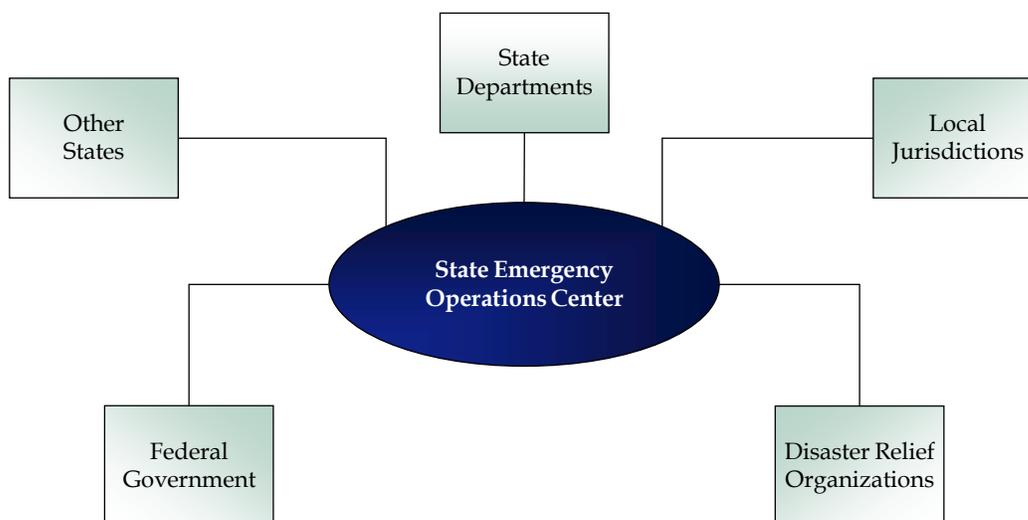
Security Planning in the MPO Study Area

Security planning efforts focus on preventing events from occurring, mitigating the results by responding when they occur, and recovering following the event. Following are some of the efforts underway to address transportation security at the state and regional level.

Maryland Department of Transportation and Maryland State Highway Administration

Maryland’s Emergency Management Agency (MEMA) is responsible for coordinating a state response, including supporting local governments, during large-scale emergencies, whether natural or manmade. Revised in 2009, the Maryland Emergency Operations Plan (EOP) is a cooperative effort, including state, local, and private agencies with the assistance of Federal agencies for the deployment of resources when an event occurs. Maryland’s emergency management partnerships are illustrated in Figure 5.7.

Figure 5.7 Emergency Management in Maryland



Source: State of Maryland Emergency Operations Plan.

³⁰Ibid.

Transportation is listed in the EOP as the first of 16 emergency support functions (ESFs). The ESFs are meant to be used across all Maryland jurisdictions. The Maryland Department of Transportation (MDOT) is listed as the primary agency responsible for this function, whose purpose is to “To coordinate the use of transportation resources and services necessary to support emergency response or recovery operations or other disaster assistance initiatives.”³¹ MDOT actively works with local jurisdictions in coordinating emergency response and, when an incident occurs, is able to pool its modal resources and direct them where appropriate in order to restore service.

A \$1.4 million Homeland Security grant was awarded to the State of Maryland to support its efforts in developing Continuity of Operations (COOP) plans and programs at state agencies and at local governments. COOP plans are designed to ensure continued performance of government functions during times of emergency. According to MEMA, “continuity of operations is achieved through the development of plans, procedures, and provisions for alternate facilities, personnel, resources, interoperable communications, and vital records, systems, and databases.”³² The State Highway Association developed a comprehensive Continuity of Operations Plan, which was subsequently certified by MEMA.

In 2007, the Governor of Maryland announced his 12 core goals for preparedness in the State of Maryland. The goals are Interoperable Communications, Intelligence/Information Sharing, HAZMAT/Explosive Device Response, Personal Protective Equipment for First Responders, Biosurveillance, Vulnerability Assessment, Training and Exercises, Closed Circuit Television, Mass Casualty/Hospital Surge, Planning, Backup Power and Communications, and Transportation Security. The two goals in which the MPO could act as a convener for regional preparedness discussions, includes Planning and Transportation Security. The goal of the Planning section states that,

“Every region in Maryland should have the capacity to develop plans to conduct no-notice and advance notice evacuation of its population, including special needs populations, persons without transportation, and vulnerable facilities such as hospitals, nursing homes, and assisted living centers – and in conjunction with partners, access to the equipment, personnel and supplies to carry out these plans.”³³

And the overall goal for Transportation Security states that,

“Maryland’s water ports, airports, train stations, subways, and rail lines should be fully hardened against attack with permanent physical

³¹State of Maryland Emergency Operations Plan, 2009.

³²<http://www.mema.state.md.us>.

³³http://www.gohs.maryland.gov/gohs_initiatives.html.

countermeasures such as CCTV, lighting and fencing, and receive regular and randomly assigned heightened attention from covert and overt patrols by local and state law enforcement.”³⁴

Allegany County, Maryland

Allegany County has established a Department of Public Safety and Homeland Security and Bureau of the Police. In addition to Allegany County’s current EOP, the County drafted supplements to address all 16 emergency support functions, including transportation and hazardous materials. Allegany County’s EOP uses an all hazards approach, with the basic plan identifying partners, establishing responsibilities, and detailing communication and coordination with other partners should an emergency occur.

Allegany County is working to build relationships with CSX Transportation in order to facilitate communication with the railroad in times of emergency. Given some of the sensitive infrastructure in its jurisdiction, such as railroads that carry hazardous materials, Allegany County utilizes the Department of Homeland Security’s *National Infrastructure Protection Plan*. This plan defines roles for Federal, state, local, tribal, and private sector security partners for a coordinated approach to critical infrastructure protection responsibilities. Allegany County Transit also has developed a Safety, Security, and Emergency Preparedness Plan.

Allegany County continuously evaluates evacuation and sheltering issues and plans and currently is working on a COOP plan as well as ways to expand considerations for sheltering plans. The County works closely with local, regional, state partners and closely monitors evacuation plans derived from partners from the national capital region.

West Virginia Department of Transportation

Housed within the West Virginia Department of Military Affairs and Public Safety (DMAPS), the West Virginia Division of Homeland Security and Emergency Management (WVDHSEM) also has developed an Emergency Operations Plan with a transportation component. Similar to the Maryland EOP, the West Virginia EOP serves as the blueprint for the State’s response to disasters, with the cooperation of state and local agencies. As part of the response section of the EOP, the basic purpose of the transportation operations element is to facilitate efficient coordination of transportation operations for transporting people, supplies, and equipment in the event of an emergency. WVDOT also has developed Standing Operating Procedures, which acts as a COOP during emergencies.

³⁴Ibid.

Mineral County, West Virginia

Mineral County constructed an Emergency Operations and 911 Center (EOC) in late 2008. New technology at the Center allows for the quick and accurate dispatch of fire, EMS, and law enforcement to locations throughout the County. EOCs also serve as meeting locations for local personnel during emergencies, to coordinate response and recovery actions, and resources.

Recently, the Mineral County Health Department has been directed by the West Virginia State Health Department to plan for any disaster response and to integrate the response with that of the Mineral County Office of Emergency Management (OEM), Law Enforcement, Emergency Medical Services (EMS), and Local Emergency Planning Committee (LEPC).

Mineral and Preston County, West Virginia as well as Allegany County, Maryland are still engaged in a three-county/two-state pilot project that provides satellite technology for interoperable communication between the counties. Furthermore, the County is cooperating with the State on a statewide interoperability project.

The Mineral County OEM also engages in regular meetings with the Potomac Valley Transit Authority (PVTa) to address human transit/security issues between PVTa and the surrounding counties. Staff from OEM also sit on the Human Services and Transit subcommittee in an effort to represent security and homeland security focuses in the decision-making processes.

MPO Efforts in Security Planning

Although the Department of Transportation is considered the lead agency in the National Response Framework for Emergency Support Function 1 (Transportation), the Cumberland Area MPO can support security planning by providing a forum for collaboration. The MPO already brings together local jurisdictions, DOT staff, transit providers, and the public, to make decisions on transportation investments. Most MPOs also have technical advisory committees (TAC) or specialty committees that focus on critical issues within a region. By inviting emergency personnel and other entities involved in evacuations to an MPO committee or specialty meeting, a dialogue can begin on what gaps exist and various ways an MPO can assist in planning. Creating a list of these organizations and contact persons, meeting regularly, and coordinating plans will ensure that relationships are being built.

Security Conclusions

National surface transportation legislation recognizes that the nation's extensive and accessible transportation network is vulnerable to security threats. Although security incidents are the responsibility of security and public safety agencies, the new security planning provision seeks to encourage metropolitan planning agencies to engage in

security/disaster planning given the MPOs' "role as a forum for cooperative decision-making in a metropolitan area, and its responsibility for allocating financial resources to improving the performance of the transportation system."³⁵ To that end, the Cumberland MPO will continue to provide a forum for communicating about security issues. In the future, Cumberland MPO may consider activities that support the study area's transportation security needs and strategies for both the short and long term such as:

- Cataloguing all available emergency resources, including local government resources and private contractors;
- Reviewing existing EOPs and evaluate whether specific security elements need to be addressed (e.g., terrorism); and
- Utilizing Department of Homeland Security grants to help cover the cost of developing plans, conducting studies, and making system upgrades and enhancements.

³⁵Meyer, Michael D. "The Role of the Metropolitan Planning Organization (MPO) in Preparing for Security Incidents and Transportation System Response." <http://www.planning.dot.gov/Documents/Securitypaper.htm>.

6.0 Financially Constrained Long-Range Transportation Plan

■ 6.1 Introduction

Federal regulations require MPOs to develop a financial plan associated with the recommended transportation improvements defined as part of their long-range transportation plans (LRTP) to illustrate a reasonable balance between the cost of the proposed improvements and the likely anticipated funding. This section of the Cumberland Area LRTP identifies the region's multimodal transportation needs and funding for projects through 2035. These projects include construction of new facilities, improvement of existing facilities, and operations of existing passenger and freight transportation systems. The Constrained Long-Range Plan (CLRP) details the transportation projects that are needed to meet the demands of future growth on the system and identifies the anticipated resources from Federal, state, and local sources to carry out the plan. This section also identifies unfunded needs.

■ 6.2 Project Identification

The projects identified for funding in this LRTP are those contained in existing documents, including several that have been adopted locally. These include the fiscal year Maryland SHA Highway Needs Inventory - Allegany County 2009 Revised, the Maryland Consolidated Transportation Program (FY 2010 to 2015), the Allegany County CIP FY 2011-2015, the City of Cumberland FY 2010 Preliminary Budget, the City of Frostburg ARRA Project List 2009, and the West Virginia Statewide Transportation Improvement Program FY 2010-2015.

A complete list of the identified projects is included in Appendix A. The projects are identified as either capacity expansion or system preservation. Projects categorized as "system preservation" maintain and improve existing facilities while "capacity expansion" projects increase the capacity of the transportation system through the construction of new facilities and the expansion of existing ones.

Metropolitan Transportation Planning Factors

Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) identifies eight planning factors that are required to be incorporated into the metropolitan transportation planning process. CAMPO has considered these factors during the development of this LRTP and has determined that the recommended projects and the financial component of the LRTP are in accordance with these factors. Furthermore, each participating agency applied the eight SAFETEA-LU planning factors during the identification and prioritization process to ensure that the proposed projects meet Federal goals. The SAFETEA-LU planning factors are:

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 nonmotorized users;
3. Increase the security of the transportation system for motorized and nonmotorized users;
4. Increase the accessibility and mobility of people and for 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; and
8. Emphasize the preservation of the existing transportation system.

Using the SAFETEA-LU metropolitan planning factors and the goals and objectives of this LRTP, the participating agencies identified projects that have funding commitments, or “constrained” projects and additional transportation needs without current funding commitments, or “unconstrained” projects. The resulting Constrained LRTP focuses on those priority projects with identified funding. A short description of unfunded (unconstrained) needs also is included in this Constrained LRTP.

■ 6.3 Highways

The CLRP includes 14 highway projects with total estimated construction costs of approximately \$354 million through 2035. Table 6.1 summarizes the anticipated funding and costs of constrained projects organized by responsible agency. Appendix A presents a detailed list of the highway projects included in the CLRP. It should be noted that the following tables do not provide information on unconstrained projects. Due to limited

funding availability through 2035, not all of the highway improvement projects defined as being needed have identified funding associated with them at this time.

The following sections explain the methodology used to forecast future expenditures and revenues and presents a brief description of specific fiscally constrained highway improvement projects for each participating agency. A detailed list of project information, including a description of unfunded projects, is contained in Appendix A.

Table 6.1 Anticipated Highway Funding and Cost Summary for Cumberland Area MPO 2035 CLRP
Millions of Dollars

Highway System	Total Anticipated Funding	Total Estimated Cost of Constrained Projects	Remaining Funding Available
State Highway Administration	\$343.7	\$343.7	\$0.0
Allegany County	\$7.1	\$7.1	\$0.0
City of Cumberland	\$3.4	\$3.4	\$0.0
Total	\$354.2	\$354.2	\$0.0

Estimated Available Funding

MDOT's Office of Finance developed the financial assumptions for the CLRP. The current CIPs for the City of Cumberland and Allegany County also were reviewed to identify their respective planned near-term highway expenditures. Finally, an analysis of anticipated transit expenditures was provided by Allegany County staff.

The assumptions used to estimate future available funding for highway capital improvements are described in the following paragraphs.

Total Program Revenues/Expenditures (Operating and Capital)

MDOT used actual revenue/expenditure figures from FY 1981 to FY 2009, and FY 2010 Trust Fund Forecast and Draft Consolidated Transportation Program (CTP) estimates for the period FY 2010 to FY 2015. Funding from 2016 to 2035 is based on a historic 3.5 percent average annual growth rate. Federal funding projections are based on a historic 5.3 percent average annual growth rate for highway and 4.7 percent for transit program funds. Federal funding received directly by the Washington Metropolitan Area Transit Authority (WMATA) supporting Maryland transit operations in the National Capital region was not included in the historic analysis.

Operating Expenditures

Operating expenditures were forecast using actual historical expenditures from FY 1981 to FY 2009 and operating budget projections from FY 2010 to FY 2015. Future expenditures from FY 2016 to FY 2035 are based on projections derived by inflating the previous year with an estimate for the percentage change in the Consumer Price Index-Urban (CPI-U) plus two percent. The projected annual inflationary change is based on forecasts provided to MDOT by two economic forecasting firms. The two percent above CPI is meant to account for the additional operating costs associated with future capital expansions.

Capital – Systems Preservation

MDOT analyzed department records to determine the historic split between systems preservation and capital expansion from FY 1981 to FY 2009 to determine the current split for Allegany County. FY 2010 to FY 2015 represents the current version of the capital program. For the period FY 2016 to FY 2035, an average annual growth rate of 2.5 percent was assumed for systems preservation expenditures to reflect the continuing aging of the highway infrastructure.

Capital – Expansion

Capital expansion expenditures were estimated by subtracting both operating and systems preservation expenditures from the total program expenditures for each year. The resulting amount provides the estimated revenue for capital expansion.

Allegany County – Percentage of Capital Expansion

In order to determine the percentage of funding that Allegany County would presumably receive toward long-range transportation recommendations, MDOT split historic capital expenditures (FY 1981 to present) into “surface” and “non-surface” categories. Surface categories included highway (SHA) and transit (Maryland Transit Administration (MTA), Maryland Commuter Rail (MARC), and WMATA) costs. Non-surface included port, aviation, and motor vehicle administrations, and the Secretary’s Office expenditures.

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. Estimates of likely available surface capital expansion expenditures in Allegany County over the period 2016 to 2035 were derived from historical records and used with the abovementioned projections to produce the estimates shown for Allegany County as a percent of Total Surface Expansion and as a percent of Total Maryland Expansion.

Table 6.2 shows the results of the aforementioned analysis and identifies availability of Capital Expansion funds for Allegany County through 2035.

In addition to the funding analysis conducted by MDOT, the current Maryland CTP was reviewed to examine planned near-term expenditures over the next five to six years.

Based on the resulting estimates of total available capital expansion funding of \$343.7 million for SHA projects in Allegany County, the following projects listed in Table 6.3 are judged to be financially constrained through 2035.

These projects were identified through the Maryland SHA's Highway Needs Inventory for Allegany County. Constrained projects were identified jointly by MDOT and Allegany County. The constrained SHA projects are discussed below.

Table 6.2 Allegany County Percentage of SHA Capital Expansion
Millions of Dollars

Fiscal Year	Statewide Expansion Funds	Surface Percentage	Private Funds	Total Surface Available	Allegany County Percentage	Total Allegany County Expansion Funds
2010	775					\$6.8
2011	619					\$6.6
2012	604					\$6.1
2013	401					\$5.3
2014	383					\$2.1
2015	400					\$1.3
2016	\$809	\$709	\$23	\$732	\$9.4	\$9.4
2017	\$850	\$745	\$23	\$768	\$9.9	\$9.9
2018	\$894	\$784	\$23	\$807	\$10.4	\$10.4
2019	\$940	\$824	\$24	\$848	\$10.9	\$10.9
2020	\$990	\$868	\$24	\$892	\$11.5	\$11.5
2021	\$1,044	\$915	\$24	\$939	\$12.1	\$12.1
2022	\$1,099	\$964	\$24	\$988	\$12.7	\$12.7
2023	\$1,157	\$1,015	\$25	\$1,040	\$13.4	\$13.4
2024	\$1,218	\$1,068	\$25	\$1,093	\$14.1	\$14.1
2025	\$1,281	\$1,123	\$25	\$1,148	\$14.8	\$14.8
2026	\$1,348	\$1,182	\$25	\$1,207	\$15.6	\$15.6
2027	\$1,419	\$1,244	\$25	\$1,269	\$16.4	\$16.4
2028	\$1,492	\$1,308	\$25	\$1,333	\$17.2	\$17.2
2029	\$1,567	\$1,374	\$25	\$1,399	\$18.0	\$18.0
2030	\$1,647	\$1,444	\$25	\$1,469	\$19.0	\$19.0
2031	\$1,732	\$1,519	\$25	\$1,544	\$19.9	\$19.9
2032	\$1,820	\$1,596	\$25	\$1,621	\$20.9	\$20.9
2033	\$1,914	\$1,678	\$25	\$1,703	\$22.0	\$22.0
2034	\$2,012	\$1,764	\$25	\$1,789	\$23.0	\$23.0
2035	\$2,116	\$1,856	\$25	\$1,881	\$24.3	\$24.3
Total 2016 to 2035	\$27,349	\$23,980	\$490	\$24,470	\$315.5	\$315.5
Total 2010 to 2035	\$30,531					\$343.7

Table 6.3 SHA Constrained Projects
Thousands of Dollars

Facility	Project	Estimated Project Cost (Thousands of Dollars)	Available Funding (Thousands of Dollars)
Maryland 36 – New Georges Creek Road	Multilane urban reconstruct	\$19,000	\$19,000
Maryland 36 – Mt. Savage Road	Two-lane reconstruct: West of Maryland 638 to west of Maryland 47	\$24,000	\$24,000
Maryland 36 – Mt. Savage Road	Two-Lane reconstruct: U.S. 40 Alternate to west of Maryland 638	\$49,400	\$49,400
Maryland 35 – Ellersie Road	Two – Lane reconstruct: Maryland 36 to Pennsylvania line	\$18,300	\$18,300
Maryland 639 – Willowbrook Road	Urban divided highway reconstruct: I-68 to Williams Road	\$27,100	\$27,100
Maryland 807 – Bedford Road	Two – Lane reconstruct: Cumberland Corporate limits to U.S. 220	\$25,800	\$25,800
Maryland 47 – Barrelville Road	Two – Lane reconstruct: Maryland 36 to Pennsylvania line	\$12,770	\$12,770
U.S. 220 – McMullen Highway	Study to upgrade and/or relocate U.S. 220: I-68, via Maryland 53, to the West Virginia State Line	\$890	\$890
Allegheny Highlands Trail	Pedestrian/bicycle trail (Congressional Earmark): Baltimore Avenue in Cumberland to Woodcock Hollow Road	\$4,600	\$4,600
Maryland 55 – Vale Summit Road	Resurface: Maryland 36 to U.S. 40 Alternate	\$758	\$758
Maryland 657 – Skids Hill Road	Resurface: North of Old Beechwood Road to Garrett County Line	\$4,404	\$4,404
I-68 – National Freeway	Guardrail: West of Hillcrest Drive to west of U.S. 40 Scenic	\$3,905	\$3,905
I-68 – National Freeway	Construct new southbound U.S. 220 left turn lane to access existing northbound U.S. 220 on ramp	\$168	\$168
I-68 – National Freeway	Landscaping: Maryland 36 to the Garrett County Line	\$410	\$410
Transit Capital	Transit Capital	\$10,000	\$10,000
Total		\$201,505	\$201,505

Source: Maryland State Highway Administration Highway Needs Inventory 2009 Revised Allegany County.

Unfunded Highway Needs

The CLRP identifies six unfunded long-range highway projects with total estimated construction costs of approximately \$1.69 billion through 2035. Table 6.4 summarizes the costs of the unfunded projects. Additional detailed information on these projects also is contained in Appendix A.

Table 6.4 SHA Unfunded Needs
Thousands of Dollars

Facility	Project	Estimated Project Cost (Thousands of Dollars)
U.S. 220 - McMullen Highway	Divided highway reconstruct/construct with access control improvements: West Virginia line to Maryland 53	\$983,500
Maryland 53 - Winchester Road	Divided highway reconstruct/construct with access control improvements: I-68 to U.S. 220	\$226,800
U.S. 40 - Alternate National Highway	Multilane urban reconstruct: Braddock Street to western limit of Cumberland	\$97,700
I-68 - National Freeway	Freeway reconstruct: Maryland 53 to U.S. 220 North	\$268,000
Maryland 36 - George Creek Road	Two-lane construct/reconstruct: 0.5-mile south of Seldom Seen Road to Buskirk Hollow Road	\$65,260
U.S. 40 - Alternate National Pike	Multilane urban reconstruct: Maryland 55 to west of Maryland 658	\$51,600
Total		1,692,860

Source: Maryland State Highway Administration Highway Needs Inventory 2009 Revised Allegany County.

■ 6.4 Local Public Transportation Services

Both ACT and PVTA local public transportation systems are supported through a combination of Federal, state, and local government appropriations as well as passenger fares and advertising revenues. Any future expansions of route coverage or hours of operation will have to be supported by additional funding or new revenue sources.

Allegany County Transit

ACT primarily operates local fixed-route/fixed-schedule bus services within the cities of Cumberland and Frostburg, with routes extending into the surrounding areas of Allegany County west of Cumberland. There is no fixed-route service in the eastern part of Allegany County due to the area's low-population density. In addition to fixed-route service, through its Alltrans program ACT provides paratransit service to elderly, disabled, and low-income residents within three-quarters mile of the existing fixed routes. Fares range from \$2 to \$3.

ACT generally receives Federal, state, and local capital funding. According to the 2003 TDP, Federal funds were assumed to cover 80 percent of ACT's capital needs with local and state funds comprising 10 percent each. For the funding years from 2009 to 2011, ACT received economic stimulus funding (ARRA) for bus facility expansion, facility roof replacement; bus replacement, expansion, and bus shelters. ACT also receives state and local funding as well as fare revenues.

The 2001 *Maryland Comprehensive Transit Plan*³⁶ proposed several generalized long-term improvements to be implemented by 2021 in Allegany County, including increased service on existing routes, new bus routes, bus transfer facilities, and smart card fare collection equipment. The total annual operating cost at full implementation of these recommendations was projected to be approximately \$2.6 million in 2000 dollars. The total additional capital cost was expected to be approximately \$8.3 million in 2000 dollars, or approximately an additional \$488,000 of capital cost annually for the 17-year horizon.

The 2003 *Transportation Development Plan for Allegany County*³⁷ (TDP) included a more in-depth examination of ACT operations, evaluation of potential service alternatives, and an outline of a potential short-range improvement program.

The 2008 NTD reported that ACT operated a total of 267,128 annual vehicle miles of service and 18,041 annual vehicle revenue hours to provide 242,425 unlinked passenger trips on the fixed-route services. Ridership in 2008 was reported as 0.83 unlinked passengers per vehicle revenue mile of service and 12.26 unlinked passengers per vehicle revenue hour. Total operating expenses during 2008, for the fixed-route services were \$919,741. The 2008 NTD reports that the average cost per vehicle revenue mile of services operated was \$3.44 and the average cost per vehicle revenue hour of operation was \$50.98. The total operating costs of ACT during 2008 were \$1,910,664; however, these include two services that ACT no longer provides (i.e., Medtrans for medical transportation and Job Access services).

The 2003 TDP outlined a program of modest improvements to the existing fixed-route and demand-response general use public transportation services in the County. Each pro-

³⁶*Maryland Comprehensive Transit Plan, Doubling Transit Ridership by 2020, Volume V: Western Maryland*, prepared by the Maryland Transit Administration, June 2001.

³⁷*Transportation Development Plan Update for Allegany County, Final Report*, prepared for the Maryland Transit Administration, prepared by KFH Group, November 2003.

posed alternative for the fixed-route system kept a revenue-neutral status by maintaining the same number of cumulative fixed-route hours by concentrating the service in the areas of greatest need. Proposed changes included minor route changes, increased service frequencies, increased service hours span, timed transfers at key transfer points, and the implementation of large, one-way loop operations for some low-density routes due to financial constraints.

The option of eliminating fixed-route service all together and relying totally on demand-response services (with the exception of Frostburg State University route) for all the County's transit needs was considered and then eliminated due to a projected increase in overall costs. Other recommended improvements included establishing fixed stops, simplifying the current geographic zone fare structure, and implementing paratransit intelligent transportation systems (ITS). The resulting total annual operating costs of the recommended ACT fixed-route and the demand-response services was approximately \$1.21 million.

The delay that has occurred in authorization of the Federal transportation program is a factor for consideration in estimating future funding availability. The uncertainty of the level of funding available for all Federal transportation programs, due to the delay in authorization of the Federal transportation program as well as the economic climate that has prevailed since 2008, has led MDOT to assume continued Federal funding levels at current levels for the 2011-2016 CTP. This assumption is a prudent approach for estimating funding availability for ACT. It is important to recognize that operating costs, particularly fuel costs, have been increasing in recent years. An assumption of continued funding at current levels does not necessarily mean that continuation of existing levels of service would be possible, unless additional operating efficiencies are realized.

According to the 2008 NTD, 41 percent of ACT's operating expenses were funded by the State, 31 percent by local government sources, and 27 percent from fare revenues. At that time, the State was the primary source of capital funding (61 percent), with local funds providing the balance (39 percent). More recently, in FY 2010 and FY 2011, Federal ARRA capital funds were provided to ACT for vehicles, equipment, and facilities renovation.

This plan assumes continuation of the historic funding levels identified in the 2008 NTD (adjusted for inflation to 2010), with the assumption that the funding sources cited in the TDP would continue to be available. Over the 25-year period of this long-range plan (2010-2035), this funding would total approximately \$48,462,345 for operating costs and \$3,669,150 for capital costs.

The 2003 TDP estimated capital costs for vehicle replacement through 2030 at \$3.72 million. The Allegany County Planning Department forecast \$4.717 million in other additional capital costs through the 2030 year planning horizon. According to the CTP, since 2009 more than \$2 million in ARRA funds have been provided to ACT for vehicles, facility upgrades, and other capital equipment. This means that the detailed TDP capital cost estimate would need to be revised. In lieu of that revision, the annual capital expenditures from the 2008 NTD have been factored for inflation to 2010 and assumed constant through the 2035 planning period. This provides an order of magnitude estimate for funding needs over the planning period. ACT's 2008 annual operating costs as reported in the NTD (\$1,910,660) were 62 percent higher than those anticipated for 2010 in the TDP.

This is despite a reduction in annual vehicle miles of service and increases in passengers per vehicle mile and revenue hour of service.

It is worth noting that funding for a Transit System Sustainability and Action Plan for ACT has been provided in the FY 2011 UPWP (\$4,500). This plan is intended to assess operating practices and develop an action plan that will minimize costs and reduce environmental impacts. An estimate of cumulative service operating cost and capital costs over the period 2010-2035 for ACT is presented in Table 6.5.

**Table 6.5 Estimated Total ACT Operating and Capital Costs
2010-2035**

Estimated Costs by Source	Percent of Total Operating Costs	Operating Costs	Percent of Total Capital Costs	Capital Costs
Total Annual Costs 2010 ^a		\$1,938,494		\$146,766
Total Costs, 2010-2035	100.0%	\$48,462,345	100%	\$3,669,150
Passenger Fares	27%	\$13,084,833	0%	0
Federal Assistance	50%	24,231,172	80%	\$2,935,320
State Assistance	12%	\$ 5,815,481	10%	\$366,915
Local Assistance	11%	\$5,330,857	10%	\$366,915

^a ACT's 2008 Operating and Capital Costs from NTD factored for inflation to 2010 using U.S. Bureau of Labor Statistics Inflation Rate calculator. ARRA funds were provided in 2010/2011 but are not anticipated in the future.

Potomac Valley Transit Authority

The Potomac Valley Transit Authority provides fixed-route bus service from Romney, Keyser, and Moorefield, West Virginia into Allegany County, Maryland. The PVTA operates two weekday trips to Cumberland from Keyser; four trips per day to Piedmont through Westernport; two trips per day from Cumberland to Romney and Moorefield; and additional service between Romney and Cumberland. This means the number of PVTA trips serving Allegany County has doubled since the last LRTP was prepared.

According to the Director of West Virginia Division of Public Transportation, the PVTA system's growth in recent years was largely attributed to the provision of nonemergency medical trips supported in part by Medicaid funds. The Medicaid funds served as match to the FTA Rural Transit Assistance Program funds (Section 5311). However, it is anticipated that recent changes within state DHHR programs and economic pressures are likely to prevent an increase in local fund matching. The rural system also received con-

gressional earmarks for many years which are not expected to continue. Federal stimulus dollars (AARA) have been applied in the interim, but are not anticipated to continue.

A detailed breakdown of the PVTA's service mileage and costs to provide service in Allegany County is not readily available, as a TDP has not been prepared for PVTA and there is no data for the system in the National Transit Database. The 2005 LRTP for Cumberland attributed 25 percent of the PVTA's total operating costs (or approximately \$64,300 in 2005) to service in and out of Allegany County, Maryland. Since the number of trips serving Allegany County has increased and without other information on which to base the costs, an estimated increase to 30 percent of PVTA operating costs has been applied to arrive at a funding estimate for the 25-year planning period.

The PVTA carried 94,981 passengers in FY 2010 and total operating expenses for the year were \$1,129,309. PVTA's total miles traveled for FY 2010 were 734,014.³⁸ According to the WVDPT, historically, cost sharing has been 80 percent Federal, 17.5 percent state, and 2.5 percent local. For this plan, it has been assumed that 30 percent of the operating costs can be attributed to Allegany County, Maryland service.

It is not certain that capital and operating funds will be able to be sustained at current levels since the rural system received congressional earmarks for many years which are not expected to continue. Federal stimulus dollars have been applied in interim. WVDPT advises that there may be delays in acquisition of replacement vehicles. The PVTA has no current plans to expand or reduce service. The traditional sources of Federal, state, and local funding are not considered certain at this time.

This plan, therefore, estimates the continuation of the existing level of PVTA service in Allegany County through the plan year of 2035. The estimated average annual system operations cost through the period of 2010-2035 would be approximately \$338,792. Over the period 2010-2035, the net operating cost would total approximately \$8.4 million. A summary of the average annual and cumulative local transit service operating costs assumed over the period 2010-2035 for continuation of existing service levels is presented in Table 6.6.

³⁸Source: Susan L. O'Connell, Director, West Virginia Division of Public Transit.

**Table 6.6 Estimated Total PVTA Transit Operating Costs
in Allegany County
2010-2035**

Cost Element	Percent of Total ^b	Existing Service Level
Total Annual Operating Cost ^a		\$338,792
Total Operating Costs, 2010-2035	100.0%	\$8,469,800
Passenger Fares	43.8%	\$3,709,772
Federal Operating Assistance	42% ^a	\$3,557,316
State Operating Assistance	11.7%	\$ 990,966
Local Operating Assistance	2.5%	\$ 211,745

^a Assumes Allegany County service comprises 30 percent of the PVTA operating costs.

^b Ratio for passenger fares assumed to remain same as in 2005 LRTP. Federal share is assumed to equal to Federal share shown in the Cumberland MPO's FY 2010-2013 TIP. Local share is assumed as constant but the state share has been reduced per advice from WV Division of Public Transit.

Table A.1 Constrained and Unfunded Transportation Projects

Agency	Facility/System	Location	Length	Description	Cost (Thousands of Dollars)	Available Capital Funds (Thousands of Dollars)	Notes	Project Source	Natural Resources	Mobility
SHA	U.S. 220 - McMullen Highway	West Virginia line to Maryland 53	13.6 miles	Divided highway reconstruct/construct with access control improvements	\$983,500			1		X
SHA	Maryland 53 - Winchester Road	I-68 to U.S. 220	3.1 miles	Divided highway reconstruct/construct with access control improvements	\$226,800			1		X
SHA	U.S. 40 - Alternate National Highway	Braddock Street to western limit of Cumberland	2.4 miles	Multilane urban reconstruct	\$97,700			1		X
SHA	I-68 - National Freeway	Maryland 53 to U.S. 220 North	7.8 miles	Freeway reconstruct	\$268,000			1		X
SHA	Maryland 36 - George Creek Road	0.5-mile south of Seldom Seen Road to Buskirk Hollow Road	3.5 miles	Two-lane construct/reconstruct	\$65,260			1		X
SHA	Maryland 36 - New Georges Creek Road	I-68 to U.S. 40 Alternate	1.5 miles	Multilane urban reconstruct	\$19,000	\$19,000		1		X
SHA	Maryland 36 - Mt. Savage Road	West of Maryland 638 to west of Maryland 47	4.0 miles	Two-lane reconstruct	\$24,000	\$24,000		1		X
SHA	Maryland 36 - Mt. Savage Road	U.S. 40 Alternate to west of Maryland 638	3.8 miles	Two-lane reconstruct	\$49,400	\$49,400		1		X
SHA	Maryland 35 - Ellersie Road	Maryland 36 to Pennsylvania line	2.4 miles	Two-lane reconstruct	\$18,300	\$18,300		1		X
SHA	Maryland 639 - Willowbrook Road	I-68 to Williams Road	1.5 miles	Urban divided highway reconstruct	\$27,100	\$27,100		1		X
SHA	Maryland 807 - Bedford Road	Cumberland Corporate limits to U.S. 220	3.5 miles	Two-lane reconstruct	\$25,800	\$25,800		1		X
SHA	U.S. 40 - Alternate National Pike	Maryland 55 to west of Maryland 658	3.2 miles	Multilane urban reconstruct	\$51,600			1		X
SHA	Maryland 47 - Barrelville Road	Maryland 36 to Pennsylvania line	1.7 miles	Two-lane reconstruct	\$12,770	\$12,770		1		X
SHA	U.S. 220 - McMullen Highway			Replace Bridge 1060 over the Potomac River, existing structure will be removed	\$18,648	Complete		4		X
SHA	Maryland 36 - George's Creek Road			Replace Bridge 1166 over Koontz Run	\$1,329	Complete		4		X
SHA	U.S. 220 - McMullen Highway	I-68, via Maryland 53, to the West Virginia State Line	15.0 miles	Study to upgrade and/or relocate U.S. 220	\$890	\$890		4		X
SHA	Maryland 36 - Lower Georges Creek Road			Replace Bridge 1014 over George's Creek	\$5,674	Complete		4		X
SHA	Allegheny Highlands Trail	Baltimore Avenue in Cumberland to Woodcock Hollow Road	9.3 miles	Pedestrian/bicycle trail (Congressional Earmark)	\$4,600	\$4,600		4		X
SHA	Maryland 55 - Vale Summit Road	Maryland 36 to U.S. 40 Alternate		Resurface	\$758	\$758		4		X
SHA	I-68 - National Freeway	Maryland 658 Bridge to Kelly Boulevard Bridge		Resurface	\$7,251	Complete		4		X
SHA	Maryland 657 - Skids Hill Road	North of Old Beechwood Road to Garrett County Line		Resurface	\$4,404	\$4,404	Construction Start FY 2010	4		X
SHA	I-68 - National Freeway	West of Hillcrest Drive to west of U.S. 40 Scenic		Guardrail	\$3,905	\$3,905		4		X
SHA	I-68 - National Freeway	At U.S. 220 Interchange		Construct new southbound U.S. 220 left turn lane to access existing northbound U.S. 220 on ramp	\$168	\$168	Funded for preliminary engineering only	4		X
SHA	U.S. 220 - McMullen Highway	Lee Street to 0.38 mile north of Maryland 636 near Allegany Career Center (Cresaptown - Phase 1)		Streetscape	\$4,794	Complete		4		X
SHA	I-68 - National Freeway	Maryland 36 to the Garrett County Line		Landscape	\$410	\$410	Construction Start FY 2010	4		X
MTA	Transit Capital	Transit Capital			\$10,000	\$10,000				
	SHA Funded					\$201,505				
	SHA Unfunded				(\$1,692,860)					