

Cumberland Area Long-Range Transportation Plan

final

report

prepared for

Cumberland Area Metropolitan Planning Organization

Maryland Department of Transportation

September 28, 2005

Cumberland Area Metropolitan Planning Organization

■ Board Members

James J. Stakem, Allegany County Commissioner, President

Robert M. Hutcheson, Allegany County Commissioner

Barbara B. Roque, Allegany County Commissioner

■ Staff

Vance C. Ishler, County Administrator

David A. Eberly, Community Services Director

W. Stephen Young, Public Works Director

Roy S. Cool, MPO Coordinator

James S. Stafford, Jr., Transit Chief

Jeffrey Barclay, Planner II

Nathan P. Frantz, Planning Technician

Jason T. Mitchell, GIS Technician

This report was developed to document the long-range transportation plans and projects of the Cumberland Area through 2030, to comply with the Federal Transportation Equity Act for the 21st Century (TEA-21).

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About the Plan

About the Plan

This plan is intended to identify and detail the transportation plans, projects, and programs that will be carried out in the Cumberland Metropolitan area during the plan's 25-year timeframe. Area transportation projects must be included in this plan to qualify for Federal funding. This document is organized into several chapters. A brief description of each chapter's contents is listed below:

Chapter 1: Introduction to the Metropolitan Transportation Planning Process

Gives a context for which to appreciate this plan, as well as an overview of the metropolitan transportation planning process. The purpose of this chapter is to give readers a broad view of how the planning process works, and the decisions that result and to describe the methodologies used for developing the long-range transportation plan.

Chapter 2: Cumberland Metropolitan Area Policy Goals, Objectives, and Strategies

Describes the area's goals and objectives, as they relate to transportation. The goals and objectives are a statement of the policy that guides the Cumberland Metropolitan transportation planning process. The chapter also discusses the techniques used to gather public input for the plan.

Chapter 3: Existing and Future Conditions

This chapter contains a detailed description of current socioeconomic and travel conditions, and how future years will impact the region's transportation system.

Chapter 4: Financially Constrained Long-Range Transportation Plan

This chapter contains the highway, transit, bicycle, and pedestrian elements of the plan, and discusses future transportation studies that will be carried out under the umbrella of the region's transportation planning process.

Chapter 5: Environmental Justice

This chapter is a policy statement regarding transportation projects so that any adverse impacts will not fall disproportionately on minority or low-income populations.

1.0 Introduction to the Metropolitan Transportation Planning Process

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■ 1.1 Development of the Cumberland Metropolitan Planning Organization

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. The Census-defined urbanized area is shown in Figure 1.1. Because of meeting the population threshold, the region 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. The MPO is responsible for executing a metropolitan planning process, in order for Federal transportation dollars to be received and expended in the region. The Greater Cumberland area's MPO was formally designated on May 17, 1982.

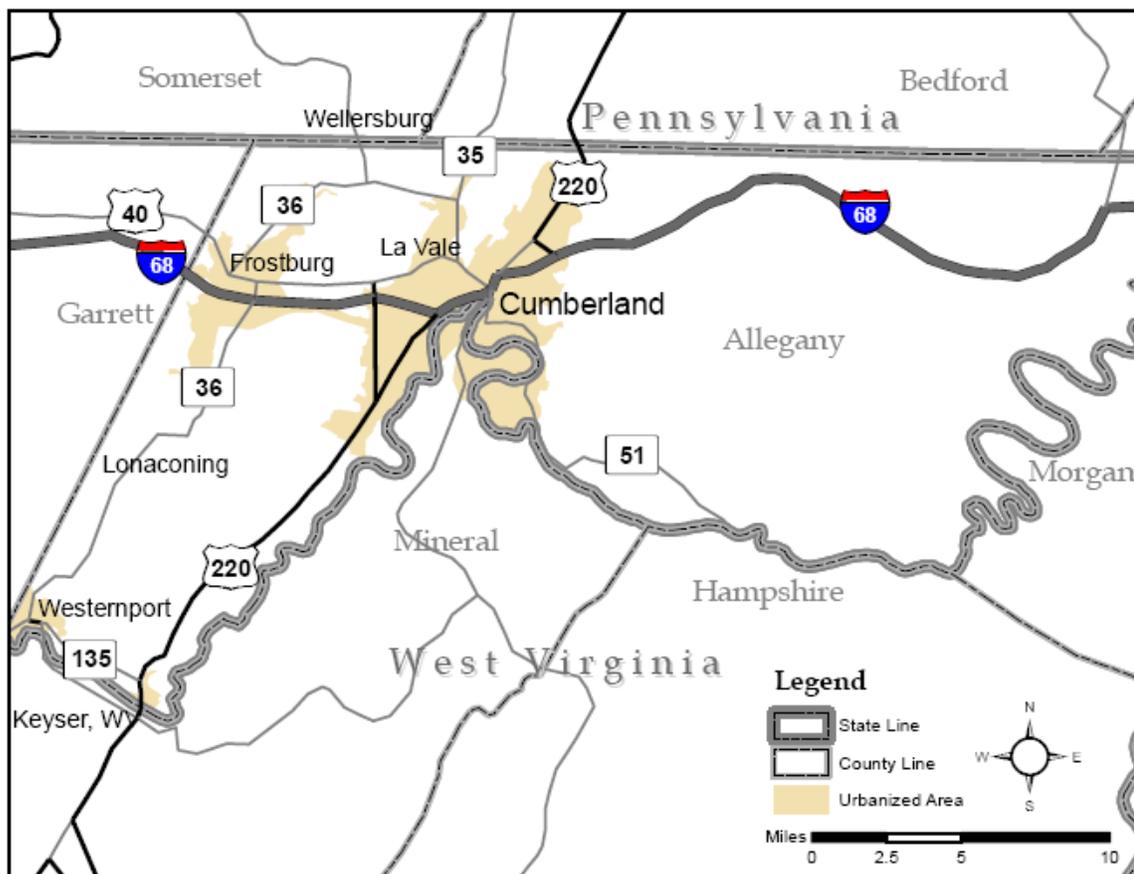
The MPO's decisions are geographically bound by what is called the MPO Study Area, and for the Cumberland Metropolitan area, as shown in Figure 1.1, this study area includes the majority of Allegany County, Maryland, and a small portion of Mineral County, West Virginia.

In the Cumberland Metropolitan area, the MPO is supported in technical matters by the staff of the Allegany County Community Services Department. The three voting members of the MPO board are:

- James J. Stakem, Allegany County Commissioner, President;
- Robert M. Hutcheson, Allegany County Commissioner; and
- Barbara B. Roque, Allegany County Commissioner.

The MPO board also works cooperatively with the Maryland Department of Transportation (MDOT), West Virginia Department of Transportation (WVDOT), the Maryland and West Virginia division offices of the Federal Highway Administration (FHWA), and the Region III office of the Federal Transit Administration (FTA) in determining its priorities and goals for the region.

Figure 1.1 Cumberland Metropolitan Area



The Transportation Equity Act for the 21st Century (TEA-21) dictates the MPO’s role and authority in the planning process.

■ 1.2 Impacts of the Transportation Equity Act for the 21st Century

TEA-21 requires that major projects within an urbanized area, and particularly those projects that receive Federal funding, have the support of the MPO and be developed out of a cooperative planning process. Some of the major planning process requirements include:

- The development of a transportation plan addressing at least a 20-year planning horizon, which includes strategies that lead to the development of an integrated intermodal transportation system.
- Consideration of seven “metropolitan planning factors” that deal with the efficient management of existing facilities; the effect of transportation policy decisions on land use and development; the efficient movement of freight; the social, economic, and environmental effects of transportation decisions; and several other issues.
- The development of a financial plan that demonstrates how the adopted long-range plan can be implemented with revenues “reasonably expected to be available.”
- Identification in the long-range plan of projected transportation demand, bicycle and pedestrian facilities, and transportation enhancement activities.
- Assessment in the long-range plan of capital investment and other measures necessary to ensure preservation of the existing transportation system, and efficient use of existing facilities.
- Consideration of the area’s comprehensive land development plans.
- Adequate opportunity for local public official and citizen involvement in the development of the transportation plan.

■ 1.3 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 can also 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, if appropriate. Projects in the MPO’s transportation improvement program, or TIP, and 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.

■ 1.4 Developing the Cumberland Metropolitan Area LRTP

Annually, the Allegany County Commissioners, through the Community Services Department, collect data on proposed transportation projects from local, state, and Federal officials. This process includes meetings with transportation staff and citizens as well as written communication. County staff develops the annual TIP with advice from MDOT. The Allegany County Commissioners, acting as the MPO, adopt the TIP and forward it to MDOT for final approval.

As part of the Allegany County 2002 Comprehensive Plan, available data relating to the County's population, natural character, community facilities, and land use patterns were collected, analyzed, and summarized. Citizen views on how the County should develop were solicited and incorporated into data analyses. Additionally, a set of visions and goals were developed to guide future development as part of the comprehensive planning efforts. Staff and area officials have expressed an ongoing commitment to identifying means to translate and implement these goals through specific policies and recommendations.

In addition to the Allegany County 2002 Comprehensive Plan, this plan utilizes historic highway traffic data to forecast future LOS on the region's highway system. This plan also assembles information on transportation project needs provided by MDOT, Allegany County, and the City of Cumberland, and presents a Constrained Long-Range Transportation Plan (Chapter 5.0) wherein transportation projects through 2030 are constrained according to priorities and available funding.

■ 1.5 Public Involvement Process

In the development of this plan, input from state and local agency staff who worked on the plans referenced in this document has been utilized. With a large portion of this long-range transportation plan being based on the Transportation Element of the recently updated comprehensive plans for Allegany County and the Cities of Cumberland and Frostburg, the public involvement process associated with the development of those comprehensive plans has also been incorporated into the MPO's long-range transportation plan.

A draft of the MPO's long-range transportation plan will be made available for public inspection in the Allegany County Department of Community Services office and the County Public Library, and will also be posted on the County's Internet web site before adoption by the Allegany County Commissioners, sitting as the MPO board. All public comments received during this process will be considered in the preparation of the final version of the MPO's long-range plan.

■ 1.6 Future Issues for Examination in the Region

Issues to be addressed by 2030 include the completion of a North-South Transportation Corridor along the U.S. Route 219 corridor through Garrett County, connecting the Pennsylvania Turnpike with Corridor H in West Virginia; the development of replacement options for the I-68 viaduct in Cumberland; transit system improvements in Cumberland and Frostburg; improved passenger air service at the Potomac Highlands Airport; improved passenger service by Amtrak; additional hiking trails to connect with the C & O Canal Trail and the nearly completed Allegheny Highlands Trail; and improved pedestrian links between downtown Cumberland and suburban areas.

2.0 Cumberland Metropolitan Area Policy Goals, Objectives, and Strategies

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 relate 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.

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. Development is concentrated in suitable areas.

The intent of this Vision is that investments for roads, water and sewerage facilities, schools, transportation, and other facilities will support new growth in existing communities or in areas specifically designated for growth.

2. Sensitive areas are protected.

The intent of this Vision is that certain designated sensitive areas (including steep slopes, habitat for threatened and endangered species, streams and their buffers, 100-year floodplains) are to be protected from the adverse impacts of development.

3. In rural areas, growth is directed to existing population centers and resource areas are protected.

This Vision works hand in hand with Vision 1, by encouraging the concentration of growth in existing urban centers. Its basic premise is that state and local governments should look to existing communities as a focus of development activity, thus protecting the land resources of the State, keeping in mind the existing historical and cultural characteristics of those communities.

4. Stewardship of the Chesapeake Bay and the land is a universal ethic.

The focus of this Vision is to change the way government and the citizens of Allegany County think and act in their daily lives. Environmental degradation and inefficient use of land and resources in the Chesapeake Bay Region is a cumulative result of individual lifestyle choices over the last half century.

5. Conservation of resources, including a reduction in resource consumption, is practiced.

Conservation of resources and the efficient use of land are intricately intertwined. Conservation of energy, water, soil, air, and other resources is necessary in a consumer-driven economy. Within the context of economic growth, resource protection, and growth management, conservation policies must be developed that work in concert with land development and land preservation programs.

6. To assure the achievement of paragraphs 1 through 5 of this subsection, economic growth is encouraged and regulatory mechanisms are streamlined.

Many of the problems associated with existing land development practices are aggravated by the cumulative effect of existing regulations at the Federal, state, and local level. Practices must be reviewed to assure that they support the economic development of planned growth areas while continuing to protect sensitive resources within those areas.

7. Funding mechanisms are addressed to achieve these visions.

Long-term financial benefits to the county government can be achieved through a logical and efficient development pattern. In the short term, existing infrastructure construction, maintenance, and related service needs must be met to make the achievement of those efficient development patterns a reality. Existing and innovative mechanisms to provide adequate funds must be explored.

■ 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 Chapter 3.0, Figure 3.4).

■ 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 2030.

This set of goals and objectives are part of the framework for the Comprehensive Plan that was adopted in 2002, and are 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, and bus, rail-road, 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.

■ 2.4 The Comprehensive Plan

The long-range transportation plan developed for the Cumberland MPO draws significantly from and essentially builds on the Comprehensive Plans recently adopted by Allegany County and the municipalities of Cumberland and Frostburg.

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 attempts to meet the overall goals of TEA-21 by integrating land use planning and transportation planning and by viewing 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 TEA-21 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 2030. 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 are also described. Abandoned rail lines are also 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 full-size bus fleet, as well as the paratransit demand-response system served by van-size equipment. 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

Policies

1. Develop and maintain an integrated transportation system utilizing rail, air, and highway systems using both mass transit and personal transportation modes to meet the overall goal of the TEA-21 program.
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.

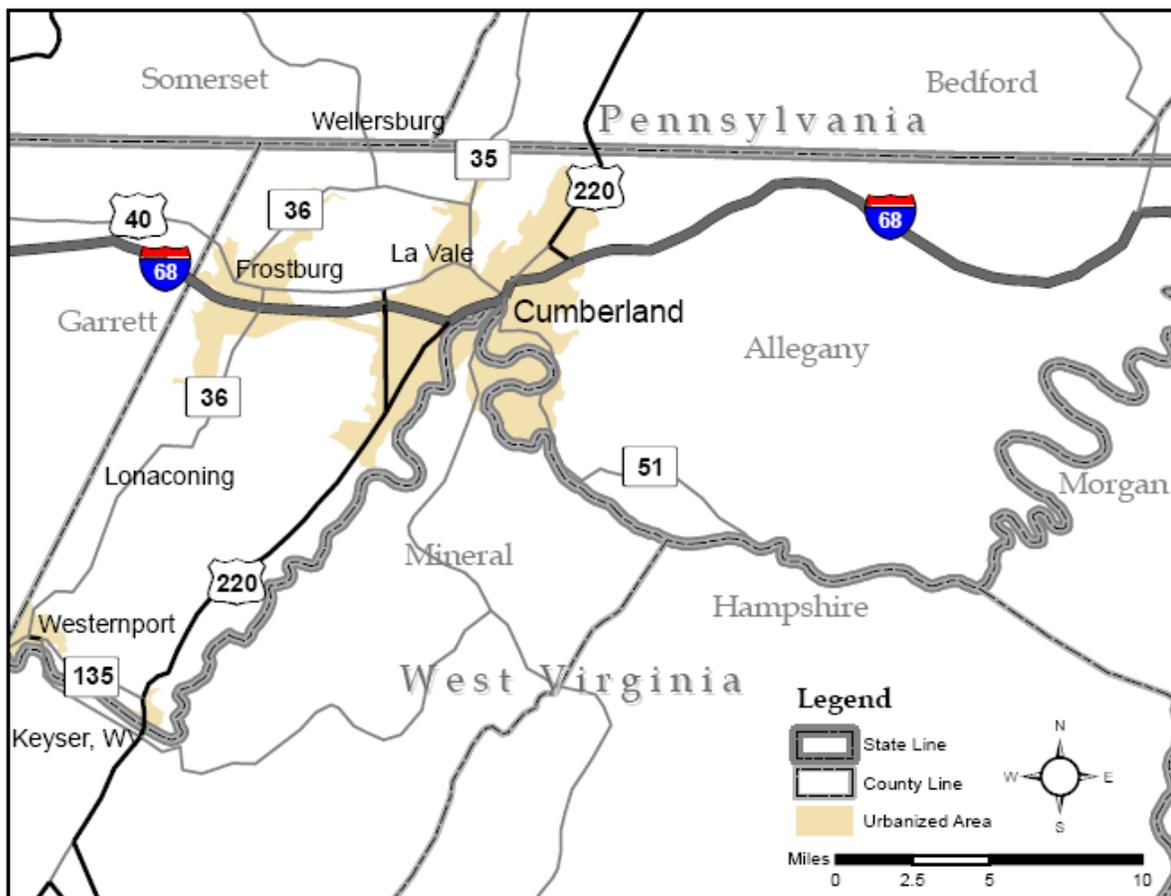
3.0 Existing and Future Conditions

3.0 Existing and Future Conditions

3.1 Location and General Description of the Study Area

As noted on Figure 3.1, the Cumberland Metropolitan area is contained in Allegany County, Maryland, and Mineral County, West Virginia. 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 is also 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, including shopping centers, educational facilities, and medical facilities, are centered in or near the City of Cumberland. There are also several activity centers in the nearby urban areas of La Vale, Frostburg, Lonaconing, and Westernport. Appendix A lists major activity centers in the study area within the categories of employment, shopping, medical facilities, schools, human service agencies, apartments, subsidized housing, senior apartments, and retirement homes.

Allegany County has an aging population, which is a characteristic of an area in economic decline. Adequate access to medical care, human services, and hospitals are thus important, as are the presence of retirement residences and nursing homes. While many of the retirement facilities are located in Frostburg and Cumberland, there are also several 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.

There are a total of 22 schools in Allegany County: 14 elementary schools, four middle schools, four traditional high schools, and one technical high school offering only grades 11 and 12. The *Allegany County Comprehensive Plan* reported that Fort Hill High School covers the largest area and had an academic year 2000-2001 enrollment of just more than 1,000 students. While located on the eastern side of Cumberland, Fort Hill draws students from the far eastern reaches of Allegany County, as well as a portion of the U.S. 220 corridor in the middle of the County. On the other end of the County, Westmar High School had an academic year 2000-2001 enrollment of less than most of the County's middle schools of 464 students and draws from the southern end of Allegany County. Allegany and Beall High Schools are located in Cumberland and Frostburg, respectfully.

Major Manufacturing and Employment Centers

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 largest employer in the region is Western Maryland Health System, with 2,380 employees at several regional facilities. Paper manufacturer Mead/Westvaco in Luke, Maryland, is the region's second largest employer, with 1,215 employees. CSX Transportation (CSXT), which operates a large railroad service, repair, and switching facility in Cumberland, is the third largest employer with 1,000 employees. Other large employers include Frostburg State University, with 830 employees; Western Correctional Institution in Cumberland, with 712 employees, and defense manufacturer ATK Tactical Systems, with 650 employees in Mineral County, West Virginia. The region is also home to several large manufacturing enterprises, including Hunter Douglas Window Fashions, Bayliner Marine Corporation, and Biederlack of America. Appendix B contains the full list of

manufacturers and other major employers for Allegany County as of September 2004, provided by the Allegany County Department of Economic Development.

■ 3.3 Population Projections

The updated population projections for Allegany County, shown in Table 3.1, were prepared by the Maryland Office of Planning in February 2004, utilizing information collected since the 2000 Census. The Maryland Office of Planning projections show a continuation of the decline in population for Allegany County that has been observed over the past several decades. By contrast, the 2002 Update of the Allegany County Comprehensive Plan contains projections showing a slowly growing population for Allegany County. Table 3.2 breaks these projections down by region through 2020.

Table 3.1 Allegany County Population Projections from Maryland Office of Planning

<u>Year</u>	<u>Total Population</u>
1970	84,044
1980	80,548
1990	74,946
2000	74,930
2005	73,250
2010	72,950
2015	72,500
2020	71,950
2025	71,200
2030	70,300

Table 3.2 Allegany County Population Projections from Allegany County Comprehensive Plan

Region	1980	1990	2000	2010	2020
Greater Cumberland	34,918	32,369	31,647	31,600	31,650
Greater Frostburg	14,493	13,754	14,106	15,000	15,500
La Vale	9,271	8,215	8,362	8,500	8,500
Georges Creek	7,181	6,862	5,830	5,500	5,000
Upper Potomac	5,208	4,469	4,473	4,450	4,400
Middle Potomac	6,416	6,054	6,858	9,000	10,500
Oldtown	4,163	1,194	1,214	1,300	1,350
Flintstone	2,078	2,029	2,440	2,650	2,900
Total	80,548	74,946	74,930	78,000	79,800

Mineral County's population has vacillated over the past 15 years. The projections for the future as contained in the County's most recent comprehensive plan emulate the past, showing a cyclical pattern of population decline followed by modest growth (see Table 3.3). The forecasts show a projected population increase of only about 100 persons from 2005 to 2030, and a projected increase of only about 1,560 persons from 2005 to 2050.

These projections reflect a commitment to economic growth that will necessitate the creation of more than 2,500 new jobs in the area by 2030. This employment projection assumes that an ever-increasing percentage of people in the population will hold or seek jobs. The percentage of jobholders in 2030 has been projected to increase to more than 40 percent of the population in comparison to 31 percent in 1950.

Table 3.3 Mineral County Population Projections

Year	Total Population
1990	26,697
1995	27,177
2000	27,078
2005	26,786
2010	26,580
2015	26,450
2020	26,480
2025	26,660
2030	26,880
2035	27,110
2040	27,400
2045	27,800
2050	28,350

Source: Mineral County, West Virginia.

Projections by Region

Between 2000 and 2030, 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. Any major new population growth and associated urban development should be concentrated in the region south of Cresaptown, as community services are extended to that area.

Population is expected to be slightly higher in 2030 than it was in 2000 in the Frostburg region. A good deal of urban growth is projected to occur in the area, particularly north of I-68 in the Frostburg region where the population is expected to increase by more than 1,000 persons to a total of 14,800. The major impetus for this growth will be the 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 until 2030. 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 2030, 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 2030.

Appendix C presents detailed demographic characteristics of Allegany County's future population.

■ 3.4 Economic Development to 2030

The key to urban growth and population increase is economic growth. Without a large number of new jobs, the area is not likely to attain the projected population by 2030.

As mentioned in the opening section of the plan, the area has evolved from a resource extraction-trade-transportation-based economy prior to 1920, to a manufacturing economy through the 1970s, to a service-oriented economy today. However, to ensure a healthy economic base, the area will need to emphasize the development of all three types of industry.

First, the area should encourage the continuation of mining and other resource utilization activities within a balanced regulatory framework. Second, the area needs to encourage the expansion of local, small and medium-sized commercial and industrial enterprises. The area should concentrate on attracting diverse industries to ensure more stable employment through times of national economic recessions. Third, the area needs to continue to encourage the growing service-oriented economy, particularly with respect to health services, nursing home care, education, finance, real estate, and related service industries. Government services, including the Federal and state correctional facilities offer many service employment opportunities. In addition, the potential for recreation and tourism development is beginning to be realized. The area needs to continue to encourage service industry development and look for ways to improve the delivery of government services.

Primary Industry

Coal and energy production should stabilize along with mining employment in the region with the construction of the AES power plant at Mexico Farms. Energy-related industries such as conversion of coal to gas or liquid fuels, and power producers should be encouraged to locate in the area. Additionally, energy research programs should be encouraged at the Appalachian Environmental Laboratory, the Tri-County Council, and the Bureau of Mines, and should provide the County with a number of innovative proposals for meeting the challenge of energy use and productivity well into the next century.

The vast coal resources of the tri-state area could attract other energy intensive industry to the County in addition to the AES power plant. Even an industry with only a moderate need for energy may prefer to locate in this region because of lessened coal transportation costs, greater reliability of delivery, and reduced need for coal storage. Finally, with the increasing costs of natural gas from distant wells, the area should promote exploration for oil and gas in the region to develop local supplies to supplement pipeline allocations. Discovery and development of local sources of gas will assist existing industries, particularly in times of shortages, and serve to attract new industries.

Additionally, the area has numerous outcroppings of sandstone, limestone, and shale. While quarrying for these materials is normally related to the construction industry, the use of these materials locally should also be encouraged by protecting the resource materials from other uses.

Other primary industries such as farming and forestry may regain importance in the County and region as transportation costs make distant supplies of food and fiber more expensive. To ensure that the best agricultural land in the area remains in this important use, Allegany County should encourage participation in the State Agricultural Land Program, which designates areas (or districts) of prime farm land for preservation. This program provides agricultural landowners with a monetary incentive to help maintain this land in agricultural uses.

Both state and private forest land holders should be encouraged to manage their lands for sustained timber yield, watershed protection, and wildlife habitat.

Although growth in coal mining production (now a highly automated industry), agriculture, and forestry will probably not mean a large employment or population increase, they can help the area achieve a balanced, diversified, and healthy economy.

Secondary Industry

Secondary industries (manufacturing) were the mainstay of the area's economy from the 1920s through the 1970s. Today, however, with national employment trends continuing to move away from manufacturing in general terms, the area must be very competitive to attract new industries. The area has several key industrial advantages it should promote. As stated in the earlier sections of this report, the Cumberland Metropolitan area lies

nearly midway between the east coast Megalopolis and Pittsburgh-Great Lakes industrial complex. The City acts as a wholesale, retail, and service center for much of the Central Appalachian Area. It has adequate labor, land, utilities, and transportation facilities, including the main east-west line of the CSXT railroad.

Additionally, the natural beauty of the area, small-town flavor, and increasing recreational opportunities are important attractions for many employers and employees.

As stated earlier, the Allegany County Economic Development Program has industrial and commercial sites available in Cumberland, Naves Crossroads, Mexico Farms, Frostburg, and south along Route 220. Mineral County also has industrial sites available near Wiley Ford and near Fort Ashby.

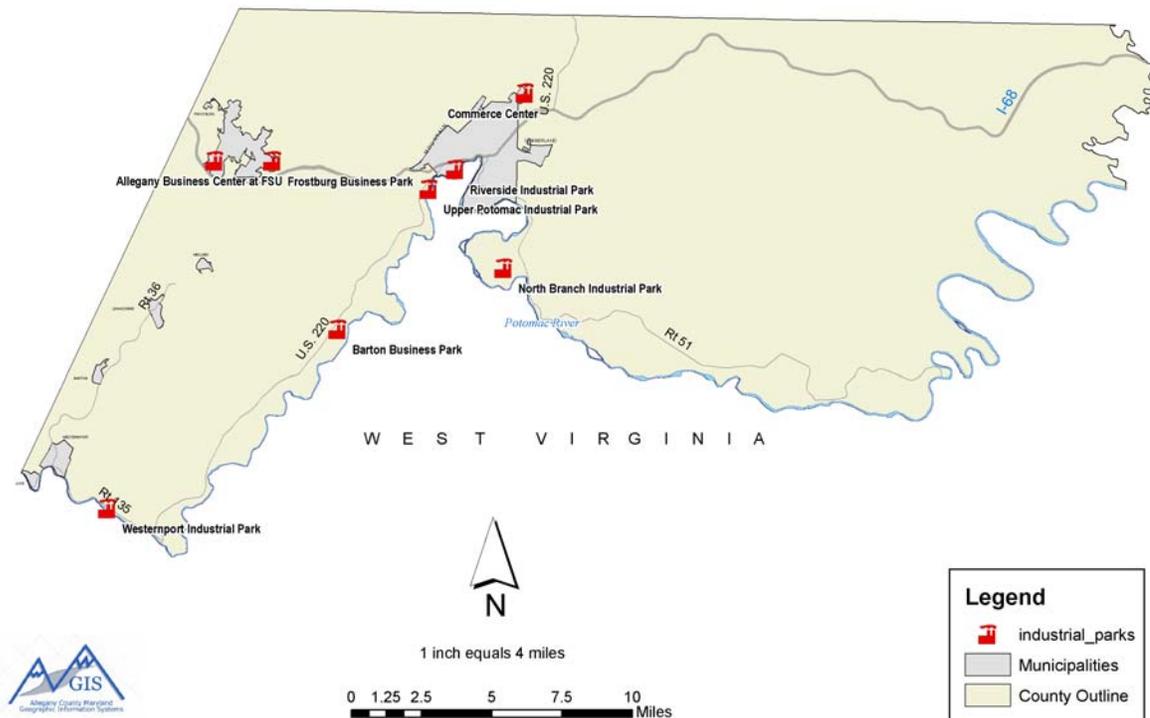
Small or medium-sized plants can locate at the Allegany County Industrial Park at Mexico Farms, Barton Business Park, or the Upper Potomac Industrial Park, where several small sites are still available, or in the Frostburg and Westernport Industrial Parks. All of these sites have public road access and public water and sewer service. Figure 3.3 shows the location of industrial parks in Allegany County.

Allegany County is ready to begin to develop the area south of Pinto under a new state development program. The area south of I-68 at Route 36 near Frostburg is also a prime site for future industrial use. Water and sewer service is being extended to both sites from existing service areas.

Allegany County has also embarked on a program to re-use abandoned industrial buildings and industrial lands. Initial efforts are being concentrated on the former Kelly Springfield Tire Plant in Cumberland. The former PPG Plant site at Mexico Farms and the B & O Rolling Mill site in Cumberland offer future opportunities for industrial re-development. Additionally, the former quarry area at Rock Cut near Corriganville could provide an industrial site if reclaimed.

Finally, the area should always have a number of parcels of land at each site having access roads, rail sidings, and shell buildings available to make the sites even more attractive.

Figure 3.3 Allegany County Industrial Parks



Tertiary Industry

Much of the future growth potential of the area is tied to tertiary employment. These industries (commerce, services, and institutions including government) are centered on Cumberland and are enhanced by its role as a focal point for the central Appalachians. The area can stimulate these businesses and services by making sure that both commercial and institutional properties are available with good road access, parking, and utilities, and that they are convenient to the population.

Health services are a growing part of the economy. The local hospitals, health centers, fitness centers, and a number of retirement centers/nursing homes reinforce the area’s role as a regional health service center.

Another major expanding service industry is the education and information industry, which is a strong and stable part of the economy. Frostburg State University, Allegany College, and Potomac State College provide numerous employment opportunities, and their abilities to promote research and development projects should encourage private companies to choose the area for their locations.

Several state and Federal agencies have regional offices in Allegany and Mineral Counties. Federal and state correctional institutions in Allegany County provide significant employment opportunities and also impact the local commercial and service sector of the

economy. Additionally, the provision of improved water, sewer, roads, and other local government services continue to create growth in the service sector of the local economy.

Finally, development of the recreation and tourism potential of the area will serve to further expand and stimulate the service economy. Such development could also make the area more appealing as a place to live and attract other types of industries to locate here. Scenic areas such as Rocky Gap State Park, the Narrows, Dan's Mountain State Park, and Green Ridge State Forest offer sites for recreation and tourism development. For example, Rocky Gap State Park has become the site of a golf course and conference center that was recently completed. Other selected sites in the County could be developed for vacation resorts, provided water and sewer service were made available. If located adjacent to state land, this potential is greatly enhanced.

Should legalized gambling become a reality in the State, the County's mountainous terrain would provide a natural backdrop for resort casino facilities designed to fit the terrain. Potential sites include Rocky Gap and the Green Ridge area.

The Western Maryland Scenic Railroad, which operates between Cumberland and Frostburg on parts of the old C & P Railroad and the old Western Maryland Railroad, is another tourist-oriented facility that shows promise for the future if combined with similar transportation attractions currently being proposed at the C & O Canal Terminus in Cumberland.

Additionally, the development of the Allegheny Highlands Trail along the Old Western Maryland Railroad promises to link the C & O Canal with other trails that eventually will connect Pittsburgh, Pennsylvania, with Washington, D.C. This trail will serve as the backbone for a trail network that would draw outdoor enthusiasts to the area on a year-round basis.

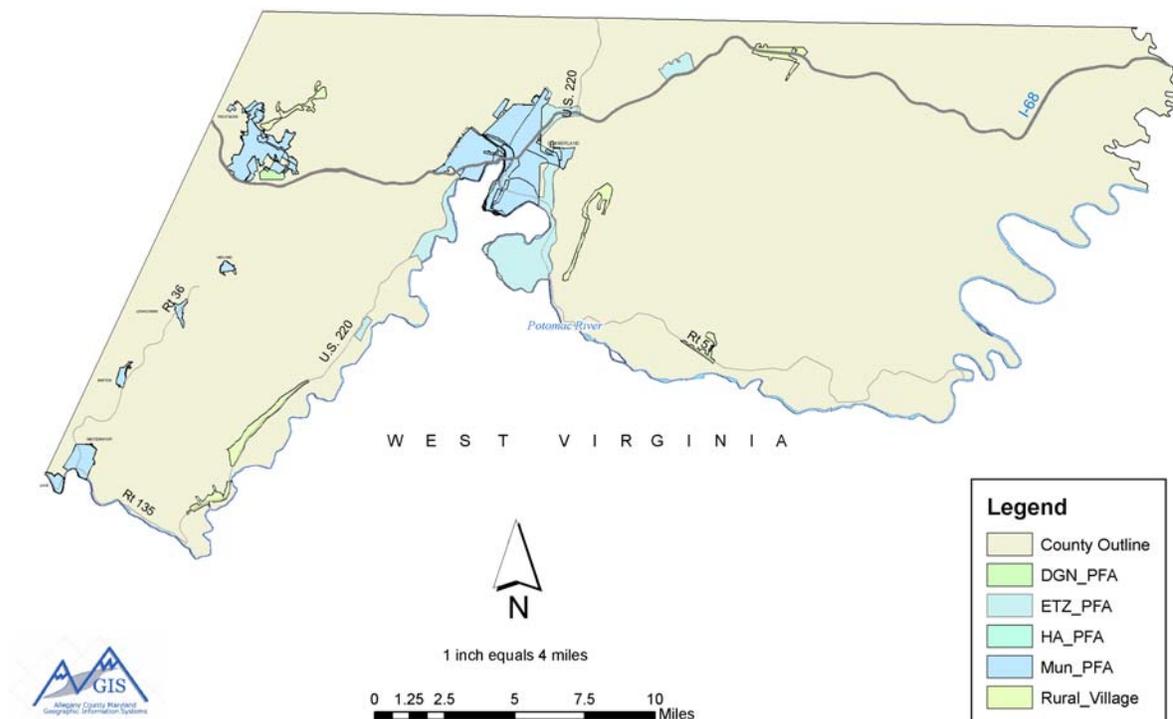
Enterprise Zones and Priority Funding Areas

A further inducement to redevelopment is the creation and expansion of Enterprise Zones. Such zones have been created in the Cumberland area and in Frostburg. Other older communities could benefit from this program, which provides incentives for commercial and industrial expansion. The State of Maryland's PFAs provide further inducement to redevelopment through the allocation of state infrastructure investment 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;
- Areas inside the Washington and Baltimore Beltways; and
- Areas already designated as Enterprise Zones, Neighborhood Revitalization Areas, Heritage Areas, and existing industrial land.

Figure 3.4 shows the location of PFAs in Allegany County.

Figure 3.4 Priority Funding Areas in Allegany County



New Development

As additional land for development is required, new residential development should occur adjacent to built-up areas, thus minimizing expenses for roads, water, sewerage, and other services. These areas should not all be zoned for development immediately, but should be phased over the next several decades as public services are made available.

■ 3.5 Industrial Development

As noted earlier, the 2002 Allegany County Comprehensive Plan suggested industrial development in the Cumberland area at the Upper Potomac Industrial Park at Bowling Green, and the Allegany County Industrial Park at Mexico Farms (see Figure 3.3). These industrial parks are now very nearly developed to capacity, but some industrially zoned vacant land still exists near the downtown area at the CSXT property. Some modification to the City’s street pattern in the vicinity would be necessary to improve access to this site from I-68. The former Kelly Springfield plant area in Cumberland is currently being redeveloped for industrial use, while part of the PPG plant site at Mexico Farms has been cleared for redevelopment for industrial use. The newest industrial park in the area is being constructed on a site south of Cresaptown along Route 220. With the extension of

water and sewer service, this site can provide for major industrial growth over the next decade.

■ 3.6 Major Transportation Routes

At the present time, the area is served by the CSXT System, Amtrak, the Greater Cumberland Regional Airport, and a number of highways, including I-68, which connects with I-70 at Hancock and with I-81 at Hagerstown, via I-70. The following paragraphs describe the region's existing transportation systems.

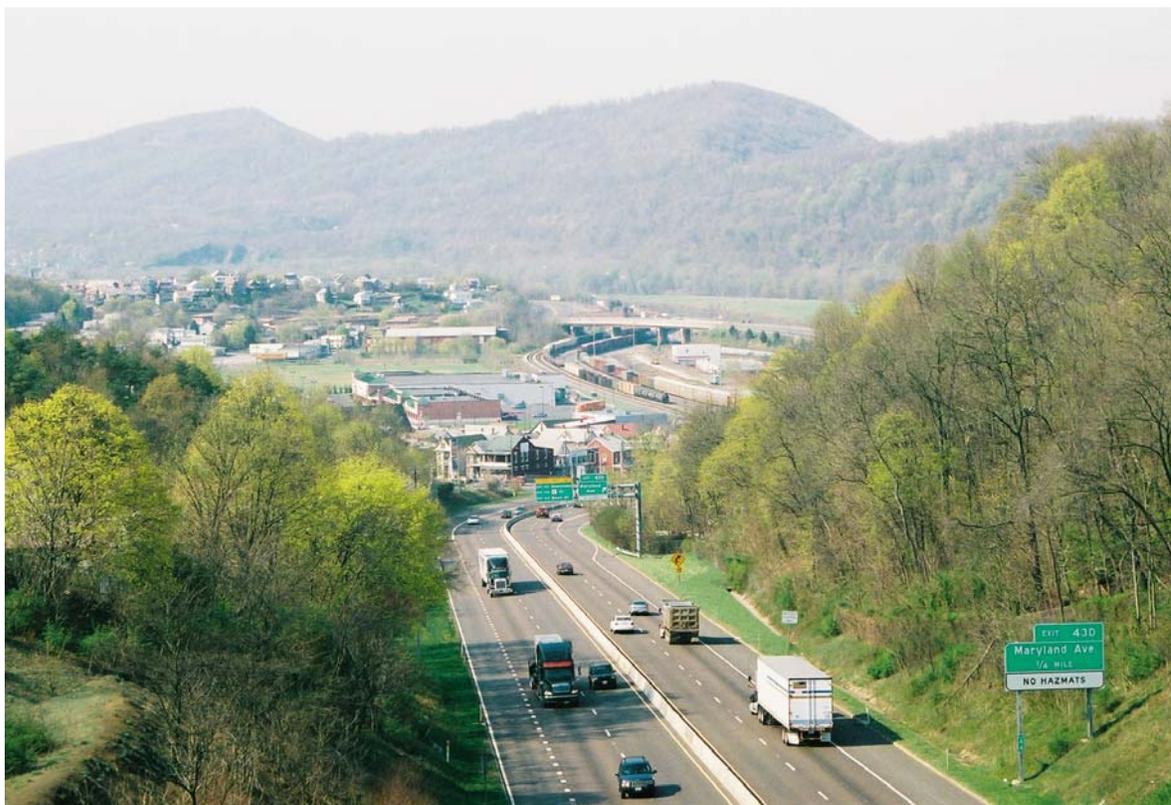
The Highway System

The first transportation policy contained in the Allegany County Comprehensive Plan states that the area should “develop and maintain an integrated transportation system utilizing rail, air, and highway systems, using both mass transit and personal transportation modes.”

Another policy in the County Plan's Land Use Element states that the area should “encourage new urban development to locate adjacent to existing built-up areas and serve this new development with new streets and extensions of public water and sewerage systems as capacity allows.”

These policies sum up the area's needs in terms of highway development. Namely, that highways are an integral part of the overall transportation system; that the area must be tied to other urban centers by improved all-weather highways; that the area itself must have adequate streets and highways serving and connecting local residential, commercial, and industrial areas; that future highway and street development must be accomplished within the established framework of urban development in the area; and that the highways and streets taken into the county system be adequately constructed and maintained.

Figure 3.5 I-68 near Cumberland



The Highway Classification System in Allegany County

Because of the varied nature of the highway system in Allegany County, and the increasingly different functions that certain highways perform, it is necessary that a system be utilized for classifying the County's 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

Allegany County, Maryland

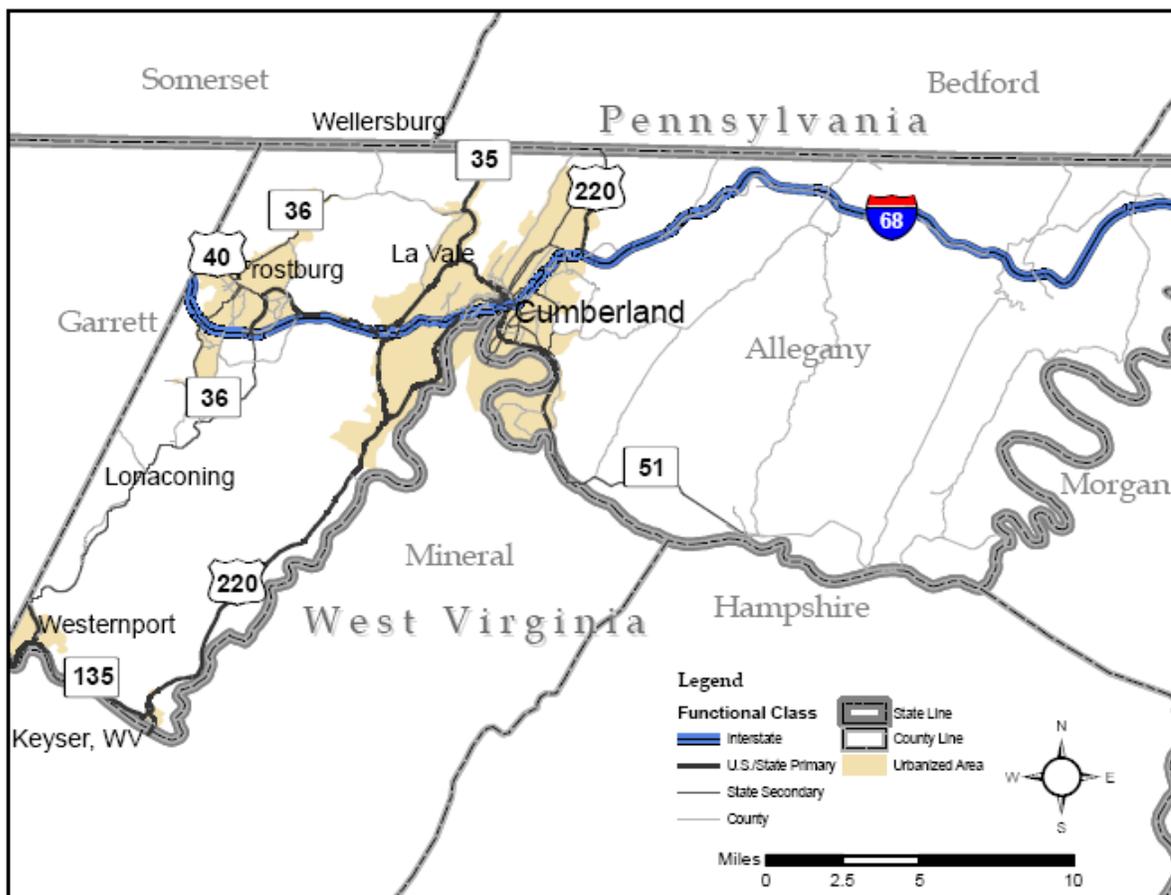
The highway system of Allegany County contains a small number of arterial highways and a large number of connecting and collecting roads and streets. Most of the arterial highways are in the SHA system, while the connector and collector roads and streets are primarily in the county system. As shown on Figure 3.6, 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 basically 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 for the most part in the county road system. Figure 3.7 shows the County’s road system.

Figure 3.6 Major Highways in Allegany County



In 1993, the county-maintained system included more than 800 road segments totaling more than 550 miles and 100 bridges. Approximately 200 miles of county system roadways are unpaved. 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 non-urban 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.

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 north-south routes 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).

Forecast Traffic Volumes

An analysis of historical Allegany County traffic volume data¹ from 1998 to 2003 reveals differences in the rate of growth among functional classifications. While freeways maintained a lower average annual growth rate of less than one-half percent, non-freeway rural roads experienced greater than one percent of growth per year between 1998 and 2003. The rural arterial/major collector functional class grouping includes major through roads such as the recently upgraded section of U.S. Route 220 north of I-68 as well as many roads carrying the traffic burden of residential and some industrial expansion from the Cumberland and Frostburg city cores. The historical annual average daily traffic (AADT) growth rates from 1998 to 2003 are illustrated below in Table 3.4.

Table 3.4 Annual Average Daily Traffic (AADT) Growth Rates for Functional Class (1998-2003)

Functional Classification	Group Type	Average Annual Growth Rates
Urban Freeway	AU	0.23%
Rural Freeway	AR	0.40%
Urban Major Arterial	BU	0.66%
Urban Minor Arterial/Major Collector	CU	0.98%
Rural Arterial/Major Collector	CR	1.34%

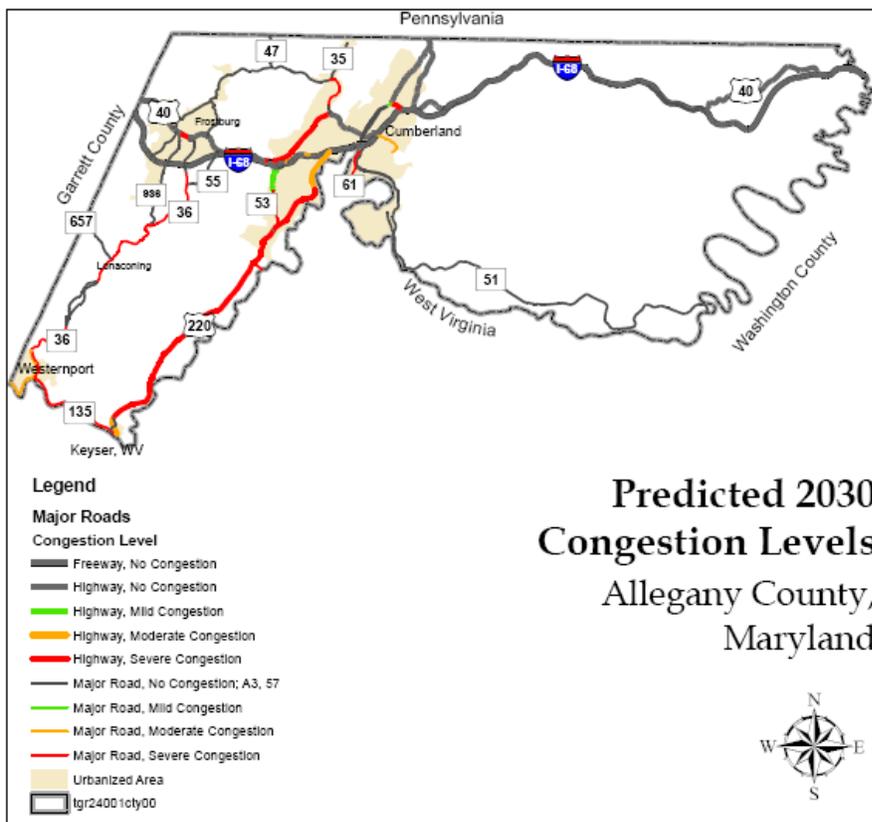
¹ Historical data provided by Maryland State Highway Administration, Highway Information Services Division.

Future Allegany County traffic volumes in the area were forecasted by applying the average annual growth rates by functional class from Table 3.4 to each count location using a 2003 base year. Table D.1 in Appendix D displays both the historical growth rates from 1998 alongside the forecast average daily traffic volumes up to 2030. Future forecast volumes for several roadways are noticeably large for their associated functional classifications, so future level of service (LOS) was approximated based on forecast 2030 volume and capacity estimates derived from the *Highway Capacity Manual* and current roadway characteristics.² Table E.1 in Appendix E illustrates the forecasted levels of congestion for 2030 if no transportation system improvements were made. The levels of congestion were based on a segment having better than a LOS C to have no congestion, an LOS C for mild congestion, and an LOS D for medium congestion, with severe congestion being defined as worse than LOS D.³ While 50 of the 76 roadway segments analyzed are expected to see mild to no congestion, seven segments are expected to have moderate congestion, and 19 are projected to have severe congestion. Of the segments expected to have moderate to severe congestion, U.S. Route 220 south of Cumberland is likely the most significant. It is also noticeable that the closest road paralleling U.S. Route 220 in this area is Maryland Route 36, which is also projected to have severe levels of congestion at its present capacity. Figure 3.8 below displays these results graphically.

² Current roadway characteristics were extracted from Maryland State Highway Administration State Highway Location Reference; data current as of December 31, 2003.

³ 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.

Figure 3.7 Projected Congestion Levels for 2030



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 is also a growing residential area with some strip commercial development. Many vacant buildable lots exist in the corridor that could also 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 certainly justifies an improved, multilane access-controlled highway to Rawlings at the very least. To ease the current conflict between local and through traffic, and permit further efficient development, the State must be encouraged to construct a new U.S. Route 220 that eventually will connect Cumberland with Appalachian Development Highway System (ADHS) Corridor “H” south of Keyser. The reconstruction of U.S. Route 220 South to a multilane facility is currently included in the Maryland SHA list of highway needs And SHA, with the West Virginia Department of Transportation is conducting a joint project planning study to examine alternatives to improve U.S. Route 220 South from I-68, via MD 53 in Maryland to Corridor H in West Virginia.

Maryland Route 36

Another important state highway system need is the completion of improvements to two sections of Maryland Route 36; from the first from Seldom Seen Road to Bushkirk Hollow Road between Lanaconing and Midland; and the second from US 40 Alternate east of Frostburg to MD 47 west of Barrelville.

Long-Term Freeway Improvements

Although not currently on the State’s CTP, The SHA’s HNI identifies I-68 from MD 53 to US 220 North as a candidate for future freeway reconstruction to address substandard geometry through the City of Cumberland. In the event such improvements are not feasible, the State needs to consider a bypass of Cumberland, either to the north or south of Cumberland. In fact, by 2030, both a north and south bypass may be necessary to accommodate traffic through the area and to serve expected growth in the Potomac Valley and along Route 28 in nearby Mineral County, West Virginia.

Other State Highway Needs

The SHA’s HNI also identified the following candidates for consideration 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 is necessary to 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, needs to be upgraded to improve this 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 need to 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 tie-in 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 needs to be updated or replaced.

County and Municipal Highway Needs in Allegany County

Major improvements also need to be made to certain county and municipal roads, namely widening, straightening, and resurfacing. 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. Finally, the extension of Midlothian Road within the City of Frostburg should be reconstructed to Alternate U.S. Route 40, as 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.

Further, nearly all county roads in the Georges Creek Coal Basin region need extra maintenance and heavily traveled coal haul roads should be reconstructed to handle heavy coal truck traffic.

A large percentage of connecting routes in the county road system is in the eastern area 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 are Williams Road, Murley Branch Road, Town Creek-Bear Hill Road, and Orleans-Oldtown Road. The latter road needs re-alignment and hard surfacing to improve connections between I-68 and with 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.

County Roads Standards

The set of standards referred to in this document are contained in the County Land Use Regulations and are designed to pertain only to roads that are to be built for inclusion in the county-maintained system, or to existing county roads that are to be improved. The standards do not apply to the state highway system, nor to local roads outside the county system. However, all newly dedicated rights-of-way are to be at least 50 feet in width, even when the road is not to be included in the county system. This set of standards is to be utilized with the County Subdivision Regulations with respect to new land development in the County.

When other public (OP) roads are added to the county-maintained system, such roads are to be built to county road standards and may be constructed through the Revolving Road Fund Account procedure.

County Road, Street, and Bridge Maintenance and Paving Program

While the road standards mentioned above are primarily related to new roads and streets being constructed for the county-maintained system, it is imperative that existing county-maintained roads, streets, and bridges be maintained and upgraded to satisfy their function.

As part of the TEA-21 program, the County Roads Division of the Public Works Department is developing management systems to address highway paving, bridges, highway safety, and traffic congestion. These programs are in addition to the other TEA-21 program elements addressed in the Transportation Element of the Allegany County Comprehensive Plan.

The following items address these needs through the County Public Works Department, Roads Division, and are updated annually. These items are funded jointly through the use of Federal, state, and local programs including coal haul road taxes. The current county share is approximately 20 percent of total funding for the annual Roads Division budget. With proposed funding changes at the Federal level, it is anticipated that a higher percentage of local funding will be required in the future to maintain the existing system. The County Roads Division Program is as follows:

1. An ongoing paving and overlay program that lists every county-maintained road or street and its maintenance-paving needs. Those roads and streets in commercial and residential areas are prioritized higher than those in rural areas serving fewer people.
2. New road construction projects for existing county roads, streets, and bridges are being prioritized in a five-year capital program similar to the SHA construction program.
3. Safety projects, drainage improvements, and bridge repairs are also prioritized in a five-year capital program. Bridges are inspected on a regular basis and are programmed for repairs and reconstruction based on these inspections.

In addition, the total county road, street, and bridge maintenance program is updated annually by the Public Works Department with input from various county agencies and citizens and approved by the County Commissioners.

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.

The Rail System

Prior to 1940, the railroad system in the area was much more extensive than it is today. The older systems, including the B & O, Western Maryland, C & P, and other less well-known rail lines competed to serve the coal industry in the western part of Allegany County and, as a by product of that service, also provided an excellent passenger system between Cumberland, Frostburg, and Westernport.

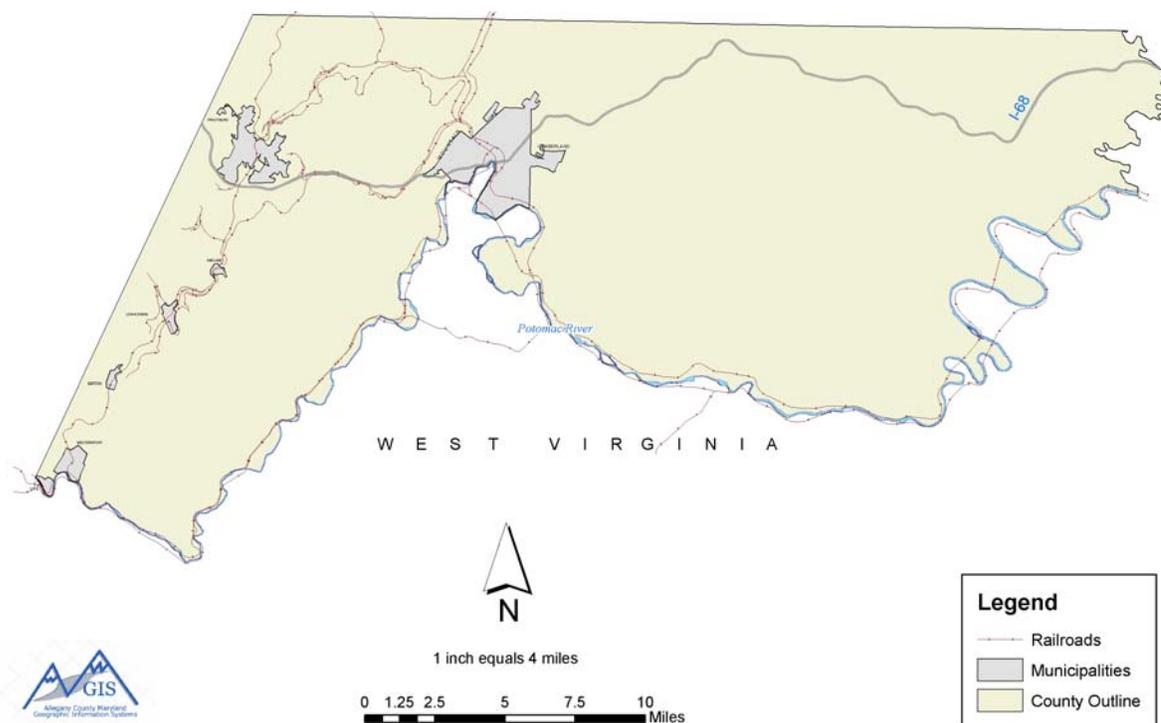
In addition, the B & O and Western Maryland served as mainline freight and passenger carriers between Cumberland, Pittsburgh, Baltimore, and Washington. At its greatest extent, rail service was available to Bedford and Altoona via the Pennsylvania Railroad; to Johnstown via Somerset; to Keyser, Grafton, Elkins, and many other West Virginia towns via the Western Maryland and B & O; and to Petersburg and Moorefield, West Virginia, via the B & O's South Branch line. Passenger service was available on most of these lines as well.

Within Allegany County, the C & P Railroad and the Georges Creek and Cumberland Railroad connected nearly every community in the Georges Creek and Jennings Run Valleys with Cumberland and Frostburg. These lines also had connections with the B & O and Western Maryland lines and, for many years, with the C & O Canal in Cumberland.

Following World War II as coal mining declined, many of the shorter lines in the Georges Creek area were abandoned or consolidated into the B & O or Western Maryland systems, which eventually became part of the CSXT system. By the early 1970s, most of the Western Maryland main line was abandoned through the County when CSXT was formed, and the link to the Pennsylvania Railroad at Bedford was also abandoned.

The Current Rail System

Figure 3.9 shows the rail lines currently in use in the Allegany County area. While most of these lines are designed for freight service between the mid-west and the eastern seaboard, they do have the local effect of centering rail-yard activity in Cumberland. In addition, Amtrak schedules one passenger train per day in each direction between Washington and Chicago, via CSXT with stops 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 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 3.8 Allegany County Rail System

In addition, the Western Maryland Scenic Railroad operates a tourist-related passenger train on a seasonal basis on a section of the old Western Maryland and C & P roadbed between Cumberland and Frostburg.

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 are currently 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 are also 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.

Amtrak Passenger Service

Currently one train per day passes through Cumberland in each direction between Washington, D.C., Pittsburgh, and Chicago. Connections can be made in those cities to other Amtrak lines serving the east coast and the western states.

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 3.9 Western Maryland Station at Canal Place



Current plans call for development of the Western Maryland Station and the C & O Canal Terminus into a tourist destination center in Cumberland under the auspices of the Canal Place Development Commission. A transportation museum and the renovated Depot Restaurant will provide amenities to tourists at the Frostburg Terminus of the line. Both the City of Cumberland and the City of Frostburg are encouraged to provide zoning regulations to ensure the desired land uses at each terminal. Much of the scenic railroad line itself lies within the unincorporated area of the County and is planned primarily for agriculture, forestry, and conservation zoning to protect the scenic route of the line.

Other scenic rail tours in the area are offered annually on the CSXT system during the autumn of the year and on the South Branch Valley Railroad on weekends and during the fall season. Plans for the development of several 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.

Rail Service Summation

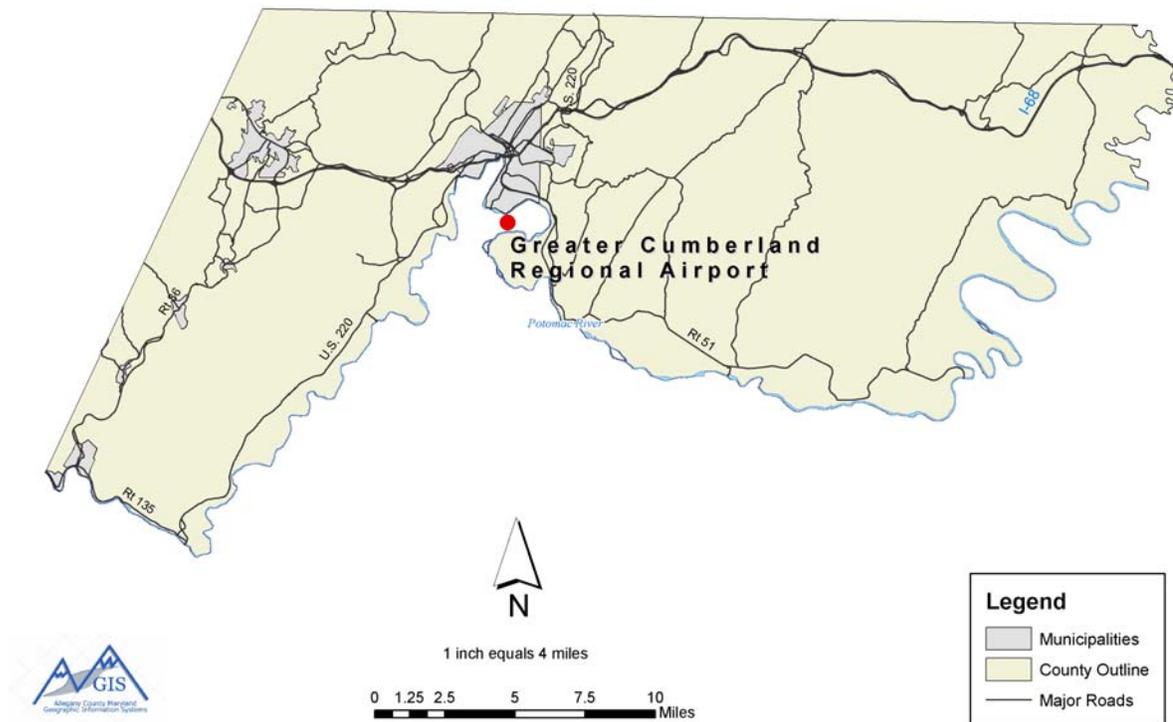
Unlike publicly operated modes of transportation, area governments have little if any influence on the level of rail service or traffic. However, the County can address several factors related to rail service in a positive manner. These include:

- Encouraging the CSXT system to continue to modernize and upgrade the rail system, particularly the rail yard and related components of the system.
- Encouraging the CSXT system to cooperate with the City of Cumberland to develop railroad property that is suitable for industrial use.
- Promoting the use of rail service, particularly with respect to coal traffic that originates in or near the area.
- Promoting a network of scenic railroads in the area as part of the growing tourism industry.
- Encouraging industrial site development in conjunction with rail sidings.

Air Travel

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. Each of these airports offers scheduled service to US Airways' Pittsburgh hub. The main airport facility within the study area is the Greater Cumberland Regional Airport, shown on Figure 3.11. The airport continues to support general aviation uses and should be considered for future scheduled service.

Figure 3.10 Allegany County Air Service



An updated Master Plan for the Greater Cumberland Regional Airport details a program for making a number of improvements to the airport facility. As further noted in that plan, 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 with the others being Garrett County Airport, Washington County Airport, and Frederick Airport. The Greater Cumberland Regional Airport is further defined as a short-haul commercial airport (less than 1,500-mile radius for commercial service).

From an 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 to the World War I era 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 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 non-precision 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, US 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 US Airways flights had reached more than 20,000 annually before it was discontinued following September 11, 2001,⁴ 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 dubbed the “Maryland Clipper Connection.” That service was supported by a \$2.25 million state grant.⁵ However, 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 Pittsburgh and BWI routes should be pursued. Also, a route connecting Cumberland with Washington Dulles Airport is worthy of consideration.

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

⁴ Commercial Aviation – Air Service Trends at Small Communities Since October 2000. March 2002. U.S. General Accounting Office.

⁵ “Cumberland airport’s life struggle.” May 1, 2004. Stephen Kiehl. *The Baltimore Sun*.

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 has also been stationed at the airport.

Runway Approaches, Runway Protection Zones, and Imaginary Surfaces

The Airport Master Plan also addresses protection zones and imaginary surfaces related to each runway. These features have an impact on Land Use in Allegany County and need to 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 and require Board of Appeals review of proposed structures that penetrate those surfaces.

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. These surfaces, which have not been formally established for the airport, include a 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 non-precision 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 are currently 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.

Mass Transit

Allegheny County at one time 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 by providing stops 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 decline of local rail transit was accompanied by the development of passenger bus systems that grew during the 1920s and 1930s and connected many of the same communities that for years had relied on trains for passenger service. 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 not only in Cumberland, but also in Frostburg, Mt. Savage, Keyser (West Virginia), Hyndman (Pennsylvania), and other communities where workers lived and commuted to these large manufacturing concerns.

However, as the use of the automobile increased and suburban growth spread after World War II with more people living farther from transit lines, many of these 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 assistance 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 as an option 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 System

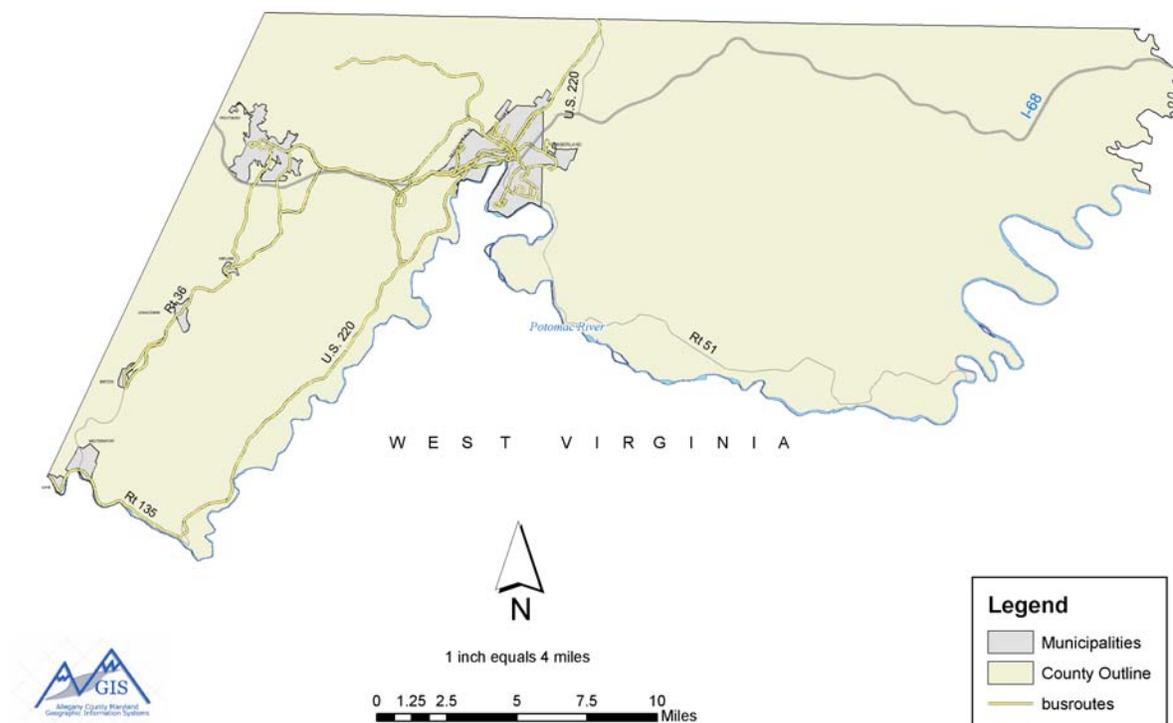
In 1975, when Allegany County began running the bus system under the guidance of an appointed Transit Authority, the operation consisted of an aging bus fleet, a dilapidated garage, and a small staff of employees, some of whom had been part owners of the old system.

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 exhibit a modern design. Routes have been modified to provide additional service to high-use areas outside Cumberland, such as the Country Club Mall in La Vale and the Upper Potomac Industrial Park in Bowling Green. At the same time, some holdover routes from the Queen City bus system, which experienced declining ridership, have been eliminated.

In addition to the City of Cumberland, La Vale, and Frostburg, the ACT system serves other suburban residential communities including Cresaptown, Bowling Green, Bel Air, Bedford Road, and Mt. Savage.

The route system has also been modified into a series of loops that intersect at the Country Club Mall. One set of loops essentially serve Cumberland, Cresaptown, and La Vale, while another serve Frostburg, Eckhart, and La Vale. Additional service to the Georges Creek area and other communities continue to be served as extensions of the two primary routes. Current bus routes are shown in Figure 3.12.

Figure 3.11 Allegany County Bus Service

The current version of the Transit Development Plan was adopted in November 2003. As recommended by the plan, a reduction of the fixed-route service area took place on January 1, 2005, which ended bus service to Mt. Savage and the Georges Creek area.

Finally, it should be mentioned that the Potomac Valley Transit Authority (PVTa) operates fixed-route/fixed-schedule bus service for five counties in West Virginia and Allegany County, Maryland. Specifically, two PVTa routes operate twice daily on weekdays in and out of Allegany County: one from Keyser in Mineral County and the other from Romney in Hampshire County.

Demand-Response System (Paratransit)

During the mid-1980s, the County initiated a modified demand-response system through the Human Resources Development Commission (HRDC) as a program for the elderly and handicapped called ALL-TRANS. This system was Federally funded and provided for a door-to-door van system with handicapped-accessible vehicles. A medical transport system called MED-TRANS was also initiated under HRDC using state funding during the same time period. Both programs specify eligibility requirements for users of the system.

Additionally, a number of local groups and agencies provide transportation services for eligible citizens. These groups are also eligible for Federal funding for vehicle purchases.

Following reorganization, the HRDC paratransit systems were merged with the fixed-route system at the transit facility for administrative purposes. This reorganization has provided improved service to both elderly and handicapped users of the system. And in 1999, the Job Access service for low-income persons was added. Dispatching is now done at one central location for both fixed-route and paratransit services.

Intercity Service

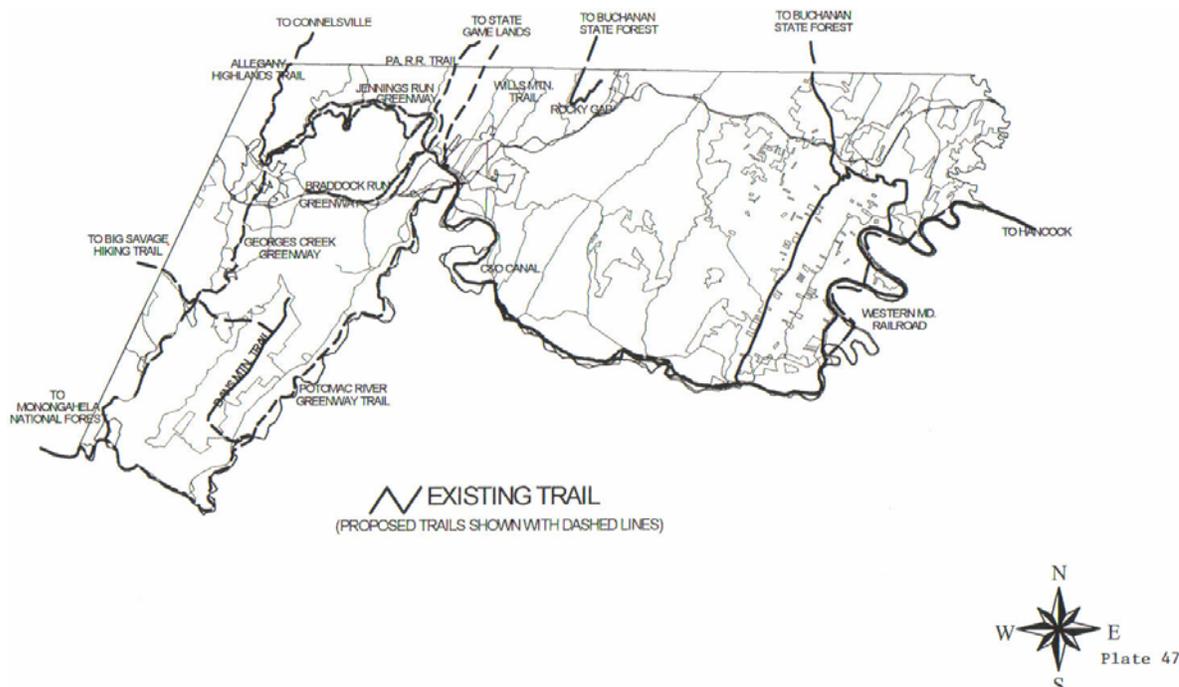
As mentioned in the rail plan section, Amtrak currently serves Allegany County with one eastbound and one westbound train per day connecting Cumberland with Washington and Chicago. In addition, Greyhound Bus Lines also provide service to the County with stops in Cumberland and Frostburg. These buses pass through the County in an east-west direction along the I-70, I-68, and I-69 corridors between Washington/Baltimore and Pittsburgh.

Trail System Plan

The recently completed (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 3.13. These trails include existing C & O Canal Towpath 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.

Figure 3.12 Allegheny County Hiking Trails



Allegheny Highlands Trail

The Allegheny Highlands Trail, which will connect the C & O Canal with the Youghiogheny River Trail in Ohio, Pennsylvania, is currently under construction and will be completed by the summer of 2006. The trail is designed to use the abandoned Western Maryland Railway right-of-way between Cumberland and Connellsville, Pennsylvania. A portion of the route parallels the Western Maryland Scenic Railroad east of Frostburg. A possible offshoot from this trail would use the C & P line between Frostburg and Mt. Savage. The Allegheny Highlands Trail is an example of a successful collaboration of local, multistate, and Federal stakeholders and should provide a model for future trail development in the Cumberland region.

Other Potential Trails

Other potential trails in the area are essentially connecting trails that would tie the C & O Canal and Allegheny Highland Trails to public lands in other counties and states. 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.

Other, 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. Other 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 trail network connecting urban areas to open space would increase recreational opportunities for residents and also be an additional inducement for increasing tourism in the area.

4.0 Financially Constrained Long-Range Transportation Plan

4.0 Financially Constrained Long-Range Transportation Plan

■ 4.1 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 (LRTPs) 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 2030. 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 recommends additional financing strategies to meet unfunded needs.

■ 4.2 Project Identification

Projects were identified by MDOT – SHA, Allegany County, and the City of Cumberland. WVDOT and Mineral County, West Virginia, did not submit any projects for inclusion in this plan.

Each participating agency applied the seven TEA-21 planning factors during the identification and prioritization process to ensure that the proposed projects meet Federal goals. Those factors are listed below.

Metropolitan Transportation Planning Factors

1. Support the economic vitality of the United States, the states, and metropolitan areas, especially by enabling global competitiveness, productivity, and efficiency;
2. Increase the safety and security of the transportation system for motorized and non-motorized users;
3. Increase the accessibility and mobility options available to people and for freight;

4. Protect and enhance the environment, promote energy conservation, and improve quality of life;
5. Enhance the integration and connectivity of the transportation system, across and between modes throughout the state, for people and freight;
6. Promote efficient system management and operation; and
7. Emphasize the preservation of the existing transportation system.

Using the TEA-21 metropolitan planning factors and the goals and objectives of this plan, 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 CLRP focuses on those priority projects with identified funding. A short description of unfunded (unconstrained) needs is also included in this plan.

■ 4.3 Highways

The CLRP includes 14 highway projects with total estimated construction costs of approximately \$387 million through 2030. Figure 4.1 identifies the location of these major highway projects in the Cumberland region.

Table 4.1 summarizes the anticipated funding and costs of constrained projects organized by responsible agency. Appendix F, which corresponds to the project map (Figure 4.1), presents a detailed list of the highway projects included in the CLRP. It should be noted that the following map and tables do not provide information on unconstrained projects. Due to limited funding availability through 2030, 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 F.

Figure 4.1 Constrained Highway Improvements

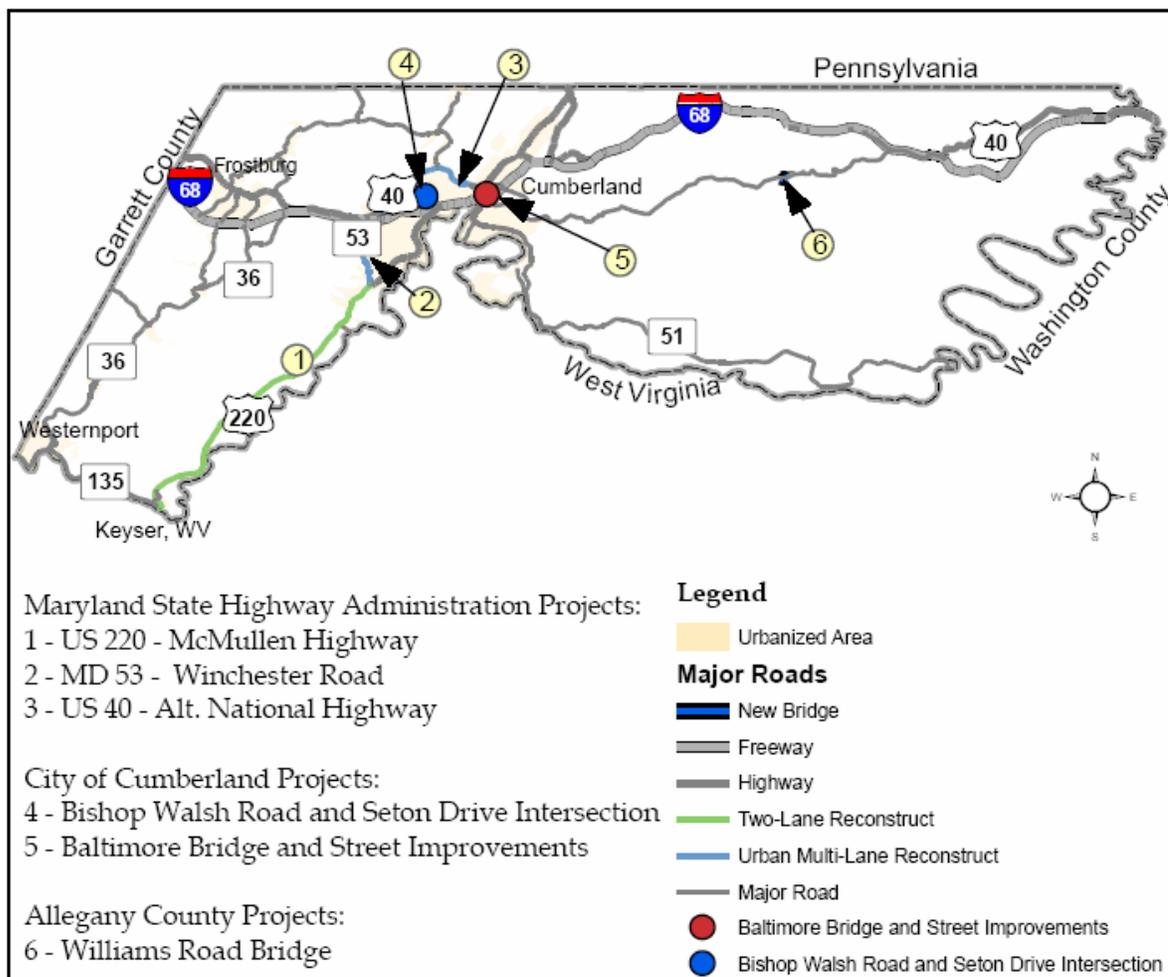


Table 4.1 Anticipated Highway Funding and Cost Summary for Cumberland Area MPO 2030 CLRP
 (Millions of Dollars)

Highway System	Total Anticipated Funding	Total Estimated Cost of Constrained Projects	Remaining Funding Available
State Highway Administration	\$238.1	\$238.1	\$14.6
Allegany County	\$43.5	\$43.5	\$0.0
City of Cumberland	\$103.5	\$103.5	\$0.0
Total	\$385.1	\$385.1	\$14.6

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 were also reviewed to identify their respective planned near-term highway expenditures. Finally, an analysis of anticipated transit expenditures was provided by Allegany County staff.

Maryland Department of Transportation - State Highway Administration

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 2002 and FY 2002 Trust Fund Forecast and Draft CTP estimates for the period FY 2003 to FY 2008. Funding from 2009 to 2030 is based on a historic 3.75 percent average annual growth rate. Federal funding projections are based on a historic 4.7 percent average annual growth rate for both highway and 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 2002 and operating budget projections from FY 2003 to FY 2008. Future expenditures from FY 2009 to FY 2030 are based on projections derived by inflating the previous year with an estimate of inflation (Consumer Price Index or CPI) plus one percent. The projected annual change inflationary change is based on forecasts provided to MDOT by two economic forecasting firms. The one 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 2002 and used the draft version of the FY 2003 to FY 2008 CTP to determine the current split for Allegany County. For the period FY 2009 to FY 2030, 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.

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 or MTA, 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 2009-2030 were derived from historical records and used with the above-mentioned projections to produce the estimates shown for Allegany County as a percent of Total Surface Expansion and as a percent of Total Maryland Expansion.

Table 4.2 shows the results of the aforementioned analysis and identifies availability of Capital Expansion funds to Allegany County through 2030.

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 \$252.7 million for SHA projects in Allegany County, the following projects listed in Table 4.3 are judged to be financially constrained through 2030.

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. A full list of all highway projects considered, both constrained and unfunded, is included in Appendix F.

Table 4.2 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
2003	\$1,013					\$2.2
2004	\$904					\$1.1
2005	\$717					\$1.2
2006	\$462					\$0.9
2007	\$274					\$1.0
2008	\$268					\$0.9
2009	\$546	\$481	\$21	\$502	\$6.9	\$6.9
2010	\$580	\$511	\$21	\$532	\$7.3	\$7.3
2011	\$615	\$541	\$22	\$563	\$7.8	\$7.8
2012	\$649	\$571	\$22	\$593	\$8.2	\$8.2
2013	\$683	\$601	\$22	\$623	\$8.6	\$8.6
2014	\$717	\$631	\$22	\$653	\$9.0	\$9.0
2015	\$752	\$662	\$23	\$685	\$9.5	\$9.5
2016	\$787	\$692	\$23	\$715	\$9.9	\$9.9
2017	\$822	\$723	\$23	\$746	\$10.3	\$10.3
2018	\$856	\$753	\$23	\$776	\$10.7	\$10.7
2019	\$890	\$783	\$24	\$807	\$11.1	\$11.1
2020	\$925	\$814	\$24	\$838	\$11.6	\$11.6
2021	\$962	\$847	\$24	\$871	\$12.0	\$12.0
2022	\$999	\$879	\$24	\$903	\$12.5	\$12.5
2023	\$1,042	\$917	\$25	\$942	\$13.0	\$13.0
2024	\$1,078	\$949	\$25	\$974	\$13.4	\$13.4
2025	\$1,117	\$983	\$25	\$1,008	\$13.9	\$13.9
2026	\$1,157	\$1,018	\$25	\$1,043	\$14.4	\$14.4
2027	\$1,198	\$1,054	\$25	\$1,079	\$14.9	\$14.9
2028	\$1,238	\$1,090	\$25	\$1,152	\$15.4	\$15.4
2029	\$1,281	\$1,127	\$25	\$1,152	\$15.9	\$15.9
2030	\$1,321	\$1,163	\$25	\$1,188	\$16.4	\$16.4
Total 2009-2030	\$20,216	\$17,790	\$518	\$18,308	\$252.7	\$252.7
Total 2003-2030	\$23,855					\$260.1

Table 4.3 SHA Constrained Projects
(Millions of Dollars)

Facility	Project	Estimated Project Cost	Available Funding
U.S. 220 - McMullen Highway*	Two-lane reconstruction in four-lane right-of-way West Virginia line to Maryland 53	\$135	\$135
Maryland 53 - Winchester Road	Multilane urban reconstruct/construct Maryland 658 to U.S. 220	\$54.6	\$54.6
U.S. 40 Alternate - National Highway	Multilane urban reconstruct east of Vocke Road to Cumberland limit	\$50	\$50
Transit		\$12	\$12
Remaning (Unconstrained)		\$1.1	\$1.1
Total		\$252.7	\$252.7

Note: * Total estimated cost of reconstruction of this entire section of U.S. 220 is approximately \$308.3 million. The amount constrained (\$135 million) is thus only a portion (about 44 percent) of the total cost.

Source: Maryland State Highway Administration Highway Needs Inventory 2002 Revised Allegany County.

U.S. Route 220 Corridor

The portion of U.S. Route 220 from I-68 east of Cumberland north to the Maryland/Pennsylvania state line was recently upgraded to a new location, two-lane highway on an ultimate four-lane right-of-way and opened to traffic in Fall 2000. This represents Maryland's portion of Corridor "O" of the ADHS. The total defined Corridor O encompasses the U.S. Route 220 corridor from I-68 (ADHS Corridor "E") on the south to I-80 near Bellefonte, Pennsylvania, on the north. Much of the corridor north of the Pennsylvania Turnpike (I-70/I-76) at Bedford has already been improved to a four-lane freeway facility, and has been designated as I-99. The portion of the U.S. 220 corridor from the Pennsylvania Turnpike south to the Maryland state line is currently moving through the project development phase under the direction of the Pennsylvania DOT.

One of the most significant potential regional highway improvement projects in both Allegany County, Maryland, and Mineral County, West Virginia, is the U.S. Route 220 corridor. This is one of the region's historical north-south travel corridors and has been identified by MDOT and WVDOT as being in need of improvement for a number of years. For example, the 13.6-mile section of U.S. Route 220 (McMullen Highway) in Allegany County from the Maryland/West Virginia state line to Maryland 53 has been included in the SHA Highway Needs Inventory as a recommended "divided highway reconstruct" type project for a number of years. The FY 2005-2010 MDOT CTP presents a total estimated cost for this portion of the U.S. 220 corridor of approximately \$308 million for the planning, engineering, right-of-way, and construction phases. Figure 4.2 illustrates a por-

tion of the existing U.S. 220 corridor just south of the I-68/U.S. 220 interchange on the west side of Cumberland.

Figure 4.2 Existing U.S. 220 South Corridor



Beginning in 1999, MDOT co-sponsored the North-South Appalachia Corridor Study (the N-S Study). This was a multistate study to identify a high-priority north-south highway within western Maryland, Virginia, West Virginia, and Pennsylvania. The emphasis of this study was on the potential for any such north-south-oriented highway improvements to facilitate regional economic development. The study corridor extended between ADHS Corridor “H” and I-66 on the south and the Pennsylvania Turnpike (I-70/I-76) on the north. The alternative north-south corridors that were examined generally followed along U.S. 219, U.S. 220, U.S. 522, and I-81. Of the several corridors studied, the N-S Study identified the U.S. 220 corridor from I-68 in Maryland to Corridor H in West Virginia, along with the U.S. 219 corridor from I-68 in Maryland to the Pennsylvania Turnpike, as having the greatest potential for benefiting economic development in the Appalachian region. This study was completed in July 2001.

MDOT received \$0.5 million and WVDOT received \$1.5 million in the FY 2003 U.S. DOT Appropriations bill to use towards the funding of more detailed project planning studies along the U.S. 220 corridor between I-68 and Corridor H. An agreement between WVDOT and MDOT/SHA was executed in June 2004 designating WVDOT as the lead agency, with

MDOT/SHA contributing toward the conduct of the Tier I Project Planning study. The Tier I study will select a corridor that must then undergo Tier II Environmental Studies before a preferred improvement alternative may be established. The Tier I study is anticipated to take two years.

As the lead agency, WVDOT issued a request for consultant proposals in July 2004 and recently selected a consulting engineering firm to undertake the Tier I Environmental Study. As of the date of this report (April 2005), the Tier I study has not been initiated. Given the still very ill-defined nature of the potential improvement to the U.S. 220 corridor, this is identified in the 2030 LRTP as an “unfunded need” project, with only the currently allocated \$1.5 million for the Tier I environmental studies shown as part of the fiscally CLRP.

Most recently, U.S. Senator Paul Sarbanes (D-Maryland) proposed legislation on April 6, 2005, as part of the TEA-21 reauthorization bill that would add a new 35-mile north-south highway corridor in Allegany County, Maryland, and Mineral and Grant Counties, West Virginia, to the ADHS. The legislation would provide for the construction of approximately 35.5 miles of roadway extending about 15 miles from I-68 to the Maryland/West Virginia state line and then an additional 20.5 miles from the state line to the Scheer in Grant County, West Virginia. This new ADHS corridor would include upgrades and/or relocation of U.S. 220 from I-68 via Maryland 53 to the Maryland/West Virginia state line and then upgrades in West Virginia to Corridor H at Scheer. As of the date of this report (April 2005), no final action had been taken on the TEA-21 reauthorization.

In the CLRP, approximately \$135 million is available through 2030 for the reconstruction of U.S. 220 South in Allegany County to a two-lane highway within a four-lane right-of-way. The total cost of long-range improvements to the highway to a divided four-lane standard was estimated at \$308.3 million by SHA in the Highway Needs Inventory.

Maryland Route 53

Maryland Route 53, Winchester Road, connects the community of Crespatown, Maryland (and U.S. 220 South) with the La Vale area and I-68 west of the City of Cumberland. Maryland 53 is an important link between U.S. 220 South and I-68 via a short section of Vocke Road (Maryland Route 658). Due to residential, institutional, and industrial development in the U.S. 220 corridor, Maryland 53 is in need of improvement to accommodate higher future traffic volumes. It has been identified as a priority by Allegany County among the Highway Needs Identified by SHA’s Highway Need Inventory. The CLRP makes available \$54.6 million through 2030 to fund the reconstruction of 2.3 miles of Maryland 53 between U.S. 220 and Maryland 658 (Vocke Road). The funds identified equal the total estimated long-range cost of construction of the facility, including complete reconstruction and upgrade to a multilane urban arterial. Additional project planning funding would be provided as part of the U.S. 220 South corridor.

U.S. 40 Alternate

U.S. 40 Alternate National Highway east of Vocke Road to the western municipal limit of Cumberland is another SHA-identified project given high priority for improvement by Allegany County. The CLRP makes available \$49.5 million to fully fund the reconstruction of the highway to multilane urban arterial standards. The total long-range cost estimate includes streetscaping improvements.

Remaining State Highway Administration Funds

The CLRP allocates \$239.6 million toward SHA projects, leaving \$12 million unspent from estimated available long-range funds. Allegany County has proposed using \$12 million to fund transit capital improvements through 2030, leaving approximately \$1.1 million in unconstrained funding for highway capital expansion.

Allegany County Roads

According to the Allegany County CIP for FY 2005-2009, the County will expend a total of approximately \$9.9 million on its highway system over the next five years. Designated funding sources include:

- FHWA (mostly Bridge Rehabilitation and Replacement funds) – 57.2 percent;
- County sources (including PAYGO and Coal Haul Tax) – 28.5 percent; and
- State grants – 14.3 percent.

Of the \$9.9 million programmed for expenditure between 2005 and 2009, 100 percent of the funding is to be dedicated to system preservation projects, including more than \$9.0 million (92 percent) to bridge repair and rehabilitation, approximately \$700,000 (seven percent) to maintenance of buildings, and less than one percent to resurfacing of existing highways. During this five-year period, there was no annual growth in the expenditures for highways by the County, and no annual change in the revenue dedicated to the system. Based on these observations of the current CIP and the static nature of expenditures and funding, Allegany County is forecast to expend an additional \$43.5 million between 2009 and 2030 on its highway program.

Based on historic expenditures, it is expected that nearly 100 percent of Allegany County's expenditures will be for system preservation and maintenance. That said, the County has identified one long-term project for inclusion within the CLRP: Williams Road Bridge (\$520,000) and has identified \$148,000 in local funding to match any SHA-committed funding. Because that project is a simple bridge replacement project, this plan assumes that the project will be funded as part of the \$43.5 million in forecast expenditures, with the remaining balance (\$43,290,000) dedicated to yet-to-be-identified system preservation projects.

Based on a forecast expenditure of \$43.5 million from 2009 to 2030, and assuming that most of these funds would be dedicated to system preservation activities (except for the Williams Road Bridge project), the County is anticipated to be left with no funds remaining for significant capital improvements.

City of Cumberland Streets Department

Short-term street improvement and maintenance expenditures in the City of Cumberland are expected to total approximately \$14.1 million between 2005 and 2007. During this three-year period, funding will be derived from the following sources:

- Bond issues (55 percent);
- Property taxes (38 percent); and
- Other funds, including Appalachian Regional Commission (ARC) and Community Development Block Grant (CDBG) (seven percent) revenue.

Of the \$14.1 million programmed between 2005 and 2007, approximately 52 percent is dedicated to system preservation and maintenance projects and 48 percent is dedicated to capital expansion and improvements, most of which is related to the Rolling Mill Access Improvements. During this period, there was no annual growth in the expenditures for roads in the City, and no annual change in the revenue dedicated to the street system. Based on these observations of the current program and the static nature of expenditures and funding, the City of Cumberland is forecast to expend an additional \$103.5 million between 2009 and 2030 on its street program, with approximately \$53.9 million (52 percent) dedicated to system preservation and maintenance and \$49.6 million (48 percent) dedicated to capital expansion and improvement.

For this CLRP, the City of Cumberland submitted four priority long-term capital improvement projects with costs totaling approximately \$3.1 million. These constrained projects include:

Baltimore Street and Mechanic Street Roundabout	\$1,000,000
Bishop Walsh Road, Seton Drive Intersection Improvements	\$100,000
Baltimore Street Bridge	\$1,000,000
<u>Baltimore Street/Baltimore Avenue/Front/Park Intersection</u>	<u>\$1,000,000</u>
Total	\$3,100,000

Based on a forecast expenditure of \$103.5 million from 2009 to 2030, with \$53.9 million dedicated to system preservation and \$3.1 million dedicated to capital improvements, the City of Cumberland could potentially be left with remaining available funds totaling approximately \$46.5 million. This plan assumes that the City of Cumberland, based on programmed expenditures, will identify additional capital needs through 2030 that will utilize all of these estimated remaining funds of \$46.5 million.

West Virginia Department of Transportation and Mineral County, West Virginia

WVDOT and Mineral County did not submit any projects for this plan. Given the fact that all public roadways in West Virginia, with the exception of some city streets, are owned and maintained by WVDOT, it is anticipated that WVDOT will continue to dedicate funds to system preservation and facility improvement projects in the communities in the Cumberland urbanized area in West Virginia at levels approximating those that have been historically observed. As specific projects are identified, they would be incorporated into future updates of the Cumberland MPO’s LRTP.

Unfunded Highway Needs

The CLRP identifies six unfunded long-range highway projects with total estimated construction costs of approximately \$448.1 million through 2030. Table 4.4 summarizes the costs of these projects and Chapter 3.0 presents some discussion of these highway needs, including proposed Maryland 36 improvements. Additional detailed information on these projects is also contained in Appendix F.

Table 4.4 SHA Unfunded Needs
(Millions of Dollars)

Facility	Project	Estimated Project Cost
U.S. 220 - McMullen Highway*	Upgrade to multilane divided highway West Virginia line to Maryland 53	\$173.3
I-68 - National Freeway	Freeway reconstruction from Maryland 53 to U.S. 220 North	\$170.8
Maryland 36 - George Creek Road	0.5-mile section of Seldom Seen Road to Buskirk Hollow Road	\$60.2
Maryland 36	Two-lane reconstruct from U.S. 40 Alternate to Maryland 47	\$22.3
Maryland 35 - Ellersie Road	Two-lane reconstruct from Maryland 36 to Pennsylvania line	\$12.5
Maryland 47 - Barrelville Road	Two-lane reconstruct from Maryland 36 to Pennsylvania line	\$9.0
Total		\$448.1

Note: * Total estimated cost of reconstruction of this entire section of U.S. 220 is approximately \$308.3 million. The amount constrained (\$135 million) is thus only a portion (about 44 percent) of the total cost.

Source: Maryland State Highway Administration Highway Needs Inventory 2002 Revised Allegany County.

■ 4.4 Local Public Transportation Services

Both ACT and PVRTA 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. In particular, any local or express route expansions will require financial participation by the designated service area or additional revenue from the ridership to offset the costs of providing these new services.

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, ACT offers three demand-responsive paratransit options to elderly, disabled, and low-income residents across the County. AllTrans provides complimentary Americans with Disabilities Act (ADA) paratransit service. Medtrans provides transit to and from non-emergency medical appointments. Job Access provides transit access to work for low-income individuals.

The 2001 *Maryland Comprehensive Transit Plan*¹ proposes 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 more recently completed *Transportation Development Plan for Allegany County*² (TDP) includes a more in-depth examination of current ACT operations, evaluation of potential service alternatives, and an outline of a potential short-range improvement program.

The TDP reported that during FY 2002, ACT operated a total of 310,424 vehicle miles of service and expended 15,476 vehicle hours to provide 102,827 passenger trips on the fixed-route services. Ridership response in FY 2002 was about 0.33 passengers per vehicle mile of services and about 6.64 passengers per vehicle hour. Total operating expenses during

¹ *Maryland Comprehensive Transit Plan, Doubling Transit Ridership by 2020, Volume V: Western Maryland*, prepared by the Maryland Transit Administration, June 2001.

² *Transportation Development Plan Update for Allegany County, Final Report*, prepared for the Maryland Transit Administration, prepared by KFH Group, November 2003.

FY 2002 for the fixed-route services were \$730,734.34. In FY 2002, the average cost per vehicle revenue mile of services operated was about \$2.35 while the average cost per vehicle revenue hour of operation was about \$47.22. Including the operating costs of the AllTrans, Medtrans, and Job Access services, the total operating costs of ACT during FY 2002 were \$1,495,159.

The TDP outlined a program of modest improvements to the existing fixed-route and demand-responsive general use public transportation services in the County. Each proposed alternative for the fixed-route system kept a revenue-neutral status by maintaining the same number of cumulative fixed-route hours, but 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-responsive 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 cost of the recommended ACT fixed-route and demand-responsive services was approximately \$1.21 million. If implemented, these recommended improvements would provide an increased level of public transportation service to the people of the Cumberland Metropolitan Area.

The primary benefits of an increased level of transit service are enhanced mobility and opportunity for many residents of Allegany County. Better transit service provides mobility to those with fewer transportation options. For example, a broader set of trip purposes can be accommodated through increased transit level of service, including personal, medical, social, or employment related trips. In many cases, investment in transit level of service reduces other public costs and through increased employment levels.

Although the timeframe of the TDP was only a five-year period, the TDP indicates that significant increases in Federal, state, or local government funding are unlikely over the short-term future. Therefore, an increased level of service, i.e. increase in amount of service operated (in annual vehicle-miles and vehicle hours), is unlikely in the foreseeable future. Nonetheless, long-range level of service might increase with a greater infusion of funds. With the majority of the system's operating expenses being provided by Federal, state, or local government sources, consultant staff defined three alternative long-range service levels for ACT through 2030 as follows:

- **Level 1 - Continuation of the LOS anticipated to exist at the end of the five-year TDP through the plan year of 2030.** The average annual system operation cost through the period of 2010-2030 under the Level 1 scenario would be approximately \$1.21 million in current-year dollars. Over the 21-year period of 2010-2030, this would total approximately \$25.38 million. Assuming that passenger fares and other revenues would continue to cover about 16 percent of annual operating costs, the net annual

operating costs to be covered by Federal, state, and local government sources would be approximately \$1.01 million. Over the period 2010-2030, the resulting net operating cost would total approximately \$21.29 million.

- Level 2 – An increase in the LOS by about 25 percent above that anticipated to exist at the end of the five-year TDP through the plan year of 2030, beginning in 2010.** The average annual system operating cost through the period 2010-2030 under the Level 2 scenario would be approximately \$1.51 million in current-year dollars. Over the 21-year period of 2010-2030, this would total approximately \$31.73 million. Assuming that passenger fares and other revenues would continue to cover about 16 percent of annual operating costs, the net annual operating costs to be covered by Federal, state, and local government sources would be approximately \$1.27 million. Over the period 2010-2030, the resulting net operating cost would total approximately \$29.62 million.
- Level 3 – An increase in the LOS by about 50 percent above that anticipated to exist at the end of the five-year TDP through the plan year of 2030, beginning in 2010.** The average annual system operating cost through the period 2010-2030 under the Level 3 scenario would be approximately \$1.81 million in current-year dollars. Over the 21-year period of 2010-2030, this would total approximately \$38.07 million. Assuming that passenger fares and other revenues would continue to cover about 16 percent of annual operating costs, the net annual operating costs to be covered by Federal, state, and local government sources would be approximately \$1.52 million. Over the period 2010-2030, the resulting net operating cost would total approximately \$31.89 million.

A summary of the average annual and cumulative local transit service operating costs over the period 2010-2030 for these three alternative scenarios is presented on Table 4.5.

Table 4.5 Estimated Total ACT Local Transit Operating Costs in Allegany County, 2010-2030

Cost Element	Percent of Total	Existing Service Level*	25% Increase Over Existing	50% Increase Over Existing
Total Annual Operating Cost		\$1,208,472	\$1,511,000	\$1,813,000
Total Operating Costs, 2010-2030	100.0%	\$25,378,000	\$31,731,000	\$38,073,000
Passenger Fares and Other Revenues	16.1%	\$4,086,000	\$5,109,000	\$6,130,000
Federal/State Operating Assistance	63.8%	\$16,191,000	\$20,244,000	\$24,291,000
Local Operating Assistance	20.1%	\$5,101,000	\$6,378,000	\$7,653,000

Note: * Source: 2003 Transportation Development Update for Allegany County, Table 5-6.

In addition to outlining annual operating costs, the Allegany County TDP also presented a vehicle replacement program in the amount of \$997,000 that would, between FY 2005 and FY 2009, result in the replacement of four of the current small buses and six of the vans. The total estimated cost of this vehicle replacement program extrapolated out to the 2030 LRTP horizon year was approximately \$3.72 million, or \$149,000 per year.

The Allegany County Planning Department forecasted other additional capital costs for the duration of the 25-year planning horizon. A schedule of these costs is outlined below in Table 4.6.

Table 4.6 Total Capital Cost Schedule for ACT, 2005-2030

Category	Cost
Replacement Buses	\$3,600,000
Replacement Service Vehicles	\$120,000
ADP Hardware	\$210,000
ADP Software	\$60,000
Security System	\$15,000
Security Fence	\$30,000
Spare Parts	\$210,000
Office Equipment	\$90,000
Office Furniture	\$15,000
Shop Tools	\$42,000
Bus Stop Shelters	\$150,000
Facility Renovations	\$175,000
Total Capital Costs	\$4,717,000

Under the Level 1 operating scenario described above, a similar average annual capital expenditure program would be anticipated. The total average annual capital expenditures would be about \$188,680. Over the 21-year period from 2010-2030, this would represent total local service transit expenditures in Allegany County of about \$3.96 million. Assuming a continuation of the current capital cost sharing formula of 80 percent Federal, 10 percent state, and 10 percent local, the respective shares would be approximately \$3.17 million Federal, \$396,000 state, and \$396,000 local (Allegany County).

Under the Level 2 operating scenario described above of a 25 percent increase in the amount of local transit service provided, it can be anticipated that additional vehicles and related capital equipment would be required. While the existing fleet size should probably be able to accommodate some increase in service, the initiation of any new routes

would most likely require the use of some number of additional vehicles. The exact number of new vehicles that might be required would need to be determined by a more detailed transit operation analysis. As a surrogate for an exact capital cost requirement, the assumption was made that the average annual additional capital cost would be approximately the same percentage increase over existing expenditure levels as the increase in operating costs, or about 25 percent. In comparison to the existing average annual capital expenditure for the current service level of about \$188,680 per year, the resulting Level 2 average annual capital expenditures was estimated to be about \$236,000 per year. Over the 21-year period of 2010-2030, this would represent a total capital investment of about \$4.96 million. Assuming a continuation of the current capital cost sharing formula of 80 percent Federal, 10 percent state, and 10 percent local, the respective shares would be approximately \$3.97 million Federal, \$496,000 state, and \$496,000 local (Allegany County).

Under the Level 3 operating scenario described above of a 50 percent increase in the amount of local transit service provided, it can be anticipated that additional vehicles and related capital equipment would be required. While the existing fleet size should probably be able to accommodate some increase in service, the initiation of new routes, or significant increases in service frequency, to perhaps once every 20 to 30 minutes on some routes, would require the use of some number of additional vehicles. The exact number of new vehicles that might be required would need to be determined by a more detailed transit operation analysis. As a surrogate for an exact capital cost requirement, the assumption was made that the average annual additional capital cost would be approximately the same percentage increase over existing expenditure levels as the increase in operating costs, or about 25 percent. In comparison to the existing average annual capital expenditure for the current service level of about \$188,680 per year, the resulting Level 3 average annual capital expenditures was estimated to be about \$283,000 per year. Over the 21-year period of 2010-2030, this would represent a total capital investment of about \$5.94 million. Assuming a continuation of the current capital cost sharing formula of 80 percent Federal, 10 percent state, and 10 percent local, the respective shares would be approximately \$4.75 million Federal, \$594,000 state, and \$594,000 local (Allegany County).

Table 4.7 presents a summary of the average annual and cumulative capital costs associated with these three alternative local transit service levels in Allegany County over the period 2010-2030.

Table 4.7 Estimated Total Local Transit Capital Costs in Allegany County, 2010-2030

Cost Element	Percent of Total	Existing Service Level*	25% Increase Over Existing	50% Increase Over Existing
Total Annual Capital Cost		\$188,680	\$236,000	\$283,000
Total Capital Costs, 2010-2030	100.0%	\$3,962,280	\$4,956,000	\$5,943,000
Federal Capital Assistance	80.0%	\$3,170,000	\$3,965,000	\$4,754,000
State Capital Assistance	10.0%	\$396,000	\$496,000	\$594,000
Local Capital Assistance	10.0%	\$396,000	\$496,000	\$594,000

Note: * Source: Allegany County Planning Department.

A general comment with regard to local public transportation services in Allegany County is the need to continually monitor the degree to which the recommendations contained in the short-range TDP are implemented. This is particularly true with response to recommendations relative to route restructuring and consolidation, modification of service headways and hours of operation, fare policies, and marketing and information dissemination. Many of these actions can be implemented at little or no cost and have the potential to improve both system operation efficiencies and encourage increased ridership. Associated low-cost capital improvements such as improved bus stop signing and the installation of passenger waiting shelters can similarly encourage increased ridership.

Generally, the benefits of increased transit level of service provided by Level 2 and Level 3 include increased mobility and opportunity to those residents with few transportation options. A rigorous analysis would better define the exact level of benefit from each funding scenario. But it is generally assumed that Level 2 would provide greater benefits than Level 1; and that Level 3 should provide greater benefits than Level 2.

Through this CLRP, Allegany County is proposing that \$12 million of the \$252.7 million SHA funding available for long-term capital improvements be utilized to fund transit system capital needs. In this case, there is adequate funding available to support expanded LOS, if the County and State choose to pursue these capital investments.

Potomac Valley Transit Authority

PVTA operates fixed-route/fixed-schedule bus service for five counties in West Virginia. Two PVTA routes operate twice daily on weekdays in and out of Allegany County: one from Keyser in Mineral County and the other from Romney in Hampshire County. Unlike the ACT service based in Allegany County, a detailed transit development program study has not been undertaken for the PVTA operations in Mineral and Hampshire Counties.

The *West Virginia Transit Needs Study*³ reported that during FY 2000, PVTA operated a total of 89,200 vehicle miles of service. Total operating expenses during FY 2000 were \$128,699. Consultant staff estimated that about 25 percent of PVTA's total operating costs could be attributed to the provision of service in and out of the Allegany County study area by using the share of PVTA's total service that serves the study area. At the existing LOS, this would equate to approximately \$64,300 in total annual operating costs.

With the majority of the system's operating expenses being provided by Federal, state, or local government sources, consultant staff defined three alternative long-range service levels for the portion of the PVTA operations serving the Allegany County study area as follows:

- **Level 1 - Continuation of the existing level of PVTA service through the plan year of 2030.** The estimated average annual system operations cost through the period of 2011-2030 under the Level 1 scenario would be approximately \$64,300 in current-year dollars. Over the 21-year period of 2010-2030, this would total approximately \$1.35 million. Assuming that passenger fares and other revenues would continue to cover about 43.8 percent of annual operating costs, the farebox recovery rate currently observed, the net annual operating costs to be covered by Federal, state, and local government sources would be approximately \$36,137. Over the period 2010-2030, the net operating cost would total approximately \$795,000.
- **Level 2 - An increase in the LOS by about 25 percent above that presently being operated through the plan year of 2030, beginning in 2010.** The average annual system operating cost through the period 2010-2030 under the Level 2 scenario would be approximately \$80,400 in current-year dollars. Over the 21-year period of 2010-2030, this would total approximately \$1.68 million. Assuming that passenger fares and other revenues would continue to cover about 43.8 percent of annual operating costs, the net annual operating costs to be covered by Federal, state, and local government sources would be approximately \$44,960. Over the period 2010-2030, the net operating cost would total approximately \$990,000.
- **Level 3 - An increase in the LOS by about 50 percent above that presently being operated through the plan year of 2030, beginning in 2010.** The average annual system operating cost through the period 2010-2030 under the Level 3 scenario would be approximately \$96,500 in current-year dollars. Over the 21-year period of 2010-2030, this would total approximately \$2.02 million. Assuming that passenger fares and other revenues would continue to cover about 43.8 percent of annual operating costs, the net annual operating costs to be covered by Federal, state, and local government sources would be approximately \$54,200. Over the period 2010-2030, the net operating cost would total approximately \$1.19 million.

³ *West Virginia Transit Needs Study*, prepared for West Virginia Division of Public Transit, prepared by Patricia Weaver Associates and Peter Schauer Associates, May 2001.

A summary of the average annual and cumulative local transit service operating costs over the period 2010-2030 for these three alternative scenarios is presented on Table 4.8.

Table 4.8 Estimated Total PVTA Transit Operating Costs in Allegany County, 2010-2030

Cost Element	Percent of Total	Existing Service Level	25% Increase Over Existing	50% Increase Over Existing
Total Annual Operating Cost		\$64,300	\$80,000	\$96,000
Total Operating Costs, 2010-2030	100.0%	\$1,350,300	\$1,680,000	\$2,016,000
Passenger Fares and Other Revenues	43.8%	\$591,000	\$736,000	\$883,000
Federal Operating Assistance	31.9%	\$430,000	\$535,000	\$642,000
State Operating Assistance	21.9%	\$296,000	\$368,000	\$442,000
Local Operating Assistance	2.5%	\$34,000	\$42,000	\$50,000

PVTA's projected near term vehicle replacement schedule is contained in the *West Virginia DOT Division of Public Transport Vehicle Replacement Priority Master List*. The total estimated cost of this vehicle replacement program over the next four to five years was approximately \$2.32 million for every PVTA vehicle or about \$250,000 for the two vehicles that currently service Allegany County. If both of the two vehicles were replaced at the current rate of once every five years, the average annual cost for the two vehicles would be approximately \$50,000 per year.

Assuming that total capital costs inclusive of spare parts and other items are equal to about 10 percent more than the basic vehicle replacement cost, the total capital cost in the current year for PVTA services to Allegany County is approximately \$55,000. Over the 21-year period from 2010-2030, this would represent total local service transit expenditures by PVTA associated with Allegany County of about \$1.15 million. Assuming a continuation of the current West Virginia small urban and rural public transit system capital cost sharing formula of 80 percent Federal, 17.5 percent State of West Virginia, and 2.5 percent local, the respective shares would be approximately \$924,000 Federal, \$202,000 state (WVDOT), and \$29,000 local (Mineral County).

Under the Level 2 operating scenario described above of a 25 percent increase in the amount of local transit service provided, it can be anticipated that additional vehicles and related capital equipment would be required. While the existing fleet size should probably be able to accommodate some increase in service, the initiation of any new routes would require the use of some number of additional vehicles. The exact number of new vehicles that might be required would need to be determined by a more detailed transit operation analysis. As a surrogate for an exact capital cost requirement, the assumption was made that the average annual additional capital cost would be approximately the

same percentage increase over existing expenditure levels as the increase in operating costs, or about 25 percent. In comparison to the existing average annual capital expenditure for the current service level of about \$55,000 per year, the resulting Level 2 average annual capital expenditures was estimated to be about \$69,000 per year. Over the 21-year period of 2010-2030, this would represent a total capital investment of about \$1.45 million. Assuming a continuation of the current West Virginia small urban and rural public transit system capital cost sharing formula of 80 percent Federal, 17.5 percent State of West Virginia, and 2.5 percent local, the respective shares would be approximately \$1.16 million Federal, \$254,000 state (WVDOT), and \$36,000 local (Mineral County).

Under the Level 3 operating scenario described above of a 50 percent increase in the amount of local transit service provided, it can be anticipated that additional vehicles and related capital equipment would be required. While the existing fleet size should probably be able to accommodate some increase in service, the initiation of new routes, or significant increases in service frequency would require the use of some number of additional vehicles. The exact number of new vehicles that might be required would need to be determined by a more detailed transit operation analysis. As a surrogate for an exact capital cost requirement, the assumption was made that the average annual additional capital cost would be approximately the same percentage increase over existing expenditure levels as the increase in operating costs, or about 25 percent. In comparison to the existing average annual capital expenditure for the current service level of about \$55,000 per year, the resulting Level 3 average annual capital expenditures was estimated to be about \$83,000 per year. Over the 21-year period of 2010-2030, this would represent a total capital investment of about \$1.74 million. Assuming a continuation of the current West Virginia small urban and rural public transit system capital cost sharing formula of 80 percent Federal, 17.5 percent State of West Virginia, and 2.5 percent local, the respective shares would be approximately \$1.39 million Federal, \$305,000 state (WVDOT), and \$44,000 local (Mineral County).

Table 4.9 presents a summary of the average annual and cumulative capital costs associated with these three alternative PVRTA transit service levels in Allegany County over the period 2010-2030.

Table 4.9 Estimated Total PVTA Transit Capital Costs in Allegany County, 2010-2030

Cost Element	Percent of Total	Existing Service Level	25% Increase Over Existing	50% Increase Over Existing
Total Annual Capital Cost		\$55,000	\$69,000	\$83,000
Total Capital Costs, 2010-2030	100.0%	\$1,155,000	\$1,449,000	\$1,743,000
Federal Capital Assistance	80.0%	\$924,000	\$1,159,000	\$1,394,000
State Capital Assistance	17.5%	\$202,000	\$254,000	\$305,000
Local Capital Assistance	2.5%	\$29,000	\$36,000	\$44,000

■ 4.5 Other Projects

Trails

There are no long-range trail projects identified in the CLRP. The Allegany Highlands Trail, a 150-mile recreational trail from Pittsburgh, Pennsylvania, to Cumberland, Maryland, has been the centerpiece of the Cumberland region's trail building efforts for the last decade and will be completed by summer of 2006. Based on historical funding levels, including Federal Transportation Enhancement funding and local matching support for the Allegany Highlands Trail, there may be up to \$420,000 annually available for future trail building efforts in the Cumberland region should projects be identified and sufficiently supported.⁴ It should be emphasized that Transportation Enhancement Funds are awarded on a competitive basis and there is no guarantee of annual funding.

Western Maryland Scenic Railroad

In addition to funding for highways and transit, the CLRP includes 15 capital projects estimated at \$4.8 million for the Western Maryland Scenic Railroad. Table 4.10 presents the railroad's long-term capital cost estimates.

⁴ Funding estimate based on 2003-2008 Maryland CTP, which included expenditures for the Allegany Highlands trail in Allegany County.

Table 4.10 Western Maryland Scenic Railroad Constrained Projects
(Thousands of Dollars)

Project	Estimated Project Cost
Acquisition of the Ridgeley West Virginia CSXT property	\$1,400
Install turntable	\$450
Expand shop facilities	\$1,800
Renovate existing yard tracks and build additional tracks	\$400
Purchase small industrial switch engine	\$250
Upgrade and replace track machinery and tools	\$100
Upgrade and replace machine shop tools	\$100
Upgrade fixtures and storage in gift shop	\$100
Miscellaneous upgrades and repairs	\$2.5
Restore dining car to use as onboard gift/snack car	\$39
Install a new sound system on the train	\$8
Purchase an additional dining car	\$80
Purchase a new ticket printer	\$2
Replace office furniture	\$4
Replace the phone system	\$25
Total Capital Costs	\$4,761

Also included in the CLRP are \$28.5 million in operating costs for the railroad from 2009 to 2030. Historically, the railroad's operating costs have been funded by a combination of the following sources:

- Train ticket sales and concessions;
- Charters and contract services;
- Local hotel/motel taxes (Allegheny County, City of Cumberland, and City of Frostburg); and
- State funding through the Maryland Mass Transit Administration.

However, the State of Maryland announced in 2005 that it would decrease its annual funding from \$225,000 in 2005 to \$112,000 in 2006 and cease its subsidy altogether in 2007. In the railroad's 2006 budget, state funding accounts for eight percent of the total funding. Combined with other funding sources, the state subsidy allows the railroad to run an annual surplus of \$93,300. This surplus, from 2009 to 2030, would be sufficient to cover a

portion (\$2.0 million) of the capital expenses identified through 2030. Without renewed state support or another source of operating funds, the railroad will face a long-term operating deficit of more than \$414,000 through 2030 and will be unable to fund any capital improvements.

5.0 Environmental Justice

5.0 Environmental Justice

■ 5.1 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 non-discrimination 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 its programs, policies, and activities on minority or low-income populations. In planning transportation improvements, these groups must be treated fairly with effort made to insure 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 2000 Census 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 six percent of the overall population, but outreach efforts are needed to involve these communities in the decision-making process.

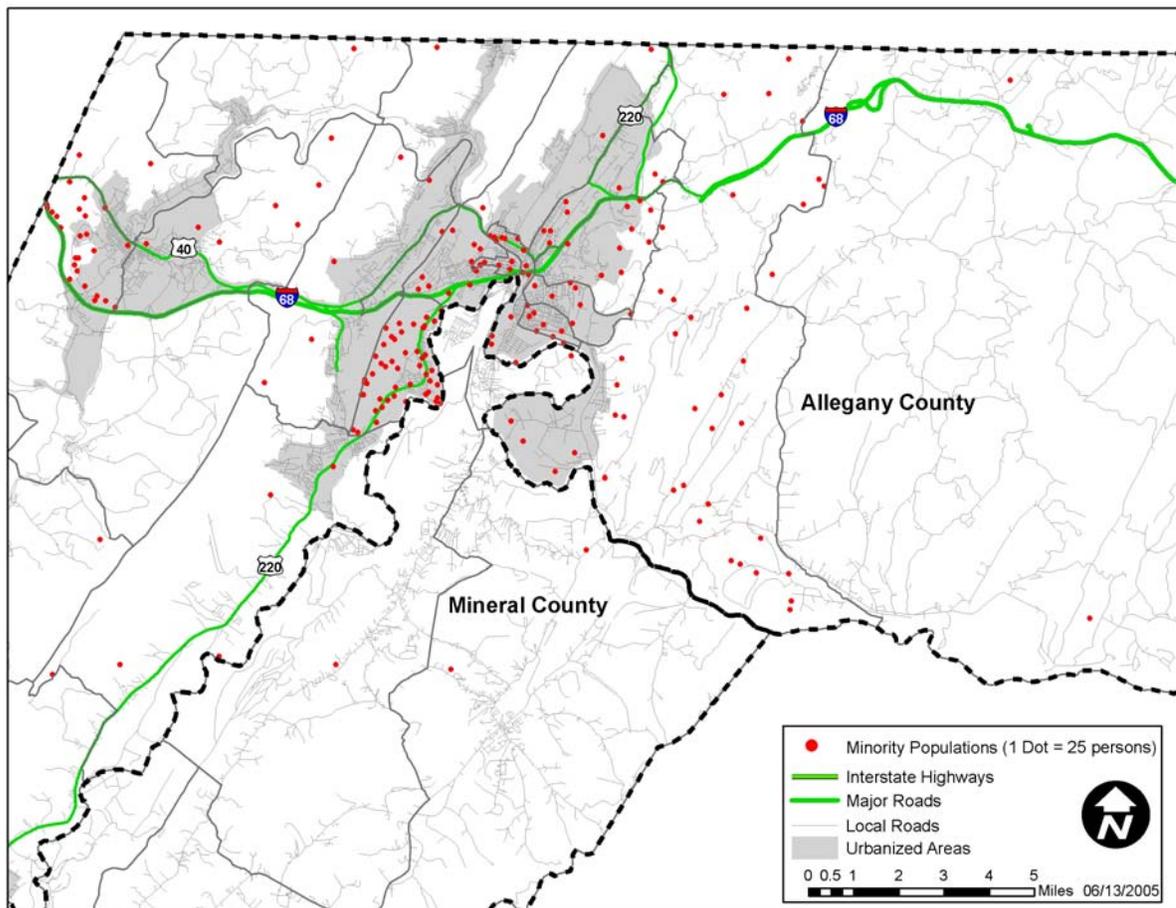
Table 5.1 Regional Population Summary by Race/Ethnicity

Population Category	Allegany County	Share	Mineral County	Share	Mineral County Urbanized Area	Share
Total Population	74,930	100%	27,078	100%	2,816	100%
White Alone	69,702	93%	26,037	96%	2,792	99%
Total Minority Population	5,228	7%	1,041	4%	24	1%
<i>Black or African American Alone</i>	4,006	5%	690	3%	8	0%
<i>Other Race</i>	1,222	2%	351	1%	16	1%
Hispanic or Latino	571	1%	158	1%	23	1%

Source: U.S. Census Bureau, 2000.

A review of 2000 Census data at the census block level helps to identify the distribution of minorities throughout the study area. 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 are also 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 Minorities



A summary of the study area population by poverty status is provided in Table 5.2. Fourteen 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.

Table 5.2 Regional Population Summary by Poverty Status

Category	Allegany County	Share	Mineral County	Share	Mineral County Urbanized Area	Share
Population (1999)	68,705	100.0%	26,482	100.0%	2,794	100.0%
Below Poverty Level (1999)	10,149	14.8%	3,892	14.7%	303	10.8%
At or Above Poverty Level (1999)	58,556	85.2%	22,590	85.3%	2,491	89.2%

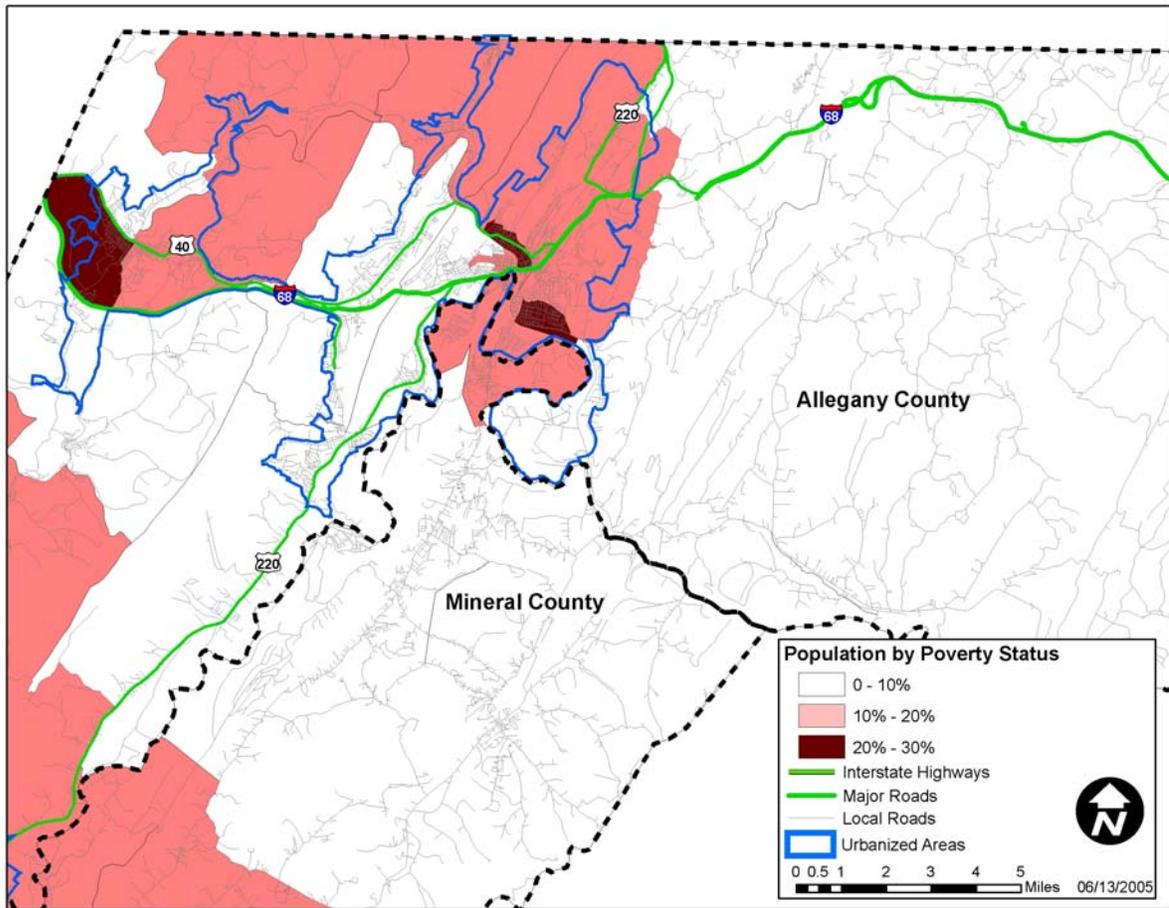
Source: U.S. Census Bureau, 2000.

A review of the geographic distribution of poverty data (Figure 5.2) results in several general findings of 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 is also 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 Alt and south along U.S. 220 towards Cresaptown also contained households with incomes higher than the regional median.

Figure 5.2 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. 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 State of West Virginia residents are of similar age. As shown in Table 5.3, fully 18 percent of Allegany County residents are older than 65 years. This describes a stagnant or declining population that is retaining fewer children and young families.

Table 5.3 Regional Population Summary by Age
2000

Age Category	Allegany County	Share	Mineral County	Share	Mineral County Urbanized Area	Share
Total	74,930	100%	27,078	100%	2,816	100%
Younger than 18 Years	15,406	21%	6,331	23%	671	24%
18 to 64 Years	46,095	62%	16,665	62%	1,697	60%
65 Years and Older	13,429	18%	4,082	15%	448	16%

Source: U.S. Census Bureau, 2000.

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 are also located. But this is not always the rule, as many elderly residents can also be found living in rural and semi-rural locations. Regardless of where they may live, the opinions of this large segment of the population should be sought as regional transportation decisions are made.

Appendix A

Activity Centers

■ Activity Centers

Source: *Transportation Development Plan Update for Allegany County and the Allegany County Comprehensive Plan 2002 Update.*

Shopping Centers

- Country Club Mall, La Vale
- Value City Shopping Center, Cumberland
- Giant Eagle Shopping Center, La Vale
- Braddock Square, La Vale
- Burton's Plaza, La Vale
- Downtown Pedestrian Mall, Cumberland
- Hills Plaza, Cumberland
- La Vale Plaza, La Vale
- Virginia Avenue, Cumberland
- White Oaks Plaza, Cumberland
- Queen City Center, Cumberland
- Bel Air Plaza, Cumberland
- Frostburg Main Street Shopping, Frostburg
- National Highway, La Vale
- North Cumberland/Centre Street, Cumberland
- Tri-Towns Plaza, Westernport
- Gabriel's and Super Shoes, Corriganville
- Downtown Keyser, Keyser, West Virginia

Medical Facilities

- WMHS Sacred Heart, Cumberland
- WMHS Memorial, Cumberland
- Finan Center, Cumberland
- Veterans Affairs Medical Center, Cumberland
- Seton Diagnostic Center, Cumberland

- Potomac Valley Hospital, Keyser, West Virginia
- St. Vincent de Paul Nursing Center, Frostburg
- Frostburg Health Center, Frostburg

High Schools

- Allegany, West Cumberland
- Beall, Frostburg
- Fort Hill, East Cumberland
- Westmar, Lonaconing

Human Service Agencies

- Allegany County Department of Social Services, Cumberland
- Allegany County Health Department
- Allegany County Human Resources Development Commission, Inc., Cumberland
- Allegany County League for Crippled Children, Cumberland
- Archway Station, Cumberland
- Associated Catholic Charities, Inc., Cumberland
- Blind Industries & Services of Maryland, Cumberland
- Finan Center, Cumberland
- Friends Aware, Cumberland
- Frostburg Village Adult Medical Day Care, Frostburg
- Goodwill Industries, Inc., Cumberland
- Memorial Services and Home Health Services, Cumberland
- Sacred Heart Hospital, Cumberland
- United Cerebral Palsy of Central Maryland, La Vale
- Western Maryland Area Health Education Center, Cumberland
- Western Maryland Coalition, Cumberland

Apartment Complexes

- Bel Air Apartments, Cumberland
- Benjamin Banneker Apartments, Cumberland
- Braddock Apartments, Frostburg
- Caton Apartments, Frostburg
- Cresap Knowll-Yonkers Apartments, Cumberland
- Cumberland Monuments, Cumberland
- Eckhart Apartments, Cumberland
- Frostburg Apartments, Frostburg
- Frostburg Village, Frostburg
- Hammond Heights Apartments, Westernport
- Heritage Apartments, Cumberland
- Hovatter Christopher, Frostburg
- Lana Lu Apartments, Lonaconing
- Mt. Royal Apartments, Cumberland
- Old Town Manor Apartments, Cumberland
- Orchard Mews Apartments, Cumberland
- Seton Apartments, Cumberland
- Valley View Apartments, Frostburg
- Washington Ridge Apartments, Frostburg
- Welsh Hill Apartments, Frostburg
- Willowbrook Hall, Cumberland
- Willowbrook Woods, Cumberland

Subsidized Housing

- Fort Cumberland Homes, Cumberland
- Jane Frazier Village, Cumberland

Senior Citizen Apartments

- Booth Towers, Cumberland
- Cumberland Arms Apartments, Cumberland
- Cumberland Manor, Cumberland
- Frostburg Heights Apartments, Frostburg
- Grande View Apartments, Westernport
- John F. Kennedy Homes, Cumberland
- Kensington Algonquin, Cumberland
- Willow Valley Apartments, Cumberland

Nursing Homes

- Allegany County Nursing Home, Cumberland
- Archway Station, Cumberland
- Cumberland Nursing Home, Cumberland
- Devlin Manor Nursing Home, Cumberland
- Egle Nursing Home, Inc., Lonaconing
- Frostburg Village Nursing Home, Frostburg
- Good Shepherd Home, Cumberland
- Home Away From Home, Midland
- Lions Manor Nursing Home, Cumberland
- Marshall's Care Home, Oldtown
- Moran Manor Care Center, Westernport
- New Hope, Cumberland
- Potomac Haven, Cumberland
- Raines Home Care, Cumberland
- Richard Way, Cumberland
- Sacred Heart Hospital - ECU, Cumberland
- St. Vincent De Paul, Frostburg

Appendix B

Major Manufacturers and Employers

ALLEGANY COUNTY, MARYLAND
MANUFACTURERS AND OTHER MAJOR EMPLOYERS

Updated September, 2004

ACS www.acs.com

Frostburg Plaza
Route 36, Suite 20
Frostburg, Maryland 21532
No. Of Employees: 450
301-687-1700
Telecommunications

AES Warrior Run www.aes.com

Allegany County Industrial Park
11600 Mexico Farms Road, SE
Cumberland, Maryland 21502
No. Of Employees: 65
Manager: Edward "Pete" Convery
301-777-0055
Coal-fired Co-Generation Plant

AMM Corporation

Allegany County Industrial Park
11100 Day Road, SE
Cumberland, Maryland 21502
No. Of Employees: 32
Plant Manager: George Dzierewienko
301-759-9170
Metal Stamping

Allegany College of Maryland

12401 Willowbrook Road SE
Cumberland, Maryland 21502
No. Of Employees: 500
President: Dr. Donald Alexander
301-724-7700
Education

ATK Tactical Systems Co.

Rocket Center
PO Box 210
Rocket Center, West Virginia 26726
No. Of Employees: 650
General Manager: John Shroyer
304-726-5000
*Production of Advanced Chemical Propulsion
Propellants, Propulsion Motors & Systems
Component Parts, Testing for Automobiles*

Artmor Plastics Corporation

Wills Mountain
PO Box 3187
Cumberland, Maryland 21502
No. Of Employees: 15
President: Arthur C. Morgan
301-722-7440

Bayliner Marine Corporation

Allegany County Industrial Park
11100 PPG Road SE
Cumberland, Maryland 21502
No. Of Employees: 450
Plant Manager: Jim Gilbert
301-759-9460
Fiberglass Boats

Biederlack of America

11501 Bedford Road NE
Cumberland, Maryland 21502
No. Of Employees: 415
President, Biederlack, GmbH: Robert
Biederlack
President, Biederlack of America: Richard
Alford
301-759-3633
Blankets and Pillows

Blind Industries and Services of Maryland

322 Paca Street
Cumberland, Maryland 21502
No. Of Employees: 56
Plant Manager: Marion Leib
301-724-4111
Commercial Products - Special Orders

CareFirst BlueCross BlueShield

7 Commerce Drive
Cumberland, Maryland 21502
No. Of Employees: 130
Manager National Accounts/Operations: Pam
Middleton
301-724-8002
National Accounts

CBIZ Benefit & Insurance Services, Inc.

44 Baltimore Street
Cumberland, Maryland 21502
No. Of Employees: 140
Chairman of the Board: Marc E. Zanger
301-777-1500
Insurance, Financial Services and Real Estate

Cintas Corporation

Upper Potomac Industrial Park
PO Box 2423
Cumberland, Maryland 21502
No. Of Employees: 90
General Manager: Jay Juffre
301-729-6800
Industrial Laundry

Coddington Lumber Company

Route 1, Box 175
Frostburg, Maryland 21532
No. Of Employees: 21
Manager: Carl Mazer
301-689-8816
Wood Pallets

Commercial Press Company

109 S. George Street
Cumberland, Maryland 21502
No. Of Employees: 10
President: Carl Slemmer
301-777-0570
*General Printing, Letterpress, Offset,
Typesetting, Advertising, and Layouts, Art
Service, Etc.*

Confectionary Treasures

PO Box 418
Cumberland, Maryland 21502
No. Of Employees: 3
President: Alan Grubb
301-478-2471
*Sugar Cakes, Maple Leaves, Fudge, Peanut
Brittle, Pralines, Chocolates & Easter Candies*

CSX Transportation

722 Virginia Avenue
Cumberland, Maryland 21502
No. Of Employees: 1,000
Manager, Industrial & Economic Development
Department: Sharon Disque: 410-613-6263
*Rail Service, Repair Facilities, and Switching
Facilities*

Cumberland Box and Mill Company, Inc.

215 West Elder Street
Cumberland, Maryland 21502
No. Of Employees: 16
President: Donald W. Asher
301-724-1010
*Industrial Millwork, Special Export Plywood
and Wood Containers*

Cumberland Coca-Cola Bottling Works, Inc.

312 Greene Street
Cumberland, Maryland 21502
No. Of Employees: 45
President/Owner: Betty Sams-Christian
301-777-0750
Carbonated Beverages

Cumberland Concrete

PO Box 3369
Narrows Park
LaVale, Maryland 21502
No. Of Employees: 60
President: Fred E. O'Baker
301-724-2000
*Established 1945, Concrete Block, Ready Mix
Concrete, SIC 3273*

Cumberland Pipe & Steel

www.altoonapipeandsteel.com
11901 Upper Potomac Industrial Park St.
Cumberland, Maryland 21502
No. Of Employees: 27
Contact: Gary Deshong
301-729-6100
*Structural Steel, Rebar, Sheets & Plates,
Grating, Valves & Fittings, Etc.*

Cumberland Times News

www.times-news.com
19 South Mechanic Street
Cumberland, Maryland 21502
No. Of Employees: 143
Publisher: Ronald Monohan
301-722-4600
Newspaper

F & M Bank

71 Baltimore Street
Cumberland, Maryland 21502
No. Of Employees: 70
Senior VP/Regional Executive: Joseph Prado
301-777-4600
Financial Services

FAI Industries www.friendsaware.org

1601 Holland Street
PO Box 60
Cumberland, Maryland 21502
No. Of Employees: 132
Production Manager: Dave Toey
301-777-0461 ext. 212
*Complete Bulk Mailing Services, Contract
Production Work, Engineering and Survey
Stake Production*

Federal Correctional Institution

14601 Burbridge Road, SE
Cumberland, Maryland 21502
No. Of Employees: 304
Warden: Stephen M Dewalt
301-784-1000
Federal Bureau of Prisons

Fibred-Maryland, Inc.

PO Box 3339
LaVale, Maryland 21502
No. Of Employees: 33
President: Karen Ort Idol
301-724-6050
Manufacture of Dietary Food Fiber

First United Bank and Trust

Harrison and George Streets
Cumberland, Maryland 21502
No. Of Employees: 45
Regional Executive: Rick Thayer
301-724-8686
Financial Services

Frostburg State University

College Avenue
Frostburg, Maryland 21532
No. Of Employees: 830
President: Catherine Gira
301-687-4111
Education

G & G Manufacturing Company

11508 Moss Avenue, SW
Cumberland, Maryland 21502
No. Of Employees: 10
Owner: George H. Drury
301-729-0200
Custom & Commercial Draperies (wholesale)

General Graphics, Inc.

PO Box 1599
Upper Potomac Industrial Park
Cumberland, Maryland 21502
No. Of Employees: 17
President: Bruce Spinnenweber
301-729-1401
*Point of Sale Displays, Exhibits, Graphics,
Printing*

Hunter Douglas Window Fashions, Inc.

1 Hunter Douglas Drive, SE
Cumberland, Maryland 21502
No. Of Employees: 500
General Manager: Mark Shanker
301-722-7700
Manufacturer of Interior Window Coverings

Kasey Manufacturing Company

Route 1, Box 370
Oldtown, Maryland 21555
No. Of Employees: 2
President: Gary Kasekamp
301-478-5638
Sporting Goods

Kenny Signs, Inc.

19111 National Highway NW
Frostburg, Maryland 21532
No. Of Employees: 19
President: Mike Kenny
301-689-8000
Commercial & Industrial Signs

Quest Industries, LLC

Frostburg Business Park
Frostburg, Maryland 21532
No. Of Employees: 25
301-687-0900
*Custom Decoration and Finishing for
Cosmetic/Personal Care and Pharmaceutical
Plastic Packaging Industry*

M & T Bank

118 Baltimore Street
Cumberland, Maryland 21502
No. Of Employees: 158
Marketing – Bill Chesno
301-784-3175
Financial Services/Telecommunications

Marshall Ruby and Sons

20501 Ruby's Industrial Road
Frostburg, Maryland 21532
No. Of Employees: 25
President: Marshall Ruby
301-689-9238
Machine Shop, Welding

Motor Vehicle Administration

Winchester Road
LaVale, Maryland 21502
No. Of Employees: 112
Manager: Lenna Morgan
301-729-4505
Telecommunications/Customer Service

Mt. Savage Firebrick

17901 Mt. Savage Road NW
Frostburg, Maryland 21532
No. Of Employees: 48
Contact: Robert Rost
301-689-1788
Firebrick, SIC 3255

National Jet Company

10 Cupler Drive
LaVale, Maryland 21502
No. Of Employees: 26
President: Sam Griffith
301-729-2300
Microscopic Precision Drilling Machines

Pepsi-Cola Bottling Co. of Cumberland

414 Paca Street
Cumberland, Maryland 21502
No. Of Employees: 44
Area Manager: William Morgan
301-724-1470
Soft Drinks, Pepsi Cola

Pharmacare of Cumberland

11306 Bedford Road, NE
Cumberland, Maryland 21502
No. Of Employees: 89
Manager: John Balch
301-777-1771
Pharmacies, Medical Equipment

Potomac Farms Dairy

Race Street and Industrial Blvd.
PO Box 2189
Cumberland, Maryland 21502
No. Of Employees: 68
Contact: David Gilles
301-722-4410

Potomac Metal & Supply, Inc.

12001 Siebert Road, SE
Cumberland, Maryland 21502
No. Of Employees: 20
President: Jay H. Kennell
301-722-4030
Sheet Metal Fabrication

R.H. Lapp/Rageway

880 Kelly Road
Cumberland, Maryland 21502
No. Of Employees: 69
President: Ray Bittner
301-724-6650
Plumbing, Heating, Air Conditioning, Control Systems, Sheet Metal Fabrication & Metal Siding, Process Piping

Rocky Gap Lodge & Golf Resort

16701 Lakeview Road, NE
Flintstone, Maryland 21530
No. of Employees: 270
301-784-8400
Hotel, Golf Resort

Schroeder Industries

www.schroeder-ind.com
11205 Superfos Drive SE
Cumberland, Maryland 21502
No. Of Employees: 42
Plant Manager: Eric Hughes
301-777-8900
Filters for Industrial Applications

S. Schwab Company (The)

Upper Potomac Industrial Park
PO Box 1742
Cumberland, Maryland 21502
No. Of Employees: 350
President: Samuel C. Schwab
301-729-4488
Infant's Clothing (Ralph Lauren, Little Me)

Spherix, Inc.

3 Commerce Center
Cumberland, Maryland 21502
No. Of Employees: 250
Manager: Debbie Daugherty
301-722-9100
Telecommunications/Customer Service

No. Of Employees: 1,215
Mill Manager: Rick Watr0
301-359-3311
Fine Papers, Coated and Uncoated

Superfos Packaging, Inc.

Allegany County Industrial Park
11301 Superfos Drive SE
Cumberland, Maryland 21502
No. Of Employees: 168
President: James Mason
Director: John Mathews
301-759-3145
Plastic Injection Molding of Containers

Williams Concrete Company, Inc.

15213 McMullen Highway
Cresaptown, Maryland 21502
No. Of Employees: 15
President: Timothy Williams
301-729-0303
*Pre-cast Concrete Including Septic Tanks,
Pipe, Coping, Manholes, Cisterns, Slabs, Etc.*

Verizon

Western Maryland Office
13100 Columbia Pike, Room A27A
Silver Spring, Maryland 20904
No. Of Employees: 125
Contact: G. Don Heath
301-236-2825 econgen/manulist.doc
Telecommunications/Customer Service

Western Correctional Institution

13800 McMullen Highway, SW
Cumberland, Maryland 21502
No. Of Employees: 712
Warden: Jon Galley
301-729-7000
*Maryland Department of Public Safety &
Correctional Services*

Western Maryland Health System

12501 Willowbrook Road
Cumberland, Maryland 21502
No. Of Employees: 2,380
President and CEO: Barry Ronan
301-723-4200
*2 Hospitals, Regional Trauma Center,
Regional Cancer Center, Medical Offices*

Western Maryland Sign

14 Village Parkway
Frostburg, Maryland 21532
No. Of Employees: 4
President: Artie Burl
301-777-3333
Signs, etc. SIC 3993

Mead/Westvaco Corporation

300 Pratt St.
Luke, Maryland 21540

Appendix C

*Maryland Department of Planning Summary of
Population Projections*

	POPULATION			COMPONENTS OF POPULATION CHANGE				
	Total Population	Household Population	Group Quarter Population	Births	Deaths	Net Household Migration	Net Change Group Quarters	
TOTAL								
2000	74,930	68,772	6,158					
2005	74,248	67,404	6,844	3,644	4,687	-325	686	
2010	73,947	66,698	7,249	3,610	4,682	366	405	
2015	73,498	66,025	7,473	3,563	4,652	416	224	
2020	72,950	65,368	7,582	3,374	4,615	564	109	
2025	72,202	64,520	7,682	3,238	4,689	603	100	
2030	71,299	63,495	7,804	3,166	4,821	630	122	
MALE								
2000	37,319	32,929	4,390					
2005	37,287	32,435	4,852	1,860	2,207	-167	462	
2010	37,411	32,273	5,138	1,857	2,222	203	288	
2015	37,481	32,068	5,413	1,836	2,228	187	275	
2020	37,460	31,875	5,585	1,740	2,221	288	172	
2025	37,261	31,566	5,695	1,667	2,277	301	110	
2030	36,972	31,201	5,771	1,628	2,352	359	76	
FEMALE								
2000	37,611	35,843	1,768					
2005	36,961	34,969	1,992	1,764	2,480	-158	224	
2010	36,536	34,425	2,111	1,753	2,460	163	119	
2015	36,017	33,957	2,060	1,727	2,424	229	-51	
2020	35,490	33,493	1,997	1,634	2,394	296	-63	
2025	34,941	32,954	1,987	1,571	2,412	302	-10	
2030	34,327	32,294	2,033	1,538	2,469	271	46	
TOTAL WHITE ALONE								
2000	69,859	66,349	3,510					
2005	68,616	64,605	4,011	3,404	4,615	-533	501	
2010	67,785	63,615	4,170	3,338	4,604	276	159	
2015	66,841	62,761	4,080	3,290	4,572	428	-90	
2020	65,793	61,829	3,964	3,098	4,532	502	-116	
2025	64,599	60,697	3,902	2,934	4,594	528	-62	
2030	63,223	59,304	3,919	2,824	4,712	495	17	
WHITE ALONE MALE								
2000	33,660	31,663	1,997					
2005	33,279	30,995	2,284	1,764	2,171	-261	287	
2010	33,040	30,679	2,361	1,729	2,181	136	77	
2015	32,709	30,381	2,328	1,704	2,185	183	-33	
2020	32,327	30,045	2,282	1,604	2,175	235	-46	
2025	31,839	29,596	2,243	1,519	2,221	253	-39	
2030	31,260	29,033	2,227	1,462	2,286	261	-18	
WHITE ALONE FEMALE								
2000	36,199	34,686	1,513					
2005	35,337	33,610	1,727	1,640	2,444	-272	214	
2010	34,745	32,936	1,809	1,609	2,423	140	82	
2015	34,132	32,380	1,752	1,586	2,387	245	-57	
2020	33,456	31,784	1,682	1,494	2,357	267	-79	
2025	32,760	31,101	1,659	1,415	2,373	275	-23	
2030	31,963	30,271	1,692	1,362	2,426	234	33	
TOTAL OTHER								
2000	5,071	2,423	2,648					
2005	5,632	2,799	2,833	240	72	208	185	
2010	6,162	3,083	3,079	272	78	90	246	
2015	6,657	3,264	3,393	273	80	-12	314	
2020	7,157	3,539	3,618	276	83	82	225	
2025	7,603	3,823	3,780	304	95	75	162	
2030	8,076	4,191	3,885	342	109	135	105	
OTHER MALE								
2000	3,659	1,266	2,393					
2005	4,008	1,440	2,568	116	36	94	175	
2010	4,371	1,594	2,777	128	41	87	209	
2015	4,772	1,687	3,085	132	43	4	305	
2020	5,133	1,830	3,303	136	46	53	218	
2025	5,422	1,970	3,452	148	56	48	149	
2030	5,712	2,168	3,544	166	66	98	92	
OTHER FEMALE								
2000	1,412	1,157	255					
2005	1,624	1,359	265	124	36	114	10	
2010	1,791	1,489	302	144	37	23	37	
2015	1,885	1,577	308	141	37	-16	6	
2020	2,024	1,709	315	140	37	29	7	
2025	2,181	1,853	328	156	39	27	13	
2030	2,384	2,023	341	176	43	37	13	

Projections prepared by the MD Department of Planning, PDS, pop controls, Feb 04; modified race revisions, Dec 2003; vital rate revisions, Sept 2002.

Appendix D

Allegheny County Historic and Forecast Volumes

Table D.1 Allegany County Historic and Forecast Volumes

Facility	Location		Historical Traffic Volume Data						Average Annual Percent Change for Functional Class 1998-2003	Facility Type				Forecast Traffic Volumes					
			1998	1999	2000	2001	2002	2003		CBD	Lanes	Type	Functional Category	2005	2010	2015	2020	2025	2030
Main Street	East of	936	13,975	6,875	7,150	7,425	13,775	13,950	0.0097828	Yes	2	Urban Minor Arterial	CU	14,200	14,900	15,700	16,500	17,300	18,100
National Highway 36	East of	County Line	2,475	2,275	2,350	2,425	3,175	3,250	0.0097828	No	2	Urban Minor Arterial	CU	3,300	3,500	3,700	3,800	4,000	4,200
36	South of	638	1,675	1,750	1,475	1,550	1,625	1,775	0.0097828	No	2	Urban Minor Arterial	CU	1,800	1,900	2,000	2,100	2,200	2,300
36	North of	638	1,625	1,575	2,075	2,250	2,325	2,775	0.0097828	No	2	Urban Minor Arterial	CU	2,800	3,000	3,100	3,300	3,400	3,600
55	North of	I-68	3,075	2,675	2,750	2,675	2,850	2,925	0.0097828	No	2	Urban Minor Arterial	CU	3,000	3,100	3,300	3,500	3,600	3,800
Alternate 40	West of	36	17,725	12,275	12,650	13,225	13,275	13,450	0.0097828	Yes	2	Urban Minor Arterial	CU	13,700	14,400	15,100	15,900	16,700	17,500
Canal Parkway	North of	County Line	18,575	18,950	19,525	14,575	10,975	11,150	0.0097828	Yes	2	Urban Minor Arterial	CU	11,400	11,900	12,500	13,200	13,800	14,500
Willowbrook Road	South of	I-68	11,725	9,075	9,350	9,625	8,475	8,550	0.0097828	Yes	2	Urban Minor Arterial	CU	8,700	9,200	9,600	10,100	10,600	11,100
Bedford Road	East of	Fredrick Street	6,300	6,400	6,600	5,175	5,350	5,425	0.0097828	Yes	2	Urban Minor Arterial	CU	5,500	5,800	6,100	6,400	6,700	7,100
Naves Cross Road	East of	Morningside Drive	10,275	10,550	10,925	11,400	7,375	7,450	0.0097828	Yes	2	Urban Collector	CU	7,600	8,000	8,400	8,800	9,200	9,700
I-68	West of	936	18,675	19,250	19,875	20,350	21,025	17,675	0.0022722	No	4	Urban Interstate	AU	17,800	18,000	18,200	18,400	18,600	18,800
I-68	East of	36	18,950	19,425	25,575	26,150	26,925	22,475	0.0022722	No	4	Urban Interstate	AU	22,600	22,800	23,100	23,400	23,600	23,900
I-68	West of	40/Vocke Road	33,075	33,950	30,075	30,750	31,125	33,275	0.0022722	No	6	Urban Interstate	AU	33,400	33,800	34,200	34,600	35,000	35,400
I-68	West of	U.S. 220	41,275	42,450	38,675	39,450	39,825	43,475	0.0022722	Yes	4	Urban Interstate	AU	43,700	44,200	44,700	45,200	45,700	46,200
I-68	East of	Maryland Avenue	49,775	51,150	38,875	39,750	40,125	37,775	0.0022722	Yes	4	Urban Interstate	AU	37,900	38,400	38,800	39,300	39,700	40,200
I-68	West of	Willowbrook Road	34,875	35,850	27,275	27,850	28,125	28,675	0.0022722	Yes	4	Urban Interstate	AU	28,800	29,100	29,500	29,800	30,100	30,500
I-68	East of	Willowbrook Road	43,675	44,850	29,975	30,650	31,025	32,775	0.0022722	Yes	4	Urban Interstate	AU	32,900	33,300	33,700	34,100	34,500	34,800
I-68	West of	Christie Road	25,597	24,702	25,131	25,657	24,819	28,375	0.0022722	Yes	4	Urban Interstate	AU	28,500	28,800	29,200	29,500	29,800	30,200
I-68	East of	Christie Road	16,975	17,450	18,575	18,950	19,525	28,875	0.0022722	Yes	4	Urban Interstate	AU	29,000	29,300	29,700	30,000	30,400	30,700
936	North of	I-68	1,725	1,875	1,950	1,875	1,950	2,025	0.0097828	Yes	2	Urban Collector	CU	2,100	2,200	2,300	2,400	2,500	2,600
736	North of	I-68	2,075	2,150	2,225	2,300	3,875	3,950	0.0097828	Yes	2	Urban Collector	CU	4,000	4,200	4,400	4,700	4,900	5,100
638	South of	36	1,425	1,475	1,550	1,625	1,475	1,550	0.0097828	No	2	Urban Collector	CU	1,600	1,700	1,700	1,800	1,900	2,000
638	North of	Alternate 40	1,375	2,175	2,250	2,325	2,375	2,450	0.0097828	No	2	Urban Collector	CU	2,500	2,600	2,800	2,900	3,000	3,200
41	West of	Sunset Drive	6,875	7,050	7,325	5,675	5,850	5,925	0.0097828	Yes	2	Urban Collector	CU	6,000	6,300	6,700	7,000	7,300	7,700
U.S. 220	South of	135	8,775	8,950	9,125	9,400	7,675	7,750	0.0066362	No	2	Urban OPA	BU	7,900	8,100	8,400	8,700	9,000	9,300
U.S. 220	South of	53	11,875	12,150	12,525	13,000	17,275	17,450	0.0066362	No	2	Urban OPA	BU	17,700	18,300	18,900	19,500	20,200	20,900
U.S. 220	North of	Warrier Avenue	12,475	12,750	13,125	13,700	11,875	12,050	0.0066362	No	2	Urban OPA	BU	12,200	12,600	13,000	13,500	13,900	14,400
53	North of	Warrier Avenue	13,350	13,625	14,000	14,375	14,850	15,025	0.0066362	No	2	Urban OPA	BU	15,200	15,700	16,300	16,800	17,400	18,000
53	South of	Vocke Road	17,625	15,275	15,750	19,075	19,650	19,825	0.0066362	No	4	Urban OPA	BU	20,100	20,800	21,500	22,200	22,900	23,700

Table D.1 Allegany County Historic and Forecast Volumes (continued)

Facility	Location		Historical Traffic Volume Data						Average Annual Percent Change for Functional Class 1998-2003	Facility Type				Forecast Traffic Volumes					
			1998	1999	2000	2001	2002	2003		CBD	Lanes	Type	Functional Category	2005	2010	2015	2020	2025	2030
Vocke Road	South of	I-68	16,275	11,875	12,250	12,725	14,575	14,750	0.0066362	No	4	Urban OPA	BU	14,900	15,400	16,000	16,500	17,100	17,600
53	South of	I-68	14,975	15,250	15,725	16,075	16,650	16,825	0.0066362	No	4	Urban OPA	BU	17,000	17,600	18,200	18,800	19,500	20,100
135	West of	Victory Post Road	7,975	8,150	8,325	7,575	7,650	8,025	0.0066362	No	2	Urban OPA	BU	8,100	8,400	8,700	9,000	9,300	9,600
36	North of	I-68	8,625	6,775	8,375	8,750	9,025	9,075	0.0066362	Yes	4	Urban OPA	BU	9,200	9,500	9,800	10,200	10,500	10,800
National Highway	West of	55	11,075	11,350	11,725	12,200	10,175	10,350	0.0066362	No	2	Urban OPA	BU	10,500	10,800	11,200	11,600	12,000	12,400
National Highway	East of	55	14,316	13,736	13,292	13,562	13,810	14,032	0.0066362	No	2	Urban OPA	BU	14,200	14,700	15,200	15,700	16,200	16,800
36	West of	35	4,850	4,925	4,575	4,850	5,025	5,075	0.0066362	No	2	Urban OPA	BU	5,100	5,300	5,500	5,700	5,900	6,100
35	North of	36	5,875	5,975	6,250	6,525	2,575	5,350	0.0066362	No	2	Urban OPA	BU	5,400	5,600	5,800	6,000	6,200	6,400
35	South of	County Line	4,725	3,775	3,950	4,125	3,975	4,050	0.0066362	No	2	Urban OPA	BU	4,100	4,200	4,400	4,500	4,700	4,800
36	East of	35	10,275	9,075	8,775	9,450	9,425	9,575	0.0066362	No	2	Urban OPA	BU	9,700	10,000	10,400	10,700	11,100	11,400
51	South of	UHL Highway	3,850	3,925	4,000	4,775	5,050	5,125	0.0066362	No	2	Urban OPA	BU	5,200	5,400	5,500	5,700	5,900	6,100
Alternate 40	West of	Cash Valley Road	12,850	13,125	13,500	14,000	15,875	16,050	0.0066362	Yes	2	Urban OPA	BU	16,300	16,800	17,400	18,000	18,600	19,200
36	North of	Alternate 40	12,125	10,675	10,875	11,350	11,725	11,475	0.0066362	Yes	4	Urban OPA	BU	11,600	12,000	12,400	12,800	13,300	13,700
U.S. 220	South of	I-68	13,850	14,125	14,500	15,100	13,775	13,950	0.0066362	Yes	3	Urban OPA	BU	14,100	14,600	15,100	15,600	16,100	16,700
Industrial Boulevard	West of	Messick Road	12,375	12,650	13,025	11,675	12,050	12,225	0.0066362	Yes	2	Urban OPA	BU	12,400	12,800	13,200	13,700	14,100	14,600
Industrial Boulevard	East of	Messick Road	10,875	11,150	11,525	10,675	11,050	11,225	0.0066362	Yes	2	Urban OPA	BU	11,400	11,800	12,200	12,600	13,000	13,400
U.S. 220	South of	Crook Avenue	8,875	8,175	8,350	8,625	7,475	7,550	0.0134149	No	2	Rural OPA	CR	7,800	8,300	8,900	9,500	10,100	10,800
U.S. 220	South of	936	10,675	10,950	11,225	11,600	9,775	9,850	0.0134149	No	2	Rural OPA	CR	10,100	10,800	11,600	12,400	13,200	14,100
135	West of	Crook Avenue	9,675	10,875	11,150	6,975	7,350	7,425	0.0134149	No	2	Rural Minor Arterial	CR	7,600	8,200	8,700	9,300	10,000	10,600
936	East of	U.S. 220	5,625	6,875	7,050	7,325	6,275	6,350	0.0134149	No	2	Rural Minor Arterial	CR	6,500	7,000	7,500	8,000	8,500	9,100
135	East of	937	9,975	10,150	10,425	8,775	9,150	9,225	0.0134149	No	2	Rural Minor Arterial	CR	9,500	10,100	10,800	11,600	12,400	13,200
Victory Post Road	North of	135	5,775	5,950	5,275	5,450	5,725	5,675	0.0134149	No	2	Rural Minor Arterial	CR	5,800	6,200	6,700	7,100	7,600	8,100
36	North of	Autumn Breeze Lane	4,975	5,150	5,175	5,350	5,625	5,475	0.0134149	No	2	Rural Minor Arterial	CR	5,600	6,000	6,400	6,900	7,300	7,800
36	South of	657	8,825	8,875	6,675	6,950	7,225	7,875	0.0134149	No	2	Rural Minor Arterial	CR	8,100	8,600	9,200	9,900	10,600	11,300
36	North of	Wate Station Run	8,231	8,111	8,248	8,364	8,447	8,398	0.0134149	No	2	Rural Minor Arterial	CR	8,600	9,200	9,900	10,500	11,300	12,000
36	North of	936	8,125	8,275	7,275	7,550	7,925	8,875	0.0134149	No	2	Rural Minor Arterial	CR	9,100	9,700	10,400	11,100	11,900	12,700
36	South of	55	8,175	9,075	8,475	8,750	9,125	10,075	0.0134149	No	2	Rural Minor Arterial	CR	10,300	11,100	11,800	12,600	13,500	14,400
36	South of	I-68	6,975	10,475	7,075	7,450	7,725	7,375	0.0134149	No	4	Rural Minor Arterial	CR	7,600	8,100	8,700	9,300	9,900	10,600
U.S. 220	South of	County Line	5,375	5,550		6,000	3,375	3,450	0.0134149	No	2	Rural Minor Arterial	CR	3,500	3,800	4,000	4,300	4,600	4,900

Table D.1 Allegany County Historic and Forecast Volumes (continued)

Facility	Location		Historical Traffic Volume Data						Average Annual Percent Change for Functional Class 1998-2003	Facility Type				Forecast Traffic Volumes					
			1998	1999	2000	2001	2002	2003		CBD	Lanes	Type	Functional Category	2005	2010	2015	2020	2025	2030
51	East of	Brice Hollow Road	2,950	3,025	3,100	3,875	1,550	4,125	0.0134149	No	2	Rural Minor Arterial	CR	4,200	4,500	4,800	5,200	5,500	5,900
51	West of	Bear Hill Road	2,850	2,925	3,000	3,475	3,650	3,725	0.0134149	No	2	Rural Minor Arterial	CR	3,800	4,100	4,400	4,700	5,000	5,300
51	East of	County Line	1,550	1,625	1,700	1,775	1,880	1,925	0.0134149	No	2	Rural Minor Arterial	CR	2,000	2,100	2,300	2,400	2,600	2,800
657	East of	County Line	475	550	625	475	550	625	0.0134149	No	2	Rural Major Collector	CR	600	700	700	800	800	900
936	North of	36	1,550	1,625	1,700	1,675	1,750	1,825	0.0134149	No	2	Rural Major Collector	CR	1,900	2,000	2,100	2,300	2,400	2,600
55	East of	36	2,450	2,525	2,600	2,575	2,750	2,825	0.0134149	No	2	Rural Major Collector	CR	2,900	3,100	3,300	3,500	3,800	4,000
36	West of	47	2,975	3,050	2,875	3,050	3,125	3,275	0.0134149	No	2	Rural Major Collector	CR	3,400	3,600	3,800	4,100	4,400	4,700
47	North of	36	2,250	2,325	2,400	2,275	2,450	2,525	0.0134149	No	2	Rural Major Collector	CR	2,600	2,800	3,000	3,200	3,400	3,600
36	East of	47	4,725	4,475	4,275	4,450	4,625	4,775	0.0134149	No	2	Rural Major Collector	CR	4,900	5,200	5,600	6,000	6,400	6,800
National Highway	West of	Rocky Gap Road	925	975	1,050	1,125	1,075	1,150	0.0134149	No	2	Rural Major Collector	CR	1,200	1,300	1,300	1,400	1,500	1,600
SC I-40	East of	Orleans Road	350	425	400	400	375	450	0.0134149	No	2	Rural Local	CR	500	500	500	600	600	600
I-68	West of	Lakeshore Drive	18,875	19,450	17,375	17,750	18,325	18,875	0.0039703	No	4	Rural Interstate	AR	19,000	19,400	19,800	20,200	20,600	21,000
I-68	East of	Breakneck Road	18,175	18,750	18,575	18,950	19,525	17,675	0.0039703	No	4	Rural Interstate	AR	17,800	18,200	18,500	18,900	19,300	19,700
I-68	West of	Flintstone Drive	13,900	17,575	16,175	16,550	17,025	17,175	0.0039703	No	4	Rural Interstate	AR	17,300	17,700	18,000	18,400	18,700	19,100
I-68	East of	Koontz Road	15,777	16,236	17,263	17,458	18,242	17,940	0.0039703	No	4	Rural Interstate	AR	18,100	18,400	18,800	19,200	19,600	20,000
I-68	East of	15 Mile Creek Road	17,875	18,350	15,275	15,350	16,125	14,775	0.0039703	No	4	Rural Interstate	AR	14,900	15,200	15,500	15,800	16,100	16,400
I-68	East of	64	13,975	14,350	16,175	16,550	17,025	17,075	0.0039703	No	4	Rural Interstate	AR	17,200	17,600	17,900	18,300	18,600	19,000
I-68	East of	Orleans Road	17,575	18,050	16,275	16,650	17,225	14,375	0.0039703	No	4	Rural Interstate	AR	14,500	14,800	15,100	15,400	15,700	16,000

Appendix E

Allegheny County Forecast Levels of Congestions

Table E.1 Allegany County Forecast Levels of Congestion

Facility	Count Location		Historical and Forecast Volumes		Facility Type				2030 Level of Congestion*
			2003	2030	CBD	Lanes	Type	Functional Category	
Main Street	East of	936	13,950	18,100	Yes	2	Urban Minor Arterial	CU	Severe
National Highway	East of	County Line	3,250	4,200	No	2	Urban Minor Arterial	CU	None
36	South of	638	1,775	2,300	No	2	Urban Minor Arterial	CU	None
36	North of	638	2,775	3,600	No	2	Urban Minor Arterial	CU	None
55	North of	I-68	2,925	3,800	No	2	Urban Minor Arterial	CU	None
Alternate 40	West of	36	13,450	17,500	Yes	2	Urban Minor Arterial	CU	Severe
Canal Parkway	North of	County Line	11,150	14,500	Yes	2	Urban Minor Arterial	CU	Severe
Willowbrook Road	South of	I-68	8,550	11,100	Yes	2	Urban Minor Arterial	CU	Moderate
Bedford Road	East of	Fredrick Street	5,425	7,100	Yes	2	Urban Minor Arterial	CU	Mild
Naves Cross Road	East of	Morningside Drive	7,450	9,700	Yes	2	Urban Collector	CU	Severe
I-68	West of	936	17,675	18,800	No	4	Urban Interstate	AU	None
I-68	East of	36	22,475	23,900	No	4	Urban Interstate	AU	None
I-68	West of	40/Vocke Road	33,275	35,400	No	6	Urban Interstate	AU	None
I-68	West of	U.S. 220	43,475	46,200	Yes	4	Urban Interstate	AU	None
I-68	East of	Maryland Avenue	37,775	40,200	Yes	4	Urban Interstate	AU	None
I-68	West of	Willowbrook Road	28,675	30,500	Yes	4	Urban Interstate	AU	None
I-68	East of	Willowbrook Road	32,775	34,800	Yes	4	Urban Interstate	AU	None
I-68	West of	Christie Road	28,375	30,200	Yes	4	Urban Interstate	AU	None
I-68	East of	Christie Road	28,875	30,700	Yes	4	Urban Interstate	AU	None
936	North of	I-68	2,025	2,600	Yes	2	Urban Collector	CU	None
736	North of	I-68	3,950	5,100	Yes	2	Urban Collector	CU	None
638	South of	36	1,550	2,000	No	2	Urban Collector	CU	None
638	North of	Alternate 40	2,450	3,200	No	2	Urban Collector	CU	None
41	West of	Sunset Drive	5,925	7,700	Yes	2	Urban Collector	CU	Moderate
U.S. 220	South of	135	7,750	9,300	No	2	Urban OPA	BU	None
U.S. 220	South of	53	17,450	20,900	No	2	Urban OPA	BU	Severe
U.S. 220	North of	Warrier Avenue	12,050	14,400	No	2	Urban OPA	BU	Severe
53	North of	Warrier Avenue	15,025	18,000	No	2	Urban OPA	BU	Severe
53	South of	Vocke Road	19,825	23,700	No	4	Urban OPA	BU	Mild
Vocke Road	South of	I-68	14,750	17,600	No	4	Urban OPA	BU	None

Table E.1 Allegany County Forecast Levels of Congestion (continued)

Facility	Count Location		Historical and Forecast Volumes		Facility Type				2030 Level of Congestion*
			2003	2030	CBD	Lanes	Type	Functional Category	
53	South of	I-68	16,825	20,100	No	4	Urban OPA	BU	None
135	West of	Victory Post Road	8,025	9,600	No	2	Urban OPA	BU	Moderate
36	North of	I-68	9,075	10,800	Yes	4	Urban OPA	BU	None
National Highway	West of	55	10,350	12,400	No	2	Urban OPA	BU	Moderate
National Highway	East of	55	14,032	16,800	No	2	Urban OPA	BU	Severe
36	West of	35	5,075	6,100	No	2	Urban OPA	BU	None
35	North of	36	5,350	6,400	No	2	Urban OPA	BU	None
35	South of	County Line	4,050	4,800	No	2	Urban OPA	BU	None
36	East of	35	9,575	11,400	No	2	Urban OPA	BU	Severe
51	South of	UHL Highway	5,125	6,100	No	2	Urban OPA	BU	None
Alternate 40	West of	Cash Valley Road	16,050	19,200	Yes	2	Urban OPA	BU	Severe
36	North of	Alternate 40	11,475	13,700	Yes	4	Urban OPA	BU	None
U.S. 220	South of	I-68	13,950	16,700	Yes	3	Urban OPA	BU	Moderate
Industrial Boulevard	West of	Messick Road	12,225	14,600	Yes	2	Urban OPA	BU	None
Industrial Boulevard	East of	Messick Road	11,225	13,400	Yes	2	Urban OPA	BU	None
U.S. 220	South of	Crook Avenue	7,550	10,800	No	2	Rural OPA	CR	Moderate
U.S. 220	South of	936	9,850	14,100	No	2	Rural OPA	CR	Severe
135	West of	Crook Avenue	7,425	10,600	No	2	Rural Minor Arterial	CR	Severe
936	East of	U.S. 220	6,350	9,100	No	2	Rural Minor Arterial	CR	Severe
135	East of	937	9,225	13,200	No	2	Rural Minor Arterial	CR	Severe
Victory Post Road	North of	135	5,675	8,100	No	2	Rural Minor Arterial	CR	Moderate
36	North of	Autumn Breeze Lane	5,475	7,800	No	2	Rural Minor Arterial	CR	Severe
36	South of	657	7,875	11,300	No	2	Rural Minor Arterial	CR	Severe
36	North of	Wate Station Run	8,398	12,000	No	2	Rural Minor Arterial	CR	Severe
36	North of	936	8,875	12,700	No	2	Rural Minor Arterial	CR	Severe
36	South of	55	10,075	14,400	No	2	Rural Minor Arterial	CR	Severe
36	South of	I-68	7,375	10,600	No	4	Rural Minor Arterial	CR	None
U.S. 220	South of	County Line	3,450	4,900	No	2	Rural Minor Arterial	CR	None

Table E.1 Allegany County Forecast Levels of Congestion (continued)

Facility	Count Location		Historical and Forecast Volumes		Facility Type				2030 Level of Congestion*
			2003	2030	CBD	Lanes	Type	Functional Category	
51	East of	Brice Hollow Road	4,125	5,900	No	2	Rural Minor Arterial	CR	None
51	West of	Bear Hill Road	3,725	5,300	No	2	Rural Minor Arterial	CR	None
51	East of	County Line	1,925	2,800	No	2	Rural Minor Arterial	CR	None
657	East of	County Line	625	900	No	2	Rural Major Collector	CR	None
936	North of	36	1,825	2,600	No	2	Rural Major Collector	CR	None
55	East of	36	2,825	4,000	No	2	Rural Major Collector	CR	None
36	West of	47	3,275	4,700	No	2	Rural Major Collector	CR	None
47	North of	36	2,525	3,600	No	2	Rural Major Collector	CR	None
36	East of	47	4,775	6,800	No	2	Rural Major Collector	CR	None
National Highway	West of	Rocky Gap Road	1,150	1,600	No	2	Rural Major Collector	CR	None
SC I-40	East of	Orleans Road	450	600	No	2	Rural Local	CR	None
I-68	West of	Lakeshore Drive	18,875	21,000	No	4	Rural Interstate	AR	None
I-68	East of	Breakneck Road	17,675	19,700	No	4	Rural Interstate	AR	None
I-68	West of	Flintstone Drive	17,175	19,100	No	4	Rural Interstate	AR	None
I-68	East of	Koontz Road	17,940	20,000	No	4	Rural Interstate	AR	None
I-68	East of	15 Mile Creek Road	14,775	16,400	No	4	Rural Interstate	AR	None
I-68	East of	64	17,075	19,000	No	4	Rural Interstate	AR	None
I-68	East of	Orleans Road	14,375	16,000	No	4	Rural Interstate	AR	None

Note: * Level of Congestion is based on capacity values calculated from 2003 Maryland State Highway Administration Highway Location Reference Data. No Congestion = Better than LOS C; Mild = LOS C; Medium = LOS D; Severe = Worse than LOS D.

Appendix F

*Constrained and Unfunded Highway Projects,
2009-2030*

Table F.1 Constrained and Unfunded Highway Projects, 2009-2030

Agency	Facility/System	Location	Length	Description	Cost (Thousands \$)	Available Capital Funds (Thousands \$)	Funding Source	Project Source**
SHA	U.S. 220 - McMullen Highway	West Virginia line to Maryland 53	13.6 miles	Two-lane construct/reconstruct in four-lane right-of way	\$135,000	\$135,000	SHA (Portion)	1
SHA	Maryland 53 - Winchester Road	End Divided Highway south of Maryland 658 to U.S. 220	2.3 miles	Multilane urban reconstruct/construct	\$54,600	\$54,600	SHA	1
SHA	U.S. 40 - Alternate National Highway	East of Vocke Road to western limit of Cumberland	3.9 miles	Multilane urban reconstruct	\$50,000	\$50,000	SHA	1
SHA	U.S. 220 - McMullen Highway	West Virginia line to Maryland 53	13.6 miles	Multilane divided highway upgrade	\$173,279			1
SHA	I-68 - National Freeway	Maryland 53 to U.S. 220 North	7.8 miles	Freeway reconstruct	\$170,800			1
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	\$60,200			1
SHA	Maryland 36	U.S. 40 Alternate - west of Maryland 47	3.0 miles	Two-lane construct/reconstruct	\$22,300			1
SHA	Maryland 35 - Ellersie Road	Maryland 36 to Pennsylvania line	2.4 miles	Two-lane reconstruct	\$12,500			1
SHA	Maryland 47 - Barrelville Road	Maryland 36 to Pennsylvania line	1.7 miles	Two-lane reconstruct	\$9,000			1
<i>SHA Total Identified Projects</i>					\$687,679			
<i>SHA Constrained</i>						\$239,600		
<i>SHA Unfunded</i>					\$(448,079)			
Allegany County	Williams Road Bridge	Williams Road		Bridge repair/rehabilitation	\$520	\$520	Allegany County/SHA*	2
Allegany County	Allegany County Road System Preservation	Allegany County		General maintenance/repaving	\$42,980	\$42,980	Allegany County	3
<i>Allegany County Total Identified Projects</i>					\$43,500			
<i>Allegany County Constrained</i>						\$43,500		
<i>Allegany County Unfunded</i>					\$-			
City of Cumberland	Baltimore Street and Mechanic Street	City of Cumberland		Roundabout	\$1,000	\$1,000	City of Cumberland	4
City of Cumberland	Bishop Walsh Road and Seton Drive	City of Cumberland		Intersection improvements	\$100	\$100	City of Cumberland	4
City of Cumberland	Baltimore Street Bridge	City of Cumberland		Bridge repair/rehabilitation	\$1,000	\$1,000	City of Cumberland	4
City of Cumberland	Baltimore Street/Baltimore Avenue/ Front/Park Intersection	City of Cumberland		Intersection improvements	\$1,000	\$1,000	City of Cumberland	4
City of Cumberland	City of Cumberland Other Capital Projects	City of Cumberland		Other Capital Projects	\$46,500	\$46,500	City of Cumberland	3
City of Cumberland	City of Cumberland System Preservation	City of Cumberland		General maintenance/repaving	\$53,900	\$53,900	City of Cumberland	3
<i>City of Cumberland Total Identified Projects</i>					\$103,500			
<i>City of Cumberland Constrained</i>						\$103,500		
<i>City of Cumberland Unfunded</i>					\$-			
Total Identified Projects					\$834,679			
Total Constrained Projects						\$386,600		
Total Unfunded Projects					\$(448,079)			

Note: * (\$372,000 SHA, \$148,000 Allegany County).

** Project Identification Sources (Codes): 1 = Maryland SHA Highway Needs Inventory - Allegany County 2002 Revised; 2 = Allegany County CIP (Long-Range requests beyond 2009 CIP); 3 = CLRP estimate; 4 = City of Cumberland Streets Department.

Appendix G

*Resolution Adopting the Cumberland Area Long-Range
Transportation Plan*

RESOLUTION

No. 05-24

Resolution adopting the 2005 - 2030 Cumberland Area Long Range Transportation Plan.

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

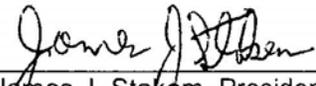
WHEREAS, the staff of the Maryland Department of Transportation and the Allegany County Department of Community Services, have together prepared the 2005 - 2030 Cumberland Area Long Range Transportation Plan in compliance with applicable Federal programs and regulations; and

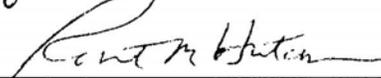
WHEREAS, the 2005 - 2030 Cumberland Area Long Range Transportation Plan is consistent with the Cumberland Urbanized Area FY 2005 - 2007 Transportation Improvement Program.

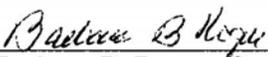
NOW, THEREFORE, BE IT RESOLVED that the Allegany County Commissioners acting as the temporary Cumberland Area Metropolitan Planning Organization adopts the 2005 - 2030 Cumberland Area Long Range Transportation Plan; and approves its submission to the Maryland Department of Transportation to forward to the appropriate Federal agencies.

ADOPTED THIS 8th day of September, 2005.

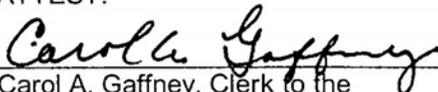
COUNTY COMMISSIONERS OF
ALLEGANY COUNTY, MARYLAND


James J. Stakem, President


Robert M. Hutcherson, Commissioner


Barbara B. Roque, Commissioner

ATTEST:


Carol A. Gaffney, Clerk to the
Allegany County Commissioners