

**CUMBERLAND URBANIZED AREA
METROPOLITAN PLANNING
ORGANIZATION**

Unified Planning Work Program

Fiscal Year 2007

July 1st, 2006 – June 30th 2007

**CUMBERLAND URBANIZED AREA
UNIFIED PLANNING WORK PROGRAM FY 2007**

I. BACKGROUND AND INTRODUCTION

A. *Status of the Urbanized Area*

The Cumberland Urbanized Area as defined by the U.S. Census in 1980 and 1990 included portions of Allegany County Maryland and Mineral County West Virginia. The Maryland portion included Cumberland and Frostburg and the surrounding areas. The requirement for classification as an urbanized area is a population of at least 50,000. The population of the urbanized area in 1980 was approximately 59,000, and in 1990 it declined to approximately 55,000. In 2000 the population remained fairly constant and is now at about the same level as in 1990.

B. *FHWA/FTA Regulations for Urban Transportation Planning*

Since the 1960's, the federal government has established urban transportation planning requirements in all metropolitan areas, as a prerequisite to the approval of federal funding (23 CFR Part 450 and 49 CFR Part 613). The regulations require a continuing, comprehensive and cooperative (3-C) planning process in all urbanized areas of more than 50,000.

The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) of the U.S. Department of Transportation issued amendments effective June 30, 1983 to their existing regulations governing urban transportation planning under FHWA and FTA grant programs. These amendments were partially intended to simplify administration of the planning process for urbanized areas under 200,000 population such as the Cumberland area.

In 1991 the Intermodal Surface Transportation Efficiency Act (ISTEA) was passed. This act revised some of the established regulations and procedures and placed a new emphasis on Metropolitan Planning Organizations. As part of this Act the MPO planning process has been more specifically defined and new planning requirements have been prescribed.

In 1998 the Transportation Equity Act for the 21st Century (TEA-21) was passed continuing the initiatives of the 1991 Act, and adding several new provisions and programs.

In 2005 the Safe Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) was passed. This Act which provides for the Country's largest surface transportation investment ever retained most of the planning provisions of the previous legislation and added several new metropolitan transportation planning requirements.

C. Steps Taken to Comply with FHWA/FTA Regulations

The Allegany County Commissioners, acting in their role as the temporary Metropolitan Planning Organization (MPO), annually approve and amend as appropriate the Transportation Improvement Program as required by U.S. DOT, to be eligible to receive funding for the regions transportation projects.

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A. Core Planning

1. Transportation Improvement Program

Objectives: To develop the Cumberland Urbanized Area Transportation Improvement Program (TIP) for FY 2007-FY 2009 as specified by the Federal urban transportation planning requirements.

Previous Work: FY 2006 Transportation Improvement Program.

Methodology: Compile a comprehensive list of federally funded transportation improvements recommended for implementation during the 3-year program period. The document will represent the region's transportation priorities and include realistic financially constrained cost estimates.

End Product: FY 2007 Cumberland Urbanized Area Transportation Improvement Program.

Staffing: Jointly by MDOT & MPO.

2. Coordination/Administration

Objectives: This is a continuing task and includes all necessary coordination and administration associated the performance of the urban transportation planning process through this Unified Planning Work Program. Included in this activity is the coordination between federal, state, county and municipal levels of government by the MPO. This task also includes the following sub-tasks:

- Participation in and attendance at meetings of the Association of Metropolitan Planning Organizations.
- Development of the FY 2008 Unified Planning Work Program.
- The Master Agreement that defines the relationship between the Maryland Department of Transportation and the MPO is outdated and will be rewritten and executed during FY 2007.

Previous Work: This is an ongoing or continuing task.

Methodology: In addition to the sub-tasks mentioned above this task includes the day-to-day operation of the MPO including but not limited to compliance with requests for data and the preparation of presentations to the MPO policy body (The Allegany County Commissioners).

End Products:
- FY 2008 Unified Planning Work Program
- Revised MPO Master Agreement

Staffing: Jointly by MDOT & MPO.

B. Special Studies

1. Transit System Evaluation

Objectives: To assemble data that meets the standards set by the Federal Transit Administration (FTA) for use in the National Transit Database on ridership, mileage and other characteristics of the Allegany County Transit System within the Cumberland Urbanized Area.

Previous Work: Previously limited statistical data was collected and tabulated. This task will formalize and refine the collection, tabulation, storage and analysis of the transit system statistical data.

Methodology:

- Evaluate the format for the collection and analysis of data that was used in FY 2006. Revise collection and analysis tools as appropriate.
- Various service indicators of performance will be considered and data will be collected including ridership by route and time of day, vehicle route miles traveled, total vehicle miles, hours of operation, cost per route mile, revenue by route and other data.

End Product: Statistical reports to support the National Transit Database Annual Report and to serve as a basis for service evaluation and route planning. This is an ongoing task.

Staffing: MPO

2. Transit System Safety Plan Evaluation

Objectives: A task in the FY 2006 Cumberland Urbanized Area Unified Planning Work Program provided for the development of a Transit System Safety Plan. The plan was completed and some of the recommendations and strategies have been implemented. The purpose of this task is to complete a preliminary evaluation and assessment of these actions.

Previous Work: Transit System Safety Plan (FY 2006 UPWP – Task B3)

Methodology: The consultant that developed the Transit System Safety Plan will assess and evaluate the effectiveness of the recommendations that have been implemented as a result of the plan. Findings will be documented and if necessary modifications to the actions and improvements will be proposed.

End Product: A report that evaluates the effectiveness of the Allegany County Transit System Safety Plan.

Staffing: MPO and Consultants.

3. Public Participation Plan

Objectives: In compliance with SAFETEA-LU the MPO will develop a plan to provide better public access to the metropolitan transportation planning process and to improve the availability of planning documents and meeting materials.

Previous Work: Last year some MPO information including the Long Range Transportation Plan was posted on the Allegany County web site.

Methodology: Since the currently used procedures for public involvement are not well documented a more detailed and better-defined plan will be developed and adopted by the MPO. The public involvement plan of other small MPOs will be reviewed and may serve as a basis for the development of this plan. A dedicated MPO website will developed and planning documents will be posted including the Long Range Transportation Plan, the Unified Planning Work Program and the Transportation Improvement Program. The web page will also contain information on public transportation services.

End Product: A stand-alone public participation plan and an MPO Website to provide easy access to planning documents and public transportation services will be developed.

Staffing: MPO

4. Long Range Transportation Plan Amendment/SAFETEA-LU Compliance

Objective: The MPO's Long Range Transportation Plan was adopted in September 2005. With the passage of SAFETEA-LU additional metropolitan transportation planning requirements have been prescribed and compliance with most of the new provisions is required by July 1, 2007. To meet this mandate the Long Range Transportation Plan will be amended.

Previous Work: Completion of the MPO Long Range Transportation Plan – September 2005.

Methodology: The consultant that assisted the MPO in the development of the Plan has been retained to amend the Plan for SAFETEA-LU Compliance. Some of the more important planning and coordination items to be addressed are as follows:

- consideration of the eight planning factors
- consideration of the State's Strategic Highway Safety Plan
- environmental mitigation
- expanded agency consultation
- performance improvements of existing facilities
- discussion of bicycle/pedestrian activities and proposals (to be based to some degree on the State's plans)
- discussion and outreach for freight planning (to be completed as part of MDOT's freight planning efforts).

End Product: An adopted amendment to the Long Range Transportation Plan, which will guide the MPO planning process toward SAFETEA-LU compliance.

Staffing: MPO, MDOT, and Consultants. (This task will be funded through the Maryland Department of Transportation, Office of Planning Task order contract – 100% state funded)

5. LaVale Area Transportation Plan

Objective: The LaVale Planning Region was selected for study not only because it is a prime commercial and residential area with a history of transportation problems, but also because it has an aging population that will soon need more public transportation services and because it is a vital link in the US 219/US220 north south highway corridor. Since most of LaVale was developed without a comprehensive plan, this project will require significant citizen input. The MPO will not only be assessing the impact of development on transportation needs but also the impact of transportation on housing, economic development, community facilities, public safety and natural resources.

Previous Work: Data gathering and problem identification has been initiated. Allegany County Comprehensive Plan, Transportation Development Plan for Allegany County and the Cumberland Area Long Range Transportation Plan.

Methodology: A team of consultants with expertise in the development of small area plans has been retained to complete this task.

End Product: A list of alternative solutions to address the area's transportation issues.

Staffing: MPO and Consultants.

6. Cresaptown Area Transportation Plan

Objective: The Cresaptown Area was selected for study not only because of its proximity to LaVale, but also because it has a history of transportation problems that are being intensified by industrial and residential development just to the south of the urbanized area along the US 220 Corridor. As in LaVale, the Cresaptown Area has an aging population that will soon need more public transportation and it is also a vital link in the US 219/US 220-north south highway corridor. The MPO will not only be assessing the impact of development on transportation needs but also the impact of transportation on housing, economic development, community facilities, public safety and natural resources.

Previous Work: Allegany County Comprehensive Plan, Transportation Plan for Allegany County, and the Cumberland Area Transportation Plan.

Methodology: A team of consultants with expertise in the development of small area plans has been retained to complete this task.

End Product: A list of alternative solutions to address the area's transportation issues.

Staffing: MPO and Consultants.

7. Willowbrook Road Study

Objective: The Willowbrook Road area was selected for study not only because it has a history of transportation problems because of the community facilities that have been built in the area over the years, but also because of the commercial development being planned in the area including a new hospital. Willowbrook Road could become part of a link between MD Route 51 and I-68. If this possible link is not planned for it could have a significant negative impact on the traffic in the area. Because of the number of services that will be available in the area, the County will need more public transportation services. The study will not only assess the impact of development on transportation needs but also the impact of transportation on housing, economic development, community facilities, public safety and natural resources.

Previous Work: Allegany County Comprehensive Plan, Transportation Development Plan for Allegany County and the Cumberland Area Long Range Transportation Plan.

End Product: A list of alternative solutions to address the area's transportation issues.

Staffing: MPO and Consultants.

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Source of Funding by Task

	FHWA	**FTA	MDOT	*MPO	TOTAL
A. CORE PLANNING					
1. TIP	500	500	125	125	1,250
2. Coord./Administration	5,000	1,971	871	871	8,713
Subtotal	\$5,500	\$2,471	\$996	\$996	\$9,963
B. SPECIAL STUDIES					
1. Transit System Evaluation	0	6,000	750	750	\$7,500
2. Transit System Safety Plan Evaluation	0	2,000	250	250	\$2,500
3. Public Participation Plan	480	1,440	240	240	2,400
4. Long Range Plan *** Amendment/SAFETEA-LU	500	500	125	125	1,250
5. LaVale Area Transp. Plan	25,600	5,900	3,938	3,937	39,375
6. Cresaptown Area Transportation Plan	23,095	2,719	3,227	3,226	32,267
7. Willowbrook Road Study	2,554	0	319	320	3,193
Subtotal	\$52,229	\$18,559	\$8,849	\$8,848	\$88,485
TOTAL	\$57,729	\$21,030	\$9,845	\$9,844	\$98,448

***In kind Services for Cumberland MPO.**

****All FTA Funds are Section 5303.**

*****The costs shown for the Long Range Plan Amendment are for project management, review and coordination. Consultant assistance is being provided through a task order contract funded by MDOT Office of Planning. (100% state funded)**