



**Maryland Department of Transportation**  
The Secretary's Office

**Larry Hogan**  
Governor

**Boyd K. Rutherford**  
Lt. Governor

**Pete K. Rahn**  
Secretary

March 1, 2017

Mr. Gregory Murrill  
Division Administrator  
Attn: Dr. Kwame Arhin  
Federal Highway Administration  
10 South Howard Street  
Suite 2450  
Baltimore MD 21201

Ms. Terry Garcia Crews  
Regional Administrator  
Attn: Mr. Ryan Long  
Federal Transit Administration  
1760 Market Street, Suite 500  
Philadelphia PA 19103

Dear Mr. Murrill and Ms. Crews:

The Maryland Department of Transportation (MDOT) hereby amends the Fiscal Year 2017 Maryland Statewide Transportation Improvement Program (STIP) to reflect the following Amendments to the Cumberland Area Metropolitan Planning Organization (CAMPO) FY 2017 Transportation Improvement Program. The MDOT has assigned Control #17-16 for this amendment.

<b>Project Name</b>	<b>STIP #</b>	<b>TIP #</b>	<b>Funding Source</b>	<b>FY16-FY17 Net Federal Change</b>
Rides to Wellness	AL2017-5310	AL2017-5310	Section 5310-3	\$103,335
Small Urban Transit System (Allegany County Transit)	ACT2017-5307	ACT2017-5307	Section 5307	\$812,000

The MDOT is requesting these amendments on behalf of the Maryland Transit Administration (MTA), and Allegany County to reflect federal adjustments made to the aforementioned transportation projects, which were approved by the CAMPO Council on February 23, 2017. The approving Resolution and supporting documentation are attached.

Mr. Gregory Murrill  
Ms. Terry Garcia Crews  
Page Two

The Maryland Statewide Transportation Improvement Program (STIP) continues to be fiscally constrained. Should you have additional questions or concerns, please contact me at 410-865-1284, toll free 888-713-1414 or via e-mail at [tbyrne@mdot.state.md.us](mailto:tbyrne@mdot.state.md.us). You may also contact Mr. Ian Beam, Regional Planner, at 410-865-1280 or via email at [ibeam@mdot.state.md.us](mailto:ibeam@mdot.state.md.us). We will be happy to assist you.

Sincerely,

A handwritten signature in blue ink that reads "Tyson Byrne". The signature is fluid and cursive, with the first name "Tyson" and the last name "Byrne" clearly legible.

Tyson Byrne  
Manager  
Regional Planning  
Office of Planning and Capital Programming

Attachment

- CAMPO Transportation Improvement Program (TIP) February 23, 2017 Amendments

cc: Mr. Ian Beam, Regional Planner, Office of Planning and Capital Programming, MDOT

REVISED  
Cumberland Urbanized Area  
**Transportation Improvement  
Program**



**Amendment 2**  
February 23, 2017

# RESOLUTION

*No. 17-8*

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

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

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

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

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

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

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

ADOPTED THIS 23<sup>rd</sup> day of February 2017

County Commissioners of Allegany County, Maryland

  
\_\_\_\_\_  
Jacob C. Shade, President

  
\_\_\_\_\_  
Creade V. Brodie, Jr., Commissioner

  
\_\_\_\_\_  
William R. Valentine, Commissioner

ATTEST:  
  
\_\_\_\_\_  
David A. Eberly County Administrator



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

*Project Code* \_\_\_\_\_ *STIP#* ACT2017-5307

*Project Name* Small Urban Transit System  
(Allegany County Transit)

*Improvement Description* Capital Assistance for transit services provided by Allegany County

*Responsible Agency* MDOT/MTA

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

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

Funding Type	Funding Source	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021*	FY 2022*	FY 2014- FY 2017
5310-3	Federal	1,110,000	298,000	298,000	298,000	298,000	298,000	2,004,000
	State	138,750	37,250	37,250	37,250	37,250	37,250	250,500
	Local	138,750	37,250	37,250	37,250	37,250	37,250	250,500
Total		1,387,500	372,500	372,500	372,500	372,500	372,500	2,505,000

\*for informational purposes only

MPO Approval

**Amendment 2 – Administrative Modification to Transit Capital**

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

### **Transit Asset Management**

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

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

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

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

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

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

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

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

## Maryland – Allegany County Transit

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

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

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

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

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

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

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

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**MEMORANDUM**

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**TO:** MS. HEATHER MURPHY, DIRECTOR  
MDOT OFFICE OF PLANNING AND CAPITAL PROGRAMMING

**ATTN:** MR. TYSON BYRNE, MANAGER  
MDOT OFFICE OF PLANNING AND CAPITAL PROGRAMMING

**FROM:** MR. KEVIN QUINN, DIRECTOR *KQ*  
MTA OFFICE OF PLANNING AND CAPITAL PROGRAMMING

**DATE:** FEBRUARY 15, 2017

**SUBJECT:** AMENDMENTS TO THE CUMBERLAND REGION FY 2017-2022 TIP

The MTA is requesting an Amendment to the Cumberland Region FY 2017-2022 Transportation Improvement Program (TIP). The MTA is requesting to add Rides to Wellness, a new project, to the TIP for FY 2017 only. Federal funding in the amount of \$103,335 was awarded to the MTA through a discretionary Section 5310-3 grant. The goal of the Rides to Wellness program in Allegany County is to increase access to care, improve health outcomes, and reduce health care costs by providing transportation options for the transportation disadvantaged through more efficient and effective coordination of resources.

The MTA is requesting an Amendment to the Cumberland Region FY 2017-2022 Transportation Improvement Program (TIP) for Small Urban Transit System Capital Assistance to reflect the combination of FY 2016 and FY 2017 budgets for Section 5307. The MTA will be de-obligating \$559,050 in FY16 federal funding that was not programmed and re-obligating it to FY17. The funds will be used for capital improvements for public transit services in and around Allegany County.

The proposed actions will not impact scheduling or funding availability for other projects in the current TIP, which continues to be fiscally constrained.

After your review, please process the requested amendment with the Cumberland region MPO for inclusion in the FY 2017-2022 TIP. If you have any questions, please do not hesitate to contact Ms. Laurie Brown, MTA Office of Planning and Capital Programming, at 410-767-2535 or via email at [LBrown9@mta.maryland.gov](mailto:LBrown9@mta.maryland.gov).

cc: Mr. Ian Beam, Regional Planner, Office of Planning & Capital Programming, MDOT

**CUMBERLAND**  
**Metropolitan Planning Organization**  
**FY 2017-2022**  
**TRANSPORTATION IMPROVEMENT PROGRAM**  
**CAPITAL**

**Project Code:**

**STIP #:**

**Project Name:**

Rides to Wellness Allegany County

**Improvement Description:**

Goal of Rides to Wellness program in Allegany Co. is to increase access to care, improve health outcomes, and reduce health care costs by providing transportation options for the transportation disadvantaged through more efficient and effective coordination of resources.

**Responsible Agency**

Maryland Department of Transportation/Maryland Transit Administration

**Funding Source:**

Discretionary Funds (5310-3)      Ratio: Various

**Comments/  
MPO App.**

Project	Funding Source	FY2017	FY2018	FY2019	FY2020	FY2021*	FY2022*	FY 2017-2020 TOTAL
Section 5310-3	Federal	103,335	-	-	-	-	-	103,335
	State	-	-	-	-	-	-	-
	Local	78,602	-	-	-	-	-	78,602
<b>Total:</b>		<b>181,937</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>181,937</b>

\*for informational purposes only

TIP ADMINISTRATIVE MODIFICATION  
 TIP ID#  
 CAMPO - Capital

**BEFORE**

<b>Funding Category</b>	<b>FY2017</b>	<b>FY2018</b>	<b>FY2019</b>	<b>FY2020</b>	<b>FY2021</b>	<b>FY2022</b>	<b>Total</b>
5310-3	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Matching Funds	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
							\$ -

**ADJUSTMENT**

<b>Funding Category</b>	<b>FY2017</b>	<b>FY2018</b>	<b>FY2019</b>	<b>FY2020</b>	<b>FY2021</b>	<b>FY2022</b>	<b>Total</b>
5310-3	\$ 103,335	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 103,335
Matching Funds	\$ 78,602	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 78,602
							\$ 181,937

**AFTER**

<b>Funding Category</b>	<b>FY2017</b>	<b>FY2018</b>	<b>FY2019</b>	<b>FY2020</b>	<b>FY2021</b>	<b>FY2022</b>	<b>Total</b>
5310-3	\$ 103,335	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 103,335
Matching Funds	\$ 78,602	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 78,602
							\$ 181,937

NEW PROJECT 100%

**CUMBERLAND**  
**Metropolitan Planning Organization**  
**FY 2017-2022**  
**TRANSPORTATION IMPROVEMENT PROGRAM**  
**CAPITAL**

**Project Code:** ACT2017-5307 **STIP #:** ACT2017-5307

**Project Name:** Capital 5307 Small Urban Transit System (Allegany County Transit)

**Improvement Description:** Capital Assistance for Transit Services provided by Allegany County

**Responsible Agency** Maryland Department of Transportation/Maryland Transit Administration

**Funding:** Section 5307 **Ratio:** 80% federal  
 10% state  
 10% local

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

Project	Funding Source	FY2017	FY2018	FY 2019	FY 2020	FY 2021*	FY 2022*	FY 2017 - 2022 TOTAL
Section 5307	<b>Federal</b>	1,110,000	298,000	298,000	298,000	298,000	298,000	2,004,000
	<b>State</b>	138,750	37,250	37,250	37,250	37,250	37,250	250,500
	<b>Local</b>	138,750	37,250	37,250	37,250	37,250	37,250	250,500
<b>Total:</b>		<b>1,387,500</b>	<b>372,500</b>	<b>372,500</b>	<b>372,500</b>	<b>372,500</b>	<b>372,500</b>	<b>2,505,000</b>

\*for informational purposes only

TIP ADMINISTRATIVE MODIFICATION  
 TIP ID# ACT2017-5307  
 CAMPO - Capital

**BEFORE**

<b>Funding Category</b>	<b>FY 2017</b>	<b>FY 2018</b>	<b>FY 2019</b>	<b>FY 2020</b>	<b>Total</b>
5307	\$ 298,000	\$ 298,000	\$ 298,000	\$ 298,000	\$ 1,192,000
Matching Funds	\$ 74,500	\$ 74,500	\$ 74,500	\$ 74,500	\$ 298,000
					<b>\$ 1,490,000</b>

**ADJUSTMENT**

<b>Funding Category</b>	<b>FY 2017</b>	<b>FY 2018</b>	<b>FY 2019</b>	<b>FY 2020</b>	<b>Total</b>
5307	\$ 812,000	\$ -	\$ -	\$ -	\$ 812,000
Matching Funds	\$ 203,000	\$ -	\$ -	\$ -	\$ 203,000
					<b>\$ 1,015,000</b>

**AFTER**

<b>Funding Category</b>	<b>FY 2017</b>	<b>FY 2018</b>	<b>FY 2019</b>	<b>FY 2020</b>	<b>Total</b>
5307	\$ 1,110,000	\$ 298,000	\$ 298,000	\$ 298,000	\$ 2,004,000
Matching Funds	\$ 277,500	\$ 74,500	\$ 74,500	\$ 74,500	\$ 501,000
					<b>\$ 2,505,000</b>

**% CHANGE** 68%



U.S. Department  
of Transportation  
**Federal Transit  
Administration**

REGION III  
Delaware, District of  
Columbia, Maryland,  
Pennsylvania, Virginia,  
West Virginia

1760 Market Street  
Suite 500  
Philadelphia, PA 19103-4124  
215-656-7100  
215-656-7260 (fax)

March 8, 2017

Ms. Heather Murphy  
Director, Office of Planning and Capital Programming  
Maryland Department of Transportation  
7201 Corporate Center Drive  
P.O. Box 548  
Hanover, MD 21076

**Re: Amendment to the FY 2017 Maryland Statewide Transportation Improvement  
Program, MDOT Control #17-16**

Dear Ms. Murphy:

The Maryland Department of Transportation (MDOT) requested approval of an Amendment to the FY 2017 Statewide Transportation Improvement Program (STIP) (Control #17-16 dated March 1, 2017). This Amendment adds a new Maryland Transit Administration (MTA) project in Allegany County: Rides to Wellness Mobility Management and Coordinated Non-Emergency Medical Transportation. This project includes \$103,335 Federal in FY 2016 Section 5310 (Rides to Wellness) discretionary funds. This Amendment also includes an increase of \$812,000 Federal in Section 5307 funds to Allegany County Transit for eligible capital improvements.

Per agreement, a joint Federal Transit Administration (FTA)/Federal Highway Administration (FHWA) approval of this STIP Amendment is not required. Based on our review of the information provided, the FTA hereby approves this Amendment to the STIP and finds it consistent with the requirements of 23 U.S.C. 135 and 49 U.S.C. 5304. This approval does not constitute an obligation of Federal funds. FTA finalizes Federal funding for projects included in the STIP upon approval of a grant application.

Mr. Ryan Long, Community Planner, of my staff, is available at (215) 656-7051 if you have questions concerning this approval.

Sincerely,

Kathleen Zubrzycki, Director  
Office of Planning and Program Development

cc: Tyson Byrne, MDOT, Office of Planning & Capital Programming  
Holly Arnold, MTA, Office of Capital Programming  
Kevin Quinn, MTA, Office of Planning  
Kwame Arhin, FHWA MD