

**Public Business Meeting  
Agenda**

*Thursday, April 6, 2023 - 5:00 PM*

*Allegany County Office Building, 701 Kelly Road, Allegany Room 100  
Cumberland, Maryland 21502*

*WE ASK THOSE CITIZENS WISHING TO ADDRESS THE BOARD TO REGISTER ON THE SIGN-UP SHEET AND CONDENSE THEIR COMMENTS TO FIVE MINUTES OR LESS.  
THIS WILL ALLOW AN OPPORTUNITY FOR EVERYONE WISHING TO COME FORWARD TO HAVE A CHANCE TO SPEAK. WE WILL CONDUCT OUR MEETING IN AN  
ORDERLY FASHION AND ASK THAT EVERYONE WISHING TO SPEAK FIRST BE RECOGNIZED BY THE PRESIDENT, COME TO THE MICROPHONE, AND GIVE HIS OR HER  
NAME AND ADDRESS PRIOR TO THEIR COMMENTS.*

- 1. Pledge of Allegiance**
- 2. Call to Order & Roll Call**
- 3. Approval of Agenda**
- 4. Approval of Previous Meetings Minutes**
- 5. Presentations**
  - A. Child Abuse Prevention Month, Proclamation - Courtney Thomas-Winterberg
  - B. Fair Housing Month, Proclamation - David Nedved
  - C. Frostburg State University, 125th Anniversary Citation - Dr. Ron Nowaczyk
- 6. Public Hearing**
- 7. Action Agenda**
- 8. Consent Agenda**
  - A. Declaration of Surplus Vehicles - Utilities Division
  - B. Declaration of Surplus Vehicles - Roads Division
  - C. Travel Request Approval - Sheriff's Department
  - D. Wellpath Contract Continuation - Detention Center
  - E. FY 2024 Cumberland Area Unified Planning Work Program - Resolution 23-7

**9. Public Comment**

**10. Reports**

- A. County Administrator
- B. County Attorney

**11. Commissioner Comments**

**12. Reminders/Upcoming Meetings**

- A. NEXT MEETING - April 20, 2023, 5:00 PM

**13. Adjournment**

**Public Business Meeting  
Item Summary Report**  
Department: Commissioners

**To:** Allegany County Commissioners  
**From:** Kati Kenney  
**Subject:** Child Abuse Prevention Month, Proclamation - Courtney Thomas-Winterberg  
**Supporting Documents:** Yes

**1. Summary of Request**

Allegany County's future quality of life depends on the safe and healthy development of children residing in communities across our county. Allegany County seeks to raise awareness of child abuse prevention and support for children who have suffered abuse.

**2. Financial Impact**  
N/A

**3. Recommendation**

The Board of County Commissioners of Allegany County wishes to recognize the importance of this effort by proclaiming the month of April 2023 as Child Abuse Prevention Month.

# Allegany County

MARYLAND

## Proclamation

Whereas, Allegany County's future quality of life depends on the safe and healthy development of children residing in communities across our County; and

Whereas, Allegany County seeks to raise awareness of child abuse prevention and support for children who have suffered abuse; and

Whereas, the Allegany County Department of Social Services provides support and services to our youngest and most vulnerable; and

Whereas, effective child abuse prevention and support efforts to child victims and families succeed because of partnerships created among local law enforcement, human service agencies, legal experts, health care providers, mental health experts, and other agencies dedicated to improving the lives of children; and

Whereas, Maryland has adopted laws to protect child victims' rights and provide essential services, our public and private sectors must continue to work cooperatively to maintain and improve programs and legislation that will benefit these youngest and most vulnerable victims; and

Whereas, Allegany County calls on all citizens, community agencies, medical and mental health providers, elected officials, schools, and businesses to increase their collaboration with the Allegany County Department of Social Services in support of child victims of maltreatment and to prevent child abuse and strengthen the community in which we live.

Now, therefore, we, the Board of County Commissioners of Allegany County, Maryland, hereby proclaim the month of April as

### Child Abuse Prevention Month

in Allegany County. We ask all to join with us to recognize and reaffirm the value and importance of the work our Social Services workers provide.

In Witness Whereof, we have hereunto set our hands and caused the seal of Allegany County to be affixed this 6th day of April in the year 2023.



PRESIDENT DAVID J. CAPORALE

COMMISSIONER WILLIAM R. ATKINSON

COMMISSIONER CREADE V. BRODIE, JR.



**Public Business Meeting  
Item Summary Report**  
Department: Commissioners

**To:** Allegany County Commissioners  
**From:** David Nedved, Representative  
**Subject:** Fair Housing Month, Proclamation - David Nedved  
**Supporting Documents:** Yes

**1. Summary of Request**

The Fair Housing Act guarantees the right of all Americans regardless of race, color, religion, national origin, sex, familial status, or disability, to live in the neighborhood of their choice. For 54 years all individuals have been entitled to equal housing opportunities – when they are renting, buying, and securing financing for any housing in the United States.

**2. Financial Impact**

N/A

**3. Recommendation**

The Board of County Commissioners of Allegany County wished to recognize this important effort by proclaiming the month of April 2023 as Fair Housing Month.

# ***Allegany County***

MARYLAND

## ***Proclamation***

WHEREAS, The United States Department of Housing and Urban Development is a cabinet-level agency that oversees federal programs designed to help Americans with their housing needs; and

WHEREAS, The Fair Housing Act (Title VIII of the Civil Rights Act of 1968) guarantees the right of all Americans regardless of race, color, religion, national origin, sex, familial status, or disability to live in the neighborhood of their choice; and

WHEREAS, for 54 years all individuals have been entitled to equal housing opportunities – when they are renting, buying, and securing financing for any housing in the United States.

NOW THEREFORE, we, the Board of County Commissioners of Allegany County, do hereby proclaim April 2023 as

### **Fair Housing Month**

in Allegany County, and do commend this observance to all of our citizens.

IN WITNESS WHEREOF, we have hereunto set our hands this sixth day of April, in the year two thousand twenty-three.



*David J. Caporale*

PRESIDENT DAVID J. CAPORALE

*William R. Atkinson*

COMMISSIONER WILLIAM R. ATKINSON

*Creade V. Brodie Jr.*

COMMISSIONER CREADE V. BRODIE, JR.

**Public Business Meeting  
Item Summary Report**  
Department: Commissioners

**To:** Allegany County Commissioners  
**From:** Kati Kenney  
**Subject:** Frostburg State University, 125th Anniversary Citation -  
Dr. Ron Nowaczyk  
**Supporting Documents:** Yes

**1. Summary of Request**

On April 9th, Frostburg State University will have been a part of the Allegany County community for 125 years.

In 1898, the need for an additional school to “normalize” the training of public-school teachers in the western end of the state had become obvious. Few teacher candidates who lived in this remote part of Maryland had either the means or the desire to travel to the Baltimore area for their education, and even fewer students from the big city wanted to move to what they considered the hinterlands to teach.

The supporters of the new school were able to overcome these obstacles and get an amendment in the Appropriations Bill for 1898 which provided \$20,000 in initial funding for the construction of the building, as well as \$5,000 annually in additional support for the school. All of this hinged on the contingency that the people of Frostburg furnish the ground for the site and deed it to the state.

The site that was identified had a purchase price of \$2,000, and so a community campaign began to raise the necessary funds to secure the property. The list of donors included numerous prominent members of the community, but they were far outnumbered by the many coal miners who contributed a considerable portion of their paychecks to the cause. Thanks to the concern of this caring community, the amount collected surpassed what was needed to purchase the property as well as help with other expenses.

On June 27, 1899, ground was broken for State Normal School #2, and construction was completed in November of 1900. Unfortunately, state legislators were initially reluctant to fund an annual appropriation, and it took until 1902 for the appropriation to finally find support in the legislature. In the end, September 15, 1902, was the opening day for State Normal School #2, welcoming 57 students.

From those humble beginnings, Normal School #2 evolved into what it is today, a regional comprehensive university which:

- continues to provide a transformational educational experience for the students who attend, offering over 100 academic programs;
- acts as a cultural hub for the region with over 50 musical and theatrical performances annually -- some through the Cultural Events Series, and others by the talented faculty and students of FSU;
- serves as a major economic driver for the region; and
- has more than 46,000 living alumni

**2. Financial Impact**

N/A

**3. Recommendation**

Today, we want to recognize one of our region's anchor institutions and congratulate Frostburg State University for its 125 years of service to its students and the community.





# ALLEGANY COUNTY

## OFFICIAL CITATION

THE BOARD OF COUNTY COMMISSIONERS IN ALLEGANY COUNTY  
PUBLICLY RECOGNIZES AND SINCERELY CONGRATULATES

*Frostburg State University*

ON THEIR 125TH ANNIVERSARY. FROM HUMBLE BEGINNINGS TO ONE OF OUR  
REGIONS ANCHOR INSTITUTIONS, WE THANK YOU FOR YOUR COMMITMENT  
AND DEDICATION TO THE CITIZENS OF ALLEGANY COUNTY, AND BEYOND.

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PRESENTED BY THE BOARD OF COUNTY COMMISSIONERS ON THIS 6TH  
DAY OF APRIL, 2023.



*David J. Caporale*

PRESIDENT DAVID J. CAPORALE

*William R. Atkinson*

COMMISSIONER WILLIAM R. ATKINSON

*Creade V. Brodie Jr.*

COMMISSIONER CREADE V. BRODIE, JR.

**Public Business Meeting**  
**Staff Report**  
**Department: Public Works**

**To:** Jason M. Bennett, CPA, County Administrator  
**From:** Adam Patterson, Director  
**Date Prepared:** April 3, 2023  
**Meeting Date:** April 6, 2023  
**Subject:** Declaration of Surplus Vehicles - Utilities Division  
**Supporting Documents:** Yes

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**1. Background**

The Department of Public Works Utilities Division has three items that have reached the end of their useful lives. These items should be declared surplus and disposed of according to County policy. The items to be declared as surplus are as follows:

2003 Chevrolet 3/4 ton 4x4 Pickup Truck (County Vehicle #110), VIN #1GCHK24U63E335695  
2003 Ford F450 Dump Truck (County Vehicle #130), VIN #1FDFX47F53EB02976  
O'Brien Jetter (County Vehicle #125), VIN #1Z9DBJ1E21L119059

**2. Issues**

None.

**3. Financial Impact**

None.

**4. Alternatives**

Do not declare the vehicle as surplus.

**5. Other Considerations**

N/A

**6. Conformity to County Policy**

Conforms to County Policy.

**7. Recommendation**

Declare the following vehicle surplus and authorize the disposal in accordance with County Policy:

2003 Chevy 3/4 Ton 4x4 Pickup Truck (County Vehicle #110), VIN # 1GCHK24U63E335695  
2003 Ford F450 Dumb Truck (County Vehicle #130), VIN #1FDFX47F53EB02976  
O'Brien Jetter (County Vehicle #125), VIN #1Z9DBJ1E21L119059

**Public Business Meeting**  
**Staff Report**  
**Department: Public Works**

**To:** Jason M. Bennett, CPA, County Administrator  
**From:** Adam Patterson, Director  
**Date Prepared:** April 3, 2023  
**Meeting Date:** April 6, 2023  
**Subject:** Declaration of Surplus Vehicles - Roads Division  
**Supporting Documents:** Yes

---

**1. Background**

The Roads Division has thirteen items that have reached the end of their useful lives. These items should be declared surplus and disposed of according to County policy. The items to be declared as surplus are as follows:

2000 International 4900 Truck (County Vehicle #85) VIN #1HTSDADR61H344076  
1990 International 4900 Truck (County Vehicle #1) VIN #1HTSDTVN9LH257928  
2009 Ford F150 Pickup Truck (County Vehicle #100) VIN #1FTRF14W19KB23141  
1999 International 2554 Truck (County Vehicle #104) VIN #1HTGBAAR6XH671263  
1987 Dresser 520B Loader (County Vehicle #19) VIN #358TH2D042884  
1999 GMC C8500 Truck (County Vehicle #16) VIN #1GDP7H1C9XJ500756  
1998 New Holland 774 Mower (County Vehicle #12) VIN #086490B  
1998 International Truck (County Vehicle #72) VIN #1HTSDAAR3WH52968  
1998 International Truck (County Vehicle #73) VIN #1HTSDAAR5WH52968  
1998 International Truck (County Vehicle #74) VIN #1HTSDAAR7WH52968  
2000 GMC C8500 Truck (County Vehicle #25) VIN #1GDP7H1C6YJ525986  
1994 Ford F700 Crane (County Vehicle #35) VIN #1FDPK74C5RVA22934  
2001 Chevy 1500 Pickup Truck (County Vehicle #90) VIN #1GCEK14W61Z278547

**2. Issues**

None.

**3. Financial Impact**

None.

**4. Alternatives**

Do not declare the vehicles as surplus.

**5. Other Considerations**

N/A

**6. Conformity to County Policy**

Conforms to County Policy.

**7. Recommendation**

Declare the following vehicle surplus and authorize the disposal in accordance with County Policy.

2000 International 4900 Truck (County Vehicle #85) VIN #1HTSDADR61H344076  
1990 International 4900 Truck (County Vehicle #1) VIN #1HTSDTVN9LH257928  
2009 Ford F150 Pickup Truck (County Vehicle #100) VIN #1FTRF14W19KB23141  
1999 International 2554 Truck (County Vehicle #104) VIN #1HTGBAAR6XH671263  
1987 Dresser 520B Loader (County Vehicle #19) VIN #358TH2D042884  
1999 GMC C8500 Truck (County Vehicle #16) VIN #1GDP7H1C9XJ500756  
1998 New Holland 774 Mower (County Vehicle #12) VIN #086490B  
1998 International Truck (County Vehicle #72) VIN #1HTSDAAR3WH52968  
1998 International Truck (County Vehicle #73) VIN #1HTSDAAR5WH52968  
1998 International Truck (County Vehicle #74) VIN #1HTSDAAR7WH52968  
2000 GMC C8500 Truck (County Vehicle #25) VIN #1GDP7H1C6YJ525986  
1994 Ford F700 Crane (County Vehicle #35) VIN #1FDPK74C5RVA22934  
2001 Chevy 1500 Pickup Truck (County Vehicle #90) VIN #1GCEK14W61Z278547



**Public Business Meeting**  
**Staff Report**  
**Department: Sheriff's Office**

**To:** Jason M. Bennett, CPA, County Administrator  
**From:** Linda Simpson  
**Date Prepared:** March 29, 2023  
**Meeting Date:** April 6, 2023  
**Subject:** Travel Request Approval - Sheriff's Department  
**Supporting Documents:** Yes

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**1. Background**

Board of County Commissioners to approve the travel request for Chapin Jewell to attend a conference addressing the opioid crisis from April 10-13, 2023, Atlanta, Georgia, at a cost not to exceed \$1,000.

**2. Issues**

The reason for travelling to the conference is to optimize solutions to fight the opioid epidemic.

**3. Financial Impact**

Not to exceed \$1,000

**4. Alternatives**

Not attend the conference.

**5. Other Considerations**

N/A

**6. Conformity to County Policy**

Yes

**7. Recommendation**

Board of County Commissioners to approve the travel request for Chapin Jewell to attend the opioid crisis conference in Atlanta, Georgia from April 10-13, 2023.

# ALLEGANY COUNTY

## REQUEST FOR TRAVEL APPROVAL (ALL OVERNIGHT STAYS)

TO: Director of Finance/County Administrator DATE: 03/27/2023  
FROM: Chapin Jewell DEPT: Alt Sentencing  
NAME

I HEREBY REQUEST APPROVAL FOR TRAVEL ON COUNTY BUSINESS AS FOLLOWS:

DESTINATION: RX Summit in Atlanta, GA  
- Largest conference addressing the opioid crisis

DATE(S): Sunday April 10, 2023 to April 13, 2023

METHOD OF TRAVEL: Air

REASON FOR TRAVEL: To find optimum solutions to fight the opioid epidemic

ESTIMATED COST: \$931.40 county share

WILL TRAVEL CAUSE OVERALL BUDGET  
TO BE OVERSPENT AT YR END?

☐ YES

☒ NO

BUDGETED A/C NO: 1406-8171, 8176, 8998 / 1410-8176

REQUEST TO USE VISA CARD FOR  
HOTEL CHARGES ONLY:

☐ YES

☒ NO

OTHERS ACCOMPANYING ME: Peer Counselors/Supervisors from AHEC West  
Lt. Andy Tichnell from Cumberland CPD

COMMENTS:

APPROVAL:

Shuff C. Roberts 3-27-23  
DEPARTMENT HEAD DATE

FINANCE DIRECTOR DATE

COUNTY ADMINISTRATOR DATE

Partner agency AHEC-west, who  
supplies our office with two  
peer counselors for our Pre-Trial  
Program, is funding 50%  
of the total expenses of  
the trip.

\$931.40 - County funded  
931.40 - WM-AHEC funded

FOR MORE INFORMATION, SEE ARTICLE 14.2 OF RULES AND REGULATIONS

★ while our budget can handle this, I would note  
that Grant funds are potentially available to  
cover a portion or all of the expenses as well



Chapin Jewell &lt;cjewell@alleganygov.org&gt;

---

**Upcoming Rx Summit**

1 message

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Melissa Clark <mclark@ahecwest.org>  
To: Chapin Jewell <cjewell@alleganygov.org>  
Cc: Tina Roberson <trohrbaugh@ahecwest.org>

Fri, Mar 24, 2023 at 1:10 PM

Hi Chapin,

Per our conversation, here is the breakdown of expenses:

**Registration for conference: \$575****Hotel Cost: \$730.26****Airfare Cost: 257.80**

Our per diem breaks down as follows:

Sunday, April 9: Lunch (\$18), Dinner (\$30) = \$48

Monday, April 10: Breakfast (\$15), Lunch (\$18), Dinner (\$30) = \$63

Tuesday, April 11: Breakfast (\$15), Lunch (\$18), Dinner (\$30) = \$63

Wednesday, April 12: Breakfast (\$15), Lunch (\$18), Dinner (\$30) = \$63

Thursday, April 13: Breakfast (\$15), Lunch (\$18), Dinner (\$30) = \$63

**Total per diem: \$300**Assuming this is acceptable as is- we would bill the county HALF of the total or \$1,863.06 at **\$931.40**

Looking forward to it.

Thanks.  
Melissa

PS: Tina- copying you as an FYI

**Melissa A. Clark, MPA**  
**Associate Director**  
**AHEC West**  
Office: 301-777-9150, ext. 115  
Fax: 301-777-2649  
<http://ahecwest.org>  
[mclark@ahecwest.org](mailto:mclark@ahecwest.org)



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**Public Business Meeting**  
**Staff Report**  
**Department: Detention Center**

**To:** Jason M. Bennett, CPA, County Administrator  
**From:** Daniel Lasher, Captain  
**Date Prepared:** March 29, 2023  
**Meeting Date:** April 6, 2023  
**Subject:** Wellpath Contract Continuation - Detention Center  
**Supporting Documents:** Yes

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**1. Background**

Annual medical contract with Wellpath that provides all medical care for inmates at the Detention Center. This contract is a one-year continuation.

**2. Issues**

No

**3. Financial Impact**

\$1,333,372.84, includes a 6% increase over the previous year but an overall decrease due to reassignment of positions.

**4. Alternatives**

Alternative would be to put it out to bid, or take medical staff on as County employees

**5. Other Considerations**

N/A

**6. Conformity to County Policy**

Yes

**7. Recommendation**

To approve as presented.



March 28, 2023

Captain Daniel B. Lasher, Director of Operations  
Allegany County Detention Center  
14300 McMullen Highway SW  
Cumberland, Maryland 21501

Re: Annual Renewal for the Inmate Health Care Services Agreement 2023 - 2024

Greetings Captain Lasher:

I hope this letter finds you well. Wellpath values our partnership and appreciates the opportunity to continue delivering quality healthcare to your inmates at Allegany County.

## Annual Renewal and Compensation Increase

The current term of our contract will end June 30, 2023. Wellpath would like to offer an extension of one year, beginning July 1, 2023 through June 30, 2024.

Per Article 9.0.1, upon each renewal the parties shall negotiate an increase to the annual compensation in accordance with the Consumer Price Index for all Urban Consumers, US City Average for Medical Care Services, not-to-exceed 3.5%. This index is currently 2.1% for February 2023.

Considering the measure for overall inflation in the United States, the Consumer Price Index for All Items, **averaged 8.0% in 2022** and most recently **6.0% for February 2023**, Wellpath requests an exception to the contractual language for the next renewal in light of current economic conditions. The All Items CPI index takes into account the prices of a broad range of goods and services, providing a more accurate reflection of the cost increases that we are facing.

Therefore, consistent with the overall inflation rate as reflected in the most recently published All Items index for February 2023, we instead propose a **6.0%** increase for the 2023-2024 renewal year. This increase is critical to continued success at Allegany County, as it will be applied to expenses that continue to rise allowing us to maintain the same level of services you have come to expect from Wellpath. As economic uncertainty continues, we expect costs (labor and non-labor related) to increase. [One recent article from McKinsey & Company](#) predicts likely permanent increases in non-labor healthcare costs to total around \$110 billion over the next four years.

## Staffing Modifications

Lastly, our monthly billing and contractual staffing plan have been updated to reflect the removal of 1.40 FTEs of MAT Registered Nurse (RN) services given this role is now a County position. Additionally, Certified Medical Technician (CMT) coverage has been increased 8 hours (0.20 FTEs) on the weekends to assist with MAT medication dosing. The updated matrix with these modifications is included on page 3 for reference.

Position	FTEs	Hours	Annual Cost	Monthly Cost
MAT RN Removal	(1.40)	(56)	(\$157,453.68)	(\$13,121.14)
CMT Increase	0.20	8	\$13,272.00	\$1,106.00
<b>Modification Totals</b>	<b>(1.20)</b>	<b>(48)</b>	<b>(\$144,181.68)</b>	<b>(\$12,015.14)</b>

## Total 2023-2024 Compensation

The following table outlines our proposed compensation amount for professional health care services rendered at the Allegany County Detention Center for the period beginning on July 1, 2023, through June 30, 2024.

	Annual Amount	Monthly
Current Total Compensation through 6/30/2023	\$1,402,080.59	\$116,840.05
Staffing Modifications – (1.20 FTEs)	(\$144,181.68)	(\$12,015.14)
<b>Revised Compensation through 6/30/23</b>	<b>\$1,257,898.91</b>	<b>\$104,824.91</b>
6.0% CPI Increase	\$75,473.93	\$6,289.49
<b>Total Compensation for 7/1/2023 – 6/30/2024</b>	<b>\$1,333,372.84</b>	<b>\$111,114.40</b>

If the County agrees to the terms as presented, please sign below and email a scanned copy to Andrea Knox, Retention Specialist, at [akknox@wellpath.us](mailto:akknox@wellpath.us). Upon receipt of the signed proposal, our Legal Department will draft a formal contract amendment and route to the appropriate County individuals for signature. All other terms of the current Agreement, including any changes detailed above, shall remain in full force and effect through the end of the contract period.

We greatly appreciate our partnership and look forward to another successful year working together. Please feel free to contact Michelle Autrey, Regional Director of Operations, at 443-944-2131 with any additional questions or concerns you may have.

Sincerely,



Shane McElveen  
Regional Vice President

Cc: *Michelle Autrey, Regional Director of Operations*  
*Jack Jadin, Director of Partner Services*  
*Adolfo Cisnero, Senior Director, Contract Retention*

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**The undersigned is authorized by the Allegany County to accept the above terms:**

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*Authorized Allegany County Representative*

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*Date Signed*

---

*Print Name*

---

*Title*

**Attachment A: Revised Staffing Matrix Effective December 1, 2022**

ALLEGANY COUNTY DETENTION CENTER									
STAFFING MATRIX									
TITLE	Mon	Tues	Wed	Thur	Fri	Sat	Sun	Hrs/Week	FTE
<b>Days</b>									
Health Service Administrator - RN	8	8	8	8	8			40	1.0000
Registered Nurse (Charge)	8	8	8	8	8	8	8	56	1.4000
Dental Assistant						1.5		1.5	0.0375
Dentist						1.5		1.5	0.0375
Medical Director		1.5		1.5				3	0.0750
Medical Records Clerk (Admin Asst)	8	8	8	8	8			40	1.0000
Mental Health Professional	4		4		4			12	0.3000
Mid-Level Provider (NP/PA)		2		2				4	0.1000
Psychiatric NP	2		3					5	0.1250
Psychiatrist		1						1	0.0250
C.M.T	8	8	8	8	8	12	12	64	1.6000
								228	5.700
<b>Evenings</b>									
C.M.T	8	8	8	8	8	8	8	56	1.40
Licensed Practical Nurse	8	8	8	8	8	8	8	56	1.40
								112	2.80
<b>Nights</b>									
Licensed Practical Nurse	8	8	8	8	8	8	8	56	1.40
								56	1.40
<b>Total</b>								<b>396</b>	<b>9.900</b>

**Public Business Meeting**  
**Staff Report**  
**Department: Public Works**

**To:** Jason M. Bennett, CPA, County Administrator  
**From:** Whitney Patterson, Engineer  
**Date Prepared:** March 31, 2023  
**Meeting Date:** April 6, 2023  
**Subject:** FY 2024 Cumberland Area Unified Planning Work Program - Resolution 23-7  
**Supporting Documents:** Yes

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**1. Background**

The County Commissioners, having been designated the Metropolitan Planning Organization for the Cumberland Area, are required to endorse the unified Planning Work Program every year, as a prerequisite for approval of federal funding.

**2. Issues**

N/A

**3. Financial Impact**

The County share of the Unified Planning Work Program is part of the proposed Fiscal Year 2024 budget.

**4. Alternatives**

N/A

**5. Other Considerations**

N/A

**6. Conformity to County Policy**

N/A

**7. Recommendation**

The Board of County Commissioners, acting as the Metropolitan Planning Organization, adopt the resolution endorsing the Fiscal Year 2024 Unified Planning Work Program.



# RESOLUTION

No. 23-7

Resolution endorsing the Draft Fiscal Year 2024 Unified Planning Work Program, approving its submission to both the Federal Transit Administration and the Federal Highway Administration.

WHEREAS, the Cumberland Area Metropolitan Planning Organization was established to manage and provide policy direction to the Unified Planning Work 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 Maryland Governor Harry Hughes on May 17, 1982; and

WHEREAS, the staff of the Maryland Department of Transportation, the Cumberland Area Metropolitan Planning Organization Technical Advisory Committee, and the Cumberland Area Metropolitan Planning Organization staff have together prepared a draft work program and budget for Fiscal Year 2024 in compliance with applicable Federal programs and regulations.

NOW, THEREFORE, BE IT RESOLVED that the Allegany County Commissioners acting as the Cumberland Area Metropolitan Planning Organization endorses the Draft Fiscal Year 2024 Unified Planning Work Program; approves its submission to the appropriate Federal agencies, contingent on no significant public comment; and declares its intent to enter into contractual arrangements as necessary to carry out the work, with the understanding that if the work program and budget is revised through negotiations with Federal funding agencies it will be subject to approval by the Cumberland Area Metropolitan Planning Organization.

ADOPTED THIS 6th day of April, 2023

COUNTY COMMISSIONERS OF ALLEGANY COUNTY, MARYLAND

\_\_\_\_\_  
David J. Caporale, President

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

\_\_\_\_\_  
William R. Atkinson, Commissioner

ATTEST:

\_\_\_\_\_  
Linda A. Simpson  
County Clerk



# Unified Planning Work Program Fiscal Year 2023

*July 1, 2023 – June 30, 2024*



**Cumberland Area**

METROPOLITAN PLANNING ORGANIZATION  
Cumberland - Frostburg - Allegany County

Cumberland Area Metropolitan Planning Organization  
Website: [alleganygov.org/277/Cumberland-Area-MPO](http://alleganygov.org/277/Cumberland-Area-MPO)

**MPO Coordinator:** Roy S. Cool  
email: [rcool@alleganygov.org](mailto:rcool@alleganygov.org)  
phone: (301)-722-6360

**Department of Public Works – Engineer:** Whitney M. Patterson  
email: [wpatterson@alleganygov.org](mailto:wpatterson@alleganygov.org)  
phone: (301)-876-9529

Allegany County Office Complex  
701 Kelly Road  
Cumberland, MD 21502-2803

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# RESOLUTION

No. 23-7

Resolution endorsing the Draft Fiscal Year 2024 Unified Planning Work Program, approving its submission to both the Federal Transit Administration and the Federal Highway Administration.

WHEREAS, the Cumberland Area Metropolitan Planning Organization was established to manage and provide policy direction to the Unified Planning Work 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 Maryland Governor Harry Hughes on May 17, 1982; and

WHEREAS, the staff of the Maryland Department of Transportation, the Cumberland Area Metropolitan Planning Organization Technical Advisory Committee, and the Cumberland Area Metropolitan Planning Organization staff have together prepared a draft work program and budget for Fiscal Year 2024 in compliance with applicable Federal programs and regulations.

NOW, THEREFORE, BE IT RESOLVED that the Allegany County Commissioners acting as the Cumberland Area Metropolitan Planning Organization endorses the Draft Fiscal Year 2024 Unified Planning Work Program; approves its submission to the appropriate Federal agencies, contingent on no significant public comment; and declares its intent to enter into contractual arrangements as necessary to carry out the work, with the understanding that if the work program and budget is revised through negotiations with Federal funding agencies it will be subject to approval by the Cumberland Area Metropolitan Planning Organization.

ADOPTED THIS **6th** day of **April, 2023**

COUNTY COMMISSIONERS OF ALLEGANY COUNTY, MARYLAND

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David J. Caporale, President

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Creade V. Brodie, Jr., Commissioner

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William R. Atkinson, Commissioner

ATTEST:

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Linda A. Simpson  
County Clerk

# I. Background and Introduction

## A. Status of the Urbanized Area

The Cumberland Urbanized Area as defined by the U.S. Census beginning in 1980 included portions of Allegany County, Maryland, Mineral County, West Virginia, and Bedford County, Pennsylvania. 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 54,655. In 2000 the population decreased 4.87% to 52,115, in 2010 the population decreased 0.42% to 51,899, and in 2020 the population continues to decrease by 0.44% to 49,619.

## 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 21<sup>st</sup> 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. SAFETEA-LU expired in 2009 and after a series of Continuing Resolutions, Moving Ahead for Progress in the 21st Century (MAP-21) was signed into law.

MAP-21 is a two-year bill that seeks to build on and refine many of the highway, transit, bike and pedestrian programs and policies established by ISTEA in 1991. MAP-21 seeks to focus the federal aid program on the following national goals:

1. Safety;
2. Infrastructure;
3. Congestion Reduction;
4. System Reliability;
5. Freight Movement and Economic Vitality;
6. Environmental Sustainability; and
7. Reduced Project Delivery Dates.

On December 4, 2015, President Obama signed into law Fixing America's Surface Transportation Act (FAST Act). The FAST Act provides funding certainty for infrastructure planning and capital programming over a five-year timeframe extending from FY 2016 through FY 2020. Overall, the FAST Act maintains current program structures and funding shared between highways and transit. Also, the law makes changes and reforms to many Federal transportation programs, including streamlining the review and approval processes for new transportation projects, providing new safety tools, and establishing new programs to advance critical freight projects.

This Unified Planning Work Program (UPWP) is a cooperative planning effort by federal, state, and local transportation agencies serving the Cumberland Area MPO Area, and functions as the annual work program for the CAMPO. The purpose of the UPWP is to describe and coordinate all transportation planning activities to be completed with federal, state, and local resources during a fiscal year, and is designed to make the transportation planning process consistent with the appropriate federal regulations. Included in the UPWP is a budget detailing how each fund source will be utilized. The UPWP is reviewed, revised, and adopted annually.

## C. Steps Taken to Comply with FHWA/FTA Regulations

The Allegany County Commissioners, acting as the Cumberland Area Metropolitan Planning Organization (MPO), continue to annually approve and amend as appropriate the Transportation Improvement Program as required by U.S. DOT, to be eligible to receive funding for the region's transportation projects

During FY 2018, Staff worked with MDOT to adopt the state of Maryland Transportation Performance Management Safety Targets that were set on August 31, 2017. On January 18, 2018, the MPO adopted these state safety targets. Staff will continue to work in FY 2023 to integrate performance-based plans and processes, including incorporation of PM2 (bridge and pavement condition) and PM3 (system performance, freight and CMAQ) highway performance measure targets and transit safety performance measures targets state of Maryland Transportation Performance Management Safety Targets. In FY 2020 a resolution was signed reaffirming the MPO's adoption of the state performance measures and was re-acknowledged in a letter to MDOT. State of Maryland Transportation Performance Management Safety Targets for 2019. State of Maryland Transportation Performance Management Safety Targets on December 19, 2019.

## II. USDOT Planning Emphasis Areas

The work tasks within this UPWP are reflective of CAMPO and MDOT's work to the establishment of performance targets, the use of performance measures to track progress towards meeting those targets, and a performance driven outcome-based approach to transportation planning and decision making.

USDOT has published circular on Planning Emphasis Areas (PEAs). The PEAs are topical areas that USDOT wants to place emphasis on as the MPOs and State DOTs develop their respective planning work programs. The PEAs for Federal FY 2023 include:

### ***Tackling the Climate Crisis – Transition to a Clean Energy, Resilient Future***

- *To ensure transportation plans and infrastructure investments help achieve the national greenhouse gas reduction goals of 50-52 percent below 2005 levels by 2030, and net-zero emissions by 2050, and increase resilience to extreme weather events and other disasters resulting from the increasing effects of climate change.*
- *Encourage use of the transportation process to accelerate the transition toward electric and other alternative fueled vehicles, plan for a sustainable infrastructure system that works for all users, and undertake action to prepare for and adapt to the impacts of climate change.*
- ***Objectives:***
  - *identifying the barriers to and opportunities for deployment of fueling and charging infrastructure*
  - *evaluating opportunities to reduce greenhouse gas emissions by reducing single-occupancy vehicle trips and increasing access to public transportation*
  - *shift to lower emission modes of transportation*
  - *identifying transportation system vulnerabilities to climate change impacts and evaluating potential solutions*

### ***Equity and Justice40 in Transportation Planning***

- *To advance racial equity and support for underserved and disadvantaged communities. This will help ensure public involvement in the planning process and that plans and strategies reflect various perspectives, concerns, and priorities from impacted areas. We encourage the use of strategies that:*
  - *(1) improve infrastructure for non-motorized travel, public transportation access, and increased public transportation service in underserved communities;*
  - *(2) plan for the safety of all road users, particularly those on arterials, through infrastructure improvements and advanced speed management;*
  - *(3) reduce single-occupancy vehicle travel and associated air pollution in communities near high-volume corridors;*
  - *(4) offer reduced public transportation fares as appropriate;*
  - *(5) target demand-response service towards communities with higher concentrations of older adults and those with poor access to essential services;*
  - *(6) consider equitable and sustainable practices while developing transit-oriented development including affordable housing strategies and consideration of environmental justice populations.*
  - *Executive Order 13985 (Advancing Racial Equity and Support for Underserved Communities)*
- *In addition, Executive Order 14008 and M-21-28 provides a whole-of-government approach to advancing environmental justice by stating that 40 percent of Federal investments flow to disadvantaged communities.*



- Objectives:
  - *Joint planning processes should support State and MPO goals for economic opportunity in disadvantaged communities that have been historically marginalized and overburdened by pollution and underinvestment in housing, transportation, water and wastewater infrastructure, recreation, and health care.*

### **Complete Streets**

- *To review current policies, rules, and procedures to determine their impact on safety for all road users. This effort should work to include provisions for safety in future transportation infrastructure, particularly those outside automobiles.*
- *A complete street is safe, and feels safe, for everyone using the street. FHWA and FTA seek to help Federal aid recipients plan, develop, and operate streets and networks that prioritize safety, comfort, and access to destinations for people who use the street network, including pedestrians, bicyclists, transit riders, micro-mobility users, freight delivery services, and motorists.*
- *The goal is to provide an equitable and safe transportation network for travelers of all ages and abilities, including those from marginalized communities facing historic disinvestment. This vision is not achieved through a one-size-fits-all solution – each complete street is unique and developed to best serve its community context and its primary role in the network.*
- Objectives:
  - *These roads should include safe pedestrian facilities, safe transit stops (if present), and safe crossing opportunities on an interval necessary for accessing destinations.*
  - *Safe networks for bicycles can be achieved through a safe and comfortable bicycle facility located on the roadway, adjacent to the road, or on a nearby parallel corridor.*
  - *Jurisdictions will be encouraged to prioritize safety improvements and speed management on arterials that are essential to creating complete travel networks for those without access to single-occupancy vehicles.*

### **Public Involvement**

- *To increase meaningful public involvement in transportation planning by integrating Virtual Public Involvement (VPI) tools into the overall public involvement approach while ensuring continued public participation by individuals without access to computers and mobile devices.*
- Objectives:
  - *Provide information in visual and interactive formats that enhance public and stakeholder understanding of proposed plans, programs, and projects. Increasing participation earlier in the process can reduce project delays and lower staff time and costs.*

### **Strategic Highway Network (STRAHNET)/U.S. Department of Defense (DOD) Coordination**

- *To coordinate with representatives from DOD in the transportation planning and project programming process on infrastructure and connectivity needs for STRAHNET routes and other public roads that connect to DOD facilities.*
- Objectives:
  - *Stakeholders are encouraged to review the STRAHNET maps and recent Power Project Platform (PPP) studies. These can be a useful resource in the State and MPO areas covered by these route analyses.*

### **Federal Land Management Agency (FLMA) Coordination**

- *To coordinate with FLMA's in the transportation planning and project programming process on infrastructure and connectivity needs related to access routes and other public roads and transportation services that connect to Federal lands.*
- *Agencies should explore opportunities to leverage transportation funding to support access and transportation needs of FLMA's before transportation projects are programmed in the Transportation Improvement Program (TIP) and Statewide Transportation Improvement Program (STIP). Each State must consider the concerns of FLMA's that have jurisdiction over land within the boundaries of the State (23 CFR 450.208(a)(3)).*
- Objectives:
  - *MPOs must appropriately involve FLMA's in the development of the metropolitan transportation plan and the TIP (23 CFR 450.316(d)). Additionally, the Tribal Transportation Program, Federal Lands Transportation Program, and the Federal Lands Access Program TIPs must be included in the STIP, directly or by reference, after FHWA approval in accordance with 23 U.S.C. 201(c) (23 CFR 450.218(e)).*

## ***Planning and Environment Linkages (PEL)***

- *To implement PEL as part of the transportation planning and environmental review processes.*
- *The use of PEL is a collaborative and integrated approach to transportation decision making that considers environmental, community, and economic goals early in the transportation planning process, and uses the information, analysis, and products developed during planning to inform the environmental review process. PEL leads to interagency relationship building among planning, resource, and regulatory agencies in the early stages of planning to inform and improve project delivery timeframes, including minimizing duplication and creating one cohesive flow of information.*
- **Objectives:**
  - *For transportation programs and projects to serve the community's transportation needs more effectively while avoiding and minimizing the impacts on human and natural resources.*

## ***Data in Transportation Planning***

- *To address the emerging topic areas of data sharing, needs, and analytics.*
- *To incorporate data sharing and consideration into the transportation planning process, because data assets have value across multiple programs.*
- *Data sharing principles and data management can be used for a variety of issues, such as freight, bike and pedestrian planning, equity analyses, managing curb space, performance management, travel time reliability, connected and autonomous vehicles, mobility services, and safety.*
- **Objectives:**
  - *Developing and advancing data sharing principles allows for efficient use of resources and improved policy and decision making at the State, MPO, regional, and local levels for all parties.*

CAMPO has developed tasks in this FY2024 UPWP that address each of the PEAs as shown in the table below. A detailed description of each task is included under each task heading of this document.

<b>Planning Emphasis Area</b>	<b>CAMPO Task</b>
<b><i>Tackling the Climate Crisis – Transition to a Clean Energy, Resilient Future</i></b>	Transit Planning Corridor and Intersection Studies GIS Enhancements MPO Administration Long Range Transportation Plan Transportation Improvement Plan
<b><i>Equity and Justice<sup>40</sup> in Transportation Planning</i></b>	Transit Planning Freight Planning Corridor and Intersection Studies Public Participation Plan Long Range Transportation Plan
<b><i>Complete Streets</i></b>	Transit Planning Corridor and Intersection Studies GIS Enhancements Public Participation Plan Long Range Transportation Plan
<b><i>Public Involvement</i></b>	Transit Planning Corridor and Intersection Studies GIS Enhancements MPO Administration Long Range Transportation Plan Transportation Improvement Plan
<b><i>Strategic Highway Network (STRAHNET)/U.S. Department of Defense (DOD) Coordination</i></b>	Transit Planning Corridor and Intersection Studies GIS Enhancements MPO Administration Long Range Transportation Plan Transportation Improvement Plan

<b><i>Federal Land Management Agency (FLMA) Coordination</i></b>	Transit Planning Corridor and Intersection Studies GIS Enhancements MPO Administration Long Range Transportation Plan Transportation Improvement Plan
<b><i>Planning and Environment Linkages (PEL)</i></b>	Transit Planning Corridor and Intersection Studies GIS Enhancements MPO Administration Long Range Transportation Plan Transportation Improvement Plan
<b><i>Data in Transportation Planning</i></b>	Transit Planning Corridor and Intersection Studies GIS Enhancements MPO Administration Long Range Transportation Plan Transportation Improvement Plan

## A. Core Planning

1	MPO Administration		
Objective			
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.			
Previous Work			
Ongoing task..			
Methodology			
<ul style="list-style-type: none"><li>• Participation in and attendance at meetings of the Association of Metropolitan Planning Organizations.</li><li>• Development of the FY 2023 Unified Planning Work Program.</li></ul>			
End Product			
FY 2023 Unified Planning Work Program			
<ul style="list-style-type: none"><li>- Training of CAMPO Staff.</li><li>- Input of CAMPO Staff and coordination with MDOT</li><li>- Current adopted documents, to include the Prospectus and Bylaws, Public Participation Plan, Title VI Plan, etc.</li><li>- A tabulation of relevant traffic studies and data within the CAMPO MPA.</li><li>- CAMPO review and processing of invoices and prepare reimbursements.</li></ul>			
Participating Agencies		Funding	
Cumberland Area MPO & MDOT			
Project Schedule		FHWA	\$ 20,520.00
		FTA	\$ 5,472.00
		MDOT	\$ 4,104.00
		County	\$ 4,104.00
Ongoing	Total	\$ 34,200.00	

2	Transportation Improvement Plan		
Objective			
To update the Cumberland Urbanized Area Transportation Improvement Program (TIP) for FY 2022 – FY 2025 as specified by the Federal urban transportation planning requirements.			
Previous Work			
FY 2019 – FY 2024 Cumberland Area Transportation Improvement Program.			
Methodology			
Compile a comprehensive list of federally funded transportation improvements recommended for implementation during the 4 year program period. The document will represent the region’s transportation priorities and include realistic financially constrained cost estimates.			
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 Product			
FY 2022 – FY 2025 Cumberland Area Transportation Improvement Program			
Participating Agencies		Funding	
City of Cumberland, City of Frostburg, Cumberland Area MPO, Allegany County & MDOT		FHWA	\$ 5,700.00
		FTA	\$ 1,520.00
		MDOT	\$ 1,140.00
		County	\$ 1,140.00
Project Schedule			
Amendments and Administrative Modifications – as needed basis.		Total	\$ 9,500.00

3	<h1>Transit Development Plan</h1>
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## Objective

To ensure the Transportation Development Plan (TDP) prepared by the Allegany County Transit is consistent with the CAMPO LRTP

## Previous Work

Allegany County Transit has prepared and adopted previous versions of the TDP. The CAMPO has an adopted LRTP containing a multi-modal Transportation element, which includes a narrative about transportation services provided by Allegany County Transit.

## Methodology

The CAMPO annually reviews the TDP to ensure consistency with the LRTP. This will include, when necessary, discussions amongst CAMPO staff, MTA, and Allegany County Transit.

## End Product

Consistency between the CAMPO's LRTP and Allegany County Transit's TDP

<h2>Participating Agencies</h2>	<h2>Funding</h2>
MPO and consultants.	
	FHWA \$ 720.00
	FTA \$ 192.00
	MDOT \$ 144.00
	County \$ 144.00
	Total \$ 1,200.00

## Project Schedule

Ongoing



4	<b>Public Participation Plan</b>
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**Objective**

Activities will be undertaken to increase public participation in the CAMPO's transportation planning process.

**Previous Work**

A Website for the CAMPO was completed in FY 2008 and is maintained to include all organizational documents, including, but not limited to LRTP, TIP, UPWP, Request for Proposals, TAC and Council meeting agenda and minutes, traffic studies and reports, and links to supporting organizations and agencies.

**Methodology**

Implementation efforts will continue to maintain and, when necessary, update the Public Participation Plan and the Organization's website through regular review and comparison with those developed for other MPO's, as well as modifications to any officially adopted document(s).

**End Product**

A current and updated Public Participation Plan; continue to maintain the existing CAMPO website, which contains links to member jurisdictions and organizations; advertise upcoming TAC and MPO Board meeting dates, agendas, and materials; advertise Request For Proposals; and provide a public portal to review existing plans, publications, and work program items (TIP, UPWP, and the LRTP).

<b>Participating Agencies</b>	<b>Funding</b>	
MPO Staff	FHWA	\$ 3,300.00
	FTA	\$ 880.00
	MDOT	\$ 660.00
	County	\$ 660.00
	Total	\$ 5,500.00

**Project Schedule**

Ongoing

## B. Special Studies

1	Geographical Information Systems Enhancements		
Objective			
The County Planning & Growth Department has previously initiated work on the development of a Geographic Information System, which is an ongoing coordinated effort between the CAMPO, MDOT, and MDP. This task will support this effort and develop and utilize data for transportation and land use planning.			
Previous Work			
Work on an Enterprise GIS system has been initiated and was utilized extensively during the preparation of a majority of special studies completed to date. Computer hardware and software have been obtained and data collection and network coding have been accomplished, with data updates ongoing. Major accomplishments of the GIS Enhancement efforts of the County include: development of a vector-based parcel layer; creation of geodatabases; and the acquisition of orthophotography..			
Methodology			
Work is continuing on the development and enhancement of comprehensive multi-jurisdictional GIS. The GIS is used to produce mapping and data for many purposes including: transportation/transit planning; macro-level demand and growth forecasting/modeling; Emergency 911 planning; project impact analysis; comprehensive road inventory and mapping; and ongoing update of land use files and development capacity analysis.			
End Product			
The GIS database developed from this task will support ongoing transportation planning functions related to mapping and inventory of roadway network infrastructure, and will also assist in the development and completion of the LRTP, and to support Corridor and Traffic Management Studies (both motorized and non-motorized).			
Participating Agencies		Funding	
CAMPO and consultants.		FHWA	\$ 30,000.00
		FTA	\$ 18,000.00
		MDOT	\$ 6,000.00
		County	\$ 6,000.00
Project Schedule		Total	\$ 60,000.00
To be determined			

2	Corridor and Intersection Planning		
Objective			
To conduct planning-level corridor studies, as well as intersection safety and traffic signal warrant analysis to understand current and future conditions of operational and safety aspects of the road network within the Metropolitan Planning Area.			
Previous Work			
The CAMPO has prepared the following corridor studies:.			
Methodology			
The scope of work will be developed by the CAMPO Staff and members of the Technical Advisory Committee. Professional consulting services will be obtained to conduct and present the findings of project(s).			
End Product			
Contingent upon available funding, the anticipated deliverables for this task will include a Final Report, which may contain the following: current and future traffic conditions at identified intersections; short, mid, and long-term solutions to improve conditions for motorists, pedestrians, and cyclists along the major thoroughfares; planning-level cost estimates for each proposed recommendation; renderings of major recommended improvements; alternatives to improve intersection(s); and traffic signal warrant analysis.			
Participating Agencies		Funding	
CAMPO and selected consultant(s)		FHWA	\$ 30,000.00
		FTA	\$ 18,000.00
		MDOT	\$ 6,000 .00
		County	\$ 6,000 .00
Project Schedule			
To be determined		Total	\$ 60,000.00

3	Transit Planning		
Objective			
Consistent with the purpose of the Planning Emphasis Areas – Ladders of Opportunity, funding is allocated to assist Allegany County Transit with planning activities designed to reduce gaps in access to essential services including housing, employment, health care, academic institutions, recreation, and other major activity generators. Funding during this fiscal year will be used to retain professional planning services to prepare and present an Origin – to – Destination Improvement study.			
Previous Work			
Since FY 2010, the CAMPO has conducted several transportation and transit studies to assist Allegany County Transit with their operations. In FY 2011, the Allegany County Transit Traffic Impact Study was completed. The purpose of this Study was to assist in determining the potential impact(s) to ridership and bus routes based on the relocation of Allegany County Transit’s operations and primary point of transfer to a facility at the intersection of U.S. Route 50 Westbound and Walston Switch Road. Moreover, the CAMPO funded a Routing Analysis for Allegany County Transit routes based on the relocation. In 2012, the Organization funded the Allegany County Transit Ridership Study to assist Allegany County Transit with collecting and reporting ridership data to the National Transit Database (NTD). In 2017, the CAMPO funded an Origin to Destination Study for Allegany County Transit..			
Methodology			
The scope of work will be developed by the CAMPO Staff and Allegany County Transit. Professional services will be obtained			
End Product			
To be determined			
Participating Agencies		Funding	
CAMPO and selected consultant(s)		FHWA	\$ 25,000 .00
		FTA	\$ 15,000 .00
		MDOT	\$ 5,000 .00
Project Schedule		County	\$ 5,000 .00
To be determined			
		Total	\$ 50,000.00

4	Freight Planning		
Objective			
Continue to conduct freight planning activities with federal, state, and local agencies; and stakeholders to ensure the safe and efficient movement of goods and services on the regional transportation network. Moreover, maintain and establish partnerships with freight related organizations and private entities.			
Previous Work			
The CAMPO has partnered with MDOT to prepare and update State freight planning documents..			
Methodology			
The scope of work will be developed by the CAMPO Staff and members of the Technical Advisory Committee.			
End Product			
To be determined			
Participating Agencies		Funding	
CAMPO and selected consultant(s)		FHWA	\$ 7,951.25
		FTA	\$ 4,770.75
		MDOT	\$ 1,590.25
		County	\$ 1,590.25
Project Schedule			
To be determined		Total	\$ 15,902.50

5	Pedestrian Planning		
Objective			
To collect and develop pedestrian related data and increase planned walking activities within the MPA			
Previous Work			
As part of several corridor studies, non-motorized counts and recommendations to improve safety and connectivity of pedestrian networks have been developed, as well as the 2012 Allegany County Bike and Pedestrian Master Plan..			
Methodology			
The CAMPO will partner with Allegany County Health Department’s Walk Allegany Committee outreach, educational opportunities, and organizing community walks to promote the importance of walking.			
End Product			
To be determined			
Participating Agencies		Funding	
CAMPO and selected consultant(s)		FHWA	\$ 25,000.00
		FTA	\$ 15,000.00
		MDOT	\$ 5,000.00
		County	\$ 5,000.00
Project Schedule		Total	\$ 50,000.00
To be determined			



6	Long Range Transportation Plan		
Objective			
CAMPO adopted their LRTP in March 2021, and is required by federal regulations to update the Plan on a five-year cycle. To meet this schedule, RK&K was tasked with Plan 2050. An update of the plan is recommended when new Census is released.			
Previous Work			
Adopted LRTP in FY 2005, FY 2007,FY 2011, FY2016, FY2021			
Methodology			
In anticipating the next update of the Organization’s LRTP,CAMPO Staff will compile essential background information, conduct research about emerging trends, and analyze transportation and development activity to identify potential impacts to the regional transportation network. Pertinent data to be compiled and analyzed includes: previous and on-going transportation planning studies and reports prepared for the CAMPO; Capital Improvement Programs and Budgets of member jurisdictions; improvements since the last update; Transearch freight analysis data (movements and modes); Census data; waterborne freight commodities data; Allegany County Transit’s Annual Transportation Plan; State and Federal Surface Transportation Plans; and locally-adopted comprehensive plans. CAMPO’s adopted Public Participation Plan will be followed to ensure and encourage public participation.			
End Product			
Metropolitan Planning Organization’s Long Range Transportation Plan.			
Participating Agencies		Funding	
MPO and consultant		FHWA	\$ 0.00
		FTA	\$ 0.00
		MDOT	\$ 0.00
		County	\$ 0.00
Project Schedule		Total	\$ 0.00
Update FY2026			

### III. Budget

Cumberland Urbanized Area  
Metropolitan Planning Organization  
FY 2024  
Unified Planning Work Program

	FHWA	FTA	MDOT	Local	TOTAL
FY 2024 Appropriation	\$74,648.00	\$35,942.00	\$13,824.00	\$13,824.00	\$138,238.00
FY 2023 Projected Carryover	\$91,209.06	\$27,242.35	\$14,806.55	\$14,806.55	\$148,064.50
<b>FY 2024 Funds Available</b>	<b>\$165,857.06</b>	<b>\$63,184.35</b>	<b>\$28,630.55</b>	<b>\$28,630.55</b>	<b>\$286,302.50</b>

  

	FHWA	FTA	MDOT	COUNTY	TOTAL
<b>A. CORE PLANNING</b>					
1 Coordination/Administration	\$20,520.00	\$5,472.00	\$4,104.00	\$4,104.00	\$34,200.00
2 Transportation Improvement Plan	\$5,700.00	\$1,520.00	\$1,140.00	\$1,140.00	\$9,500.00
3 Transit Development Plan	\$720.00	\$192.00	\$144.00	\$144.00	\$1,200.00
4 Public Participation Process	\$3,300.00	\$880.00	\$660.00	\$660.00	\$5,500.00
	<b>\$30,240.00</b>	<b>\$8,064.00</b>	<b>\$6,048.00</b>	<b>\$6,048.00</b>	<b>\$50,400.00</b>
<b>B. SPECIAL STUDIES</b>					
1 Geographical Information Systems Enhancements	\$30,000.00	\$18,000.00	\$6,000.00	\$6,000.00	\$60,000.00
2 Corridor and Intersection Planning	\$30,000.00	\$18,000.00	\$6,000.00	\$6,000.00	\$60,000.00
3 Transit Planning	\$25,000.00	\$15,000.00	\$5,000.00	\$5,000.00	\$50,000.00
4 Freight Planning	\$7,951.25	\$4,770.75	\$1,590.25	\$1,590.25	\$15,902.50
5 Pedestrian Planning	\$25,000.00	\$15,000.00	\$5,000.00	\$5,000.00	\$50,000.00
6 Long Range Transportation Plan	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
<i>Special Studies Total</i>	<b>\$117,951.25</b>	<b>\$70,770.75</b>	<b>\$23,590.25</b>	<b>\$23,590.25</b>	<b>\$235,902.50</b>
<b>FY 2024 Total</b>	<b>\$148,191.25</b>	<b>\$78,834.75</b>	<b>\$29,638.25</b>	<b>\$29,638.25</b>	<b>\$286,302.50</b>