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I. Introduction

In 1965 Congress passed the Appalachian Regional Development Act to address persistent poverty and growing economic despair in the region. The Act was not unfounded and was based on a few simple statistics from the Appalachian region which was comprised of 13 states.

- One in every three Appalachians lived in poverty
- Per capita income was 23 percent less than the US average
- High unemployment and harsh living conditions had, in the 1950s, forced more than 2 million Appalachians to leave their homes and seek work in other regions.

"The Congress recognizes the comprehensive report of the President's Appalachian Regional Commission documenting these findings and concludes that region-wide development is feasible, desirable, and urgently needed."

-Appalachian Regional Development Act of 1965, §2

Ultimately the program was designed to provide public works and economic development programs, and the planning and coordination needed to assist in the development of the Appalachian Region. For Maryland, this Act brought attention to the ever-declining economic conditions of Garrett, Allegany, and Washington Counties. In response to the Act, Maryland Governor Spiro Agnew issued an executive order creating a Council to formulate programs and projects to expand the economy and develop the resources and economic opportunities of Western Maryland.

On July 22, 1971, the Maryland Department of Assessments and Taxation approved the Articles of Incorporation for the Tri-County Council for Western Maryland, Inc.
Currently Governor Martin O’Malley is the State of Maryland Representative to the Appalachian Regional Commission. Upon being elected Governor O’Malley appointed Richard Hall as Secretary of the Maryland Department of Planning and his Alternate to ARC. He also appointed Albert Feldstein as the State Program Director whose job is to work directly with the Local Development District. In Maryland this includes three counties, 24 municipalities and countless development and civic organizations.
II. Development Priorities

Upon formation, the ARC was a comprehensive program for the economic development of the Appalachian Region. This program was designed to bring Appalachia in socioeconomic parity with the Nation. The original ACT clearly stated that Appalachia as a region has not shared equally in the economic prosperity of the Nation. The goal for the state of Maryland has not changed over the years from the original mission set forth by ARC.

Maryland has built upon the major goals as set forth by ARC. Those goals are to: 1) Increase job opportunities and per capita income in Appalachia to reach parity with the nation. 2) Strengthen the capacity of the people of Appalachia to compete in the global economy. 3) Develop and improve Appalachia’s infrastructure to make the Region economically competitive. 4) Build the Appalachian Development Highway System to reduce Appalachia’s isolation.

As outlined in the ARC State Implementing Strategy Statement, specific objectives and strategies have been developed that have been identified in the State as critical areas of development for the Region.

Traditional smoke stack manufacturing plants are becoming a thing of the past all over the country. New plants of this nature are not being built and older plants are closing their doors and going elsewhere because of the global marketplace. Because of this fact, economic development efforts have gradually shifted to attraction of information technology and advanced manufacturing plants. It was quickly realized that the infrastructure to support such businesses is not adequate in most places and where it is adequate, it is expensive compared with urban areas of the state. Because of this, the focus has been on improved broadband access at reasonable costs as this is what is needed to attract new companies, increase wages and revitalize the economy.

It is no secret that most new jobs are created by small businesses and entrepreneurial efforts. This has also been a focus at the regional level to again help spark the economy by putting more money back into the community.

The number one priority without any exception is always infrastructure, be it telecommunications, water lines, sewer lines, gas, electric or roads you cannot have success without it. There are two types of infrastructure projects that generally come along and one generally takes president over the other. The first is replacement of existing infrastructure. Old, failing and inadequate water and sewer lines combined with new regulations for storm water/sewer separation have to be taken care of prior to new lines being run for additional development. Maintaining existing systems is generally so costly building new systems is often times monetarily unachievable without federal and state assistance. In addition to this, western Maryland is uniquely challenged geographically as new large tracts of flat land suitable for development may be miles away from the last parcel of developed land. In order to build a new park, adequate infrastructure must be run many miles to get from one tract to the next.
Since the completion of Interstate 68, steady although moderate increases in growth have occurred. This interstate, also known as Corridor E in the Appalachian Development Highway System connected the area with other interstates and made doing business in the area more cost effective. One major effort of Allegany and Garrett Counties is to develop a north/south interstate to connect to corridor H in West Virginia. This connection will keep areas in West Virginia going through the Cumberland marketplace when corridor H is finished and keep the economy from being eroded. Improved access to the north has been seen on both Route 220 and Route 219 with plans to continue development on Route 219. Studies on route locations for both roads are currently underway.

Smart Growth still continues to gain acceptance in western Maryland but has been part of the ARC plan since the legislation was passed. Regardless of the project or location, planning is an integral part of making a project sustainable into the future. While the program sometimes creates challenges in this area, particularly with those projects that need to happen quickly, the value of minimizing impact and unnecessary sprawl needs to be in the forefront.
III. ARC Maryland - Organizational Structure

Governor Martin O’Malley

Richard Hall
ARC State Alternate
Secretary, Maryland Department of Planning

Albert Feldstein
Maryland ARC Program Manager

Tri-County Council for Western Maryland, Inc.

Garrett County
- Accident
- Deer Park
- Friendsville
- Grantsville
- Kitzmiller
- Loch Lynn Heights
- Mountain Lake Park
- Oakland

Allegheny County
- Barton
- Cumberland
- Frostburg
- Lonaconing
- Luke
- Midland
- Keedysville
- Sharpsburg
- Smithsburg
- Williamsport

Washington County
- Boonsboro
- Clear Spring
- Funkstown
- Hagerstown
- Hancock
- Keedysville
- Sharpsburg
- Smithsburg
- Williamsport
IV. ANNUAL ASSESSMENT OF APPALACHIA IN MARYLAND

A. Identification of Counties

Appalachian Maryland consists of the three western most counties of Allegany, Garrett and Washington. Historically these counties have thrived on a manufacturing base. It was this lack of diversity and geographic isolation that contributed to the economic decline over the years. The counties still rely heavily on manufacturing as a major industry sector but now the companies are much smaller. While a company leaving still has negative impacts on the community, the smaller size of most companies means the impact is not as devastating as it once was.

The Appalachian Regional Commission (ARC) has designated Allegany, Garrett and Washington Counties as Transitional for FY 2012.

B. Demographic History

1. Population

The Appalachian Region of Maryland has historically had one of the slowest growth rates of the State. For many years this area saw a decline in population, while the rest of the state was growing rapidly. Over the past decade the decline has begun to stabilize while growth still remains at a minimum.

Population data from the 2010 Census shows an increase for all three western Maryland Counties and the state of Maryland since the 2000 Census. The increase was just over 1% for all of the counties which translates into a total population increase of 15,915 people with the majority of those in Washington County.
# POPULATION DEMOGRAPHICS

## County Populations

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Prepared by the Maryland Department of Planning, Planning Data Services, March 2009

## Western Maryland Municipalities

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<td>Total Minority Change</td>
<td>Minority Change as a Percent of Total Change</td>
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<td>89.8%</td>
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* Minorities are defined as including everyone but "non-Hispanic White alone."

Prepared by the Maryland Department of Planning, Planning Data Services, from the Population Division, U.S. Census Bureau, June 2010.
Chart 1B. Population Change for Maryland's Jurisdictions, 2000-2009

Montgomery          35,506
Baltimore Co        34,035
Howard              33,044
Prince George's     32,704
Frederick           31,545
Anne Arundel        23,924
Harford             21,680
Charles             19,192
Carroll             16,767
St. Mary's          14,645
Cecil               14,649
Calvert             13,987
Washington          9,576
Wicomico            7,398
Queen Anne's        3,595
Caroline            2,579
Worcester           2,450
Talbot              1,368
Dorchester          1,212
Somerset            1,047
Kent                291
Garrett             -291
Allegany            -2,398
Baltimore City      -13,736

Source: Population Division, U.S. Census
Prepared by the Maryland Department of Planning, Planning Data Services, March 2010
2. Income

Income in Western Maryland is still well below the average for the State of Maryland. This is reflected in the high poverty rates seen in all three counties. The average per capita personal income for the State of Maryland is $48,275, well above the national average of $39,626. The numbers reflected by Western Maryland Counties show that income levels are well below the state and national average. The per capita personal income the Western Maryland Counties are more than 25% less than the State average. Allegany County is by far the lowest at only 66% of the State average.

As outlined in the table below, the income in western Maryland continues to be among the lowest in the state.

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Prepared by the Maryland Department of Planning, Planning Data Services, from U.S. BEA, March 201
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Data extracts prepared by the Maryland Department of Planning, Planning Data Services, from U.S. BEA, May 2011.
3. Unemployment

Unemployment in the region continued to rise from 2009 to 2010. Based upon unadjusted data from 2011 it appears that the unemployment rate may have stabilized but it is difficult to determine from one quarter of data. Additionally, once the data is adjusted fluctuations as much as a point or more are not uncommon.

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<thead>
<tr>
<th>Location</th>
<th>Unemployment Average %</th>
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C. Economy

The Western Maryland economy is in a sharp decline with unemployment rates rising to their highest levels in many years. The economic downturn that has been felt across the Country and State are magnified in the rural areas and Maryland is no exception. Over the last decade we have been fortunate to experience new growth and add the names of new companies to our list of assets. During the course of the last year we have begun erasing some familiar names from the list of companies that have called Western Maryland home.

Manufacturers across the region are feeling the impact of the global recession and are beginning to downsize their operations in an effort to cut costs. Some of the major manufacturers that have closed or will be closing include Biederlack of America and Bayliner Marine Corporation in Allegany County and Unilever and Statton Furniture in Washington County. These four companies alone employ over 1,000 people and have a dramatic impact on the unemployment figures. Not only were these companies major employers but the wages were on the high side for this type of industry.

All of Western Maryland is now focused on, and committed to, bringing information technology companies and the infrastructure needed to the area. The Maryland Broadband Cooperative is committed to bringing much needed infrastructure and competition to the rural areas of Maryland including Allegany, Garrett and Washington Counties. This alone would undoubtedly help turn the economy around.
A statewide project is currently competing in a national grant program that would include much of the MDBC project. While it would not complete the Western Maryland infrastructure, it would open the door for the region to compete for businesses that now only locate in the urban areas. The reason for this is simple. With fiber and local access points in the area, local internet providers can sell service without major backhaul expenses that are currently charged by the major carriers. This barrier has to be removed in order for the area to compete for technology transfer related jobs.

In recent years population projections have varied for the region. Depending on the source, the population of the respective counties will decrease, increase, or remain stagnant. Once the results of the 2010 Census are known these numbers will enable the region to analyze the impact these new figures will have as it pertains to funding for a number of state and federal initiatives.

Western Maryland’s approach to supporting growth in its economy is centered on assuring that the tools are in place for economic growth. This includes both the infrastructure and human resources necessary to modernize the region’s economy. The region is concentrating on reuse and development of brown fields, and having infrastructure in place for new green field development. Of equal importance is making sure the region has the human resources ready and in place that will meet the needs of a new modernized economy. The local colleges and universities continue to produce a strong workforce and offer new and expanding courses each year. In addition, the community colleges in particular offer a wide variety of specialty training for existing and new employers.

The housing industry across the region has greatly affected the economy in many ways. Home pricing has skyrocketed over the last five years, with some homes more than doubling in value. For area residents, particularly the service industry, homes are simply not affordable. The backlash from this huge swing in housing prices is that new home construction costs continue to rise, which in turn means that the number of new homes being built is low. With many local companies and businesses dependent upon the housing market and industry this means low production and less need for workers.

Until the last two years the economy of Western Maryland was showing a steady increase from an all time low in the late 1980’s. With the recent downturn in the economy the region has quickly been thrust back into unemployment rates in the double digits. If recent history rings true, the economy will continue to fall for some time after the urban centers begin to see recovery. Since that point does not yet seem to be reached, it would appear that things will continue to worsen for sometime before they turn around.
D. Education

Garrett County continues to enhance educational opportunities for the local students by providing scholarships. In 2005 Garrett County ranked 21st out of 24 counties in Maryland for per capita personal income. Realizing that local graduates wishing to go to college cannot always afford the tuition, Garrett County has set aside funds that will give every high school graduate in the County the opportunity to attend the local community college tuition free for two years. This will enhance the workforce for the County and surrounding area and help ensure those in the county that wish to further their education will not be deprived of that opportunity. During the first year of this program 136 students took advantage of this program. An added benefit of this program is that it will increase enrollment at Garrett College, which in turn increases funding which is based on the number of students. In addition the County is exploring additional opportunities to provide classes not offered at Garrett College thought agreements with adjacent Colleges.

Garrett County with the help of ARC now has a Technology Center for middle/high school students in Accident, MD. This facility offers classes in robotics as well as many other technology related courses.

Allegany County now has many distance learning labs to incorporate curriculums that are offered in one school to many other schools. This approached broadens the opportunities from students in all areas of the county while reducing the need for staffing small specialized classes in all schools. This project will take advantage of the broadband access that will shortly be available in the majority of the area schools as part of a $115 million grant through the ARRA. Additional programs now offered in Allegany County Public Schools include the Medical Careers Academy which provides high school students the opportunity to become involved in the nursing or medical fields. In addition, the Center for Career and Technical Education is now offering an apprenticeship program for high school seniors in the construction trade. This on-the-job training will allow seniors to graduate with experience in the trade industry.

Allegany College continues to offer a variety of higher education courses as well as customized workforce training programs tailored to the needs of local companies. While this is not new, it is a key element in attracting companies to the area. In addition the college has continued to expand on its health care course including home health aide programs. Tied directly to the Allegany College programs, Frostburg State University is now offering the option for nursing students to continue on and receive a four year degree in that field. Most recently, Frostburg State will be constructing a building dedicated to alternative sources of energy. This facility should begin construction during the summer of 2011.

Washington County has several new capital projects related to education. In recent years the increasing population base has outgrown the existing school capacity meaning additional schools are needed. Three new elementary schools near Hagerstown have been built and opened this year. In addition a fourth elementary
school, Cascade Elementary near Smithsburg, is undergoing improvements to handle the impacts of the redeveloping Fort Ritchie. In addition to the new schools, the k-12 system has also expanded its curriculum and now will be offering courses related to biotechnology.

In higher education Hagerstown Community College now offers expanded medical opportunities with additional nursing programs and a new wet lab that will be instrumental in providing a local workforce to new bio technology firms interested in the area. Five other Maryland Universities including Towson, Salisbury State, and Frostburg State have also shown and interest in Washington County and now offer courses in Hagerstown.

Additional higher education programs now available in Washington County include the truck driving school in conjunction with Volvo and the Barbara Ingrim School for the Arts.

The higher education institutions also continue to focus on the importance of education and technology and have worked with the state and local governments to achieve state of the art technologies for many of their curriculums. With much of this technology in place, the colleges are now working to share this infrastructure with public schools and create greater opportunities for advanced learning, including the formation of magnet schools in the near future.

E. Infrastructure

1. Transportation

Commerce in Western Maryland is largely driven by transportation via the Highway System. It is very evident that the majority of the growth in our region is attributed directly to interstate commerce. For instance, the largest growth area for industrial and commercial centers in the region is located within a few miles of the intersection of Interstate 81 and Interstate 70. West of Washington County, Interstate 68 is the driving force for development. For this reason, upgrades to Routes 219 and 220 are both in the planning stages but will be on hold for some time due to a lack of funding at both the federal and state level.

While Virginia and West Virginia are currently working on a plan to upgrade Interstate 81 to six lanes, Maryland has still not endorsed the idea largely due to the cost involved. Maryland State Highway Administration is currently conducting a study of the 12 mile project area, with tentative plans to improve this section of interstate in the future. While no clear solution has become evident, it is clear that Interstate 70 from Frederick to Hagerstown is also becoming overly crowded particularly during the rush hours. This will also need to be studied in the near future to plan for possible expansion.

While Interstates are very important, the focus now has become a major North/South Corridor to serve Allegany and Garrett Counties. Route 219
continues to be one of the primary focal points in this development. Pennsylvania has made major improvements north of the Maryland line by completing the Meyersdale bypass. They continue to proceed with environmental assessments and design needed for completing the Pennsylvania portion of the project. Maryland has also begun preliminary engineering for the 2 mile stretch between the Mason Dixon Line and Interstate 68. While construction will most assuredly happen one day, the stumbling block before Congress, at this point, is appropriating the funds to purchase the extensive right of way needed from Meyersdale to Maryland. Capital funds for this project have not yet been allocated. Currently there are several alternatives for this new route which are being assessed. It is hoped that the Federal government will begin allowing toll credits as match for these types of projects in the near future which will aid in the completion of this project.

Further south on Route 219, a much needed bypass is underway around the town of Oakland. This project is also on hold pending lack of highway funds for construction.

Also very important to Allegany County is the development of a major North/South Corridor. Maryland Route 220 is currently a 2 lane road that parallels the Potomac River from Cumberland, MD to Keyser, WV. Along the way, the road passes though the towns of Cresaptown and Bel Air where the road becomes very congested. One of the area’s largest employers, New Page, located just west of Maryland Route 220 receives approximately 350 trucks per day to the site at the mill. Approximately 60 percent of this truck traffic utilizes Route 220 as access to the mill. When calculated on a round trip basis, this means that approximately 420 trucks travel this route each day just going to New Page. Allegany County’s newest advanced manufacturing park is also located along this route and has its first tenant who may eventually reach 500 employees. This will create further congestion in years to come. In addition, this area continues to be looked at as for new residential development which would add to the already congested areas.

Route 220 also has a bottleneck to the south where the road connects to West Virginia. The Keyser-McCoole Bridge, which receives all truck traffic to the southerly direction, is in need of replacement or upgrading to handle the large volumes of traffic currently utilizing this infrastructure. In a recent study the traffic volume was nearly 19,300 vehicles per day. With the cooperation between Allegany and Mineral Counties the project is now moving forward through SHA and is currently under construction.

A study is now being undertaken to determine the best route for Western Maryland to connect to Corridor H, an east-west highway that runs 148 miles from northern Virginia to central West Virginia and is part of the Appalachian Development Highway System. Without this development of a connector system between I-68 and Corridor H, the only Interstate quality access points to the Eastern portion of West Virginia will be through Clarksburg, WV or
Front Royal, VA. The traditional Cumberland service marketing area, which extends to Moorefield and Petersburg, WV, will drastically shrink. Even though these markets are further in distance, travel times will be similar to the Cumberland market area because of the improved road access. Currently this project is on hold until funding can be allocated.

The airports on all three western counties now have runways of 5,000 feet or more that will accommodate small commercial jets. This is major accomplishment as corporations rely on air traffic for corporate visits as well as deliveries. A new terminal building is currently slated for construction at Garrett County airport and Washington County is now offering commercial air traffic to Orlando and Myrtle Beach. Unfortunately commuter air traffic to one of the major hubs in Baltimore and Pittsburgh are no longer available.

The Western Maryland region has a well-developed rail network. Since the purchase of Conrail by CSX there has been increased rail traffic in the region as well as increased job opportunities. Currently, there is a need to develop two specific rail projects in Western Maryland. The extension of the commuter rail system, between Hancock and Washington, DC, would open the Hagerstown-Martinsburg area to a wider labor force. Studies continue to look at commuter patterns for the expansion of the MARC rail system to this area.

The second major rail need is for rail spur access in Garrett County. A main rail line is located near Southern Garrett Industrial Park, and the new expansion of the park has been graded for the addition of a rail spur. Therefore, this industrial park provides the potential for location of businesses that utilize the rail transportation.

2. Water and Sewer

Municipal water systems are in place throughout region and contribute the majority of the supply to the population. While many of these water systems have been in place for decades, some small municipalities are receiving their first distribution lines ever. Although water supply is adequate the construction of water lines is very expensive. Major water plants for the City of Cumberland and the City of Hagerstown currently have no problem meeting the demand placed on the systems.

Water supply for the area, even during recent drought times has not been and issue for most areas in western Maryland. Municipal as well as county systems have been able to supply sufficient amounts of water as needed. While the impoundments currently can fulfill the demand, the aging infrastructure is now one of the largest concerns. Many of the water lines in the area are reaching their life span and will likely need replaced in the upcoming years. This is an expensive undertaking for the hundreds of miles of infrastructure that will need replaced.
Sewer lines continue to be a costly issue for Western Maryland. Mandates are now in place to separate storm water from sewer. While this will effectively eliminate the sewer overflow issues that have occurred in the past, the cost to do this will be in the hundreds of millions of dollars and take 20 years to complete. Without the aid of state and federal grants to complete this task it is unknown if this task can be completed in the allotted time.

The Maryland General Assembly has in recent years passed legislation to address sewer plant upgrades. Every Marylander will pay a fee on their sewer bill that will go towards nutrient removal upgrades on treatment facilities. While it will take many years to complete, the major plants will be the first to be upgraded and smaller plants will follow as money permits. A detailed map of how this project is progressing is shown below.

Several municipalities are in the process of upgrading their treatment facilities to handle a larger volume of waste. Consent orders from MDE prohibited further development until such upgrades were completed. In Washington County a plan was recently completed that shows how the County will utilize sewer capacity over the next twenty years. Please see the chart below for the most recent projects.

Garrett County has completed the construction of a new waste treatment plant near McHenry that is now the largest in the County. This new plant will replace the existing one and serve the entire Deep Creek Lake area. Other projects underway in Garrett County include upgrades of the Accident and Friendsville sewer system, and new construction to serve the Keyser’s Ridge Business Park, McHenry Business Park and the Exhibit Hall to be located at the Garrett County Fairgrounds.

In Allegany County plans remain under consideration to expand the existing treatment plant on Route 220 South to accommodate a growing business park and future residential growth in the area.
3. Telecommunications

The Western Maryland focus is on securing telecommunications and broadband services at competitive costs with the urban areas. We believe that this is the key to retaining and attracting companies that provide higher than average wage rates for the area. In addition to attracting companies, upgraded infrastructure also means people working in the urban area now have the option to telecommute from Western Maryland. This practice is becoming more common every year.

While each county has broadband available in most of the municipalities, as a rural area this leaves much of the county unserved. The state of Maryland in cooperation with the Maryland Broadband Cooperative recently received and award of $115 million to provide much needed fiber infrastructure to areas in all three counties. The actual construction of this project is scheduled to begin during the late summer of 2011 and will provide service to dozens of public schools and buildings. An added benefit of this project is that long-term, the network can be expanded to serve private companies over this network with competitive prices. Virtually every segment of private industry now considers access to affordable high-speed internet a must in order to compete in the global marketplace.
There are two major contributors to not having affordable broadband and it is hoped that this project will eliminate both of those issues. First and foremost, an area must have competition in order to have competitive prices. This new infrastructure will open vast opportunities for a variety of private companies to provide service where they currently do not have infrastructure. Because the infrastructure will be in place along many of the major routes, private companies will be able to affordable tap into this network to complete smaller networks which reach into rural communities. Secondly, a local point of presence (POP) must be in proximity to the location served as companies must pay back hauling fees which is directly related to the distance of the nearest POP. These POPs will be located throughout the region which means that for many areas, that cost will all but be eliminated.

The Washington County Board of Education has been a leader in the deployment of fiber throughout the county. They currently have a fairly extensive network in the community and continue to expand. Most recently they are undertaking a project that will provide broadband to the Hancock High School. One of the most unique aspects of the network the board has undertaken is the addition of dark fiber to their network. The possibilities for providing access to a wide array of users in the future most certainly will be a great economic development tool for the county.

Both Washington and Garrett Counties have studies underway that will map the current and planned infrastructure to which enables them to build a long term strategic plan for technology based infrastructure. Allegany County is also exploring this option for the near future.

Ultimately, public/private partnerships will be the backbone for creativity in order to serve the citizens of Western Maryland.

4. Energy
The region needs to participate in State and national efforts toward the conservation of existing energy sources, the development of clean energy technologies, and the development of alternative and renewable energy sources.

F. Health Care
Appalachian Maryland has a comprehensive and well developed medical care system. However, access to that care, especially affordable care for the uninsured, is still limited in many areas. The medical care system includes county health departments, hospitals, community health centers, mental health facilities, emergency care networks, a full variety of elderly care programs, and a National Cancer Research Center. The health care and related service industry continues to be the largest employers in the region despite having fewer doctors per population than the national average.
Over the past several years, the cost of health insurance has been one of the major issues facing Western Maryland and of course the nation. Although this problem is not unique to Western Maryland, it tends to impact the rural areas in an amplified manner due to the existence of many small businesses, lower average wages and higher unemployment levels. Since small and medium sized companies make up a large portion of the rural employment base, many of these companies are unable to continue providing health care to their employees.

The following numbers were compiled by the Maryland Behavioral Risk Factor Surveillance System located at [www.marylandbrfss.org](http://www.marylandbrfss.org). The numbers are compiled by surveying those that sought medical assistance during that particular year. Those without insurance were identified. If individuals without insurance did not seek medical treatment then they would not have been counted. The way numbers are compiled, the change in percentage listed below is not statistically significant in each county as it is a measurement over long periods of time that give and significant understanding of trends. What the data does tell us is that the percentage of individuals in Western Maryland without health insurance is greater than the statewide average. This is not surprising when you calculate that WMD has a very high poverty rate combined with a low per capita income.

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<th>AREA</th>
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<tr>
<td>Washington</td>
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A person was defined as uninsured if he or she did not have any private health insurance, Medicare, Medicaid, State Children's Health Insurance Program (SCHIP), state-sponsored or other government-sponsored health plan, or military plan. A person was also defined as uninsured if he or she had only Indian Health Service coverage or had only a private plan that paid for one type of service such as accidents or dental care.

Hospital trauma programs are also facing large financial problems in Western Maryland, due to increasing costs and state requirements. The Western Maryland Health System in Cumberland offers a Trauma Center, as does Robinwood Medical Center in Hagerstown. More recently there has been a great interest in reducing the number of patients that go directly to the emergency room. For this reason a number of urgent care facilities have begun operation in Western Maryland. These facilities allow walk in patients thus providing an alternative to emergency room visits.

The Federal Government designates many areas in Western Maryland as Medically Underserved, where there is a lack of medical professionals to serve the low-income uninsured and underinsured. For this reason there has been an expansion of Federally Qualified Health Centers in the region. Federally
Qualified Health Centers are now located in all three western Maryland Counties with two in Washington County, one in Allegany County, and one in Garrett County. Garrett County’s facility was the most recent one built and is located adjacent to the Garrett County Health Department.

Currently Garrett County has completed a major building expansion which now provides a new Emergency Department and Same-Day surgery suite, including a new hospital laboratory, radiology department and other crucial outpatient services.

After a study to upgrade facilities in Washington County, the Health System there built the largest facility in over 100 years. The new facility is located near the Health System’s Robinwood Medical Campus, and creates a good connection with that largely out-patient, 400,000 square foot facility.

Allegany County has also constructed a new hospital that combines the Sacred Heart and Memorial Hospital campuses. The new facility is located on Willowbrook Road near Allegany Community College. This facility also houses a new Allegany County Health Department.

Other health care facilities include: mental health facilities located in Allegany County, the Thomas B. Finan Center and the Joseph D. Brandenburg Center, Washington County’s mental health facility and Western Maryland Hospital for long-term care, as well as the National Cancer Research Center. In addition to the region’s medical facilities, the area has access to the major medical facilities in Baltimore, Morgantown, Pittsburgh and Washington. The region is also served by the Maryland State Police Medivac helicopter service.

In addition to the upgrading of facilities, the local colleges have recognized the shortage of health care professionals and offer new and expanded curriculum in this field, including four year programs to be offered at the University of Maryland Center in downtown Hagerstown, expanded curriculum at Hagerstown Community College and a four year bachelors degree in nursing at Frostburg State University. Additionally, the Allegany County BOE also began a pre medical concentration program last year.

G. Local Capacity Building

Western Maryland has developed a wide variety of unique partnerships to help build local capacity. Regional initiatives, as well as public and private partnerships, are just a few ways that resources can be extended beyond their initial capacity. The three county economic development departments work closely with private groups, such as the Cumberland-Allegany County Industrial Foundation, the Hagerstown-Washington County Industrial Foundation and the Greater Cumberland Committee that provide valuable input from a perspective that could not be obtained otherwise. In some cases these organizations provide marketing events, industrial land, and equipment purchases. These groups
generally work very closely with the Chambers of Commerce in each respective county.

The Tri-County Council also plays a critical role by providing a Revolving Loan Fund (RLF) that provides gap financing to qualified businesses. Without this special fund, many small and mid-sized businesses would experience tremendous difficulty raising capital to open or expand their operation. The Council works directly with primary lenders to ensure that the program is marketed and available to potential clients. Banks must be involved in the process for clients to eligible for funding. With qualified businesses in need of funds, the RLF is providing these funds and helping businesses to function and succeed.

Washington County is a member of QUADCO, an industrial development organization established for the purpose of cooperation and marketing of the four county I-81 corridor regions. Members consist of Franklin County, PA, Washington County, MD, Berkley County, WV, and Frederick County, VA.

Additionally, there are many groups, committees, and organizations throughout the region supporting tourism-related activities and events. The local tourism offices work to coordinate, and when possible, support these numerous special purpose groups to enhance the local travel and tourism industry. Many of these projects span more than one county making joint marketing possible. Some of these projects include the Allegany Highlands Trail, the C&O Canal and the regional Kiosk initiative which provides real-time tourism information to individuals across the three counties.

Another integral part of capacity building across the three counties is the local Community Action Agencies. These agencies provide a wide array of programs across the region. While not each agency provides the same services, these programs include job transportation, senior centers, Head Start centers, aging programs, loan funds and low income housing.

Several years ago Tri-County Council formed the Community Trust Foundation. This idea was first formed when it was identified that Allegany and Garrett Counties were the only two counties in the state without such a Foundation. The council formed a 501c3 and a board was comprised of the founding donors. Several funds are now in place and grants continue to be awarded as available. In the spirit of making this project truly regional, the Washington County Community Foundation agreed to administer the funds until such a time as the Council can have the infrastructure in place to manage the funds. Additionally the Mineral County, WV was also added making this a multi-state project.
H. Travel and Tourism

Many of the assets in Appalachian Maryland revolve around its natural beauty and scenic landscapes. With the numerous State Parks and recreational opportunities, the tourism industry helps sustain the economy.

With the National Road being named an “All American Road” and a scenic byway, there has been a great deal of publicity generated from this designation. Many of the sites along this road were featured in National Geographic with the Appalachian map of tourism destinations. With this designation and the completion of the Scenic Byways Corridor Assessment Plan, sites along the National Road that are consistent with the plan will be eligible for money from the Federal Scenic Byways Program. Additionally both Allegany and Washington Counties have had bicentennial events centered around the National Roads 200th anniversary.

State and National Heritage Area activities are also active in this region. The Maryland Heritage Areas Authority, which works to preserve historical and cultural resources and stimulate economic development through heritage tourism, provides support for two state certified heritage areas here. The Canal Place Heritage Area, located in the City of Cumberland, was created to be the catalyst for the preservation, development, and management of the lands adjacent to the C & O Canal in Cumberland, and to advocate for preservation and development within the Canal Place Preservation District and the greater Cumberland area. The Civil War Heritage Area, comprised of portions of Washington, Frederick, and Carroll Counties, was established to bring economic benefits to the three-county region by thematically linking and marketing the area’s Civil War heritage resources, supporting new and current visitor support businesses within the heritage area by generating greater visitation, and guiding visitors to places of unique character. A third state heritage area within the region, located in Garrett County, is currently under development and has acquired “Recognition” status. A Management Plan is being written to acquire official Certification.

National Heritage Area efforts in the area include the work of the Appalachian Forest Heritage Area (AFHA). Consisting of sixteen counties in the eastern region of West Virginia and two in western Maryland (Garrett and Allegany), the AFHA is a regional, grassroots effort to integrate central Appalachian forest history, culture, natural history, products, and forestry management into a heritage tourism initiative to promote rural community development. AFHA has completed the first step in the national heritage area designation process – development of a feasibility study – and continues to seek Congressional support for designation as a National Heritage Area.

The region boasts many tourism attractions and has continued to rely on them as a key piece in the economic development puzzle. Outdoor enthusiasts can enjoy numerous state parks and forests in the region from Deep Creek Lake to Washington Monument State Park. These parks include lakes, golf course and historic attractions throughout the region. State forests also offer bike trails,
backpacking, camping, fishing, hunting and hiking trails. Some of the forests are over 50,000 acres and offer a chance to get away from the hustle and bustle of the city.

The region also has many new ventures that upon completion will compliment the other attractions and draw thousands of visitors from afar. Recently Cumberland has started the first phase of the rewatering the C & O Canal. The construction of a railroad bridge over the canal continues to slow the project that should be completed over the next several years. In addition, the Allegany Highlands trail, completed in 2007, is the final link between the Great Allegheny Passage (GAP) and the C& O Canal and offers a continuous hiking and biking trail 350 miles long from Pittsburgh to Washington DC. Efforts are underway now to repair a small section of the C & O Canal in Washington County that is currently in disrepair and is the only section of the canal not intact.

Garrett County has also implemented a trail system that upon completion will traverse most of the county and link with many existing hiking trails. The trail system will be accessible from many of the municipalities and also serve as recreation areas for the local public.

The Garrett County region has become a destination for fly fishermen from across the country to experience one of the few places on the east coast where fisherman can achieve the grand slam of trout fishing. In a single day anglers can catch brown, rainbow, brook and cutthroat trout. Work continues to improve these fisheries and new businesses such as bed and breakfast are growing to meet the demand. Washington County also boasts the revitalized Beaver Creek which now boasts wild trout and brings fishermen from afar.

Near Marsh Mountain adjacent to Deep Creek Lake, the region has undertaken a multiyear, private/public partnership to develop the Adventure Sports Center International. This complex opened in 2009 and offers a recirculating whitewater course, amphitheater, rock climbing facility and an Adventure Sports Hall of Fame. Since its inception the ASCI has hosted a variety of events including seven national events. Most recently the ASCI was announced as the location for the 2014 International Canoe Slalom World Championships.

In addition, the region has combined technology with the tourism industry and developed a regional kiosk system that will allow visitors to view tourism venues in the region and even purchase tickets to various attractions at their fingertips. The first phase of this project was so successful that a second phase was completed and more than doubled the number of kiosks. It is hopeful that someday these kiosks will tie into an entire statewide system that will allow visitors in any part of the state to access information from other areas and destinations.

Washington County also offers many tourist attractions, most notable the Prime Outlets located directly off of Interstate 70. Additionally the Yogi Bear Water Park is located south of Hagerstown and offers a new adventure for the
summertime. Also, Hagerstown, Maryland continues to the venue for the annual Miss Maryland Pageant. The winner of that pageant competes nationally for the title of Miss America.

Aside from all of the individual attractions the Western Maryland has to offer, visitors tend to come to our area to enjoy the natural setting and the historic sites that are scattered across the region.

I. Workforce

Because of the extensive history in manufacturing and the presence of several colleges and a university in the region, the workforce remains strong not only in terms of existing skills and education, but also the potential and opportunity for new skill development and training across an array of sectors. Companies entering the area that pay a living wage, generally are impressed with the quality workforce and the sizable number of applicants they receive. With major loses of companies the size and quality of the available workforce is ever growing.

The workforce of the Western Maryland area is largely characterized as being of a dedicated, hard-working, traditional manufacturing quality. Employees and their families have worked life-long at plants, mills, and large corporations and are used to shift work. They do not, as a rule, relocate for a minimal increase in salary. With the lack of current employment, companies hiring are seeing 200 or more applications for every position.

The skills and requirements of the workforce are constantly changing. The workforce needs to become more technologically competent. To some degree, the Western Maryland workforce lags behind in the skills needed for the new workforce, largely due to geographic isolation, and the lack of educational capabilities and opportunities. Contributing to this isolation is the “digital divide” or lack of telecommunications infrastructure. This isolation is beginning to change with the ever-increasing involvement of the region’s university and community colleges. New courses related to Biotechnology and Robotics emerges every year and the infrastructure needed to support those industries is slowly improving.

Region-wide there is a shortage of qualified machinists. Several programs are in place throughout the region to help add new machinists to the workforce. In Garrett County, Southern and Northern High School offers a machinists training program. Across the border in Rocket Center, West Virginia the Robert C. Byrd Institute in conjunction with the Allegany County Career and Technical Institute is also offering training for machinists. These programs have been highly successful and graduates often have local jobs waiting as they complete the program. This shortage has been occurring for the past decade.
In addition to the focused areas of education, Garrett County has focused on taking high school graduates and making them skilled labor. For the first time in Western Maryland, Garrett County High School graduates will receive two years tuition free at Garrett Community College. The County anticipates expanding upon this program in the upcoming years. In addition High School and Middle School students also have the opportunity to participate in the robotics program now offered at that level.

Independent Labor Skill Studies are often a key to characterizing a workforce to new businesses looking to locate in the area. Because of the ever changing demographics of the region, studies such as this have a very short shelf life. Most recently the three Counties contracted with Towson State University, and EDA University Center to complete a new study not done since 2002. The study was completed July 1, 2007 and shows updated information and more importantly trends based upon the 2002 study. It is hoped that funding will allow these studies to be updated on a regular basis.
V. State ARC Operations

The State of Maryland, via the Maryland Department of Planning whose Secretary serves as the Governor’s Alternate to the ARC, works closely with the Tri-County Council for Western Maryland, Inc. (Maryland’s LDD) via its Western Maryland Regional Office. Counties develop and rank Preliminary Project Descriptions and submit these to the LDD, which in turn provides copies to the State’s ARC Program Manager. The LDD, in conjunction with the State, then reviews and develops a Priority List for funding. The availability of matching funds, potential for job creation and growth, timing criticality, equitable funding among the counties, and consistency with state and federal objectives and policies are all factors taken into consideration within the review. Recommendations from the LDD and State staffs are then presented to the LDD Board and State for review and approval.
VI. GOVERNORS INITIATIVES

Energy conservation, research into energy alternatives, new technologies, and renewable energy sources have been identified as major priorities and initiatives. Focused consideration will be given toward those projects, programs, and investments which reflect this policy.

A. Investment Strategy Structure

Appalachian Maryland's Investment Strategies are structured according to the following:

The Maryland Economic Growth, Resource Protection and Planning Act of 1992: The Planning Act of 1992 is designed to encourage economic growth, limit sprawl, and protect the State's natural resources. Each local jurisdiction is required to develop comprehensive plans, which designate growth areas and resource areas to be protected and that are consistent with its visions. The original visions of the 1992 Planning Act were replaced with twelve new visions in 2009 as part of the Smart, Green, and Growing legislation. The new visions are as follows:

(1) Quality of life and sustainability: a high quality of life is achieved through universal stewardship of the land, water, and air resulting in sustainable communities and protection of the environment;

(2) Public participation: citizens are active partners in the planning and implementation of community initiatives and are sensitive to their responsibilities in achieving community goals;

(3) Growth areas: growth is concentrated in existing population and business centers, growth areas adjacent to these centers, or strategically selected new centers;

(4) Community design: compact, mixed-use, walkable design consistent with existing community character and located near available or planned transit options is encouraged to ensure efficient use of land and transportation resources and preservation and enhancement of natural systems, open spaces, recreational areas, and historical, cultural, and archeological resources;

(5) Infrastructure: growth areas have the water resources and infrastructure to accommodate population and business expansion in an orderly, efficient, and environmentally sustainable manner;

(6) Transportation: a well-maintained, multimodal transportation system facilitates the safe, convenient, affordable, and efficient movement of people, goods, and services within and between population and business centers;
(7) Housing: a range of housing densities, types, and sizes provides residential options for citizens of all ages and incomes;

(8) Economic development: economic development and natural resource–based businesses that promote employment opportunities for all income levels within the capacity of the State’s natural resources, public services, and public facilities are encouraged;

(9) Environmental protection: land and water resources, including the Chesapeake and coastal bays, are carefully managed to restore and maintain healthy air and water, natural systems, and living resources;

(10) Resource conservation: waterways, forests, agricultural areas, open space, natural systems, and scenic areas are conserved;

(11) Stewardship: government, business entities, and residents are responsible for the creation of sustainable communities by collaborating to balance efficient growth with resource protection; and

(12) Implementation: strategies, policies, programs, and funding for growth and development, resource conservation, infrastructure, and transportation are integrated across the local, regional, state, and interstate levels to achieve these Visions.

*The "Smart Growth" Areas Act of 1997:* This requires the State to target funding for "growth-related" projects to Priority Funding Areas (PFAs) beginning October 1, 1998. Growth related projects include most State programs which encourage or support growth and development such as highways, sewer and water construction and economic development assistance. ARC funds should be directed to those specific growth areas designated as Priority Funding Areas by the County as part of Maryland's Smart Growth policies.

In the 2000 Maryland legislative session, the first “Smart Codes” bill was passed. This enabling legislation establishes a Maryland Building Rehabilitation Code to promote the rehabilitation (improvement and redevelopment) of existing buildings. The legislation is important in that it encourages property owners to upgrade existing structures, put abandoned buildings back into active use, preserve historic structures in older communities and “recycle” space for businesses or residences that might otherwise move to “Greenfield” sites. This legislation directly supports ARC Goal #2 in promoting the physical infrastructure necessary in Appalachian communities for self-sustaining economic development and improved quality of life. “Smart Codes” became effective statewide in June 2001.

*Maryland Sustainable Communities Initiative:*

The limited nature of public resources makes it increasingly important for communities to make tough and strategic decisions for an economically sustainable future. Comprehensive planning provides an opportunity for community leaders and citizens to
review local conditions and economic trends and to strategically allocate limited resources over time. Ideally, such resource decisions can help local communities envision and achieve a sustainable future, a future in which economic, environmental and social aims are in balance.

The Sustainable Communities Initiative is a collaboration of agencies in the Governor’s Smart Growth Sub-Cabinet which will provide access to resources for updating local comprehensive plans.

The Goals of the Maryland Sustainable Communities Initiative are as follows:

- To assist local communities in meeting increased standards for comprehensive planning.
- To help local communities achieve a sustainable future, balancing economic, environmental and social needs.
- To make State resources for planning and technical assistance easier to access by local communities through a streamlined application process and coordinated agency support.

It is anticipated that the Appalachian Regional Commission (ARC) will be utilized in partnership with state and local governments in the implementation of this initiative. In Maryland, the designated Appalachian counties eligible to receive funds are Allegany, Garrett and Washington.

Technical assistance is also a key benefit of participation in this initiative. Technical support teams will be available from Maryland Department of Planning (MDP), the Maryland Department of Housing and Community Development (DHCD), the Maryland Department of Business and Economic Development (DBED), the Maryland Department of the Environment (MDE), the Maryland Department of Transportation (MDOT), the Maryland Department of Natural Resources (DNR), the Rural Maryland Council and other agencies as needed.

**Smart, Green & Growing (SGG):**

Sound land use planning, from State Smart Growth programs to local government and citizen actions, is a critical piece in the Smart, Green and Growing strategy. Preventing sprawl development, promoting economic development, and protecting our environment means that future generations of Marylanders will have an improved quality of life. Combining affordable housing, business assistance, downtown beautification, green building, and transit-oriented development initiatives, we can ensure that Maryland’s communities not only survive, but grow and thrive, ensuring a better future for our children and families. By redirecting our growth patterns and preserving our open space, we are protecting the health and well being of our communities along with the very foundation of Maryland’s social and economic prosperity.

Maryland is looking ahead by designing and implementing a strategic plan to promote green jobs and better position Maryland for long-term sustainability. Key initiatives include attracting and growing green businesses, fostering green job creation; growing Maryland’s green workforce; promoting green practices and encouraging energy & resource efficiency.
State Energy Policy

The mission of the Maryland Energy Administration (MEA) is to maximize energy efficiency while promoting economic development, reducing reliance on foreign energy supplies, and improving the environment.

MEA advises the Governor on directions, policies and changes in the various segments of the energy market. As demand/supply competition, technological innovations, and policy changes by the federal government cause major changes in market sensitive energy sectors (e.g., petroleum markets, gas deregulation, and emerging competition in the electric utilities sector), State government must be in position to respond to new opportunities, as well as adjust to any potential dangers.

MEA prepares State government to respond to the changing dynamics of the energy industry. The strategic goals of the Maryland Energy Administration are:

- to make the State of Maryland a leader in energy efficiency;
- to reduce energy costs for our citizens;
- to reduce greenhouse gas emissions from energy;
- to increase the use of renewable energy;
- to leverage public/private partnerships in order to improve the competitive position of Maryland industry; and
- to lower the operating expenses of State and local governments while contributing to the improvement of air and water quality in Maryland.

Energy encompasses a broad range of public policy and governance issues. How efficiently we use energy touches everything we do - not only the environment and waste management, but also power supply, economic competitiveness, and energy security. Energy will continue to be a major part of the State's agenda.

Recently enacted energy programs by the State of Maryland that promote Energy Efficiency include:

MD High Performance Buildings Act
In April 2008, Maryland enacted the Maryland High Performance Buildings Act (S.B. 208), which requires that capital projects involving the construction or major renovation of state buildings and schools meet the criteria for classification as a "high performance building". High performance buildings are defined as buildings that achieve at least a silver rating under the U.S. Green Building Council's LEED* green building rating system or a comparable numeric rating on an approved and nationally recognized system. Life-cycle cost analysis must include an analysis of the use of renewable energy technologies and energy efficient strategies in these facilities. A major renovation is considered to be any project that has a scope of 7,500 square feet or greater, reuses the building shell for the new construction; and involves the replacement of the HVAC,
electrical, and plumbing systems. The law also provides that for fiscal years 2010 through 2014, the state will pay 50% of the local share of extra costs incurred as the result of the requirement for new schools.

Maryland Building Performance Standards
The Maryland Building Performance Standards (MBPS) are updated every three years corresponding to the Building Officials and Code Administrators (BOCA) International code change cycle. When BOCA International updates its codes, Maryland will automatically adopt the new version. Local jurisdictions may alter the code as long as the requirements are more restrictive than the adopted state code. The newest version of the Maryland Building Performance Standards, incorporating the 2006 IECC, became effective on July 1, 2007. The MBPS is mandatory statewide. Builders must demonstrate compliance to local government (cities, counties) or must certify code compliance to the serving electric utility as a condition for electrical service.

EmPOWER Maryland Commercial and Industrial Efficiency Loan Fund
The Maryland Energy Administration (MEA) offers loans for the installation of energy efficiency improvements to commercial and industrial businesses located in Maryland. Projects must have a simple payback period of 10 years or less in order to qualify for a loan. Loan amounts may range from a minimum of $35,000 up to $500,000 for electric-only energy efficiency projects and $750,000 for projects that involve both electric and fuel efficiency measures. A business may apply for multiple loans, but the total outstanding loan balance may not exceed $750,000 for all loans in aggregate. All loans under this program have a fixed interest rate of 2.5% over loan terms of up to 10 years.

Local Option - Clean Energy Loan Program, PACE
Property-Assessed Clean Energy (PACE) financing effectively allows property owners to borrow money to pay for energy improvements. The amount borrowed is typically repaid via a special assessment on the property over a period of years. Maryland has authorized local governments to establish such programs. If adopted by a local governing body, the program allows local property owners to opt in to a renewable energy or eligible energy-efficiency loan program and repay the loan through a surcharge on their property tax bill. The surcharge remains attached to the property upon a change in ownership and is limited to the amount needed to recover costs associated with issuing bonds, financing the loans, and administering the program.

The authorizing legislation describes a series of details that must be included in the local legislation implementing such financing programs, although specific details are largely left at the discretion of the local government. Local governments may generally specify property owner eligibility, eligible improvements or technologies, and loan terms and conditions. However, the state legislation specifically prohibits commercial renewable energy projects larger than 100 kilowatts from participating in local clean energy loan programs. In addition, it dictates that local eligibility requirements for property owners address their ability to repay a loan through a process similar to mortgage loan approval. For a bond issuance, the local government may specify the principal amount, interest rate/variable rate, terms of sale, payment intervals, and conditions for redemption before maturity, and other details as necessary.
In addition, the ARC Maryland State Office encourages the LDD to employ at least one staff member who is U.S. Green Building Council LEED-AP credentialed to assist in the development and planning of local construction projects that have energy efficient features.

VII. ARC PROJECT UPDATES AS OF JUNE 2011

**Funded/ and Continuing Projects:**
The following is a list of Appalachian Regional Commission Projects by County that are current underway. New projects for the upcoming year will be invited in the fall of 2011 pending available funds. These potential projects can be seen in the ARC Project Package FY 2012.

**Allegany County**

Cumberland HRDC Project – This project aided in the construction of the first “green” building in the City of Cumberland, Maryland. The project was recently certified as LEED Gold. The project is in closeout.

Frostburg Water Transmission & Energy Improvements – This project will replace two undersized water mains to ensure safe drinking water to over 640 households. The project also includes the construction of a low head hydroelectric plant which in turn will keep maintenance cost low and water costs affordable. The notice to proceed has been issued.

Braddock Run Sewer Replacement – This project will replace approximately 10,000 linear feet of 15” aging sewer line connecting Frostburg, MD to the City of Cumberland municipal system. The project is in closeout.

Cresaptown Water System Improvements – The project will replace an inadequate and aging water storage tank of 125,000 gallons with a 660,000 gallon tank. The project will serve the Barton Business park as well as the town of Cresaptown. The project completion date is September 2011.

**Garrett County**

Garrett Trade Enterprise Center – This project provides a local venue for local products to be sold as well as community center. The project is complete and currently in closeout.
Accident Sewer Rehabilitation and Upgrade – Accident is currently under a moratorium and is in the process of identifying additional funds in order to complete the project.

McHenry Business Park – This project provides an access road to the new McHenry Business Park. The project is currently awaiting environmental review for SHA and will not move forward until that is completed.

Friendsville Sewer Rehabilitation – Currently Friendsville is under a moratorium due to inadequate sewer capacities. This project will alleviate that situation and allow for additional development.

Garrett Fairgrounds Intersection Improvement – This updated intersection will aid in traffic congestion and is approximately 50% complete. The traffic generated from Deep Creek Lake makes this upgrade extremely important.

Grantsville Infrastructure Design & Engineering – This project is essentially complete and will aid in the transmission of water to a growing area north of the City as well as areas to the east on the opposite side of the Casselman River.

Career Technology Training Center – This project will begin construction this summer and is currently waiting to award the bid.

Garrett Visitor Center Trail Project – This project is an important part of Garrett Couties trail system. The project will create a trail from the Visitors Center to the Wisp resort. The project is currently waiting on approval of a base agency to administer the funds.

**Washington County**

Aspiring to Serve Community Center – This project renovated an existing facility to create a much needed community center in downtown Hagerstown. The site will also serve as the location for the Agency on Aging. The project is in closeout.

Keedysville Water System Improvements – This project will replace approximately one mile of water line for the Keedysville/Boonsboro water system. The project has been placed on hold until additional funds can be identified. The bids for the project were extremely high and over budget.

Williamsport Sewer Improvements – This project is a municipal upgrade of several sewer pump stations that were outdated. The Project has been bid and is underway.
VIII. PROJECTS SUMMARY

Infrastructure projects generally make up the bulk of the requests for Appalachian Regional Commission Funding. This trend has continued for many years as old infrastructure is in need of replacement and new infrastructure is needed to support projects. Infrastructure in one form or another is the key element for sustainability. Most of the projects involve traditional infrastructure such as water, sewer, roads and shell buildings but more and more often non-traditional infrastructure is playing a greater role in today’s economy. Wireless internet infrastructure and the collection of GIS data are not typically thought of as infrastructure, but each has its place when it comes to economic development and homeland security.

The high-speed connectivity to the Internet at affordable costs is a problem common throughout western Maryland and therefore has had a lot of attention. It is easy to see that businesses need this infrastructure to be competitive in the global economy of today. What is not easy to see is that alert systems, emergency operations centers and homeland defense plans all rely on these same systems to move and share data continuously.

Integrated into both economic development and homeland defense is the use and technology of Geographic Information Systems (GIS). In layman’s terms, GIS produces maps that have huge amounts of data incorporated within them because they are in a digital spatial format. As an example, the Hagerstown 3 Dimensional project mapped infrastructure within the city. As an example, a water line in GIS looks very much like a water line on any other given map, however in GIS you have the ability to add data at any point along that line with the click of a button. Should a water line break in downtown Hagerstown, they now have the data they need at the click of a mouse. They can tell where the line is, what size it is, how deep it is buried, where the closest shut off valve is, and which businesses or households it will affect.

A new trend has emerged over the past several years as an emphasis has been put on education. Although money has not yet been appropriated at the Federal level to support FY 2008 projects, the majority of the projects are related in one way or another to the overall improvement of educational opportunities in the region. It is still unclear if this trend will continue, but it is region-wide at the moment and will most certainly be driven by County support and the availability of funds from ARC.