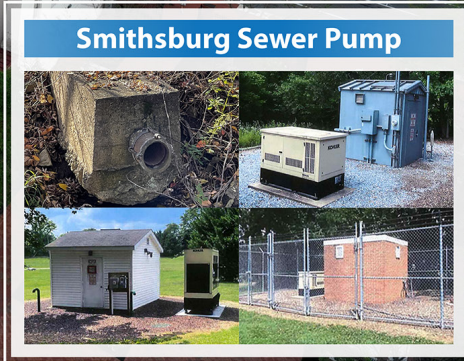
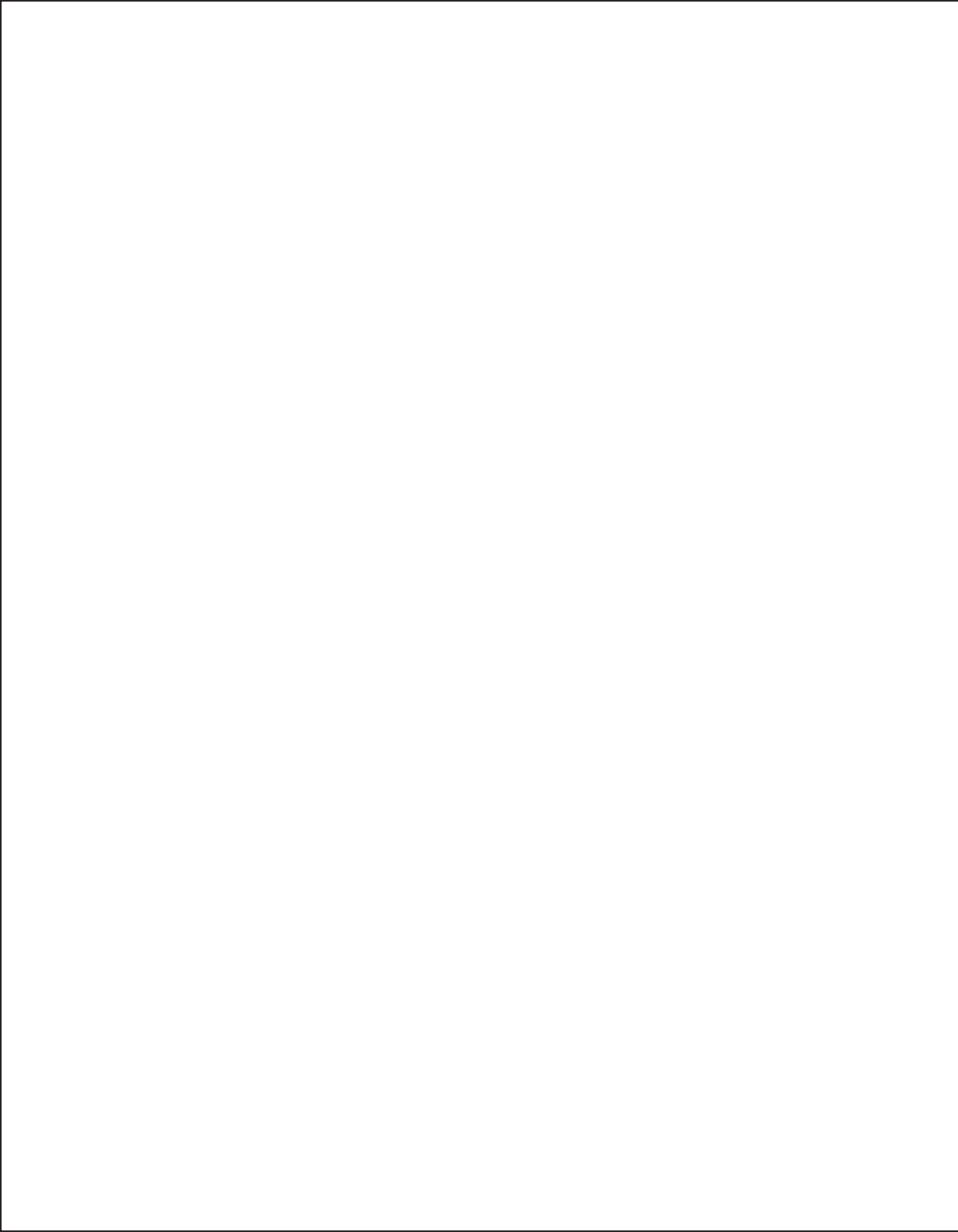


Community WC Coalition







Washington County Community Coalition

Coalition Partners:

- Washington County Government
- City of Hagerstown
- Hagerstown Community College
- Washington County Library System
- Town of Williamsport
- Town of Smithsburg
- Visit Hagerstown (Convention & Visitors Bureau)
- Washington County Chamber of Commerce
- CHIEF (Washington County Industrial Foundation)
- Greater Hagerstown Committee

History:

In 2005, local leaders formed the Washington County Community Coalition, an advocacy group with a twofold mission: First, we lobby Annapolis on issues important to Washington County. Second, we educate State leaders and policy makers on the priorities, activities, and strengths of our community.

To be successful, the Coalition understands that it must go to Annapolis with “one voice.” To build this consensus, we debate the issues among ourselves and select only those on which all the Coalition partners agree. We then go to Annapolis with a unified message and an increased chance for success.

Once the issues are chosen and the agenda is set, the Coalition works with a team of professional lobbyists led by John Favazza of Manis Canning & Associates. The lobbying team uses our consensus agenda to develop a coordinated plan of action.

Beyond the set agenda, the Coalition uses the lobbyist as a “trip-wire” – an early warning system to alert community leaders of legislative threats to Washington County. Armed with the information, and working with our lobbyists, the Coalition partners can often resolve issues before they become problems.

Process:

The process to develop the Coalition’s agenda begins with a series of meetings to which the entire leadership of all of the Coalition partners is invited. The group begins in the summer with brainstorming sessions designed to identify issues or projects that are important to our community. Over the course of several meetings the partners trim down the list and agree on a manageable set of issues. The Coalition’s partners research the agenda items, identify specific requests, and prepare white papers, or fact sheets, for the lobbyists to use as educational materials. Past projects include I-81 widening, major road improvements, revitalization projects in urban centers, tourism projects, etc.

Program:

- A strategic lobbying program is developed for the community including priority projects and a “Watch List” of local issues of concern
- Community Leaders attend a “Day in Annapolis” during the General Assembly session to lobby State leaders on community initiatives
- “Meet and Greet” legislators throughout the session at various special events
- Coalition holds a legislative reception to project the “brand” of Washington County as a future area of prosperity for MD
- The Coalition receives year-round advocacy updates from our lobbyists. The lobbying team tracks and reports on local legislation. Community leaders receive advice and help as new issues or initiatives develop

For more information contact:

Paul Frey, CEO/President
Washington County Chamber of Commerce
1 S. Potomac St. Hagerstown, MD 21740
(301)739-2015
paul@hagerstown.org

Agenda For 2025 Legislative Session

Transportation:

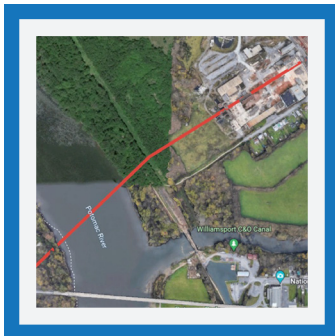


Page 6

I-81 Widening Improvements

I-81 is a nationally significant freight corridor, aiding commerce along the east coast. Locally, it serves foreign trade zones, enterprise zones, and other projected high employment growth areas including our regional airport, making it vital to regional commerce and economic development. I-81 improvements are desperately needed to improve safety and reduce congestion related to extremely high truck volumes. The Maryland section of I-81 has experienced high crash and fatality rates due to the growing amount of truck traffic along a 12-mile section with 10 interchange exits. Phase 1 widening of I-81 to 6 lanes from the Potomac River Bridge to Williamsport is complete. Phase 2 includes adding a lane to 4 additional miles from Williamsport to just north of Exit 5 at Halfway Boulevard,

one of the more dangerous sections. Phase 2 design was nearing completion, but construction funding (\$68M) was cut by MDOT in FY'24 and the money to finish the design (@\$1.5M) was cut in the Draft FY'25 CTP. Funding restoration is essential for this project to stay on schedule. In addition, planning and engineering funds are needed to widen I-81 to the Pennsylvania line. This could take 4+ years to complete and would allow Phases 3 & 4 to be shovel ready when Phase 2 is finished. Five fatalities from truck crashes occurred along this final section. **REQUEST: Restore funding to complete Phase 2 design(\$1.5M) and reinstate construction funding. Allocate \$9.5M and \$14.5M for planning Phases 3 and 4 in the next CTP and prepare construction funding for future phases.**



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Rt 11 Bridge Relocation/Replacement

The Route 11 Bridge was constructed in 1909 and traverses the C & O Canal, Riverbottom Park, and the Potomac River in Williamsport, Maryland. It connects western Washington County to eastern West Virginia and approximately 15,000 vehicles per day use the bridge. In May 2018, the State Highway Administration noted the superstructure and deck conditioning was one point away from being considered "Poor". The bridge needs rehabilitation, but Williamsport is requesting MDOT/SHA first examine a better option to relocate the bridge to the north. Conversations are ongoing with MDOT/SHA as they complete a Planning & Environment Linkage Study (PEL) to analyze the feasibility of relocating the bridge as well as identify location options and initial environmental impacts.

Depending on the results of the PEL Study, should the State agree to pursue bridge relocation, funding would be needed to start the full National Environmental Policy Act (NEPA) process where the full scope of the project would be determined. If relocation is not pursued, then funding would be needed to complete re-decking of the bridge. This project, as currently designed, would close one lane of the bridge for nearly two years and devastate daily traffic patterns. This would be particularly challenging during the multiple times when I-81 is shut down and traffic self-diverts across the bridge and through the town, choking the town with trucks and vehicles. **REQUEST: Town of Williamsport will be seeking pre-authorized funding to support outcomes for this project pending recommendations of a fully completed PEL study by SHA.**

Health and Public Safety:



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Andrew F. Wilkinson Courthouse - Washington County Circuit Court

The Washington County Courthouse, a historic building constructed in 1872, faces significant space constraints, aging infrastructure, and security limitations. Despite an expansion with the Courthouse Annex in 1963, the nearly 150-year-old courthouse no longer meets current needs. Plans for a new facility would address critical issues, including the separation of inmates from other courthouse occupants, improved ADA compliance, and enhanced security. The recent loss of Circuit Court Judge Andrew F. Wilkinson, a dedicated advocate for a new courthouse, underscores the urgent need for modern safety measures. The courthouse was dedicated in his memory on October 16, 2024. **Request: Support efforts to secure state capital funding to assist with this project to relocate the Andrew F. Wilkinson Courthouse to a new facility.**

Health and Public Safety Continued:



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Smithsburg Sewer Pump Station Upgrades and Replacements

The Town of Smithsburg is seeking financial assistance to offset the \$4 million needed for critical upgrades to its aging sewer pump stations – Chip’s Meadow, Henrietta, and Smithsburg High School – which are nearly 50 years old. These facilities pose serious safety risks to employees and potential environmental hazards due to outdated equipment, lack of modern security measures, and exposed discharge pipes. While Smithsburg has already secured \$1.7 million in funding from business, state, and ARPA sources, the upgrades are vital to modernize the infrastructure, comply with safety standards, and protect both workers and the environment. The project, managed by RK&K Engineering, will improve the efficiency of the pump components and secure essential equipment like generators and electric panels. These upgrades are necessary to ensure the long-

term reliability of the wastewater system and accommodate future growth for Smithsburg and Washington County residents. **REQUEST: Smithsburg is requesting financial assistance to help offset the projected \$4 million needed for these vital upgrades to ensure the long-term functionality of the wastewater infrastructure, enhance safety for workers, and accommodate future growth in Smithsburg and Washington County.**



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Public Safety Training Center Phase 3: High Bay Training/Storage Building

The continued construction and buildout of a tactical village and high bay training/Storage Building to support the Public Safety Training Center is the next essential step, as we bring larger equipment and apparatus to the campus to support training initiatives. Washington County continues to invest significant budget dollars into the hiring of additional firefighters and EMS responders, while also continuing to provide additional funding support to our dedicated volunteers. In doing so, it is imperative that we secure funding and provide an adequate training facility that can properly evaluate new candidates and continue to provide the necessary certification and annual training to our volunteer and career staff. Finding previously trained firefighters and EMT’s is proving to

be unsustainable moving forward. It is now expected that in 2025 Washington County will have to consider the hiring of untrained firefighters, which in turn will require a much more intense firefighter training academy. The High Bay Training/Storage Building is paramount to our ability to undertake this approach. **REQUEST: Support the County’s effort to develop the Public Safety Training Center through Phase 3 including a \$2.5 M investment to bridge the gap between requested funding and local funding for construction of the High Bay Training and Storage Building.**



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City of Hagerstown Public Safety Building – Site Analysis/Market Analysis Study

Currently, the Hagerstown Police Department operates out of a 100-year-old former train station, which is no longer suitable for modern law enforcement needs. Hagerstown Fire Department has personnel temporarily based in leased space as well as two outdated fire stations currently in use. A study is needed to evaluate site feasibility, infrastructure, and economic considerations to ensure the new center meets operational requirements and allows for strategic deployment of fire apparatus. It will also assess growth potential, response times, and community needs, optimizing resource allocation and emergency coverage. The study will further explore opportunities for collaboration with other public safety agencies, enhancing overall efficiency and safety in the region. State bond financing

is being sought to begin the development of this critical project for Hagerstown. **REQUEST: Hagerstown is seeking \$250,000 in funding to support a Site Analysis and Market Analysis (SAMA) study for a proposed public safety center that would house both the Hagerstown Police Department (HPD) and Fire Department (HFD).**

Education:



Page 19

Advanced Technology Center Renovation

Hagerstown Community College (HCC) is seeking \$8.3 million from the Maryland General Assembly to complete renovations on its Advanced Technology Center (ATC), one of the college's oldest buildings, originally constructed in 1967. The ATC houses critical programs in computer science, cybersecurity, mechatronics, and electronics technology but is currently in disrepair with outdated systems, roof leaks, and inadequate lighting that fails to meet ADA standards. The COVID pandemic significantly increased the renovation cost from \$10 million to \$14.7 million, and despite having local matching funds and Maryland Higher Education Commission (MHEC) approval, the project has faced delays from the Department of Budget and Management (DBM). The Maryland Association of Community

Colleges (MACC) has ranked the ATC renovation as a top priority, and HCC has moved forward with design plans using local funds to ensure the project is "shovel ready." The renovation will modernize the building to meet the needs of high-wage, high-demand programs essential to Washington County and Maryland, improving space usage, accessibility, and overall functionality. **Request: The General Assembly fully fund the ATC Renovation project with the \$8,311,000 requested by MACC in its FY26 capital prioritization.**

Tourism:



Page 20

New Downtown Visitor Welcome Center

A visitor welcome center provides tourists with information on the area's attractions, lodging, dining, shopping, entertainment, arts, and other items relevant to tourism. A very attractive site has emerged for a Washington County Visitor Welcome Center close to the new minor league baseball stadium and event center, the new parking deck, the Arts and Entertainment District, Cultural Trail, and City Park. This combination of attractions and amenities creates the perfect location to expose visitors to the County including the many great experiences available to them. Opportunities for visitor spending in this area are abundant with attractions, food and beverage, events, transportation, performances, and the arts. The design for the visitor welcome center would include the following

amenities: tour bus parking, dog walk, reception desk, information specialists, print material distribution, exhibit area, theater, restrooms, gift shop, and WIFI lounge. The center will also include an office suite and storage for the CVB staff. **REQUEST: \$1.5M of capital improvement funds to construct a new Washington County, MD Visitor Welcome Center (Total cost about \$2.5M).**



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Lift the Cap on MD Heritage Area Funding

The Maryland Heritage Areas Program, governed by the Maryland Heritage Areas Authority (MHAA), provides financial support to preserve historical, archeological, and cultural resources. Washington County, a partner in the Heart of the Civil War Heritage Area, relies on these grants to bolster tourism centered on its rich Civil War history. Currently, the program faces a funding gap of \$8 million, limiting its ability to support crucial projects. With a return on investment of \$7 for every \$1 granted and a \$2.4 billion annual economic impact from heritage tourism, lifting the cap and increasing funding from \$6 to \$12 million would sustain tourism jobs and generate significant state and local tax revenue. A bill has already been drafted and is under review. Legislative action is required to authorize

Program Open Space to transfer additional funds to the Maryland Heritage Areas Authority Financing Fund. **Request: Legislation is needed to lift the cap on Heritage Area funding. Program Open Space needs to be authorized to transfer to the Maryland Heritage Areas Authority Financing Fund an increase from \$6 to \$12 million.**

2025 Watch List

Monitor any legislation or policy changes that impact Washington County

- **State per capita funding for libraries** – Libraries statewide working together on a plan to increase library funding based on population-specific details to come out before the session
- **Gaming revenue protection**
- **Shifting of liabilities from state to localities**
- **Transportation Revenue and Infrastructure Needs (TRAIN) Commission** impacts on our county
- **Highway User Revenue restoration**
- **State funding of K-12 education** – MD Blueprint for Education – monitor effects on our County
- **Changes in annexation or tax differential laws between counties and municipalities**
- **Higher Education Funding (CADE Formula & USM) Maintain CADE Funding** – monitor USM funding as this affects our Hagerstown Community College’s funding.
- **Monitor any capital funding requests for the Washington County Museum of Fine Arts Expansion.**
- **Monitor any changes to the Maryland State Library Agency capital funding and status of initial request for design funds for a new Williamsport Library.**



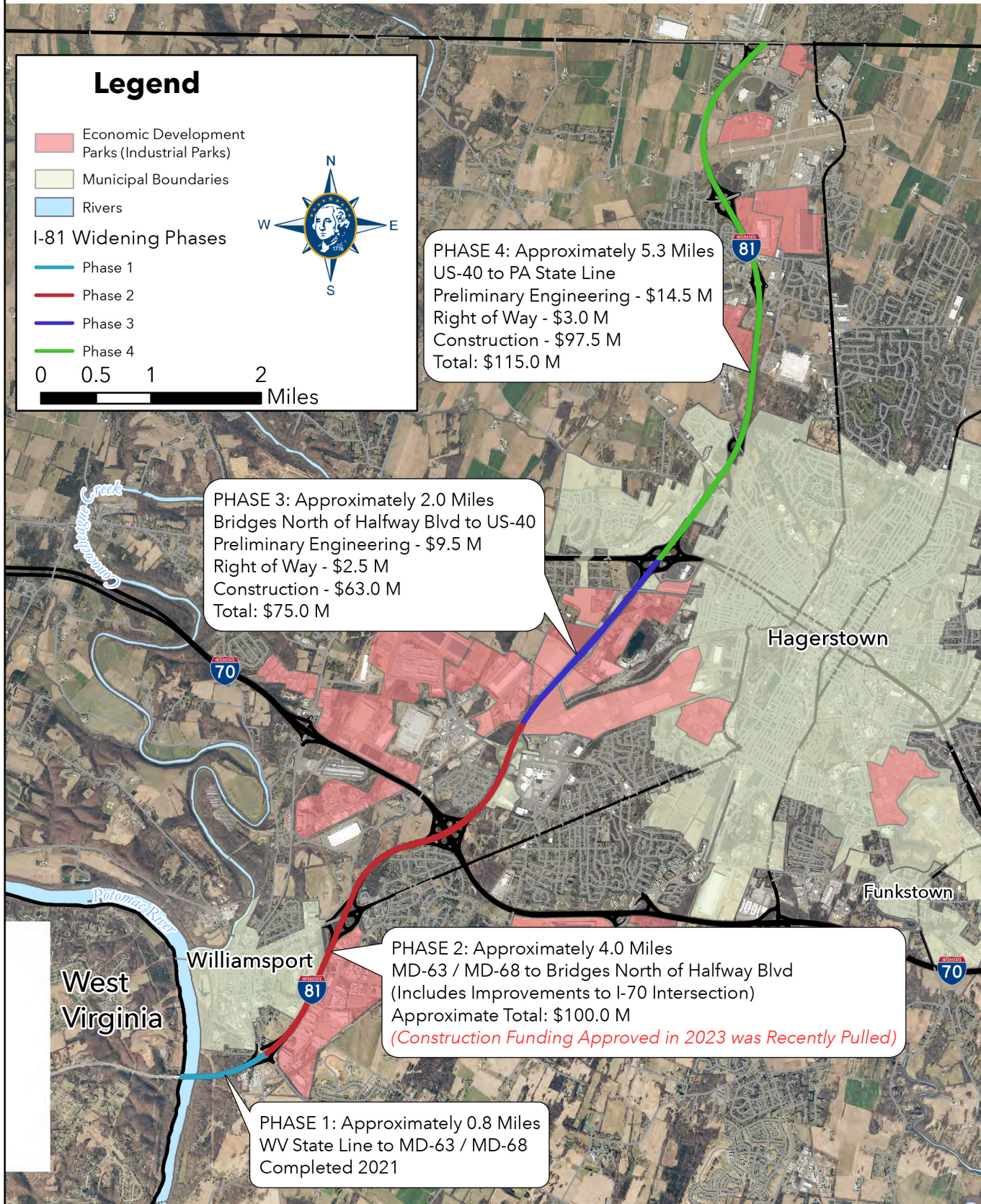
Meritus Park: Home of the Hagerstown Flying Boxcars

Opened May 2024

Awarded Atlantic League’s Ballpark of the Year
Attracted over 175,000 fans its first year!

Priority Interstate 81 Widening

Pennsylvania



Widening of I-81 (Maryland Veterans Memorial Hwy)

Washington County Community Lobbying Coalition

Background:

Widening 12 miles of Interstate 81 (I-81) in Maryland, from West Virginia to the Pennsylvania state line has been a regional priority for over 20 years. Preliminary planning studies concluded that inside widening of one lane in each direction was the most desirable and efficient and this design was approved by MDOT in 2005, however little progress has been made.

The I-81 project has multiple phases. Phase 1, which included widening less than a mile of I-81 to 6 lanes from the Potomac River Bridge to Exit #1 in Williamsport, was completed in 2021. Planning and design for Phase 2 will be finished in 2024 and construction funding was approved in last year's CTP. However, MDOT recently announced cuts to this Phase 2 construction funding.

Restoration of the construction funding taken from Phase 2 is immediately needed so that this project can remain on schedule. In addition, funding for planning and engineering of the final phases from Halfway Blvd to the Pennsylvania line is needed so that those design plans can be completed by the time Phase 2 is finished and Phase 3 can begin construction. Note: planning and engineering for Phase 2 took six years to complete.

Widening of I-81 to address safety and capacity and issues has had unanimous support among elected officials, citizens, and the regional business community.

The last two MD governors all contributed to a portion of the I-81 widening project and it has been our county's top transportation project since 2002.

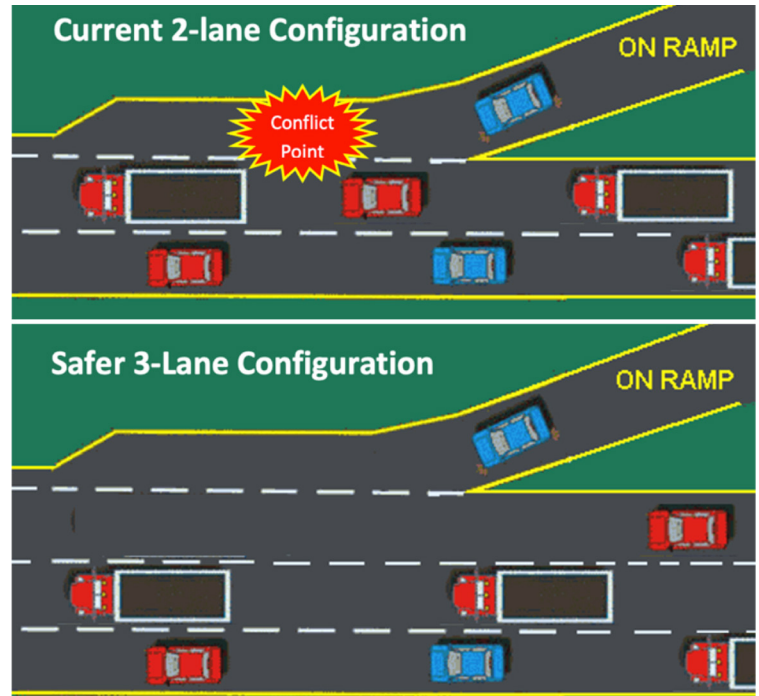
Economy:

I-81 is a nationally significant freight corridor, aiding commerce in the region and throughout the east coast. Locally, it serves foreign trade zones, enterprise zones, major retail areas, and other projected high employment growth areas including the regional airport, making it vital to the regional economy. With the explosion of ecommerce and the exponential growth of distribution centers in the region, I-81 corridor improvements are desperately needed to improve safety, provide capacity for planned development, and reduce congestion related to high truck volumes.

The West Virginia section of I-81 is now 6 lanes from below Martinsburg to the Maryland line, and Pennsylvania has largely widened I-81 just north of us in the Chambersburg area. The County regularly competes with both states for economic development and the inadequate interstate has become a competitive disadvantage.

Safety:

Additional lanes provide capacity for planned development, improve safety, and reduce congestion related to high truck volumes. Adding a 3rd lane in each direction allows the high volume of trucks to remain in the center lane and avoid conflicts with vehicles entering and exiting the highway. **I-81 has 10 interchanges within a 12-mile stretch creating unsafe merge and weave points** throughout the Maryland section.



Request:

Restore funding to complete the engineering/design for Phase 2 (\$1.5M) in the FY25 CTP and reinstate Phase 2 construction funding as soon as possible. Allocate preliminary engineering funding for Phase 3 (\$9.5M) and Phase 4 (\$14.5M) in the next CTP to finish widening I-81 to the Pennsylvania line. In addition, plan for construction funding for the remainder of this project.

For more information contact:

Scott Hobbs, Director
Washington County Engineering
747 Northern Ave., Hagerstown, MD 21742
240.313.2407
shobbs@washco-md.net

Growing Truck Congestion Causing Major Safety Hazard

Approximately 3 People Each Year Die On I-81

“**Safety & Security: Ensure a Safe, Secure, and Resilient Transportation System**” is listed at the Top Priority for the Maryland Department of Transportation. In 2019, the Maryland Legislature passed a “Vision Zero” bill that set a goal of zero motor vehicle-related fatalities or serious injuries by 2030. According to the draft FY2024-29 CTP, “**Consistent with a commitment to Vision Zero, this goal prioritizes efforts to end traffic deaths from all users on Maryland’s roadways.**”

Truck traffic is increasing:

- 20,000 trucks per day use this Maryland’s 12-mile stretch of I-81, and this is growing rapidly
- Currently 1 out of 3 vehicles on I-81 are Tractor Trailers (34% Avg Daily Truck Traffic) which typically weigh 40 tons when loaded. This four-lane highway was originally designed for 15%
- There are 10 interchanges along the 12-mile section in Maryland, creating unsafe merge and weave points throughout the Maryland section
- Truck traffic expected to increase 54% by 2030
- Warehousing and Distribution Centers are growing exponentially in the region with almost 40M square feet of planned space. Most use I-81

CURRENT AND PLANNED WAREHOUSE SPACE IN REGION

COUNTY	SQ. FT. Warehouse Space
Washington County, MD	19,051,863
Berkeley County, WV	7,467,134
Jefferson County, WV	1,397,000
Franklin County, PA	12,000,000
TOTAL:	39,915,997

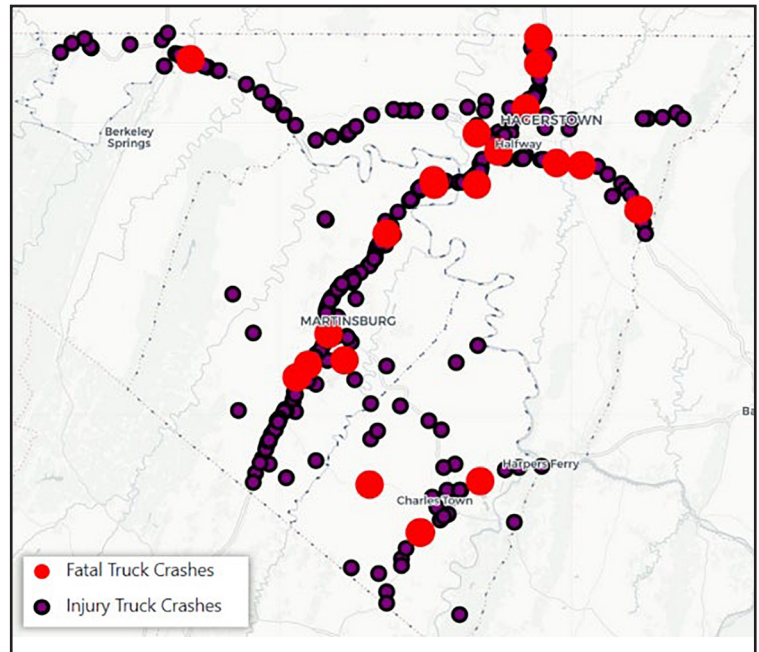
Source data provided by county government office

- 1 million square feet of warehouse space generates about 600 trucks per day
- 40M sq ft X 600 Trucks = 24,000 new trucks per day expected from warehouse development in the region – most will use I-81

Fatalities are increasing:

- 8 people were killed on I-81 in Maryland over last 3 years including 3 local teens.
- Only 1 fatality occurred during the previous 3 years (2017-2020)

Truck Related Crashes in Washington Co. MD and WV:

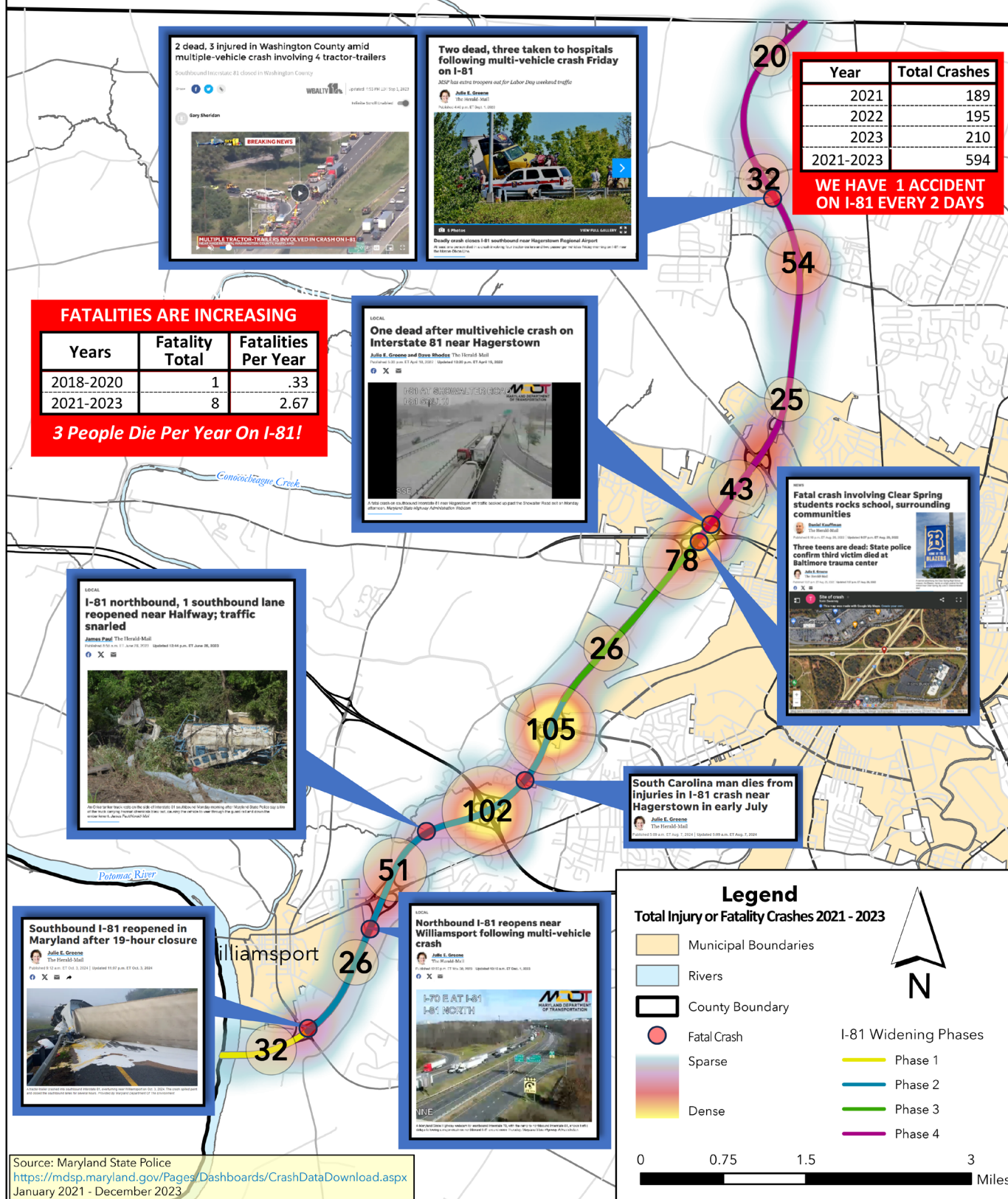


Source: All truck related crashes (MD 2015-2021) (WV 2016-2021)

- In **2010, MDOT SHA** reported “traffic conditions along I-81 have deteriorated as the area has developed. Increased truck traffic and geometric deficiencies in ramp configurations and acceleration/ deceleration lane lengths at the interchanges have created merge and weave problems along the corridor contributing to a high number of crashes. Approximately 34 percent of the vehicles using I-81 are trucks, representing one of the highest rates in the state.”
- I-81 is “heavily congested operating with a peak period of Level of Service F in 2008 and is forecasted to become even more congested with an excess demand of over 30,000 vpd in 2035.” - **2010 MPO Long Range Plan**
- In 2014, the MDOT SHA Office of Traffic and Safety reported “significantly higher than statewide” crash categories for dates collected in 2010, 2011, and 2012. - **MDOT 2014**

Interstate 81 Incident Map

Pennsylvania



Maryland Must Invest More Money into Roads With High Truck Traffic

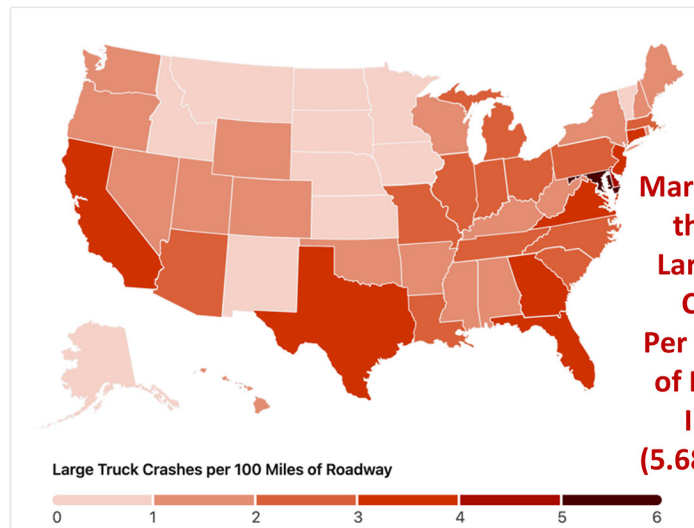


10 States With the Most Dangerous Roads for Trucks



- | | |
|---------------|----------------|
| 1 California | 6 Florida |
| 2 Maryland | 7 Virginia |
| 3 Texas | 8 New Jersey |
| 4 Delaware | 9 Pennsylvania |
| 5 Connecticut | 10 Illinois |

Commercial Truck Accidents by State



Maryland Had the Most Large Truck Crashes Per 100 Miles of Roadway In 2023 (5.68 Crashes)

Source: Dangerous Truck Roads – The 10 States With The Most Hazards (July 17, 2024) www.finditparts.com/blog/dangerous-truck-roads



81 Accident Pictures (2022):



Widening of I-81 (Maryland Veterans Memorial Hwy)

Washington County Community Lobbying Coalition

SAFETY/COST ANALYSIS:

FHWA SAFETY PROGRAM – CRASH COSTS FOR HIGHWAY SAFETY ANALYSIS:

This guide presents the following national crash unit costs for use as default crash unit cost values in the FHWA Highway Safety BCA Guide Tool, as well as procedures to adjust these costs to States.

	Severity	Comprehensive Crash Unit Cost (2016 dollars)
Fatal Injury (K):	K	\$11,295,400
Suspected Serious Injury (A):	A	\$655,000
Suspected Minor Injury (B):	B	\$198,500
Possible Injury (C):	C	\$125,600
No Apparent Injury (O):	O	\$11,900

Table 39. State crash costs.

State	K	A/Major*	B/Minor*	C	O	Source	Dollar Year
MD	\$9,200,000	\$505,000	\$121,400	\$68,700	\$12,480	Questionnaire	2014

Note: Maryland's State crash costs are in the process of being updated.

Estimated Comprehensive Crash Cost (9 fatalities): \$82.8 M > Estimated Cost of Phase 2 Construction: \$79 M:

PROGRESS:

In the Fall of 2024, MDOT administration directed its staff to stop all work after the Semi-Final (65%) Design Phase is complete and asked Washington County for a local match/contribution to keep the work ongoing (see Remaining Costs table below) or Phase 2 is going on hold in FY25.

Below is a summary of the remaining match needed for I-81 Phase 2 Design beyond what is projected to be programmed in the 2025 Draft CTP:

Remaining Costs Prior to Construction	
Phase	
Phase	State / Local Match
Preliminary Engineering	\$400,000
Right-of-Way	\$1,000,000
Utility / Railroad	\$100,000
Total	\$1,500,000

United States Route 11 Bridge Relocation/Replacement Washington County Community Lobbying Coalition

Project Background:

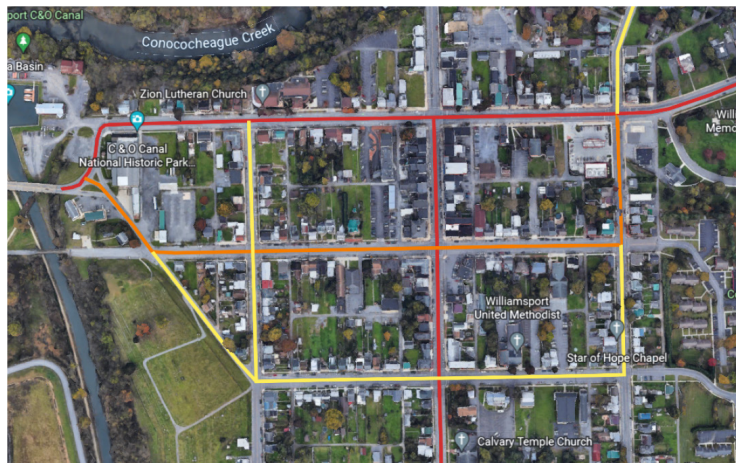
The United States Route 11 Bridge traverses the C & O Canal, Riverbottom Park, and the Potomac River in Williamsport, Maryland. It connects western Washington County to eastern West Virginia including Marlowe, Falling Waters, Spring Mills and Martinsburg.

The bridge was constructed in 1909 with a privately operated toll booth. Spanning nearly 1,800 feet, the bridge was most recently given a major overhaul in the early 1980's when the footings were encased with concrete. Official statistics in 2009 showed nearly 8,900 vehicles utilize the bridge daily, the Town is estimating over 15,000 vehicles daily based on traffic reports prior used to determine flow for an overlay on Potomac Street and North Artizan Street.

In May 2018, the State Highway Administration provided an overall "Fair" rating of the bridge with the Superstructure and deck conditioning one point away from being considered "Poor". In context, the bridge needs rehabilitation, but the opportunity to consider alternatives is now.

The Need:

When there is an accident on Interstate 81, which is frequent, the image shows the impact on local infrastructure. Interstate traffic will use Exit 1 and Exit 2 to avoid an accident; town streets are not built to handle interstate traffic weights and amounts.



The condition of the bridge is in desperate need of replacement. This 2-lane bridge, built in 1909, footers of which are believed to be sinking, while both the overall condition and substructure condition of which were determined to be "POOR" in a 1990 inspection.

Current Status:



Safety:

Crash data from 2022: 31 crashes on US 11 in town limits, 7 injury crashes. Drivers are confused exiting the Maryland side of the bridge as the intersection leads some drivers to accidentally leave US 11 and continue onto a town street.

This has been observed with oversized loads which cause damage to local streets not built for the weight. In the reverse direction of flow, drivers have left the roadway into the Cushwa Basin parking area with one known to have left the parking surface and into the canal.

Per the PEL Study, the roadway is experiencing some functional cracking...the deck and support beams are one point from being in "Poor" condition.

Pedestrians, bicyclists, and other various recreational travelers use the bridge to and from West Virginia and have no safe way to make the trip on foot or bicycle; the edge of the travel lanes are inches from the sidewalk of the bridge.



Request:

The Town is requesting support for pre-authorization of funds to replace and realign the US Route 11 Bridge, which passes over the Potomac River, just south of its confluence with Conococheague Creek, and between Washington County, Maryland, and Berkeley County, West Virginia.

For more information on this project contact:

Dr. Chad P. Rooney, Town Manager
Town of Williamsport
2 North Conococheague Street
Williamsport, MD 21795
(301) 223 -7711
crooney@williamsportmd.org

Benefits of Relocation:

1. Elimination of an area unsafe for pedestrians at the C & O Canal Headquarters and for drivers to navigate.
2. Allow for construction to occur without disruption of current traffic patterns.
3. Improve traffic mobility in area and decrease the impact on traffic in the Town Center.
4. Supports \$30 million in enhancements to C & O Canal park area and Headquarters. This is the only location in the Canal with a working tow path bridge, train bridge, lock house, and lock.
5. Enhance tourism, desirability, and economic development in the region.

"Progress is intentional, not inevitable" - Governor Wes Moore

This quote has resonated over this project since May 2024 when the Governor told the state that we need to be purposeful with our development. The replacement of this bridge would not only help the town, but also benefit southeastern Washington County towards purposeful residential, commercial, and industrial growth.



Andrew F. Wilkinson Courthouse - Washington County Circuit Court

Washington County Community Lobbying Coalition

Project:

Washington County's courthouse is a historic building located at 95 West Washington Street in Hagerstown, Maryland. It is a two-story structure constructed in 1872. The previous courthouse at this location was damaged by fire on December 6, 1871, and was rebuilt in 1874 as the present courthouse. Approximately 90 years later the County decided to expand to meet the needs at the time, and the Courthouse Annex was constructed in 1963. There are many limitations and space constraints even after this expansion. The building, at nearly the 150-year mark, has reached the end of its usefulness, and there are many limitations, space constraints, and security deficiencies.

A new courthouse addresses issues of concern for the community and residents. The new facility would separate inmates and criminal defendants from judges, victims, witnesses, jurors and others in courthouse corridors; replace the aging, overcrowded courthouse with a more efficient, high-performing building; and be fully Americans with Disabilities Act (ADA) compliant. The existing historic structure would be repurposed. The project is in the early planning stage; cost estimate to be determined.



The recent tragic loss of one of the Circuit Court Judges has emphasized the need for security enhancements that are not possible in the existing courthouse. Before his untimely death on October 19, 2023, Judge Andrew F. Wilkinson practiced law for more than two decades and became a Circuit Court Judge on January 10, 2020. The existing courthouse was recently named in memory of Judge Wilkinson. He was a strong advocate for a new courthouse, and the building was dedicated on October 16, 2024, in gratitude for his exemplary service, commitment, and dedication to Washington County.



Request:

Support efforts to secure state capital funding to assist with this project to relocate the Andrew F. Wilkinson Courthouse to a new facility.

For more information:

Zachary J. Kieffer
County Attorney with Washington County Government
100 West Washington Street, Suite 1101
Hagerstown, MD 21740
(240) 313-2203
zkieffer@washco-md.net

Smithsburg Sewer Pump Station Upgrades and Replacements

Washington County Community Lobbying Coalition

Project Background:

The Town of Smithsburg is confronting significant challenges with its aging sewer pump stations, including Chip's Meadow, Henrietta, and the High School Pump Stations, which are nearly 50 years old. Much of the equipment is outdated, worn out, and in need of replacement. While previous improvements have been made, the facilities still pose serious safety risks to employees and potential environmental hazards. To address these issues, the town has contracted RK&K Engineering Services to undertake critical upgrades and replacements.

The Need:

The need for these upgrades is pressing. The pump components, including impellers, motors, and piping, are significantly worn and inefficient. There are no security measures in place to protect vital equipment such as generators and electric panels, leaving them vulnerable. The outdated construction of the facilities does not comply with modern safety standards, exposing employees to dangerous working conditions. Additionally, the exposed and capped discharge pipes present an environmental risk, which, though currently contained, could lead to future issues. Given that these stations service both Smithsburg and Washington County residents, the Town requested assistance from The Washington Commissioners, who have given the Town \$137,000 of their ARPA funds, this with \$50,000 of budgeted funds, and \$234,400 ARPA from the Town has been allocated to cover all Engineering cost.

Current Status:

Currently, Smithsburg has invested \$1.3 million from various funding sources, including business funds, state allocations, and ARPA funds, into its water and sewer infrastructure for the fiscal year 2024. The town has



Chip's Meadow Sewer Pump Station

been in communication with county officials and has conducted tours of the pump stations to demonstrate the urgency of these upgrades. RK&K Engineering is overseeing the improvement project and is working on plans for the infrastructure upgrades.

Safety:

The safety of the Town's employees is a major concern with the existing facilities. The current design and equipment are outdated and does not meet modern safety standards, putting workers at risk. Accessing the pumps requires the use of cranes and manual labor, which increases the likelihood of accidents. Furthermore, the presence of harmful gases, including methane and hydrogen sulfide, inside the facilities creates additional dangers for employees. The planned upgrades will not only modernize the infrastructure but also provide a safer working environment for public works staff and contractors by eliminating the need for unsafe manual handling of pumps.



Henrietta Pump Station

Request:

Smithsburg is requesting financial assistance to help offset the projected \$4 million needed for these vital upgrades. These improvements are essential to ensure the long-term functionality of the wastewater infrastructure, enhance safety for workers, and accommodate future growth in Smithsburg and Washington County.

For more information contact:

Donald L. Souders, Mayor
Town of Smithsburg
21 West Water Street
Smithsburg, MD 21783
(301) 824-7234

dsouders@townofsmithsburg.org

Public Safety Training Center Phase 3: High Bay Training/Storage Building

Washington County Community Lobbying Coalition

Project:

Construction of a High Bay Training/Storage Building to support the Public Safety Training Center. This facility will provide a much-needed local training facility to our police, fire, and emergency service personnel serving in and around Washington County. The High Bay Training/Storage Building will also provide training for career and volunteer people who are planning to enter the field. The project will provide the needed indoor spaces that allow training opportunities in a variety of conditions, PSTC support apparatus storage, as well as allocate indoor space to conduct Candidate Physical Abilities Testing (CPAT) for incumbent firefighters and new hire candidates.



Economy:

By creating a campus style learning and teaching environment, there are significant long-term cost savings that are encountered, as many buildings and associated props would serve dual purposes for fire, EMS and law enforcement. The construction of a campus style facility allows the opportunity for the cost of Instructional staff to be shared, and, in many instances, staff are trained to instruct in multiple disciplines. This creates an opportunity to combine firefighters, EMS responders and law enforcement into a single class due to similar content.

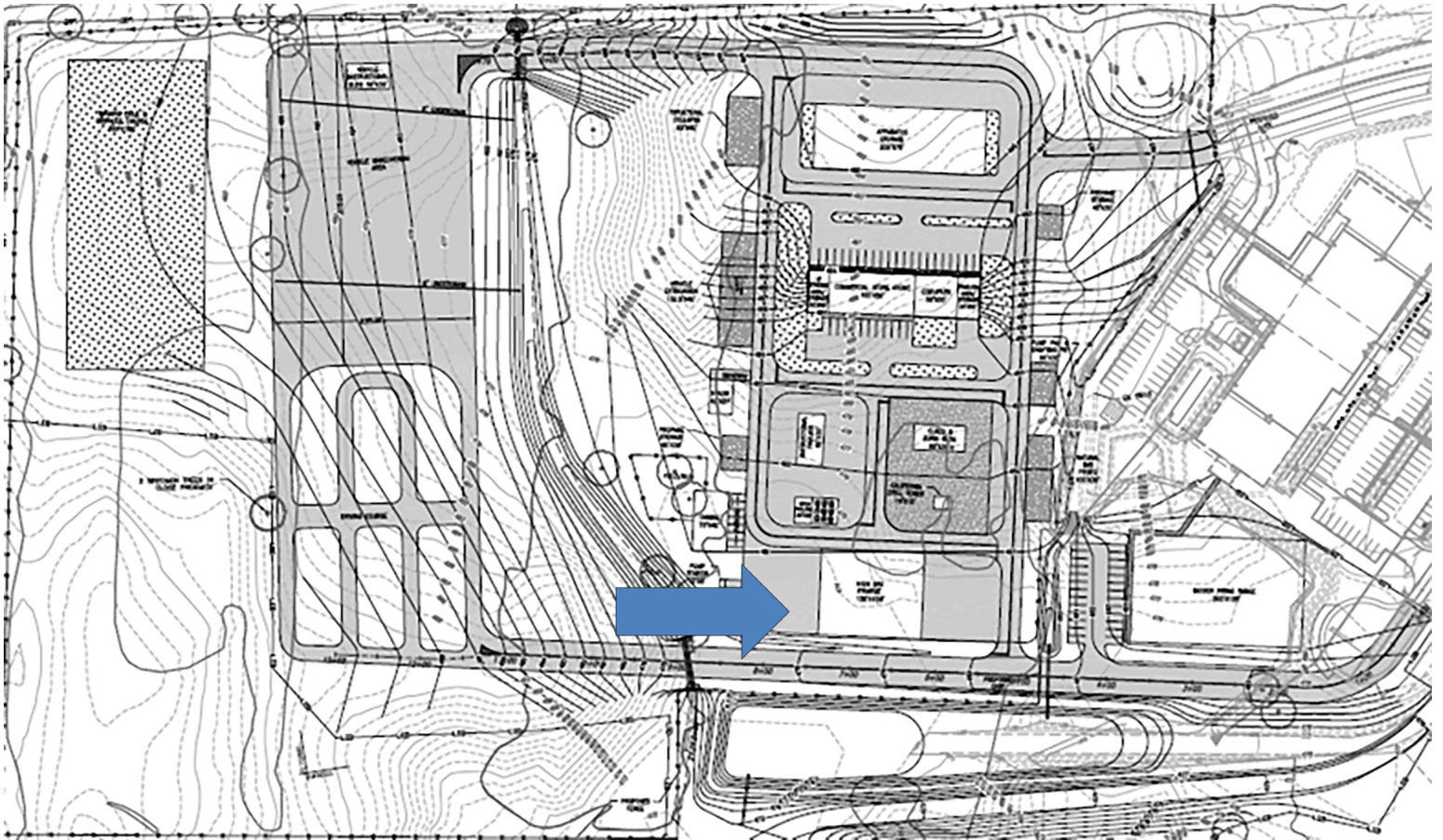


Progress:

The Public Safety Training Center at 18350 Public Safety Place is designed as a multi-phase project that is utilized by police, fire, and emergency services personnel serving in and around Washington County. Phase 1 construction of the Public Safety Training Center building is now complete, and final planning and construction for Phase 2 is currently underway. Phase 2 includes a defensive driving track, as well as a full tactical village that includes simulated residential and commercial structures. Phase 3 includes the High Bay Training and Storage Building, technical rescue props and structures that will replicate real world scenarios for firefighters, EMS providers, and law enforcement agencies. Phase 3's High Bay Training and Storage Building is currently in the preliminary engineering phase. It is expected that design will be completed in 2026, and construction is anticipated to begin in 2027 (funding dependent) with an expected cost of \$5 Million.

Safety:

It is important that firefighters, EMS responders, and law enforcement personnel have the ability to train in controlled environments, where varying scenarios can be presented without significant risk or harm to the participants. The ability to complete these trainings in a campus style environment maximizes efficiencies in personnel management and reduces logistical concerns that are created when personnel travel from one location to another location due to facility limitations.



Request:

Support the County's effort to develop the Public Safety Training Center through Phase 3 including a \$2.5 Million investment to bridge the gap between requested funding and local funding for construction of the High Bay Training and Storage Building.

For more information:

Zachary J. Kieffer
County Attorney with Washington County Government
100 West Washington Street, Suite 1101
Hagerstown, MD 21740
(240) 313-2203
zkieffer@washco-md.net

Public Safety Building – Site Analysis / Market Analysis (SAMA) Study

Washington County Community Lobbying Coalition

Background:

The City of Hagerstown has both a full force Police Department (HPD) and Fire Department (HFD). The HPD HQ is currently located at 50 N. Burhans Blvd. in an over 100-year-old building formerly used as a train station. This building is no longer adequate to house the department operations even with renovations. The HFD HQ was formerly located at the 100-year-old plus Market House. Due to economic development opportunities, the operation is temporarily moving into leased space in the City's southeast boundary.

The Need:

The City needs to evaluate the feasibility of establishing a joint public safety center to facilitate moving law enforcement out of a building that can no longer be renovated to fit its needs as well as the relocation of the HFD HQ to a permanent location in an area where economies of scale would allow for the placement of fire apparatus that currently are housed in stations that are also over 75 years old to be deployed in a manner to ensure coverage within the service area.

Current Status:

HPD is based in a facility that no longer can handle the needs of a 21st century law enforcement agency. HFD HQ is currently in a temporary facility that is not built for fire operations and will need to find a permanent home in the next 5-7 years. There are also 2 fire halls in the south end of Hagerstown that are also inadequate to continue to operate as 21st century fire houses.

Project Benefits:

- Provides data-driven insights that City officials may make strategic decisions regarding site selection, investments and potential for operational efficiencies.
- Assesses existing infrastructure (roads, utilities) to ensure accessibility and functionality which are crucial for emergencies.
- Identify potential risks associated with a location allowing HPD, HFD and City officials the ability to address committing resources.
- Delivers demographic information to help City officials tailor the decisions to establish such a center to meet citizen's needs.
- Evaluates the economic landscape, including

growth potential of not only the community but the respective departments ensuring that any site options meet those requirements.

- Assesses physical and logistical attributes of a site (accessibility, infrastructure, zoning) to ensure operational requirements are met.
- Provides a breakdown of operational costs associated with different sites, helping to optimize budget allocations.
- Uses data to model response times and routes, ensuring that site options provide timely emergency assistance.
- Engages with community stakeholders to gather input, fostering public support and involvement in the planning process.
- Identifies opportunities for collaboration with other public safety agencies and governments enhancing overall community safety and resource sharing.

Request:

Support Hagerstown's effort to conduct a site analysis and market analysis (SAMA) study for a public safety center to house the operations of HPD as well as HFD and potentially 3 engines and equipment, including consideration of State bond financing to aid in delivering this project to our citizens. Amount of Funding Requested: \$250,000

For more information contact:

Scott Nicewarner
City of Hagerstown Administrator
1 East Franklin Street
Hagerstown, MD 21740
(301) 766-4168
SNicewarner@hagerstownmd.org



Advanced Technology Center Renovation

Washington County Community Lobbying Coalition

Project Background:

The Advanced Technology Center (ATC) at Hagerstown Community College is one of its oldest buildings. Built in 1967, this building was the original College gymnasium. After construction of the Athletic Recreation Community Center (ARCC) in 1989, the building was converted to classroom and office space. Currently the ATC houses some of our most important computer science, cybersecurity, mechatronics, and electronics technology programs.

The Need:

The COVID pandemic did two things to the ATC renovation. First, it greatly increased the cost from approximately \$10M to \$14.7M. Second, despite being approved by MHEC, having local match funds ready, the project has met several delays at the hands of the Department of Budget and Management (DBM) for unknown reasons. In its current state of disrepair, building systems are outdated, parts are no longer available, and the roof leaks. The lighting does not meet ADA standards, and accessibility is a serious issue.

Current Status:

The Maryland General Assembly has done its part to push this project forward by appropriating \$1.2M towards its design and construction over the past two fiscal years. This is the year to finish the appropriations from the State and finally start renovations.

The Maryland Association of Community Colleges (MACC) has prioritized the ATC Renovation as #6 of its 14 projects. Among the priorities, the ATC ranks in the top \$43M of an \$87.7M request from MACC. Even with looming budget cuts, this project is overdue for completion. Building systems are outdated, parts are no longer available, and the roof leaks. The lighting does not meet ADA standards, and accessibility is a serious issue. So that the project is “shovel ready” at the time state funds are appropriated, HCC has moved forward with the design phase using local funds.

Benefits:

This project renovation will allow the College to update the building, its systems, and conduct a re-design to meet the needs of modern classes. It will allow for a better usage of space and flexibility for these programs that are considered high wage/high demand in Washington County and the State of Maryland.

Project Budget:

Local Funds		\$5,102,000
State Funds	FY24	\$590,000
	FY25	\$700,000
Requested	FY26	\$8,311,000
Total Project Cost		<hr/> \$14,703,000

Request:

HCC and the Washington County Community Coalition request that the General Assembly fully fund the ATC Renovation project with the \$8,311,000 requested by MACC in its FY26 capital prioritization.

For more information contact:

Dr. James Klauber
 President at Hagerstown Community College
 11400 Robinwood Drive
 Hagerstown, MD 21742
 (240) 500-2234
jklauber@hagerstowncc.edu



New Downtown Visitor Welcome Center

Washington County Community Lobbying Coalition

Project Background:

The Hagerstown/Washington County Convention and Visitors Bureau (Visit Hagerstown) operated a downtown visitor welcome center in Hagerstown for 20 years until the center was closed in 2020 during the pandemic. The lease was up, and the location lost. Visit Hagerstown has been operating without a visitor welcome center since 2020.

The Need:

A new visitor welcome center is needed, and a very attractive site has emerged to accommodate it. The site is close to a new minor league baseball stadium and event center, new parking deck, and adjacent to the Arts and Entertainment District, Cultural Trail, and City Park. This combination of attractions and amenities creates the perfect location to expose visitors to Washington County and to impress these visitors with many great experiences. Opportunities for visitors to spend in this area are abundant with attractions, food and beverage, events, transportation, performances, and the arts.

Current Status:

Visit Hagerstown has within its annual budget sufficient funds to operate the center. The State of MD has provided funds to match an Appalachian Regional Commission grant providing \$1 million for the design, fabrication, and installation of interpretive exhibits. Funds are needed to build the center and prepare locations for the exhibits.



Proposed Exterior at Cultural Trail

Benefits:

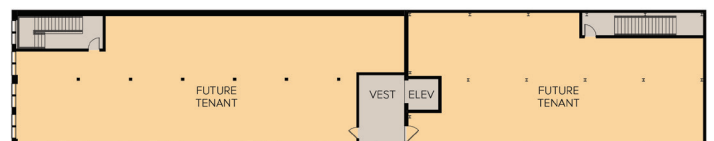
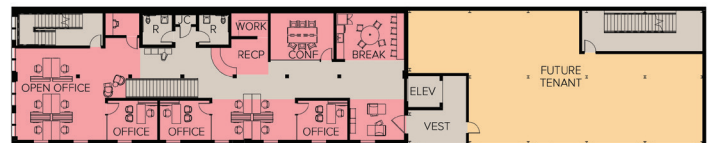
A visitor welcome center provides visitors with a location that has information on the area's attractions, lodgings, dining, shopping, entertainment, arts, and other items relevant to tourism. Successful visitor welcome centers add real value to their local visitor economy. Many visitors will find the information and inspiration they need for the exploration that leads to their spending.

Request:

Visit Hagerstown is requesting \$1.5 million in Capital Improvement Funds to construct a new Washington County, Maryland Visitor Welcome Center.

For more information contact:

Daniel P. Spedden
 President at Hagerstown/Washington County
 Convention and Visitors Bureau
 16 Public Square
 Hagerstown, MD 21740
 (301) 991-0521
 dan@visithagerstown.com



Lift the Cap on Maryland Heritage Area Funding

Washington County Community Lobbying Coalition

Project Background:

The Maryland Heritage Areas Program is governed by the Maryland Heritage Areas Authority (MHAA) and administered by the Maryland Historical Trust. MHAA provides targeted financial and technical assistance within thirteen locally designated Heritage Areas, each of which has a distinct focus or theme. Washington County is a partner with Frederick and Carroll County in The Heart of the Civil War Heritage Area.

A MHAA Grant Program is a source of funding designed to assist and encourage the preservation of historical, archeological, natural, and cultural resources and support economic development through heritage tourism within heritage areas certified by the Maryland Heritage Areas Authority. Washington County's most successful tourism themes are History, Heritage and Culture mostly related to the Civil War. This grant program is a constant source of funding for Washington County.

The Need:

For the past three fiscal years, there has been an average gap of \$8 million between the awarding ability of what is requested and what can be funded. And time and inflation have eroded the spending power of the projects that are awarded grants. Maryland Heritage Areas are vital to all that makes Maryland what it is, unfunded and underfunded projects put historic resources at risk and stagnate heritage tourism.

Current Status:

The current funding for this program is \$6 million, and this is distributed each year in grants to organizations in all counties and Baltimore City, with a portion set aside for the management of each heritage area (\$100,000 per area) and marketing and mini grants (potential of \$50,000 per area) and for grant management at the state level (\$600,000). An additional (and disputed) \$300,000 is accessed each year by the Maryland Historical Trust from this funding. There has been no increase in management grant funding to the local heritage areas since the beginning of this program almost 30 years ago.

Benefits:

The success of the Maryland Heritage Area is well known. It is an economic engine for Maryland:

There is a return on Investment of \$7 for every \$1 distributed by the MHAA. Heritage Tourism has a \$2.4

billion Annual Economic Impact. Tourism jobs are created and sustained through MHAA investment. Heritage Tourists spending generates \$319.8 million annually in State and Local Taxes.

Request:

Legislation is needed to lift the cap on Heritage Area funding and make some adjustments to limits within the program.

- Authorization is needed to transfer up to \$12 million from Program Open Space to the Maryland Heritage Areas Authority Financing Fund.
- Establishing MHAA management grants at \$300K requiring a 20% match and extending the same match requirement to all other types of MHAA grants named in the statute. Note, the language in the current statute is confusing...it currently references a 50% match requirement, but we have been required to match grant funds 100% (\$1\$1).
- The amount transferred to cover MHAA administrative cost should be identified as "up to 7%." Currently, at 10% of \$6 million, MHAA gets \$600,000. At 7% of \$12 million, MHAA will receive an increase that will allow for more staff to address increased grant activity, and additional administrative costs.

For more information on this project contact:

Daniel P. Spedden
President at Hagerstown/Washington County
Convention and Visitors Bureau
16 Public Square
Hagerstown, MD 21740
Office (301) 791-3246 ext. 12
Cell (301) 991-0521
dan@visithagerstown.com



University System of Maryland at Hagerstown Washington County Community Lobbying Coalition

Background:

The University System of Maryland at Hagerstown (USMH), a regional higher education center of the University System of Maryland (USM), opened in January 2005 to provide access to higher education to an educationally underserved population. USMH is located in the downtown core of the City of Hagerstown. Universities from the USM offer upper-level undergraduate and graduate programs taught by their instructors to students at USMH. Only universities within the USM currently offer programs at USMH.

Current Facilities:

The Main Building of USMH opened for classes in spring 2005. The facility includes computer labs, multiple nursing simulation labs, distance education interactive video networking (IVN) classrooms, a full-service library, group-study areas, and student lounges. The City of Hagerstown purchased the original building, once a hotel, for \$128,000 and donated the land and building to the University System of Maryland to bring the regional center downtown. Shortly after opening, the City built University Plaza, a gated park next door to the Main Building, which the university uses as campus lawn and event space. The City contributed more than \$468,000 toward this \$1.5M park with the remainder coming from state and federal funds and grants.

The City subsequently purchased, and later renovated, an adjacent building using another federal grant. The city currently leases one-third of the building to USMH for classrooms and offices. The City spent approximately \$400,000 of the grant on the USMH portion to meet its specific needs.

In 2015, USMH collaborated with the City of Hagerstown and a local developer to offer student housing in a newly renovated building located two blocks from the Main Building. The City provided financial incentives that reduced the developer's risk, making it possible to offer affordable rates for students. In 2018, the City and USMH entered into a similar agreement with a separate developer to create a second student housing project.

Recent Programs and Their Facilities:

The Agnita M. Stine Schreiber Health Sciences Center is the home for the current Physician Assistant program offered at USMH. It is named for the mother of a prominent local philanthropist, businessman and major USMH supporter, Mr. Lee Stine. The Center is in a building owned by Meritus Health and is located about two blocks from the Main Building. Meritus leases specific second floor offices and the entire third floor to USMH.

The lease agreement stipulates that while USMH is responsible for its share of the building's operating costs, it shall pay no rent. In exchange, USMH paid for the necessary building renovations and furnishings by raising about \$1.5 million in cash and pledges from private and federal government sources. The funds also established a scholarship endowment for students enrolled in the graduate Physician Assistant program offered by Frostburg State University. That program has enrolled cohorts of 25 students in each academic year since 2019 helping to meet local and regional demands for healthcare providers.

A Hospitality Center was renovated and opened in 2020 to support the instructional needs of an undergraduate Hospitality & Tourism Management degree offered by the University of Maryland Eastern Shore. The program was impacted by the COVID-19 pandemic and USMH is currently working to determine the best strategy to effectively utilize the Hospitality Center in the future.



Economic Development Impact:

- Major projects in downtown Hagerstown include a Multi-Use Sports facility, a new baseball stadium, and a school of osteopathic medicine. Investment from these select projects totals \$341.8 million.
- New university programs provide significant economic impact, including salaries, housing and consumer spending of faculty and staff, students' discretionary spending, housing expenditures by out-of-town students moving to Hagerstown to attend USMH, and program and building expenditures.

Washington County Workforce Contributions:

Graduates of programs offered at USMH are helping to meet local workforce needs, including at:

- Washington County Public Schools
- Meritus Health
- Washington County Department of Social Services
- Washington County Sheriff's Department
- City of Hagerstown
- Numerous local business employers

Current Data:

- USMH currently offers programs from: Frostburg State University, Salisbury University, Towson University, University of Maryland Global Campus, and University of Maryland Eastern Shore.
- 16 degree programs: 11 UG and 5 GR
- FY 2023 state appropriation: \$2.657 million which included Merit and COLA increases as well as a 1-time grant for security upgrades (although our operating budget declined 4% after salary adjustments, coordinating costs, and removal of the one-time state funding for security)
- \$985,480 in locally raised scholarships has been awarded to 345 USMH students since 2009.
- As of May 2023, more than 2,897 students have graduated from a USM program offered at USMH.

Trends:

- USMH's commitment to downtown revitalization means all classrooms and offices, and all sponsored student housing, are – and will be – downtown.
- Plans are currently underway to reinvigorate current offerings post pandemic. Moreover, USMH is working to bring a master's in business administration and a doctorate in education, with an associated administrative leadership certification, to the region. Finally, a bachelor's degree in biology is also in early stages of development to serve as a feeder program for the PA program offered at USMH and a new doctor of osteopathy program to be offered locally by Meritus Health.

For more information contact:

Jacob Ashby, Ed.D.
Executive Director, USMH
Office: 240-527-2727
jashby@hagerstown.usmd.edu





WASHINGTON COUNTY DEPARTMENT OF BUSINESS AND ECONOMIC DEVELOPMENT

DEPARTMENT OF BUSINESS AND ECONOMIC DEVELOPMENT

The Washington County Department of Business and Economic Development (DBED) is a county department providing assistance to new and expanding businesses throughout Washington County, Maryland. DEBED interacts with a vast network of public, private and non-profit organizations to address the business needs of the community, as well as attract new companies to the County in order to encourage economic growth, the creation of jobs and stabilization of the tax base.

BUSINESS INCENTIVE PROGRAMS

Perfectly located at the strategic crossroads of major interstates, rail lines and airways, Washington County is a dynamic and ideal location for business opportunities. Washington County is known for our pro-business climate. With incentives and financing programs from a variety of sources, we are ready to help businesses open, expand or relocate in one of our great communities. We strive to fully understand your business needs and work with partners to develop custom programs to help accomplish your goals.

To learn more about Washington County Business Incentive Programs, please visit our website or contact our office to speak with a staff member.

-  Foreign Trade Zone (FTZ)
-  Job Placement & Capital Investment Real Property
-  Enterprise Zone
-  New Jobs Tax Credit Program
-  Brownfield Revitalization Incentive Program (BRIP)
-  Pad Ready Site Programs
-  High Performance Commercial Building Tax Incentive
-  Opportunity Zones

FOREIGN TRADE ZONE (FTZ) #255

In a Foreign Trade Zone, a business's materials used/consumed are generally not subject to duties, as well as imports may enter and be held in a FTZ without customs duties.

FTZ #255 move to an Alternative Site Framework (ASF). The ASF allows FTZ's to be more flexible and responsive by enabling quicker designation of new sites based on business needs within a defined service area.

This adaptability speeds up site activation, reduces operational costs, and helps companies capitalize on FTZ benefits, such as duty reduction and streamlined logistics, more efficiently. ASF is ideal for businesses looking to expand or adjust their operations swiftly in response to market demands.

Data shows that companies operating in U.S. FTZs are highly resilient, adapting quickly to market shifts, tariffs, and supply chain disruptions—all while boosting production capabilities.

FTZ #255 serves industry leaders like Conair and Lenox, delivering measurable benefits.



**Cut Costs.
Mitigate Risk.
Drive Growth.**

Washington County,
Maryland
Foreign Trade Zone #255



GROWTH AND DEVELOPMENT

Job growth and industrial development continue to rise exponentially with the high number of projects in the cue, and many underway. The success of development can be directly contributed to Washington County's premier location; with national access to US I-81 and US I-70, two major rail lines, proximity to the Port of Baltimore and Hagerstown Regional Airport.

Projects completed in combined with projects under development or announced in 2023 total over **\$675 million and have the potential to create upwards of 3,500 jobs for the region.**

Washington County remains strong with an abundant **regional workforce of over 400,000.**

The Community's City Center Plan

Take a look at the future of our downtown... This is a 10-year roadmap for eight catalyst projects that will spur development in our City Center. The Community's City Center Plan includes detailed annual steps for making these concepts a reality. It creates at least 875 new permanent jobs, bringing \$125 million in new investment downtown.

This is a public-private partnership, where private developers invest 75% of the cost while funding from all levels of government will cover the rest. The City's consultants, Urban Partners, conclude that all of these projects are feasible based on their economic analysis.

This roadmap is the result of broad community input, with the consultants spending over 130 hours collecting feedback from the community. We appreciate your participation in this project to help move our downtown forward!



1. Office Development and Recruitment:



- Position downtown to compete for new office development using portions of Central Parking Lot
- City partners with a selected, experienced developer through a competitive process
- Estimated 154,000 square-foot new office development across three buildings
- Current parking accommodates first 70,000 square feet; additional office will require new parking deck

2. Maryland Theatre Expansion Project:



- Expand draw of downtown's largest attraction
- Grow from 150 to 225 performance days per year, increasing the audience by 60,000 annually
- Continue necessary improvements to seating and "back of house"
- Create new entrance, offices and performance space

3. USMH Expansion Support:



- Support USMH growth from 500 to 750 students
- Add facilities for culinary arts, tourism and hospitality programs
- Capture student housing opportunities downtown:
- Three upper-floor renovation projects
- 12 units to house 24 students

FOR MORE INFORMATION, VISIT US ONLINE AT HAGERSTOWNMD.ORG



The Community's City Center Plan

4. Hotel/Conference Center and Heritage Center/Commemorative Park:



- Construct 200-room "Upper Upscale" hotel (i.e. Sheraton, Wyndham, Hilton)
- Programmed with adjacent 20,000 square-foot conference center
- Establish Civil War Heritage Center and Commemorative Park

5. Linking City Park and A&E District with Trail & New Housing:



- Construct multi-use trail linking City Park with Public Square
- Add 31 new townhomes along trail in first 10 years (more later)
- Rehabilitate Dagmar Hotel and three other W. Antietam buildings as 85 loft apartments

6. Expanded Downtown Arts/Events Programming:



- Build upon positive atmosphere created by events in downtown Hagerstown
- Coordinate with Maryland Theatre programming
- Utilize Main Street and other new funding sources to expand events
- Establish consolidated events calendar

7. Expanded Operations of the City Farmers Market:



- Expand from 7 to 35 hours per week operation
- Implement private management approach
- Coordinate with existing tenants; recruit needed additional tenants
- Make necessary capital improvements
- Re-brand & promote to capture portion of estimated \$13 million in unmet demand for specialty foods

8. Expanded and Targeted Home Ownership Support:



- Aggressively market downpayment assistance
- Target Neighborhoods 1st support programs
- Target Neighborhoods 1st infrastructure and amenity improvements
- Continue acquisition, rehab and resale program
- Establish annual rental licensing inspections
- Continue excessive nuisance enforcement programs

FOR MORE INFORMATION, VISIT US ONLINE AT HAGERSTOWNMD.ORG



GROWTH IN DOWNTOWN HAGERSTOWN

BY THE NUMBERS

Since 2015, over \$165 million has been invested into downtown.

Additional development includes \$80 million in projects underway and in planned investment in various stages.

SAMPLING OF CITY-WIDE PROJECTS



Boys & Girls Club
\$13.5 Million
coming 2025



Hub City Parking
\$12 Million
Completed 2024



Field House
\$26 Million
January 2025



Jamison Door Company
Phase 1: \$700K
Phase 2: coming soon



Fine Arts Museum
\$18 million
starting 2025

ABOUT US

The City of Hagerstown Department of Community and Economic Development (DCED) works in collaboration with our residents, businesses, investors and visitors to advance the economy, image and quality of life in Hagerstown.

We serve our community in two areas:

- Economic Development to support business growth
- Community Development to grow strong neighborhoods

LEARN MORE

To learn more about projects under way and other opportunities scan the QR code below!



**WASHINGTON COUNTY
COMMUNITY COALITION**
WITH LEADERSHIP WASHINGTON COUNTY

Cordially invites the
Maryland General Assembly Members
to a Legislative Reception at the
Governor Calvert House
Wednesday, January 22rd, 2025
4:30 - 6:30 pm

Hors d'oeuvres ★ Open Bar ★ Local Wines/Craft Beers/Cheeses ★ Vendors

RSVP to jfavazza@maniscanning.com

For more information please contact:

★ Paul Frey: 301-514-5738 ★ Jim Kercheval: 301-992-7515 ★ John Favazza: 410-263-7882

**WASHINGTON COUNTY
COMMUNITY COALITION MEMBERS**

- ★ Washington County Government
 - ★ City of Hagerstown
- ★ Hagerstown Community College
- ★ Friends of the Washington County Free Library
- ★ Visit Hagerstown (Local Convention & Visitors Bureau)
- ★ CHIEF (Hagerstown/Washington County Industrial Foundation)
 - ★ Washington County Chamber of Commerce
 - ★ Town of Williamsport
 - ★ Town of Smithsburg
- ★ The Greater Hagerstown Committee



FREE
**Maryland Flag
Neck Pillow**
to the first 100
General Assembly Members!

Limited Run Collector Cans of
Antietam Brewery's
"37 W. Antietam Street"
Craft Beer

*Brewed Locally to promote Hagerstown's
proposed New Downtown Visitors Center*

