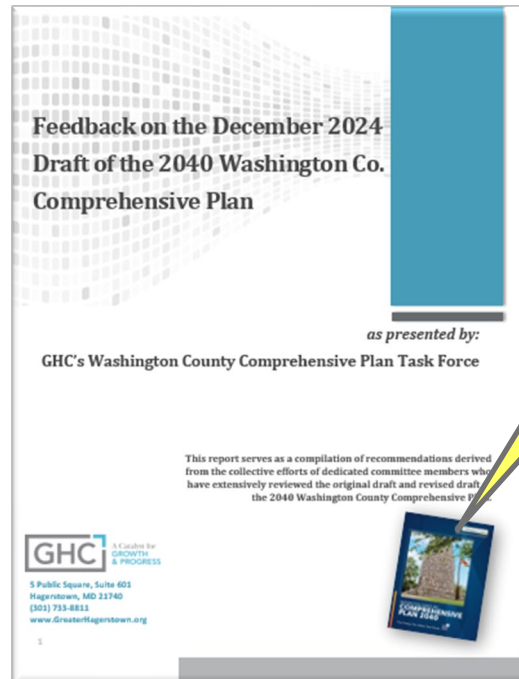
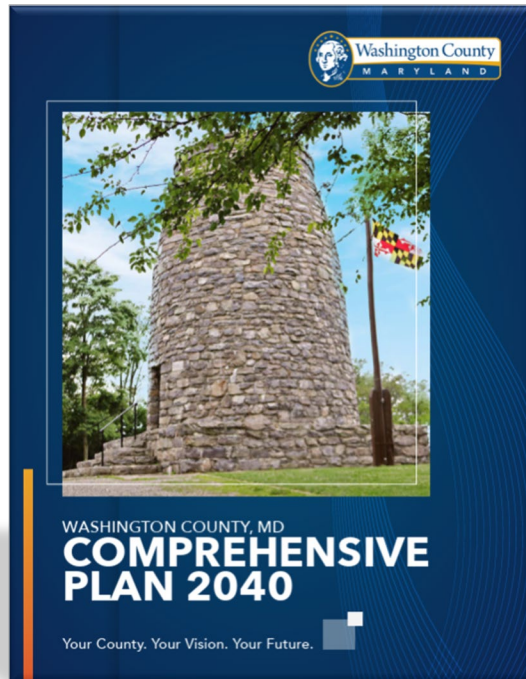




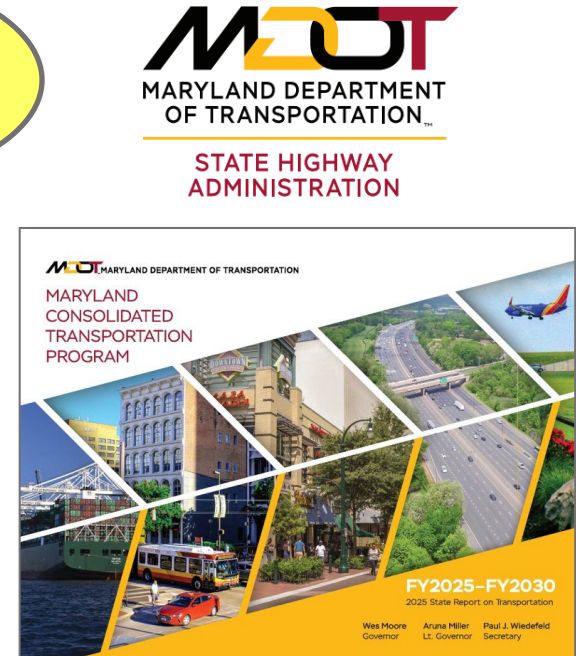
A Catalyst for
**GROWTH
& PROGRESS**

Monthly Meeting January 2025

Updates on Washington County Comprehensive Plan Taskforce and State Transportation Funding



GHC Member and Taskforce Comments





A Catalyst for
GROWTH
& PROGRESS

Welcome

GHC Monthly Meeting
January 2025

BJ Goetz
GHC Chair



GHC Monthly Meeting January 2025

Please Welcome Today's Speaker

The Greater Hagerstown Committee

Executive Director

JAMES F. KERCHEVAL



2040 Washington County Comprehensive Plan Recommendation Report

as presented by
The Greater Hagerstown Committee, Inc.
and
GHC's Washington County Comprehensive Plan Task Force

This report serves as a compilation of recommendations derived from the collective efforts of dedicated committee members who have extensively reviewed the draft 2040 Washington County Comprehensive Plan.

GHC A Coalition for GROWTH & PROGRESS
5 Public Square, Suite 601
Hagerstown, MD 21740
(301) 733-8811
www.GreaterHagerstown.org



Washington County MARYLAND

Governor Wes Moore's Proposed Budget Fully Restores Funding for I-81 Phase 2 Project in Washington County

For more information, please read the press release.

STATE HIGHWAY ADMINISTRATION - Washington County

PROJECT: I-81 Maryland Veterans Memorial Highway

DESCRIPTION: Project to upgrade and widen I-81 to a six-lane divided highway from MD 63/MS 89 to the CR railroad bridge north of Hagerstown (4.5 miles). Two noise barrier systems will be provided as part of the project.

PURPOSE & NEED SUMMARY STATEMENT: I-81 corridor improvements improve mobility, accommodate a high truck volume, and provide capacity for planned development.

SMART GROWTH STATUS: Project Not Location Specific Not Subject to PFA Law

STATE GOALS: Maryland Transportation Plan (MTP) Qualification Criteria:
 System Safety and Security New Commuters and Support the Economy
 Deliver System Quality Provide Environmental Stewardship

EXPLANATION: I-81 is a critical link in western Maryland, increasing capacity supports critical regional transportation needs.

STATE: Engineering underway for Phase 2. Phase 1 is open to service.

SIGNIFICANT CHANGE FROM FY 2024 - 2025 STP: Project was moved to the Construction Program from the Development & Expansion Program. The net increase of \$91.2 million is due to the restoration of funding to advance the project through construction.

PHASE	ESTIMATED EXPENSES		CURRENT BUDGET		PROJECTED CASH REQUIREMENTS					STATE BALANCE	STATE ESTIMATE	ESTIMATED ANNUAL AVERAGE DAILY TRAFFIC (vehicles per day)
	2024	2025	2024	2025	2027	2028	2029	2030	TOTAL			
Planning	11,605	8,235	0	0	0	0	0	0	0	0	0	3,468
Right-of-way	879	0	0	0	879	0	0	0	0	0	0	879
Utilities	2,817	0	0	0	0	0	0	0	0	0	0	2,817
Construction	84,614	0	0	0	0	0	1,000	20,000	20,000	20,000	61,000	23,614
TOTAL	99,915	8,235	0	0	879	0	0	1,000	20,000	20,000	81,000	28,614
Federal Aid	60,000	0	0	0	0	0	0	0	0	0	0	0
State	14,849	4,265	29	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0	0

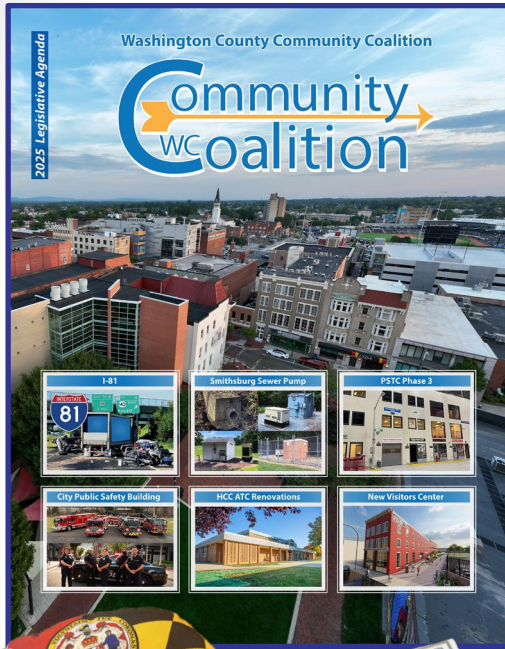
STEP REFERENCE: ANND021 1010204

CLASSIFICATION: STATE - Principal Arterial
FEDERAL - Interstate
STATE ESTIMATE: Primary

STATE BALANCE: 65,200 - 82,700
CURRENT: 65,200 - 82,700
PROJECTED: 77,400 - 13,000 (CPA)

PAGE: 014/05

Washington County Community Coalition Highlights



Large Group Speakers:

- **Bill Ferguson**, Senate President
- **Adrienne Jones**, *House Speaker*
- **Jeremy Baker**, *Chief Legislative Officer*
- **Paul Wiedefeld**, *Secretary of Transportation*
- **Brooke Lierman**, *Comptroller, BPW*
- **Del. Marc Korman**, *Chair Environment & Transportation, Majority Leader, TRAIN Commission*
- **Sen. Steve Hershey**, *Minority Leader, TRAIN Commission*
- **Del. Ben Barnes**, *Chair Appropriations*
- **Mollie Byron**, *Director Intergovernmental Affairs*
- **Del. Courtney Watson**, *Chair Transportation Subcommittee*

Small Group Meetings with:

- **Del. Mark Chang**, *Chair Capital Budget Subcommittee*
- **Del. Mark Edelson**, *Vice Chair Transportation Subcommittee*
- **Sen. Craig Zucker**, *Chair Capital Budget Subcommittee*
- **Sen. Michael Jackson**, *Chair Transportation Subcommittee, B&T*

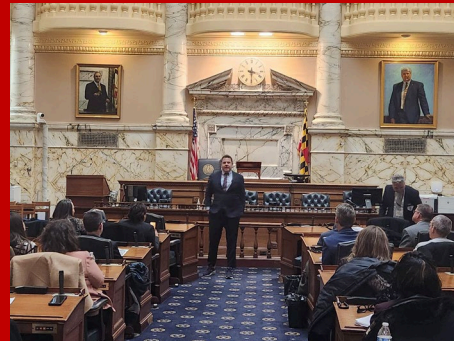
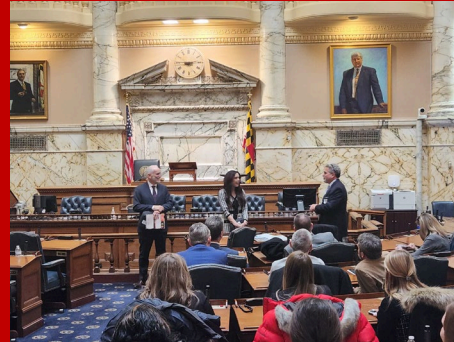
Informal contacts with Delegation Members, Lt. Governor Aruna Miller, and Governor Moore

Reception: 24 Local Vendors showcased our community
Over 140 community members incl. Leadership Wash. County

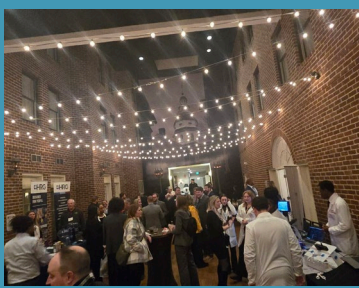
Over 120 State Officials: Executive (11), Delegates (60), Senators (5), Other (45)



Washington County Community Coalition Large Group Meetings



Washington County Community Coalition Reception



FY 2026 Gov. Moore's Capital Budget as Proposed

Project Title	Amount	County	LD	Agency
<u>Washington</u>				
RCI Perimeter Fence System Replacement	9,370,000	Washington	2A	DPSCS
Hagerstown Community College - Advanced Technology Center Renovation	6,230,000	Washington	2A	MHEC
New Downsville Pike Elementary School	5,713,000	Washington	1C	IAC
Brook Lane Health Services, Inc. - New Therapeutic Recreational Facility	2,979,000	Washington	2A	MISC
Funkstown Water Quality Improvements				
Wastewater Treatment Plant Enhanced Nutrient Removal Upgrade	2,650,440	Washington	2A	MDE
Lead Service Line Replacement	2,530,000	Washington	2A	MDE
Sideling Hill Wildlife Management Area - Access Road Improvements	1,435,650	Washington	1C	DNR
Fort Frederick State Park - Water Distribution System Upgrade	1,007,000	Washington	2A	MES
Boonsboro Elementary School - Window and Door Replacement	706,000	Washington	2A	IAC
Maryland Correctional Institution - Wastewater Treatment Plant - Headworks and Facility Improvements	624,000	Washington	2B	MES
Lincolnshire Elementary School - HVAC System Upgrade	602,000	Washington	1C	IAC
Smithsburg Elementary School - Mechanical System Upgrade	514,000	Washington	2A	IAC
Hancock Lead Service Line Inventory	388,800	Washington	1C	MDE
Funkstown - Jerusalem Park Improvements	275,000	Washington	2A	DNR
Williamsport - Byron Memorial Park Woodlands Youth Playground Replacement	229,448	Washington	1C	DNR
Washington Total	35,254,338			

BUILDING A SAFE & RELIABLE TRANSPORTATION SYSTEM

When Governor Wes Moore came into office, the state's transportation system was facing serious disinvestment. Over the last several years, more than \$3 billion in one-time federal COVID relief dollars kept critical services moving but when those dollars ran out in FY2024, the deep issues within Maryland's Transportation Trust Fund had worsened. To make this Maryland's decade, our state needs to invest now in reliable, safe, and sustainable infrastructure that protects lives and drives economic growth.

\$420M in new annual revenues

\$695M in total new annual investment*

45,000 jobs supported by the CTP as proposed

*includes leveraged federal funding and bonding capacity

THE PLAN

- ✓ Advances **critical safety projects**, including I-81, US-15, and the MTA Light Rail Modernization project
- ✓ Invests in the **safety and maintenance** of roads, bridges, highways, and transit across the state
- ✓ Fully **leverages federal dollars** and allows the state to meet its required match
- ✓ Improves **customer service and project delivery** throughout the department
- ✓ Enhances the **economic competitiveness** of the Port of Baltimore
- ✓ Maintains the Maryland Department of Transportation's **AAA bond rating**
- ✓ **Supports small businesses** impacted by Purple Line construction

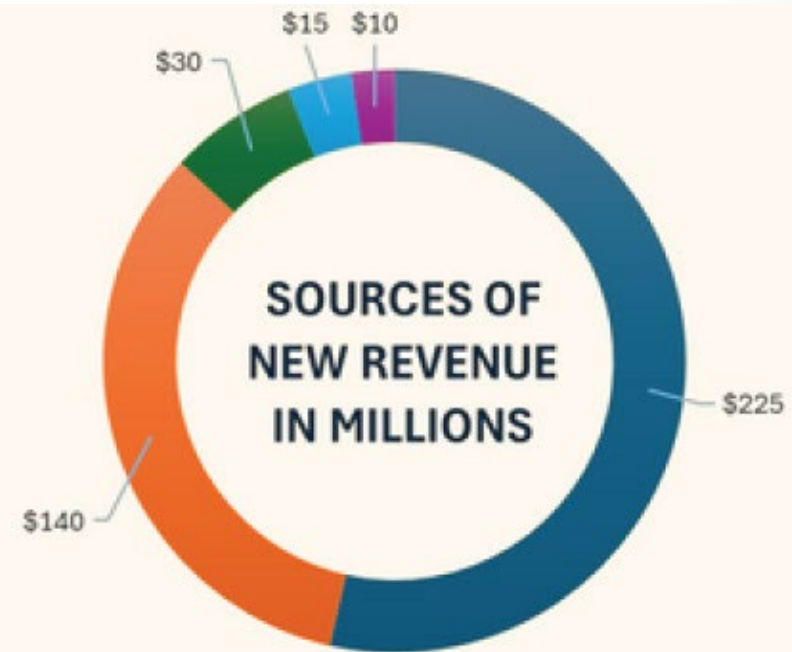
PROJECT HIGHLIGHTS (not an all-inclusive list)

- I-81 in Washington County
- US 15 in Frederick County
- MD 97 in Montgomery County
- MD 90 in Wicomico County
- Medical Center Drive in Prince George's County
- Southern Maryland Rapid Transit in Charles & Prince George's Counties
- Frederick Douglass Tunnel in Baltimore City
- Susquehanna River Bridge in Harford & Cecil Counties
- Baltimore Penn Station in Baltimore City
- Dundalk Marine Terminal Berth 11 in Baltimore County
- Light Rail Modernization in Central Maryland
- Baltimore Washington International Thurgood Marshall Airport enhancements in Anne Arundel County

Where the Money Comes and Goes



- Capital budget enhancements
- Meeting debt commitments
- Operating budget enhancements

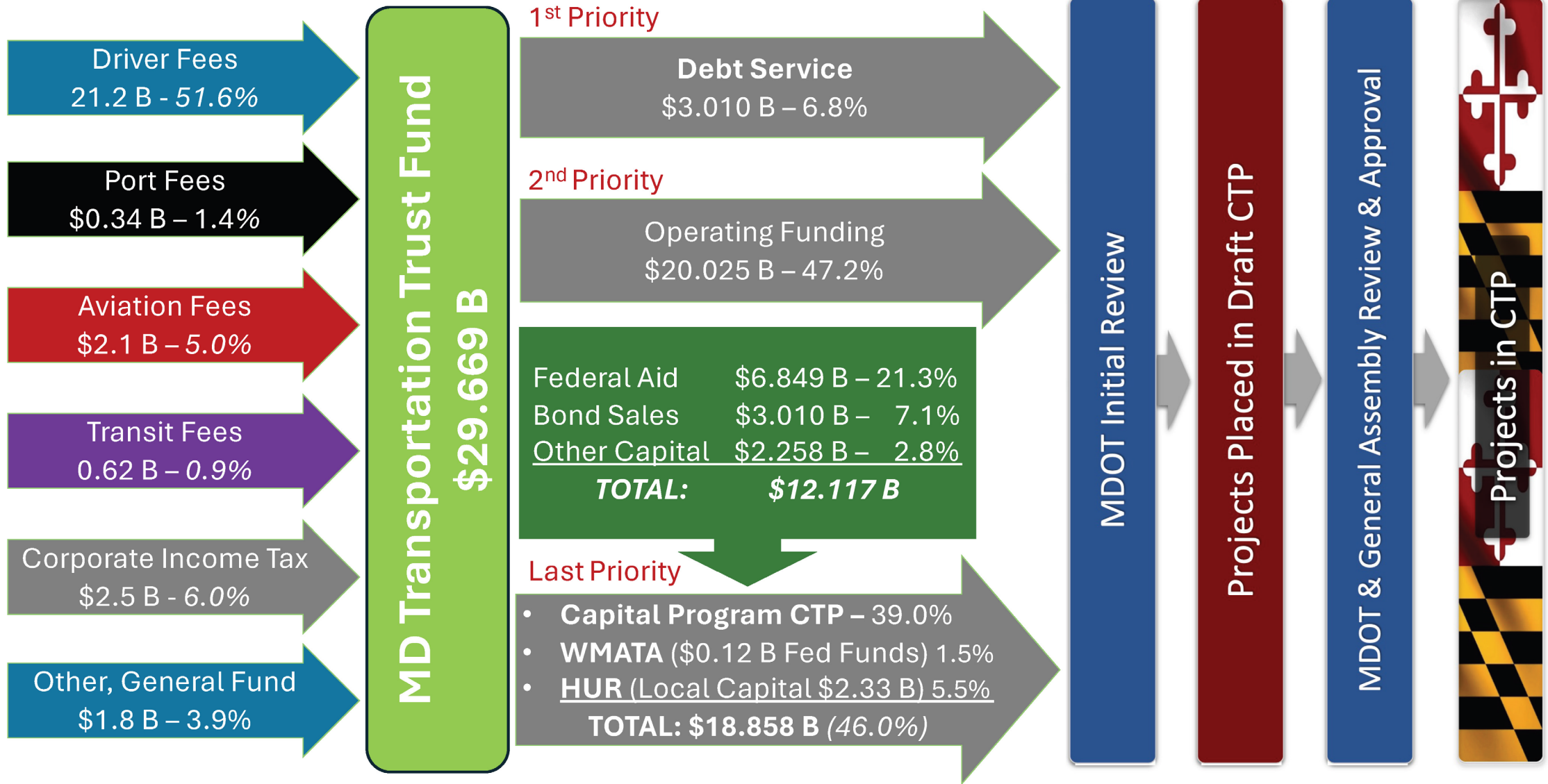


- New retail delivery fee
- Partial repeal of vehicle trade in allowance
- Increased VEIP fee/late fees to \$30
- Modified MVA cost recovery requirement
- Installment fees on MVA vehicle registration payment plans

Data From Sept 2024 Draft CTP (A New Draft Was Released In Jan 2025)



MD Consolidated Transportation Plan (CTP) Approval Process



GHC Monthly Meeting January 2025

GHC Feedback on Draft Comprehensive Plan

2040 Washington County Comprehensive Plan Recommendation Report

as presented by

The Greater Hagerstown Committee, Inc.

and

GHC's Washington County Comprehensive Plan Task Force

This report serves as a compilation of recommendations derived from the collective efforts of dedicated committee members who have extensively reviewed the draft 2040 Washington County Comprehensive Plan.



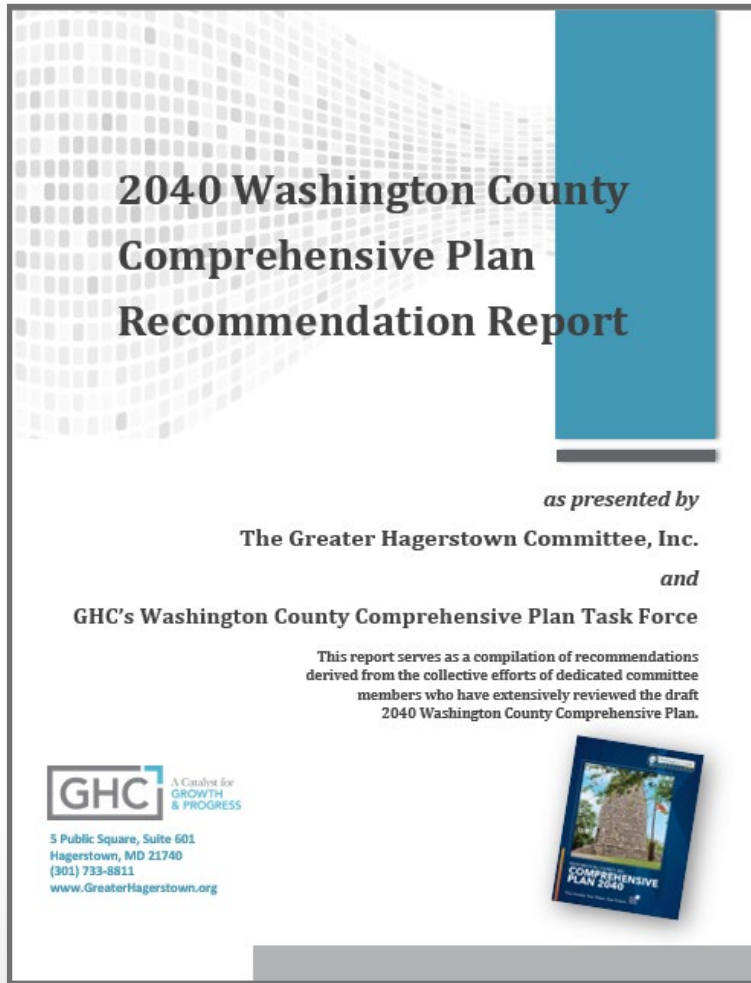
5 Public Square, Suite 601
Hagerstown, MD 21740
(301) 733-8811
www.GreaterHagerstown.org



- **Overview of Recommendations**
- **Take Member Feedback**
- **Approval of Plan with any new Amendments**

**Deadline For All
Public Comments Is Today**

Highlights of Final Comp Plan Report



- **Mainly the same items in the original report submitted Fall 2023 that the full membership reviewed and approved**
- **Accounts for the many GHC recommendations that the county incorporated into the updated draft (*so fewer recommendations*)**

Shared Goals We Based Recommendations On:

- **Protect our balanced character: Rural in nature with vibrant urban centers that attract and retain a diverse, upwardly mobile population**
- **Create policies that support a health housing market for all income levels, our workforce, and future generations**
- ***Grow and enhance a diverse economy with living wages for citizens of all education levels***
- ***Plan and invest in adequate infrastructure to keep pace with growth***
- ***Encourage the majority of growth in our urban and town growth areas and balance the need for density with quality design***

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- ***Encourage the majority of growth in our urban and town growth areas and balance the need for density with quality design***

Recommendation Highlights: **Limited Current Data**

- **Much of data used in plan is from 2010 and 2020 Census and MD based (*required by State*)**
 - We believe more current data (2021-2024) shows we are growing faster than is implied in the plan
 - There is not much data comparing us to our neighbors in PA and WV – which are better benchmarks for us than MD counties

Recommendation Highlights: **Projected Growth**

- **Plan uses two growth scenarios:**
 - *Moderate Growth: 1% per year*
 - *High Growth: 1.5% per year*
- **We believe we could grow faster (2% or more) and that a 3rd growth scenario is needed so that we are prepared for the worst case**
- **Growth scenarios are used in various sections of the plan to predict things like population projections, school needs, water/wastewater needs, etc.**
- **Frederick has grown 2% or more for the last three years. Berkley County, WV has also seen higher levels of sustained growth**

Table 13-5: Wastewater Treatment Plant Capacity - Current and Projected

		City of Hagerstown	Conococheague	Keedysville/ Sharpsburg	Highfield/ Winebrenner	Sandy Hook	Smithsburg ²	Boonsboro ¹	Clear Spring	Funkstown	Hancock	
Existing	Permitted Capacity	MGD	8.00	4.500	0.163	0.600	0.030	0.333	0.530	0.200	0.200	0.380
		EDU	40,000	22,500	815	3,000	150	1,417	2,120	1,000	1,000	1,900
	Average Daily Flow	MGD	7.320	3,914	0.114	0.115	0.014	0.323	0.290	0.082	0.052	0.300
		EDUs	36,600	19,570	570	575	70	1,374	1,160	410	260	1,500
	Adjustments for Flow Transfer and Capacity Improvements	MGD	(0.160)	4,160	0	0	0	0.117	0	0	0	0.150
		EDUs	(800)	20,800	0	0	0	498	0	0	0	750
Available Capacity	MGD	1.340	4.746	0.049	0.485	0.016	0.127	0.240	0.118	0.148	0.230	
	EDU	4,200	23,730	245	2,425	80	541	960	590	740	1,150	

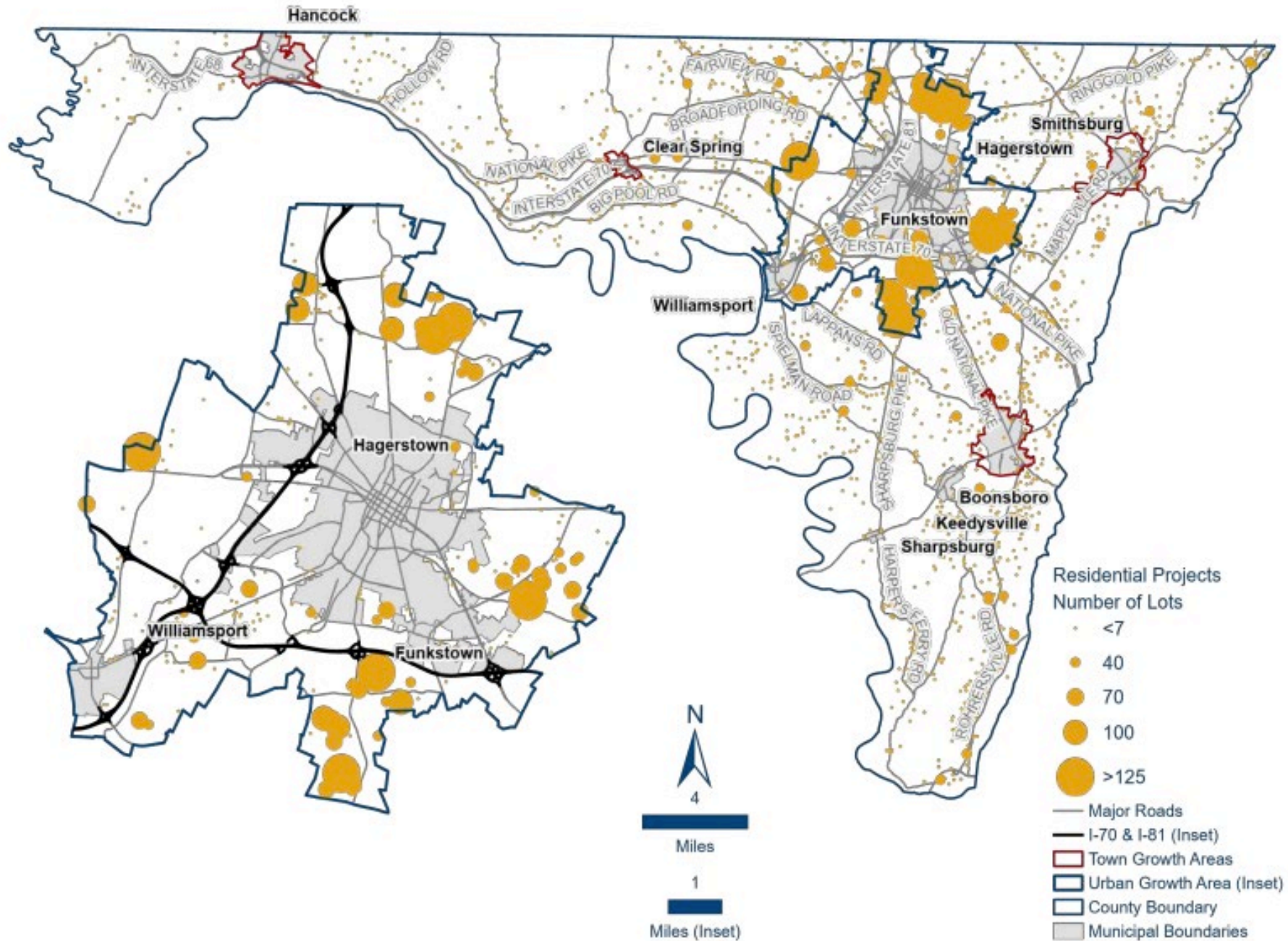
Moderate Growth	Projected Demand 2040 (municipal)	MGD	0.450	0.052	0.021	0.000	0.000	0.083	0.240	0.003	0.030	0.013
		EDU	2,252	258	103	0	0	355	960	15	150	64
	Projected Demand 2040 (County)	MGD	0.925	0.498	0.000	0.137	0.002	0.004	0.004	0.002	0.000	0.002
		EDU	4,625	2,491	0	687	10	15	15	10	0	10
	Projected Demand thru 2040	MGD	1.375	0.550	0.021	0.137	0.002	0.087	0.244	0.005	0.030	0.015
		EDU	6,877	2,749	103	687	10	370	975	25	150	74
	Projected Available Capacity 2040	MGD	(0.035)	4.196	0.028	0.348	0.014	0.040	(0.004)	0.113	0.118	0.215
		EDU	(177)	20,981	142	1,738	70	171	(15)	565	590	1,076

High Growth	Projected Demand 2040 (municipal)	MGD	1.111	0.052	0.021	0.000	0.000	0.407	0.240	0.003	0.30	0.237
		EDU	5,556	258	103	0	0	1,730	960	15	150	1,184
	Projected Demand 2040 (County)	MGD	2.014	1.085	0.000	0.204	0.002	0.005	0.005	0.002	0.000	0.003
		EDU	10,072	5,424	0	1,018	10	20	20	10	0	15
	Projected Demand thru 2040	MGD	3.126	1.136	0.021	0.204	0.002	0.411	0.245	0.005	0.030	0.240
		EDU	15,628	5,682	103	1,018	10	1,750	980	25	150	1,199
	Projected Available Capacity 2040	MGD	(1.786)	3.610	0.028	0.281	0.014	(0.284)	(0.005)	0.113	0.118	(0.010)
		EDU	(8,928)	18,048	142	1,407	70	(1,209)	(20)	565	590	(49)

Recommendation Highlights: **Housing**

- **We have a very challenging housing market and rental market that isn't expected to improve quickly**
- Gap between what our MHI can afford and what is being sold is at a record high (Over \$100K +) Rental Market is the same
- **We need to be aggressive and use a multifaceted approach to make improvements such as:**
 - Increasing density in designated growth areas
 - Promoting smaller home sizes
 - Revising zoning ordinances for flexibility
 - Streamlining planning approval & permitting processes

Map 6-3: Washington County Residential Development 1994-2023



Highlights: Higher Densities Using Quality Design

Table 14-B: Residential Capacity of Proposed 2024 Land Use Plan by Growth Area

Estimated Residential Capacity by Growth Area - Current 2002 Land Use Plan								
Growth Area	Low Density		Medium Density		High Density		Total	
	Vacant & Underutilized Land (in acres)	Yield (in units)	Vacant & Underutilized Land (in acres)	Yield (in units)	Vacant & Underutilized Land (in acres)	Yield (in units)	Vacant & Underutilized Land (in acres)	Yield (in units)
Urban (Hagerstown, Parktown & Williamsport)	1,796	7,860	1,132	7,032	299	2,278	3,167	17,169
Bourbon	180	825	0	0	0	0	180	825
Clear Spring	88	403	0	0	0	0	88	403
Hancock	258	1,118	0	0	0	0	258	1,118
Smithsburg	403	2,838	20	131	0	0	423	2,969
TOTAL:	2,725	13,043	1,152	7,163	299	2,278	4,206	22,483



4.5 units/acre



6.2 units/acre



8.8 units/acre



5.2 units/acre

Missing Middle Workforce Housing Study

Complete set of educational resources
Videos, photo library, poster series, sample block illustrations, & User Guide



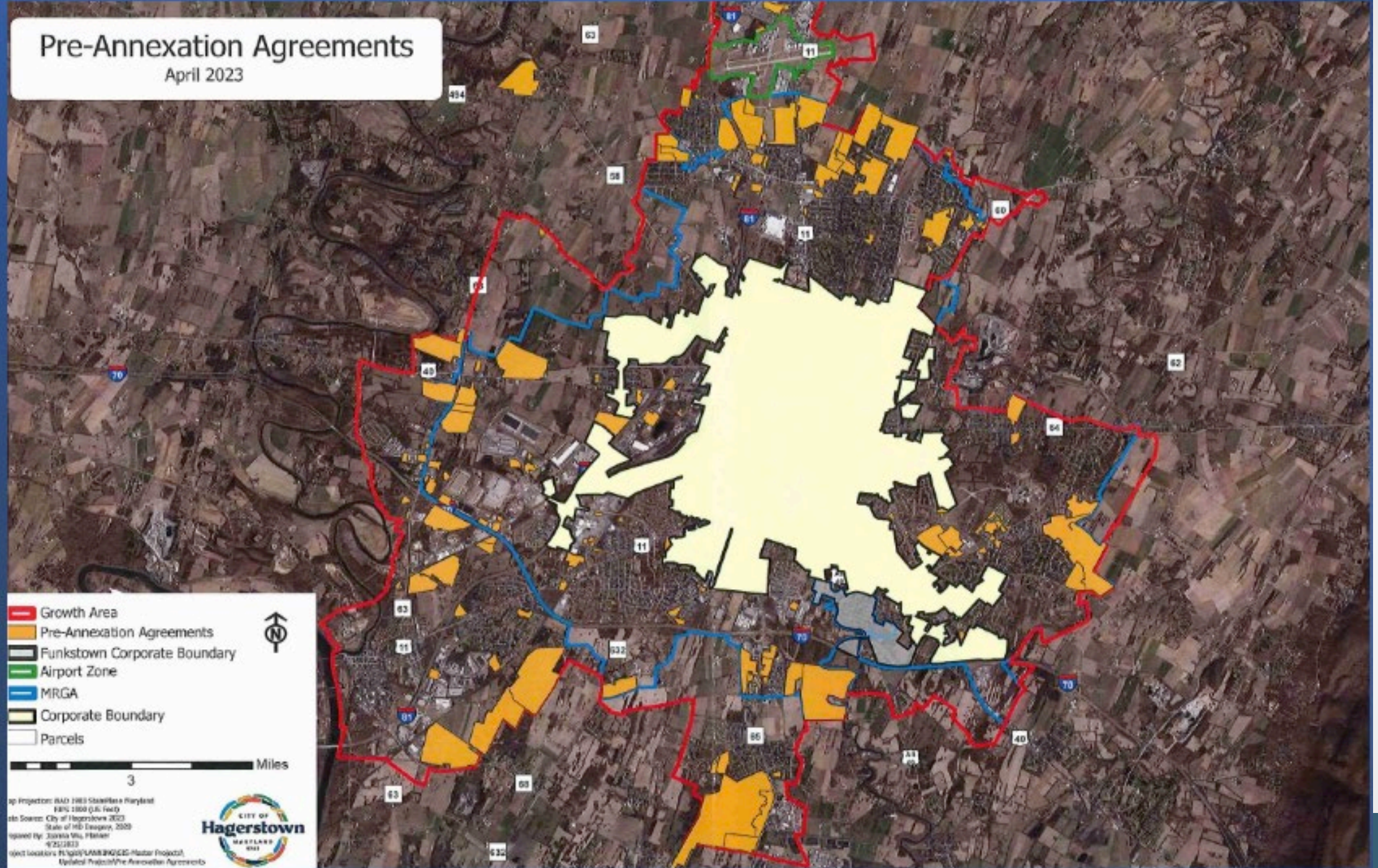
Highlights: **Wait Before Making Adjustments to UGA/MRGA**

- **Good Planning Principles would encourage County's UGA and City's MRGA to Align**
- City is starting a long-term Water/Wastewater Study
- City and County are Considering a New Water Source
- **Outcomes Will Dramatically Impact Our Capacity To Provide Services Inside Our Growth Areas**

Any change in UGA Boundary should happen AFTER Water/WW study is completed, data is reviewed, and decisions are made on a possible new water source

Pre-Annexation Agreements

April 2023



- Growth Area
- Pre-Annexation Agreements
- Funkstown Corporate Boundary
- Airport Zone
- MRGA
- Corporate Boundary
- Parcels



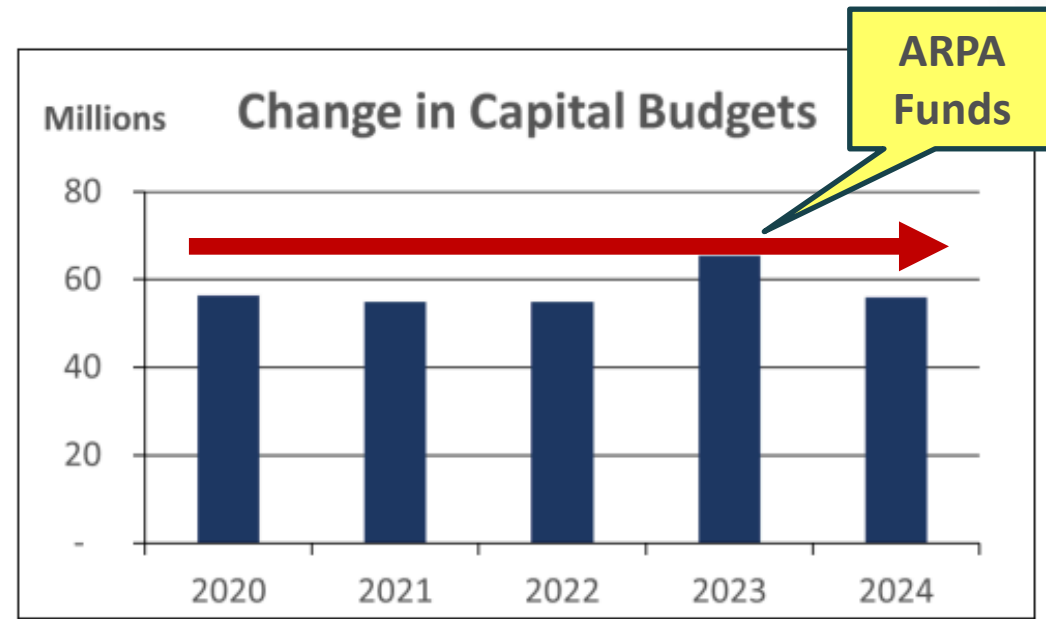
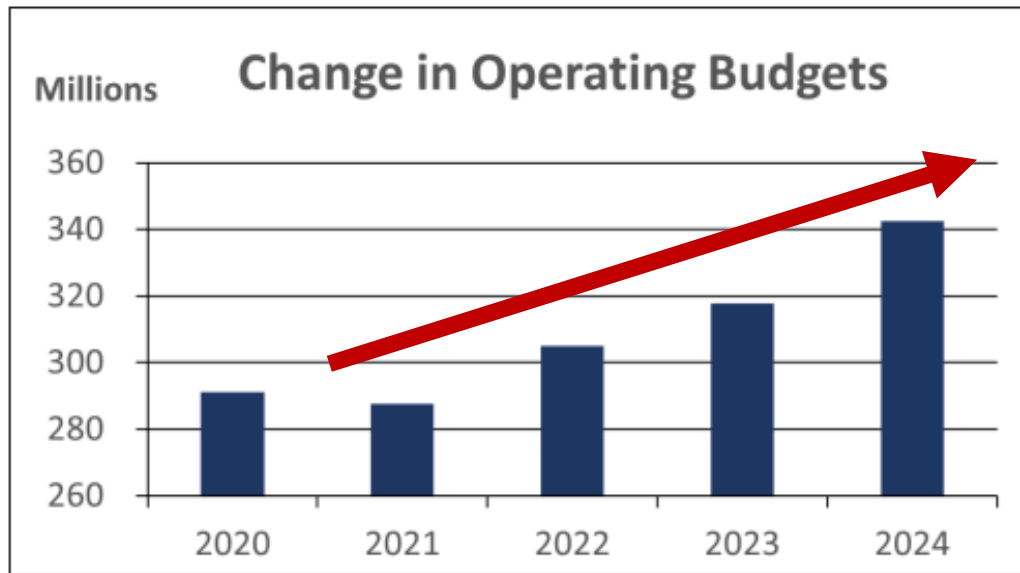
0 1 2 3 Miles

Map Projection: NAD 1983 StatePlane Maryland
EPSG: 2600 (U.S. Feet)
Data Source: City of Hagerstown 2023
State of MD Imagery, 2020
Prepared by: Jordan Wu, Planner
4/25/2023
Project Location: P:\GIS\PLANNING\GIS-Master Projects\
Updated: Pre-Annexation Agreements



Highlights: **Aggressive Infrastructure Investments**

- **If We Grow At, We Will Need More Invested In Roads, Schools, Water/Wastewater Infrastructure, Etc.**
- **We Need To Keep Ahead of Growth and Prevent Any Moratoriums**

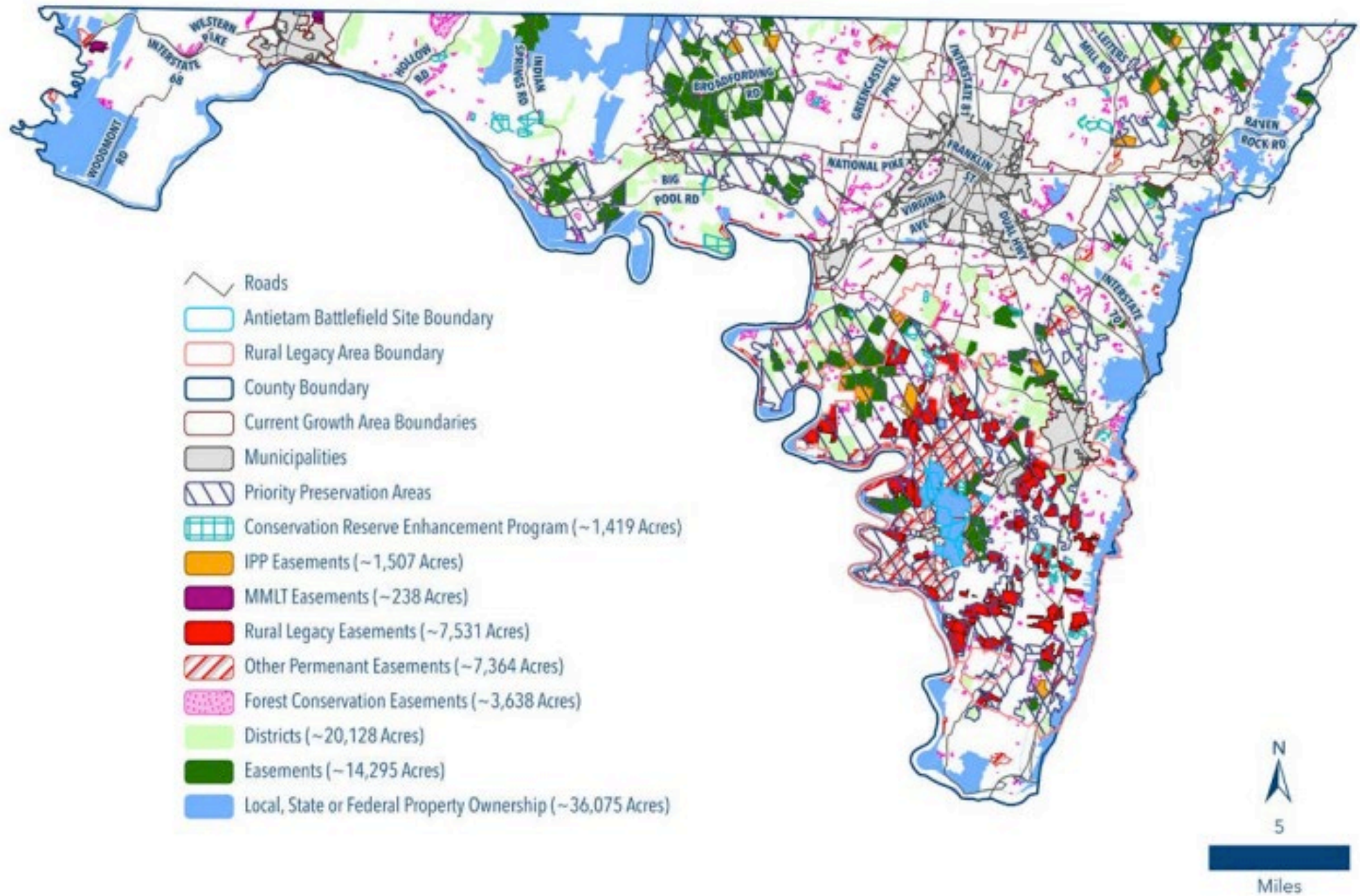


Recommendation Highlights: **Permanent Easements**

- County's past efforts to protect our ag lands, sensitive areas, and historically sites, are commendable.
- Future uncertain, technology evolving at pace difficult to predict.
- Permanent easements, by their nature, are irreversible. While they can be an effective tool for conservation, their long-term impact must be carefully considered.

We recommend that the county reevaluate the targeted areas for future easements. This process should include public outreach, and comprehensive map of targeted areas

Map 14-2: Protected Lands



Recommendation Highlights: **Economic Diversity**

- **Attention should be given to how our land use planning and zoning encourages diversity in our economy**
- The current draft plan eliminates ancillary retail and commercial uses in areas that are zoned for industrial, manufacturing, or logistical uses and decreases Industrial Flex zoning
- **These zoning changes and the current market may also incentivize more warehouse development in an already saturated region.**

We recommend this policy be reexamined and that Industrial Flex zoning is increased, not decreased, to allow for more diversity in our economy.

Recommendation Highlights: **Implementation Section**

- This section shows various actions and strategies that should be taken to support the new Comprehensive Plan and breaks them down into 3 timelines: “Short Term” (Under 5 years), “Medium Term” (5-10 years), or “Long Term” (10 Years+)
- Recommendations Made Include:
 - Add Missing Middle/Workforce Housing Study in Short Term
 - Move timeline up for various items involving infrastructure planning (Short Term), Zoning updates, Econ Dev efforts
 - Add Update Long-term preservation plan w public input
 - Misc: EV charging needs, Water Trail Master Plan, etc.



Today's Presentation on Missing Middle Housing Came From:

Missing Middle Housing Solutions Part I:

*Proven Techniques to
Deliver Impactful Small-
Scale Housing*



Dan Parolek,
*Author and Founding
Principal, Opticos Design*

For More Information Visit:
www.MissingMiddleHousing.org

Brought to you by:

Maryland Department of Planning,
in partnership with the
Smart Growth Network

See MDP Webinar is at:
<https://youtu.be/wR8FZ6Ssumw?si=BJbmASoXNMeIGOfq>



Adjourned

Thank You for Coming

Stay Well