

Mayor and Council Work Session April 21, 2026 Agenda

"The City of Hagerstown will inspire an inclusive, business-friendly, and sustainable community with clean, safe, and vibrant neighborhoods."

"The City of Hagerstown shall be a community focused municipality"

The agenda and meeting packet is available at www.hagerstownmd.org/government/agenda

"Once you choose hope, anything's possible." - Dana Reeve

1:00 PM WORK SESSION

- 1:00 PM** 1. FY 2027 Budget Review – *Scott Nicewarner, City Administrator, Michelle Hepburn, Chief Financial Officer and Brooke Garver, Accounting & Budget Manager*
- 1:40 PM** 2. Preliminary Agenda Review
- 1:50 PM** 3. City Transportation Priorities Letter to DOT – *Jim Bender, City Engineer*
- 2:00 PM** 4. Columbia Gas Crossbore CCTV Inspection – *Jim Bender, City Engineer*
- 2:05 PM** 5. Reinstallation of the RISE Sculpture – *Jim Bender, City Engineer*
- 2:25 PM** 6. Discussion: Wastewater Rate Model Update -- *Nancy Hausrath, Director of Utilities*
- 2:45 PM** 7. Appalachian Regional Commission (ARC) Direct Funding Request for Uncommitted FY 2026 - *Matt Ross, Planner*
- 2:50 PM** 8. Founder's Day Proclamation - *Eric Deike, Director of Public Works and Kay Osmer, Recreation Program Coordinator*
- 3:05 PM** 9. Stakeholder Discussions Update – *Mayor and City Councilmembers*

CITY ADMINISTRATOR'S COMMENTS

MAYOR AND COUNCIL COMMENTS

ADJOURN

**REQUIRED MOTION
MAYOR AND CITY COUNCIL
HAGERSTOWN, MARYLAND**

Topic:

FY 2027 Budget Review – Scott Nicewamer, City Administrator, Michelle Hepburn, Chief Financial Officer and Brooke Garver, Accounting & Budget Manager

Mayor and City Council Action Required:

Discussion:

Financial Impact:

Recommendation:

Motion:

Action Dates:

ATTACHMENTS:

File Name

FY27_Budget_Review_Memo_04-21-2026.pdf

Description

FY27 Budget Review



CITY OF HAGERSTOWN, MARYLAND

Finance & Accounting Department

One East Franklin Street • Hagerstown, MD 21740

Telephone: 301.766.4142 • Website: www.hagerstownmd.org

To: Scott Nicewarner, City Administrator

From: Michelle Hepburn, Chief Financial Officer
Brooke Garver, Accounting & Budget Manager

Date: April 21, 2026

Subject: FY27 Budget Review

On Tuesday, April 7, 2026, we began FY27 Proposed Budget discussions with a summarized overview. Staff will continue to review the FY27 Proposed Budget through April and May. The schedule outlined below is a draft and can be updated based upon time needed and discussion topics.

The FY27 Proposed Budget includes changes to rates that will take effect upon adoption of the FY27 Proposed Budget:

1. Business Revolving Loan Application Fee - \$100-\$250 to \$200-\$500
2. Code Administration Municipal Infractions – increase from maximum of \$1,000 to \$5,000
3. Residential Fence Permits - \$45 to \$50
4. Forest Conservation fee-in-lieu - \$0.402/sq ft to \$0.41/ss ft
5. Water Department property rental to City employees - 3% increase
6. Water Benefit Charges – 3% increase
7. Water Metered Service for City & County – 3% increase
8. Water Department Fire Protection – 3% increase
9. Wastewater Cell Tower Rental Revenue – 3% increase
10. Wastewater Benefit Charges – 3% increase
11. Wastewater Service Charges for City, County, and Joint County – 3% increase

April 21, 2026:

1. Capital Improvement Program – Section 7
 - a. General Fund Projects by Funding Source (Bond Financing; CIP Fund Balance; and Transfers to CIP-General Fund) - Pages 14-29
2. General Fund 5 Year Projections – Section 6
 - a. General Fund Revenue Projections – Pages 3, 5, and 7
 - b. General Fund Expenditures Projections – Pages 4, 9 and 10
 - c. General Fund Debt Service Projections – Pages 12-13
3. CDBG Fund – Section 4, Pages 3-9
4. Economic Redevelopment Fund – Section 4, Pages 11-13
5. Mayor & Council Discussion and Questions

May 5, 2026 through May 19, 2026:

Future budget review work sessions are anticipated to continue discussions on the General Fund and cover the following topics throughout April and May.

1. Parking Fund 5 Year Projections - Section 6, Pages 24-26



2. Parking Fund Capital Improvement Projects - Section 7, Pages 37-38 and 160-163
3. Stormwater Fund 5 Year Projections - Section 6, Pages 31-32
4. Stormwater Fund Capital Improvement Projects - Section 7, Pages 46-47 and 169-176
5. Electric Fund 5 Year Projections - Section 6, Pages 15-17
6. Electric Fund Capital Improvement Projects - Section 7, Pages 30-32 and 115-134
7. Water Fund 5 Year Projections - Section 6, Pages 18-20
8. Water Fund Capital Improvement Projects - Section 7, Pages 33-34 and 135-147
9. Wastewater Fund 5 Year Projections - Section 6, Pages 21-23
10. Wastewater Fund Capital Improvement Projects - Section 7, Pages 35-36 and 148-159

May 12, 2026:

- Public Hearing: FY27 Budget and Property Tax Rate
- Introduction of Ordinances (FY27 Budget and Property Tax Rate)

May 19, 2026:

- Adoption of Ordinances (FY27 Budget and Property Tax Rate)

**REQUIRED MOTION
MAYOR AND CITY COUNCIL
HAGERSTOWN, MARYLAND**

Topic:

Preliminary Agenda Review

Mayor and City Council Action Required:

Discussion:

Financial Impact:

Recommendation:

Motion:

Action Dates:

**REQUIRED MOTION
MAYOR AND CITY COUNCIL
HAGERSTOWN, MARYLAND**

Topic:

City Transportation Priorities Letter to DOT – *Jim Bender, City Engineer*

Mayor and City Council Action Required:

Discussion:

Financial Impact:

Recommendation:

Motion:

Action Dates:

ATTACHMENTS:

File Name

City_Transportation_Priorities_for_MDOT.pdf

Description

City Transportation Priorities
for MDOT



CITY OF HAGERSTOWN, MARYLAND

Department of Engineering & Permits

April 21, 2026

TO: Scott Nicewarner, City Administrator
FROM: Jim Bender, City Engineer *JMB*
RE: City Transportation Priorities for MDOT

Background:

Every year, the Maryland Department of Transportation (MDOT) prepares a Consolidated Transportation Plan (CTP) that identifies transportation projects and initiatives that are of importance to the State, and lays out a plan to fund those projects. As part of the development of the CTP, the MDOT Secretary requests lists of priority projects from counties and municipalities; these local priorities are then woven into the overall statewide CTP.

Mayor & Council Action Requested:

Review the proposed list of priorities prepared by staff. If the Council is in agreement, staff will prepare a letter for the Mayor's signature to submit to MDOT. Staff will be present at the work session to discuss.

Discussion:

Staff's list of priorities for FY 27 are essentially the same as those presented in FY 26, and are as follows:

1. I-81 Widening. This corridor, as a major freight route, is crucial to the economy of our area. The frequent accidents on I-81, and resulting spillover onto the City street network, have both physical and perceived negative impacts on Hagerstown. We were encouraged to hear that the funding for the Phase 2 design and construction has been restored in the CTP, and we will advocate for the completion of the widening for the full length of I-81 in Maryland.
2. Highway User Revenue. The City uses Highway User Revenue (HUR) funding to pave streets and alleys, along with other transportation-related projects. We are concerned that a leveling-off or even a reduction in HUR funding was considered during the recent General Assembly session, and we will advocate for the Department's efforts to restore the HUR funds to previous levels. We are also concerned about a proposed change in the HUR formula that would base the City's allocation on a "per vehicle" basis; staff feels that this would put the City at a disadvantage compared to more urban municipalities in the State.

3. Route 40 Pedestrian Safety Action Project. MDOT has initiated a planning process to identify bicycle and pedestrian improvements that could be made along the Route 40 corridor through the City. While some of the proposed improvements will likely provide safety benefits, staff is concerned about the proposed removal of on-street parking on one side of Franklin and Washington Streets through downtown Hagerstown. Staff have expressed this concern to MDOT, emphasizing the negative impact that this would have on residents, businesses, and houses of worship; MDOT is conducting a parking demand study to quantify the problem.
4. BPPA Study Implementation. In February of 2020, SHA funded and completed a *Bicycle and Pedestrian Priority Area* (BPPA) study of the downtown and Bester elementary walkshed to improve connectivity, increase safety and improve pedestrian and bicycle user comfort. The study included several recommendations for Route 40 including countdown pedestrian lights, improved crosswalk markings, and speed management on Washington Street east of Cannon Avenue. We have been informed that the design of some of these pedestrian improvements is underway, and may actually be implemented in FY 26. We are currently using a Safe Routes to School grant to design and reconstruct the traffic signal at Potomac Street and Baltimore Street as recommended by the BPPA study, and hope to go to construction in FY 25.
5. Park Circle Railroad Crossing Upgrades. We continue to work with the rail coordinators in the Office of Traffic and Safety to upgrade the three crossings (Virginia Avenue, Walnut Street, and Summit Avenue) that are badly in need of repair, especially Walnut Street. The State agreed to fund these improvements in December of 2015 but the improvements are still not complete, mainly due to difficulties in gaining approval from CSX Transportation.
6. Eastern Boulevard Corridor Improvements. We support this Washington County led, multi-phase project to improve the Eastern Boulevard transportation corridor connecting US Route 40, Maryland Route 64, and Maryland Route 60. Specifically, we support the capacity-enhancing improvements to Maryland Route 64/Eastern Boulevard intersection that the State and County will commence in the near future. We also support Phases 3&4 of the project that will complete Professional Boulevard between Eastern Boulevard and Robinwood Drive, which will provide needed relief to the Eastern Boulevard, Dual Highway, and Robinwood Drive corridors.
7. US Route 40 (Dual Highway) Pedestrian Issues. Our Engineering, Planning, and Police staff previously endorsed the "*Pedestrian Safety Study and Audit*" for US 40 between Cannon Avenue and Redwood Circle as prepared by HEPMPO in 2015. We are grateful for the excellent progress SHA has made in the implementation of sidewalks and crosswalk improvements that were recommended in that report, and we are excited by SHA's current construction project to construct/extend sidewalks along Dual Highway from Eastern Blvd. to All Star Court. SHA has also completed the installation of adaptive traffic signals on part of the Dual Highway corridor, and is monitoring their performance.
8. We will strongly support and ask for continued funding from the "alternative" transportation funding programs including:

- *Safe Routes to School Program:* We also appreciate that we have benefitted from nine grants that we were fortunate enough to obtain through this program and they have significantly improved accessibility around our many educational institutions;
- *Bikeways Grants:* Following our *2016 Bicycle Master Plan*, we obtained grants that allow us to create our award-winning bicycle infrastructure;
- *Transportation Alternatives Program:* The may apply for grant funds from this program to help fund the design and construction of the Marsh Run Trail in future years.

The list of Washington County's 2026 transportation priorities is also attached for your review..

attachment: 2026 Washington County Transportation Priority letter
Draft City Transportation Priorities letter

April 28, 2026

The Honorable Secretary Kathryn "Katie" Thomson
Secretary of Transportation
Maryland Department of Transportation
7201 Corporate Center Drive
Hanover, MD 21076 - 0548

**RE: HAGERSTOWN MAYOR & COUNCIL TRANSPORTATION PRIORITIES
2026 MDOT CONSOLIDATED TRANSPORTATION PLAN (CTP)**

Dear Secretary Thomson:

The City wishes to thank you and the Department for being such a strong supporter of our community. The funding and support that the Department provides to the City is vital to the basic infrastructure that our residents rely upon.

As you prepare the Consolidated Transportation Plan, I am pleased to submit to you the Hagerstown Mayor & Council's list of priority transportation items based on the discussion at our April 21, 2026 Work Session meeting:

1. **I-81 Widening.** This corridor, as a major freight route, is crucial to the economy of our area. The frequent accidents on I-81, and resulting spillover onto the City street network, have both physical and perceived negative impacts on Hagerstown. We were pleased that funding for Phases 2A and 2B of the project was restored in the CTP. We will continue to strongly advocate in every way possible to complete widening the entire length of I-81 in Maryland to the Pennsylvania state line.
2. **Highway User Revenue.** The City is grateful for continued Highway User Revenue (HUR) funding. Every penny of the HUR funds we receive is used to pave streets and alleys, and is critical to maintaining our transportation infrastructure. We are concerned about discussions to change the HUR formula to a "per vehicle" allocation due to the growth in electric vehicles, as would likely put the City and Washington County at a disadvantage compared to more urban areas of the state. We strongly support the Department's efforts to maintain the HUR funds at previous levels.
3. **Route 40 Pedestrian Safety Action Project.** The City is pleased that the Department has initiated a PSAP planning effort for the Route 40 corridor through the City. Based upon the early conceptual designs, there are a number of potential improvements that would improve bicycle and pedestrian safety along the corridor. However, the City is concerned with the proposal to remove one lane of on-street parking on each of the two legs of Route 40 through downtown (Franklin Street and Washington Street/Avenue) to create dedicated bicycle lanes. While these lanes would likely be a boon to bicyclist safety, the City feels that the removal of parking would have a negative impact on businesses, residents, government offices, and houses of worship along the corridor. The City awaits the results of a parking demand study that the Department is conducting to quantify the impact that the proposed bicycle lanes would have.
4. **BPPA Study Implementation.** In February of 2020, SHA funded and completed a *Bicycle and Pedestrian Priority Area* (BPPA) study of the downtown and Bester elementary walkshed to improve connectivity, increase safety and improve pedestrian and bicycle user comfort. The study included several recommendations for Route 40 including countdown pedestrian lights, improved crosswalk markings, and speed management on Washington Street east of

Cannon Avenue. The City recognizes that implementation of these recommendations was delayed by the COVID pandemic, but we request these that SHA implement the recommendations when possible. Some of the proposed improvements will likely mesh with the safety improvements that will be recommended in the Route 40 PSAP. We received a Safe Routes to School grant to reconstruct the traffic signal at Potomac Street and Baltimore Street as recommended by the BPPA study, and are proceeding with construction in the summer of 2026.

5. **Park Circle Railroad Crossing Upgrades.** We continue to work with the rail coordinators in the Office of Traffic and Safety to upgrade the two crossings (Virginia Avenue and Walnut Street) that are badly in need of repair, especially Walnut Street. The State agreed to fund these improvements in December of 2015 but the improvements are still not complete, mainly due to difficulties in gaining approval from CSX Transportation. We would also like to have the railroad crossing at South Potomac Street upgraded as part of this work.
6. **MARC Rail Service Extension.** The City encourages the Department to continue to explore the possibility of extending commuter rail service to Hagerstown. The 2023 Brunswick Line Expansion Study identified three potential routes by which service could be provided; although there are challenges in using any of these routes, the City feels that the potential benefits of having a mass transit connection to Washington DC are too great to abandon.
7. **Eastern Boulevard Corridor Improvements.** We support this Washington County led, multi-phase project to improve the Eastern Boulevard transportation corridor connecting US Route 40, Maryland Route 64, and Maryland Route 60. Specifically, we support the capacity-enhancing improvements to Maryland Route 64/Eastern Boulevard intersection that the State and County will commence in the near future. We also support the ongoing phase of the project to extend Professional Boulevard to Robinwood Drive. Once complete, Professional Boulevard will provide needed relief to the Eastern Boulevard, Dual Highway, and Robinwood Drive corridors.
8. **US Route 40 (Dual Highway) Pedestrian Issues.** We are grateful for the excellent progress SHA has made in the implementation of sidewalk and crosswalk improvements that were recommended in previous pedestrian studies and report, including the project to construct/extend sidewalks along Dual Highway from Eastern Blvd. to All Star Court. Those improvements will (hopefully) go a long way toward addressing pedestrian safety and ADA accessibility. We also appreciate SHA's implementation of adaptive traffic signal management along the Dual Highway corridor.
9. **Transportation Alternatives Plan.** We strongly support and ask for continued funding from the "alternative" transportation funding programs including:
 - *Safe Routes to School Program:* We also appreciate that we have benefitted from nine grants that we were fortunate enough to obtain through this program and they have significantly improved accessibility around our many educational institutions;

The Honorable Kathryn Thomson
April 28, 2026
Page 3

- *Bikeways Grants*: Following our *2016 Bicycle Master Plan*, we obtained grants that allow us to create our award-winning bicycle infrastructure;

On behalf of the City Council and myself, I would like to express our sincere appreciation for your consideration of our priorities and for the work that MDOT is already doing to improve transportation in our community.

If you have any questions or need additional information before the tour meeting date, please do not hesitate to contact our City Engineer, Jim Bender, at 301-739-8577 Extension 124, or jbender@hagerstownmd.org

Sincerely,

CITY OF HAGERSTOWN

William B. McIntire
Mayor

c: Senator Angela Alsobrooks
Senator Christopher Van Hollen
Congresswoman April Delaney
Washington County Delegation members
Hagerstown City Council
Scott Nicewarner, City of Hagerstown, City Administrator
Jim Bender, City of Hagerstown, City Engineer
Stephen Bockmiller, City of Hagerstown, Deputy Director of Planning & Zoning
Linda Puffenbarger, District Engineer, MDSHA District 6
Michelle Gordon, Washington County, County Administrator
Scott Hobbs, Washington County, Director of Engineering
Matt Mullenax, Hagerstown/Eastern Panhandle Metropolitan Planning Organization
James F. Kercheval, Executive Director, The Greater Hagerstown Committee



Washington County

M A R Y L A N D

DIVISION OF ENGINEERING

April 14, 2026

The Honorable Secretary Kathryn Thomson
Acting Secretary of Transportation
Maryland Department of Transportation
7201 Corporate Center Drive
Hanover, Maryland 21076

RE: 2026 MDOT Tour Meeting / Consolidated Transportation Program (CTP)
Board of County Commissioners Transportation Priorities

Dear Secretary Thomson:

I enjoyed meeting with you and MDOT staff last month about the County's transportation priorities. We thank you for your follow-up letter to our 2025 Transportation Priorities Letter and spending the time in March to hear our pressing issues. The Washington County Board of County Commissioners, County Administrator, and staff look forward to your 2026 MDOT CTP Tour Meeting in the fall with the County, City of Hagerstown, and representatives from our other municipalities. This letter is written after consultation with County leadership and Directors of Public Works, Airport, Transit, and the Hagerstown/Eastern Panhandle Metropolitan Planning Organization (HEPMPO).

Interstate 81 Widening: The I-81 Phase 2A project had its Final Review meeting on April 10 and is scheduled to begin construction in spring 2027. As mentioned in our meeting in March, the County is grateful for the work completed to date and the upcoming construction of Phase 2A followed by 2B, but we will continue to ask that planning and engineering funding be added in the CTP for Phases 3 and 4. Nearly half of the fatalities on I-81 in the last 5 years have occurred in Phase 3 through the Exit 7 interchange in Phase 4. Over the next few months, we will have conversations with the MDOT SHA staff regarding ways to keep the momentum of the project moving forward.

Chapter 30 Transportation Project Scoring: The County appreciates MDOT's transparency in sharing the early results of the pilot project for the new biannual project prioritization process for new capacity surface transportation projects costing more than \$5 million that has been developed to update the Chapter 30 scoring process. After meetings with MDOT staff over the past year, we have a better understanding of the scoring. As you are aware, preliminary numbers were shared, and I-81 Phases 3-4 project scored in the bottom quarter of 48 submitted projects. Please continue to look for ways to refine the process to ensure equity in scoring for all projects, recognizing the Secretary's discretion for moving forward projects of statewide significance.

747 Northern Avenue Hagerstown, MD 21742-2723 P. 240.313.2460 TDD 711

WWW.WASHCO-MD.NET

Interstate 70 and Maryland 65 Interchange Improvements: Now that the bridge work has been completed, please consider adding engineering funding to design a cloverleaf interchange as evaluated in earlier project planning studies as this interchange has been a high priority for many years. The interchange currently serves the Premium Outlets to the north and a growing number of new developments to the south. These interchange improvements, as well as coordination by MDOT for much-needed traffic signal synchronization along Maryland 65 in this area, continue to be important to local businesses, citizens, and commuters.

Highway User Revenue (HUR): The County appreciates the short-term increases in County HUR allocations in FY24-FY27; however, despite progress to restore some funding to the counties, the current share will reduce from 3.6% to 1.5% in FY28 if no action is taken. This vital funding source is consistently targeted for reduction, and the counties' HUR revenue share continues to remain well below the historical rate of 15.3%. This funding supports the operations associated with maintaining approximately 900 miles of road, and under any reasonable metric, the counties' share is less than other recipients. The County supports efforts where taxes and fees collected from highway users are reinvested in a manner reflective of the collection method and each owners' highway maintenance costs.

Aviation Program: The Hagerstown Regional Airport (HGR) is grateful for the continued generous and reliable financial support from the state Office of Regional Aviation Assistance (ORAA). To maintain safety and service, HGR is looking to undertake the following by 2030: a potential Air Traffic Control Tower replacement, crosswind runway rehabilitation (including lighting upgrades); a second phase of terminal parking lot and entrance roadway improvements; a fuel farm facility replacement/relocation, adjacent property acquisitions and demolitions to create a new corporate/manufacturing hangar build site; demolition of an old fire station, along with the relocation of airport fence and gates segments outside of the Runway Visibility Zone/Object Free Area; rehabilitation of Taxiways "A" and "H"; pavement rehabilitation in our T-hangar area; acquisition of 1-3 pieces of Snow Removal Equipment (SRE); replacement of our primary Aircraft Rescue Firefighting (ARFF) vehicle; installation of a Runway Approach Lighting system (MALSR); and completion of a 4,800-square feet addition to our commercial passenger terminal.

HGR also hopes to complete an Airport Master Planning process (including Terminal Study) in 2029 or 2030 after our IJA programs are concluded.

We note the increasing costs to deliver projects and respectfully request that the State of Maryland adequately fund the ORAA. This should allow for the payment of all typical aspects of State Matching, including "soft costs" such as design, bidding, and construction phase services. Ideally, increasing ORAA's budget to an annual \$5 million would better serve our state's airport system needs and maximize access to federal grants awarded to Maryland's non-MAA-administered airports.

HGR also continues to seek State funding for replacement of its Air Traffic Control Tower (ATCT). The current FAA-owned facility is functionally and technically obsolete, in poor condition and state of repair, and of insufficient height. Finally, HGR recommends that Maryland consider developing a grant program similar to the Routine Airport Maintenance Program (RAMP) provided by State of Texas to its airports (https://ftp.dot.state.tx.us/pub/txdot-info/avn/ramp_grants.pdf).

Transit Program: Washington County Transit (WCT) appreciates MDOT for its ongoing capital and operational assistance, particularly the USDOT Better Utilizing Investments to Leverage Development (BUILD) grant application in 2025 to upgrade and expand WCT's transit facility to support current and future growth. Continued technical support and financial backing from MDOT is crucial for providing accessible, safe, and reliable transit services in Washington County.

Federal operating fund allocations for WCT have increased, whereas state operational funding has remained flat and has not kept pace with the traditional 50/25/25 federal/state/local cost share. Increased program costs over the past several years have outpaced state funding, affecting local authority utilization of federal match dollars and requiring greater local match and over-match dollars to cover expenses. WCT is seeking an increase in state formula-based funds to support the recommended services outlined in the 2025 Transit Development Plan (TDP). WCT's priorities include ongoing funding for preventive maintenance, expanding into unserved rural communities, upgrading fare collection equipment with mobile payment options, and meeting staffing needs for the Transit Transfer Center in downtown Hagerstown. Long-term priorities involve service hour and day extensions, implementing Micro-Transit, and expanding facilities to address the current inadequacies supporting WCT's administrative operations and maintenance.

Recent population and economic growth trends show western migration and changing travel patterns. Washington County is concerned about the Transportation Trust Fund's capacity to support investments in public transit without compromising the existing system and rural communities. The State has reduced its capital support for the Locally Operated Transit Systems from the traditional 10% to 2.5% during a time of record capital and operational support in transit systems that do not serve Washington County. Unlike other states, Maryland funds two metro transit systems entirely from its Transportation Trust Fund, which is a major commitment and financial challenge for investing in other systems and transportation modes. Washington County supports a statewide transit plan that considers the long-term capital and operational financial burden on the state's Transportation Trust Fund relative to the financial participation/benefit of the local beneficiaries. Washington County supports a system that ensures County residents and businesses are not left behind and can continue to benefit from transportation investment and connect to the larger network, population centers, and transportation hubs and thrive.

Pedestrian Safety: We appreciate the partnerships with the Transportation Alternatives Programs (TAP) that enhance infrastructure and pedestrian safety in the County and City of Hagerstown. All are pleased that the Dual Highway Sidewalk project (Eastern Boulevard to All Star Court) is nearing completion. We are aware of MDOT SHA's plans to move forward with the Pedestrian Safety Action Plan (PSAP) corridor (US40) project in Hagerstown and appreciate that currently the State's only PSAP corridor and Vulnerable Road User (VRU) corridor (US11) projects in Western Maryland are located in Washington County.

Railroad Crossings/Study: Thanks to MDOT and the MDOT SHA Rail Coordinator, safety improvements (new gates and lights) for Norfolk Southern crossings at Mondell Road, Tommytown Road, and Taylors Landing Road are under construction and will be completed this spring. The County looks forward to construction at the Sterling Road and Doub Road crossings, which are currently under review. Once those are completed, there will be no passive Norfolk Southern crossings, greatly improving at-grade crossing safety. We would appreciate MDOT SHA's assistance with our efforts to improve the nine passive CSX at-grade crossings as well. The County also awaits advancement of the MARC Growth and Transformation Plan and recognizes the bus service connection between Hagerstown and Monacacy as a step toward the ultimate goal of extending the rail line directly to Hancock and Cumberland.

The Honorable Secretary Kathryn Thomson

April 14, 2026

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State Bridges in County Municipalities: The Town of Williamsport received the US 11 Transportation Planning Study and continues to identify the US 11 Bridge over the Potomac River as its highest priority. Please continue to evaluate concepts from the study and initiate environmental resource coordination. The Town of Hancock is seeking continued support for the US 522 Bridge in Hancock Bridge Investment Program (BIP) Planning Grant (w/ WVDOT), and we look forward to learning of funding opportunities that allow grant coordination meetings for this project to resume and Planning and Environmental Linkage (PEL) studies to be scheduled.

Appalachian Regional Commission and County-State Coordinated Projects: The County has enjoyed collaborating with your staff on projects that involve State/Federal funding. Construction commenced on Halfway Boulevard Extended last fall, the Hopewell/Wright Road project is currently in design, and the County will begin construction on the Eastern Boulevard project that includes improvements to the intersection of Eastern Boulevard and Maryland 64 later this year.

Washington County appreciates your support of the I-81 widening project and looks forward to working with you and your staff this year to improve safety and mobility in our community. Please contact me at (240) 313-2407 or at shobbs@washco-md.net if you have any questions or need additional information.

Sincerely,

Scott Hobbs
Director of Engineering

cc: Board of County Commissioners
Michelle Gordon, County Administrator
Washington County Delegation Members
Senator Angela Alsobrooks
Senator Christopher Van Hollen, Jr.
Congresswoman April McClain Delaney
Linda Puffenbarger, SHA District Engineer
Jim Bender, Hagerstown City Engineer
Matthew Mullenax, HEPMPO Executive Director
Andrew Eshleman, Public Works Director
Neil Doran, Airport Director
Shawn Harbaugh, Transit Director

**REQUIRED MOTION
MAYOR AND CITY COUNCIL
HAGERSTOWN, MARYLAND**

Topic:

Columbia Gas Crossbore CCTV Inspection – *Jim Bender, City Engineer*

Mayor and City Council Action Required:

Discussion:

Financial Impact:

Recommendation:

Motion:

Action Dates:

ATTACHMENTS:

File Name

Columbia_Gas_Crossbore_Program.pdf

Description

Columbia Gas Crossbore
Program



CITY OF HAGERSTOWN, MARYLAND

Department of Engineering & Permits

April 21, 2026

TO: Scott Nicewarner, City Administrator

FROM: Jim Bender, City Engineer *JMB*

RE: Nondisclosure Agreement – Columbia Gas Crossbore program

1. Background:

The City was contacted by representatives of Columbia Gas (“Columbia”). As part of their risk assessment and reduction program, Columbia is continuing a project to identify and eliminate situations where their gas mains have penetrated municipal storm drainage and sanitary sewer pipes. Columbia has asked permission to use remote video cameras to inspect the City’s storm and sanitary systems to locate any such “crossbores”. As part of this request, Columbia has requested that the City enter into a “License, Release and Nondisclosure Agreement”. The purpose of this memo is to present this request, and to explain the scope of the proposed investigation.

2. Mayor and Council Action Requested:

Review this request, and determine whether or not to enter into the proposed agreement. If the Council agrees to approve, staff will work with the City Attorney to prepare the necessary documents for consideration at the April 28nd Regular Session meeting. Staff will be present to discuss this request at the work session meeting.

3. Discussion:

Columbia is conducting these crossbore investigations in municipalities throughout their service area to prevent potential explosions and fires. If a gas main has accidentally punched through a storm drainage or sanitary sewer pipe without anyone’s knowledge, there is the potential that the gas main could be damaged during routine cleaning or maintenance of those lines; a damaged gas main could leak natural gas through those storm and sanitary systems, and could cause an explosion if the gas reached a source of ignition.

Columbia plans to use a specialty contractor to perform the investigations. This contractor will use remote-controlled video cameras to run through the storm and sanitary system piping network in areas where Columbia has gas mains, looking for evidence of crossbores. If a crossbore is detected, Columbia will excavate at that location to expose the pipes, re-route their gas main to avoid the storm or sanitary structure, repair any damage to those facilities caused by the crossbore, and will restore the street or sidewalk in accordance with City standards.

As part of the agreement, Columbia has agreed to make available to the City all of the video footage collected during the investigation. This will be a benefit to the City, as there has never been a thorough inspection of the City’s storm drainage network; the video may identify

previously unknown defects in the storm or sanitary systems, allowing the City to prioritize their repair. The Nondisclosure Agreement will give the City the license to use the video footage for municipal purposes, but will prevent the City from sharing this data with third parties without Columbia's consent.

The Council had previously approved this program in 2021, 2023, and again in 2025. If the Council approves the current agreement, Columbia plans to begin this work within the two weeks; given Columbia's current budget, they will only be able to complete about one month's worth of work this spring. Staff recommends approval of the agreement, as it may eliminate dangerous existing conditions, and will produce valuable data that the City can use to better maintain its infrastructure.

attachments: License, Release and Nondisclosure Agreement
Crossbore program flyer

c: Nancy Hausrath
Eric Deike
Austin Allman
Bill Killinger
Zach Rawe

LICENSE, RELEASE AND NONDISCLOSURE AGREEMENT

THIS LICENSE, RELEASE and NONDISCLOSURE AGREEMENT (this "Agreement"), is entered into and dated as of _____, 2026 (the "Effective Date"), by and among Columbia Gas of Maryland, Inc. ("Columbia Gas"), the City of Hagerstown and Utility Services Group, Inc. ("Contractor") (each a "Party" and collectively the "Parties").

WHEREAS, Columbia Gas and Contractor have requested permission from the City of Hagerstown to enter into and upon the City of Hagerstown sewer system for the purpose of televising and videoing the City of Hagerstown sewer system (the "Work"); and

WHEREAS, the City of Hagerstown agrees to grant Columbia Gas and Contractor permission to enter into and upon the City of Hagerstown property and the sewer system for said purpose, subject to the terms and conditions of this Agreement.

NOW, THEREFORE, in consideration of the terms and conditions of this Agreement, the Parties, intending to be legally bound, agree as follows:

1. The City of Hagerstown hereby grants Columbia Gas and Contractor a temporary limited license to enter into and upon the City of Hagerstown property and the sewer system for the purpose of completing the Work. This temporary limited license shall expire upon completion of the Work or one year after the date of this Agreement, whichever is earlier.

2. Columbia Gas agrees to provide the City of Hagerstown with a copy of the product from televising and videoing the sewer lines. Such product includes the resulting video and all of the visual and audio information contained in the video (collectively, the "Video").

3. Columbia Gas and Contractor make no representations or warranties, express or implied, as to the preparation of the Video nor as to its contents. Without limiting the foregoing, Columbia Gas and Contractor make no representations or warranties, express or implied: (a) as to the merchantability of the Video; (b) that the Video is free from defects or that it was prepared in conformance with any particular standards or industry practices; (c) that the Video is supplied in compliance with any applicable federal, state and local law; or (d) that the Video is fit for any particular purpose. Columbia Gas and Contractor make no representations or warranties, express or implied, with respect to the accuracy or completeness of the Video; the Video is provided "As Is". Columbia Gas and Contractor shall have no liability or responsibility to the City of Hagerstown or to any other person or

entity resulting from any use of, or reliance on, the Video. The City of Hagerstown hereby releases and shall defend, indemnify and hold harmless Columbia Gas and Contractor and their affiliates from any claims for loss, damage and liability, for all third party losses and injuries, including death to persons or damage to property, directly or indirectly arising or growing out of the use of the Video by the City of Hagerstown, its representatives or any other person or entity which obtained access to the Video through the City of Hagerstown or its representatives.

4. The City of Hagerstown shall not assign or transfer any rights, claims, interests or obligations arising in or under this Agreement or the Video without the prior written consent of Columbia Gas. Such consent may be withheld at Columbia Gas' sole discretion.

5. By making the Video available to the City of Hagerstown, Columbia Gas is not granting an unlimited license or ownership right to the Video. The Video is and shall remain the sole property of Columbia Gas; provided, however, that the City of Hagerstown shall have a limited license to use the Video for its internal municipal purposes at its own risk in connection with the maintenance and improvement of the City of Hagerstown's sewer lines.

6. As used herein, the term "Confidential Information" means the Video, and all notes, analyses, models or other data prepared by or for the City of Hagerstown which is derived from or contains information provided by Columbia Gas, its Contractor or their representatives to the City of Hagerstown (whether furnished in written, oral, electronic or any other format) (the "Confidential Information"). Subject to any applicable law, regulation, subpoena, order of a court or agency of competent jurisdiction, or discovery request, the City of Hagerstown will keep all Confidential Information strictly confidential and will not, without the prior written consent of Columbia Gas, disclose any Confidential Information in any manner whatsoever, directly or indirectly; provided, however, that the City of Hagerstown may reveal Confidential Information to those of its representatives who have a clear need to know the Confidential Information, including without limitation the City of Hagerstown's engineers, consultants and contractors, and who are informed of the confidential nature of the Confidential Information and agree to maintain the confidentiality of the Confidential Information as required by this Agreement. The City of Hagerstown shall be responsible for any disclosure in violation of this Agreement committed by any of its representatives.

7. In the event that the City of Hagerstown or its representatives are required by applicable law, regulation, subpoena, or an order of a court or agency of competent jurisdiction, or sought by a

discovery request, to disclose or produce any of the Confidential Information, the City of Hagerstown, before disclosing or producing such Confidential Information, shall: (a) promptly notify Columbia Gas of any such request or requirement for disclosure of Confidential Information so that Columbia Gas may consider opposing the disclosure or production, seeking a protective order or other appropriate remedy or, in its sole discretion, waiving compliance with the terms of this Agreement; and (b) mark or designate and seek confidential or proprietary treatment of such information subject to a proprietary agreement or order in such proceeding if the City of Hagerstown is a party to the proceeding in which the request for disclosure arose. The City of Hagerstown, if not a party to the proceeding in which the request for disclosure arose, will cooperate fully with Columbia Gas to obtain such a protective order, at the sole cost and expense of Columbia Gas. In any event, the City of Hagerstown will exercise all reasonable efforts to obtain reliable assurance that confidential treatment will be accorded any Confidential Information that is ultimately required to be disclosed. If the City of Hagerstown is notified of any request for the Confidential Information pursuant to the Maryland Public Information Act, it shall promptly notify Columbia Gas. In response to any such request, the City of Hagerstown and Columbia Gas shall cooperate to limit the disclosure of Confidential Information, as permitted by law.

The City of Hagerstown acknowledges that remedies at law may be inadequate to protect Columbia Gas against any actual or threatened breach of this Agreement by the City of Hagerstown or its representatives and, without limiting any other rights and remedies otherwise available to Columbia Gas, the City of Hagerstown agrees that Columbia Gas is entitled to seek injunctive relief or other appropriate equitable remedy, without posting of bond or proof of actual damages for any actual or threatened breach of this Agreement.

8. Columbia Gas and Contractor shall not be responsible for consequential, incidental, indirect, punitive or special damages arising out of or relating to the Work, Video or this Agreement.

9. If any provision of this Agreement or the application thereof to any Party or circumstances shall be held invalid or unenforceable, the remainder of such provision and its application to Parties or circumstances other than those to which it is held invalid or unenforceable shall remain valid and enforceable to the fullest extent permitted by law. Each Party agrees that no failure or delay by a Party in exercising any right, power or privilege hereunder will operate as a waiver thereof. No waiver shall be effective against any Party unless such waiver is in writing and signed by such Party. This Agreement shall be governed by and construed in accordance with the laws of the State

of Maryland, without regard to the law of conflicts or any choice of law provisions that would direct the application of the laws of another jurisdiction. Any legal action or proceeding with respect to this Agreement or in any way related to this Agreement shall be brought in the state or federal courts sitting in Maryland. This Agreement contains the entire agreement between the Parties concerning the Work and Video, and no modification of this Agreement will be binding unless approved in writing by each Party. Facsimile and pdf signatures to this Agreement shall be legally binding and considered in all manner and respects as original signatures.

IN WITNESS WHEREOF, the Parties have entered into this Agreement as of the Effective Date.

City of Hagerstown

Columbia Gas of Maryland, Inc.

By: _____
Name:
Title:

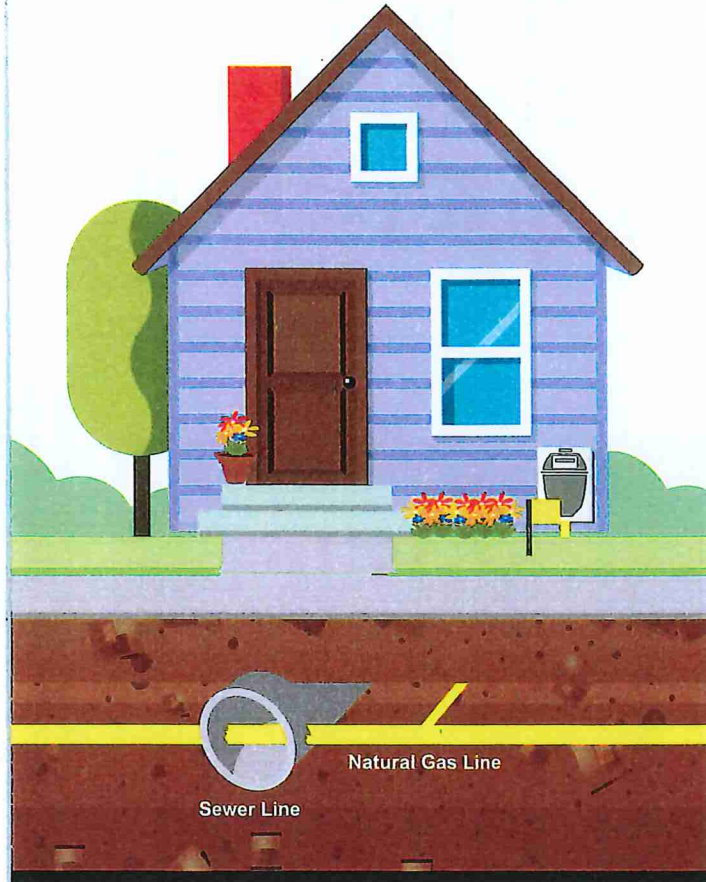
By: _____
Name:
Title:

Utility Services Group, Inc.

By: _____
Name:
Title:

SEWER LINE SAFETY

TIPS BEFORE USING MECHANICAL PLUMBING TOOLS



DID YOU KNOW

A blocked sewer line may be the result of another utility line (natural gas, electric or telecommunications) having been bored through the sewer line.

Attempting to clear this type of blockage can result in a serious accident that could involve injuries, loss of life or significant property damage.

Columbia Gas[®]
of Pennsylvania

A NiSource Company

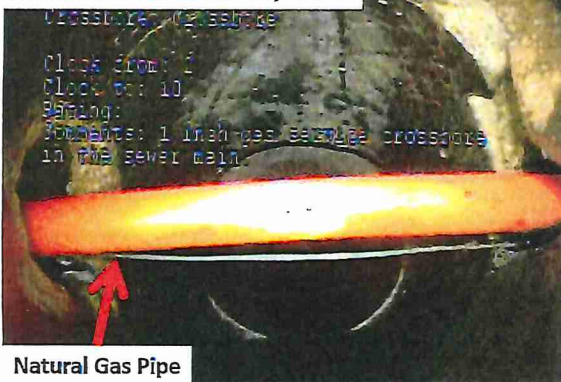
WHY THIS IS IMPORTANT

Many utilities use “trenchless technology” construction methods to install underground lines. Examples of trenchless technology are directional boring, moling, horizontal auger boring and other methods for the installation of pipelines and cables below the ground with minimal excavation. This proven construction practice provides an alternative to open trenching, and helps reduce road closures, minimizes restoration costs and allows for safe and efficient utility construction in established neighborhoods or urban areas.

Prior to any construction, utilities and contractors are required to call 811 and request the marking of utility lines in the area. Sewer lines are sometimes not marked or not marked correctly, leaving the potential for natural gas lines to be bored through the sewer lines (“cross bore”).

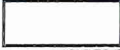







A cross bore can go undetected for months or even years. Eventually, if a sewer backup develops (as material accumulates or as tree roots grow into openings), an attempt to clear the blockage is made by a plumber or homeowner, often by using a mechanical rotary device. This practice can damage the utility line and create an unsafe situation allowing natural gas to migrate into homes and buildings. Anyone who uses mechanical plumbing tools needs to be aware of this potential safety hazard and take action to avoid accidents.

Actual Photo from Sanitary Sewer



SAFETY TIPS

- Call 811 before you clear.
- Become familiar with the color coding of utility markings.

What do those colors mean?	
The color of the paint stake or other marker indicates what's below:	
	Proposed Excavation
	Temporary Survey Markings
	Electric
	Gas/Oil
	Communications/Cables TV
	Water
	Reclaimed Water
	Sewer & Drain Lines

- If the markings from existing underground utility lines cross the path of the sewer line, it may be a cross bore that is causing the blockage.
- If you reasonably suspect or determine the blockage is caused by a cross bore:
 - Immediately contact and get help from the utility operator(s) that may be involved.
 - DO NOT proceed with the sewer cleaning until the utility is relocated.

IF A CROSS BORE IS DISCOVERED

- Stop all work.
- From a safe distance, call 911 and Columbia Gas at 1-888-460-4332.

IF YOU SUSPECT A LEAK

Columbia Gas adds a distinctive, sulfur-like odorant to natural gas to assist in the detection of natural gas leaks, but in some instances, you may not be able to **SMELL** it.

Be sure to also **LOOK** and **LISTEN** for natural gas leaks.



Dirt spraying or blowing into the air or continual bubbling in water



A hissing, roaring or whistling sound



A distinctive sulfur-like or rotten egg odor

IF YOU SUSPECT A GAS LEAK, WARN OTHERS, LEAVE THE AREA QUICKLY AND CALL 911 AND COLUMBIA GAS IMMEDIATELY

REMAIN OUTSIDE UNTIL COLUMBIA GAS CAN INSPECT THE AREA

DO NOT OPERATE ANYTHING THAT COULD CAUSE A SPARK, INCLUDING PHONES, LIGHTS, APPLIANCES, DOORBELLS, FLASHLIGHTS AND TOOLS

DO NOT TRY TO FIND THE LEAK YOURSELF OR OPERATE ANY PIPELINE VALVES

DO NOT PROCEED WITH YOUR WORK UNTIL COLUMBIA GAS INFORMS YOU IT IS SAFE TO DO SO

**SMELL GAS
ACT FAST**

**IF YOU SUSPECT A GAS LINE BLOCKAGE OF A SEWER LINE, CALL COLUMBIA GAS AT 1-888-460-4332.
IF A GAS LINE HAS CAUSED THE BLOCKAGE, COLUMBIA GAS WILL MAKE REPAIRS TO THE LINE AT NO CHARGE.**

**REQUIRED MOTION
MAYOR AND CITY COUNCIL
HAGERSTOWN, MARYLAND**

Topic:

Reinstallation of the RISE Sculpture – *Jim Bender, City Engineer*

Mayor and City Council Action Required:

Discussion:

Financial Impact:

Recommendation:

Motion:

Action Dates:

ATTACHMENTS:

File Name

Reinstallation_of_the_RISE_Sculpture.pdf

Description

Reinstallation of the RISE
Sculpture



CITY OF HAGERSTOWN, MARYLAND

Department of Engineering & Permits

April 21, 2026

TO: Scott Nicewarner, City Administrator

FROM: Jim Bender, City Engineer JIM

RE: Reinstallation of the RISE sculpture

1. Background

The construction of Meritus Park forced the relocation of a portion of the Hagerstown Cultural Trail, and also the RISE sculpture that had been installed near the former Baltimore Street car wash. Under a Memorandum of Understanding with the Maryland Stadium Authority (MSA), MSA allocated money for the removal of the sculpture during the stadium construction, and the subsequent reinstallation of the sculpture at a different location. Staff have spent the last two years looking for a suitable place to reinstall the sculpture; we have now identified a location on Hagerstown Housing Authority property near the Mural of Unusual Size where it can be installed. The purpose of this memo is to inform the Council about the proposed re-installation of the sculpture, and to discuss any comments or concerns with this proposal.

2. Mayor & Council Action Requested

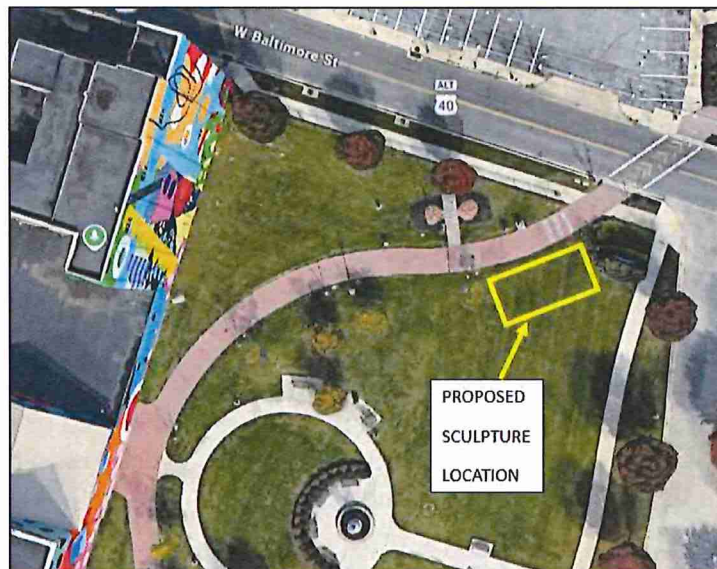
Review this information, and give staff direction on whether or not to proceed with the reinstallation of the RISE sculpture. If the Council is in agreement, staff will work with the City Attorney to prepare an easement agreement with the Hagerstown Housing Authority for the proposed sculpture location, and will execute a contract with the sculpture's artist to rehabilitate and reinstall the sculpture. Staff will be present at the work session to discuss.

3. Discussion

The RISE sculpture, created by artist Adam Curtis, was installed as part of Phase 1 of the construction of the Hagerstown Cultural Trail. It was located near the trail's crossing of Baltimore Street, adjacent to the former Baltimore Street Auto Spa. A photo of the sculpture in its original location is shown below:



Due to the construction of Meritus Park and space that it occupies, the sculpture cannot be reinstalled at its original location; however, both staff and Mr. Curtis wanted to find a new location for RISE near the Cultural Trail. Staff approached the Hagerstown Housing Authority about installing the sculpture on their property near the “Mural of Unusual Size” and “Moller’s Sustained Wind”. The Housing Authority’s Board of Directors gave preliminary approval of the general location for the sculpture as shown below:



The Memorandum of Understanding with MSA allocated up to \$50,000 for the removal and reinstallation of the sculpture. The costs incurred to remove the sculpture and place it in storage were approximately \$21,000; Mr. Curtis’ proposal to rehabilitate and reinstall the sculpture is approximately \$29,000. The City will be responsible for installing concrete foundations for the sculpture; once the reinstallation is complete, the City will request reimbursement from MSA.

If the Council is in agreement, the City will execute a contract with Mr. Curtis for the installation of the sculpture. Staff will also work with the City Attorney to prepare an easement agreement with the Housing Authority for the installation of the sculpture on their property. Staff expects that the sculpture will be installed during the summer of 2026.

Adam Curtis Sculpture

2037 Fire Tower Lane
ljamsville, MD 21754
301-524-4642

RISE relocation REV 2

Revision 2

April 10th 2026

OVERVIEW

Reinstallation of the RISE sculpture by Adam Curtis currently stored at a Hagerstown City storage yard. This proposal is prepared with the understanding that the City of Hagerstown will arrange for funding for all costs associated with the work described. And that payment to Adam Curtis (further referred to as the artist in this proposal) will be paid by the City of Hagerstown within thirty days of receipt of invoice.

SCOPE OF WORK

1. PHASE 1, Work to include inspecting and conducting any required repairs and recoating with original color paint at the storage location. Preparing the components for loading by forklift onto flatbed trailers and driven to the new site where it will be unloaded.
2. PHASE 1a, excavate for (4) sonotube footers and install the concrete.
3. PHASE 2, Erect the components of the RISE sculpture and weld back together, grind smooth and retouch with primer and finish paint. Install epoxy anchors into concrete through the anchoring base plates.

The City of Hagerstown is responsible for providing all surveys, testing, inspections, permits and fees required for the work to proceed. The Artist will be responsible for contracting excavation for the required footings and to have the concrete and reinforcement placed. The understanding is that this work will be limited to providing four 36" deep 24" round footers with rebar. If the conditions at the new site require any additional engineering or material the City of Hagerstown will be responsible for compensation to the artist for any additional cost associated with this occurrence. Once the site is prepared, the sculpture will then be loaded onto trailers/trucks with a forklift and transported to the new site and placed on the footers, the sections will then be re welded together and the welds ground smooth and painted to match the rest of the components. The relocation of the three shade structures as well as providing the footers for them is also excluded from this proposal.

GENERAL CONDITIONS

This proposal and the acceptance thereof does not nullify any of the conditions of the original contract with the artist and the City of Hagerstown dated March 22nd 2017. Other than the schedule and specifics of relocation and cost and terms of services including time limits expressed therein.

This proposal is provided with the understanding that both parties will work in good faith to have a successful relocation process and that the City will maintain a responsible point of contact with the artist for the duration of the contract. This proposal is good for thirty days.

INSURANCE

Artist is not responsible to maintain liability insurance coverage for damage to the sculpture or the property onto which is stored or injuries to persons while in storage and any damage or injury that may occur is the responsibility of the owners of that property or the City.

FEE SCHEDULE

PHASE 1-2

Inspect and repaint and repair as necessary the RISE components currently in storage.

Load sculpture sections onto trailers

Transport to new site

Erection of sculpture at new site

Artist supervision/admin and planning fees

TOTAL **\$29,250.00**

PAYMENT SCHEDULE

Work will be invoiced as follows:

\$8,775 (30%) At execution of agreement

\$20,475 At completion.

Note that Site preparation is limited to the placement of the four footers, any landscape, hardscape work or site improvements including signage or electrical is excluded and assumed to be by others

Sincerely,

Adam Curtis_

Acceptance by_

**REQUIRED MOTION
MAYOR AND CITY COUNCIL
HAGERSTOWN, MARYLAND**

Topic:

Discussion: Wastewater Rate Model Update -- *Nancy Hausrath, Director of Utilities*

Mayor and City Council Action Required:

Discussion:

Financial Impact:

Recommendation:

Motion:

Action Dates:

ATTACHMENTS:

File Name

Description

MEMO_WASTEWATER_MODEL_DISCUSSION_04212026.docx

MEMO WASTEWATER
RATE MODEL

Hagerstown_Rate_Study_Findings_Presentation_(Wastewater_-_April_2026).pdf

WW Rate Study
PowerPoint



CITY OF HAGERSTOWN, MARYLAND

Utilities Department

1 Clean Water Circle • Hagerstown, MD 21740

Telephone: 301-739-8577, ext. 650

Website: www.hagerstownmd.org

April 15, 2026

To: Scott Nicewarner, City Administrator

From: Nancy Hausrath, Director of Utilities

Action: Discussion - Wastewater Rate Model Update

As requested by the Mayor and City Council, please find attached the presentation discussing a multi-tiered wastewater rate structure as was discussed previously. Please note that this rate structure will maintain customer class designations as well as all customer bills being based on the same rate tiers (4-tier structure). This structure also maintains the inside/outside differential.

The percentage increase per customer classification will vary based on individual customer usage. As was discussed prior to the adoption of the wastewater rates for FY26, should the Mayor and City Council adopt the proposed rate structure, rates can be amended via ordinance as may be needed.

Staff will present the proposed rate model during the April 21, 2026 Mayor and City Council meeting.



April 21, 2026 | City of Hagerstown | Water and Wastewater Rate Study Update

Presentation: Wastewater Rate Study Findings



Mike Maker, Partner
Connor Drucis, Senior Consultant



Wastewater Rate Design Alternative (changes in green)

- Current (Status Quo)
 - Fixed Fees (varies by meter size)
 - Monthly or Quarterly; Inside, Outside, or Joint
 - Usage Fees (per 1,000 gallons)
 - Inside, Outside, or Joint Unit Rate
 - Average Percent of Volumetric Revenue: Inside ~59%; Outside ~28%; Joint ~13%
 - All customers see similar bill percentage increases (~2-4% for FY 2027)
- Alternative 1 (Inclining Block Design and Added Inside Joint)
 - Fixed Fees (varies by meter size)
 - Monthly or Quarterly; Inside, Outside, or Joint
 - Usage Fees (per 1,000 gallons)
 - Inside, Outside, Inside Joint, or Outside Joint: Four-tier inclining block rate with same cutoffs as proposed water alternative design
 - Average Percent of Volumetric Revenue: Inside ~59%; Outside ~28.5%; Inside Joint ~0.5%; Outside Joint ~12.0%
 - Majority of Residential customers will see no wastewater bill increase (or even a wastewater bill decrease)
 - Large Non-Residential customers will see large wastewater bill percentage increases due to inclining block structure

Notes:

- Inside Joint customers: Wastewater flows from City collection system to County treatment plant
- Outside Joint customers: Wastewater flows from County collection system to City treatment plant

Projected Wastewater Inside City Fees (Alternative Rate Design)

	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031
Quarterly Fixed Fee*						
5/8	\$32.19	\$33.73	\$34.57	\$35.43	\$36.31	\$37.21
3/4	\$32.19	\$33.73	\$34.57	\$35.43	\$36.31	\$37.21
1	\$80.48	\$84.32	\$86.42	\$88.57	\$90.77	\$93.03
1 1/2	\$160.95	\$168.64	\$172.83	\$177.13	\$181.54	\$186.06
2	\$257.52	\$269.82	\$276.53	\$283.41	\$290.46	\$297.69
3	\$515.04	\$539.65	\$553.07	\$566.83	\$580.93	\$595.38
4	\$804.75	\$843.20	\$864.17	\$885.67	\$907.70	\$930.28
6	\$1,609.50	\$1,686.39	\$1,728.34	\$1,771.33	\$1,815.40	\$1,860.56
8	\$2,575.20	\$2,698.23	\$2,765.35	\$2,834.14	\$2,904.64	\$2,976.89
10	\$4,442.22	\$4,654.44	\$4,770.22	\$4,888.88	\$5,010.50	\$5,135.14
Quarterly Usage Fees (per 1,000 gallons)**						
All Customers						
Level 1 (0 - 9,000 gallons)	\$7.83	\$5.71	\$5.88	\$6.06	\$6.24	\$6.43
Level 2 (9,000-18,000 gallons)		\$7.14	\$7.35	\$7.57	\$7.80	\$8.03
Level 3 (18,000-36,000 gallons)		\$8.57	\$8.82	\$9.09	\$9.36	\$9.64
Level 4 (Over 36,000 gallons)		\$9.99	\$10.29	\$10.60	\$10.92	\$11.25

**monthly fixed fees are 1/3 of quarterly fees*

***monthly usage levels are 1/3 of quarterly usage levels*

Projected Wastewater Outside City Fees (Alternative Rate Design)

	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031
Quarterly Fixed Fee*						
5/8	\$53.48	\$55.65	\$57.04	\$58.45	\$59.91	\$61.40
3/4	\$53.48	\$55.65	\$57.04	\$58.45	\$59.91	\$61.40
1	\$133.70	\$139.13	\$142.59	\$146.14	\$149.77	\$153.50
1 1/2	\$267.40	\$278.25	\$285.18	\$292.27	\$299.54	\$306.99
2	\$427.84	\$445.21	\$456.28	\$467.63	\$479.26	\$491.19
3	\$855.68	\$890.41	\$912.56	\$935.26	\$958.53	\$982.37
4	\$1,337.00	\$1,391.27	\$1,425.88	\$1,461.35	\$1,497.70	\$1,534.96
6	\$2,674.00	\$2,782.55	\$2,851.76	\$2,922.70	\$2,995.41	\$3,069.92
8	\$4,278.40	\$4,452.07	\$4,562.82	\$4,676.32	\$4,792.65	\$4,911.87
10	\$7,380.24	\$7,679.82	\$7,870.87	\$8,066.66	\$8,267.32	\$8,472.98
Quarterly Usage Fees (per 1,000 gallons)**						
All Customers						
Level 1 (0 - 9,000 gallons)	\$13.12	\$9.42	\$9.70	\$10.00	\$10.30	\$10.60
Level 2 (9,000-18,000 gallons)		\$11.78	\$12.13	\$12.49	\$12.87	\$13.26
Level 3 (18,000-36,000 gallons)		\$14.13	\$14.56	\$14.99	\$15.44	\$15.91
Level 4 (Over 36,000 gallons)		\$16.49	\$16.98	\$17.49	\$18.02	\$18.56

*monthly fixed fees are 1/3 of quarterly fees

**monthly usage levels are 1/3 of quarterly usage levels

Projected Wastewater Inside Joint Fees (Alternative Rate Design)

	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031
Quarterly Fixed Fee*						
5/8	-	\$43.61	\$44.69	\$45.80	\$46.94	\$48.11
3/4	-	\$43.61	\$44.69	\$45.80	\$46.94	\$48.11
1	-	\$109.02	\$111.73	\$114.51	\$117.36	\$120.28
1 1/2	-	\$218.03	\$223.46	\$229.01	\$234.71	\$240.55
2	-	\$348.85	\$357.53	\$366.42	\$375.54	\$384.88
3	-	\$697.70	\$715.06	\$732.85	\$751.08	\$769.76
4	-	\$1,090.16	\$1,117.28	\$1,145.07	\$1,173.56	\$1,202.75
6	-	\$2,180.33	\$2,234.56	\$2,290.15	\$2,347.12	\$2,405.50
8	-	\$3,488.52	\$3,575.30	\$3,664.24	\$3,755.39	\$3,848.81
10	-	\$6,017.70	\$6,167.39	\$6,320.81	\$6,478.05	\$6,639.19
Quarterly Usage Fees (per 1,000 gallons)**						
All Customers						
Level 1 (0 - 9,000 gallons)		\$7.38	\$7.60	\$7.83	\$8.07	\$8.31
Level 2 (9,000-18,000 gallons)		\$9.23	\$9.50	\$9.79	\$10.08	\$10.39
Level 3 (18,000-36,000 gallons)	-	\$11.07	\$11.41	\$11.75	\$12.10	\$12.46
Level 4 (Over 36,000 gallons)		\$12.92	\$13.31	\$13.71	\$14.12	\$14.54

**monthly fixed fees are 1/3 of quarterly fees*

***monthly usage levels are 1/3 of quarterly usage levels*

Projected Wastewater Outside Joint Fees (Alternative Rate Design)

	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031
Quarterly Fixed Fee*						
5/8	\$46.51	\$48.91	\$50.12	\$51.37	\$52.65	\$53.96
3/4	\$46.51	\$48.91	\$50.12	\$51.37	\$52.65	\$53.96
1	\$116.28	\$122.26	\$125.30	\$128.42	\$131.62	\$134.89
1 1/2	\$232.55	\$244.53	\$250.61	\$256.84	\$263.23	\$269.78
2	\$372.08	\$391.24	\$400.98	\$410.95	\$421.17	\$431.65
3	\$744.16	\$782.49	\$801.95	\$821.90	\$842.34	\$863.30
4	\$1,162.75	\$1,222.63	\$1,253.05	\$1,284.22	\$1,316.16	\$1,348.90
6	\$2,325.50	\$2,445.27	\$2,506.09	\$2,568.44	\$2,632.33	\$2,697.81
8	\$3,720.80	\$3,912.43	\$4,009.75	\$4,109.50	\$4,211.72	\$4,316.49
10	\$6,418.38	\$6,748.94	\$6,916.82	\$7,088.88	\$7,265.22	\$7,445.95
Quarterly Usage Fees (per 1,000 gallons)**						
All Customers						
Level 1 (0 - 9,000 gallons)	\$11.39	\$8.28	\$8.53	\$8.78	\$9.05	\$9.32
Level 2 (9,000-18,000 gallons)		\$10.35	\$10.66	\$10.98	\$11.31	\$11.65
Level 3 (18,000-36,000 gallons)		\$12.42	\$12.79	\$13.18	\$13.57	\$13.98
Level 4 (Over 36,000 gallons)		\$14.49	\$14.92	\$15.37	\$15.83	\$16.31

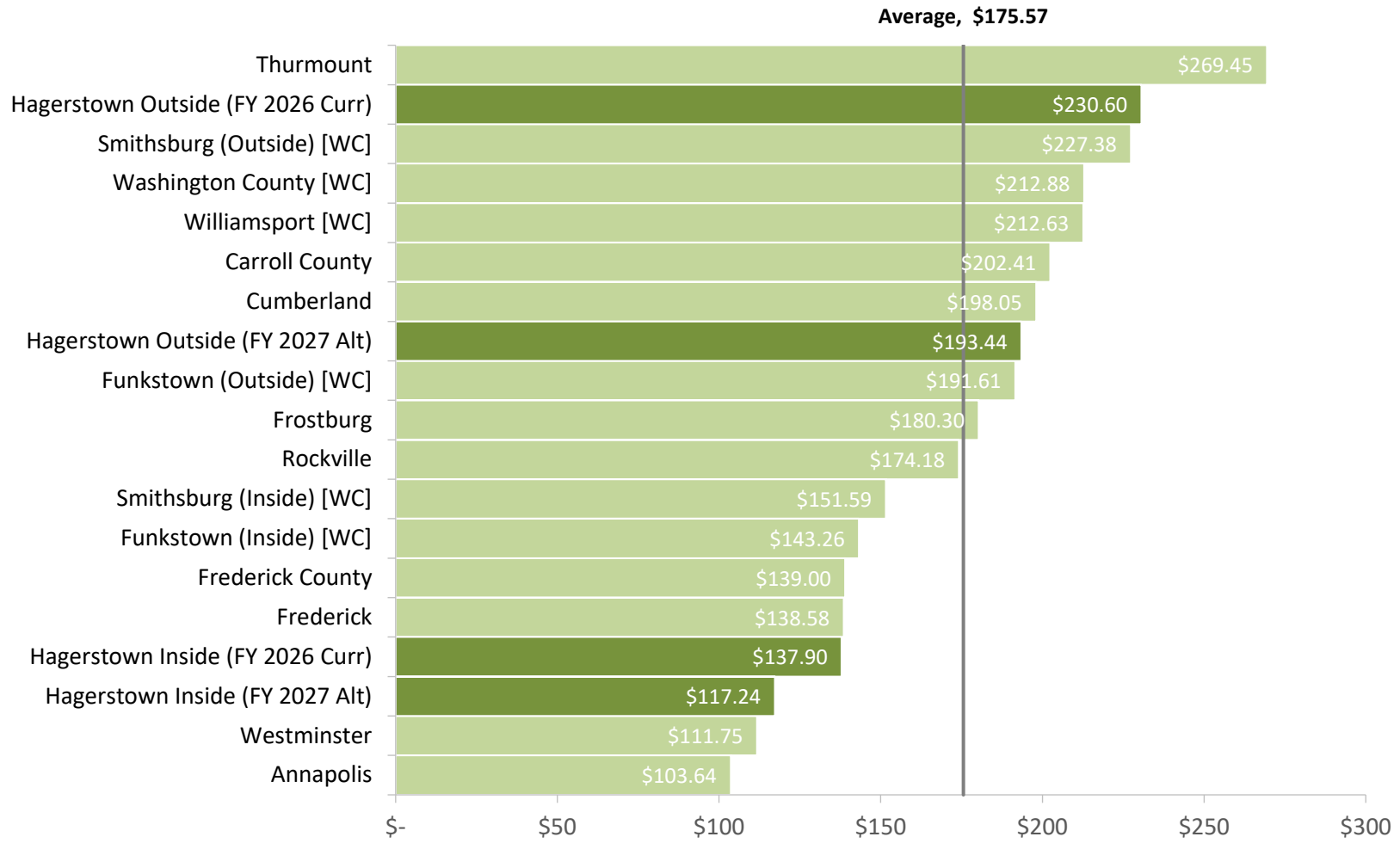
*monthly fixed fees are 1/3 of quarterly fees

**monthly usage levels are 1/3 of quarterly usage levels

FY 2027 Bill Impact - Wastewater

	Usage (Gallons)	Meter Size	Bill		FY 2027 Bill Increase	
			FY 2026 Curr	FY 2027 Alt	\$	%
Single Family (150 gpd)						
Residential Quarterly Inside	13,500	5/8	\$137.90	\$117.24	\$(20.66)	-15.0%
Multi-Family/Commercial (5,000 gpd)						
Non-Residential Quarterly Inside	450,000	1 1/2	\$3,684.45	\$4,575.39	\$890.94	24.2%
Large Commercial (25,000 gpd)						
Non-Residential Monthly Inside	750,000	4	\$6,140.75	\$7,732.72	\$1,591.97	25.9%

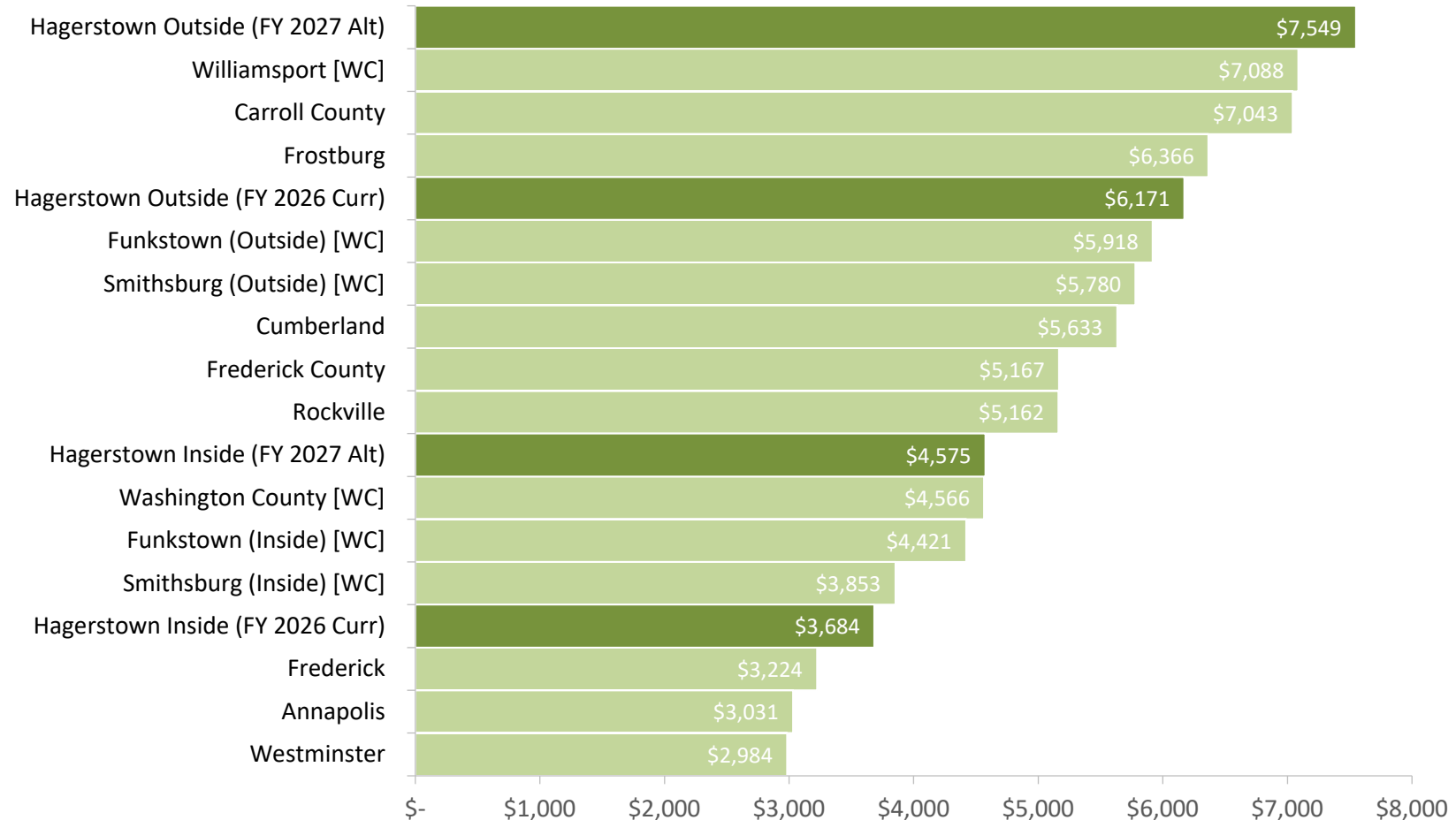
FY 2027 Wastewater Quarterly Bill Comparison (Residential)



Notes:

- Comparison is for smallest meter size and 13,500 gallons of usage
- [WC] = other Washington County municipalities

FY 2027 Wastewater Quarterly Bill Comparison (Non-Residential)



Notes:

- Comparison is for 1.5 inch meter size and 450,000 gallons of usage
- [WC] = other Washington County municipalities

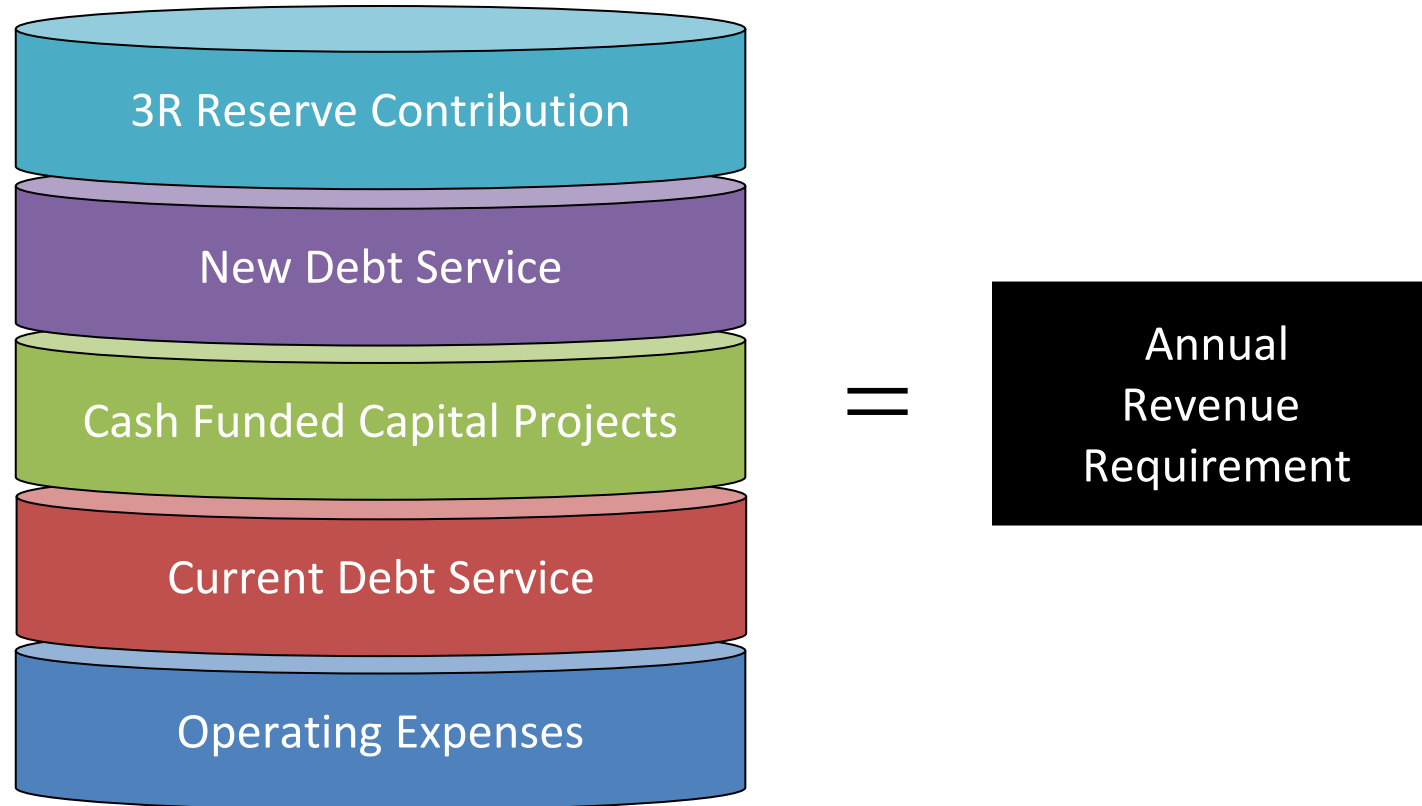


QUESTIONS?

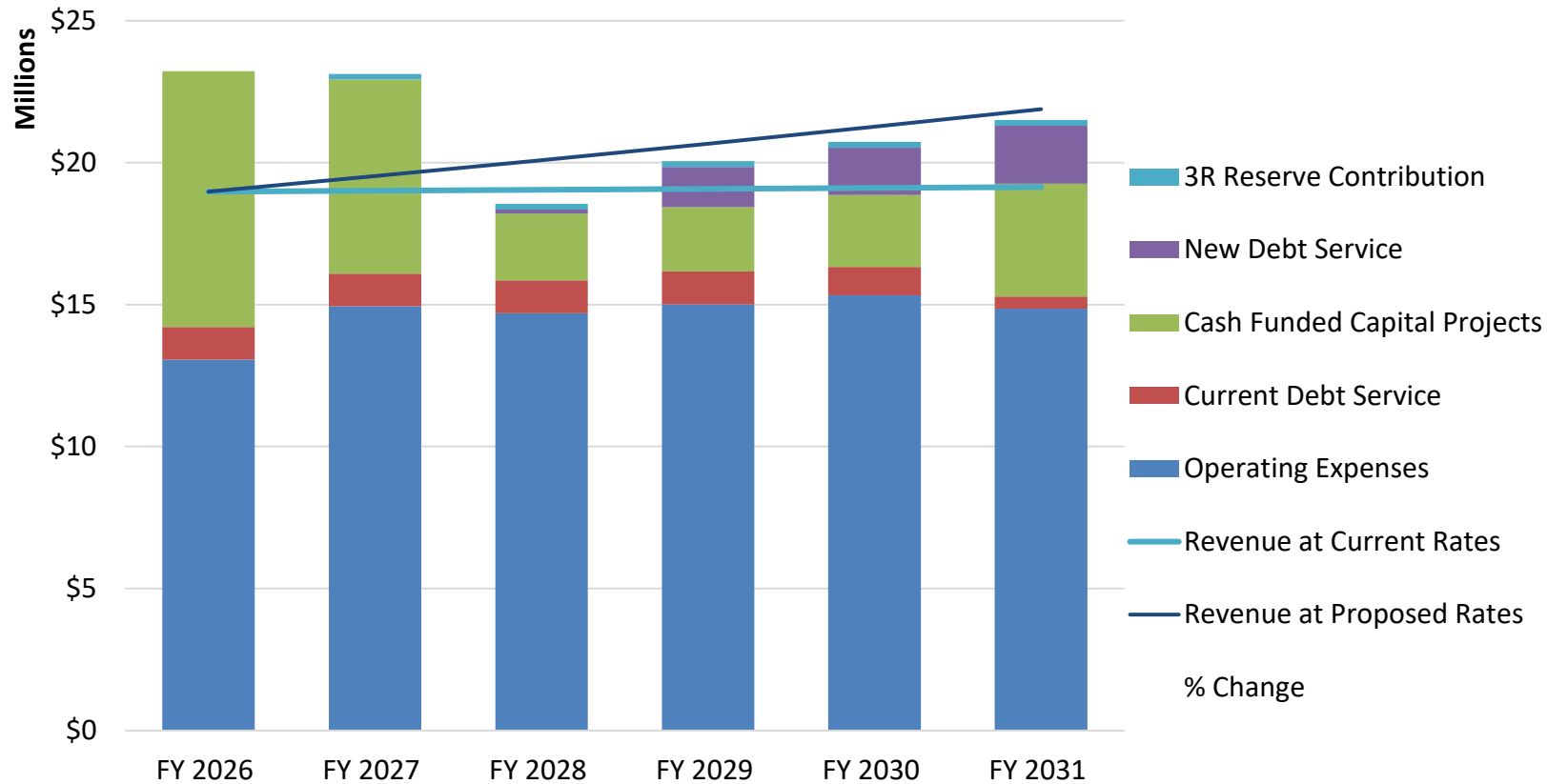
Factors Affecting Charges and Rates

- Operating and maintenance expense changes
 - Electricity and chemicals expense was escalated by 3.0% or 3.5%
 - Health insurance, and retirement were escalated by 5.0%
 - PILOT and admin overhead expenses were not escalated
 - All other expenses were escalated by 1.5% or 2.0% per year, depending on function
- Capital improvement plans
 - Investment in the treatment, distribution, and collection systems
- Debt service
 - Existing and future debt
- Customer changes
 - 0.5% increase per year based on historical trend
- Water usage changes
 - 0% usage increase per year based on historical trend
- Miscellaneous revenue changes
 - 1% increase per year
- Reserve targets
 - Minimum operating fund balance of 180 days (50%) of operating expenses
 - 3R reserve balance contributions of \$100,000 per year for wastewater

Revenue Requirement

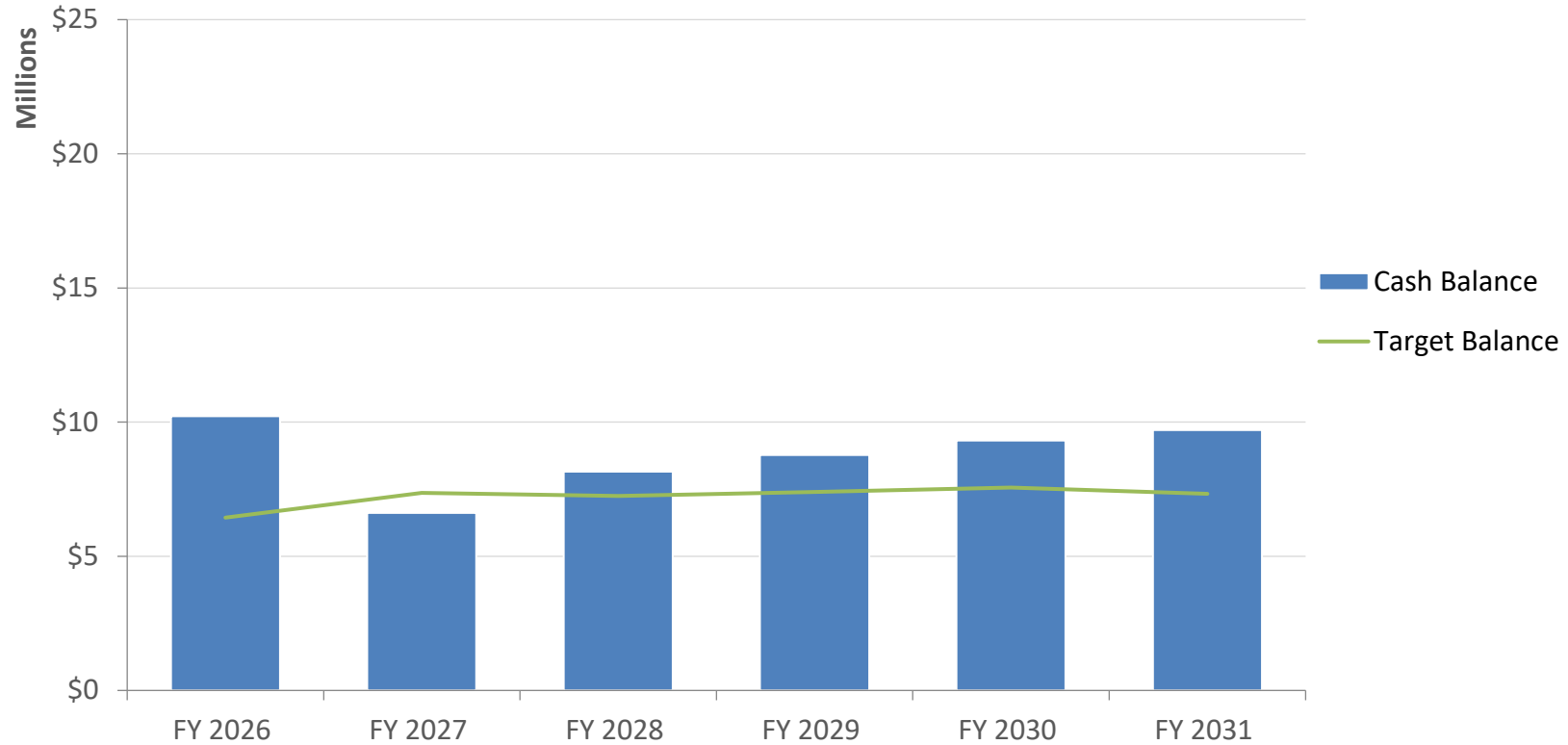


Revenue Requirements vs. Current and Proposed Revenue – Wastewater



Proposed Revenue reflects a 3% annual increase for the 5-year planning period

Operating Fund Balance – Wastewater



The green line represents target equal to operating fund balance of 180 days (50%) of operating expenses

**REQUIRED MOTION
MAYOR AND CITY COUNCIL
HAGERSTOWN, MARYLAND**

Topic:

Appalachian Regional Commission (ARC) Direct Funding Request for Uncommitted FY 2026 -
Matt Ross, Planner

Mayor and City Council Action Required:

Discussion:

Financial Impact:

Recommendation:

Motion:

Action Dates:

ATTACHMENTS:

File Name

ARC_Non-Construction_Project_Application_MEMO.pdf

Description

ARC Grant - Non-
Construction Application



MEMORANDUM

TO: Scott Nicewarner, City Administrator

FROM: Matthew Ross, Planner

DATE: April 21, 2026

SUBJECT: Appalachian Regional Commission Direct Funding Request for uncommitted FY 2026.

Mayor and City Council Action Requested

Staff is requesting Mayor and City Council to review project funding requests for the City of Hagerstown to the Appalachian Regional Commission.

Background Information

State law requires the Comprehensive Plan to be updated every 10 years. Our last update was done in-house in 2018 and the last consultant assisted plan update was done in 2008. The plan requirements are too technical for two in-house updates in a row. Staff estimates an update of the City's Comprehensive Plan would cost \$300,000.

Staff have become aware that there are uncommitted FY26 ARC funds available for distribution in coming weeks. An inquiry has been made regarding commitment of \$150,000 of these funds to the Comprehensive Plan project. This will be processed outside of the annual Board of County Commissioners review process.

Regarding the required match, Utilities has informed staff that 120,000 (40% of \$300,000 estimate) can be provided by that department since a significant portion of the plan addresses utilities. The remaining \$30,000 would need to be allocated from the General Fund.

If this application is successful, it will void further consideration of the \$100,000 requested in the FY27 request recently forwarded to the Board of County Commissioners.

City of Hagerstown Funding Requests

1. Update of the City's Comprehensive Plan – Estimated \$300,000, requesting \$150,000.

Next Steps

Motion to approve application at April 28th meeting.

Copy: Jill Thompson
Stephen Bockmiller
Doug Reaser
Eric Deike
Jim Bender
Nancy Hausrath

**REQUIRED MOTION
MAYOR AND CITY COUNCIL
HAGERSTOWN, MARYLAND**

Topic:

Founder's Day Proclamation - *Eric Deike, Director of Public Works and Kay Osmer, Recreation Program Coordinator*

Mayor and City Council Action Required:

Discussion:

Financial Impact:

Recommendation:

Motion:

Action Dates:

ATTACHMENTS:

File Name

Founder_s_Day_Council_Packet.pdf

Description

Founder's Day Proclamation



CITY OF HAGERSTOWN, MARYLAND

Public Works Department
Parks & Recreation Division
www.hagerstownmd.org/parksandrec



TO: Scott Nicewarner, City Administrator

FROM: Eric B. Deike, Director of Public Works

DATE: April 21, 2026

SUBJECT: Founder's Day Proclamation

- 1. Introduction:** After the success of Jonathan Hager Week, Hager House staff were pleased to discover new sources and information regarding the early life and origins of Hagerstown's founder through two reliable sources with the translations supplied by German Klaus Hein of Keedysville. After months of research, staff and Hager Week committee members feel confident in declaring this information reliable and factual. Staff are confident in declaring Jonathan Hager's birthplace Schlechten Boden (Christianseck) in Wittgenstein, Germany on May 3, 1714. 2026 marks not only the 250th anniversary of the Declaration of Independence, but also the 250th anniversary of Washington County, Maryland.
- 2. Mayor & Council Action Requested:** Staff is seeking a proclamation declaring May 3 an annual event to honor and celebrate city founder Jonathan Hager on his birthday to be recognized the first weekend of May at the Jonathan Hager House located at 110 Key Street in City Park.

Johnathan Hager New Information Summary

Jonathan Hager was born Johan Velten Jonatan Heger on May 3rd, 1714 in the town of Schlechten Boden in the independent county of Wittgenstein.

Parents: Anna Dorothea Bald and Peter Heger

Siblings:

- Ludwig David Heger was born July 24, 1711 in Elsoff and died 1769 in Washington County, Maryland.
- Susanne Heger was born January 16, 1716 in Berleburg and died on May 9, 1763 in Hatzfeld, Frankenberg.
- Dorothea Heger was born March 27, 1719 in Berleburg and died on an unknown date.
- Sophie Heger was born October, 28 1724 in Elsoff and died November 23, 1780 in Hatzfeld, Frankenberg.

Baptismal Record: July 1, 1719 Anna Dororthea Bald and Peter Heger had their four children baptized at home in Schlechten Boden.

Klaus Hein's transcription and translation of the original Record from the church in Berleburg:

Anno 1719

Den 1. Juli sind von mir auf Bewilligung
Ihro Hochgräfl. Gnad. H. Graf Henrich auf dem
Schlechten Boden getauft worden, und auf Ver=
langen der Eltern in dieses Kirchenbuch einge=
zeichnet worden.

von Blumenstein, Berner Gebiets
Peter Heger auß der Schweiz und Anna Dorothea
Baldin dessen eheliche Frau, so von hierauß
bürtig, haben ihre damahls lebende vier Kinder
zugleich taufen lasen.

Zu dem ältesten Sohn sind Gevatter gewesen
Johan Ludwig Schneider, und Goddel Anna Magdale=
na Knebelin.
Ist genant Ludwig David.
gebohren den 29. Julii 1711.

Zu dem zweyten Sohn, Gevatter Valentin Balde,
und Goddel Catharina Elisabeth Bötgerin
Ist genant Johan Velten Jonatan.
gebohren den 3. Maji 1714.

Zu der ältesten Tochter, Gevatter Johan Georg Fischer,
Goddel Anna Maria Schneiderin.
Ist genant Anna Maria Susanna.
gebohren den 16. Jan. 1716.

Zu der jüngsten Tochter Gevatter Johann Friedrich
Richstein, Goddel Anna Elisabeth Baldin, allesamt
Ist genant Anna Dorothea.
gebohren den 27. Martii 1719

1719

On the 1st of July, with the permission of
His High Comital Grace, Lord Count Heinrich, the
baptisms were performed by me on the Schlechten
Boden, and, at the request of the parents, were entered
into this church register.

Peter Heger from Blumenstein, in Switzerland, territory of
Bern, and his lawful wife Anna Dorothea Bald who was
born in this place, had their four living children baptized
at the same time.

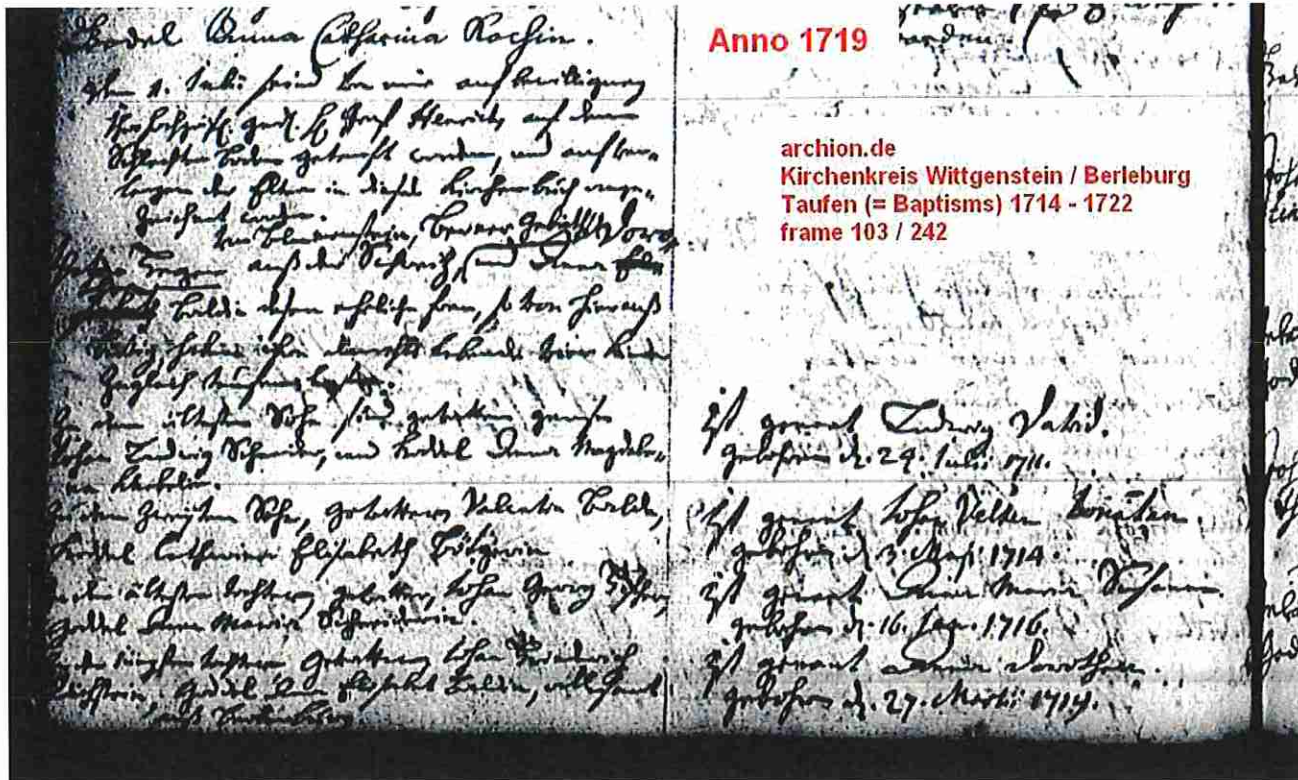
For the oldest son the godfather was Johan Ludwig
Schneider and the godmother Anna Magdalena Knebel.
He was named Ludwig David
born on 29 July 1711.

For the second son, godfather was Valentin Bald and
godmother Catharina Elisabeth Bötger.
He was named Johan Velten Jonatan
born on 3 May 1714.

For the eldest daughter, godfather was Johann Georg
Fischer and godmother Anna Maria Schneider.
She was named Anna Maria Susanna
born on 16 January 1716.

For the youngest daughter, godfather was Johann
Friedrich Richstein and godmother Anna Elisabeth Bald,
She was named Anna Dorothea
born 27 March 1719.

Scan of Baptismal Record:



Genealogy.net (Germany) Record:

♂Valentin Heger

* May 3, 1714 in Bad Berleburg

Birth : Bib 1647
 Surname: Heger
 Other names: HEYER, Johann Velten Jonatan
 First name (abbreviated): JVAJ Last
 name (abbreviated): Val Heger
 Sources: get Bib 01.07.1719
 Godparents: Val Bald, Bib; KathEliis [& Zach] Böttger, Bib

Marriages / Partnerships

No spouse found!

Children

No children found!

Parents

Father: ♂Peter Heger

* around 1681

Mother: ♀Dorothea BALD

~ 09.04.1683 inBad Berleburg

Siblings

♂David HEGER * 24.07.1711 inEisoff

♀Susanne HEGER * 16.01.1716 inBad Berleburg, † 09.05.1763 in Hatzfeld, Waldeck-Frankenberg district, Hesse, Germany

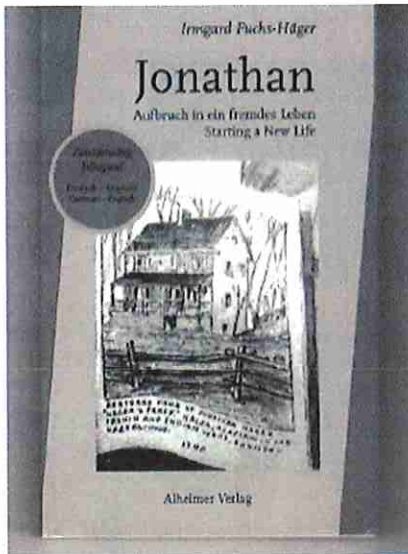
♀Dorothea HEGER * 27.03.1719 inBad Berleburg

♀Sophie HEGER ~ 28.10.1724 inEisoff, † 23.11.1780 in Hatzfeld, Waldeck-Frankenberg district, Hesse, Germany

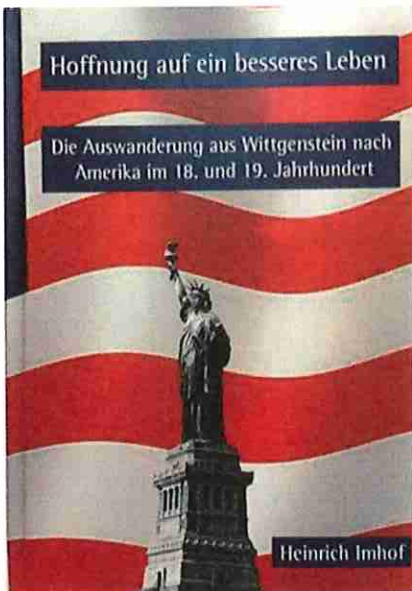
<https://ofb.genealogy.net/famreport.php?ofb=wittgenstein&UID=A7F78D88561643838BCE5643C1E2448341BC>

Bibliography:

Jonathan: Starting a New Life (Jonathan; Aufbruch in ein fremdes Leben), Irmgard Fuchs-Häger, 2009.



Hoping for a Better Life: Emigration from Wittgenstein to America in the 18th and 19th Centuries (Hoffnung auf ein besseres Leben; Die Auswanderung aus Wittgenstein nach Amerika im 18. Und 19. Jahrhundert), Heinrich Imhof, 2018.



Proclamation

FOUNDER'S DAY

MAY 3, 2026

WHEREAS, Jonathan Hager, born Johan Jonatan Heger on May 3, 1714, in Schlechten Boden, County of Wittgenstein, Germany, would become a pioneering settler whose legacy shaped the region. In 1736, Jonathan Hager emigrated from Germany to Philadelphia, Pennsylvania, aboard the ship *Harle*, beginning his life in the American colonies; and

WHEREAS on June 5, 1739, Jonathan Hager purchased 200 acres of land from Daniel Dulaney, which he named "Hager's Fancy," laying the foundation for a future community. In 1762, Jonathan Hager established the town of Elizabethtown, which was later incorporated as Hagerstown in 1813. Hagerstown has grown to become the county seat of Washington County, Maryland, and remains its most populous city and economic center.

WHEREAS in 2026, the City of Hagerstown joins in commemorating the Semi-quincentennial — the 250th anniversary of the founding of the United States and Washington County, Maryland — celebrating two and a half centuries of shared local and national history.

NOW, THEREFORE, be it resolved I, William McIntire, Mayor of the City of Hagerstown, Maryland, do hereby proclaim May 3, 2026 as the inaugural "*Founder's Day*" to be recognized and celebrated annually the first weekend of May honoring the origin, life, and legacy of Jonathan Hager.

THE CITY OF HAGERSTOWN

William B. McIntire
Mayor

Signed this 21st day of April 2026

**REQUIRED MOTION
MAYOR AND CITY COUNCIL
HAGERSTOWN, MARYLAND**

Topic:

Stakeholder Discussions Update – *Mayor and City Councilmembers*

Mayor and City Council Action Required:

Discussion:

Financial Impact:

Recommendation:

Motion:

Action Dates: