

State of Maryland

2007 Bond Bill Fact Sheet

1. Senate		House		2. Name of Project
LR #	Bill #	LR #	Bill #	
2543	SB818	2595	HB1113	C & O Canal National Historical Park
3. Senate Bill Sponsors			House Bill Sponsors	
Munson			Washington County Delegation	
4. Jurisdiction (County or Baltimore City)			5. Requested Amount	
Washington			\$200,000	
6. Purpose of Bill				
Authorizing the creation of a State Debt to serve as a grant to the the Chesapeake and Ohio Canal National Historical Park for the planning and design of repair to the towpath in the Big Slackwater section of the C & O National Historical Park.				
7. Matching Fund Requirements				
The grantee shall provide and expend a matching fund. No part of the fund may consist of real property, in kind contributions, or funds expended prior to the effective date of the Act.				
8. Special Provisions				
Prior to the issuance of the bonds, the grantee shall grant and convey to the Maryland Historical Trust a perpetual preservation easement.				
9. Contact Name and Title		Contact Phone	Email Address	
John Noel		301-714-2238	John_Noel@nps.gov	
10. Description and Purpose of Grantee Organization (3000 characters maximum)				
<p>The Chesapeake & Ohio Canal National Historical Park consists of nearly 20,000 acres of a diverse and scenic landscape that runs along the Potomac River from Georgetown, in the District of Columbia, to Cumberland, Maryland. The park serves many purposes and provides numerous educational, interpretive, and recreational opportunities that allow visitors to experience the cultural and natural resources along the ecologically important riparian area of the Potomac River. The towpath is used by three million hikers, bikers, and campers, constituting one of the most highly used and extensive recreational trails in the nation. From a historical perspective, the 184.5-mile canal stands as the most intact symbol of an era in American history when nearly 4,000 miles of canal were constructed during the late 18th and early 19th centuries.</p> <p>Our mission is to protect and preserve the park's cultural and natural resources, to educate the public about those resources, and to provide for public recreation and enjoyment. This project will help the park fulfill its mission by repairing the only break in the 184 miles of towpath. Indeed, this project will repair the only breach in the combined length of the 350 miles of the C&O Canal towpath and the Great Alleghany Passage Trail to Pittsburgh.</p>				

11. Description and Purpose of Project (3000 characters maximum)

The goal of the project is to complete a 30% Design Study in order to more accurately determine the costs to repair the break in the C&O Canal towpath in the Big Slackwater Area. This study will allow the park to apply to the State of Maryland Transportation Enhancement Program for 50% of the project cost. The current repair estimate is \$15,451,000. Our hope is that the more detailed estimate will reduce the current estimate and along with the Transportation Enhancement Funding it will stand a better chance of receiving NPS funding. The park has unsuccessfully sought NPS funding for over 10 years.

The Big Slackwater area of the C&O Canal is located upstream of a dam in the Potomac River and is called "Slackwater", because of the flat backwater of the Potomac River behind the dam. The canal prism, where the boats traveled, was never constructed along this portion of the Potomac River due to the extreme site constraints and rock formations immediately next to the river. The towpath was constructed on fill sections behind a masonry retaining wall or an intermittent rock ledge. Canal boats exited and entered the river on the upstream and downstream ends of Big Slackwater and were pulled through the main channel of the river by mules walking along the towpath. Currently the 2.7 mile section of the towpath along the Big Slackwater area is closed as a result of damage caused by repeated floods. This is the only break in continuity in the 184 miles of the canal towpath.

The project will reestablish the towpath and historic walls along the 2.7 mile Big Slackwater segment. Intermittent sections where the retaining wall is missing or washed out will be reconstructed while other sections will require more modest stabilization. Repairs will be made using sustainable techniques, so that once completed, the maintenance requirements will fall within the range of those that can be provided by the park's maintenance staff.

The repair of the Big Slackwater section of the towpath is the number one priority of the park. This area is heavily visited and the closure forces visitors on foot and bicycle to take a six mile detour. This detour is along heavily traveled narrow county roads. These roads have no shoulders, afford poor sight distances and contain steep grades with sharp curves. Thirty-four pedestrian accidents have occurred on this detour, making this the most dangerous area of the park. Our worst fear is that a fatal accident will occur. In addition to recreational and educational visitor use, this area also serves as emergency access for visitor assists on the towpath, river rescues and access for resource management needs such as wildland firefighting.

Round all amounts to the nearest \$1,000. The totals in Items 11 (Estimated Capital Costs) and 12 (Proposed Funding Sources) must match. The proposed funding sources must not include the value of real property unless an equivalent value is shown under Estimated Capital Costs.

12. Estimated Capital Costs

Acquisition	0
Design	\$400,000
Construction	
Equipment	
Total	\$400,000

13. Proposed Funding Sources – (List all funding sources and amounts.)

Source	Amount
Maryland Bond Bill	\$200,000
NPS Challenge Cost Share Grant	30,000
C&O Canal Association	15,000
Hagerstown-Washington County Convention and Visitor Bureau	5,000

Washington County				10,000
C&O Canal National Historical Park				140,000
	Total			\$400,000
14. Project Schedule				
Begin Design	Complete Design	Begin Construction	Complete Construction	
07/01/2007	03/01/2008	N/A	N/A	
15. Total Private Funds and Pledges Raised as of January 2007	16. Current Number of People Served Annually at Project Site	17. Number of People to be Served Annually After the Project is Complete		
160,000	0	100,000		
18. Other State Capital Grants to Recipients in Past 15 Years				
Legislative Session	Amount	Purpose		
none	N/A	N/A		
19. Legal Name and Address of Grantee		Project Address (If Different)		
Chesapeake & Ohio Canal National Historical Park 1850 Dual Highway, Suite 100 Hagerstown, MD 21740		Located in Washington County in the C&O Canal National Historical Park between mileposts 85.5 and 88.2. Just upstream of Dam #4.		
20. Legislative District in Which Project is Located				02B
21. Legal Status of Grantee (Please Check one)				
Local Govt.	For Profit	Non Profit	Federal	
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
22. Grantee Legal Representative		23. If Match Includes Real Property:		
Name:	Kevin D. Brandt	Has An Appraisal Been Done?	Yes/No	
Phone:	301-714-2201		no	
Address:		If Yes, List Appraisal Dates and Value		
C&O Canal National Historical Park 1850 Dual Highway, Suite 100 Hagerstown, MD 21740				
24. Impact of Project on Staffing and Operating Cost at Project Site				
Current # of Employees	Projected # of Employees	Current Operating Budget	Projected Operating Budget	
0	0	0	0	
25. Ownership of Property (Info Requested by Treasurer's Office for bond issuance purposes)				
A. Will the grantee own or lease (pick one) the property to be improved?			Own	
B. If owned, does the grantee plan to sell within 15 years?			NO	
C. Does the grantee intend to lease any portion of the property to others?			NO	

D. If property is owned by grantee and any space is to be leased, provide the following:			
Lessee	Terms of Lease	Cost Covered by Lease	Square Footage Leased
N/A	N/A	N/A	N/A
E. If property is leased by grantee – Provide the following:			
Name of Leaser	Length of Lease	Options to Renew	
N/A	N/A	N/A	
26. Building Square Footage:			
Current Space GSF	40,000		
Space to Be Renovated GSF	40,000		
New GSF	0		
27. Year of Construction of Any Structures Proposed for Renovation, Restoration or Conversion		This project is only for a design work.	
28. Comments: (3000 characters maximum)			
<p>The park has been encouraged by the Maryland State Highways Transportation Enhancement Program (TEP) to apply for a grant to assist with the funding to make the Big Slackwater repairs. This project has significant support among park users and is also a top priority project of the 1400 member C&O Canal Association. In the past, the large estimated cost of repair has negatively impacted our ability to obtain funding through the National Park Service(NPS). We feel strongly that if we are able to get TEP funding we will stand a better chance of getting NPS funding. This project will fund the 30% design that will enable us to apply for TEP funding. With the completion of the Great Allegheny Passage, there will be tremendous pressure to repair the only break in the continuity of the 350 mile trail system that will extend from Pittsburgh to Washington DC. After the Big Slackwater repairs are made, the park estimates an annual visitation to the area of 100,000 people. (Annual visitation at the nearby Dam #4 area is 42,000 and the Williamsport Visitor Center area is 159,000). Based on a 58,000 estimated increase in visitation to the area, the economic impact of the visitor spending in the local communities is projected to be \$1,798,000.</p>			