

# State Of Maryland

## 2026 Bond Initiative Fact Sheet

<b>1. Name Of Project</b>		
Historic C&O Canal		
<b>2. Senate Sponsor</b>	<b>3. House Sponsor</b>	
Love	Korman	
<b>4. Jurisdiction</b> (County or Baltimore City)	<b>5. Requested Amount</b>	
Montgomery County	\$250,000	
<b>6. Purpose of Bond Initiative</b>		
the acquisition, planning, design, construction, expansion, repair, renovation, reconstruction, site improvement, and capital equipping of three failing historic culverts in the C&O Canal National Historical Park, in District 16		
<b>7. Matching Fund</b>		
Requirements:	Type:	
Grant		
<b>8. Special Provisions</b>		
<input type="checkbox"/> Historical Easement	<input checked="" type="checkbox"/> Non-Sectarian	
<b>9. Contact Name and Title</b>	<b>Contact Ph#</b>	<b>Email Address</b>
Lauren Riviello		240-202-2625
<b>10. Description and Purpose of Organization</b> (Limit length to visible area)		
<p>For the C&amp;O Canal, philanthropic support and partnership help preserve its rich cultural heritage and natural beauty. With 1,300+ historic structures and 20,000+ acres of ecological diversity, the park is a treasured resource for recreation, education, and connection to history and the natural world. Maintaining such a vast and complex site requires community engagement and support. The C&amp;O Canal Trust was founded in 2007 as the official philanthropic partner to the park. The Trust serves as a bridge between NPS and a vibrant community of individuals and partners, helping confront challenges and build capacity. For nearly 20 years, through the generosity of individuals, foundations, corporations, and community partners, the Trust has been instrumental in supporting conservation projects, infrastructure improvements, education programs, and visitor resources.</p>		

**11. Description and Purpose of Project** (Limit length to visible area)

Repair 3 failing historic culverts (17, 18, 21) in the C&O Canal, ensuring the towpath remains connected, safe, and welcoming for current visitors and future generations. 17 and 18 are downstream of Anglers Inn, and 21 is between Swains Lock and Great Falls Tavern, highly traveled portions of canal towpath, with average annual visitation of 500K+ (43.7% of total park visitation). NPS planned the following work to address repair: 17- Repair undercutting to restore bearing of beams to prevent failure of downstream headwall and progressive failure of culvert. Spot repointing masonry joints to restore watertightness and optimize performance. 18- Remove large vegetation adjacent to and on top of stone masonry headwalls. Stone masonry infill and rethinking stone for dry-laid portions and mortared stone infill for mortared portions. 21 - Remove large vegetation. Mortared stone infill. Restore embankment to stable slope, add erosion-resistant material to finished grades.

*Round all amounts to the nearest \$1,000. The totals in Items 12 (Estimated Capital Costs) and 13 (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**

<b>Acquisition</b>	
<b>Design</b>	\$60,000
<b>Construction</b>	\$280,000
<b>Equipment</b>	\$10,000
<b>Total</b>	<b>\$350,000</b>

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

Individual donor support (secured)	\$100,000
State of Maryland Bond Initiative	\$250,000
<b>Total</b>	<b>\$350,000</b>

<b>14. Project Schedule (Enter a date or one of the following in each box. N/A, TBD or Complete)</b>			
<b>Begin Design</b>	<b>Complete Design</b>	<b>Begin Construction</b>	<b>Complete Construction</b>
July 2026	March 2027	March 2027	September 2028
<b>15. Total Private Funds and Pledges Raised</b>	<b>16. Current Number of People Served Annually at Project Site</b>	<b>17. Number of People to be Served Annually After the Project is Complete</b>	
100000.00	500K+	500K+	
<b>18. Other State Capital Grants to Recipients in the Past 15 Years</b>			
<b>Legislative Session</b>	<b>Amount</b>	<b>Purpose</b>	
<b>19. Legal Name and Address of Grantee</b>		<b>Project Address (If Different)</b>	
C&O Canal Trust, Inc. 142 W Potomac Street Williamsport, MD 21795		C&O Canal National Historical Park - culverts 17 (MM 11.76), 18 (MM 12.26), and 21 (15.26) in Montgomery County	
<b>20. Legislative District in Which Project is Located</b>	16 - Montgomery County		
<b>21. Legal Status of Grantee (Please Check One)</b>			
<b>Local Govt.</b>	<b>For Profit</b>	<b>Non Profit</b>	<b>Federal</b>
[ ]	[ ]	[ X ]	[ ]
<b>22. Grantee Legal Representative</b>		<b>23. If Match Includes Real Property:</b>	
<b>Name:</b>	Lauren Riviello	<b>Has An Appraisal Been Done?</b>	Yes/No
<b>Phone:</b>	240-202-2625, x102		No
<b>Address:</b>		<b>If Yes, List Appraisal Dates and Value</b>	
142 W Potomac Street Williamsport, MD 21795			

<b>24. Impact of Project on Staffing and Operating Cost at Project Site</b>			
<b>Current # of Employees</b>	<b>Projected # of Employees</b>	<b>Current Operating Budget</b>	<b>Projected Operating Budget</b>
65	65	9580000.00	9580000.00
<b>25. Ownership of Property (Info Requested by Treasurer's Office for bond purposes)</b>			
<b>A. Will the grantee own or lease (pick one) the property to be improved?</b>			Own
<b>B. If owned, does the grantee plan to sell within 15 years?</b>			No
<b>C. Does the grantee intend to lease any portion of the property to others?</b>			No
<b>D. If property is owned by grantee any space is to be leased, provide the following:</b>			
<b>Lessee</b>	<b>Terms of Lease</b>	<b>Cost Covered by Lease</b>	<b>Square Footage Leased</b>
<b>E. If property is leased by grantee - Provide the following:</b>			
<b>Name of Leaser</b>	<b>Length of Lease</b>	<b>Options to Renew</b>	
<b>26. Building Square Footage:</b>			
<b>Current Space GSF</b>	N/A		
<b>Space to be Renovated GSF</b>	N/A		
<b>New GSF</b>	N/A		

**27. Year of Construction of Any Structures Proposed for Renovation, Restoration or Conversion**

Nearly 200 years old

**28. Comments**

The C&O Canal National Historical Park is a significant economic driver for Montgomery County and the surrounding region, attracting visitors who support local outfitters, restaurants, lodging, and small businesses. Investment in the repair of critical historic infrastructure - such as these culverts - helps ensure the park remains safe, accessible, and resilient for the millions of annual visitors who contribute to the local economy. Proactive stewardship of the canals resources protects this sustained economic benefit while avoiding more costly emergency repairs in the future.

**Current Operating Budget:**

The three historic culverts in Montgomery County are currently maintained by the National Park Service within the existing operating budget for the C&O Canal National Historical Park. Due to their deteriorated condition, the culverts require periodic monitoring, minor repairs, and risk-response planning, which places pressure on limited maintenance resources.

**Projected Operating Budget:**

Completion of the culvert repairs is not expected to require additional permanent staffing or an increase in the parks operating budget. The project will restore the structures to a state of good repair, allowing them to be maintained within routine NPS asset management cycles.

**Impact on Staffing:**

The project will support temporary construction and historic preservation jobs during the repair period; however, no new permanent positions are required for ongoing operations. The repaired culverts will be monitored and maintained by existing NPS maintenance and resource management staff as part of standard operations.

**Cost Efficiency / Avoided Costs:**

By addressing deferred maintenance and stabilizing the culverts now, the project is expected to:

- Reduce the need for emergency repairs and reactive maintenance
- Lower long-term lifecycle maintenance costs
- Decrease risk of towpath washouts, flooding, or resource damage
- Improve operational efficiency for park maintenance staff

Overall, the project represents a one-time capital investment that helps control future operating costs and protects critical park infrastructure, visitor access, and safety. The project will not create a new ongoing operational burden and is expected to reduce future maintenance risk and costs by bringing critical historic infrastructure into a state of good repair.

The C&O Canal Trust will not incur additional ongoing staffing or operating costs as a result of this project. The Trusts role is limited to providing project funding and support, and the culvert repairs do not create new long-term budgetary or personnel obligations for the organization.