

AGENDA
COMMISSIONERS OF POOLESVILLE
January 20, 2026
19721 BEALL STREET
7:00 PM

*To join the meeting, go to Youtube.com. Search "Pooleville"
Click the "Filter" Icon and Click "Today"
The Town Commission Meeting will be visible.
A link is also on the Town Webpage*

The meeting starts at 7 PM. You will only be able to see the meeting once it starts.

1. **Call To Order**
2. **Pledge Of Allegiance**
3. **Commissioner Announcements/Committee Reports**

Jim Brown

Bryan Bupp - Planning Commission

Ed Reed - Fair Access and Sustainable Pooleville

Sarah Paksima - Fair Access

Alan Hobbs - Parks, Recreation and Streets

4. **Public Comment**
5. **Approval Of Minutes**

5.I. Minutes Of January 5, 2026

6. **New Business**

6.I. FY2027 Community Events Budget

Documents:

[2026 COMMUNITY EVENTS BUDGET REQUEST \(1\).PDF](#)

6.II. FY2027 Pooleville Day Budget Request

6.III. FY2027 Fair Access Committee Budget Request

Documents:

[FY 2027 BUDGET FOR FAIR ACCESS COMMITTEE - FINAL.PDF](#)
[PVL_FAC_FOV2025_YEAR IN REVIEW.PDF](#)

7. **Old Business**
8. **Town Manager's Report**

8.I. Annual Water/Wastewater Capacity Reports

Documents:

9. **Adjournment**

**Public Testimony is Limited to Three Minutes
This is a tentative agenda subject to change.**

FY 2027 Community Events Budget Request

Holiday Lighting Ceremony	\$21,000.00
Holiday Lighting Contest	\$ 1,000.00
SpringFest	\$ 11,000.00
Scarecrow Contest	\$ 1,000.00
Rocktoberfest	\$ 10,000.00
Big Flea	\$ 2,500.00
Friday on the Commons	<u>\$33,500.00</u>
Total	\$80,000.00

2026 budget was \$80,000 – no increase requested for overall budget.

Emergency Equipment Fund of \$7,000 for 2026 is not needed for 2027. Remaining balance \$4,108.00

Holiday Lighting – Requesting increase from \$18,000 to \$21,000. The overall cost of two trains, inflatables and skating rink continue to increase each year as well as the fee for the sound engineer and Santa. Last year due to the growth of the WUMCO Basket Auction, it was necessary to move the auction outside to a tent and tent/heater rental increased the overall expenses for the Holiday Lighting Ceremony. This year we knew that we would need another heated tent for attendees to warm up but instead of just making it a spot to warm up, we decided to have a Holiday market inside the tent. The Holiday market was a huge hit along with the WUMCO basket tent and the plan for this upcoming year is to continue to grow the market. This would mean that a slightly larger tent would need to be rented.

Scarecrow Contest – No increase for 2027. The funds are needed for lighting, equipment and prizes for the contest.

Friday on the Commons – \$1,000 increase from the previous year, asking for \$33,500 for the 2027 budget. The \$1,000 will cover an additional movie night on the Commons.

RocktoberFest - Requesting an additional \$2,000 to cover the continued cost increase of tent rentals, bands, inflatables and games. New drinkware will need to be purchased for RocktoberFest event.

SpringFest – Requesting increase from \$10,000 to \$11,000 to help cover the rising cost of rentals. This year SpringFest sponsorship remained the same, however, sales were down again for the second year in a row due to weather. The crowd was large but two severe storms coming through during the event sent many attendees back home. We continue to have the need for multiple tents and tent sides for such weather occurrences. The average cost of these tents/sides is \$2,500 to \$3,000 each.

Recap of 2025:

SpringFest - started out with a huge crowd, but we were graced with 3 fast moving storms during the event that sent many attendees back home and the bands were unable to perform. All inflatables were down for at least half of the event and there was damage to some town pop-up tents.

Friday on the Commons – overall a successful summer and the number of attendees at each event increased this year. The committee decided to spread the events out a bit more and to not have events during times that are notorious for vacations by town residents.

RocktoberFest – successful event, large crowd and beautiful October weather

Holiday Lighting – largest crowd that we have seen, Holiday market was a huge success and WUMCO Basket Auction raised \$3,200.00

Update of ongoing for 2026:

The plan for 2026 is to have 12 or more events throughout the year (not including Poolesville Day) and they are as follows:

SpringFest

8 Friday on the Commons events (including 2 children-based events/movie nights, The Big Flea, possible Bingo event in coordination with UMVFD)

RocktoberFest

Scarecrows

Holiday Lighting

New Annual Sponsorship Program – creating a new program for local businesses to sponsor all Town events for the entire year (except for Poolesville Day). My hope is to streamline the sponsorship requests that go out each year from the various town event committees.

Red, White & Brews is our first Friday on the Commons event of the season and it takes place in June. In honor of the 250th anniversary, the FOC committee is working on adding some additional patriotic elements to this event.

I am working with Story Tapestries to have 2 performers come in for the special children's events on the Commons this year. These two events will also include Village EDU, a new zoo-to-you group that incorporates animals, education and fun.

I want to work with Sustainable Poolesville this year to create an event (previously the Big Flea) that incorporates more vendors/organizations offering sustainable products or services to the community.



Fair Access Committee for the Western County FY 2027 Budget Proposal

Overview

This budget proposal requests a total of **\$95,000** for the work of the Fair Access Committee. This is the same as the budget we have requested for the past three years. We need these resources for the reasons outlined below.

Supporting Rationale – County Investments in Our Area

Looking back, Fair Access started in 2018 with a budget of **\$80,000**. If you consider the return on investment as an indicator of impact, just using the high school modernization as the example, the committee has been able to return to the community **\$240 for every dollar spent over the last eight years**. This does not even account for other major accomplishments that have helped our community such as:

- **\$230,000** included in the annual county budget to support WUMCO's health care programs;
- **\$15 million** (and likely much more when it is all said and done) for future spending on construction of the new community center. This does not include **future operating budget spending for staff, programs, and services in the center**, nor **health care improvements that will benefit our community** annually as the new clinic within the center becomes operational; and
- **\$3 million** reserved in the state and county budgets to support a White's Ferry solution (the money would likely be used to support a solution to the landing problem)
- **Hundreds of thousands of dollars** in bond bills for the Arts and Performing Arts Center (we were a partner with the Town and Riverworks to get this money)

Supporting Rationale – Budget Challenges and Increasing Competition in the Policy and Political Process

- The coming year will likely be among those intense in terms of budget resources in recent memory. The fight for dollars will be stiffer than ever before, and we need to remain heavily engaged to get our messages across. We can't afford to lower our profile.
- Our success in the policy and political process has spawned efforts to mimic our model of engagement. We know that in Damascus and Clarksburg, among other areas, advocacy groups are forming and growing to increase the visibility of the issues affecting

their communities. We understand this but it means we cannot afford to let down our guard. It will only get harder to make our voice heard. This not only means we need to continue the many activities we have pursued in the past, we need to “up our game” by participating in new ways, particularly via social media like Instagram. While many leaders are older and not as engaged with such media, their younger staff often are.

- The coming year, while daunting for the reasons just mentioned, also contains opportunities, including the fact that it is an election year. Those running for office want to know our issues and if we engage them now as they running for office, once they win their election, we will already have a step up on others because we were talking to them when they were candidates.
- This coming year, if we are successful in our two major projects – Community Center and Pool Bubble – will require us to begin to lay the groundwork for a relatively new phase in our work – pushing for staffing and budget resources to manage and operate the new facilities. This is new territory for us, and it will require lots of work for us to come up with the rationale, framework and messaging. **We also need to help the community groups we support – such as WUMCO and Poolesville Seniors – to ensure they are supported by the County to provide the services and programs our residents need in our area that are not offered by the County as they are in other areas.**

Supporting Rationale – Other County Policy Changes Helping Our Residents

We also had a number of significant accomplishments beyond those we have been pushing in the past. At our annual Poolesville Day Breakfast, we sponsored a panel on inequities in our area. Among the inequities we highlighted that we are continuing to push are the following:

Improving Public Transportation

For example, the bus transportation system for our area (Ride On Bus 76), provides wonderful service to for our students who attend Poolesville High School and we need that service to remain. But it is abysmal in providing service to those who need to get to doctors down county or grocery shopping for example.

We proposed a novel solution we call “reverse Flex” which would use an existing County model designed for down county communities and revise it to fit the Western County. It would provide for a virtually “on call” service to pick people up from throughout the Western County and drop them off in Poolesville so they could get on Bus 76 and get to needed appointments down county.

We also proposed significant improvements in the routes for Bus 76 that would take buses by the many doctors and specialists who are located along Route 118 and Shady Grove Road. The Ride On office has largely accepted our proposals and while funding has not yet been identified, we have already taken a major first step in improving our very poor bus service so it really serves the needs of all of our citizens.

We are seeing quite a bit of evidence that the county is seriously considering our proposal.

Summer School Lunches

At our annual Poolesville Day Breakfast, we sponsored a panel on inequities in our area. One of the issues we highlighted was the lack of a local site for parents to come in the summer to get free lunches for their kids. The county has dozens of such locations elsewhere but the closest one for our area is in Clarksburg. Since parents have to stay with their kids at the location where the lunches are provided, simply can't easily break away from work to do so. We are pushing along with WUMCO to get the County to establish a location for summer lunches in our area.

Turf Field for the High School

While the Commissioners have been in the lead on this issue, we have supported their work by testifying before the Board of Education and using our relationships to set up briefings and answer questions with key leaders at the BOE.

Key Objectives for FY2027

The budget lays out what the committee's main tasks will be for the coming Fiscal Year. **Our primary objectives this year are:**

1. **Ensure that construction of a new community center with clinic space is moved up to begin this coming year;**
2. **Ensure funding is included in both the capital budget and the operating budget for the county to get the pool bubble installed and operational no later than 18 months from now;**
3. **Continue the push to end the White's Ferry impasse;**
4. **Ensure the \$230,000 line item in the county's budget for WUMCO's health care programs remains as a line item in HHS's budget.**

We may need to shift focus as the year goes forward and as developments occur in the council and in other policy-making bodies we influence. This happened in 2024 as White's Ferry once again emerged and grew in prominence and it happened in the fall of 2023 as we partnered with Delegate Lily Qi and a number of Council members to focus on a white paper and conference about the "hub and spoke" economy of the Western County. That is the nature of the policy process, but our committee will, as always, keep the Commission informed of new developments and of needed changes in budget priorities to reflect any proposed or new initiatives.

Keys to Success

Among the keys to the success of the Committee have been:

1. **Community engagement and continually being a presence in major county and state policy and budget activities.** We have gotten notice and influence by regularly participating in the policy process with thoughtful input and testimony.
2. **We also have established a reputation and have gotten support on key issues like Whites Ferry due to our continuing presence on social media and in the general media. As you can see in our attached summary report, the amount of press we generated on Whites Ferry and many other issues is significant given our small town.** We are engaging more and more on social media which is important to council staff in particular. Our partnership with Fovndry is fundamental to our success with the media and on social media. We are doing a great deal more on Instagram and TikTok including nine 30 second videos that we are now distributing highlighting our key priorities and the inequities we are facing.
3. **We generate policy papers and reports that are influential because we take the time to do the research and get the facts that can help shape the debate.** Our launch in 2018 was followed shortly by the release of a major white paper that explained why the Western County is different from the rest of the county and how this has resulted in inequitable treatment by both the county and the state with regard to our community. We also made the case for rebuilding and modernize our “oldest in the county” high school. We coupled that proposal with a proposal for a co-located community center which also explained why the community needed such a center. This paper was well received and got lots of media attention. After three more years of fighting in the budget and policy process we were able to secure funding for the new high school. While the committee alone can certainly not take all of the credit for this result - especially since we rely so heavily on the community to back us up with contacts and emails when we need to convince the Council in particular to act - the reality is the community have been trying for almost 30 years both to protect the high school and keep it from being closed and get it modernized. With the support of the community and the commissioners, the committee was able to get the funding for the high school secured in just over three years.
4. **We have heard over and over again from policy leaders that they appreciate the fact that we provide well supported and rational arguments for our positions and don't just complain but also come up with solutions that make sense, are efficient and effective and fit our area.**
5. **In terms of influencing the political process, it's also important to point out that when we started, we only had to influence nine members of the Council. Now we have eleven members that we have to work with, so it makes the job more complex than it was.** Six new members of the Council were elected two years ago and other than Marilyn Balcombe, we did not know any of them well. We have spent a lot of time

getting to know them and they us. It is fair to say we have solid relationships with virtually all of the Council and the County Executive and his staff.

6. **We are using the coming year – an election year – as an opportunity to again connect early with candidates, some of whom will be elected officials by November.** We are doing this by sponsoring debates in March and April of this for At Large candidates and County Executive candidates.
7. **We must importantly also continue to engage the Western County community in promoting the needs of our area** by effective communication, supporting informative events, outreach to local community groups and most importantly listening,

Budget Programs – Total Expenditure Proposed \$95,000

- **Political Outreach Programs**
 - ***Poolsville Day Breakfast and Booth Support*** – Funds to purchase reserve space, cater the event, print signs, prepare printed signs/literature, award “Champion of the Western County - **\$15,000**
 - **\$6,000** - Catering
 - **\$6,000** - Video and Media Editing and Production
 - **\$3,000** - Purchase of Awards, Give Aways, and Video Recording/Editing
 - ***Muster Email Outreach Program*** – Funds to continue supporting the Muster Email program which enhances the political impact of residents from our area and strengthens our voice with political leaders - **\$4,000**
 - ***Annual Holiday Social*** - **\$2,500**
- **Ongoing Media/Communications Support - Fovndry Consulting Contract**
 - Monthly meeting attendance and minutes support, drafting and posting monthly social media content development, ongoing news media writing and outreach and interview/story coordination and placement on current topics, paid media placement coordination (digital-Facebook, Plenty magazine and social media such as Instagram and Tik Tok), Muster email campaign content writing and support, strategic communication counsel/idea sharing, media monitoring (billed by the hour) - **\$66,000**
 - Website support, digital and marketing/graphic design/printing projects (as needed) – billed by the hour - **\$7,500** (does not include out of pocket costs)

**Annual Media/Activity Report – Fair Access Committee
January, 2025 to December, 2025**

Testimony

Testimony Before County Council Supporting Community Center and Clinic, Arts, Covered Swimming Pool

- Link Hoewing, February, 2024
- Ethan Lee, Poolesville Swim Team

Testimony Before County Council Supporting WUMCO Health Care Funding and Clinic in Community Center

- Link Hoewing, April, 2024
- Maria Briancon, Poolesville Seniors
- Melissa Widenhofer, WUMCO

Presentation Supporting Fair Access Initiatives, particularly White’s Ferry and Community Center Before UpCounty Advisory Committee

- Link Hoewing, Jim Brown, November, 2025

Appearance/Questions from Jim Brown/Link Hoewing About Community Center/Pool Bubble at Listening Session Sponsored by Marc Elrich

- Jim Brown, Link Hoewing, November, 2025

Board of Education Testimony, October, 2025

- Link Hoewing, Turf Field
- Alan Hobbs, Town Commission

Muster Email Campaigns

February, 2025, 300 emails to Council

April, 2025, 230 emails to Council

Letters to Key Leaders

Letter to Marc Elrich, August, 2025, Key Budget Issues for Fair Access

Letter to Council/County Executive, January, 2025, Budget Priorities for Fair Access

Letter to County Council and County Executive Reemphasizing Our Priorities and Expressing Disappointment in Council Votes Without Our Priorities, May, 2025

Meetings with Key Leaders

Meeting with County Andrew Friedson, President of County County, Breakfast, July, 2024

Meeting with Gabe Albornoz, New Parks Director, to Discuss Pool Bubble – November, 2025

Ongoing contacts with all members of Council on a regular basis to keep them up to date on Fair Access Committee concerns. Conservatively estimating that we have contacted all Council members at least 20 times and shared updates on Friday on the Commons Events, Press statements such as on Whites Ferry, media coverage of events, invitations, letters sent to officials. Also, along with various Commissioners, have attended political events for Friedson, Sayles, Glass, Luedtke, Ashman, and others.

Events

Poolesville Day Breakfast, September, 2025 with 90 Attendees

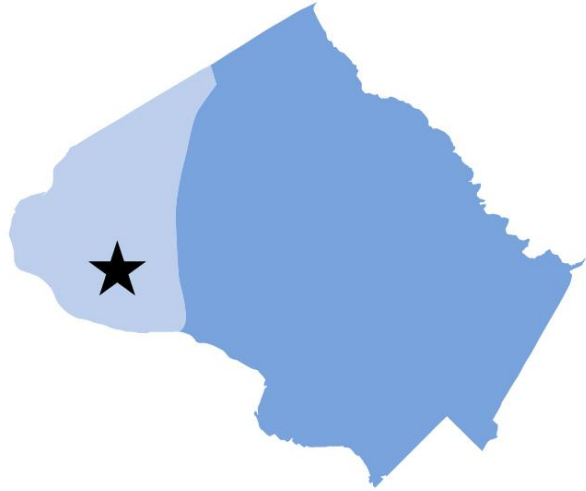
Holiday Event at Locals, December, 2025 with 50 Guests

Rosenwald School Event, November, 2025, in cooperation with HMD, Town of Poolesville, Montgomery County – 100 Attendees with County Executive

Whites Ferry Rally, December 30, 2025 – 100 Attendees, Several County Leaders

Media and Social Media

See Link to Slides Prepared by Fovndry



FAIR ACCESS

FOR WESTERN MONTGOMERY COUNTY

2025 Awareness of Priority Community Issues

Media Coverage - Overview

Media Outlets Covering the Fair Access Committee 2025 Issues & Events:

- The Banner - Montgomery
- FOX5 DC
- Loudoun Now
- Montgomery Perspective
- The MoCo Show
- MyMCMedia
- The Washington Times
- WRC - NBC 4
- WTOP
- WUSA-TV 9

Whites Ferry Contributed Editorial



MONTGOMERY
PERSPECTIVE



Hatfields and McCoys: The Sorry White's Ferry Saga

December 27, 2024 — 4 min read

Guest column by Link Hoewing and Jim Brown.

Four years ago, on December 28th, 2020, White's Ferry – which had operated almost without fail since the 1780's – stopped running. Finger pointing and excuses have been the only consistent feature of this sorry, inexcusable saga and we are beyond tired of it. Getting the boat running again is critical but too many of the actors involved in the dispute seem to lack a sense of urgency.

Poolesville is in the heart of Montgomery County's Agricultural Reserve, a 93,000-acre area of farms, parks and hiking trails, historic sites, and hundreds of small, often family-owned businesses protected by law from development. The "main street" for the Town and nearby areas is Whites Ferry Road which connects Route 28 and points south to Poolesville, ending at the Ferry.

The full story is [online](#).

Whites Ferry Contributed Editorial



Until 1962 when the American Legion Bridge opened, there were no bridges anywhere along the Montgomery County segment of the Potomac River. Ferries are a part of our history and culture. White's Ferry was the last operating Ferry and is a "living history" example of our past and the rural legacy that remains on both the Montgomery County and Loudoun County sides of the River. The Ferry carried 700 cars a day and more on weekends back and forth across the river, and is a vital commuting and tourist link for our area. It is an important part of the transportation network of the DMV.

The Ferry's abrupt closure after a legal dispute resulted almost immediately in a drop in traffic at some Poolesville area businesses of almost 20 percent. Poolesville and surrounding areas are ten or more miles from most major shopping areas, doctors' offices and government services and facilities like community centers. The Ferry is a convenient means of getting around our rural area and going to places like Dulles Airport, Leesburg and Northern Virginia.

Since its closure, some 10 million extra miles have likely been driven as people are forced to go almost half an hour or more up to Point of Rocks in Frederick County and back down to Leesburg and beyond. The costs in added pollution, fuel and lost family time are incalculable.

Studies sponsored by Montgomery and Loudoun counties show the Ferry could spur up to \$24 million in economic activity over several years once it starts back up. The Ferry not only provides a convenient commuter route, it also connects to nearby attractions like the C & O Canal which studies show generates tens of millions of dollars in tourist traffic annually for Loudoun and Montgomery counties.

With all this at stake, why didn't respected, successful businesspeople like Chuck Kuhn, the Ferry owner, and Libby Devlin and Peter Brown, co-owners of the Ferry landing, quickly negotiate a new contract back in December, 2020?

Whites Ferry Contributed Editorial



Kuhn built one of the nation’s biggest moving companies and you don’t achieve that kind of success without negotiating many business agreements. Devlin has managed a large estate and farm and her brother, Peter Brown, is an extremely successful and wealthy venture capitalist. At his level, negotiating contracts is a way of life.

Here is our view of the situation.

The governments involved, in both Virginia and Maryland, have treated this as a private legal dispute between two parties. This has allowed the two private parties to remain at the center of the process, with the public interest as hostage. This has never been a simple private dispute because the ferry is a public service. Government agencies should long ago have taken a strong role, using all the tools at their disposal, to get an agreement. While we never said that it was the only or preferred solution, this should have meant keeping eminent domain and condemnation on the table to spur action.

The charter that the State of Maryland granted to the ferry operator back in the 1780s is instructive. The law says that a county can “grant a license to any inhabitant of a county” to keep a “public” ferry. It further says that if an owner stops offering services, the county will step in and find a new owner and the ferry’s buildings and land would become public property. The fact that state law says a ferry operator has to have a charter suggests Maryland could have a lot of influence.

To its credit, Montgomery County has tried to facilitate negotiations. Both private parties have often said they care about the public interest, but their actions and conflicting comments and statements seem focused on shifting blame to the other guy. In the end, many politicians and the private markets miserably failed the public.

Whites Ferry Contributed Editorial



The Fair Access Committee for the Western County, working with all parties, has consistently been told to respect the process. Respect long ago turned into neglect. A simple contract dispute has disrupted life, our local economy, and an important part of our history and culture.

This is the season of miracles and despite our frustration, perhaps the holiday spirit will inspire the parties to finally put aside their differences and resolve the dispute. If they don't do so very soon, government must move with a sense of urgency and firmly use all of its authority and leadership to put an end to this disgraceful situation so it never happens again.

Jim Brown is the President of the Town Commissioners of Poolesville, Maryland, a municipality since 1867 that serves as the unofficial seat of Montgomery County's Agricultural Reserve. Brown has been a Town Commissioner since 2007 and co-founded the Fair Access Committee for Western Montgomery County in 2019.

Link Hoewing is the Chair of the Fair Access Committee of Montgomery County, Maryland. The Committee advocates for fair access to services and facilities in Western Montgomery County, which is situated in the protected agricultural reserve. Hoewing is a former Town of Poolesville Commissioner and a long-time community activist.

Whites Ferry 4 Year Closure



▶ Neighborhoods ▶ Transportation | December 24, 2024 | Fran Murphy

4 Years and Counting: The White's Ferry Saga Continues

The end of December marks the 4th year since White's Ferry stopped crossing the Potomac. A breakdown in the Ferry's mechanics was the trigger, but an ongoing dispute between two private parties about the Ferry's Loudoun County landing was the cause. The outcome disrupted the lives of many Upcounty residents. MCM talked with [two local leaders about the years long impasse](#) between the current ferry owner, Chuck Kuhn, and the Virginia landowner, Rockland Farms.


For more on this story, watch White's Ferry: 4 Years & Counting.




The full story is [online](#).

FAC Statement of Thanks to MCEDC Leader

Fair Access for Western Montgomery County's Post

 Fair Access for Western Montgomery County is with Town of Poolesville and 6 others. ...

Published by Laura Van Eperen · January 14, 2025 · 

January 2025

Statement regarding stepping down of
Bill Tompkins, MCEDC president and CEO

Poolesville, Md. - The Fair Access Committee of Montgomery County, Md. has learned Bill Tompkins, president and CEO of the Montgomery County Economic Development Corporation (@MCEDC), is stepping down from his role at the end of his three-year term in August of 2025 and is sharing a message of thanks for his dedication to Western Montgomery County, Maryland.

"Bill has been an attentive and considerate partner of Western Montgomery County and the needs of our business owners and residents," said Link Hoewing, Chairman of the Fair Access Committee. "He participated in the Fair Access Committee's 2023 Economic Summit and has remained a steady partner with us on many fronts. We look forward to continuing to work with him in whatever new role he takes on."

"The Town of Poolesville owes Bill a debt of gratitude for his hard work on the MCEDC on behalf of our town, as well as other municipalities across the County. His interest in our community will continue to pay dividends long after he leaves MCEDC," added Jim Brown, president of the Poolesville Town Commission.

Western Montgomery County, Maryland is situated in the County's Agricultural Reserve, which was created in 1980, and encompasses and protects 93,000 acres of farm land and rural space. According to Wikipedia, "the farmland protection program has been characterized as "the most famous, most studied and most emulated" program of its kind in the United States."

###

About Fair Access Committee

The Fair Access Committee is composed of Western Montgomery County, Md. residents who represent the interests of students, parents, senior citizens, farmers, and non-profit organizations. The volunteer Committee serves to engage Montgomery County and State officials to promote fair access to facilities and services provided elsewhere in the County. For more information on Fair Access for Western Montgomery County, visit www.poolesvillemd.gov/fairaccess.

Whites Ferry Negotiations



'Last attempt': Montgomery County makes \$3M bid to break stalemate over White's Ferry service

April 11, and updated on April 14, 2025

Kate Ryan | kryan@wtop.com
April 14, 2025, 5:00 PM



The ferry that ran between Montgomery County in Maryland and Loudoun County in Virginia used to carry anywhere from 600 to 800 vehicles a day across the Potomac River.

On the weekends, the vehicles that use White's Ferry could grow to as many as 1,000 vehicles. But that stopped in December 2020, when the owner of the ferry and the property owner on the Virginia side couldn't come to an agreement over landing rights.

Now, Montgomery County Executive Marc Elrich has contacted both parties to offer this: \$3 million as a financial incentive to get the ferry running again.

The full story is [online](#).

Whites Ferry Negotiations



It's not the first time outside entities have tried to get Libby Devlin, of Rockland Farm LLC in Virginia, and Chuck Kuhn, of Potomac Crossing LLC, to come together to reopen the ferry.

But Link Hoewing, chair of the Fair Access Committee for the Western County in Poolesville, Maryland, told WTOP, "This is the most generous by a long shot that the county has offered," and for that reason, he's hopeful that will "make a difference" in kick-starting fresh discussions about the future of the ferry.

After receiving the letter, Devlin sent the following statement to WTOP, "Rockland Farm is grateful to the town of Poolesville and the State of Maryland for coming forth with this incentive to restart ferry services. We also thank Montgomery County for facilitating this arrangement and for their offer of continued assistance to resolve the matter. The Rockland owners will continue discussions with the Maryland owners in good faith to reach a fair agreement which gets a ferry running as soon as possible."

"I implore you to look past the fraught history of this disagreement and take action to restore this vital service," [Elrich wrote in a letter](#) to Kuhn and Devlin.

The current owners of the ferry, JK Land Holdings, responded to Elrich's letter, saying the company was "surprised and disappointed" that Montgomery County had not accepted its prior offer to donate the White's Ferry business operation and equipment to the county. That [offer was made](#) last April.

The company said its donation offer had been accepted verbally.

Whites Ferry Negotiations



“In terms of the county executive’s unexpected and unsolicited \$3 million proposal, JKLH has never asked for or expected any funds from the taxpayers of Montgomery County,” JK Land Holdings wrote in a statement to WTOP. According to the statement, the company is reviewing the proposal and is in contact with Montgomery County and Loudoun County officials and Rockland Farm. “Despite this major setback, JKLH remains committed to finding a resolution that will get the crossing open as soon as possible, but the hurdles are now much higher, as zoning regulations on the Virginia side have recently changed,” JK Land Holdings wrote.

Hoewing said he does think people, especially on the Poolesville side where White’s Ferry is, appreciated the convenience of the ferry, which cut the travel time for people heading to Dulles International Airport or job sites in Loudoun County. But he added, the area on both sides of the Potomac River has characteristics that residents and visitors alike enjoy. Hoewing said the ferry was not only popular with commuters, but it provided a big draw to Poolesville and surrounding areas on the weekends and holidays. “People come over to visit the C&O Canal, Sugarloaf Mountain” on the Montgomery County side, and head to Loudoun County for the breweries and wineries. “It’s also culturally and historically important to our area,” Hoewing added.

The \$3 million offer comes from \$1.5 million approved by the Maryland General Assembly in the fiscal 2026 budget, and \$1.5 million from a [Montgomery County capital improvement amendment](#).

There are some potential hiccups: Zoning regulations that had allowed for the ferry operations in the past have expired, and would likely have to be modified to accommodate operations moving forward. And in his letter to Devlin and Kuhn, Elrich admitted the county has no authority or jurisdiction to require an agreement between the two parties, just that he hoped a solution could be found. Elrich concluded his letter by stating that the county’s Department of Transportation would be available to provide technical assistance on the plans until July 1, 2026, and that, “This will be Montgomery County’s last attempt at trying to resolve your disagreements and restart White’s Ferry.”

Whites Ferry Negotiations



MONTGOMERY
PERSPECTIVE



Last Chance: \$3 Million Subsidy Offered to Restart White's Ferry

April 11, 2025 — 5 min read

By Adam Pagnucco.

County Executive Marc Elrich has announced that the State of Maryland, Montgomery County and the Town of Poolesville are offering a \$3 million incentive to the warring parties who own White's Ferry and the ferry's landing site in Virginia to restart ferry service. The ferry has been closed for more than four years due to a dispute between the parties over landing rights in Virginia. The closure has damaged the economy of western MoCo and caused significant transportation dislocation for commuters.

Elrich is calling this a "final measure." Delegate David Fraser-Hidalgo, who has worked for years to reopen the ferry, says that if the subsidy does not work "we will walk away knowing we did all we could." According to Fraser-Hidalgo, the parties must reach an agreement by July 1, 2026 to get the funding.

The county's press release is reprinted below.

Whites Ferry Negotiations

WUSA9

More money on the table to reopen historic White's Ferry

The ferry has been closed since 2020. It is the only transportation link between Maryland and Virginia on that section of the Potomac River.

April 15-16, 2025



The full story is [online](#).

Whites Ferry Negotiations



“This will be Montgomery County’s last attempt at trying to resolve your disagreements and restart White’s Ferry,” Elrich wrote in the letter.

The \$3 million includes \$1.5 million in state aid, recommended by Governor Wes Moore and approved by the Maryland General Assembly, matched by \$1.5 million in funds from Montgomery County and the Town of Poolesville.

The offer comes after years of stalled negotiations and mounting frustration from residents in Poolesville, Maryland, and Leesburg, Virginia, two communities that had been connected by White’s Ferry for more than two centuries before its abrupt closure in December 2020.

“The demise of the White’s Ferry was not caused by natural disaster, lack of patronage, or some other external factor,” Elrich wrote. “Rather, the ferry stopped due to litigation and the inability of two private parties to work in good faith to establish a reasonable business arrangement so that this vital service could be sustained.”

White’s Ferry closed after a Loudoun County judge ruled that the Virginia landing was private property, sparking a legal and logistical standoff between Kuhn and Devlin. Though Kuhn purchased the ferry with hopes of reviving service, talks with Devlin over access rights and compensation have failed to produce a workable deal.

“Each of you has engaged with us to work toward a resolution; however, none of the potential deals we proposed were sufficient to restart the ferry,” Elrich wrote.

Under the new proposal, Kuhn and Devlin must reach a binding agreement and notify the county by July 1, 2026, in order to receive the funds. The money can be used for property rights, equipment purchases, or other capital investments needed to restore service—but mandates the ferry service be brought back.

“Achieving a working agreement together will generate a result greater than what either of you could accomplish alone, but it will take compromise on both sides to make it successful,” Elrich wrote.

Whites Ferry Negotiations



The offer comes on the heels of growing public calls for [government intervention](#). In December of 2023, on the three-year anniversary of the ferry's shutdown, the Fair Access Committee for Western Montgomery County issued a statement saying, "This situation can only be resolved by government stepping in, leading and taking charge."

The committee described White's Ferry as "a vital aspect of our community, history, and culture," and said it "would dearly like to see it running again."

Despite several proposals over the years, including the donation of ferry equipment by Kuhn and frameworks for compensating Rockland Farm, zoning regulations, rising costs, and jurisdictional limits have slowed progress.

Elrich made it clear that the county is now stepping back from playing middleman: "Given our limited resources and lack of authority to act beyond our boundaries, nothing more is to be gained by Montgomery County pursuing a resolution with each of you independently."

Instead, the message is simple: come together, strike a deal or lose out on the final shot to bring White's Ferry back to life.

Fair Access Initiatives: Tours, Testimony

February 2025



We continue our learning of Montgome...
February 28, 2025



County Council President Kate...
February 13, 2025



Grateful to County Councilmember Kate...
February 13, 2025

FACEBOOK



Fair Access for Western Montgomery County ...
February 13, 2025



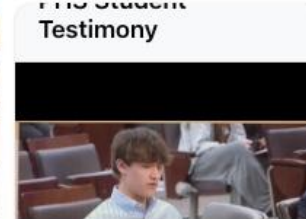
County Council President Kate Stewar...
February 13, 2025



We are so grateful to County Councilmemb...
February 13, 2025



Congrats to the Poolesville Area...
February 7, 2025



Poolesville HS student, Ethan Lee advocates...
February 6, 2025



FAC CIP Testimony
Fair Access Chair Link Hoewing testifies...
February 6, 2025

Fair Access Initiatives: Testimony, Ferry Offer Statement

April 2025



Our Chairman, Link
Hoewing, recently...
April 15, 2025



Today's offer by
Montgomery County t...
April 11, 2025

Budget hearing



Fair Access testimony
April 7, 2025

Montgomery County Issued News Release on Poolesville Day 2025



Montgomery County, MD
Government

https://www2.montgomerycountymd.gov/mcgportalapps/Press_Detail.aspx?Item_ID=47622

Poolesville Day 2025 Returns Saturday, Sept. 20, With Full Day Community Celebration Honoring Longtime Community Resident and Volunteer Brenda Murtha

For Immediate Release: Wednesday, September 17, 2025

The Town of Poolesville is gearing up for the return of its annual Poolesville Day Festival on Saturday, Sept. 20. This beloved town tradition, celebrating everything special about Poolesville and bringing the community together for more than 25 years, is the municipality's largest community event, attracting over 12,000 visitors to the historic downtown commons, located at 19701 Fisher Ave. in Poolesville.

Poolesville Day 2025 is a one-day, free event from 8 a.m.— 4 p.m. offering food and fun for everyone. Organized by the Poolesville Day Committee, the festival is made possible by the hard work and dedication of local resident volunteers.

This year, the Poolesville Day Committee is proud to share that Brenda Murtha is the grand marshal for the annual parade. Murtha has been a Poolesville resident for over 50 years and has been recognized for going "above and beyond" in service to the Poolesville area community. Her long-standing commitment to the community, especially to its youth, was a major reason for her selection.

"I laughed and said, 'Are you serious?'," said Murtha "I am really humbled. There are so many people in Town who do so much."

Murtha has been deeply involved with the Girl Scouts, leading troops, establishing Camp Sunshine, and influencing activities statewide. She has also been very active at St. Mary's Church and has volunteered at the local thrift store for decades.

"Brenda's impact on the youth of our community and beyond is evident, especially the many ways she has been involved in helping mentor, lead, and nurture young people," said Laura Van Eperen, an organizer for Poolesville Day. "With so many young people facing difficulties in our society and in many cases struggling, Brenda's long-standing commitment to her community, especially to the youth, was a major reason she was selected to be grand marshal."

Poolesville Day activities include:

- 5k Charity Run/Walk at 8 a.m., sponsored by the Poolesville Area Chamber of Commerce and Monocacy Lions Club.
- The Historic Poolesville Day Parade will then take place from 10 — 11 a.m. along Fisher Avenue, starting at Poolesville Elementary School and ending at West Willard Road.
- Children's activities like mechanical rides, a moon bounce, train and pony rides, animal exhibits, and the chance to hop on tractors and farming equipment.
- Falcon Lane, offering fun for ages 8 and older, featuring the nationally ranked Poolesville High School.
- Arts and craft vendors and other exhibitors.
- Food and beverages from award-winning vendors and food trucks, offering local foods, desserts, and products made in Western Montgomery County.
- Live musical performances and live music throughout the day.
- Live Ag Reserve Demonstrations, where visitors can meet farmers who grow local produce.
- An Electric Vehicle Car Show, offering opportunities to test drive EVs and listen to timely discussions by Poolesville Green.
- WUMCO's Health Fair, providing health screenings and medical information.

A special thanks is extended to the 2025 Poolesville Day sponsors for their vital support. For more information, including an online map for visitor parking, vendors, music, and other details to plan your day, please visit poolesvilleyday.com or call (301) 428-8927.

Poolesville Day 2025 VIP Breakfast



Ahead of Poolesville Day, locals have a to-do list for county leaders

Ginny Bixby 9/18/2025 5:30 a.m. EDT 1 Comments



Residents in western Montgomery County are preparing for Poolesville Day, a day of family activities and events — and an opportunity to lobby county officials for more services. (Zuri Berry/The Banner)

Family fun and old-fashioned lobbying collide at annual festival

Poolesville Town Commission President Jim Brown says political advocacy in Montgomery County's western corner may look a little different than it does in more populous areas.

Sept. 19, 2025

“We don’t storm the field with signs and yelling and T-shirts,” Brown said. “We actually just talk to people.”

The town’s annual [Poolesville Day](#), which Brown says embodies those values, will take place Saturday, with a full slate of bands, dance groups, food vendors and activities for kids. But many also come to rub elbows with county and state officials who could send some sought-after dollars toward the Upcounty.

“Our Poolesville Day breakfast is one of the biggest political events in the county for the entire election year,” said Brown, who founded the Fair Access Committee, which lobbies for Poolesville and the western part of the county. “Essentially every single political person is going to be at our breakfast.”

<https://www.thebanner.com/politics-power/local-government/poolesville-day-montgomery-county-services-3ISGNZB5WBBXJEOZMB5JKHSXGQ/>

Poolesville Day 2025 VIP Breakfast



Poolesville Town Commission President Jim Brown says political advocacy in Montgomery County's western corner may look a little different than it does in more populous areas. "We don't storm the field with signs and yelling and T-shirts," Brown said. "We actually just talk to people."

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Brown said the big ask this year is for county money to build a bubble around the town's pool so that it can be used during colder months. He said the town has already saved up \$500,000 for its construction, but needs county help for staffing and renovations. "I hate to say it, but they kind of owe it to us," Brown said. Poolesville leaders say their needs go much deeper than the swimming pool. There are no county buses and no Metro stations in the portion of the Agricultural Reserve, which can make it hard for carless residents to go shopping and to their doctor's appointments.

"For 15,000 people, there are three doctors within a 15-mile radius," said Sarah Paksima, also a member of the town commission.

Poolesville Day 2025 VIP Breakfast



Western Upper Montgomery County Help Inc., commonly known as WUMCO, is a nonprofit organization that helps residents get to medical appointments and other necessary services. A 2022 county health study found that Poolesville residents have the worst health outcomes compared to people living in every other county ZIP code.

That finding prompted the creation of a county-funded [mobile health clinic](#), which began providing social services and medical, dental and mental health care to both insured and uninsured county residents this past spring. While Brown and Paksima said it has helped address some inequities, access to medical specialists is still a glaring problem. “The closest family planning and reproductive health access is in Germantown, 15 miles away,” Paksima said.

In past years, Poolesville Day, which includes a parade, has attracted as many as 15,000 people. People who don’t know the Upcounty are welcome, Brown said.

“It’s for our residents. There’s no doubt about that, but it’s also for us to put our best foot forward, to introduce ourselves to other people in the region and let them know that Poolesville is a really welcoming, fun place to go.”

Poolesville Day 2025



Poolesville Day Returns This Saturday, September 20th

By MCS Staff

Published September 14, 2025 at 3:53PM



Courtesy PoolesvilleDay.com

[Poolesville Day](#) is set to return on September 20, 2025, from 10:00 am to 4:00 pm at Whalen Commons in Poolesville. This annual one-day, free event has been a cherished tradition for over 25 years, showcasing community spirit and providing a day of fun for all ages.

Organized by the Poolesville Day Committee, Inc. (PDC), which comprises dedicated local volunteers, the festival attracts more than 12,000 visitors to the historic downtown Commons. The event promises a wide array of activities and attractions that are sure to delight visitors. The day begins with a Town Parade from 10:00am to 11:00am, complemented by a 5K Charity Run at 8:00 am. Families can enjoy various children’s activities such as mechanical rides, a moon bounce, train and pony rides, and much more. Arts and craft vendors, along with award-winning food and beverage providers, offer an opportunity to sample local flavors and browse unique items. Special events include local musical performances, live Ag Reserve demonstrations, and an electric vehicle car show. Falcon Lane adds a dimension of excitement for visitors aged 8 and older. Whether you’re interested in taking in the parade, exploring the arts and crafts, or enjoying the live entertainment, Poolesville Day promises a full schedule of fun and entertainment for the entire family. Don’t miss this opportunity to be part of a beloved tradition in the heart of Poolesville, Maryland.

The full story is [online](#).

MEDIA COVERAGE

It's been 5 years since White's Ferry stopped running. Why can't it get restarted?

Ginny Bixby 10/29/2025 5:30 a.m. EDT 22 Comments



The historic White's Ferry, docked in Poolesville, transported commuters and residents to Virginia for decades before its sudden closure in 2020. (Ginny Bixby/The Banner)

Two Virginia landowners are embroiled in a dispute that has halted a ferry service that began in the 1780s



Two Virginia landowners are embroiled in a dispute that has halted a ferry service that began in the 1780s

When White's Ferry closed in 2020, Poolesville Town Commission President Jim Brown thought it would be a brief setback for the northwest corner of Montgomery County.

But five years later, the historic commuter ferry that used to transport between 600 and 800 cars from Poolesville to Leesburg, Virginia, each day is still roped off.



Why did White's Ferry stop running in Poolesville?

Oct. 29, 2025

The full story is [online](#).

MEDIA COVERAGE



Oct. 29, 2025

“We had our arm cut off,” Brown told The Banner. “This was an artery to us.”

White’s Ferry — which had been in operation since the 1780s — stopped running five years ago because of a legal dispute between the ferry’s then-owner Herb Brown and Rockland Farm in Virginia, which owns the Virginia landing site.

A 2020 court case established that there was no public landing site for the ferry on the Virginia side. The only option to restart the service would be to negotiate with Rockland Farm, which wanted to charge a toll for every car that drove on its land.

Then in 2021, Chuck Kuhn, a Virginia-based entrepreneur, purchased the ferry and the Maryland landing site with the hopes of quickly reopening the ferry. Local historian Link Hoewing recalled a meeting in August of that year in which Kuhn said, “We’re going to get it open in two weeks, no matter what.”

That didn’t happen.

MEDIA COVERAGE



Oct. 29, 2025

On both sides of the Potomac, ferry users wonder what's standing in the way. The absence of the ferry, particularly in Maryland, is depressing the local economy. It's forced drivers to find longer, alternative routes and robbed the region of some ferry-related traditions and holiday celebrations.

Montgomery County set aside \$3 million to help kickstart reconciliation between the feuding parties. But so far, nothing has worked. The Banner talked to local leaders, businesspeople and ferry fans to find out what stopped White's Ferry, how Poolesville is faring without it and whether there's any hope that it might resume.

There is a glimmer of hope. The two parties who control the ferry's future are apparently talking to one another.

"Negotiations are ongoing and remain confidential," said Montgomery County Department of Transportation spokesperson Emily DeTitta.

Life without the ferry / In April, Kuhn released a statement that spoke to the urgency of reopening the ferry.

MEDIA COVERAGE



Oct. 29, 2025

“Our goal since purchasing the defunct ferry has always been to get it reopened,”the statement read. “This crossing has served as a local economic engine and is a piece of our history. Too many businesses and residents have been hurt by its closure.”

Asked recently about progress toward a restart, a spokesperson for Kuhn pointed a reporter toward the statement.

Libby Devlin, the owner of Rockland Farm, did not respond to requests for comment from The Banner.

Brown said the ferry is mired in a “Hatfields and McCoys” spectacle that has pulled attention away from those who have been inconvenienced by the loss of the ferry and others who have suffered serious economic hardships.

Among the inconvenienced: those who used the ferry to get to Dulles Airport and now have to navigate heavy traffic. Among those whose lives have been upended: Brown and Hoewing said they know people who have moved to Virginia because their commutes to work became too difficult without the ferry.

MEDIA COVERAGE



Oct. 29, 2025

Last year a bunch of kids showed up for the first day of basketball practice and found they had no coach because the coach tired of the ferryless commute to his job in Chantilly, said Brown, who runs a youth basketball program in Poolesville, “The parents had to cobble together,” Brown said. “That’s how thin our infrastructure is here.”

Local leaders have limited options to prod the ferry back into business.

County and state governments have no authority over the land since it is privately owned and cannot force the two landowners to come to an agreement. Representatives for Loudoun County Administrator Tim Hemstreet and Board of Supervisors Chair Phyllis Randall did not immediately respond to requests for comment Tuesday.

“This has been extremely frustrating,” said Montgomery County Council member Marilyn Balcombe, whose district includes Poolesville. “If you don’t have a relationship with the ferry, you don’t get how important it was.” **A free ferry?** Kuhn has offered a possible solution to the impasse. In April, he offered to donate the ferry and its assets to Loudoun County after Montgomery County Executive Marc Elrich declined the same offer. Elrich instead [offered \\$3 million to the disputing parties to resolve the impasse.](#)

MEDIA COVERAGE



Oct. 29, 2025

“After years of fruitless effort, I have concluded that the only way the ferry can restart is through your action,” Elrich wrote in a letter to the landowners. “I implore you to look past the fraught history of this disagreement and . . . restore this vital service.”

Elrich recommended that the county spend the funds through its Capital Improvements Program. The subsidy includes \$1.5 million in state aid recommended by Gov. Wes Moore and approved by the Maryland General Assembly in the state’s fiscal year 2026 budget.

Elrich is matching the state funds with \$1.5 million from the county and Town of Poolesville. The County Council would have to approve the expenditure if it was accepted by the landowners.

Elrich’s plan would require the two owners to come to an agreement by July 1, 2026. He also offered them the support of the county transportation department to help in a reopening. The \$3 million could be used to acquire property rights and purchase equipment for the ferry.

Kuhn doesn’t like Elrich’s plan. And Elrich doesn’t like Kuhn’s.

MEDIA COVERAGE



Oct. 29, 2025

The county executive declined the the ferry owner's donation proposal because, he said, it it did not include the land, which Kuhn also owned, that would be required to access and operate the ferry.

Elrich said the compensation requested to use the property would drive costs significantly higher “than would be feasible for Montgomery County taxpayers to shoulder.”

Kuhn quickly rebuffed the \$3 million incentive when it was offered this spring.

“In terms of the county executive’s unexpected and unsolicited \$3 million proposal, [Kuhn] has never asked for or expected any funds from the taxpayers of Montgomery County,” Kuhn’s company said in a statement following the April 2025 offer.

John Speelman, owner of Poolesville Old-Fashioned Hardware on Fisher Avenue, said he’s frustrated with the county’s handling of the issue.

“The county should have taken [the donation] and turned it into a park, but they just abandoned it,” Speelman said.

MEDIA COVERAGE



Oct. 29, 2025

Balcombe said she understands why her constituents are frustrated. Some of them have asked if eminent domain could be used to acquire the land needed to run the ferry. It can't, she said, because the state of Maryland doesn't have any jurisdiction over the state of Virginia.

"It is frustrating that this is up to two private individuals and we have no jurisdiction, and it's hard for constituents to accept that answer," Balcombe said. "They feel like we're not doing our best. And I get it."

'We need the ferry' / On Fisher Avenue, one of Pooleville's main commercial streets, many business owners long for the day the ferry will reopen.

Raj Maskey, the owner of Village Beer and Wine, used to count on traffic from a stream of ferry commuters. The ferry's absence, he said, has hurt his bottom line: "We need the ferry to open back up now."

Devin Ramazon, owner of White's Ferry Grill, at the ferry's landing dock, purchased the popular restaurant in 2019, hoping to serve the ferry's passengers. The impacts of the COVID-19 pandemic cut the business's profit margins by 20%. But that was on top of the ferry's departure.

MEDIA COVERAGE



Oct. 29, 2025

“Closing the ferry hit us dramatically and forced us to rethink how we can manage to stay alive as a business,” Ramazon wrote in testimony to the Fair Access Committee, an organization that advocates for services for Poolesville residents.

Now, the grill primarily relies on business from cyclists and runners who use the C&O Canal path and people who fish on the waterfront. But that business gets slower as temperatures drop. “We need the ferry back and we need it now,” he said.

Alex Markoff, the owner of Calleva, a Poolesville-based outdoor education program that partners with schools, said many of his staffers used to take the ferry from Virginia to come to work. “I think people have adjusted, sadly,” Markoff said. “We’ve gotten used to driving up and around. But it’s not convenient.”

While Calleva is still thriving, schools that used to catch the ferry to get to its home base can’t offer a historic ferry ride to their students anymore. The ferry was also part of Calleva’s annual Halloween fundraiser: Markoff’s Haunted Forest. Virginia families would take the ferry to get to the event, and the previous owners of the ferry would decorate it for the holiday, Markoff said. “These lines would back up on the other [Virginia] side to get on the ferry for the haunted forest,” Markoff said. “It was a great, fun festive event.”

MEDIA COVERAGE



Oct. 29, 2025

Then there are the businesses that never came to town because there's no ferry. Brown said that he's spoken several entrepreneurs who abandoned plans to open in Poolesville after learning there was no solid plan to reopen the ferry. "If this one barbecue place had come as it had originally planned, it would have filled our biggest vacancy in town and then taken what is probably our least prolific shopping center and turned it into one of our most vital and vibrant," Brown said.

Is the ferry that powerful? Some think so.

But Balcombe said there's a common misconception that the closure of the ferry led to the shuttering of the town's only grocery store, Selby's Market. It closed in 2012, before the ferry ceased operations. Still, Balcombe continued, it's been difficult to attract a grocery store to the area — and the loss of the ferry isn't helping. In a small town with only two family physicians and no grocery store, she said the ferry closure is just another example of how the area, one of the county's most rural, faces unique challenges.

And Poolesville is suffering from the ferry's absence, far more than Leesburg, on the Virginia side of the Potomac, she said. "The ferry is so much more impactful to Montgomery County than it is to Loudoun County," she said. "It's just a tiny town versus a big town."

The Banner - Montgomery / November 19, 2025 Community Listening Session hosted at Poolesville Town Hall



Whites Ferry 5 Year Closure Anniversary

Community Rally to Reopen White's Ferry Scheduled

By Patrick Herron

Published December 22, 2025 at 10:39PM



[The Poolsville Area Chamber of Commerce](#) will hold a community rally to support reopening White's Ferry on Tuesday, December 30, at 2 p.m. The rally marks the fifth anniversary of the ferry's closure and aims to highlight its importance to local businesses and the regional economy.



Dec. 22, 2025

White's Ferry has been closed since December 28, 2020, following a Loudoun County Circuit Court ruling that determined no public landing exists on the Virginia shoreline, preventing the ferry from legally docking. Despite multiple attempts by the ferry owners, local governments, and the State of Maryland to resolve the dispute, no binding agreement has been reached to restore service.

Whites Ferry 5 Year Closure Anniversary



Dec. 22, 2025

Additional background on White's Ferry closure: In April 2025, Montgomery County, the Town of Poolesville, and state officials described what they called a final effort to reopen the ferry, offering a \$3 million financial incentive to the ferry operator, Potomac Crossing LLC, and Virginia landowner Rockland Farm LLC. The proposal required a signed agreement by July 1, 2026, along with a firm reopening date and a plan for how the funds would be used for property rights, equipment, or capital improvements. The incentive package included \$1.5 million from the State of Maryland's FY26 budget and \$1.5 million from Montgomery County, with participation from Poolesville.

In 2024, the Kuhns formally offered to donate the ferry operation and Maryland landing to Montgomery County, contingent on securing access to the Virginia shoreline. While stakeholders have at times expressed optimism, no agreement has been finalized. A Montgomery County Department of Transportation study estimates that reopening the ferry could generate more than \$9 million annually in savings from reduced travel time, congestion, emissions, and safety impacts. Despite the economic and historical significance of the crossing, White's Ferry remains closed as negotiations continue without resolution.

Whites Ferry 5 Year Closure Anniversary

Government Transportation | December 23, 2025 | Fran Murphy

Virginia Lawmaker Weighs in on White's Ferry Impasse

It's been five years since the cable at White's Ferry snapped and life got a little more isolated for residents in Upcounty.

This year the [Fair Access Committee](#) will hold a rally to raise voices and hopes for a re-opening of the centuries-old service that crossed the Potomac between Dickerson, an unincorporated community in Montgomery County, and Leesburg in Loudoun County.

The dispute between the Ferry owner, Chuck Kuhn, and landowners on the other side, the Devlin family, has showed little sign of resolution. Recently the county offered a \$3 million-dollar public subsidy to help reopen the Ferry. But at the time of this writing little seems to have come of it.

Now a new voice from the Virginia side of the river is weighing in on the unresolved dilemma. Virginia Delegate David Reid, who also works as the Vice Chair of the Virginia House Transportation Committee, made his concerns known in an opinion column for [Loudoun Now](#).

According to the article, Reid will spearhead legislation establishing a state-led work group to find a way to get the Ferry back in operation on the Potomac again.

Reid cites several ways to end the current impasse including negotiation, easement, or acquisition that remains respectful of personal property rights.

With an eye toward more sophisticated water travel he concludes, "after five years, it's time for a reset and a fresh approach to reopen Whites Ferry with active involvement from the state's transportation professionals. Water transit can provide the region and the Commonwealth with additional capacity without the high costs of road or rail construction."



Dec. 23, 2025

Whites Ferry 5 Year Closure Anniversary



Dec. 30-31, 2025



Whites Ferry 5 Year Closure Anniversary



Dec. 30-31, 2025



Whites Ferry 5 Year Closure Anniversary

Dec. 31, 2025

The Washington Times

America's Newspaper

People protest at former location of White's Ferry, clamoring for it to be reopened



The historic White's Ferry, which has provided transportation across the Potomac River from Loudoun County to western Montgomery County for decades, has ceased operations over a land dispute. (Washington Times Photograph) more >



Print

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By Brad Matthews - The Washington Times - Wednesday, December 31, 2025

Poolesville residents and others rallied Tuesday at the former site of White's Ferry along the Potomac to call for its reopening.

The event commemorated the fifth anniversary of the ferry's closure due to the lack of a legal landing site on the Loudoun County, Virginia, side of the river.

Poolesville officials from the Montgomery County, Maryland, side who helped organize the rally said the involved parties should "set aside old issues and forge an agreement to get the boat crossing the river again!"

<https://www.washingtontimes.com/news/2025/dec/31/people-protest-former-location-whites-ferry-clamoring-reopened/>

Whites Ferry 5 Year Closure Anniversary



Dec. 30, 2025

Poolesville protests 5 years without White's Ferry

Jack Hogan 12/30/2025 5:16 p.m. EST 4 Comments



Scott H., center, holds a sign and chants during an annual protest on the anniversary of the closing of White's Ferry. (Leah Mills for The Banner)

Several dozen residents and local officials gathered in cold winds to call out deadlocked landowners

White's Ferry used to shuttle several hundred cars between Poolesville and Loudoun County, Virginia, every day.

But an apparent impasse between private property owners on both sides of the Potomac River has shuttered the ferry for the last five years.

Area residents are so fed up that several dozen gathered on Tuesday afternoon for a protest along the river as the windchill dipped below 15 degrees.

They say the loss of White's Ferry — which had operated since the late 18th century — has complicated commutes, cut off small businesses from potential customers and further isolated Poolesville, a rural town of fewer than 6,000 residents.

Whites Ferry 5 Year Closure Anniversary



Community organizers and elected officials who gathered Tuesday to mark the anniversary of the ferry's closing shamed the property owners, whom they accused of robbing residents of a long-standing and essential service.

"I wish we didn't have to be here," Jim Brown, president of the Poolesville Town Commissioners, said during Tuesday's gathering at the Maryland landing for White's Ferry. "We shouldn't be here. We should be taking a boat across the river."



Link Hoewing, chairman of Poolesville's Fair Access Committee, speaks about bringing back the ferry. (Leah Mills for The Banner)



The historic White's Ferry sits idle on the Potomac River in Dickerson. (Leah Mills for The Banner)

Whites Ferry 5 Year Closure Anniversary



After brief remarks from Brown and Montgomery County Council members Evan Glass and Andrew Friedson — both of whom are running for county executive — a handful of organizers and officials launched into a performance of Charles Dickens’ “A Christmas Carol.”

They played the ghosts of Christmas past, present and future, recounting White’s Ferry’s more recent history and chastising the greed of the deadlocked landowners.

“They’re holding all of us hostage,” said state Del. David Fraser-Hidalgo, who played the ghost of Christmas present.

State Del. Linda Foley and County Council member Marilyn Balcombe also attended the event.

Ferry talks falter

White’s Ferry closed in 2020 amid a legal dispute between the ferry’s former Maryland-based operator and the owners of Virginia’s Rockland Farm, where the ferry used to land.

After a judge ruled there wasn’t a public landing site for the ferry on the Virginia side, the two parties entered negotiations but couldn’t reach an agreement.

Whites Ferry 5 Year Closure Anniversary



Pastor Chuck Copeland participates in Tuesday's annual protest. (Leah Millis for The Banner)

Chuck Kuhn, a Virginia-based business executive, bought the ferry and the Maryland landing site in 2021 with hopes of reopening it quickly. But he's been unable to ink a deal with the Rockland Farm owners, siblings Libby Devlin and Peter Brown.

Kuhn didn't respond to an email request for comment.

Both Devlin and Brown declined to comment.

In early 2025, Montgomery County Executive Marc Elrich put up a \$3 million incentive to the two parties to reach an agreement and reopen the ferry, though the offer hasn't yet swayed anyone. It expires July 1, 2026, when the county's new fiscal year begins.

Kuhn has also tried to offload the ferry operations to local governments.

Whites Ferry 5 Year Closure Anniversary



He first offered to donate the ferry business to Montgomery County, but local officials declined.

Kuhn then presented a similar proposal to Loudoun County, but officials there haven't bitten.

A spokesperson for Loudoun County, Glen Barbour, said in a statement that he had “no information about Loudoun County accepting any donations.”

<https://www.thebanner.com/economy/growth-development/whites-ferry-poolesville-protest-loudoun-county-virginia-HSMHVPM23ZBAXMSNZ7Y5FK37FY/>

Whites Ferry 5 Year Closure Anniversary

LoudounNow

On the fifth anniversary of White's Ferry closing, community members in Poolesville, MD, gathered along the Potomac River to call for collaboration, allowing for the reopening of the ferry that reduced up to 30 minutes off commuters' one-way trip and drove economic development in the town.

The ferry, which originally opened in 1786, is located just north of Leesburg, with landings in Loudoun and Montgomery counties, and served as the only river crossing between the American Legion Bridge and Point of Rocks. It closed in 2020 following a Loudoun Circuit Court ruling that the operators did not have rights to use the Virginia landing. Efforts to negotiate a new lease deal have failed.

The ferry owners sold their holdings to Loudoun businessman Chuck Kuhn. The landing is owned by a family partnership, Rockland Farm LLC, led by Libby Devlin. Talks between Kuhn and Devlin to resolve the dispute have not been successful.

But Maryland leaders on Tuesday said they need to find a way to work together, or the Virginia General Assembly needs to get involved. In April, a joint effort by the Maryland legislature and Montgomery County was launched to offer \$3 million to help resolve the standoff. To date however, no deal has been made.

Link Hoewing, who leads the Fair Access Committee for the Western County, said he doesn't know why Kuhn and Devlin are unable to come to an agreement, but that community members are suffering because of it.

Whites Ferry 5 Year Closure Anniversary

The logo for LoudounNow, featuring the word "Loudoun" in a serif font and "Now" in a sans-serif font, both in white, set against a dark blue rectangular background.

“For us, it’s both history, culture and economy,” he said.

The ferry existed before any bridges in Montgomery County, which helps preserve the area’s rural character and has been transporting cars across the river since 1948.

“It’s helped preserve the real nature of the area, but it’s also allowed people to conveniently get back and forth and I can tell you that there are a lot of people here that used to go over to Vanish Brewery [in Loudoun] and they would go there all the time. They used to go over [to Leesburg] and shop all the time. It’s a lot closer than Frederick, but now it literally is 45 minutes for us to go from here,” Hoewing said.

Montgomery County Council Member Andrew Friedson placed the blame on Kuhn, Devlin and Loudoun officials, saying the unexpected closure in 2020 had sent “shockwaves” through the Poolesville community.



Dec. 30, 2025

5 Years After White's Ferry Closes, Poolesville Community Calls for Collaboration

Hanna Pampaloni Dec 30, 2025 13



https://www.loudounnow.com/news/5-years-after-white-s-ferry-closes-poolesville-community-calls-for-collaboration/article_c67f98bb-fcf6-4f21-a27e-1ae3cbad0e.html

Community members line up on the Poolesville side of the Potomac River at White's Ferry Dec. 30, 2025 to call for its reopening on the fifth anniversary of its closure.
Hanna Pampaloni/Loudoun Now

Whites Ferry 5 Year Closure Anniversary

LoudounNow



Poolesville Commission President Jim Brown speaks at a rally in Maryland where community members pushed for the reopening of White's Ferry Dec. 30, 2025.

Hanna Pampaloni/Loudoun Now

“We have to get this ferry open. There are people [with whom it is] within their power right now that could get this ferry open—two private parties and our colleagues in Virginia and in Loudoun County. They can get this very open tomorrow,” Friedson said.

Montgomery County has invested funding to reopen the ferry, but it must be met with collaboration, he said.

“We need our partners across the river to step up as we have, and we need the two private parties to not hold hostage this critical piece of public infrastructure,” he said.

Montgomery County Council Member Marilyn Balcombe said the ferry access serves as the town’s main street and brings visitors through the heart of the town, playing an important role in its economic vitality.

Whites Ferry 5 Year Closure Anniversary

The logo for LoudounNow, featuring the word "Loudoun" in a serif font and "Now" in a sans-serif font, both in white, set against a dark blue rectangular background.

“The issue is that the ferry means so much more to Poolesville than it does to the other side, and that’s why it’s been so difficult. Virginia, Loudoun County, they don’t see the critical importance of what this ferry means to Poolesville, to Montgomery County, to Maryland,” she said.

Montgomery County Council Member Evan Glass said that despite that, the issue is beginning to make headway in Virginia.

“Not only have so many of us spoken with Loudoun County Supervisor Phyllis Randall, I have personally spoken to Loudoun County Congressman Suhas Subramanyam about this, and folks in Richmond are finally realizing that the state needs to step up,” Glass said.

Loudoun Del. David Reid (D-28), who serves as vice chair of the House Transportation Committee, said he would introduce legislation in the upcoming session to help address that concern.

His bill would establish a White Ferry reopening working group for what he says is a vital link between the two states. The shutdown has shifted approximately 1,000 vehicles a day onto Rt. 15, he added.

Whites Ferry 5 Year Closure Anniversary

The logo for LoudounNow, featuring the word "Loudoun" in a serif font and "Now" in a sans-serif font, both in white, set against a dark blue rectangular background.

“From a transportation perspective, we as a commonwealth need to be able to solve the very simple process of being able to move people and their vehicles across a 1,100-foot stretch of water between Maryland and Virginia that prior to 2020, had existed for 200 years, so that we can then prove that we can work with Maryland and DC to be able to use our waterways to move more people at a lower cost than building new bridges or building new roads,” Reid said.

White’s Ferry is essentially a test case for how well the commonwealth can solve a water-based transportation issue, he said.

“What if we were able to solve White’s Ferry and then establish a precedent for being able to bring ferry service across the rest of the Potomac, from down the Potomac up to the wharf and MGM National Harbor, or even into Alexandria?” Reid said.

Maryland’s \$3 million incentive, which can be used for property rights, equipment purchases, or other capital investments needed for the ferry, expires at the end of fiscal year 2026 in July.

Whites Ferry 5 Year Closure Anniversary

BethesdaToday

Dec. 31, 2025

Poolesville rallies for reopening of White's Ferry

Historic Potomac River crossing between Maryland and Virginia has been closed for five years

By Ceoil Jacoby
December 31, 2025 10:22 a.m. | Updated: December 31, 2025 10:23 a.m.



A group of rally attendees read a version of "A Christmas Carol" by Charles Dickens in which the owners of the Maryland and Virginia landing sites for White's Ferry were visited by the ghosts of Christmas past, present and future. Credit: Ceoil Jacoby

When Poolesville officials learned in December 2020 that White's Ferry would cease operations, they believed the disruption to their town would be short-lived.

But at a community rally Tuesday afternoon, Poolesville Commissioner Jim Brown said nothing has happened over the past five years "except for a lot of talk."

"The purpose of being here today is to again show all parties concerned that we want the ferry open," Brown told the dozens of people who gathered for the rally Tuesday afternoon at the ferry's Maryland landing on the Potomac River in Poolesville.

Established in 1786, White's Ferry once shuttled hundreds of commuters each day across the river between the town and Leesburg in Loudoun County, Virginia, generating millions in economic impact for both jurisdictions annually.

<https://bethesdamagazine.com/2025/12/31/poolesville-rallies-for-reopening-of-whites-ferry/>

Whites Ferry 5 Year Closure Anniversary



According to a [2021 study on alternatives to White's Ferry](#), the service operated from 5 a.m. to 11 p.m. daily, making between four and six one-way trips per hour. A one-way trip for all automobiles cost \$5, while a round-trip cost \$8.

The closure of the ferry stems from a property dispute between Herb Brown – the previous owner of the Maryland landing site and White's Ferry Inc. – and Rockland Farm in Virginia, which owns the Virginia landing site.

The dispute went up to the Loudoun County Circuit Court, which in November 2020 sided with Rockland Farm that the Virginia landing site was private property. The court further prohibited the ferry from landing there without the owner's permission.

Unable to reach an agreement with Rockland Farm, which wanted to charge a toll for every car that drove on its land to use the ferry, White's Ferry Inc. announced the [closure of the ferry](#) in December 2020.

Two months later, Herb Brown sold the ferry and his land to Chuck and Stacy Kuhn, who hoped to re-establish the historic link between Poolesville and Leesburg. So far, that hasn't happened.

Libby Devlin, an owner and manager for Rockland Farm, did not respond Tuesday afternoon to Bethesda Today's request for comment about the ferry.

Through a representative, Chuck Kuhn also declined to comment. He instead referred to an [April press release](#) documenting his attempts to donate the ferry and its assets to Montgomery and Loudoun counties.

Whites Ferry 5 Year Closure Anniversary



Attempts at reopening

Montgomery County Councilmember Marilyn Balcombe, a Democrat whose district includes Poolesville, said during Tuesday's rally that the ferry "means so much more to Poolesville than it does to the other side."

"That's why it's been so difficult," Balcombe continued. "Loudoun County – they just don't see the critical importance of what this ferry means to Poolesville, to Montgomery County, to Maryland."

Montgomery County Executive Marc Elrich did not accept Chuck Kuhn's offer to donate the ferry and its assets to the county. Instead, Elrich in April [offered \\$3 million](#) to the owners of the Maryland and Virginia landing sites to reach an agreement by July 1, 2026.

The \$3 million incentive remains on the table, county Chief Administrative Officer Rich Madaleno said during a virtual media briefing Tuesday.

"We would love to have White's Ferry reopened," Madaleno said during the briefing. "We are ready to help out with that \$3 million to get the ferry back in the water and cars back running as soon as possible."

Madaleno added county officials are hopeful Virginia's Democratic Gov.-elect Abigail Spanberger would be more receptive to their concerns about the ferry than Republican Gov. Glenn Youngkin, whose department of transportation "hadn't seen it as a priority."

Whites Ferry 5 Year Closure Anniversary Rally

The logo for BethesdaToday, with "Bethesda" in black and "Today" in green.

“It was a way to not be in the rat race and still get around the region,” Breiner said.

Though she is now retired, Breiner said she came to Tuesday’s rally because she misses the ferry and wants to see service restored. Like other attendees, she urged the property owners on both sides of the Potomac to work together for the common good.

“If we’re all stuck in our positions, nothing gets done,” she said.

Whites Ferry 5 Year Closure Anniversary



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Dec. 31, 2025

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Protesters in Poolesville rally to reopen White's Ferry 5 years after it closed

Kate Ryan | kryan@wtop.com
December 31, 2025, 4:57 AM



Protesters in Poolesville rally to reopen White's Ferry 5 years after it closed



<https://wtop.com/montgomery-county/2025/12/protesters-in-poolesville-rally-to-reopen-whites-ferry-5-years-after-it-closed/>

Whites Ferry 5 Year Closure Anniversary



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▶ Business ▶ Transportation | January 1, 2026 | Fran Murphy

Upcounty rallies to protest year 5 without White's Ferry

This December marks the fifth year since White's Ferry ceased operation. On Tuesday, nearby residents in the Ag Reserve and down county political figures gathered to express their frustrations about the stalemate that keeps the Ferry from running.



Steeped in tradition from its centuries of service, [White's Ferry](#) was the last of its kind. From 1786 to 2020, under the names of various owners, it carried wagons, livestock and more recently cars, bikers, and passengers across the Potomac River. Despite its folksy origins, it became a vital pipeline between Montgomery's Upcounty and Loudoun County on the Virginia side, providing passage to as many as 1,000 cars a day.

Ferry Owner Chuck Kuhn and Virginia landowner Libby Devlin have not been able to agree on how to resolve the impasse. Devlin insists on a per-car fee, while Kuhn keeps hoping some undetermined monetary offer will finally allow the Ferry to open for business again.

January 1, 2026

The full story is [online](#).

Whites Ferry 5 Year Closure Anniversary Coverage



Local News

Media Education & Training

January 6, 2026

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► Feature ► Neighborhoods | January 6, 2026 | Maryam Shahzad

5 things to know today, Jan. 6, in Montgomery County

It's Tuesday, Jan. 6, and here are five things to know in Montgomery County. Check the [weather forecast here](#)

4. **Upcounty rallies to protest year 5 without White's Ferry:** December marked the fifth year since White's Ferry ceased operation. Nearby residents in the Ag Reserve and down county political figures gathered to express their frustrations about the stalemate that keeps the Ferry from running.



The full story is [online](#).

Social Media Visibility - 2025 Overview

FACEBOOK (Primary)

<https://www.facebook.com/FairAccess4WesternMoCoMD>

Account created in October 2018

- Views: **18,304**
- Total Engagements: **1,609**
- Followers: **535**

INSTAGRAM

@fairaccesscmte

Account created in December 2025

- Posts: **7**
- Total Engagements: **48**
- Followers: **51**

Note, FAC has a Twitter/X Channel and engaged nominally on this platform in 2025.

Thank you!

FOVNDRY

Poolesville's Annual Water Capacity Report

January 16, 2026

Each January, the Town will develop a Municipal Water Capacity Report. The capacity is based on a five-year average and includes a 10% drought demand in accordance with the Maryland Department of the Environment water capacity management methodologies.

The Town will use the following procedures to manage water capacity and to control the distribution of capacity to avoid burdens to the system and to maintain sufficient set aside in accordance with the adopted Water Allocation Plan.

According to the MDE, using an estimate of 250 gallons per day (gpd) per single-family dwelling or 100 gpd per person is a common practice. Although actual domestic usage may be less, the Town's figure of 325 per household to protect against overburdening the aquifer.

The following methodology is used in the annual water capacity determinations:

- Calculate the past five-year averages
- Add a 10% drought demand
- Calculate the number of allocated (not connected) water connections which the local government has provided a written commitment
- Subtract these sums from the permitted 650,000 gpd
- The remaining balance is the **net available water capacity**

Annual Daily Average Flows

2021	516,000 GPD	Five-Year Average Demand - 543,319 GPD
2022	541,300 GPD	10% Drought Demand – 54,332 GPD
2023	551,110 GPD	
2024	571,217 GPD	
2025	536,969 GPD	

Annual Average Daily Drought Demand – 597,651 GPD

Lots approved to build – 116 units or **37,700 GPD**

- Highfill (Hughes Rd) 1, Jamison (Hughes Rd) 2, Fox Hunt (Hughes Rd) 1, Grace Cottages (Fisher Ave) 3
- Willard 63, Hartz 8, Petrella (Townhomes) 38.

Net Available Water Capacity

Withdrawal Permit	650,000 GPD
Average Daily Drought Demand	-597,651 GPD
<u>Allocated</u>	<u>-37,700 GPD</u>
Net Available Water Capacity	14,649 GPD

Currently there is one development requesting allocation and has a Preliminary Plan conditionally approved – 65 units – or **21,125 GPD**

- Bricken (Not Allocated)
- Condition on the availability of water/sewer

While only permitted to withdraw an average of 650,000 GPD, the well system can produce over 1,000,000 GPD. Over the years, the Town has built redundancy into the system for fires, water main breaks, and wells being down for maintenance or contamination.

Well 4 & 14 remain offline due to elevated levels of PFAS. These wells were required to be brought online to provide the water supply for the Westerly Grove 60-unit subdivision.

Now that the EPA has set a maximum PFAS level of 4 parts per trillion, several additional wells will require treatment by 2029. The Town is actively pursuing treatments and ongoing testing. Grants and loans are also being sought to mitigate the treatment mandates.

Every three years, the Town of Poolesville Planning Commission reviews and recommends a plan for allocating available water and wastewater capacity to the Commissioners of Poolesville.

The Planning Commission has tabled the development of a revised plan until the PFAS mitigation is complete, and all wells are in service. Given that the current net available water capacity is approximately 2% of the total amount permitted by MDE, the Planning Commission recommends that this capacity be for town reserve and allocate it only based on town priorities, such as the new Community Center and any potential grocery store or in a priority area, such as the new cultural arts district.

The Town is also actively pursuing a well development program to enhance the water system's redundancy and address drought demand. This program may involve constructing new wells either in town or outside of town limits. A future request for additional allocation to address the drought demand and remain in keeping the Comprehensive Plan's target population of 6,500 may be an option. The current allocation permits are under review with the MDE and a revised water balance model may identify potential watersheds for exploration.

Poolesville's Annual Wastewater Capacity Report

January 8, 2026

As outlined in Poolesville's adopted Capacity Management Plans, by January 31 each year, the Town is required to develop and submit to the MDE a Municipal Wastewater Capacity Report. The reports will include the three most recent years of flow data contained in the Discharge Monitoring Reports. To determine the annual average flow, the monthly average flow for each month will be averaged with the other monthly averages.

The Town has developed the following procedures to manage wastewater capacity and to control the distribution of capacity to avoid burdens to the system and to maintain sufficient set aside to accommodate the system.

According to the MDE, use of an estimate of 250 gallons per day (gpd) per single-family dwelling or 100 gpd per person is a common practice. Although actual domestic usage may be less, the Town's figure of 325 per household includes allowances for I&I.

The following methodology is used in the annual wastewater capacity determinations:

- Calculate the past three-year averages
- Calculate the number of allocated (not connected) sewer connections that the local government has provided a written commitment
- Subtract this sum from the permitted 750,000 gpd
- The remaining balance is the **net available wastewater capacity**

Average Flows

2023	485,000 GPD
2024	548,000 GPD
2025	474,000 GPD

Three-Year Rolling Average- 502,000 GPD

Lots approved to build – 116 units or **37,700 GPD**

- Highfill (Hughes Rd) 1, Jamison (Hughes Rd) 2, Fox Hunt (Hughes Rd) 1, Grace Cottages (Fisher Ave) 3
- Willard 63, Hartz 8, Petrella (Townhomes) 38.

Preliminary Plan Under Review Bricken – 65 units – or **21,125 GPD**

Net Available Wastewater Capacity

Discharge Permit	750,000 GPD
3-Yr Rolling avg.	-502,000 GPD
Allocated	-37,700 GPD
<u>Under Review</u>	<u>-21,125 GPD</u>
Net Available Wastewater Capacity	188,525 GPD

Poolesville Wastewater Capacity Report

Date of this Report: **January 8, 2026**

Municipal Wastewater Treatment Plant Name: **Poolesville WWTP**

Permit Issued to: **Commissioners of Poolesville**

County Where Plant is Located: **Montgomery**

NPDES Wastewater Discharge Permit Number: **MD0023001**

State Wastewater Discharge Permit Number: **12-DP-0781**

Facility Address: **18901 Fisher Avenue, Poolesville, Maryland 20837**

Name/Title of Individual Completing this Form: **Wade Yost, Town Manager**

Name/Title of Individual Certifying this Form: **James E. Brown, Commission President**

Questions

1. Rated/design flow: .750 MGD and current permitted flow: **0.750 MGD or 750,000 GPD.**
2. Annual average flow in MGD for each of the three (3) complete previous years:
2023 flow/MGD: 0.485; 2024 flow/MGD: 0.548; 2025 flow/MGD: 0.474.
3-year average = 0.502.
3. Gallons and EDUs to determine the flow contribution for building permits issued per structure:
325 GPD/EDU
4. Number of building permits currently approved but not connected to the WWTP: **13**
5. Total amount of additional flow in gallons represented approved building permits that have not been connected to date: **4,225 gpd.**
6. Potential flow when the flow from approved building permits not connected is added to the actual annual average plant flow in MGD for the last three (3) complete years: **0.506 MGD.**
7. Number of residential lots on approved record plats that have not applied for building permits and associated flow: 103 **or 33,475 gpd.**
8. Number of commercial lots on approved record plats that have not applied for building permits and associated flow: **0 gpd.**
9. Three-year average annual flow: **0.502 MGD** (+) S1 building permits flow **0.0042 MGD** (+) prospective residential and commercial record plat flow **0.0335** (=) **0.54 MGD**
10. Were there any effluent violations, overflows, bypasses and causes reported to MDE (DMRs, Violation Notices and 5-Day Letters) associated with excessive flow at the WWTP and/or with the sewer system(s) that occurred during this reported period? **No**
11. Are there any planned WWTPs or sewer system upgrades, expansions or improvements decided on during this reporting period? **No**
12. Number of proposed future connections during this reporting period: **65.**

13. Amount of additional flow represented by proposed future connections described above: **0.021 MGD.**
14. Available treatment plant flow capacity remaining upon completion of proposed future connections described above: **0.189 MGD.**
15. Do flows from future connections and existing flow exceed flow? **No**
16. Are there any moratoriums or limitations on new building permit approvals currently in place? **No**
17. What is the “ultimate” flow capacity required if “build out” of the Town would occur based on the latest approved land use/zoning in the adopted master plan (as amended) for this reporting period? **650,000 GPD**

D Wade Yost

Wade Yost, Town Manager

James E. Brown, President
Commissioners of Poolesville

2025 Annual Inflow and Infiltration Report

Monthly Flow Data

Month	Precipitation	WWTP Average Flow	WWTP Flow MG/Month
January	1.37	0.448	13.882
February	1.97	0.612	19.192
March	1.01	0.562	17.418
April	2.23	0.422	12.645
May	12.69	0.779	24.136
June	3.98	0.500	15.000
July	4.19	0.352	10.909
August	1.61	0.328	10.167
Sept	2.14	0.338	10.141
Oct	2.26	0.320	9.935
Nov	1.42	0.333	9.991
Dec	2.00	0.361	11.184
Total	36.87	5.355	164.600
Average	3.073	0.446	13.717

Amount of I&I Flows Handled by the Plant

Calculation methodology for determining the amount of I&I utilized the average of the lowest month to establish a baseline of 9.935 MG/month.

Month	Total Monthly Flow - MG	Estimated I&I Flows Handled - MG
January	13.882	3.947
February	19.192	9.257
March	17.418	7.483
April	12.645	2.71
May	24.136	14.201
June	15.000	5.065
July	10.909	.974
August	10.167	.232
Sept	10.141	.206
Oct	9.935	0
Nov	9.991	.056
Dec	11.184	1.249
		Total: 45.380
		MGD Average: 3.782