



LIVE. WORK. PLAY.



Washington County

M A R Y L A N D

Fiscal Year 2019  
Ten Year Capital  
Improvement Plan

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# Introduction

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## *County Commissioners of Washington County*

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TERRY L. BAKER, a third-term County Commissioner, was first elected in 2006, and serves as President of the Board of County Commissioners. He is a 1973 graduate of Williamsport High School, a 1975 graduate of Hagerstown Community College, and a 1978 graduate of Auburn University, with a Bachelor's degree in Education. Mr. Baker retired in 2015 from the position of Washington County Students Trades Coordinator for the Washington County Technical High School after being an educator for 34 years. Prior to being elected as a County Commissioner, he served from 2002 to 2004 as a member of the Council for the municipality of Clear Spring, Maryland, and as Assistant Mayor for such municipality from 2004 to 2006.



JOHN F. BARR, a third-term County Commissioner, was first elected in 2006. He was raised in Boonsboro, Maryland, and is a Master Electrician in five states. In high school, Mr. Barr worked for his father as a field electrician at M/L Electric, Inc., founded in 1927. In 1979 he formed the management team overseeing the service department. In 1984 Mr. Barr bought the company from his father and changed the name to Ellsworth Electric, Inc. He has built the company from 75 to 150 employees. Mr. Barr is active in various service organizations and community projects. He served a one-year term as President of the Maryland Association of Counties in 2016 and currently serves as Past President.



JEFFREY A. "JEFF" CLINE, a second-term County Commissioner, serves as Vice President of the Board of County Commissioners and is a Williamsport, Maryland, resident. He is a graduate of Williamsport High School and Hagerstown Community College. Mr. Cline has experience as a realtor since 2003. He graduated from the Maryland Association of Realtors' 2008 Leadership Academy and received the Graduate of Realtor Institute (GRI) designation. Mr. Cline is a 2013 graduate of Leadership Washington County and served on the Williamsport Town Council from 2005 to 2009.



LEROY E. MYERS, JR., a first-term County Commissioner, was born in Washington County and has lived in the Clear Spring, Maryland, area his entire life. He is a three-term Maryland State Delegate serving District IC from 2003-2014. He graduated from Clear Spring High School and attended Hagerstown Community College for two years. Mr. Myers is the owner and president of Myers Building Systems, Inc., a general contracting firm.



WAYNE K. KEEFER, a first-term County Commissioner, was appointed to fill a vacancy on the Board of County Commissioners on March 25, 2016 by Maryland Governor Lawrence J. Hogan, Jr. and assumed office on April 5, 2016. He is a lifelong resident of Hancock, Maryland, and a 2004 graduate of Hancock Middle-Senior High School. Mr. Keefer holds an A.S. degree in Management from Hagerstown Community College, a B.S. degree in Business Administration and an M.B.A. from Frostburg State University. He has over a decade of experience as a commercial banker and is currently a small business owner and an adjunct instructor with Frostburg State University and the University System of Maryland at Hagerstown.

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## VISION

The vision of Washington County Government is to become the regional leader in providing and coordinating efficient and effective public services in an open and cooperative manner.

## MISSION

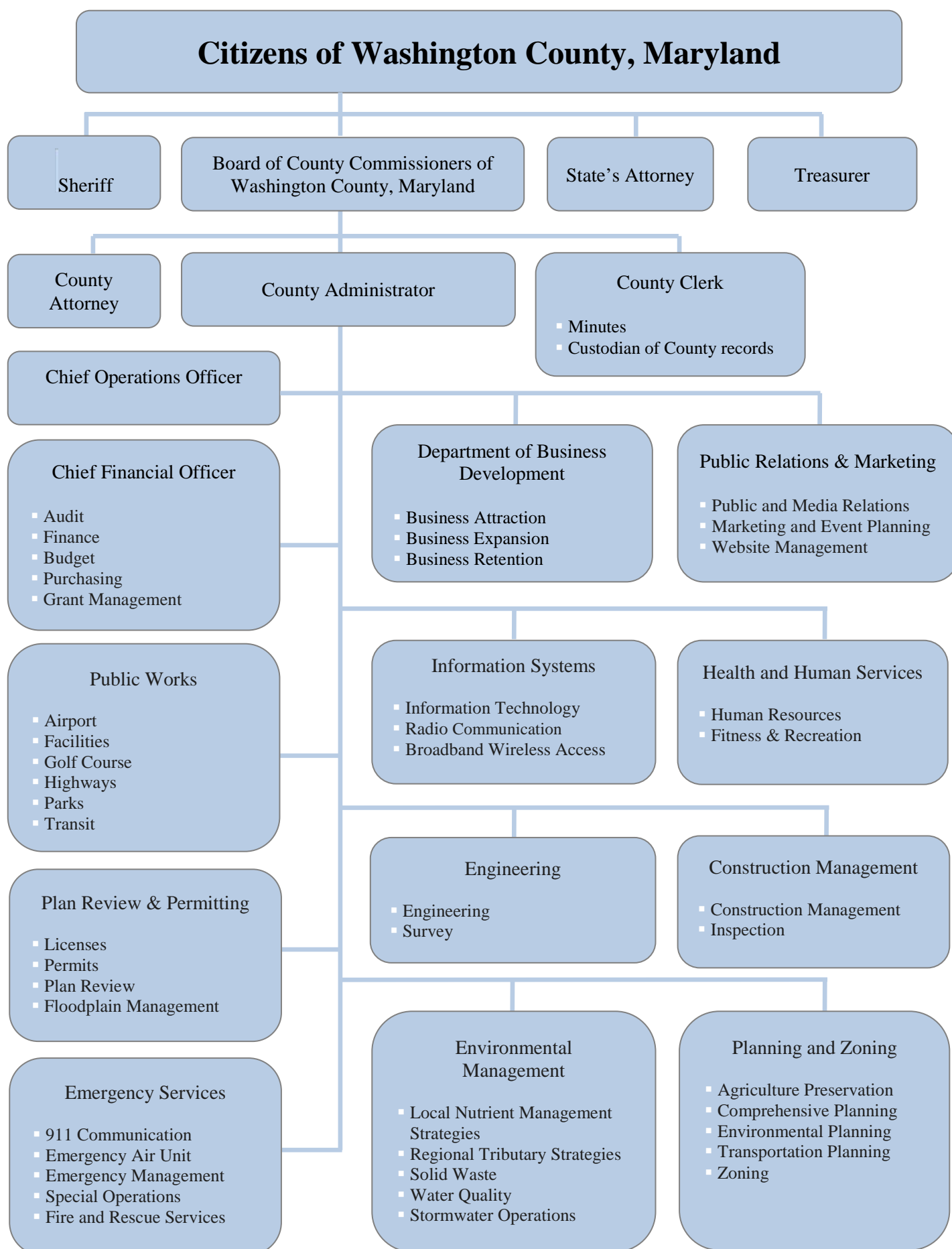
Supporting and strengthening individual and community self-reliance and responsibility;

Promoting education, economic opportunities, public health, safety, and welfare;

Protecting the environment and cultural resources we share and;

Planning for future urbanization and a culturally diverse population.

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## Community Profile

### Location

Washington County is situated in northwestern Maryland, bordered by Pennsylvania to the north and West Virginia to the south. It is bordered on the east by Frederick County, Maryland and on the west by Allegany County, Maryland. Washington County is approximately 460 square miles in area. The County Seat, Hagerstown, is 70 miles northwest of Washington, D.C. Two major highways, Interstate 81 – running north and south, and Interstate 70 – running east and west, cross within the County's borders.



The major part of Washington County is fertile valley with rolling terrain. The lowland belt known as the Hagerstown Valley, which lies between the Blue Ridge Mountains to the west and the Appalachian ridges to the east, is an extension of the Shenandoah Valley of Virginia.

Washington County is a great place, not only for locating a business, but also for living and raising a family. The rural, friendly, community environment offers a taste of traditional values – and the close proximity to Baltimore and Washington D.C. offers access to a metropolitan culture and lifestyle. It's the best of both worlds.

### Culture and Recreation

Founded in 1776, Washington County was the first county in the United States to be named for the then General George Washington. The history of Washington County is exhibited at 4 national parks, 7 state parks, 14 county parks, numerous monuments and more than 35 museums that tell America's story spanning three centuries.

Some of Washington County's major local attractions include:



- ❖ Antietam National Battlefield – the site of one of the most famous Civil War battles.
- ❖ Fort Frederick State Park – a fort built in 1756 for use during the French and Indian War.
- ❖ Appalachian National Scenic Trail – the trail in Maryland follows a 40 mile route along the backbone of South Mountain (a north-side ridge that extends from Pennsylvania to the Potomac River).
- ❖ C&O Canal National Historical Park – for nearly 100 years the canal served as a waterway to transport products and it now provides a place to relax and enjoy nature.

- ❖ Maryland Symphony Orchestra – Western Maryland’s only professional orchestra.
- ❖ Hagerstown Speedway – one of the fastest and safest dirt tracks in the United States.
- ❖ Hagerstown Suns – a minor South Atlantic League Class A baseball team affiliated with the Washington Nationals.
- ❖ Washington County Museum of Fine Arts – with a permanent collection of over 6,000 works of art, as well as changing exhibitions.
- ❖ The Maryland Theatre – built in 1915; home of the Maryland Symphony Orchestra and the Miss Maryland Pageant.

Hagerstown was founded by German immigrant Jonathan Hager who was a volunteer Captain of Scouts during the French and Indian War. Located in the center of the Great Valley in Western Central Maryland, Hagerstown was at the crossroads of the Civil War. The Valley provided a natural corridor for refugee and troop movements between Virginia and Pennsylvania. As a regional crossroads town, just north of the Potomac River, Hagerstown was a favorite staging area for military leaders traversing the region.



*The Maryland Theatre*

A revitalized Arts & Entertainment District in downtown Hagerstown complements shopping, historical sites and museums in Washington County. Residents and visitors discover a wonderful collection of beautifully renovated retail shops, restaurants, and condominiums all within walking distance of cultural attractions. Hagerstown hosts several annual festivals downtown, most notably the Western Maryland Blues Fest, Augusterfest, and the Alsatia Mummer’s Day Parade.

## Form of Government

The County is a body corporate and politic, which performs all local governmental functions in Washington County except those performed by the nine incorporated municipalities within Washington County. The executive offices of the County are located at 100 West Washington Street, Hagerstown, Maryland 21740. The County’s central telephone number is (240)-313-2210 and its website is [www.washco-md.net](http://www.washco-md.net).

Under the Code of the Public Local Laws of Washington County (2007 Edition), as amended, being Article 22 of the Code of Public Local Laws of Maryland (the "County Code"), both the executive and legislative functions of the County are vested in the elected, five-member Board of County Commissioners of Washington County (the “Board”). The Board may only exercise such powers as are conferred upon it by the General Assembly of Maryland, including authorization to issue debt to finance its capital projects. Commissioners are elected on a countywide basis and serve four-year terms.

Each member of the Board has one vote and a simple majority of the Board is sufficient to take action subject to the authority vested in the Board by the County Code. Emergency action also requires a simple majority vote. The Board elects its own officers. The General Assembly of Maryland must authorize powers not specifically authorized by the County Code.

As authorized by the County Code, the County Commissioners appoint a County Administrator. The County Administrator is selected on the basis of his or her executive and administrative abilities, including his or her knowledge and experience in public administration. He or she is charged with the supervision of the departments and agencies of the County, and is responsible for the day-to-day operations of the County government in conformity with public local laws and other laws applying to the County.

County financial matters are administered in part through the office of the Treasurer of Washington County. The County Code establishes the elective office of County Treasurer. The County Treasurer is constituted the collector of County and State taxes, charges and assessments and is charged with the enforcement of collection of taxes in the manner provided by law.

As authorized by the County Code, the Board appoints the Chief Financial Officer (CFO) on the basis of his or her experience in financial administration. The CFO is charged with assisting the Board in the preparation and administration of County budgets and other accounting and fiscal matters as the Board deems necessary. In addition, the CFO is responsible for the study of the organization, methods and procedures of each office, department, board, commission, institution, and agency of County government.

## Services

### Transportation

A variety of transportation avenues are available in Washington County. Hagerstown Regional Airport (HGR) is a Part 139 Facility, which provides daily scheduled commercial service to Baltimore-Washington Thurgood Marshall International Airport (BWI) and Pittsburgh International Airport; twice weekly service to Orlando Sanford International; and twice weekly service to St. Pete-Clearwater International Airport. The airfield also offers fixed base operation services to general aviation, corporate and military aircraft. There are 17 businesses offering clients a variety of aviation services for all types of aircraft. Approximately 1,600 people are employed locally as a result of the airport being in Washington County. In addition, Dulles International, Baltimore/Washington Thurgood Marshall International, and Ronald Reagan Washington National airports are located within 70 miles of Hagerstown.

Other transportation outlets include auto rental services, County bus service, commercial bus lines, taxi, freight common carriers, and limousine service. The main lines of CSX and Norfolk Southern provide shipment to anywhere on the Atlantic Seaboard.

### Hospital and Medical Care

Meritus Health, located in Hagerstown, Maryland, is the largest healthcare provider in Western Maryland. As a community-focused, not-for profit system, Meritus Health's programs span the continuum of healthcare, ranging from inpatient care to occupational health services to physician practices and outpatient care.

Meritus Medical Center, which opened in 2010, is a state-of-the-art, Joint Commission-accredited hospital with 243 licensed beds in single-patient rooms. Services offered include a special care nursery, a level III trauma program, a primary stroke center, a wound center, and a cardiac diagnostic laboratory. Hospital services that address outpatient needs include the John R. Marsh Cancer Center, Total Rehab Care, Meritus Diabetes Education, Meritus Home Health, Meritus Medical Laboratory and Equipped for Life.

Meritus Medical Group, with close to 100 physicians and advanced practice professionals, is a medical neighborhood of primary and specialty care practices offering comprehensive, coordinated health care services to all ages.

The Washington County Health Department, which provides various health services to the citizens of Washington County, employs a total of 201 full-time and part-time personnel in five divisions.

Other medical care facilities include the Environmental Health Division of the Health Department; the George W. Comstock Center for Public Health Research and Prevention; the Western Maryland Center, a State-owned chronic care facility; and the Brook Lane Psychiatric Center, a privately-owned psychiatric facility.

### Safety

The Washington County Sheriff's Office, the Maryland State Police, and municipal police agencies provide police protection in Washington County. The Sheriff's Office has 101 sworn personnel and 97 radio dispatched vehicles. The Sheriff's Office is responsible for the operation of the Detention Center, which has a capacity of 450 inmates. In October 2016, a Day Reporting Center opened that provides treatment services to non-violent offenders with drug and/or alcohol addictions. The State Police has 35 troopers assigned to the local barrack, which is located just south of Hagerstown. The Hagerstown Police Department has a full-time force of 96 officers. The Hancock Police Department employs five full-time officers. In addition, the Smithsburg Police Department employs four officers and the Boonsboro Police Department employs five police officers.

The County's Division of Emergency Services ("DES") oversees Emergency Communication/911, Emergency Management, Fire Department Special Operations, Fire Department Support Services, and the Emergency Medical Services Operations Program. DES is led by a full-time career director and five full-time department heads who oversee the daily operational components of Emergency Services in Washington County. The division has 94 full-time and part-time personnel working directly within the division and approximately 40 volunteers who provide dedicated service to the citizens of Washington County.

### Environmental Management

The Division of Environmental Management (“DEM”), which includes the Department of Water Quality, the Environmental Engineering Department, the Solid Waste Department, the Stormwater Management Department and the Watershed Department, was created in fiscal year 2007. The State and Federal environmental initiatives – as they pertain to water, wastewater, stormwater, solid waste and nutrients – are all jointly related. DEM is responsible for integrating the regulations and applying them to the operations of these departments.

The Washington County Solid Waste Department is responsible for a solid waste disposal system that protects the environment and public health.

The County currently provides water and/or wastewater services to nearly all of the immediate densely populated area surrounding the City of Hagerstown (except the Dual Highway corridor), the areas of Highfield, Elk Ridge, Sandy Hook, and the towns of Sharpsburg and Smithsburg.

### Department of Business Development

The Washington County Department of Business Development (the “DBD”) is dedicated to expanding economic opportunities for the citizens of Washington County. It works to promote Washington County as a place of business and improve the overall business climate of the community.

The Washington County Economic Development Commission Board of Directors (the “EDC”) is comprised of 12 unpaid volunteers and six *ex-officio* members. As representatives of the local business community, the EDC is responsible for evaluating, recommending, and implementing policies affecting the County’s ability to attract, nurture, and sustain employment, and to further promote economic growth and change in a managed environment.

The DBD currently has five full-time employees to conduct the day-to-day operations of the office. The staff works to fulfill the strategic priorities recommended by the EDC and as approved by the Board.

## *Demographic Information*

### Population

| <u>Year</u>    | <u>County Total</u> |
|----------------|---------------------|
| 1980           | 113,086             |
| 1990           | 121,393             |
| 2000           | 131,923             |
| 2010           | 147,430             |
| 2017           | 150,578             |
| 2020 projected | 156,800             |
| 2025 projected | 166,450             |
| 2030 projected | 175,400             |

Sources: U.S. Census Bureau 1980, 1990, 2000, 2010, 2017; Projections by the Maryland Department of Planning 2017

### County Income

|                          |           |
|--------------------------|-----------|
| Per Capita Income        | \$ 43,470 |
| Median Household Income  | \$ 56,316 |
| Average Household Income | \$ 72,310 |

Sources: U.S. Dept. of Commerce, Bureau of Economic Analysis (2017); U.S. Census Bureau, 2012-2016 American Community Survey

### Housing

#### 2017 Median Selling Price

|                   |            |
|-------------------|------------|
| Washington County | \$ 166,985 |
| Maryland          | \$ 270,902 |

Source: Maryland Association of Realtors.

### Households

|                                 |        |
|---------------------------------|--------|
| Number of Households            | 56,094 |
| Number of Family Households     | 37,610 |
| Number of Non-family Households | 18,484 |

Source: U.S. Census Bureau, 2012-2016 American Community Survey

### Population Statistics

|                |                       |        |
|----------------|-----------------------|--------|
| <b>Age:</b>    | 19 & under            | 24.50% |
|                | 20-64 (workforce age) | 59.70% |
|                | 65 & older            | 15.80% |
|                | Median Age            | 40.7   |
| <b>Gender:</b> | Male                  | 50.90% |
|                | Female                | 49.10% |
| <b>Race:</b>   | White                 | 83.50% |
|                | Black                 | 10.30% |
|                | Other                 | 6.20%  |

Source: U.S. Census Bureau, 2012-2016 American Community Survey

### Education Facilities in Washington County

#### Higher Education:

Hagerstown Community College  
Purdue University Global - Hagerstown  
University System of MD at Hagerstown

#### Primary Education:

26 Elementary Schools  
7 Middle Schools  
8 Senior High Schools  
1 Middle/Senior High School  
1 Technical High School  
1 Evening High School  
1 Outdoor Education  
1 Special Education

Pupil/Teacher Ratio: 22:1

Public Enrollment: 22,595

39 Private Schools

Source: Washington County Board of Education

**County Water Quality Systems**

|                          | <u>Total # of Services</u> |
|--------------------------|----------------------------|
| Full Service Water       | 1,341                      |
| Full Service Sewer       | 7,156                      |
| Collection Service Sewer | 3,756                      |
| Total                    | 12,253                     |

Source: Washington County Department of Budget and Finance

**County Building Permits (000s)**

|                 | <u>Number</u> | <u>Value</u> |
|-----------------|---------------|--------------|
| Residential New | 198           | \$57,704     |
| Other Permits   | 1,315         | \$133,441    |
| Total           | 1,513         | \$191,145    |

Source: Washington County Department of Permitting

**County Employment Statistics**

|                      |        |
|----------------------|--------|
| Civilian Labor Force | 76,326 |
| Employed             | 72,752 |
| Unemployed           | 3,574  |
| Unemployment Rate    | 4.69%  |
| State Average        | 4.09%  |

Source: MD Department of Labor, Licensing &amp; Regulation 2018

**Top 15 Employers in Washington County**

|    | <u>Employer</u>                  | <u>Employment</u> |
|----|----------------------------------|-------------------|
| 1  | Washington County Public Schools | 3,100             |
| 2  | Meritus Health, Inc.             | 2,740             |
| 3  | State of Maryland                | 2,385             |
| 4  | Citi                             | 2,300             |
| 5  | First Data                       | 2,185             |
| 6  | Washington County Government     | 1,352             |
| 7  | Volvo Group                      | 1,300             |
| 8  | FedEx Ground                     | 900               |
| 9  | Hagerstown Community College     | 890               |
| 10 | Bowman Group, LLP                | 745               |
| 11 | Federal Government               | 567               |
| 12 | Merkle Response Services, Inc.   | 545               |
| 13 | ARC of Washington County         | 500               |
| 14 | Direct Mail Processors           | 500               |
| 15 | City of Hagerstown               | 486               |

Source: Maryland Department of Commerce

**County Business Patterns**

| <u>Industry</u>                 | <u>Total # Establishments</u> |
|---------------------------------|-------------------------------|
| Services                        | 1,211                         |
| Retail Trade                    | 598                           |
| Other                           | 444                           |
| Construction                    | 332                           |
| Finance, Insurance, Real Estate | 336                           |
| Transportation/Warehousing      | 146                           |
| Wholesale Trade                 | 148                           |
| Manufacturing                   | 124                           |
| Information                     | 53                            |
| Utilities                       | 5                             |
| Mining                          | 2                             |
| Agricultural                    | 4                             |
| Total                           | 3,403                         |

Source: U.S. Census Bureau, 2016 County Business Patterns

**Top 20 Largest Taxpayers in Washington County  
as of June 30, 2017  
Ranked by Assessed Value**

|    | <u><b>Taxpayer</b></u>                             | <u><b>Assessed Value</b></u> |
|----|--|------------------------------|
| 1  | PR Valley Limited Ptsp                             | \$ 104,087,240               |
| 2  | Outlet Village of Hagerstown                       | 100,404,570                  |
| 3  | Potomac Edison                                     | 87,163,890                   |
| 4  | Liberty Property Limited                           | 71,159,300                   |
| 5  | FedEx Ground Package System Inc.                   | 69,952,130                   |
| 6  | Bowman Group                                       | 66,876,743                   |
| 7  | Washington Real Estate                             | 61,565,367                   |
| 8  | Staples of Maryland LLC                            | 50,890,720                   |
| 9  | Western Hagerstown Dist. Center                    | 48,619,100                   |
| 10 | Walmart Stores/Wal-Mart R.E./Sam's R.E./Sam's East | 45,092,220                   |
| 11 | 254 Hagerstown/Citigroup/Citicorp                  | 40,000,000                   |
| 12 | Mack Trucks Inc.                                   | 36,633,880                   |
| 13 | Verizon-Maryland                                   | 36,131,200                   |
| 14 | Intelsat Global Service LLC                        | 34,923,520                   |
| 15 | 2007 East Greencastle Pike                         | 34,360,000                   |
| 16 | Lowe's Home Centers Inc.                           | 33,078,370                   |
| 17 | CSX Transportation CSX Minerals                    | 30,215,990                   |
| 18 | GP Hagerstown Limited Ptsp                         | 30,035,200                   |
| 19 | Norfolk Southern Combined Rail                     | 29,903,920                   |
| 20 | ARCP MT Hagerstown                                 | 29,758,700                   |

Source: Washington County Treasurer's Office

The information set forth above was compiled from tax rolls on which the names and owners are not always recorded in the same way.

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# Capital Improvement Plan Development

## *Capital Improvement Program*

Washington County government is responsible for providing infrastructure improvements to its citizens. To provide for these improvements on a continuing basis, the Board of County Commissioners established a Capital Improvement Program that forecasts the future needs and priorities of the community. Through sound planning and programming of capital projects, the County can provide many improvements while utilizing the prescribed amount of funds available for this purpose.

A major purpose of the Capital Improvement Program is to provide a means for coordinating and consolidating all departmental and agency project requests into one document. The projects can then be examined and prioritized based on established criteria that includes County plans and policies.

A Ten-Year Capital Improvement Plan is developed each fiscal year and includes scheduling and financing of future community facilities such as public buildings, roads, bridges, parks, water and sewer projects, and educational facilities. The plan is flexible and covers ten years with the first year being the Capital Improvement Budget. Funds for each project are allocated from Federal, State, and local sources by the County Commissioners.

The Capital Improvement Plan not only accounts for the acquisition, expansion, and rehabilitation of infrastructure and other capital assets, but it also incorporates the following basic underlying principles of the County:

- Capital projects are targeted to support the goals of the Comprehensive Plan and other County functional plans.
- Capital investments are made for economic development.
- Existing assets are preserved and maintained to ensure continued service.
- External funding possibilities are considered when reviewing and prioritizing projects.
- Intergovernmental funding is sought for regional projects.
- Debt is used carefully and managed in accordance with the goals and objectives of County policies.

The Ten-Year Capital Improvement Plan is updated on an annual basis for both project costs and funding sources. Along with the development of the Capital Improvement Plan, an annual debt affordability analysis is performed to evaluate the effect of debt service costs on operating budgets and to utilize long-term financial planning. As part of the annual review process, certain projects are closed out due to completion and others are added as the re-sequencing of project priorities occur.

## *Capital Improvement Plan Process*

Capital Improvement Plan development begins in the winter after the completion of the debt affordability analysis. The Capital Improvement Program provides a comprehensive approach to planning and impacts all facets of County operations. The County Administrator, the Chief Financial Officer, the Planning Director, the Director of Public Works, and the Director of Engineering comprise the Capital Improvement Plan Committee, ("CIP Committee"). From the time the Capital Improvement Plan's initial annual review begins in October through its adoption in May of each year, there is constant interaction between departments, the CIP Committee, and the elected officials. This effort is characterized by cooperation and reflects a common goal of ensuring that the Capital Improvement Plan meets the objectives of the County and remains affordable and achievable. The CIP Committee reviews the project submissions to ensure:

- The plans are properly coordinated with other projects, entities, etc.;
- Long-term operating impacts are included in estimates (including staffing, utility, maintenance, and debt);
- Timeframes for construction activity and cash flow are realistic;
- The budget and appropriate funding sources are adequate; and
- Projects are prioritized based on County goals, department priorities, and anticipated funding sources.

The Capital Improvement Plan is reviewed in conjunction with the debt affordability analysis and revenue projections, inclusive of rate analysis, in order to determine funding availability. A financial analysis of funding sources and project costs is conducted for all proposed capital improvement projects. It is the CIP Committee's responsibility to review all requests that County departments and agencies submit. All projects are ranked based on established criteria for priority ranking. Considering current and future needs, as developed in the ten-year plan, available funding sources, and the results of the priority ranking process, the CIP Committee determines which capital projects best meet established criteria for the current fiscal year Capital Improvement Budget and the nine-year forecast.

The Board of County Commissioners reviews the Ten-Year Capital Improvement Plan in regular public working sessions and at the public hearing. Following this review and before the end of the fiscal year, the Board formally approves and adopts the Ten-Year Capital Improvement Plan for the established projects.

## *Components of the Capital Program*

### Capital Project Definition

Capital Projects are included in the Capital Improvement Plan when the project supports or improves infrastructure needs and/or the productive capacity of the County. Projects should have a useful life greater than five years and an estimated cost of \$10,000 or more, and should also meet one or more of the following criteria:

- Projects having restricted funding sources, including grants, that require them to be included in the Capital Improvement Budget;
- Systematic acquisitions over an extended time period to complete implementation of a major functional or operating system;
- Rehabilitation or replacement projects of governmental or agency facilities;
- Projects that require bond financing because of significant costs associated with acquisition or construction of the project; and
- Planning and feasibility studies that support the acquisition, construction, or improvement of the items listed above. (These are not required to meet the useful life test).

Capital assets include land, improvements to land, easements, buildings, building improvements, vehicles, machinery, large equipment, infrastructure, and all other tangible and intangible assets that are used in operations. Assets not meeting the criteria above are budgeted as capital outlay in the Operating Budget.

### Capital Project Priority Ranking System

During the review process the CIP Committee prioritizes projects based on the County's broad goals, department priorities, anticipated funding sources, and the priority-ranking matrix. The priority-ranking matrix is composed of 14 scored and weighted criteria, which is the basis for assigning projects into one of the five priority-ranking categories.

The 14 scored and weighted ranking criteria used by Washington County are:

1. Legal Mandates – This criterion assesses the risk with legal issues required by Federal or State statute, court order, or regulation, or a project that moves the County into further compliance with such mandates.
2. Public Health and Safety – This criterion includes health related impacts such as increases in traffic accidents, injuries, and deaths.
3. Environmental Impact – This criterion evaluates the environmental related impact on items such as water quality, flood control, air quality, contamination, etc.

4. **Conformity to County Commissioners Goals and Plans** – This allows for the evaluation of the project in relationship to the goals and plans of the Commissioners and/or the Comprehensive Plan or other approved plans by the County.
5. **Conformity to Agency, Department and Jurisdictional Plans** – This allows for the evaluation of the project in relationship to written plans of County agencies, departments, and jurisdictions.
6. **Community Support** – This criterion refers to interest group advocacy and/or opposition and conformity to County master and strategic plans.
7. **Project Cost** – This criterion considers the total cost of constructing or installing the proposed work. The higher the cost the lower the weight. However, the forced score should not be considered adversely with respect to an individual project as it simply identifies the financial issues within the Capital Improvement Plan Budget. A project will rank high if warranted by other evaluation criteria when scored if appropriate.
8. **Funding** – This criterion evaluates available funding sources to be contributed towards the proposed project, taking into consideration if the project is continuing from the prior year (in which funding would be required), if there is proposed self-supporting funds, or if significant outside funding sources are available.
9. **Operating Budget Impact: Cost/Benefit** – This criterion reflects other costs relative to the proposed project, including operation and maintenance, start-up costs, and personnel, as well as cost savings and potential revenues generated by the completed project.
10. **Preservation of Facility** – Measures the possible effect of deferring the project, such as complete replacement of facility or equipment, major repair, normal repair costs if not replaced or added cost for new facility.
11. **Project Life** – This criterion is used to rank the project based on life expectancy and projected maintenance cost. A higher value is placed on longer-term infrastructure assets.
12. **Economic Impact** – Measures the impact such as property value, future tax base, added jobs, income to citizens, changes in business income, and stabilization of neighborhoods. Such impacts may apply more to capital projects related to growth and expansion than to infrastructure maintenance, although deteriorating structures can adversely affect business.
13. **Recreational, Cultural or Aesthetic Value** – A catch-all criteria for other significant quality-of-life related impacts that include community appearance, recreational opportunities, and cultural improvements.
14. **Percent of Population Benefiting** – Estimates the number of persons likely to be affected by the project and nature of the impact.

After the projects are scored and weighted using the above criteria, the projects are then categorized based on the score into Priority 1 through Priority 5. The priority category definitions are as follows:

- |            |   |
|------------|---|
| Priority 1 | Projects needed to comply with a court order or legislative mandate, and/or projects that are critical to the health, safety, and general welfare of County citizens. |
| Priority 2 | Projects essential to the general welfare of the community, operating or maintaining of a physical facility, but not critical relative to other projects.             |
| Priority 3 | Projects that provide a public operational improvement or are important in relation to County financial capabilities, needs, or other program requirements.           |
| Priority 4 | Projects that provide for necessary maintenance or replacement, but where deferral will not result in significantly increased cost to the County.                     |

- Priority 5 Projects that conflict with the master plan and/or projects for which there are concerns related to serious need, cost, justification, or timing.

After all proposed projects are prioritized using these criteria, the CIP Committee (1) reviews the project ranking report for reasonableness; (2) checks for any projects that appear out of order; (3) determines if there are any linkages between projects; (4) evaluates if there are any advantages to having projects done concurrently; (5) ascertains if there are any projects dependent on one another; and (6) reviews the project's impact on the operating budget. Adjustments to the final ranking may be necessary based on this extensive Capital Improvement Plan prioritization process.

The CIP Committee provides an enterprise-wide view and prioritizes proposed projects while balancing project requests against known County objectives. After their review is complete, the CIP Committee presents the Ten-Year Capital Improvement Plan to the Board of County Commissioners. The County Commissioners review the recommended Ten-Year Capital Improvement Plan during budget workshops and at a public hearing prior to budget adoption.

Program priorities, long-term service needs, and planning – like multidimensional ranking systems – complement rather than replace, the judgment that County officials must exercise in ranking requests for capital projects and acquisitions and developing the Capital Improvement Plan and Capital Budget.

### Capital Improvement Plan Funding Sources

Funding sources in the Capital Improvement Plan are budgeted in each fiscal year in which they will be received. All potential funding sources are considered when developing the Capital Improvement Plan to ensure that projects are funded with appropriate revenue streams. Some projects are funded with project-specific revenues that benefit particular projects and/or users, as is the case with development fees. The other information considered when funding the Capital Improvement Plan are the results of the Debt Affordability Analysis, cash flow requirements of each project, and the financial costs associated with each funding source. Following are descriptions of the funding sources for the Capital Improvement Budget:

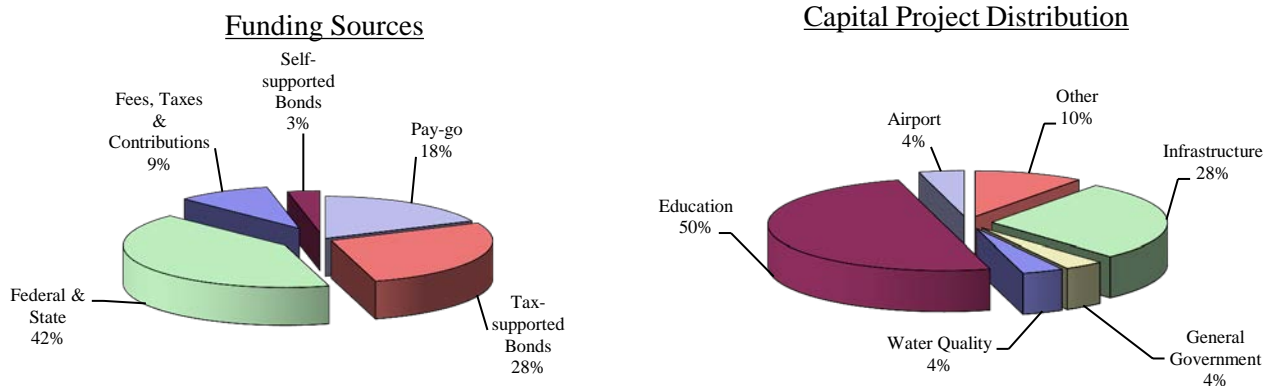
- Tax-Supported Bonds are General Obligation Bonds secured by the full faith and credit of the issuer. General Obligation Bonds issued by the County are secured by a pledge of the County's property taxing power, and must be authorized by legislative authority. The amount to be issued in this fiscal year is based on the County's debt affordability guidelines, debt policies, and future project costs.
- Self-Supported Bonds are issued for enterprise funds and the debt service is paid from user fees.
- Pay-Go Funds represent cash contributions from various operating funds for specific capital projects without a dedicated funding source.
- Federal and State Funds are for specific projects and are restrictive in nature. These funds are inconsistent from year-to-year and are not used as a base revenue stream.
- Fees and Taxes is the other major funding source. Excise tax is assessed for residential construction at \$1 per sq foot (SF), and \$.50 SF for additions to residential properties. Excise tax for nonresidential non-retail is assessed at \$1 SF and nonresidential retail at \$1 SF for the first 15,000 SF and \$3 SF thereafter. Budgeted excise tax is based on projected growth and development. Transfer tax is charged on recorded real property transfers in the County at a rate of .5%. Transfer tax revenue is based on projected home sales and recordation activity. In addition, the County has an Adequate Public Facilities Ordinance Fee and is used to generate revenue so that public facilities and services needed to support new development will be available concurrently with the impacts of the new developments.

# Fiscal Year 2019 Overview

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## *FY19 Capital Improvement Budget Overview*

A graphic illustration of planned capital project distribution and funding sources for fiscal year 2019 is shown below. The fiscal year 2019 Capital Improvement Budget is funded mainly from: tax-supported and self-supported bonds, pay-go funds, Federal and State funds, and developer based fees.



## *Operating Impact of Capital Improvement Projects*

The operating impact of capital projects are reviewed and considered during the Capital Improvement Plan review process. Estimated new revenues and or operational efficiency savings associated with projects are also taken into consideration. The operating costs of the projects are identified and considered during the ranking evaluation. The operating costs of projects to be completed and in-service during the budget year are identified and justified as part of the operating budget process. Additions or eliminations of personnel, significant start-up costs, as well as operation and maintenance costs of the new facilities are included in the operating budget. These conservative operating cost estimates include: personnel, equipment maintenance, building maintenance, and other major costs anticipated at the completion of the project. An important consideration in the County's Capital Improvement Budget is the fiscal impact on the Operating Budget due to the additional debt service cost. Total debt service cost for fiscal 2019 is approximately \$22.6 million.

The ten-year operating budget impact for major projects approved in the fiscal year 2019 Capital Budget are presented in the project detail schedule located in the next section.

## *Debt Affordability Analysis*

One of the major sources of funding for capital projects is debt. Debt is issued to match the cash flow requirements of the Capital Improvement Plan, while considering the effect of the tax burden on the citizens. Therefore, along with the development of the Capital Improvement Plan, an annual debt affordability analysis is performed to evaluate the effect of debt service costs on operating budgets and to utilize long-term financial planning.

The key factor in the issuance of debt is the understanding that effective debt management is critical to the overall financial management of the County. Therefore, the issuance of debt is done in conformance with the County's Debt Policy, which is an integral component of the County's financial management program. Accordingly, critical to sound financial and debt management is the continuing evaluation of the County's ability to afford and plan for the issuance of debt. In this regard the County has instituted a self-imposed requirement that an annual debt affordability analysis be performed. The analysis provides a method by which the County's debt position can be evaluated, tested for stress and affordability, and compared to other jurisdictions, "Peer Group", that are considered comparable to the County. The analysis provides the County Commissioners and citizens with a way to assess the impact of bond issuance and allows for informed decisions regarding financing proposals and capital spending priorities.

The County undertakes the debt capacity analysis on an annual basis in conjunction with the issuance of bonds and the formulation of the long-range Capital Improvement Plan. This comprehensive and routine analysis of debt capacity provides assurance that the amount of debt issued by the County is affordable. It also ensures that an appropriate balance is maintained between the County's capital needs and its ability to pay for them.

To determine the County's debt affordability, a peer group was established for comparison. The Peer Group consists of counties that share similar characteristics in various areas, including but not limited to, population, region, bond rating, and budget thresholds. Also, our sample of counties was based on size and income indicators, such as per capita income, property values, access to interstate highways, and revenue generation.

The Peer Group contains nine other Maryland counties: Howard, Frederick, Harford, Carroll, Charles, St. Mary's, Cecil, Wicomico, and Calvert.

As with any business, including County government, it is important to develop strategic objectives, including prudent borrowing limits. The debt ratios used by the County are relevant benchmarks used to measure its debt position. Establishing an acceptable range for the debt ratios has allowed the County to continually monitor its debt position and provide a mechanism for calculating debt capacity. The information provided by the ratios assists the County in the capital budgeting decision process, including prioritizing capital spending.

Measures of debt affordability are sensitive as they are impacted by the amount of outstanding debt and changes in both demographic and economic factors. Changes in demographic factors such as population growth and personal income affect debt ratios. Economic cycles can have major impacts, both positive and negative, on targeted ratios and debt capacity. This volatility demonstrates the need for assessing changes in projected debt capacity on an annual basis.

Decisions regarding the use of debt is based on a number of factors including, but not limited to, the long-term needs of the County and the amount of resources available to repay the debt. Flexibility is required to enable the County's management team to respond to unforeseen emergencies or opportunities in the operational budget. In order to provide for that flexibility, the most important ratio - Debt Service as a Percent of Revenue - is included in the analysis. Comparing debt ratios of the Peer Group and national medians is useful in evaluating the County's debt position. Evaluating the change in ranking over time also indicates a strengthening or weakening of the County's debt position relative to the Peer Group and to national averages. Following is a five-year comparison of the County's debt ratios for the tax-supported debt portion.

| Ratio and Peer Group Median Comparisons |                 |                   |                          |                   |   |                   |   |                   |
|---|-----------------|-------------------|--------------------------|-------------------|---|-------------------|---|-------------------|
| Fiscal Year                             | Debt Per Capita |                   | Debt as a Percent of FMV |                   | Debt Service as a % of General Fund Revenue |                   | Debt Service per Capita as a % of Income Per Capita |                   |
|   | County Amount   | Peer Group Median | County Ratio             | Peer Group Median | County Ratio                                | Peer Group Median | County Ratio  | Peer Group Median |
| 2014                                    | 908             | 1,536             | 1.14%                    | 1.68%             | 6.97%                                       | 8.41%             | .23%  | .33%              |
| 2015                                    | 917             | 1,496             | 1.17%                    | 1.68%             | 7.04%                                       | 8.96%             | .24%  | .34%              |
| 2016                                    | 933             | 1,661             | 1.16%                    | 1.68%             | 6.36%                                       | 8.06%             | .22%  | .32%              |
| 2017                                    | 939             | 1,573             | 1.16%                    | 1.56%             | 6.67%                                       | 8.98%             | .22%  | .33%              |
| 2018 estimated                          | 1,047           | 1,573             | 1.29%                    | 1.56%             | 6.68%                                       | 8.98%             | .23%  | .33%              |
| Policy                                  |                 | 1,500             |                          | 1.50%             |   | 8.00%             |   | 0.50%             |

When the County compares its debt ratios to its peer group and national medians, it provides a snapshot of our debt position at a single point in time. However, to fully understand the County's debt position, it is important to evaluate ratios over a long period of time so that trends can be ascertained, analyzed, and evaluated.

In completing the debt affordability analysis the estimated debt capacity ceiling is established and policy guidelines are applied to the debt capacity calculations. The ratio of Debt Service as a Percentage of Revenue is considered the most critical criteria in establishing debt capacity, in part, because the County controls both components of the ratio and the impact of the change is most pronounced in the operating budget and potentially the tax burden carried by the citizens.

Projections are based on net tax-supported debt currently outstanding plus average debt that is anticipated to be issued over the next 20 years. The projections are intended only to provide a method for assessing the impact of issuing more debt. The County's debt affordability analysis is designed to: ensure that anticipated future debt is manageable from a fiscal and budgetary perspective; meet peer group ratio targets and avoid negative treatment by the rating agencies in the form of a rating downgrade; and keep borrowing costs to a minimum. The following table illustrates the impact of long-term debt issuance as it relates to various Peer Group targets that the County monitors.

| Debt Capacity Analysis – Effect of Debt Issuance on Debt Ratios |                 |                   |                          |                   |   |                   |   |                   |
|---|-----------------|-------------------|--------------------------|-------------------|---|-------------------|---|-------------------|
| Fiscal Year   | Debt Per Capita |                   | Debt as a Percent of FMV |                   | Debt Service as a % of General Fund Revenue |                   | Debt Service Per Capita as a % of Income Per Capita |                   |
|   | Projected       | Peer Group Median | Projected                | Peer Group Median | Projected                                   | Peer Group Median | Projected   | Peer Group Median |
| 2019  | 1,085           | 1,573             | 1.32%                    | 1.56%             | 6.65%                                       | 8.98%             | .22%  | .33%              |
| 2020  | 1,120           | 1,573             | 1.34%                    | 1.56%             | 6.98%                                       | 8.98%             | .24%  | .33%              |
| 2021  | 1,149           | 1,573             | 1.35%                    | 1.56%             | 7.37%                                       | 8.98%             | .25%  | .33%              |
| 2022  | 1,171           | 1,573             | 1.35%                    | 1.56%             | 7.20%                                       | 8.98%             | .24%  | .33%              |
| 2023  | 1,194           | 1,573             | 1.35%                    | 1.56%             | 7.37%                                       | 8.98%             | .25%  | .33%              |
| 2024  | 1,213           | 1,573             | 1.34%                    | 1.56%             | 7.56%                                       | 8.98%             | .26%  | .33%              |
| 2025  | 1,226           | 1,573             | 1.33%                    | 1.56%             | 7.71%                                       | 8.98%             | .26%  | .33%              |
| 2026  | 1,235           | 1,573             | 1.32%                    | 1.56%             | 7.69%                                       | 8.98%             | .26%  | .33%              |
| Policy  |                 | 1,500             |                          | 1.50%             |   | 8.00%             |   | 0.50%             |

| Debt Capacity Analysis – Effect of Debt Issuance on Debt Ratios |                 |                   |                          |                   |   |                   |   |                   |
|---|-----------------|-------------------|--------------------------|-------------------|---|-------------------|---|-------------------|
| Fiscal Year   | Debt Per Capita |                   | Debt as a Percent of FMV |                   | Debt Service as a % of General Fund Revenue |                   | Debt Service Per Capita as a % of Income Per Capita |                   |
|   | Projected       | Peer Group Median | Projected                | Peer Group Median | Projected                                   | Peer Group Median | Projected   | Peer Group Median |
| 2027  | 1,242           | 1,573             | 1.30%                    | 1.56%             | 7.68%                                       | 8.98%             | .26%  | .33%              |
| 2028  | 1,248           | 1,573             | 1.28%                    | 1.56%             | 7.85%                                       | 8.98%             | .27%  | .33%              |
| 2029  | 1,247           | 1,573             | 1.26%                    | 1.56%             | 7.27%                                       | 8.98%             | .25%  | .33%              |
| 2030  | 1,255           | 1,573             | 1.25%                    | 1.56%             | 7.25%                                       | 8.98%             | .25%  | .33%              |
| 2031  | 1,262           | 1,573             | 1.23%                    | 1.56%             | 7.50%                                       | 8.98%             | .26%  | .33%              |
| 2032  | 1,261           | 1,573             | 1.21%                    | 1.56%             | 7.46%                                       | 8.98%             | .26%  | .33%              |
| 2033  | 1,258           | 1,573             | 1.18%                    | 1.56%             | 7.44%                                       | 8.98%             | .26%  | .33%              |
| 2034  | 1,253           | 1,573             | 1.16%                    | 1.56%             | 7.39%                                       | 8.98%             | .26%  | .33%              |
| 2035  | 1,246           | 1,573             | 1.13%                    | 1.56%             | 7.36%                                       | 8.98%             | .26%  | .33%              |
| 2036  | 1,237           | 1,573             | 1.10%                    | 1.56%             | 7.25%                                       | 8.98%             | .26%  | .33%              |
| 2037  | 1,226           | 1,573             | 1.07%                    | 1.56%             | 7.19%                                       | 8.98%             | .25%  | .33%              |
| 2038  | 1,214           | 1,573             | 1.04%                    | 1.56%             | 7.14%                                       | 8.98%             | .25%  | .33%              |
| Policy  |                 | 1,500             |                          | 1.50%             |   | 8.00%             |   | 0.50%             |

### Credit Ratings

Rating agencies are companies that assign credit ratings to institutions, including local governments that issue debt obligations. Credit ratings are the rating agencies' assessment of the County's ability and willingness to repay debt on a timely basis. Debt management is an important factor in evaluating and assigning credit ratings. Credit ratings are an important indicator in the bond market and can influence the County's long-term interest rates that it must pay.

The County's current credit ratings are AA+ by Standard & Poor's, AA+ by Fitch and an Aa1 by Moody's Investors Service. The County's credit ratings reflect strong financial management, continued economic development and diversification, strong financial position, strong financial policies, manageable capital needs, low debt, and strong reserves.

### Changes in Economic Assumptions

In addition to analyzing the impact of the capital program on debt ratios and capacity, to remain prudent, the County analyzes the impact of changing economic conditions on the recommended maximum level of annual debt issuance. Three economic scenarios are created:

- 'Base' case reflects future economic conditions based on historical and projected trends.
- 'Best' case reflects the best economic conditions based on historical high trends.
- 'Worst' case reflects the worst economic conditions based on historical low trends.

The assumptions used in determining debt capacity in each scenario are based on historical trends, judgment, and projected economic conditions. Each case assumption is applied to the 20-year projection.

The 'Base' case projects the most affordable program. The 'Best' and 'Worst' case scenarios assume major changes in economic conditions for the 20-year period and could require adjustments to the Capital Improvement Plan and the debt issuance plan. However, planning to issue debt on the 'Best' case scenario every year is not advisable because some bonding capacity should be kept in reserve in anticipation of sudden unexpected economic downturns.

## Final Analysis

There are multiple factors that can affect the County's affordability to incur future indebtedness, including the County's economy and the availability of adequate financial resources. For that reason the financial ratios and analysis used, take into account the entire County financial condition, as other factors can effectively deteriorate the County's financial posture and affect its ability to incur debt. In addition, these managerial and unpredictable scenarios are considered and tested as part of the analysis, so that the known effects of 'Worst' and 'Best' case results can be examined. It is important for the County to monitor its financial condition, economic trends, and debt affordability results on a regular basis, in order to continue to evaluate the County's credit position to determine whether annual issuance of debt should be adjusted to reflect a changing financial outlook for the County under altered circumstances.

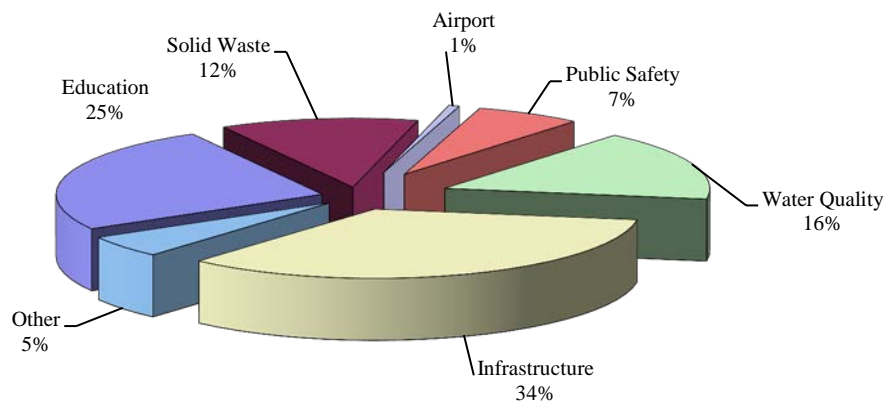
The estimated maximum debt capacity is not intended to be an absolute limit or a recommendation on the amount of debt that can be incurred. It should be used as a guide for better long-term financial planning and improving capital budgeting. Debt capacity estimates can assist long-term capital planning by showing the resources available to fund needed infrastructure, schools and other capital needs. The estimates can then be used to allocate restricted resources to priority projects. The County's annual debt review analyzes the projected debt issuances to assure that long-term financial stability will remain intact.

## *Outstanding Debt*

The impact of the Capital Improvement Budget on the Operating Budget is evaluated during the budget process. The Capital Improvement Budget includes costs for long-term capital projects, which add to the capital asset base of the County. The Operating Budget includes the principal and interest cost associated with those assets and the pay-go financing.

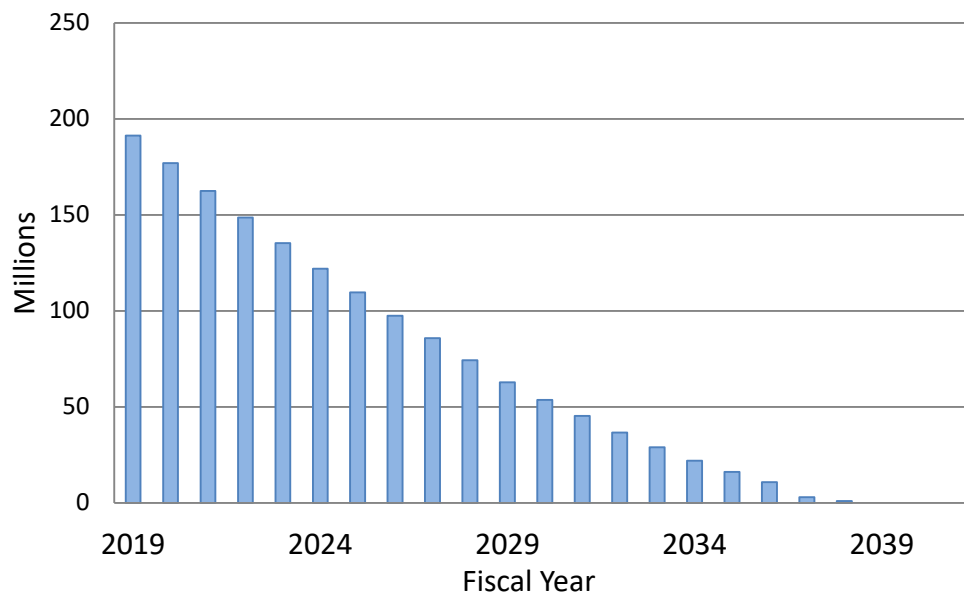
The following graph illustrates the percentage of total debt outstanding at June 30, 2018, by project category:

Percentage of Debt Outstanding by Project Category



The following graph illustrates the current outstanding debt at June 30, 2018.

Outstanding Debt



The table below shows the current outstanding balance at June 30, 2018, and the estimated impact of debt service on the Operating Budget for FY 2019.

**Current Debt Balance and FY 2019 Principal and Interest Costs**

| Description                               | FY 2018<br>Balance | FY 2019<br>Principal | FY 2019<br>Interest | Total Debt<br>Service |
|---|--------------------|----------------------|---------------------|-----------------------|
| <b>General Fund:</b>                      |                    |                      |                     |                       |
| 2009 Public Improvement & Refunding Bonds | \$ 520,956         | \$ 520,961           | \$ 15,629           | \$ 536,590            |
| 2010 Ser A Public Improvement Bonds       | 1,647,654          | 535,408              | 41,399              | 576,807               |
| 2010 Ser B Build America Bonds            | 6,957,113          | 0                    | 234,939             | 234,939               |
| 2010 Refunding Bonds                      | 4,247,169          | 1,235,528            | 121,653             | 1,357,181             |
| 2011 Public Improvement Bonds             | 8,353,452          | 475,243              | 313,493             | 788,736               |
| 2012 Public Improvement Bonds             | 9,744,829          | 512,886              | 285,789             | 798,675               |
| 2012 Refunding Bonds                      | 3,290,490          | 709,580              | 138,710             | 848,290               |
| 2013 Public Improvement Bonds             | 10,140,000         | 500,000              | 320,850             | 820,850               |
| 2013 Refunding Bonds                      | 10,203,832         | 1,182,661            | 337,226             | 1,519,887             |
| 2014 Public Improvement Bonds             | 12,545,000         | 525,000              | 483,938             | 1,008,938             |
| 2015 Public Improvement Bonds             | 11,184,994         | 430,789              | 404,612             | 835,401               |
| 2015 Refunding Bonds                      | 18,648,592         | 1,107,532            | 729,331             | 1,836,863             |
| 2016 Public Improvement Bonds             | 11,587,109         | 430,337              | 389,942             | 820,279               |
| 2016 Refunding Bonds                      | 6,396,940          | 0                    | 215,829             | 215,829               |
| 2017 Public Improvement Bonds             | 12,000,000         | 383,164              | 433,524             | 816,688               |
| 2018 Public Improvement Bonds             | 12,000,000         | 224,333              | 236,090             | 460,423               |
| MD Water Quality Solid Waste Refinancing  | 1,336,629          | 501,693              | 13,366              | 515,059               |
| MD Water Quality Resh Capping Ph 1        | 2,485,864          | 265,342              | 24,858              | 290,200               |
| Total General Fund Existing Debt          | \$ 143,290,623     | \$ 9,540,460         | \$ 4,741,170        | \$ 14,281,630         |
| 2019 Planned Debt:                        |                    |                      |                     |                       |
| 2019 Public Improvement Bonds             | 12,000,000         |                      |                     |                       |
| Total General Fund Debt                   | \$ 155,290,623     | \$ 9,540,460         | \$ 4,741,170        | \$ 14,281,630         |
| <b>Solid Waste:</b>                       |                    |                      |                     |                       |
| 2009 Public Improvement Bonds             | 75,009             | 75,010               | 2,250               | 77,260                |
| 2010 Ser A Public Improvement Bonds       | 652,205            | 211,935              | 16,387              | 228,322               |
| 2010 Ser B Build America Bonds            | 2,753,894          | 0                    | 92,999              | 92,999                |
| 2010 Refunding Bonds                      | 1,187,831          | 384,472              | 33,797              | 418,269               |
| 2011 Public Improvement Bonds             | 2,456,548          | 139,757              | 92,191              | 231,948               |
| 2012 Refunding Bonds                      | 16,190             | 5,090                | 700                 | 5,790                 |
| 2013 Refunding Bonds                      | 141,168            | 17,339               | 4,774               | 22,113                |
| 2015 Refunding Bonds                      | 1,599,878          | 116,816              | 62,243              | 179,059               |
| 2016 Public Improvement Bonds             | 99,456             | 3,694                | 3,347               | 7,041                 |
| 2016 Refunding Bonds                      | 921,050            | 0                    | 31,076              | 31,076                |
| 2017 Public Improvement Bonds             | 1,142,000          | 36,464               | 41,257              | 77,721                |
| 2018 Public Improvement Bonds             | 852,000            | 30,128               | 29,820              | 59,948                |
| MD Water Quality 40 West Cell 3           | 949,703            | 138,384              | 10,447              | 148,831               |
| MD Water Quality Solid Waste Refinancing  | 3,672,132          | 1,378,307            | 36,721              | 1,415,028             |
| Total Solid Waste Existing Debt           | \$ 16,519,064      | \$ 2,537,400         | \$ 458,010          | \$ 2,995,410          |

Current Debt Balance and FY 2019 Principal and Interest Costs

| Description                                 | FY 2018<br>Balance | FY 2019<br>Principal | FY 2019<br>Interest | Total Debt<br>Service |
|---|--------------------|----------------------|---------------------|-----------------------|
| 2019 Planned Debt:                          | 257,000            |                      |                     |                       |
| 2019 Public Improvement Bonds               |                    |                      |                     |                       |
| Total Solid Waste Debt                      | \$ 18,438,278      | \$ 2,537,400         | \$ 458,010          | \$ 2,995,410          |
| <b>Airport:</b>                             |                    |                      |                     |                       |
| 2012 Refunding Bonds                        | 563,320            | 90,330               | 23,440              | 113,770               |
| Total Airport Existing Debt                 | \$ 563,320         | \$ 90,330            | \$ 23,440           | \$ 113,770            |
| <b>Water Quality:</b>                       |                    |                      |                     |                       |
| 1996 Series A Project & Refunding Bonds     | 1,166,490          | 600,344              | 1,649,655           | 2,249,999             |
| 2009 Public Improvement & Refunding Bonds   | 174,031            | 174,035              | 5,220               | 179,255               |
| 2010 Ser A Public Improvement Bonds         | 285,141            | 92,657               | 7,164               | 99,821                |
| 2010 Ser B Build America Bonds              | 1,203,993          | 0                    | 40,658              | 40,658                |
| 2012 Public Improvement Bonds               | 4,600,171          | 242,114              | 134,910             | 377,024               |
| 2015 Public Improvement Bonds               | 3,225,006          | 124,211              | 116,663             | 240,874               |
| 2015 Refunding Bonds                        | 821,530            | 40,652               | 32,252              | 72,904                |
| 2016 Public Improvement Bonds               | 8,238,435          | 305,969              | 277,249             | 583,218               |
| 2016 Refunding Bonds                        | 2,137,010          | 0                    | 72,101              | 72,101                |
| 2017 Public Improvement Bonds               | 638,000            | 20,372               | 23,049              | 43,421                |
| 2018 Public Improvement Bonds               | 1,633,000          | 61,316               | 60,690              | 122,006               |
| MD Water Quality Series BNR                 | 617,280            | 202,301              | 10,494              | 212,795               |
| MD Water Quality Pretreat. Refinancing 2004 | 2,211,063          | 425,000              | 8,844               | 433,844               |
| MD Water Quality Halfway I & I              | 265,827            | 28,374               | 2,658               | 31,032                |
| MD Water Quality Winebrenner                | 2,325,616          | 120,118              | 18,525              | 138,643               |
| MD Water Quality Conococheague              | 1,849,660          | 64,862               | 8,928               | 73,790                |
| Total Water Quality Existing Debt           | \$ 31,382,253      | \$ 2,502,330         | \$ 2,469,070        | \$ 4,971,400          |
| 2019 Planned Debt:                          | 1,150,000          |                      |                     |                       |
| 2019 Public Improvement Bonds               |                    |                      |                     |                       |
| Total Water Quality Debt                    | \$ 32,532,253      | \$ 2,502,330         | \$ 2,469,070        | \$ 4,971,400          |
| Total Existing and 2019 Planned Debt        | \$ 206,824,474     | \$ 14,670,520        | \$ 7,691,690        | \$ 22,632,210         |

Bonded Limit Summary as of June 30, 2018

The County may only issue general obligation and revenue bonds under authority conferred by the Maryland General Assembly, excluding those issued for education. No referendum is required. As of June 30, 2018, the unused authorization available for issuance of general obligation bonds was \$11,740,722.

By State law, the total bonded indebtedness of the County for Water, Wastewater, and Pretreatment purposes may not exceed 10% of the assessed value of all property in Washington County subject to unlimited County taxation. See following table.

| Schedule of Legal Debt Margins – Department of Water Quality<br>Estimated as of June 30, 2018 |                   |
|---|-------------------|
| Assessed Value of Property in Washington County   | \$ 12,822,841,000 |
| Debt Limit: % of Assessed Value   | 10%               |
| Water Quality Borrowing Limitation  | 1,282,284,100     |
| Water Quality Debt  | 31,382,253        |
| Debt Margin   | 1,250,901,847     |
| Ratio of Water Quality Debt to Assessed Value   | .24%              |

*Statement of Revenues and Expenditures*  
*Summary By Year – Capital Improvement Fund*

| Description | <i>Fiscal Year</i> |             |             |
|-------------|--------------------|-------------|-------------|
|             | 2017 Actual        | 2018 Budget | 2019 Budget |

Revenue (By Major Type):

|                  |              |              |              |
|------------------|--------------|--------------|--------------|
| Fees             | \$ 2,719,286 | \$ 2,700,000 | \$ 2,600,000 |
| Grants           | 17,402,851   | 11,996,000   | 18,263,000   |
| Other            | 43,895       | 4,558,000    | 1,503,000    |
| Bonds            | 14,533,906   | 14,586,000   | 13,407,000   |
| Subtotal         | 34,699,938   | 33,840,000   | 35,773,000   |
| Transfers        | 9,901,000    | 5,637,000    | 6,231,000    |
| Capital Reserves | 0            | 984,000      | 1,704,000    |
| Total Revenue    | 44,600,938   | 40,461,000   | 43,708,000   |

Expenditures (By Function):

|                      |            |            |            |
|----------------------|------------|------------|------------|
| Education            | 1,707,014  | 6,935,000  | 21,891,000 |
| Public Safety        | 2,591,770  | 4,807,000  | 3,624,000  |
| General Government   | 3,434,928  | 2,329,000  | 1,602,000  |
| Parks and Recreation | 81,529     | 173,000    | 365,000    |
| Water Quality        | 18,810,775 | 2,018,000  | 1,387,000  |
| Roads/Infrastructure | 13,175,791 | 15,664,000 | 12,326,000 |
| Solid Waste          | 550,227    | 878,000    | 283,000    |
| Transit System       | 321,715    | 3,351,000  | 375,000    |
| Airport              | 2,588,909  | 4,255,000  | 1,815,000  |
| Golf Course          | 0          | 51,000     | 40,000     |
| Total Expenditures   | 43,262,658 | 40,461,000 | 43,708,000 |

|                |           |   |   |
|----------------|-----------|---|---|
| Net Difference | 1,338,280 | 0 | 0 |
|----------------|-----------|---|---|

*Project Detail of Major Projects – Fiscal Year 2019*

| Project Name                            | Project Description   | Project Budget | Operating Impact |
|---|---|----------------|------------------|
| Sharpsburg Elem School Replacement      | The project involves construction of 60,054 SF replacement building to support 473 students.  | \$10,076,000   | \$0              |
| Urban Education Campus-BOE Component    | This represents the Board's component of the intergovernmental partnership that supports the revitalization of the urban core of Hagerstown.  | 6,386,000      | 0                |
| Pavement Maintenance and Rehab Program  | This project includes the modification of county-wide pavement maintenance program targeting rehabilitation of county highway pavement, as required. Techniques may include but not be limited to road reclamation, bituminous concrete overlay, crack sealing, and surface treatment. Individual projects will be determined on an annual basis consistent with the County's overall Pavement Management Program.  | 4,500,000      | 0                |
| Capital Maintenance - BOE               | Projects vary depending on the conditions, safety, security, and utility requirements. The Comprehensive Maintenance Plan outlines specific projects over the next five years. Projects which qualify for State funding of 71% of construction costs are included here. Projects are targeted to reduce deferred maintenance.   | 3,204,000      | 0                |
| Police & EMS Training Facility          | As the need for police, fire, and emergency services continues to grow, the need for a facility for training emergency personnel grows as well. Such a facility would be centralized to the area, easily accessible, and utilized by state, county and local police departments, correctional guards, and security guards. Classroom training for fire and emergency services departments, that predominantly takes place currently in local fire houses, would be held in this facility. With the potential to utilize previously owned County property, the facility would allow for local law enforcement and Fire/EMS programs to migrate from the HCC facilities and have a designated public safety campus. The project would be constructed over several phases ranging from the main building to other necessary training structures. | 1,860,000      | 500,000          |
| Professional Boulevard Bridge Phase I   | The project involves the extension of Professional Court over Antietam Creek to a point 200' east of the proposed bridge. This project will connect to the proposed Professional Boulevard Extended Phase II (Project 1071) roadway that connects to Yale Drive Extended (Project 1093). The project length is approximately 1,000 LF (including bridge). The project includes construction of a four lane closed section roadway and the construction of a four lane bridge over Antietam Creek.   | 1,767,000      | 1,000            |
| Highway - Equipment Replacement Program | This project will replace vehicles and heavy/specialized equipment for maintenance and construction activity.   | 1,000,000      | 0                |

| Project Name  | Project Description  | Project Budget | Operating Impact |
|---|--|----------------|------------------|
| Halfway Boulevard Extended Phase 1                          | The project involves the construction of a new four lane open section roadway connecting Halfway Boulevard Extended to MD Route 63. Intersection improvements at Halfway Boulevard extended and MD Route 63 include a traffic signal.  | \$1,000,000    | \$2,000          |
| Learning Resource Center Renovations                        | Much of the library book stack space currently located in this building will be re-purposed to accommodate Middle College students (fulltime dual enrolled high school students who will receive a high school diploma as well as AA degree at the completion of 2 years) so that they have a home base and so that they can be more closely monitored due to their age. As the Middle College continues to expand, this dedicated space is needed to support these younger fulltime day students. | 946,000        | 0                |
| Passenger Terminal Hold Room Expansion                      | The project involves an Airport Passenger Terminal Hold Room expansion to increase passenger capacity.   | 882,000        | 2,000            |
| County Rescue Fleet Replacement                             | The project will provide the CIP funding necessary for County Government to aid in the procurement of fire and rescue apparatus that is needed in the provision of fire and rescue services. The Division of Emergency Services will manage funds from the program, identifying the vehicles to be purchased from the CIP budget. Vehicles purchased by these CIP funds will remain under the ownership of the County.   | 800,000        | 0                |
| Eastern Blvd Widening Phase II                              | The project serves to rehabilitate and widen Eastern Boulevard from Security Road to Antietam Drive from the existing 2-lane roadway to a 4-lane divided roadway, including drainage improvements and an at grade railroad crossing.   | 665,000        | 2,000            |
| Stormwater Retrofits  | This project includes the construction of SWM systems based on Best Management Practices such as bio-swales, bio-filters, permeable pavements, ponds, wetlands, etc. along roadways, in parks, and on other county properties to satisfy the National Pollutant Discharge Elimination Systems (NPDES) requirements established by the MDE.   | 654,000        | 0                |
| Law Enforcement - Vehicle and Equipment Replacement Program | This project is for the replacement of public safety fleet inventory.  | 600,000        | 0                |
| Colonel Henry K. Douglas Drive Extended Phase I             | The project involves the extension of Colonel Henry K. Douglas Drive from Sharpsburg Pike (Maryland Route 65) to the north side of the Cross Creek development (ADC Map 21, D-12). The roadway is approximately one-quarter mile long and will include construction of a four lane closed section roadway.   | 550,000        | 1,000            |

| Project Name                | Project Description   | Project Budget | Operating Impact |
|-----------------------------|---|----------------|------------------|
| Old Roxbury Road W5372      | This project involves the replacement of an existing one lane, two span bridge with a two lane multiple span bridge. The existing bridge has flooding issues and is structurally deficient and functionally obsolete.   | \$546,000      | \$0              |
| Capacity Management Project | Capacity Management has been expanded to include the following: Phase I – Construct a new regional pump station to service the Maugansville area. The new pump station will pump the sewage to the Cedar Lawn area where it will be discharged into the County's gravity collection system. Gravity lines will be constructed from the new station to Maugansville and Maugans Meadow's pump stations. Once the new station is on-line the existing Maugansville and Maugans Meadow's pump stations will be taken off-line. Phase II – Construct a new gravity line from the regional station to the Garden Spot pump station. At this time, the Garden Spot pump station will be taken off-line. Phase III – Construct a new gravity line from Garden Spot pump station to Freedom Hills pump station. At this time, the Freedom Hill pump station will be taken off-line. | 520,000        | 0                |
| Runway 9/27 Rehabilitation  | The project consists of the rehabilitation of 7,000' Runway 9/27.   | 500,000        | 0                |

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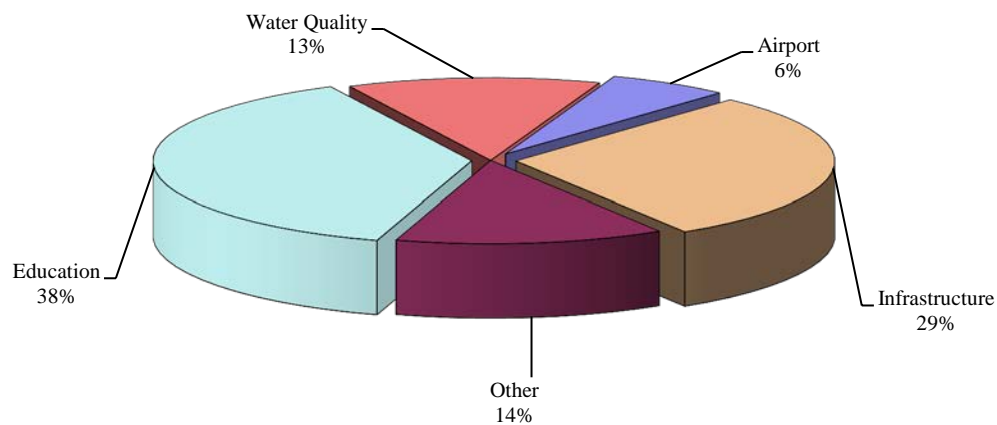
# Ten Year Summary

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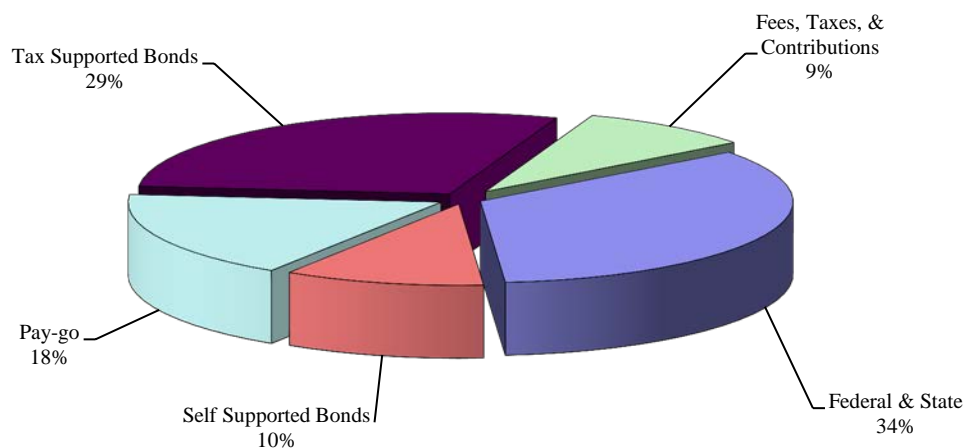
### *Ten Year Capital Improvement Plan Graphs*

The following graphs illustrate the projects by category and the funding sources that are currently scheduled for FY2019 thru FY2028. The 'Other' category includes projects for: Parks & Recreation, Transit, General Government, and Public Safety. The 'Education' category includes projects for the Board of Education, the Hagerstown Community College, and Public Libraries. The total for all projects represented in the chart is \$413,114,000.

Project Categories for FY2019 thru FY2028



Funding Sources for FY2019 thru FY2028



*Capital Improvement Ten Year Summary*  
*Fiscal Year 2019 – 2028*

| Project                      | Total              | Prior<br>Appr.    | FY 2019           | FY 2020           | FY 2021           | FY 2022           | FY 2023           | FY 2024           | Future             |
|------------------------------|--------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|--------------------|
| <b>Project Costs</b>         |                    |                   |                   |                   |                   |                   |                   |                   |                    |
| Airport                      | 31,897,059         | 6,336,059         | 1,815,000         | 3,645,000         | 4,171,000         | 1,978,000         | 2,763,000         | 3,029,000         | 8,160,000          |
| Bridges                      | 19,821,377         | 3,187,377         | 881,000           | 1,942,000         | 2,148,000         | 1,631,000         | 3,396,000         | 1,159,000         | 5,477,000          |
| Drainage                     | 16,488,000         | 3,479,000         | 1,096,000         | 1,020,000         | 1,471,000         | 1,385,000         | 1,193,000         | 1,418,000         | 5,426,000          |
| Education                    | 166,463,300        | 9,903,300         | 21,891,000        | 18,632,000        | 20,463,000        | 15,374,000        | 13,047,000        | 13,071,000        | 54,082,000         |
| General Government           | 20,552,707         | 3,183,707         | 1,602,000         | 1,993,000         | 2,766,000         | 3,312,000         | 2,834,000         | 903,000           | 3,709,000          |
| Parks & Recreation           | 2,199,300          | 306,300           | 405,000           | 364,000           | 40,000            | 40,000            | 40,000            | 40,000            | 964,000            |
| Public Safety                | 35,106,183         | 6,398,183         | 3,624,000         | 4,097,000         | 2,518,000         | 2,655,000         | 2,572,000         | 2,713,000         | 10,529,000         |
| Railroad Crossings           | 1,672,837          | 390,837           | 279,000           | 0                 | 0                 | 295,000           | 0                 | 0                 | 708,000            |
| Road Improvement             | 120,370,950        | 29,867,950        | 10,070,000        | 9,047,000         | 8,993,000         | 7,359,000         | 8,089,000         | 11,299,000        | 35,646,000         |
| Solid Waste                  | 12,080,668         | 115,668           | 283,000           | 1,587,000         | 3,234,000         | 128,000           | 2,050,000         | 499,000           | 4,184,000          |
| Transit                      | 12,199,317         | 3,510,317         | 375,000           | 1,353,000         | 450,000           | 1,027,000         | 450,000           | 450,000           | 4,584,000          |
| Water Quality                | 47,205,472         | 6,014,472         | 1,387,000         | 9,616,000         | 10,012,000        | 2,864,000         | 3,415,000         | 2,309,000         | 11,588,000         |
| <b>TOTAL</b>                 | <b>485,807,170</b> | <b>72,693,170</b> | <b>43,708,000</b> | <b>53,296,000</b> | <b>56,266,000</b> | <b>38,048,000</b> | <b>39,849,000</b> | <b>36,890,000</b> | <b>145,057,000</b> |
| <b>Funding Sources</b>       |                    |                   |                   |                   |                   |                   |                   |                   |                    |
| General Fund                 | 72,382,166         | 20,798,166        | 5,041,000         | 5,350,000         | 5,611,000         | 5,447,000         | 4,800,000         | 5,285,000         | 20,059,000         |
| Highway Fund                 | 11,408,000         | 466,000           | 866,000           | 1,108,000         | 1,518,000         | 1,350,000         | 1,350,000         | 1,350,000         | 3,400,000          |
| Hotel Rental Fund            | 110,000            | 110,000           | 0                 | 0                 | 0                 | 0                 | 0                 | 0                 | 0                  |
| Solid Waste Fund             | 517,000            | 113,000           | 26,000            | 27,000            | 27,000            | 28,000            | 28,000            | 29,000            | 239,000            |
| Utility Admin Fund           | 1,327,625          | 280,625           | 101,000           | 96,000            | 97,000            | 102,000           | 102,000           | 103,000           | 446,000            |
| Water Fund                   | 449,465            | 68,465            | 50,000            | 50,000            | 50,000            | 32,000            | 32,000            | 33,000            | 134,000            |
| Sewer Fund                   | 3,766,557          | 2,945,557         | 61,000            | 75,000            | 95,000            | 80,000            | 80,000            | 80,000            | 350,000            |
| Airport Fund                 | 1,149,000          | 368,000           | 86,000            | 112,000           | 72,000            | 73,000            | 111,000           | 69,000            | 258,000            |
| Tax-Supported Bond           | 135,669,488        | 15,669,488        | 12,000,000        | 12,000,000        | 12,000,000        | 12,000,000        | 12,000,000        | 12,000,000        | 48,000,000         |
| Self-Supported Bond          | 45,234,825         | 2,435,825         | 1,407,000         | 10,530,000        | 12,677,000        | 2,404,000         | 2,754,000         | 2,041,000         | 10,986,000         |
| Transfer Tax                 | 22,100,000         | 2,100,000         | 2,000,000         | 2,000,000         | 2,000,000         | 2,000,000         | 2,000,000         | 2,000,000         | 8,000,000          |
| Excise Tax - Schools         | 4,235,000          | 385,000           | 385,000           | 385,000           | 385,000           | 385,000           | 385,000           | 385,000           | 1,540,000          |
| Excise Tax - Roads           | 1,530,320          | 270,320           | 126,000           | 126,000           | 126,000           | 126,000           | 126,000           | 126,000           | 504,000            |
| Excise Tax - Other           | 319,000            | 29,000            | 29,000            | 29,000            | 29,000            | 29,000            | 29,000            | 29,000            | 116,000            |
| Excise Tax - Library         | 144,929            | 44,929            | 10,000            | 10,000            | 10,000            | 10,000            | 10,000            | 10,000            | 40,000             |
| Excise Tax - Non-Residential | 973,000            | 473,000           | 50,000            | 50,000            | 50,000            | 50,000            | 50,000            | 50,000            | 200,000            |
| Capital Reserve - General    | 5,844,000          | 700,000           | 1,704,000         | 0                 | 0                 | 0                 | 516,000           | 472,000           | 2,452,000          |
| Capital Reserve - Utility    | 120,000            | 120,000           | 0                 | 0                 | 0                 | 0                 | 0                 | 0                 | 0                  |
| Capital Reserve - Sewer      | 114,000            | 114,000           | 0                 | 0                 | 0                 | 0                 | 0                 | 0                 | 0                  |
| Capital Reserve - Water      | 875,000            | 50,000            | 0                 | 200,000           | 175,000           | 0                 | 0                 | 0                 | 450,000            |
| Federal Grant                | 51,354,440         | 14,392,440        | 3,248,000         | 5,391,000         | 5,669,000         | 3,269,000         | 4,681,000         | 4,024,000         | 10,680,000         |
| State Grant                  | 109,684,355        | 5,779,355         | 15,015,000        | 15,429,000        | 13,602,000        | 8,117,000         | 9,050,000         | 8,228,000         | 34,464,000         |
| Contributions                | 16,499,000         | 4,989,000         | 1,503,000         | 328,000           | 2,073,000         | 2,546,000         | 1,745,000         | 576,000           | 2,739,000          |
| <b>TOTAL</b>                 | <b>485,807,170</b> | <b>72,693,170</b> | <b>43,708,000</b> | <b>53,296,000</b> | <b>56,266,000</b> | <b>38,048,000</b> | <b>39,849,000</b> | <b>36,890,000</b> | <b>145,057,000</b> |

*Project Detail of Major Projects – Fiscal Years 2019-2028*

| Project Name                                | Project Description  | Ten Year Project Budget |
|---|--|-------------------------|
| Pavement Maintenance and Rehab Program      | This project includes the modification of county-wide pavement maintenance program targeting rehabilitation of county highway pavement, as required. Techniques may include but not be limited to road reclamation, bituminous concrete overlay, crack sealing, and surface treatment. Individual projects will be determined on an annual basis consistent with the County's overall Pavement Management Program. | \$48,957,000            |
| Western Heights Middle School Modernization | The project includes renovation of 98,100 square feet built in 1983.   | 39,038,000              |
| Springfield Middle School Modernization     | The project consists of a 105,750 sq. ft. renovation needed for aging middle school designed for 860 students.   | 31,157,000              |
| Sharpsburg Elementary School- Replacement   | The project involves construction of 60,054 SF replacement building to support 473 students.   | 26,141,000              |
| Urban Education Campus- BOE Component       | This represents the Board's and State component of the intergovernmental partnership that supports the revitalization of the urban core of Hagerstown.   | 18,144,000              |
| Capital Maintenance - BOE                   | Projects vary depending on the conditions, safety, security, and utility requirements. The Comprehensive Maintenance Plan outlines specific projects over the next five years. Projects which qualify for State funding of 71% of construction costs are included here. Projects are targeted to reduce deferred maintenance.  | 16,704,000              |
| Smithsburg WwTP - ENR Upgrades              | The project will upgrade the facility to address Maryland Department of the Environment (MDE) strategy for Enhanced Nutrient Removal (ENR) and expand capacity to address growth needs of the area.  | 10,791,000              |
| HWY Equip and Vehicle Replacement Program   | This project will replace vehicles and heavy/specialized equipment for maintenance and construction activity.  | 10,200,000              |

*Capital Improvement Ten Year Detail*  
*Fiscal Year 2019 - 2028*

| Project   | Total      | Prior<br>Appr. | Budget<br>Year | Ten Year Capital Program |           |           |           |           |           |
|---|------------|----------------|----------------|--------------------------|-----------|-----------|-----------|-----------|-----------|
|   |            |                | FY 2019        | FY 2020                  | FY 2021   | FY 2022   | FY 2023   | FY 2024   | Future    |
| Project Costs                                     |            |                |                |                          |           |           |           |           |           |
| Airport   |            |                |                |                          |           |           |           |           |           |
| Passenger Terminal Hold Room Expansion            | 2,425,000  | 814,000        | 882,000        | 729,000                  | 0         | 0         | 0         | 0         | 0         |
| Air Traffic Control Tower Replacement             | 256,000    | 219,000        | 0              | 37,000                   | 0         | 0         | 0         | 0         | 0         |
| T-Hangar 1, 2, & 3 Replacement                    | 405,000    | 72,000         | 31,000         | 32,000                   | 32,000    | 33,000    | 28,000    | 34,000    | 143,000   |
| Airport Roof Replacement Project                  | 372,000    | 82,000         | 22,000         | 43,000                   | 15,000    | 15,000    | 45,000    | 35,000    | 115,000   |
| Airport Security System Enhancements              | 1,114,000  | 491,000        | 130,000        | 145,000                  | 98,000    | 100,000   | 150,000   | 0         | 0         |
| Capital Equipment - Airport                       | 3,706,059  | 1,316,059      | 250,000        | 0                        | 20,000    | 180,000   | 290,000   | 120,000   | 1,530,000 |
| Land Acquisition-Airport                          | 6,675,000  | 2,507,000      | 0              | 0                        | 0         | 0         | 0         | 1,140,000 | 3,028,000 |
| Runway 9/27 Rehabilitation                        | 6,000,000  | 0              | 500,000        | 2,500,000                | 3,000,000 | 0         | 0         | 0         | 0         |
| Airport Environmental Assessment                  | 1,835,000  | 835,000        | 0              | 0                        | 0         | 0         | 1,000,000 | 0         | 0         |
| Proposed Taxiway S                                | 1,180,000  | 0              | 0              | 0                        | 0         | 0         | 0         | 0         | 1,180,000 |
| Runway 9 MALSR                                    | 244,000    | 0              | 0              | 0                        | 0         | 0         | 0         | 0         | 244,000   |
| Snow Removal Equipment Storage Building Expansion | 1,950,000  | 0              | 0              | 0                        | 0         | 0         | 250,000   | 1,700,000 | 0         |
| Taxiway B and H Rehabilitation                    | 2,900,000  | 0              | 0              | 0                        | 250,000   | 1,650,000 | 1,000,000 | 0         | 0         |
| Taxiway G Rehabilitation                          | 1,920,000  | 0              | 0              | 0                        | 0         | 0         | 0         | 0         | 1,920,000 |
| Taxiway T Construction                            | 915,000    | 0              | 0              | 159,000                  | 756,000   | 0         | 0         | 0         | 0         |
| Airport Total                                     | 31,897,059 | 6,336,059      | 1,815,000      | 3,645,000                | 4,171,000 | 1,978,000 | 2,763,000 | 3,029,000 | 8,160,000 |
| Bridges   |            |                |                |                          |           |           |           |           |           |
| Bridge Inspection and Inventory                   | 727,000    | 170,000        | 0              | 165,000                  | 0         | 22,000    | 0         | 171,000   | 199,000   |
| Old Roxbury Road Bridge W5372                     | 3,144,077  | 2,068,077      | 546,000        | 530,000                  | 0         | 0         | 0         | 0         | 0         |
| Spur Road Culvert 07/16                           | 412,000    | 287,000        | 125,000        | 0                        | 0         | 0         | 0         | 0         | 0         |
| Mousetown Road Culvert 06/02                      | 376,300    | 251,300        | 125,000        | 0                        | 0         | 0         | 0         | 0         | 0         |
| Bridge Scour Repairs                              | 528,000    | 296,000        | 0              | 0                        | 0         | 0         | 0         | 0         | 232,000   |
| Halfway Boulevard Bridges W0912                   | 2,112,000  | 115,000        | 0              | 1,007,000                | 990,000   | 0         | 0         | 0         | 0         |
| Keefer Road Bridge 15/20                          | 231,000    | 0              | 85,000         | 146,000                  | 0         | 0         | 0         | 0         | 0         |
| Appletown Road Bridge W2184                       | 479,000    | 0              | 0              | 0                        | 0         | 0         | 0         | 0         | 479,000   |
| Ashton Road Culvert 04/06                         | 399,000    | 0              | 0              | 0                        | 0         | 0         | 0         | 0         | 399,000   |
| Back Road Culvert 11/03                           | 295,000    | 0              | 0              | 0                        | 0         | 32,000    | 263,000   | 0         | 0         |
| Bowie Road Culvert                                | 305,000    | 0              | 0              | 0                        | 0         | 0         | 0         | 0         | 305,000   |
| Broadfording Road Culvert 04/03                   | 30,000     | 0              | 0              | 0                        | 0         | 0         | 0         | 0         | 30,000    |

| Project                                    | Total             | Prior Appr.      | Budget Year    | Ten Year Capital Program |                  |                  |                  |                  |                  |
|--|-------------------|------------------|----------------|--------------------------|------------------|------------------|------------------|------------------|------------------|
|  |                   |                  | FY 2019        | FY 2020                  | FY 2021          | FY 2022          | FY 2023          | FY 2024          | Future           |
| Burnside Bridge Road Culvert 01/03         | 329,000           | 0                | 0              | 0                        | 0                | 0                | 114,000          | 215,000          | 0                |
| Draper Road Culvert 04/07                  | 36,000            | 0                | 0              | 0                        | 0                | 0                | 0                | 0                | 36,000           |
| Draper Road Culvert 04/08                  | 36,000            | 0                | 0              | 0                        | 0                | 0                | 0                | 0                | 36,000           |
| Frog Eye Road Culvert 11/06                | 652,000           | 0                | 0              | 0                        | 0                | 266,000          | 386,000          | 0                | 0                |
| Greenspring Furnace Road Culvert 15/15     | 398,000           | 0                | 0              | 0                        | 87,000           | 311,000          | 0                | 0                | 0                |
| Gruber Road Bridge 04/10                   | 10,000            | 0                | 0              | 0                        | 0                | 0                | 0                | 0                | 10,000           |
| Harpers Ferry Road Culvert 11/02           | 541,000           | 0                | 0              | 0                        | 0                | 0                | 33,000           | 508,000          | 0                |
| Henline Road Culvert 05/05                 | 465,000           | 0                | 0              | 0                        | 0                | 0                | 0                | 34,000           | 431,000          |
| Hoffman's Inn Road Culvert 05/06           | 313,000           | 0                | 0              | 0                        | 0                | 0                | 0                | 165,000          | 148,000          |
| Kretsinger Road Culvert 14/01              | 316,000           | 0                | 0              | 31,000                   | 285,000          | 0                | 0                | 0                | 0                |
| Lanes Road Culvert 15/12                   | 317,000           | 0                | 0              | 32,000                   | 285,000          | 0                | 0                | 0                | 0                |
| Long Hollow Road Culvert 05/07             | 316,000           | 0                | 0              | 0                        | 0                | 0                | 0                | 66,000           | 250,000          |
| Mercersburg Road Culvert 04/16             | 384,000           | 0                | 0              | 0                        | 0                | 0                | 0                | 0                | 384,000          |
| Mooreville Road Culvert 15/21              | 355,000           | 0                | 0              | 0                        | 0                | 0                | 0                | 0                | 355,000          |
| Remsburg Road Culvert                      | 287,000           | 0                | 0              | 0                        | 0                | 0                | 0                | 0                | 287,000          |
| Rinehart Road Culvert 14/03                | 332,000           | 0                | 0              | 31,000                   | 301,000          | 0                | 0                | 0                | 0                |
| Slabtown Road Bridge                       | 3,800,000         | 0                | 0              | 0                        | 200,000          | 1,000,000        | 2,600,000        | 0                | 0                |
| Stone Masonry Bridge Repairs               | 270,000           | 0                | 0              | 0                        | 0                | 0                | 0                | 0                | 270,000          |
| Taylors Landing Road Bridge W7101          | 1,179,000         | 0                | 0              | 0                        | 0                | 0                | 0                | 0                | 1,179,000        |
| Willow Road Culvert 05/10                  | 323,000           | 0                | 0              | 0                        | 0                | 0                | 0                | 0                | 323,000          |
| Yarrowsburg Road Bridge W6191              | 124,000           | 0                | 0              | 0                        | 0                | 0                | 0                | 0                | 124,000          |
| <b>Bridges Total</b>                       | <b>19,821,377</b> | <b>3,187,377</b> | <b>881,000</b> | <b>1,942,000</b>         | <b>2,148,000</b> | <b>1,631,000</b> | <b>3,396,000</b> | <b>1,159,000</b> | <b>5,477,000</b> |
| <b><u>Drainage</u></b>                     |                   |                  |                |                          |                  |                  |                  |                  |                  |
| Stream Restoration at Various Locations    | 2,142,000         | 647,000          | 0              | 42,000                   | 426,000          | 0                | 45,000           | 456,000          | 526,000          |
| Stormwater Retrofits                       | 11,530,000        | 2,404,000        | 654,000        | 894,000                  | 586,000          | 1,084,000        | 945,000          | 962,000          | 4,001,000        |
| Hoffmaster and Harpers Ferry Road Drainage | 870,000           | 428,000          | 442,000        | 0                        | 0                | 0                | 0                | 0                | 0                |
| Broadfording Church Road Culvert           | 231,000           | 0                | 0              | 0                        | 231,000          | 0                | 0                | 0                | 0                |
| Chestnut Grove Road Drainage               | 84,000            | 0                | 0              | 84,000                   | 0                | 0                | 0                | 0                | 0                |
| Draper Road Drainage Improvements          | 584,000           | 0                | 0              | 0                        | 0                | 0                | 0                | 0                | 584,000          |
| Harpers Ferry Road Drainage, 3600 Block    | 376,000           | 0                | 0              | 0                        | 75,000           | 301,000          | 0                | 0                | 0                |
| Shank Road Drainage                        | 153,000           | 0                | 0              | 0                        | 153,000          | 0                | 0                | 0                | 0                |

| Project  | Total       | Prior Appr. | Budget Year | Ten Year Capital Program |            |            |            |            |            |
|--|-------------|-------------|-------------|--------------------------|------------|------------|------------|------------|------------|
|  |             |             | FY 2019     | FY 2020                  | FY 2021    | FY 2022    | FY 2023    | FY 2024    | Future     |
| Trego Mountain Road Drainage   | 315,000     | 0           | 0           | 0                        | 0          | 0          | 0          | 0          | 315,000    |
| University Road Culvert  | 203,000     | 0           | 0           | 0                        | 0          | 0          | 203,000    | 0          | 0          |
| Drainage Total   | 16,488,000  | 3,479,000   | 1,096,000   | 1,020,000                | 1,471,000  | 1,385,000  | 1,193,000  | 1,418,000  | 5,426,000  |
| Board of Education   |             |             |             |                          |            |            |            |            |            |
| Capital Maintenance - BOE  | 18,204,000  | 1,500,000   | 3,204,000   | 1,500,000                | 1,500,000  | 1,500,000  | 1,500,000  | 1,500,000  | 6,000,000  |
| Sharpsburg Elementary School Replacement                                     | 26,786,000  | 645,000     | 10,076,000  | 10,076,000               | 5,989,000  | 0          | 0          | 0          | 0          |
| Springfield Middle School Modernization                                      | 31,157,000  | 0           | 0           | 0                        | 0          | 0          | 0          | 0          | 31,157,000 |
| Urban Education Campus-BOE Component   | 22,144,000  | 4,000,000   | 6,386,000   | 6,462,000                | 5,296,000  | 0          | 0          | 0          | 0          |
| Western Heights Middle School Modernization                                  | 39,038,000  | 0           | 0           | 0                        | 0          | 9,129,000  | 9,963,000  | 10,141,000 | 9,805,000  |
| Board of Education Total   | 137,329,000 | 6,145,000   | 19,666,000  | 18,038,000               | 12,785,000 | 10,629,000 | 11,463,000 | 11,641,000 | 46,962,000 |
| Hagerstown Community College   |             |             |             |                          |            |            |            |            |            |
| Learning Resource Center Renovations   | 3,221,000   | 2,275,000   | 946,000     | 0                        | 0          | 0          | 0          | 0          | 0          |
| Student Center Parking Lot   | 696,000     | 35,000      | 448,000     | 213,000                  | 0          | 0          | 0          | 0          | 0          |
| SMART/Alternative Energy House/Training Center                               | 1,681,000   | 1,300,000   | 381,000     | 0                        | 0          | 0          | 0          | 0          | 0          |
| Campus Road & Parking Lot Overlays   | 2,000,000   | 0           | 0           | 0                        | 0          | 0          | 0          | 0          | 2,000,000  |
| Campus Road Project  | 150,000     | 0           | 150,000     | 0                        | 0          | 0          | 0          | 0          | 0          |
| Center for Business and Entrepreneurial Studies                              | 7,951,000   | 0           | 0           | 361,000                  | 7,590,000  | 0          | 0          | 0          | 0          |
| Central Receiving Building   | 4,000,000   | 0           | 0           | 0                        | 0          | 0          | 0          | 0          | 4,000,000  |
| CVT/Logistics/Drone/Warehouse using Instructional Facility Acquisition       | 2,000,000   | 0           | 0           | 0                        | 0          | 2,000,000  | 0          | 0          | 0          |
| CVT/Logistics/Drone/Warehouse using Instructional Facility Renovation        | 2,500,000   | 0           | 0           | 0                        | 0          | 0          | 0          | 1,420,000  | 1,080,000  |
| LRC Exterior Metal Panel System and Roof Replacement                         | 1,693,000   | 0           | 0           | 0                        | 0          | 119,000    | 1,574,000  | 0          | 0          |
| Robinwood Center Renovation to Facilities Management and Operations Building | 280,000     | 0           | 280,000     | 0                        | 0          | 0          | 0          | 0          | 0          |
| Hagerstown Community College Total   | 26,172,000  | 3,610,000   | 2,205,000   | 574,000                  | 7,590,000  | 2,119,000  | 1,574,000  | 1,420,000  | 7,080,000  |
| Public Libraries   |             |             |             |                          |            |            |            |            |            |
| Systemic Projects - Library  | 136,300     | 36,300      | 10,000      | 10,000                   | 10,000     | 10,000     | 10,000     | 10,000     | 40,000     |
| Hancock Public Library Replacement   | 2,826,000   | 112,000     | 10,000      | 10,000                   | 78,000     | 2,616,000  | 0          | 0          | 0          |
| Public Libraries Total   | 2,962,300   | 148,300     | 20,000      | 20,000                   | 88,000     | 2,626,000  | 10,000     | 10,000     | 40,000     |

| Project   | Total             | Prior<br>Appr.   | Budget<br>Year   | Ten Year Capital Program |                  |                  |                  |                |                  |
|---|-------------------|------------------|------------------|--------------------------|------------------|------------------|------------------|----------------|------------------|
|   |                   |                  | FY 2019          | FY 2020                  | FY 2021          | FY 2022          | FY 2023          | FY 2024        | Future           |
| <b><u>General Government</u></b>                        |                   |                  |                  |                          |                  |                  |                  |                |                  |
| Cost of Bond Issuance                                   | 1,143,600         | 136,600          | 98,000           | 99,000                   | 98,000           | 98,000           | 99,000           | 98,000         | 417,000          |
| Contingency - General Fund                              | 1,124,305         | 224,305          | 225,000          | 75,000                   | 75,000           | 75,000           | 75,000           | 75,000         | 300,000          |
| Systemic Improvements - Building                        | 2,390,828         | 379,828          | 238,000          | 196,000                  | 197,000          | 197,000          | 196,000          | 196,000        | 791,000          |
| County Admin Building Exterior                          | 1,014,000         | 714,000          | 300,000          | 0                        | 0                | 0                | 0                | 0              | 0                |
| Information Systems Replacment Program                  | 1,211,285         | 155,285          | 166,000          | 180,000                  | 50,000           | 70,000           | 90,000           | 100,000        | 400,000          |
| Financial System Management & Upgrades                  | 1,213,796         | 698,796          | 208,000          | 32,000                   | 32,000           | 33,000           | 34,000           | 34,000         | 142,000          |
| County Wireless Infrastructure                          | 183,856           | 151,856          | 10,000           | 11,000                   | 11,000           | 0                | 0                | 0              | 0                |
| GIS Planimetric Update                                  | 150,000           | 74,000           | 76,000           | 0                        | 0                | 0                | 0                | 0              | 0                |
| Tree Forestation  | 173,548           | 49,548           | 21,000           | 0                        | 22,000           | 0                | 22,000           | 0              | 59,000           |
| General - Equipment and Vehicle Replacement Program     | 4,459,489         | 599,489          | 260,000          | 400,000                  | 400,000          | 400,000          | 400,000          | 400,000        | 1,600,000        |
| Multi-Purpose Facility                                  | 7,238,000         | 0                | 0                | 1,000,000                | 1,881,000        | 2,439,000        | 1,918,000        | 0              | 0                |
| <b>General Government Total</b>                         | <b>20,302,707</b> | <b>3,183,707</b> | <b>1,602,000</b> | <b>1,993,000</b>         | <b>2,766,000</b> | <b>3,312,000</b> | <b>2,834,000</b> | <b>903,000</b> | <b>3,709,000</b> |
| <b><u>Parks &amp; Recreation</u></b>                    |                   |                  |                  |                          |                  |                  |                  |                |                  |
| BR Capital Equipment Program                            | 441,000           | 51,000           | 40,000           | 40,000                   | 40,000           | 40,000           | 40,000           | 40,000         | 150,000          |
| Ag Center Drainage Asphalt Improvements                 | 45,000            | 20,000           | 25,000           | 0                        | 0                | 0                | 0                | 0              | 0                |
| Doubs Woods Building/Restrooms                          | 65,000            | 40,000           | 25,000           | 0                        | 0                | 0                | 0                | 0              | 0                |
| Tennis Court Resurfacing                                | 94,300            | 52,300           | 21,000           | 21,000                   | 0                | 0                | 0                | 0              | 0                |
| Ag Center Land Development                              | 156,000           | 51,000           | 52,000           | 53,000                   | 0                | 0                | 0                | 0              | 0                |
| Park Equipment/Surfacing Replacement, Various Locations | 192,000           | 92,000           | 0                | 100,000                  | 0                | 0                | 0                | 0              | 0                |
| Garis Shop Boat Access Parking Lot                      | 50,000            | 0                | 50,000           | 0                        | 0                | 0                | 0                | 0              | 0                |
| Parking Lot Repair/Overlay, Various Locations           | 192,000           | 0                | 192,000          | 0                        | 0                | 0                | 0                | 0              | 0                |
| Doubs Woods Equipment Storage Building                  | 150,000           | 0                | 0                | 150,000                  | 0                | 0                | 0                | 0              | 0                |
| North Central County Park                               | 814,000           | 0                | 0                | 0                        | 0                | 0                | 0                | 0              | 814,000          |
| <b>Parks &amp; Recreation Total</b>                     | <b>2,199,300</b>  | <b>306,300</b>   | <b>405,000</b>   | <b>364,000</b>           | <b>40,000</b>    | <b>40,000</b>    | <b>40,000</b>    | <b>40,000</b>  | <b>964,000</b>   |
| <b><u>Public Safety</u></b>                             |                   |                  |                  |                          |                  |                  |                  |                |                  |
| Detention Center - Systemic Projects                    | 3,201,000         | 601,000          | 260,000          | 260,000                  | 260,000          | 260,000          | 260,000          | 260,000        | 1,040,000        |
| Police & EMS Training Facility                          | 11,500,000        | 3,940,000        | 1,860,000        | 2,100,000                | 600,000          | 600,000          | 600,000          | 600,000        | 1,200,000        |
| Communication Tower(s) Various                          | 876,000           | 306,000          | 0                | 106,000                  | 0                | 110,000          | 0                | 114,000        | 240,000          |

| Project   | Total             | Prior Appr.      | Budget Year      | Ten Year Capital Program |                  |                  |                  |                  |                   |
|---|-------------------|------------------|------------------|--------------------------|------------------|------------------|------------------|------------------|-------------------|
|   |                   |                  | FY 2019          | FY 2020                  | FY 2021          | FY 2022          | FY 2023          | FY 2024          | Future            |
| Motorola Portable Radio Replacement Program               | 1,231,000         | 103,000          | 104,000          | 106,000                  | 108,000          | 110,000          | 112,000          | 114,000          | 474,000           |
| Law Enforcement - Vehicle & Equipment Replacement Program | 7,741,000         | 616,000          | 600,000          | 625,000                  | 650,000          | 675,000          | 700,000          | 725,000          | 3,150,000         |
| Emergency Services Equipment & Vehicle Program            | 2,057,183         | 832,183          | 0                | 100,000                  | 100,000          | 100,000          | 100,000          | 100,000          | 725,000           |
| County Rescue Fleet Replacement                           | 8,500,000         | 0                | 800,000          | 800,000                  | 800,000          | 800,000          | 800,000          | 800,000          | 3,700,000         |
| <b>Public Safety Total</b>                                | <b>35,106,183</b> | <b>6,398,183</b> | <b>3,624,000</b> | <b>4,097,000</b>         | <b>2,518,000</b> | <b>2,655,000</b> | <b>2,572,000</b> | <b>2,713,000</b> | <b>10,529,000</b> |
| <b><u>Railroad Crossings</u></b>                          |                   |                  |                  |                          |                  |                  |                  |                  |                   |
| Railroad Crossing Improvements                            | 1,672,837         | 390,837          | 279,000          | 0                        | 0                | 295,000          | 0                | 0                | 708,000           |
| <b>Railroad Crossings Total</b>                           | <b>1,672,837</b>  | <b>390,837</b>   | <b>279,000</b>   | <b>0</b>                 | <b>0</b>         | <b>295,000</b>   | <b>0</b>         | <b>0</b>         | <b>708,000</b>    |
| <b><u>Road Improvement</u></b>                            |                   |                  |                  |                          |                  |                  |                  |                  |                   |
| Transportation ADA  | 1,110,450         | 351,450          | 0                | 83,000                   | 82,000           | 83,000           | 84,000           | 86,000           | 341,000           |
| Pavement Maintenance and Rehab Program                    | 57,998,000        | 9,041,000        | 4,500,000        | 4,500,000                | 4,500,000        | 4,501,000        | 5,000,000        | 5,001,000        | 20,955,000        |
| Longmeadow Road   | 1,730,000         | 0                | 0                | 0                        | 0                | 0                | 0                | 0                | 1,730,000         |
| Eastern Boulevard Extended                                | 7,700,000         | 0                | 0                | 0                        | 0                | 0                | 938,000          | 2,512,000        | 4,250,000         |
| Eastern Boulevard Widening Phase II                       | 5,482,300         | 1,836,300        | 665,000          | 894,000                  | 1,740,000        | 347,000          | 0                | 0                | 0                 |
| Professional Boulevard Bridge Phase I                     | 8,857,000         | 7,090,000        | 1,767,000        | 0                        | 0                | 0                | 0                | 0                | 0                 |
| Professional Boulevard Extended Phase II                  | 4,880,200         | 2,614,200        | 246,000          | 1,928,000                | 92,000           | 0                | 0                | 0                | 0                 |
| Valley Mall Area Road Improvements Phase II               | 992,000           | 0                | 0                | 0                        | 0                | 825,000          | 167,000          | 0                | 0                 |
| Professional Boulevard Extended Phase III                 | 1,103,000         | 0                | 0                | 0                        | 0                | 203,000          | 900,000          | 0                | 0                 |
| Crayton Boulevard Extended                                | 3,165,000         | 2,965,000        | 150,000          | 0                        | 0                | 50,000           | 0                | 0                | 0                 |
| Colonel Henry K. Douglas Drive Extended Phase I           | 3,770,000         | 3,220,000        | 550,000          | 0                        | 0                | 0                | 0                | 0                | 0                 |
| Showalter Road Extended East                              | 1,242,000         | 510,000          | 0                | 0                        | 0                | 0                | 0                | 0                | 732,000           |
| Halfway Boulevard Extended Phase I                        | 2,349,000         | 900,000          | 1,000,000        | 449,000                  | 0                | 0                | 0                | 0                | 0                 |
| Bucky Avenue  | 355,000           | 0                | 0                | 0                        | 0                | 0                | 0                | 0                | 355,000           |
| Burnside Bridge Road Spot Improvements                    | 544,000           | 0                | 0                | 0                        | 0                | 0                | 0                | 0                | 544,000           |
| Colonel Henry Douglas Drive Extended Phase II             | 140,000           | 0                | 0                | 0                        | 0                | 0                | 0                | 0                | 140,000           |
| E. Oak Ridge Drive/South Pointe Signal                    | 461,000           | 0                | 0                | 0                        | 111,000          | 350,000          | 0                | 0                | 0                 |
| Halfway Boulevard Extended Bridge / Phase II              | 3,200,000         | 0                | 0                | 0                        | 1,300,000        | 0                | 0                | 1,900,000        | 0                 |
| Mt Aetna Road Spot Improvements                           | 2,399,000         | 0                | 0                | 0                        | 0                | 0                | 0                | 0                | 2,399,000         |

| Project   | Total              | Prior<br>Appr.    | Budget<br>Year    | Ten Year Capital Program |                  |                  |                  |                   |                   |
|---|--------------------|-------------------|-------------------|--------------------------|------------------|------------------|------------------|-------------------|-------------------|
|   |                    |                   | FY 2019           | FY 2020                  | FY 2021          | FY 2022          | FY 2023          | FY 2024           | Future            |
| Professional Boulevard<br>Extended - Phase IV                         | 800,000            | 0                 | 0                 | 0                        | 0                | 0                | 0                | 800,000           | 0                 |
| Highway - Vehicle &<br>Equipment Replacement<br>Program               | 11,246,000         | 1,046,000         | 1,000,000         | 1,000,000                | 1,000,000        | 1,000,000        | 1,000,000        | 1,000,000         | 4,200,000         |
| Highway Western Section -<br>Fuel Tank Replacement                    | 847,000            | 294,000           | 192,000           | 193,000                  | 168,000          | 0                | 0                | 0                 | 0                 |
| <b>Road Improvement<br/>Total</b>                                     | <b>120,370,950</b> | <b>29,867,950</b> | <b>10,070,000</b> | <b>9,047,000</b>         | <b>8,993,000</b> | <b>7,359,000</b> | <b>8,089,000</b> | <b>11,299,000</b> | <b>35,646,000</b> |
| <b><u>Solid Waste</u></b>   |                    |                   |                   |                          |                  |                  |                  |                   |                   |
| Contingency - Solid Waste   | 337,000            | 87,000            | 0                 | 0                        | 0                | 0                | 30,000           | 30,000            | 190,000           |
| 40 West Truck Loading<br>Facility                                     | 500,000            | 0                 | 0                 | 500,000                  | 0                | 0                | 0                | 0                 | 0                 |
| Close Out Cap - Rubblefill  | 2,092,000          | 0                 | 0                 | 0                        | 0                | 100,000          | 1,992,000        | 0                 | 0                 |
| Kaetzel Transfer Station<br>Retaining Wall Replacement                | 257,000            | 0                 | 257,000           | 0                        | 0                | 0                | 0                | 0                 | 0                 |
| SW Equip/Vehicle<br>Replacement                                       | 312,668            | 28,668            | 26,000            | 27,000                   | 27,000           | 28,000           | 28,000           | 29,000            | 119,000           |
| 40 West Landfill - Cell 5<br>Construction                             | 4,083,000          | 0                 | 0                 | 0                        | 0                | 0                | 0                | 440,000           | 3,643,000         |
| 40 West Partial Capping   | 3,051,000          | 0                 | 0                 | 0                        | 3,051,000        | 0                | 0                | 0                 | 0                 |
| City/County Groundwater<br>Investigation                              | 156,000            | 0                 | 0                 | 0                        | 156,000          | 0                | 0                | 0                 | 0                 |
| Resh Road Pavement<br>Rehabilitation                                  | 1,060,000          | 0                 | 0                 | 1,060,000                | 0                | 0                | 0                | 0                 | 0                 |
| Transfer Station Upgrades   | 232,000            | 0                 | 0                 | 0                        | 0                | 0                | 0                | 0                 | 232,000           |
| <b>Solid Waste Total</b>  | <b>12,080,668</b>  | <b>115,668</b>    | <b>283,000</b>    | <b>1,587,000</b>         | <b>3,234,000</b> | <b>128,000</b>   | <b>2,050,000</b> | <b>499,000</b>    | <b>4,184,000</b>  |
| <b><u>Transit</u></b>   |                    |                   |                   |                          |                  |                  |                  |                   |                   |
| Vehicle Preventive<br>Maintenance                                     | 4,128,402          | 378,402           | 375,000           | 375,000                  | 375,000          | 375,000          | 375,000          | 375,000           | 1,500,000         |
| Fixed Route Bus Replacement<br>Program                                | 7,558,000          | 2,994,000         | 0                 | 978,000                  | 0                | 652,000          | 0                | 0                 | 2,934,000         |
| ADA Bus Replacement   | 512,915            | 137,915           | 0                 | 0                        | 75,000           | 0                | 75,000           | 75,000            | 150,000           |
| <b>Transit Total</b>  | <b>12,199,317</b>  | <b>3,510,317</b>  | <b>375,000</b>    | <b>1,353,000</b>         | <b>450,000</b>   | <b>1,027,000</b> | <b>450,000</b>   | <b>450,000</b>    | <b>4,584,000</b>  |
| <b><u>Water Quality</u></b>   |                    |                   |                   |                          |                  |                  |                  |                   |                   |
| <b><u>Utility Administration</u></b>                                  |                    |                   |                   |                          |                  |                  |                  |                   |                   |
| General Building<br>Improvements                                      | 1,215,000          | 101,000           | 150,000           | 0                        | 0                | 0                | 0                | 370,000           | 594,000           |
| Lab Equipment Replacement   | 310,000            | 73,000            | 31,000            | 21,000                   | 22,000           | 22,000           | 22,000           | 23,000            | 96,000            |
| WQ Equip/Vehicle<br>Replacement Program                               | 1,036,625          | 226,625           | 70,000            | 75,000                   | 75,000           | 80,000           | 80,000           | 80,000            | 350,000           |
| <b>Utility Administration Total</b>                                   | <b>2,561,625</b>   | <b>400,625</b>    | <b>251,000</b>    | <b>96,000</b>            | <b>97,000</b>    | <b>102,000</b>   | <b>102,000</b>   | <b>473,000</b>    | <b>1,040,000</b>  |
| <b><u>Wastewater Utility</u></b>                                      |                    |                   |                   |                          |                  |                  |                  |                   |                   |
| Replace Grinder Pumps   | 742,000            | 26,000            | 26,000            | 40,000                   | 60,000           | 80,000           | 80,000           | 80,000            | 350,000           |
| Pen Mar/ Highfield/ Cascade<br>Septic Tank Pumping and<br>Replacement | 105,000            | 0                 | 35,000            | 35,000                   | 35,000           | 0                | 0                | 0                 | 0                 |

| Project                                   | Total              | Prior Appr.       | Budget Year       | Ten Year Capital Program |                   |                   |                   |                   |                    |
|---|--------------------|-------------------|-------------------|--------------------------|-------------------|-------------------|-------------------|-------------------|--------------------|
|   |                    |                   | FY 2019           | FY 2020                  | FY 2021           | FY 2022           | FY 2023           | FY 2024           | Future             |
| Pump Station Upgrades - Various Stations  | 2,967,183          | 899,183           | 280,000           | 0                        | 0                 | 0                 | 153,000           | 0                 | 1,635,000          |
| Collection System Rehabilitation Project  | 3,475,087          | 370,087           | 0                 | 500,000                  | 0                 | 275,000           | 560,000           | 0                 | 1,770,000          |
| Capacity Management Project               | 9,723,000          | 1,683,000         | 520,000           | 3,180,000                | 3,240,000         | 1,100,000         | 0                 | 0                 | 0                  |
| Smithsburg WWTP ENR Upgrade               | 12,694,387         | 1,903,387         | 0                 | 5,391,000                | 5,400,000         | 0                 | 0                 | 0                 | 0                  |
| Heavy Sewer EQP and VEH Replacement       | 896,400            | 347,400           | 95,000            | 74,000                   | 39,000            | 39,000            | 40,000            | 41,000            | 221,000            |
| Potomac Edison Pump Station & Force Main  | 1,632,000          | 0                 | 0                 | 0                        | 0                 | 0                 | 1,632,000         | 0                 | 0                  |
| General WwTP Improvements                 | 4,076,000          | 0                 | 0                 | 0                        | 0                 | 986,000           | 0                 | 1,160,000         | 1,930,000          |
| <b>Wastewater Utility Total</b>           | <b>36,311,057</b>  | <b>5,229,057</b>  | <b>956,000</b>    | <b>9,220,000</b>         | <b>8,774,000</b>  | <b>2,480,000</b>  | <b>2,465,000</b>  | <b>1,281,000</b>  | <b>5,906,000</b>   |
| <b>Water Utility</b>                      |                    |                   |                   |                          |                   |                   |                   |                   |                    |
| Water Meter Replacement                   | 499,465            | 118,465           | 50,000            | 50,000                   | 50,000            | 32,000            | 32,000            | 33,000            | 134,000            |
| Mt Aetna Water System Improvements        | 729,000            | 0                 | 130,000           | 0                        | 599,000           | 0                 | 0                 | 0                 | 0                  |
| Sharpsburg Water Treatment Plant          | 794,000            | 204,000           | 0                 | 0                        | 0                 | 0                 | 0                 | 0                 | 590,000            |
| General WTP Improvements                  | 884,325            | 62,325            | 0                 | 0                        | 242,000           | 0                 | 0                 | 0                 | 580,000            |
| Highfield/Sharpsburg Water Storage Tank   | 336,000            | 0                 | 0                 | 0                        | 0                 | 0                 | 0                 | 0                 | 336,000            |
| Sharpsburg Water Meter Cradle Replacement | 1,000,000          | 0                 | 0                 | 250,000                  | 250,000           | 250,000           | 250,000           | 0                 | 0                  |
| WQ Main Replacement                       | 4,090,000          | 0                 | 0                 | 0                        | 0                 | 0                 | 566,000           | 522,000           | 3,002,000          |
| <b>Water Utility Total</b>                | <b>8,332,790</b>   | <b>384,790</b>    | <b>180,000</b>    | <b>300,000</b>           | <b>1,141,000</b>  | <b>282,000</b>    | <b>848,000</b>    | <b>555,000</b>    | <b>4,642,000</b>   |
| <b>Water Quality Total</b>                | <b>47,205,472</b>  | <b>6,014,472</b>  | <b>1,387,000</b>  | <b>9,616,000</b>         | <b>10,012,000</b> | <b>2,864,000</b>  | <b>3,415,000</b>  | <b>2,309,000</b>  | <b>11,588,000</b>  |
| <b>TOTAL</b>                              | <b>485,807,170</b> | <b>72,693,170</b> | <b>43,708,000</b> | <b>53,296,000</b>        | <b>56,266,000</b> | <b>38,048,000</b> | <b>39,849,000</b> | <b>36,890,000</b> | <b>145,057,000</b> |

| Project                      | Total       | Prior Appr. | Budget Year | Ten Year Capital Program |            |            |            |            |             |
|------------------------------|-------------|-------------|-------------|--------------------------|------------|------------|------------|------------|-------------|
|                              |             |             | FY 2019     | FY 2020                  | FY 2021    | FY 2022    | FY 2023    | FY 2024    | Future      |
| Funding Sources              |             |             |             |                          |            |            |            |            |             |
| General Fund                 | 72,382,166  | 20,789,166  | 5,041,000   | 5,350,000                | 5,611,000  | 5,447,000  | 4,800,000  | 5,285,000  | 20,059,000  |
| Highway Fund                 | 11,408,000  | 466,000     | 866,000     | 1,108,000                | 1,518,000  | 1,350,000  | 1,350,000  | 1,350,000  | 3,400,000   |
| Hotel Rental Fund            | 110,000     | 110,000     | 0           | 0                        | 0          | 0          | 0          | 0          | 0           |
| Solid Waste Fund             | 517,000     | 113,000     | 26,000      | 27,000                   | 27,000     | 28,000     | 28,000     | 29,000     | 239,000     |
| Utility Admin Fund           | 1,327,625   | 280,625     | 101,000     | 96,000                   | 97,000     | 102,000    | 102,000    | 103,000    | 446,000     |
| Water Fund                   | 449,465     | 68,465      | 50,000      | 50,000                   | 50,000     | 32,000     | 32,000     | 33,000     | 134,000     |
| Sewer Fund                   | 3,766,557   | 2,945,557   | 61,000      | 75,000                   | 95,000     | 80,000     | 80,000     | 80,000     | 350,000     |
| Airport Fund                 | 1,149,000   | 368,000     | 86,000      | 112,000                  | 72,000     | 73,000     | 111,000    | 69,000     | 258,000     |
| Tax-Supported Bond           | 135,669,488 | 15,669,488  | 12,000,000  | 12,000,000               | 12,000,000 | 12,000,000 | 12,000,000 | 12,000,000 | 48,000,000  |
| Self-Supported Bond          | 45,234,825  | 2,435,825   | 1,407,000   | 10,530,000               | 12,677,000 | 2,404,000  | 2,754,000  | 2,041,000  | 10,986,000  |
| Transfer Tax                 | 22,100,000  | 2,100,000   | 2,000,000   | 2,000,000                | 2,000,000  | 2,000,000  | 2,000,000  | 2,000,000  | 8,000,000   |
| Excise Tax - Schools         | 4,235,000   | 385,000     | 385,000     | 385,000                  | 385,000    | 385,000    | 385,000    | 385,000    | 1,540,000   |
| Excise Tax - Roads           | 1,530,320   | 270,320     | 126,000     | 126,000                  | 126,000    | 126,000    | 126,000    | 126,000    | 504,000     |
| Excise Tax - Other           | 319,000     | 29,000      | 29,000      | 29,000                   | 29,000     | 29,000     | 29,000     | 29,000     | 116,000     |
| Excise Tax - Library         | 144,929     | 44,929      | 10,000      | 10,000                   | 10,000     | 10,000     | 10,000     | 10,000     | 40,000      |
| Excise Tax - Non-Residential | 973,000     | 473,000     | 50,000      | 50,000                   | 50,000     | 50,000     | 50,000     | 50,000     | 200,000     |
| Capital Reserve - General    | 5,844,000   | 700,000     | 1,704,000   | 0                        | 0          | 0          | 516,000    | 472,000    | 2,452,000   |
| Capital Reserve - Utility    | 120,000     | 120,000     | 0           | 0                        | 0          | 0          | 0          | 0          | 0           |
| Capital Reserve - Sewer      | 114,000     | 114,000     | 0           | 0                        | 0          | 0          | 0          | 0          | 0           |
| Capital Reserve - Water      | 875,000     | 50,000      | 0           | 200,000                  | 175,000    | 0          | 0          | 0          | 450,000     |
| Federal Grant                | 51,354,440  | 14,392,440  | 3,248,000   | 5,391,000                | 5,669,000  | 3,269,000  | 4,681,000  | 4,024,000  | 10,680,000  |
| State Grant                  | 109,684,355 | 5,779,355   | 15,015,000  | 15,429,000               | 13,602,000 | 8,117,000  | 9,050,000  | 8,228,000  | 34,464,000  |
| Contributions                | 16,499,000  | 4,989,000   | 1,503,000   | 328,000                  | 2,073,000  | 2,546,000  | 1,745,000  | 576,000    | 2,739,000   |
| TOTAL                        | 485,807,170 | 72,693,170  | 43,708,000  | 53,296,000               | 56,266,000 | 38,048,000 | 39,849,000 | 36,890,000 | 145,057,000 |

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# Airport

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*Airport*  
*Capital Improvement Ten Year Summary*  
*Fiscal Year 2019 - 2028*

| Page            | Project   | Total      | Prior Appr. | Budget Year |           | Ten Year Capital Program |           |           |           |           | Future |
|-----------------|---|------------|-------------|-------------|-----------|--------------------------|-----------|-----------|-----------|-----------|--------|
|                 |   |            |             | FY 2019     | FY 2020   | FY 2021                  | FY 2022   | FY 2023   | FY 2024   |           |        |
| Project Costs   |   |            |             |             |           |                          |           |           |           |           |        |
|                 | <u>Airport</u>                                    |            |             |             |           |                          |           |           |           |           |        |
| 46              | Passenger Terminal Hold Room Expansion            | 2,425,000  | 814,000     | 882,000     | 729,000   | 0                        | 0         | 0         | 0         | 0         |        |
| 47              | Air Traffic Control Tower Replacement             | 256,000    | 219,000     | 0           | 37,000    | 0                        | 0         | 0         | 0         | 0         |        |
| 48              | T-Hangar 1, 2, & 3 Replacement                    | 405,000    | 72,000      | 31,000      | 32,000    | 32,000                   | 33,000    | 28,000    | 34,000    | 143,000   |        |
| 49              | Airport Roof Replacement Project                  | 372,000    | 82,000      | 22,000      | 43,000    | 15,000                   | 15,000    | 45,000    | 35,000    | 115,000   |        |
| 50              | Airport Security System Enhancements              | 1,114,000  | 491,000     | 130,000     | 145,000   | 98,000                   | 100,000   | 150,000   | 0         | 0         |        |
| 51              | Capital Equipment - Airport                       | 3,706,059  | 1,316,059   | 250,000     | 0         | 20,000                   | 180,000   | 290,000   | 120,000   | 1,530,000 |        |
| 52              | Land Acquisition-Airport                          | 6,675,000  | 2,507,000   | 0           | 0         | 0                        | 0         | 0         | 1,140,000 | 3,028,000 |        |
| 53              | Runway 9/27 Rehabilitation                        | 6,000,000  | 0           | 500,000     | 2,500,000 | 3,000,000                | 0         | 0         | 0         | 0         |        |
| 54              | Airport Environmental Assessment                  | 1,835,000  | 835,000     | 0           | 0         | 0                        | 0         | 1,000,000 | 0         | 0         |        |
| 55              | Proposed Taxiway S                                | 1,180,000  | 0           | 0           | 0         | 0                        | 0         | 0         | 0         | 1,180,000 |        |
| 56              | Runway 9 MALSR                                    | 244,000    | 0           | 0           | 0         | 0                        | 0         | 0         | 0         | 244,000   |        |
| 57              | Snow Removal Equipment Storage Building Expansion | 1,950,000  | 0           | 0           | 0         | 0                        | 0         | 250,000   | 1,700,000 | 0         |        |
| 58              | Taxiway B and H Rehabilitation                    | 2,900,000  | 0           | 0           | 0         | 250,000                  | 1,650,000 | 1,000,000 | 0         | 0         |        |
| 59              | Taxiway G Rehabilitation                          | 1,920,000  | 0           | 0           | 0         | 0                        | 0         | 0         | 0         | 1,920,000 |        |
| 60              | Taxiway T Construction                            | 915,000    | 0           | 0           | 159,000   | 756,000                  | 0         | 0         | 0         | 0         |        |
|                 | Airport Total                                     | 31,897,059 | 6,336,059   | 1,815,000   | 3,645,000 | 4,171,000                | 1,978,000 | 2,763,000 | 3,029,000 | 8,160,000 |        |
| Funding Sources |   |            |             |             |           |                          |           |           |           |           |        |
|                 | General Fund                                      | 1,156,151  | 540,151     | 69,000      | 0         | 5,000                    | 9,000     | 65,000    | 148,000   | 320,000   |        |
|                 | Airport Fund                                      | 1,149,000  | 368,000     | 86,000      | 112,000   | 72,000                   | 73,000    | 111,000   | 69,000    | 258,000   |        |
|                 | Tax-Supported Bond                                | 646,000    | 0           | 0           | 203,000   | 201,000                  | 83,000    | 63,000    | 0         | 96,000    |        |
|                 | Federal Grant                                     | 26,594,408 | 4,829,408   | 1,494,000   | 3,056,000 | 3,605,000                | 1,647,000 | 2,286,000 | 2,664,000 | 7,013,000 |        |
|                 | State Grant                                       | 2,351,500  | 598,500     | 166,000     | 274,000   | 288,000                  | 166,000   | 238,000   | 148,000   | 473,000   |        |
|                 |   | 31,897,059 | 6,336,059   | 1,815,000   | 3,645,000 | 4,171,000                | 1,978,000 | 2,763,000 | 3,029,000 | 8,160,000 |        |

|                            |   |
|----------------------------|---|
| <b>Project Title</b>       | <b>Passenger Terminal Hold Room Expansion</b> |
| <b>Project ID</b>          | BLD082  |
| <b>Full-time Employees</b> | 0   |
| <b>Operating Costs</b>     | \$2,000                                       |



**Project Description** The project involves an Airport Passenger Terminal Hold Room expansion to increase passenger capacity.

**Project Assumptions** Pending grant funding:  
 90% FAA share  
 5% MAA share  
 5% Local share

It is anticipated that the airport would receive entitlement grants and well as discretionary grants from FAA to fund this project.

**Project Justification** The current security hold room is configured to accommodate up to 100 passengers. We currently host service from Allegiant using MD-83 aircraft configured to accommodate 166 passengers. In the near future, they anticipate flights utilizing an Airbus 320 configured with 177 seats. It is our desire to add on to the existing hold room and increase the capacity to plan for current and future needs.

|                                | <b>Total</b>     | <b>Prior Appr.</b> | <b>2019</b>    | <b>2020</b>    | <b>2021</b> | <b>2022</b> | <b>2023</b> | <b>2024</b> | <b>Future</b> |
|--------------------------------|------------------|--------------------|----------------|----------------|-------------|-------------|-------------|-------------|---------------|
| <b><u>Project Costs:</u></b>   |                  |                    |                |                |             |             |             |             |               |
| Construction                   | 2,223,000        | 612,000            | 882,000        | 729,000        | 0           | 0           | 0           | 0           | 0             |
| Engineering and Design         | 202,000          | 202,000            | 0              | 0              | 0           | 0           | 0           | 0           | 0             |
| <b>Total Cost</b>              | <b>2,425,000</b> | <b>814,000</b>     | <b>882,000</b> | <b>729,000</b> | <b>0</b>    | <b>0</b>    | <b>0</b>    | <b>0</b>    | <b>0</b>      |
| <b><u>Funding Sources:</u></b> |                  |                    |                |                |             |             |             |             |               |
| General Fund                   | 117,000          | 40,000             | 44,000         | 33,000         | 0           | 0           | 0           | 0           | 0             |
| Federal Grant                  | 2,190,000        | 733,000            | 794,000        | 663,000        | 0           | 0           | 0           | 0           | 0             |
| State Grant                    | 118,000          | 41,000             | 44,000         | 33,000         | 0           | 0           | 0           | 0           | 0             |
| <b>Total Funding</b>           | <b>2,425,000</b> | <b>814,000</b>     | <b>882,000</b> | <b>729,000</b> | <b>0</b>    | <b>0</b>    | <b>0</b>    | <b>0</b>    | <b>0</b>      |

|                            |  |
|----------------------------|--|
| <b>Project Title</b>       | <b>Air Traffic Control Tower Replacement</b> |
| <b>Project ID</b>          | BLD085                                       |
| <b>Full-time Employees</b> | 0  |
| <b>Operating Costs</b>     | \$0  |



|                              |   |
|------------------------------|---|
| <b>Project Description</b>   | The project consists of the replacement of the existing air traffic control tower.  |
| <b>Project Assumptions</b>   | Local funds will be built up to replace the air traffic control tower in 2020.  |
| <b>Project Justification</b> | The existing air traffic control tower was constructed at HGR in 1974. At that time, it was a used tower that was disassembled and delivered to HGR. The tower proves to be inadequate to serve the present and future needs of HGR and needs to be replaced. |

|                         | <b>Total</b>   | <b>Prior Appr.</b> | <b>2019</b> | <b>2020</b>   | <b>2021</b> | <b>2022</b> | <b>2023</b> | <b>2024</b> | <b>Future</b> |
|-------------------------|----------------|--------------------|-------------|---------------|-------------|-------------|-------------|-------------|---------------|
| <b>Project Costs:</b>   |                |                    |             |               |             |             |             |             |               |
| Engineering and Design  | 256,000        | 219,000            | 0           | 37,000        | 0           | 0           | 0           | 0           | 0             |
| <b>Total Cost</b>       | <b>256,000</b> | <b>219,000</b>     | <b>0</b>    | <b>37,000</b> | <b>0</b>    | <b>0</b>    | <b>0</b>    | <b>0</b>    | <b>0</b>      |
| <b>Funding Sources:</b> |                |                    |             |               |             |             |             |             |               |
| General Fund            | 256,000        | 219,000            | 0           | 37,000        | 0           | 0           | 0           | 0           | 0             |
| <b>Total Funding</b>    | <b>256,000</b> | <b>219,000</b>     | <b>0</b>    | <b>37,000</b> | <b>0</b>    | <b>0</b>    | <b>0</b>    | <b>0</b>    | <b>0</b>      |

|                            |  |
|----------------------------|--|
| <b>Project Title</b>       | <b>T-Hangar 1, 2 and 3 Replacement</b> |
| <b>Project ID</b>          | BLD087                                 |
| <b>Full-time Employees</b> | 0                                      |
| <b>Operating Costs</b>     | \$0                                    |

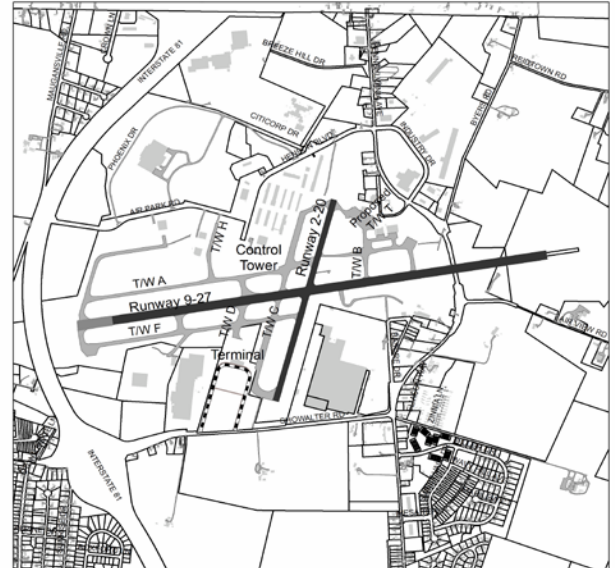
**Project Description** This project includes the demolition of existing T-hangars and the construction of new replacement T-hangars 1, 2 and 3. The total building size is 38,400 SF.

**Project Assumptions** The project assumes a pre-engineered metal building. It is not anticipated that Federal Aviation Administration funding will be available for this project. Local and airport funds will be contributed each year to build up funds until the total requirement is achieved.

**Project Justification** Existing buildings were built between 1963 and 1965 and have exceeded their useful life expectancy. Buildings have stone floors, and wood structural members. Doors are nonelectric manual open which is problematic and creates a continual maintenance problem.

|                                | <b>Total</b>   | <b>Prior<br/>Appr.</b> | <b>2019</b>   | <b>2020</b>   | <b>2021</b>   | <b>2022</b>   | <b>2023</b>   | <b>2024</b>   | <b>Future</b>  |
|--------------------------------|----------------|------------------------|---------------|---------------|---------------|---------------|---------------|---------------|----------------|
| <b><u>Project Costs:</u></b>   |                |                        |               |               |               |               |               |               |                |
| Construction                   | 323,000        | 72,000                 | 31,000        | 32,000        | 0             | 0             | 11,000        | 34,000        | 143,000        |
| Engineering and Design         | 82,000         | 0                      | 0             | 0             | 32,000        | 33,000        | 17,000        | 0             | 0              |
| <b>Total Cost</b>              | <b>405,000</b> | <b>72,000</b>          | <b>31,000</b> | <b>32,000</b> | <b>32,000</b> | <b>33,000</b> | <b>28,000</b> | <b>34,000</b> | <b>143,000</b> |
| <b><u>Funding Sources:</u></b> |                |                        |               |               |               |               |               |               |                |
| Airport Fund                   | 405,000        | 72,000                 | 31,000        | 32,000        | 32,000        | 33,000        | 28,000        | 34,000        | 143,000        |
| <b>Total Funding</b>           | <b>405,000</b> | <b>72,000</b>          | <b>31,000</b> | <b>32,000</b> | <b>32,000</b> | <b>33,000</b> | <b>28,000</b> | <b>34,000</b> | <b>143,000</b> |

|                            |   |
|----------------------------|---|
| <b>Project Title</b>       | <b>Airport Roof Replacement Project</b> |
| <b>Project ID</b>          | BLD088                                  |
| <b>Full-time Employees</b> | 0                                       |
| <b>Operating Costs</b>     | \$0                                     |



|                              |   |
|------------------------------|---|
| <b>Project Description</b>   | Project will replace or refurbish various roof systems at the airport.  |
| <b>Project Assumptions</b>   | FY2019 Hangar 18 Roof coating system. Funding will be provided through Airport Operations Budget.   |
| <b>Project Justification</b> | An ongoing roof replacement/rehabilitation plan is necessary for all airport facilities. Airport will contribute funds on an annual basis to provide for this replacement plan. |

|                                | <b>Total</b>   | <b>Prior<br/>Appr.</b> | <b>2019</b>   | <b>2020</b>   | <b>2021</b>   | <b>2022</b>   | <b>2023</b>   | <b>2024</b>   | <b>Future</b>  |
|--------------------------------|----------------|------------------------|---------------|---------------|---------------|---------------|---------------|---------------|----------------|
| <b><u>Project Costs:</u></b>   |                |                        |               |               |               |               |               |               |                |
| Construction                   | 377,000        | 82,000                 | 55,000        | 15,000        | 15,000        | 15,000        | 45,000        | 35,000        | 115,000        |
| <b>Total Cost</b>              | <b>377,000</b> | <b>82,000</b>          | <b>55,000</b> | <b>15,000</b> | <b>15,000</b> | <b>15,000</b> | <b>45,000</b> | <b>35,000</b> | <b>115,000</b> |
| <b><u>Funding Sources:</u></b> |                |                        |               |               |               |               |               |               |                |
| Airport Fund                   | 377,000        | 82,000                 | 55,000        | 15,000        | 15,000        | 15,000        | 45,000        | 35,000        | 115,000        |
| <b>Total Funding</b>           | <b>377,000</b> | <b>82,000</b>          | <b>55,000</b> | <b>15,000</b> | <b>15,000</b> | <b>15,000</b> | <b>45,000</b> | <b>35,000</b> | <b>115,000</b> |

|                            |   |
|----------------------------|---|
| <b>Project Title</b>       | <b>Airport Security System Enhancements</b> |
| <b>Project ID</b>          | COM026                                      |
| <b>Full-time Employees</b> | 0   |
| <b>Operating Costs</b>     | \$0   |



|                              |   |
|------------------------------|---|
| <b>Project Description</b>   | The airport has developed a phased security system upgrade and replacement program for the airport security and Virtual Perimeter Monitoring System.  |
| <b>Project Assumptions</b>   | Maryland Aviation Administration Funding is anticipated in FY2019:<br>75% MAA share<br>25% Local share  |
| <b>Project Justification</b> | Technology, hardware and software is ever-changing and in order to keep up with the changes, constant upgrades and replacements will need to be made. |

|                                | <b>Total</b>     | <b>Prior Appr.</b> | <b>2019</b>    | <b>2020</b>    | <b>2021</b>   | <b>2022</b>    | <b>2023</b>    | <b>2024</b> | <b>Future</b> |
|--------------------------------|------------------|--------------------|----------------|----------------|---------------|----------------|----------------|-------------|---------------|
| <b><u>Project Costs:</u></b>   |                  |                    |                |                |               |                |                |             |               |
| Construction                   | 788,000          | 165,000            | 130,000        | 145,000        | 98,000        | 100,000        | 150,000        | 0           | 0             |
| Engineering and Design         | 41,000           | 41,000             | 0              | 0              | 0             | 0              | 0              | 0           | 0             |
| Equipment/Furniture            | 285,000          | 285,000            | 0              | 0              | 0             | 0              | 0              | 0           | 0             |
| <b>Total Cost</b>              | <b>1,114,000</b> | <b>491,000</b>     | <b>130,000</b> | <b>145,000</b> | <b>98,000</b> | <b>100,000</b> | <b>150,000</b> | <b>0</b>    | <b>0</b>      |
| <b><u>Funding Sources:</u></b> |                  |                    |                |                |               |                |                |             |               |
| Airport Fund                   | 302,000          | 144,000            | 33,000         | 37,000         | 25,000        | 25,000         | 38,000         | 0           | 0             |
| State Grant                    | 812,000          | 347,000            | 97,000         | 108,000        | 73,000        | 75,000         | 112,000        | 0           | 0             |
| <b>Total Funding</b>           | <b>1,114,000</b> | <b>491,000</b>     | <b>130,000</b> | <b>145,000</b> | <b>98,000</b> | <b>100,000</b> | <b>150,000</b> | <b>0</b>    | <b>0</b>      |

|                            |                                    |
|----------------------------|------------------------------------|
| <b>Project Title</b>       | <b>Capital Equipment - Airport</b> |
| <b>Project ID</b>          | EQP031                             |
| <b>Full-time Employees</b> | 0                                  |
| <b>Operating Costs</b>     | \$0                                |

**Project Description** FY2019 Planned expenses are for the replacement of airline ground support equipment. Future acquisitions are based on the Airport Equipment Replacement Program.

**Project Assumptions** Funding for FY2019 is anticipated at 100% through the Volkswagen Environmental Mitigation Trust Program. If funding is not provided through this program, the ground support equipment will not be acquired.

Future equipment will be acquired pending FAA grant funding as follows:

90% FAA share

5% MAA share

5% Local share

Maryland Aviation Administration (MAA) Special Project grant funding:

75% MAA share

25% Local share

**Project Justification** The Airport maintains an inventory of specialized heavy equipment and vehicles, including lawn maintenance equipment. Each year, the equipment is identified if replacement is necessary based on age and life expectancy. The goal of the replacement program is to balance replacement costs versus maintenance costs. In line with objectives of a well-managed organization, the Airport strives to establish an equipment replacement program that will set the equipment replacement cycle in line with best practices, minimizing maintenance costs.

|                         | <b>Total</b>     | <b>Prior<br/>Appr.</b> | <b>2019</b>    | <b>2020</b> | <b>2021</b>   | <b>2022</b>    | <b>2023</b>    | <b>2024</b>    | <b>Future</b>    |
|-------------------------|------------------|------------------------|----------------|-------------|---------------|----------------|----------------|----------------|------------------|
| <b>Project Costs:</b>   |                  |                        |                |             |               |                |                |                |                  |
| Equipment/Furniture     | 3,706,059        | 1,316,059              | 250,000        | 0           | 20,000        | 180,000        | 290,000        | 120,000        | 1,530,000        |
| <b>Total Cost</b>       | <b>3,706,059</b> | <b>1,316,059</b>       | <b>250,000</b> | <b>0</b>    | <b>20,000</b> | <b>180,000</b> | <b>290,000</b> | <b>120,000</b> | <b>1,530,000</b> |
| <b>Funding Sources:</b> |                  |                        |                |             |               |                |                |                |                  |
| General Fund            | 271,151          | 137,151                | 0              | 0           | 5,000         | 9,000          | 15,000         | 6,000          | 99,000           |
| Federal Grant           | 3,172,408        | 1,113,408              | 250,000        | 0           | 0             | 162,000        | 261,000        | 108,000        | 1,278,000        |
| State Grant             | 262,500          | 65,500                 | 0              | 0           | 15,000        | 9,000          | 14,000         | 6,000          | 153,000          |
| <b>Total Funding</b>    | <b>3,706,059</b> | <b>1,316,059</b>       | <b>250,000</b> | <b>0</b>    | <b>20,000</b> | <b>180,000</b> | <b>290,000</b> | <b>120,000</b> | <b>1,530,000</b> |

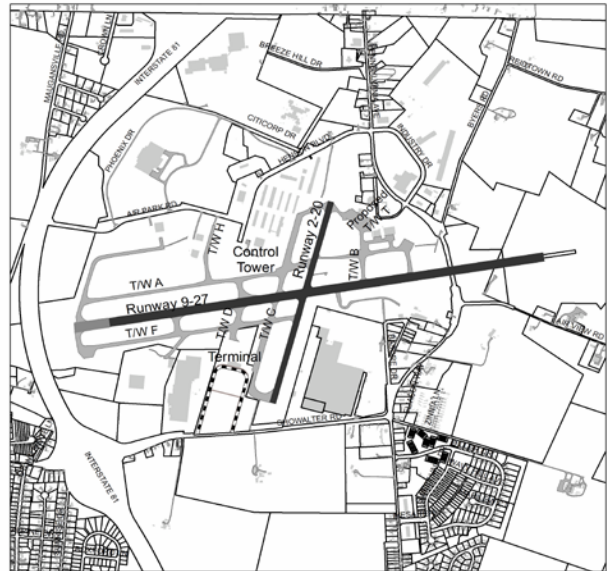
|                            |                                   |
|----------------------------|-----------------------------------|
| <b>Project Title</b>       | <b>Land Acquisition - Airport</b> |
| <b>Project ID</b>          | LAN018                            |
| <b>Full-time Employees</b> | 0                                 |
| <b>Operating Costs</b>     | \$0                               |



|                              |   |
|------------------------------|---|
| <b>Project Description</b>   | This project is for land acquisition to promote future economic development of the Airport.                             |
| <b>Project Assumptions</b>   | Pending grant funding approval:<br>90% FAA share<br>5% MAA share<br>5% Local share                                      |
| <b>Project Justification</b> | The new Airport Layout Plan will identify land recommended to be acquired to enhance future development of the Airport. |

|                         | <b>Total</b>     | <b>Prior Appr.</b> | <b>2019</b> | <b>2020</b> | <b>2021</b> | <b>2022</b> | <b>2023</b> | <b>2024</b>      | <b>Future</b>    |
|-------------------------|------------------|--------------------|-------------|-------------|-------------|-------------|-------------|------------------|------------------|
| <b>Project Costs:</b>   |                  |                    |             |             |             |             |             |                  |                  |
| Land Acquisition        | 6,675,000        | 2,507,000          | 0           | 0           | 0           | 0           | 0           | 1,140,000        | 3,028,000        |
| <b>Total Cost</b>       | <b>6,675,000</b> | <b>2,507,000</b>   | <b>0</b>    | <b>0</b>    | <b>0</b>    | <b>0</b>    | <b>0</b>    | <b>1,140,000</b> | <b>3,028,000</b> |
| <b>Funding Sources:</b> |                  |                    |             |             |             |             |             |                  |                  |
| General Fund            | 332,000          | 125,000            | 0           | 0           | 0           | 0           | 0           | 57,000           | 150,000          |
| Federal Grant           | 6,007,000        | 2,256,000          | 0           | 0           | 0           | 0           | 0           | 1,026,000        | 2,725,000        |
| State Grant             | 336,000          | 126,000            | 0           | 0           | 0           | 0           | 0           | 57,000           | 153,000          |
| <b>Total Funding</b>    | <b>6,675,000</b> | <b>2,507,000</b>   | <b>0</b>    | <b>0</b>    | <b>0</b>    | <b>0</b>    | <b>0</b>    | <b>1,140,000</b> | <b>3,028,000</b> |

|                            |                                   |
|----------------------------|-----------------------------------|
| <b>Project Title</b>       | <b>Runway 9/27 Rehabilitation</b> |
| <b>Project ID</b>          | RUN018                            |
| <b>Full-time Employees</b> | 0                                 |
| <b>Operating Costs</b>     | \$0                               |



**Project Description** The project consists of the rehabilitation of 7,000' Runway 9/27.

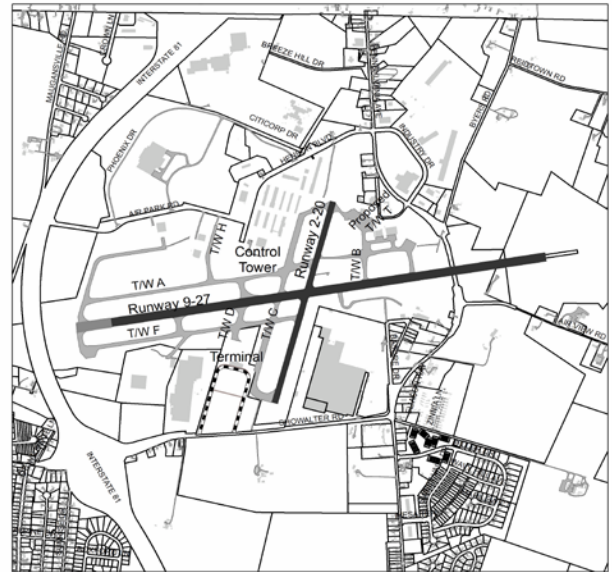
**Project Assumptions** Pending grant funding:  
 90% FAA share  
 5% MAA share  
 5% Local share

It is anticipated that the airport would receive entitlement grants and well as discretionary grants from FAA to fund this project.

**Project Justification** The existing runway is in need of sub-surface repairs, milling, overlay, painting and new energy efficient lighting.

|                                | <b>Total</b>     | <b>Prior Appr.</b> | <b>2019</b>    | <b>2020</b>      | <b>2021</b> | <b>2022</b> | <b>2023</b> | <b>2024</b> | <b>Future</b> |
|--------------------------------|------------------|--------------------|----------------|------------------|-------------|-------------|-------------|-------------|---------------|
| <b><u>Project Costs:</u></b>   |                  |                    |                |                  |             |             |             |             |               |
| Construction                   | 2,434,000        | 0                  | 0              | 2,434,000        | 0           | 0           | 0           | 0           | 0             |
| Engineering and Design         | 500,000          | 0                  | 500,000        | 0                | 0           | 0           | 0           | 0           | 0             |
| <b>Total Cost</b>              | <b>2,934,000</b> | <b>0</b>           | <b>500,000</b> | <b>2,434,000</b> | <b>0</b>    | <b>0</b>    | <b>0</b>    | <b>0</b>    | <b>0</b>      |
| <b><u>Funding Sources:</u></b> |                  |                    |                |                  |             |             |             |             |               |
| General Fund                   | 147,000          | 0                  | 25,000         | 122,000          | 0           | 0           | 0           | 0           | 0             |
| Federal Grant                  | 2,640,000        | 0                  | 450,000        | 2,190,000        | 0           | 0           | 0           | 0           | 0             |
| State Grant                    | 147,000          | 0                  | 25,000         | 122,000          | 0           | 0           | 0           | 0           | 0             |
| <b>Total Funding</b>           | <b>2,934,000</b> | <b>0</b>           | <b>500,000</b> | <b>2,434,000</b> | <b>0</b>    | <b>0</b>    | <b>0</b>    | <b>0</b>    | <b>0</b>      |

|                            |   |
|----------------------------|---|
| <b>Project Title</b>       | <b>Airport Environmental Assessment</b> |
| <b>Project ID</b>          | STY022                                  |
| <b>Full-time Employees</b> | 0                                       |
| <b>Operating Costs</b>     | \$0                                     |



**Project Description** An Environmental Assessment (EA) will be performed on land that is planned to be acquired for the airport.

**Project Assumptions** Pending grant funding approval:  
 90% FAA share  
 5% MAA share  
 5% Local share

**Project Justification** An EA needs to be completed on lands that are planned for future acquisition.

|                                | <b>Total</b>     | <b>Prior Appr.</b> | <b>2019</b> | <b>2020</b> | <b>2021</b>      | <b>2022</b> | <b>2023</b> | <b>2024</b> | <b>Future</b> |
|--------------------------------|------------------|--------------------|-------------|-------------|------------------|-------------|-------------|-------------|---------------|
| <b><u>Project Costs:</u></b>   |                  |                    |             |             |                  |             |             |             |               |
| Planning                       | 1,835,000        | 835,000            | 0           | 0           | 1,000,000        | 0           | 0           | 0           | 0             |
| <b>Total Cost</b>              | <b>1,835,000</b> | <b>835,000</b>     | <b>0</b>    | <b>0</b>    | <b>1,000,000</b> | <b>0</b>    | <b>0</b>    | <b>0</b>    | <b>0</b>      |
| <b><u>Funding Sources:</u></b> |                  |                    |             |             |                  |             |             |             |               |
| General Fund                   | 19,000           | 19,000             | 0           | 0           | 0                | 0           | 0           | 0           | 0             |
| Airport Fund                   | 120,000          | 70,000             | 0           | 0           | 50,000           | 0           | 0           | 0           | 0             |
| Federal Grant                  | 1,627,000        | 727,000            | 0           | 0           | 900,000          | 0           | 0           | 0           | 0             |
| State Grant                    | 69,000           | 19,000             | 0           | 0           | 50,000           | 0           | 0           | 0           | 0             |
| <b>Total Funding</b>           | <b>1,835,000</b> | <b>835,000</b>     | <b>0</b>    | <b>0</b>    | <b>1,000,000</b> | <b>0</b>    | <b>0</b>    | <b>0</b>    | <b>0</b>      |

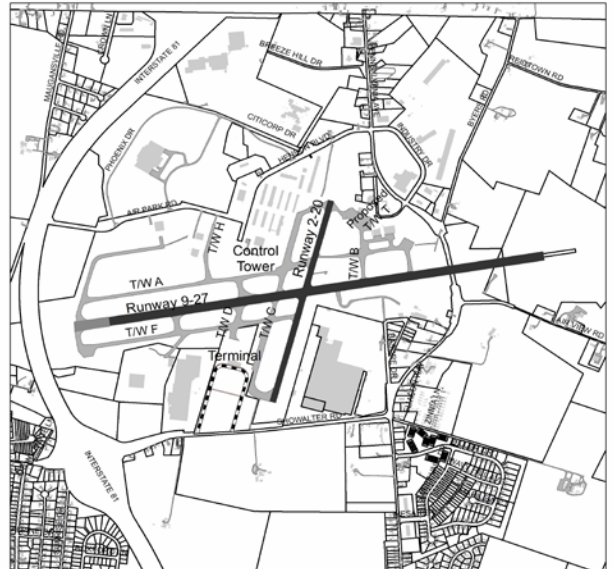
**Project Title**      **Proposed Taxiway S****Full-time Employees**      0**Operating Costs**      \$0

**Project Description**      The project consists of the design and construction of a new taxiway to connect Runway 27 run-up area to lands North of the Airport.

**Project Assumptions**      Pending grant funding approval:  
 90% FAA share  
 5% MAA share  
 5% Local share

**Project Justification**      Land is identified for future development of the Airport. A connector taxiway is required to provide access to that land.

|                         | Total            | Prior Appr. | 2019     | 2020     | 2021     | 2022     | 2023     | 2024     | Future           |
|-------------------------|------------------|-------------|----------|----------|----------|----------|----------|----------|------------------|
| <b>Project Costs:</b>   |                  |             |          |          |          |          |          |          |                  |
| Engineering and Design  | 1,180,000        | 0           | 0        | 0        | 0        | 0        | 0        | 0        | 1,180,000        |
| <b>Total Cost</b>       | <b>1,180,000</b> | <b>0</b>    | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>1,180,000</b> |
| <b>Funding Sources:</b> |                  |             |          |          |          |          |          |          |                  |
| General Fund            | 59,000           | 0           | 0        | 0        | 0        | 0        | 0        | 0        | 59,000           |
| Federal Grant           | 1,062,000        | 0           | 0        | 0        | 0        | 0        | 0        | 0        | 1,062,000        |
| State Grant             | 59,000           | 0           | 0        | 0        | 0        | 0        | 0        | 0        | 59,000           |
| <b>Total Funding</b>    | <b>1,180,000</b> | <b>0</b>    | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>1,180,000</b> |

**Project Title**      **Runway 9 MALSR****Full-time Employees**      0**Operating Costs**      \$0

**Project Description**      This project will design, construct, and commission a medium-intensity approach lighting system with a runway alignment indicator (MALSR) for Runway 9.

**Project Assumptions**      Pending grant funding approval:  
 90% FAA share  
 5% MAA share  
 5% Local share

**Project Justification**      The installation of a MALSR system for runway 9 provides for safety during flight (landing); lowers approach minimums, and increases the potential to increase flights during inclement weather.

|                         | <b>Total</b>   | <b>Prior<br/>Appr.</b> | <b>2019</b> | <b>2020</b> | <b>2021</b> | <b>2022</b> | <b>2023</b> | <b>2024</b> | <b>Future</b>  |
|-------------------------|----------------|------------------------|-------------|-------------|-------------|-------------|-------------|-------------|----------------|
| <b>Project Costs:</b>   |                |                        |             |             |             |             |             |             |                |
| Engineering and Design  | 244,000        | 0                      | 0           | 0           | 0           | 0           | 0           | 0           | 244,000        |
| <b>Total Cost</b>       | <b>244,000</b> | <b>0</b>               | <b>0</b>    | <b>0</b>    | <b>0</b>    | <b>0</b>    | <b>0</b>    | <b>0</b>    | <b>244,000</b> |
| <b>Funding Sources:</b> |                |                        |             |             |             |             |             |             |                |
| General Fund            | 12,000         | 0                      | 0           | 0           | 0           | 0           | 0           | 0           | 12,000         |
| Federal Grant           | 220,000        | 0                      | 0           | 0           | 0           | 0           | 0           | 0           | 220,000        |
| State Grant             | 12,000         | 0                      | 0           | 0           | 0           | 0           | 0           | 0           | 12,000         |
| <b>Total Funding</b>    | <b>244,000</b> | <b>0</b>               | <b>0</b>    | <b>0</b>    | <b>0</b>    | <b>0</b>    | <b>0</b>    | <b>0</b>    | <b>244,000</b> |

**Project Title**      **Snow Removal Equipment Storage Building Expansion**

**Full-time Employees**      0

**Operating Costs**      \$1,500



**Project Description**      A 60' x 110' expansion is planned for the existing vehicle storage facility.

**Project Assumptions**      Pending grant funding approval:  
90% FAA share  
5% MAA share  
5% Local share

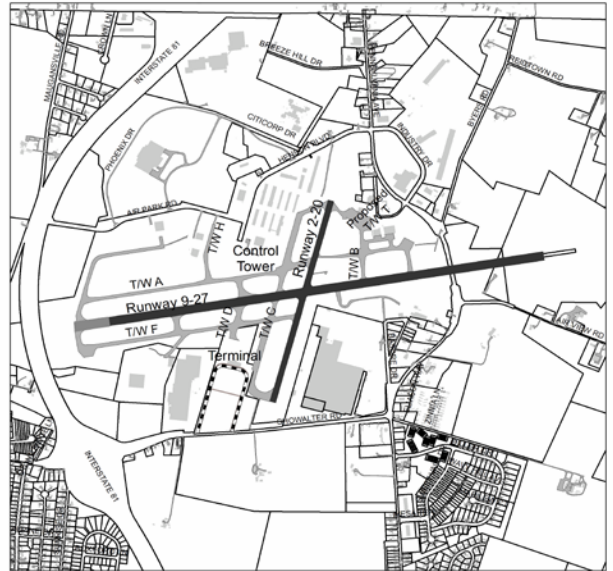
**Project Justification**      The existing facility is filled to capacity. Future FAA approved Snow Removal Equipment plans allow for the addition of snow removal vehicles. The addition to the facility is required to accommodate the additional vehicles.

|                         | Total            | Prior<br>Appr. | 2019     | 2020     | 2021     | 2022     | 2023           | 2024             | Future   |
|-------------------------|------------------|----------------|----------|----------|----------|----------|----------------|------------------|----------|
| <b>Project Costs:</b>   |                  |                |          |          |          |          |                |                  |          |
| Construction            | 1,700,000        | 0              | 0        | 0        | 0        | 0        | 0              | 1,700,000        | 0        |
| Engineering and Design  | 250,000          | 0              | 0        | 0        | 0        | 0        | 250,000        | 0                | 0        |
| <b>Total Cost</b>       | <b>1,950,000</b> | <b>0</b>       | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>250,000</b> | <b>1,700,000</b> | <b>0</b> |
| <b>Funding Sources:</b> |                  |                |          |          |          |          |                |                  |          |
| General Fund            | 98,000           | 0              | 0        | 0        | 0        | 0        | 13,000         | 85,000           | 0        |
| Federal Grant           | 1,755,000        | 0              | 0        | 0        | 0        | 0        | 225,000        | 1,530,000        | 0        |
| State Grant             | 97,000           | 0              | 0        | 0        | 0        | 0        | 12,000         | 85,000           | 0        |
| <b>Total Funding</b>    | <b>1,950,000</b> | <b>0</b>       | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>250,000</b> | <b>1,700,000</b> | <b>0</b> |

**Project Title**                      **Taxiway B and H Rehabilitation**

**Full-time Employees**        0

**Operating Costs**                \$0



**Project Description**            Taxiway B and H will be in need of total rehabilitation.

**Project Assumptions**        Pending grant funding approval:  
90% FAA share  
5% MAA share  
5% Local share

It is anticipated that the airport would receive entitlement as well as discretionary grants from FAA to fund this project.

**Project Justification**        The project will involve sub-surface repairs, milling, overlay, painting and new LED lighting installation.

|                         | Total            | Prior<br>Appr. | 2019     | 2020     | 2021           | 2022             | 2023     | 2024     | Future   |
|-------------------------|------------------|----------------|----------|----------|----------------|------------------|----------|----------|----------|
| <b>Project Costs:</b>   |                  |                |          |          |                |                  |          |          |          |
| Construction            | 1,650,000        | 0              | 0        | 0        | 0              | 1,650,000        | 0        | 0        | 0        |
| Engineering and Design  | 250,000          | 0              | 0        | 0        | 250,000        | 0                | 0        | 0        | 0        |
| <b>Total Cost</b>       | <b>1,900,000</b> | <b>0</b>       | <b>0</b> | <b>0</b> | <b>250,000</b> | <b>1,650,000</b> | <b>0</b> | <b>0</b> | <b>0</b> |
| <b>Funding Sources:</b> |                  |                |          |          |                |                  |          |          |          |
| General Fund            | 96,000           | 0              | 0        | 0        | 13,000         | 83,000           | 0        | 0        | 0        |
| Federal Grant           | 1,710,000        | 0              | 0        | 0        | 225,000        | 1,485,000        | 0        | 0        | 0        |
| State Grant             | 94,000           | 0              | 0        | 0        | 12,000         | 82,000           | 0        | 0        | 0        |
| <b>Total Funding</b>    | <b>1,900,000</b> | <b>0</b>       | <b>0</b> | <b>0</b> | <b>250,000</b> | <b>1,650,000</b> | <b>0</b> | <b>0</b> | <b>0</b> |

**Project Title**      **Taxiway G Rehabilitation****Full-time Employees**      0**Operating Costs**      \$0**Project Description**      Project involves the full-length rehabilitation of Taxiway G including replacement of existing light fixture with LED technology.**Project Assumptions**      Pending grant funding approval:  
90% FAA share  
5% MAA share  
5% Local share**Project Justification**      The last rehabilitation of the taxiway was completed in 2008. This will make the existing surface approximately 20 years old in 2027 and it will have met the end of its useful life and will be ready for rehabilitation.

|                         | <b>Total</b>     | <b>Prior<br/>Appr.</b> | <b>2019</b> | <b>2020</b> | <b>2021</b> | <b>2022</b> | <b>2023</b> | <b>2024</b> | <b>Future</b>    |
|-------------------------|------------------|------------------------|-------------|-------------|-------------|-------------|-------------|-------------|------------------|
| <b>Project Costs:</b>   |                  |                        |             |             |             |             |             |             |                  |
| Construction            | 1,440,000        | 0                      | 0           | 0           | 0           | 0           | 0           | 0           | 1,440,000        |
| Engineering and Design  | 480,000          | 0                      | 0           | 0           | 0           | 0           | 0           | 0           | 480,000          |
| <b>Total Cost</b>       | <b>1,920,000</b> | <b>0</b>               | <b>0</b>    | <b>0</b>    | <b>0</b>    | <b>0</b>    | <b>0</b>    | <b>0</b>    | <b>1,920,000</b> |
| <b>Funding Sources:</b> |                  |                        |             |             |             |             |             |             |                  |
| Tax-Supported Bond      | 96,000           | 0                      | 0           | 0           | 0           | 0           | 0           | 0           | 96,000           |
| Federal Grant           | 1,728,000        | 0                      | 0           | 0           | 0           | 0           | 0           | 0           | 1,728,000        |
| State Grant             | 96,000           | 0                      | 0           | 0           | 0           | 0           | 0           | 0           | 96,000           |
| <b>Total Funding</b>    | <b>1,920,000</b> | <b>0</b>               | <b>0</b>    | <b>0</b>    | <b>0</b>    | <b>0</b>    | <b>0</b>    | <b>0</b>    | <b>1,920,000</b> |

**Project Title**      **Taxiway T Construction****Full-time Employees**      0**Operating Costs**      \$0**Project Description**      The project consists of the construction of a new taxiway to access aviation facilities off of Pennsylvania Avenue.

**Project Assumptions**      Pending grant funding approval:  
    90% FAA share  
    5% MAA share  
    5% Local share

**Project Justification**      As the area north of Nick's Airport Inn develops, there will need to be a taxiway to access the rear of these facilities.

|                         | Total          | Prior<br>Appr. | 2019     | 2020           | 2021           | 2022     | 2023     | 2024     | Future   |
|-------------------------|----------------|----------------|----------|----------------|----------------|----------|----------|----------|----------|
| <b>Project Costs:</b>   |                |                |          |                |                |          |          |          |          |
| Construction            | 756,000        | 0              | 0        | 0              | 756,000        | 0        | 0        | 0        | 0        |
| Engineering and Design  | 159,000        | 0              | 0        | 159,000        | 0              | 0        | 0        | 0        | 0        |
| <b>Total Cost</b>       | <b>915,000</b> | <b>0</b>       | <b>0</b> | <b>159,000</b> | <b>756,000</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b> |
| <b>Funding Sources:</b> |                |                |          |                |                |          |          |          |          |
| Tax-Supported Bond      | 46,000         | 0              | 0        | 8,000          | 38,000         | 0        | 0        | 0        | 0        |
| Federal Grant           | 823,000        | 0              | 0        | 143,000        | 680,000        | 0        | 0        | 0        | 0        |
| State Grant             | 46,000         | 0              | 0        | 8,000          | 38,000         | 0        | 0        | 0        | 0        |
| <b>Total Funding</b>    | <b>915,000</b> | <b>0</b>       | <b>0</b> | <b>159,000</b> | <b>756,000</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b> |

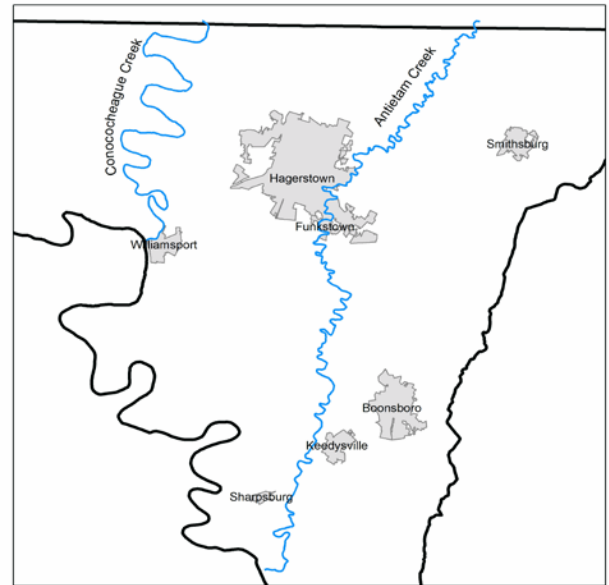
# Drainage

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*Drainage  
Capital Improvement Ten Year Summary  
Fiscal Year 2019 - 2028*

| Page            | Project                                    | Total             | Prior Appr.      | Budget Year      |                  | Ten Year Capital Program |                  |                  |                  |                  | Future |
|-----------------|--|-------------------|------------------|------------------|------------------|--------------------------|------------------|------------------|------------------|------------------|--------|
|                 |  |                   |                  | FY 2019          | FY 2020          | FY 2021                  | FY 2022          | FY 2023          | FY 2024          |                  |        |
| Project Costs   |  |                   |                  |                  |                  |                          |                  |                  |                  |                  |        |
|                 | <u>Drainage</u>                            |                   |                  |                  |                  |                          |                  |                  |                  |                  |        |
| 96              | Stream Restoration at Various Locations    | 2,142,000         | 647,000          | 0                | 42,000           | 426,000                  | 0                | 45,000           | 456,000          | 526,000          |        |
| 97              | Stormwater Retrofits                       | 11,530,000        | 2,404,000        | 654,000          | 894,000          | 586,000                  | 1,084,000        | 945,000          | 962,000          | 4,001,000        |        |
| 98              | Hoffmaster and Harpers Ferry Road Drainage | 870,000           | 428,000          | 442,000          | 0                | 0                        | 0                | 0                | 0                | 0                |        |
| 99              | Broadfording Church Road Culvert           | 231,000           | 0                | 0                | 0                | 231,000                  | 0                | 0                | 0                | 0                |        |
| 100             | Chestnut Grove Road Drainage               | 84,000            | 0                | 0                | 84,000           | 0                        | 0                | 0                | 0                | 0                |        |
| 101             | Draper Road Drainage Improvements          | 584,000           | 0                | 0                | 0                | 0                        | 0                | 0                | 0                | 584,000          |        |
| 102             | Harpers Ferry Road Drainage, 3600 Block    | 376,000           | 0                | 0                | 0                | 75,000                   | 301,000          | 0                | 0                | 0                |        |
| 103             | Shank Road Drainage                        | 153,000           | 0                | 0                | 0                | 153,000                  | 0                | 0                | 0                | 0                |        |
| 104             | Trego Mountain Road Drainage               | 315,000           | 0                | 0                | 0                | 0                        | 0                | 0                | 0                | 315,000          |        |
| 105             | University Road Culvert                    | 203,000           | 0                | 0                | 0                | 0                        | 0                | 203,000          | 0                | 0                |        |
|                 | <b>Drainage Total</b>                      | <b>16,488,000</b> | <b>3,479,000</b> | <b>1,096,000</b> | <b>1,020,000</b> | <b>1,471,000</b>         | <b>1,385,000</b> | <b>1,193,000</b> | <b>1,418,000</b> | <b>5,426,000</b> |        |
| Funding Sources |  |                   |                  |                  |                  |                          |                  |                  |                  |                  |        |
|                 | General Fund                               | 4,195,000         | 2,530,000        | 0                | 42,000           | 426,000                  | 0                | 45,000           | 456,000          | 696,000          |        |
|                 | Tax-Supported Bond                         | 12,293,000        | 949,000          | 1,096,000        | 978,000          | 1,045,000                | 1,385,000        | 1,148,000        | 962,000          | 4,730,000        |        |
|                 |  | <b>16,488,000</b> | <b>3,479,000</b> | <b>1,096,000</b> | <b>1,020,000</b> | <b>1,471,000</b>         | <b>1,385,000</b> | <b>1,193,000</b> | <b>1,418,000</b> | <b>5,426,000</b> |        |

|                            |  |
|----------------------------|--|
| <b>Project Title</b>       | <b>Stream Restoration at Various Locations</b> |
| <b>Project ID</b>          | DNG030   |
| <b>Full-time Employees</b> | 0  |
| <b>Operating Costs</b>     | \$0  |



|                              |  |
|------------------------------|--|
| <b>Project Description</b>   | This project will restore stream banks at various locations on Antietam Creek and Conococheague Creek to improve water quality.  |
| <b>Project Assumptions</b>   | It is anticipated that the Smithsburg Wastewater Treatment Plant Stream restoration project will be completed with local funding from FY18. Stream restoration projects for FY21, FY24, and FY27 are yet to be determined.   |
| <b>Project Justification</b> | Maryland has imposed total maximum daily load requirements (TMDL) on Antietam Creek and Conococheague Creek. This requirement will restrict land development over time unless dealt with by mitigation measures. Stream restoration will improve water quality and allow for future development. |

|                                | <b>Total</b>     | <b>Prior Appr.</b> | <b>2019</b> | <b>2020</b>   | <b>2021</b>    | <b>2022</b> | <b>2023</b>   | <b>2024</b>    | <b>Future</b>  |
|--------------------------------|------------------|--------------------|-------------|---------------|----------------|-------------|---------------|----------------|----------------|
| <b><u>Project Costs:</u></b>   |                  |                    |             |               |                |             |               |                |                |
| Construction                   | 2,009,000        | 647,000            | 0           | 0             | 426,000        | 0           | 0             | 456,000        | 480,000        |
| Engineering and Design         | 133,000          | 0                  | 0           | 42,000        | 0              | 0           | 45,000        | 0              | 46,000         |
| <b>Total Cost</b>              | <b>2,142,000</b> | <b>647,000</b>     | <b>0</b>    | <b>42,000</b> | <b>426,000</b> | <b>0</b>    | <b>45,000</b> | <b>456,000</b> | <b>526,000</b> |
| <b><u>Funding Sources:</u></b> |                  |                    |             |               |                |             |               |                |                |
| General Fund                   | 2,142,000        | 647,000            | 0           | 42,000        | 426,000        | 0           | 45,000        | 456,000        | 526,000        |
| <b>Total Funding</b>           | <b>2,142,000</b> | <b>647,000</b>     | <b>0</b>    | <b>42,000</b> | <b>426,000</b> | <b>0</b>    | <b>45,000</b> | <b>456,000</b> | <b>526,000</b> |

**Project Title**                      **Stormwater Retrofits**

**Project ID**                         DNG039

**Full-time Employees**        0

**Operating Costs**                \$0

**Project Description**        This project includes the construction of SWM systems based on Best Management Practices such as bio-swales, bio-filters, permeable pavements, ponds, wetlands, etc. along roadways, in parks, and on other county properties to satisfy the National Pollutant Discharge Elimination Systems (NPDES) requirements established by the MDE.

**Project Assumptions**        The project will provide treatment for 20% of the impervious surfaces within the regulated NPDES area estimated to be 2,900 acres, treating 580 acres per year. County is working with Army Corps of Engineers (ACOE) to inventory county stormwater infrastructure.

**Project Justification**        The project is requested due to a regulatory requirement imposed by the EPA and MDE.

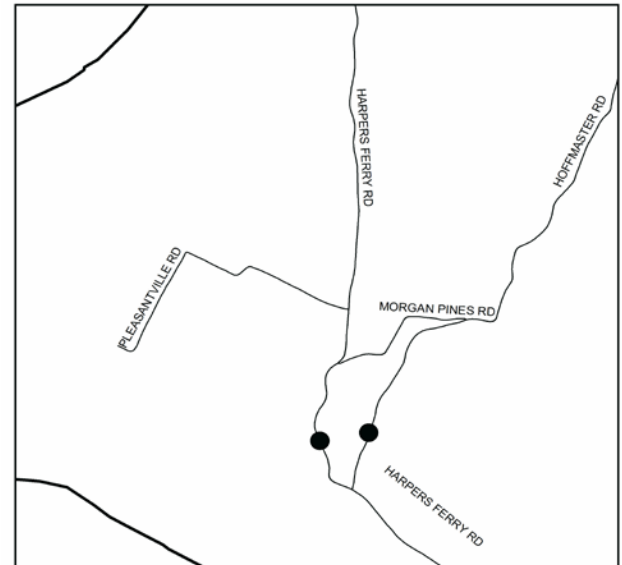
|                                | <b>Total</b>      | <b>Prior<br/>Appr.</b> | <b>2019</b>    | <b>2020</b>    | <b>2021</b>    | <b>2022</b>      | <b>2023</b>    | <b>2024</b>    | <b>Future</b>    |
|--------------------------------|-------------------|------------------------|----------------|----------------|----------------|------------------|----------------|----------------|------------------|
| <b><u>Project Costs:</u></b>   |                   |                        |                |                |                |                  |                |                |                  |
| Construction                   | 10,890,000        | 2,260,000              | 608,000        | 848,000        | 538,000        | 1,036,000        | 896,000        | 912,000        | 3,792,000        |
| Engineering and Design         | 344,000           | 74,000                 | 25,000         | 25,000         | 26,000         | 26,000           | 27,000         | 27,000         | 114,000          |
| Land Acquisition               | 296,000           | 70,000                 | 21,000         | 21,000         | 22,000         | 22,000           | 22,000         | 23,000         | 95,000           |
| <b>Total Cost</b>              | <b>11,530,000</b> | <b>2,404,000</b>       | <b>654,000</b> | <b>894,000</b> | <b>586,000</b> | <b>1,084,000</b> | <b>945,000</b> | <b>962,000</b> | <b>4,001,000</b> |
| <b><u>Funding Sources:</u></b> |                   |                        |                |                |                |                  |                |                |                  |
| General Fund                   | 1,883,000         | 1,883,000              | 0              | 0              | 0              | 0                | 0              | 0              | 0                |
| Tax-Supported Bond             | 9,647,000         | 521,000                | 654,000        | 894,000        | 586,000        | 1,084,000        | 945,000        | 962,000        | 4,001,000        |
| <b>Total Funding</b>           | <b>11,530,000</b> | <b>2,404,000</b>       | <b>654,000</b> | <b>894,000</b> | <b>586,000</b> | <b>1,084,000</b> | <b>945,000</b> | <b>962,000</b> | <b>4,001,000</b> |

**Project Title** Hoffmaster and Harpers Ferry Road Drainage

**Project ID** DNG077

**Full-time Employees** 0

**Operating Costs** \$0



**Project Description** This project is located in the 700 block of Hoffmaster Road (ADC Map 36, F-9) and the 700 Block of Harpers Ferry Road (ADC Map 36, E-9). The project includes drainage improvements to stabilize the stream bank and roadway embankment.

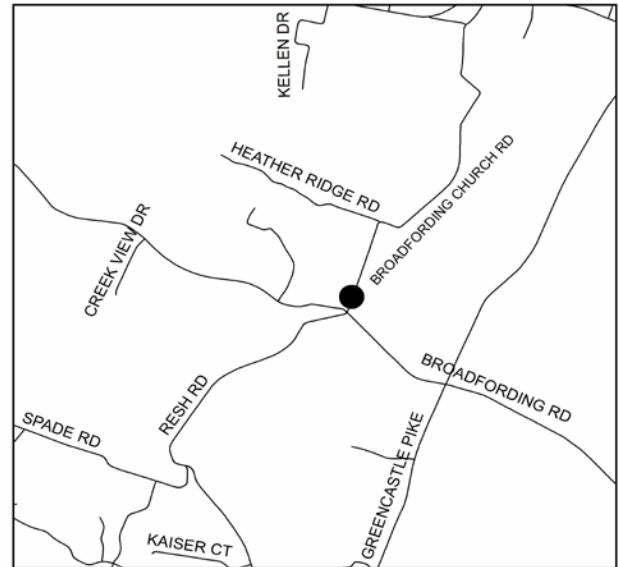
**Project Justification** The existing roadside retaining wall has collapsed in numerous locations. Conditions are causing a safety hazard for the motoring public. A collapsed retaining wall is blocking an adjacent stream which causes localized flooding during storm events.

|                         | Total          | Prior<br>Appr. | 2019           | 2020     | 2021     | 2022     | 2023     | 2024     | Future   |
|-------------------------|----------------|----------------|----------------|----------|----------|----------|----------|----------|----------|
| <b>Project Costs:</b>   |                |                |                |          |          |          |          |          |          |
| Construction            | 779,000        | 337,000        | 442,000        | 0        | 0        | 0        | 0        | 0        | 0        |
| Inspection              | 61,000         | 61,000         | 0              | 0        | 0        | 0        | 0        | 0        | 0        |
| Land Acquisition        | 10,000         | 10,000         | 0              | 0        | 0        | 0        | 0        | 0        | 0        |
| Utilities               | 20,000         | 20,000         | 0              | 0        | 0        | 0        | 0        | 0        | 0        |
| <b>Total Cost</b>       | <b>870,000</b> | <b>428,000</b> | <b>442,000</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b> |
| <b>Funding Sources:</b> |                |                |                |          |          |          |          |          |          |
| Tax-Supported Bond      | 870,000        | 428,000        | 442,000        | 0        | 0        | 0        | 0        | 0        | 0        |
| <b>Total Funding</b>    | <b>870,000</b> | <b>428,000</b> | <b>442,000</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b> |

**Project Title**                      **Broadfording Church Road Culvert**

**Full-time Employees**        0

**Operating Costs**                \$0



**Project Description**        This project is located in the 13500 block of Broadfording Church Road (ADC Map 9, Grid C-10). The project will replace a stone/concrete drainage structure and endwalls with a concrete pipe with concrete headwalls. The traffic barrier will be upgraded to improve safety.

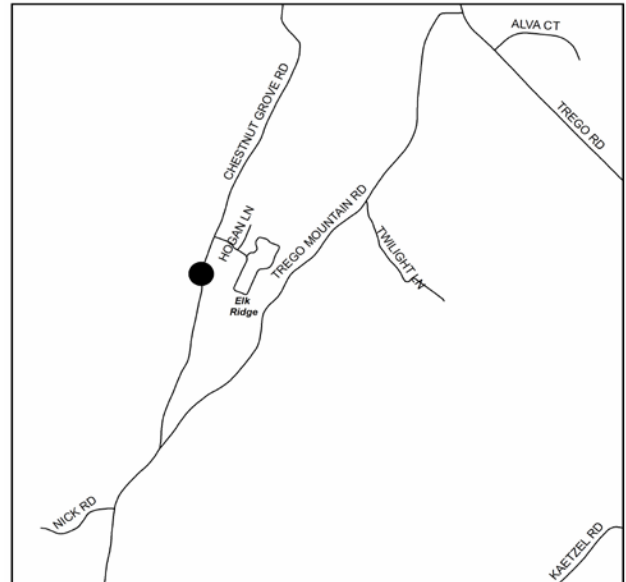
**Project Justification**        The project is needed to replace a structure that is near the end of its useful life and improve vehicle safety.

|                                | <b>Total</b>   | <b>Prior<br/>Appr.</b> | <b>2019</b> | <b>2020</b> | <b>2021</b>    | <b>2022</b> | <b>2023</b> | <b>2024</b> | <b>Future</b> |
|--------------------------------|----------------|------------------------|-------------|-------------|----------------|-------------|-------------|-------------|---------------|
| <b><u>Project Costs:</u></b>   |                |                        |             |             |                |             |             |             |               |
| Construction                   | 192,000        | 0                      | 0           | 0           | 192,000        | 0           | 0           | 0           | 0             |
| Inspection                     | 31,000         | 0                      | 0           | 0           | 31,000         | 0           | 0           | 0           | 0             |
| Land Acquisition               | 5,000          | 0                      | 0           | 0           | 5,000          | 0           | 0           | 0           | 0             |
| Utilities                      | 3,000          | 0                      | 0           | 0           | 3,000          | 0           | 0           | 0           | 0             |
| <b>Total Cost</b>              | <b>231,000</b> | <b>0</b>               | <b>0</b>    | <b>0</b>    | <b>231,000</b> | <b>0</b>    | <b>0</b>    | <b>0</b>    | <b>0</b>      |
| <b><u>Funding Sources:</u></b> |                |                        |             |             |                |             |             |             |               |
| Tax-Supported Bond             | 231,000        | 0                      | 0           | 0           | 231,000        | 0           | 0           | 0           | 0             |
| <b>Total Funding</b>           | <b>231,000</b> | <b>0</b>               | <b>0</b>    | <b>0</b>    | <b>231,000</b> | <b>0</b>    | <b>0</b>    | <b>0</b>    | <b>0</b>      |

**Project Title**                      **Chestnut Grove Road Drainage**

**Full-time Employees**        0

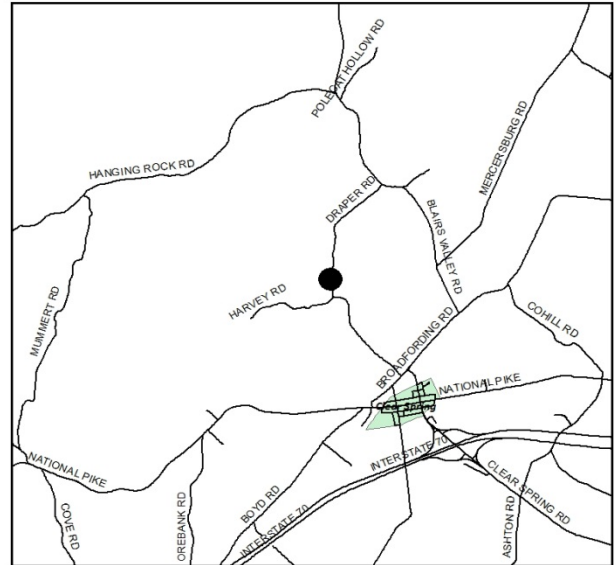
**Operating Costs**                \$0



**Project Description**        The project is located on Chestnut Grove Road (ADC Map CIP Transit Fund, H-6). The work includes construction of new culverts, water quality improvements, and minor road paving.

**Project Justification**        The project is needed to correct road and property flooding problems.

|                                | <b>Total</b>  | <b>Prior<br/>Appr.</b> | <b>2019</b> | <b>2020</b>   | <b>2021</b> | <b>2022</b> | <b>2023</b> | <b>2024</b> | <b>Future</b> |
|--------------------------------|---------------|------------------------|-------------|---------------|-------------|-------------|-------------|-------------|---------------|
| <b><u>Project Costs:</u></b>   |               |                        |             |               |             |             |             |             |               |
| Construction                   | 74,000        | 0                      | 0           | 74,000        | 0           | 0           | 0           | 0           | 0             |
| Inspection                     | 5,000         | 0                      | 0           | 5,000         | 0           | 0           | 0           | 0           | 0             |
| Land Acquisition               | 5,000         | 0                      | 0           | 5,000         | 0           | 0           | 0           | 0           | 0             |
| <b>Total Cost</b>              | <b>84,000</b> | <b>0</b>               | <b>0</b>    | <b>84,000</b> | <b>0</b>    | <b>0</b>    | <b>0</b>    | <b>0</b>    | <b>0</b>      |
| <b><u>Funding Sources:</u></b> |               |                        |             |               |             |             |             |             |               |
| Tax-Supported Bond             | 84,000        | 0                      | 0           | 84,000        | 0           | 0           | 0           | 0           | 0             |
| <b>Total Funding</b>           | <b>84,000</b> | <b>0</b>               | <b>0</b>    | <b>84,000</b> | <b>0</b>    | <b>0</b>    | <b>0</b>    | <b>0</b>    | <b>0</b>      |

**Project Title**      **Draper Road Drainage****Full-time Employees**    0**Operating Costs**        \$0

**Project Description**    This project is located in the 13000 block of Draper Road (ADC Map 7, B-11). The project will replace existing drainage pipes and install a larger storm drain network that will correct road and property flooding problems.

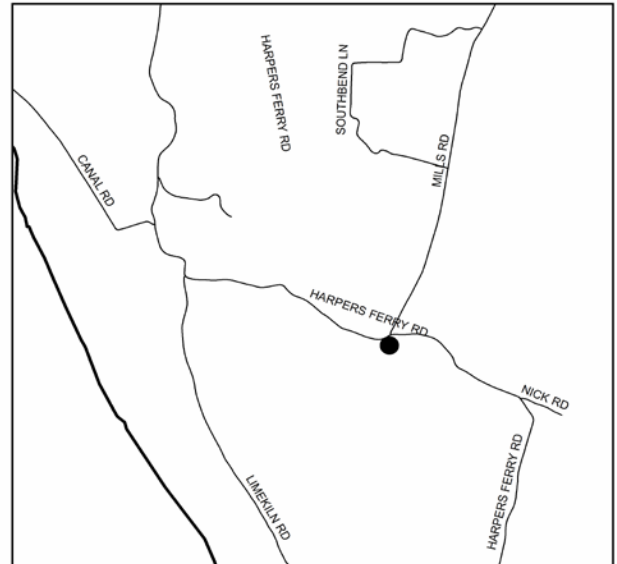
**Project Justification**    This project is needed to replace existing undersized and disconnected storm drain pipes with a larger storm drain and swale network to reduce flooding problems and road maintenance.

|                                | <b>Total</b>   | <b>Prior<br/>Appr.</b> | <b>2019</b> | <b>2020</b> | <b>2021</b> | <b>2022</b> | <b>2023</b> | <b>2024</b> | <b>Future</b>  |
|--------------------------------|----------------|------------------------|-------------|-------------|-------------|-------------|-------------|-------------|----------------|
| <b><u>Project Costs:</u></b>   |                |                        |             |             |             |             |             |             |                |
| Construction                   | 500,000        | 0                      | 0           | 0           | 0           | 0           | 0           | 0           | 500,000        |
| Inspection                     | 44,000         | 0                      | 0           | 0           | 0           | 0           | 0           | 0           | 44,000         |
| Land Acquisition               | 20,000         | 0                      | 0           | 0           | 0           | 0           | 0           | 0           | 20,000         |
| Utilities                      | 20,000         | 0                      | 0           | 0           | 0           | 0           | 0           | 0           | 20,000         |
| <b>Total Cost</b>              | <b>584,000</b> | <b>0</b>               | <b>0</b>    | <b>0</b>    | <b>0</b>    | <b>0</b>    | <b>0</b>    | <b>0</b>    | <b>584,000</b> |
| <b><u>Funding Sources:</u></b> |                |                        |             |             |             |             |             |             |                |
| General Fund                   | 170,000        | 0                      | 0           | 0           | 0           | 0           | 0           | 0           | 170,000        |
| Tax-Supported Bond             | 414,000        | 0                      | 0           | 0           | 0           | 0           | 0           | 0           | 414,000        |
| <b>Total Funding</b>           | <b>584,000</b> | <b>0</b>               | <b>0</b>    | <b>0</b>    | <b>0</b>    | <b>0</b>    | <b>0</b>    | <b>0</b>    | <b>584,000</b> |

**Project Title**                **Harpers Ferry Road Drainage, 3600 Block**

**Full-time Employees**    0

**Operating Costs**         \$0



**Project Description**    This project is located in the 3600 block of Harpers Ferry Road at the intersection with Mills Road (ADC Map CIP Transit Fund, C-7). The project will replace the existing corrugated metal pipes with larger concrete pipes to reduce flooding impacts in this area.

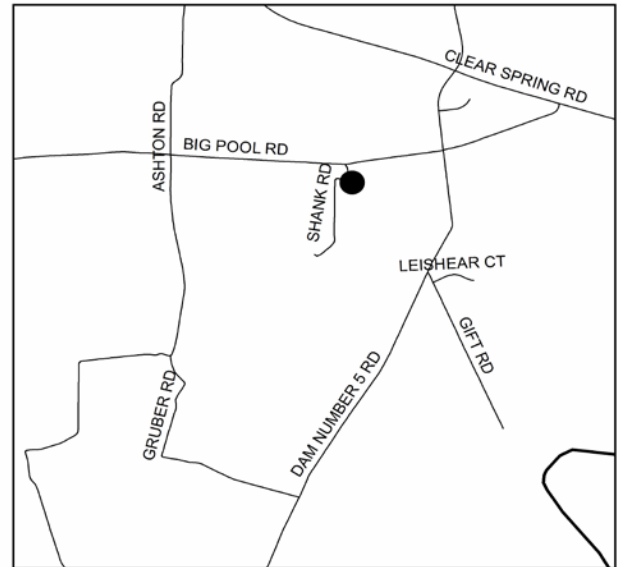
**Project Justification**    The project is needed to provide cost effective road maintenance in this area. The frequency of flooding impacts the delivery of public safety services in that area of the county.

|                                | <b>Total</b>   | <b>Prior<br/>Appr.</b> | <b>2019</b> | <b>2020</b> | <b>2021</b>   | <b>2022</b>    | <b>2023</b> | <b>2024</b> | <b>Future</b> |
|--------------------------------|----------------|------------------------|-------------|-------------|---------------|----------------|-------------|-------------|---------------|
| <b><u>Project Costs:</u></b>   |                |                        |             |             |               |                |             |             |               |
| Construction                   | 276,000        | 0                      | 0           | 0           | 75,000        | 201,000        | 0           | 0           | 0             |
| Inspection                     | 38,000         | 0                      | 0           | 0           | 0             | 38,000         | 0           | 0           | 0             |
| Land Acquisition               | 10,000         | 0                      | 0           | 0           | 0             | 10,000         | 0           | 0           | 0             |
| Utilities                      | 52,000         | 0                      | 0           | 0           | 0             | 52,000         | 0           | 0           | 0             |
| <b>Total Cost</b>              | <b>376,000</b> | <b>0</b>               | <b>0</b>    | <b>0</b>    | <b>75,000</b> | <b>301,000</b> | <b>0</b>    | <b>0</b>    | <b>0</b>      |
| <b><u>Funding Sources:</u></b> |                |                        |             |             |               |                |             |             |               |
| Tax-Supported Bond             | 376,000        | 0                      | 0           | 0           | 75,000        | 301,000        | 0           | 0           | 0             |
| <b>Total Funding</b>           | <b>376,000</b> | <b>0</b>               | <b>0</b>    | <b>0</b>    | <b>75,000</b> | <b>301,000</b> | <b>0</b>    | <b>0</b>    | <b>0</b>      |

**Project Title**            **Shank Road Drainage**

**Full-time Employees**    0

**Operating Costs**        \$0



**Project Description**    The project is located near Big Pool Road in Clear Spring (ADC Map 18, G-7). The project will stabilize the stream bank and roadway embankment.

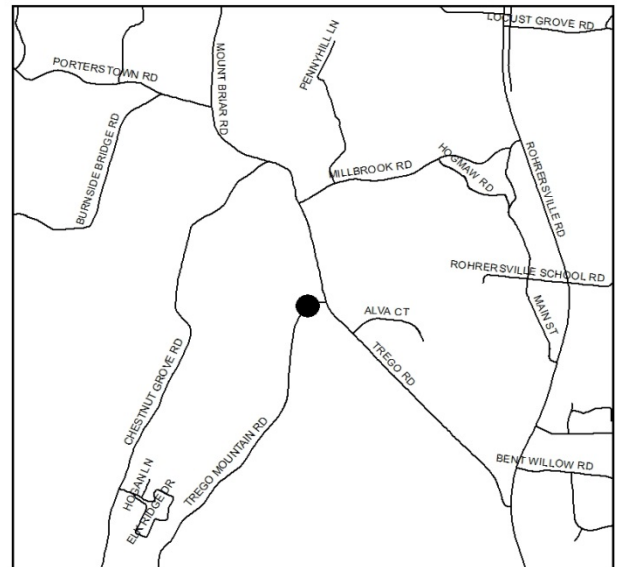
**Project Justification**    The existing retaining wall is collapsing into the adjacent stream. Failure of the wall will cause properties to become inaccessible for emergency services and will cause more costly damage.

|                                | Total          | Prior<br>Appr. | 2019     | 2020     | 2021           | 2022     | 2023     | 2024     | Future   |
|--------------------------------|----------------|----------------|----------|----------|----------------|----------|----------|----------|----------|
| <b><u>Project Costs:</u></b>   |                |                |          |          |                |          |          |          |          |
| Construction                   | 130,000        | 0              | 0        | 0        | 130,000        | 0        | 0        | 0        | 0        |
| Inspection                     | 21,000         | 0              | 0        | 0        | 21,000         | 0        | 0        | 0        | 0        |
| Land Acquisition               | 2,000          | 0              | 0        | 0        | 2,000          | 0        | 0        | 0        | 0        |
| <b>Total Cost</b>              | <b>153,000</b> | <b>0</b>       | <b>0</b> | <b>0</b> | <b>153,000</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b> |
| <b><u>Funding Sources:</u></b> |                |                |          |          |                |          |          |          |          |
| Tax-Supported Bond             | 153,000        | 0              | 0        | 0        | 153,000        | 0        | 0        | 0        | 0        |
| <b>Total Funding</b>           | <b>153,000</b> | <b>0</b>       | <b>0</b> | <b>0</b> | <b>153,000</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b> |

**Project Title**            **Trego Mountain Road Drainage**

**Full-time Employees**    0

**Operating Costs**        \$0



**Project Description**    This project is located on the 4200 block of Trego Mountain Road (ADC Map 34, K-4). The project will replace existing drainage pipes and install a larger storm drain network that will correct road and property flooding problems.

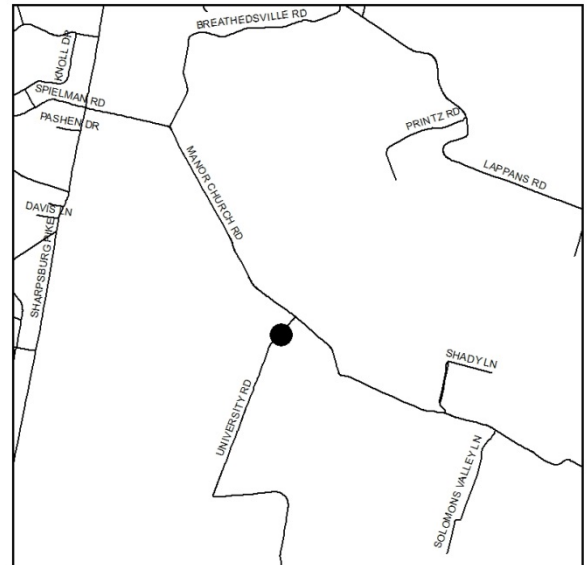
**Project Justification**    The project is needed to replace existing undersized and disconnected storm drain pipes with a larger storm drain and swale network to reduce flooding problems and road maintenance.

|                         | <b>Total</b>   | <b>Prior<br/>Appr.</b> | <b>2019</b> | <b>2020</b> | <b>2021</b> | <b>2022</b> | <b>2023</b> | <b>2024</b> | <b>Future</b>  |
|-------------------------|----------------|------------------------|-------------|-------------|-------------|-------------|-------------|-------------|----------------|
| <b>Project Costs:</b>   |                |                        |             |             |             |             |             |             |                |
| Construction            | 252,000        | 0                      | 0           | 0           | 0           | 0           | 0           | 0           | 252,000        |
| Inspection              | 33,000         | 0                      | 0           | 0           | 0           | 0           | 0           | 0           | 33,000         |
| Land Acquisition        | 10,000         | 0                      | 0           | 0           | 0           | 0           | 0           | 0           | 10,000         |
| Utilities               | 20,000         | 0                      | 0           | 0           | 0           | 0           | 0           | 0           | 20,000         |
| <b>Total Cost</b>       | <b>315,000</b> | <b>0</b>               | <b>0</b>    | <b>0</b>    | <b>0</b>    | <b>0</b>    | <b>0</b>    | <b>0</b>    | <b>315,000</b> |
| <b>Funding Sources:</b> |                |                        |             |             |             |             |             |             |                |
| Tax-Supported Bond      | 315,000        | 0                      | 0           | 0           | 0           | 0           | 0           | 0           | 315,000        |
| <b>Total Funding</b>    | <b>315,000</b> | <b>0</b>               | <b>0</b>    | <b>0</b>    | <b>0</b>    | <b>0</b>    | <b>0</b>    | <b>0</b>    | <b>315,000</b> |

**Project Title**                      **University Road Culvert**

**Full-time Employees**    0

**Operating Costs**            \$0



**Project Description**      This project is located in the 7600 block of University Road (ADC Map 26, D-13). The project will replace a metal drainage structure with a concrete box culvert with headwalls. Traffic barrier will be installed to improve safety.

**Project Justification**      The project is needed to replace a structure that is near the end of its useful life.

|                                | <b>Total</b>   | <b>Prior<br/>Appr.</b> | <b>2019</b> | <b>2020</b> | <b>2021</b> | <b>2022</b> | <b>2023</b>    | <b>2024</b> | <b>Future</b> |
|--------------------------------|----------------|------------------------|-------------|-------------|-------------|-------------|----------------|-------------|---------------|
| <b><u>Project Costs:</u></b>   |                |                        |             |             |             |             |                |             |               |
| Construction                   | 177,000        | 0                      | 0           | 0           | 0           | 0           | 177,000        | 0           | 0             |
| Inspection                     | 21,000         | 0                      | 0           | 0           | 0           | 0           | 21,000         | 0           | 0             |
| Land Acquisition               | 5,000          | 0                      | 0           | 0           | 0           | 0           | 5,000          | 0           | 0             |
| <b>Total Cost</b>              | <b>203,000</b> | <b>0</b>               | <b>0</b>    | <b>0</b>    | <b>0</b>    | <b>0</b>    | <b>203,000</b> | <b>0</b>    | <b>0</b>      |
| <b><u>Funding Sources:</u></b> |                |                        |             |             |             |             |                |             |               |
| Tax-Supported Bond             | 203,000        | 0                      | 0           | 0           | 0           | 0           | 203,000        | 0           | 0             |
| <b>Total Funding</b>           | <b>203,000</b> | <b>0</b>               | <b>0</b>    | <b>0</b>    | <b>0</b>    | <b>0</b>    | <b>203,000</b> | <b>0</b>    | <b>0</b>      |

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# Education

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*Education*  
*Capital Improvement Ten Year Summary*  
*Fiscal Year 2019 – 2028*

| Page                         | Project  | Total       | Prior Appr. | Budget Year |            | Ten Year Capital Program |            |            |            |            | Future |
|------------------------------|--|-------------|-------------|-------------|------------|--------------------------|------------|------------|------------|------------|--------|
|                              |  |             |             | FY 2019     | FY 2020    | FY 2021                  | FY 2022    | FY 2023    | FY 2024    |            |        |
| Project Costs                |  |             |             |             |            |                          |            |            |            |            |        |
| Education                    |  |             |             |             |            |                          |            |            |            |            |        |
| Board of Education           |  |             |             |             |            |                          |            |            |            |            |        |
| 110                          | Capital Maintenance - BOE  | 18,204,000  | 1,500,000   | 3,204,000   | 1,500,000  | 1,500,000                | 1,500,000  | 1,500,000  | 1,500,000  | 6,000,000  |        |
| 111                          | Sharpsburg Elementary School Replacement                                     | 26,786,000  | 645,000     | 10,076,000  | 10,076,000 | 5,989,000                | 0          | 0          | 0          | 0          |        |
| 112                          | Springfield Middle School Modernization                                      | 31,157,000  | 0           | 0           | 0          | 0                        | 0          | 0          | 0          | 31,157,000 |        |
| 113                          | Urban Education Campus-BOE Component   | 22,144,000  | 4,000,000   | 6,386,000   | 6,462,000  | 5,296,000                | 0          | 0          | 0          | 0          |        |
| 114                          | Western Heights Middle School Modernization                                  | 39,038,000  | 0           | 0           | 0          | 0                        | 9,129,000  | 9,963,000  | 10,141,000 | 9,805,000  |        |
| Board of Education Total     |  | 137,329,000 | 6,145,000   | 19,666,000  | 18,038,000 | 12,785,000               | 10,629,000 | 11,463,000 | 11,641,000 | 46,962,000 |        |
| Hagerstown Community College |  |             |             |             |            |                          |            |            |            |            |        |
| 116                          | Learning Resource Center Renovations   | 3,221,000   | 2,275,000   | 946,000     | 0          | 0                        | 0          | 0          | 0          | 0          |        |
| 117                          | Student Center Parking Lot   | 696,000     | 35,000      | 448,000     | 213,000    | 0                        | 0          | 0          | 0          | 0          |        |
| 118                          | SMART/Alternative Energy House/Training Center                               | 1,681,000   | 1,300,000   | 381,000     | 0          | 0                        | 0          | 0          | 0          | 0          |        |
| 119                          | Campus Road & Parking Lot Overlays   | 2,000,000   | 0           | 0           | 0          | 0                        | 0          | 0          | 0          | 2,000,000  |        |
| 120                          | Campus Road Project  | 150,000     | 0           | 150,000     | 0          | 0                        | 0          | 0          | 0          | 0          |        |
| 121                          | Center for Business and Entrepreneurial Studies                              | 7,951,000   | 0           | 0           | 361,000    | 7,590,000                | 0          | 0          | 0          | 0          |        |
| 122                          | Central Receiving Building   | 4,000,000   | 0           | 0           | 0          | 0                        | 0          | 0          | 0          | 4,000,000  |        |
| 123                          | CVT/Logistics/Drone/Warehousing Instructional Facility Acquisition           | 2,000,000   | 0           | 0           | 0          | 0                        | 2,000,000  | 0          | 0          | 0          |        |
| 124                          | CVT/Logistics/Drone/Warehousing Instructional Facility Renovation            | 2,500,000   | 0           | 0           | 0          | 0                        | 0          | 0          | 1,420,000  | 1,080,000  |        |
| 125                          | LRC Exterior Metal Panel System and Roof Replacement                         | 1,693,000   | 0           | 0           | 0          | 0                        | 119,000    | 1,574,000  | 0          | 0          |        |
| 126                          | Robinwood Center Renovation to Facilities Management and Operations Building | 280,000     | 0           | 280,000     | 0          | 0                        | 0          | 0          | 0          | 0          |        |
| Hagerstown Community College |  | 26,172,000  | 3,610,000   | 2,205,000   | 574,000    | 7,590,000                | 2,119,000  | 1,574,000  | 1,420,000  | 7,080,000  |        |
| Public Libraries             |  |             |             |             |            |                          |            |            |            |            |        |
| 128                          | Systemic Projects - Library  | 136,300     | 36,300      | 10,000      | 10,000     | 10,000                   | 10,000     | 10,000     | 10,000     | 40,000     |        |
| 129                          | Hancock Public Library Replacement   | 2,826,000   | 112,000     | 10,000      | 10,000     | 78,000                   | 2,616,000  | 0          | 0          | 0          |        |
| Public Libraries Total       |  | 2,962,300   | 148,300     | 20,000      | 20,000     | 88,000                   | 2,626,000  | 10,000     | 10,000     | 40,000     |        |
| Education Total              |  | 166,463,300 | 9,903,300   | 21,891,000  | 18,632,000 | 20,463,000               | 15,374,000 | 13,047,000 | 13,071,000 | 54,082,000 |        |
| Funding Sources              |  |             |             |             |            |                          |            |            |            |            |        |
|                              | General Fund   | 6,093,371   | 2,042,371   | 318,000     | 445,000    | 513,000                  | 445,000    | 435,000    | 435,000    | 1,460,000  |        |
|                              | Tax-Supported Bond   | 39,542,000  | 0           | 3,996,000   | 3,493,000  | 4,589,000                | 4,561,000  | 3,734,000  | 3,681,000  | 15,488,000 |        |
|                              | Excise Tax - Schools   | 4,235,000   | 385,000     | 385,000     | 385,000    | 385,000                  | 385,000    | 385,000    | 385,000    | 1,540,000  |        |
|                              | Excise Tax - Library   | 144,929     | 44,929      | 10,000      | 10,000     | 10,000                   | 10,000     | 10,000     | 10,000     | 40,000     |        |
|                              | Capital Reserve - General  | 1,204,000   | 0           | 1,204,000   | 0          | 0                        | 0          | 0          | 0          | 0          |        |
|                              | Federal Grant  | 646,000     | 646,000     | 0           | 0          | 0                        | 0          | 0          | 0          | 0          |        |
|                              | State Grant  | 99,986,000  | 2,336,000   | 14,475,000  | 14,271,000 | 12,893,000               | 7,427,000  | 7,785,000  | 7,984,000  | 32,815,000 |        |
|                              | Contributions  | 14,612,000  | 4,449,000   | 1,503,000   | 28,000     | 2,073,000                | 2,546,000  | 698,000    | 576,000    | 2,739,000  |        |
|                              |  | 166,463,300 | 9,903,300   | 21,891,000  | 18,632,000 | 20,463,000               | 15,374,000 | 13,047,000 | 13,071,000 | 54,082,000 |        |

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*Board of Education  
Capital Improvement Ten Year Summary  
Fiscal Year 2019 - 2028*

| Page                      | Project                                     | Total       | Prior Appr. | Budget Year |            | Ten Year Capital Program |            |            |            |            | Future |
|---------------------------|---|-------------|-------------|-------------|------------|--------------------------|------------|------------|------------|------------|--------|
|                           |   |             |             | FY 2019     | FY 2020    | FY 2021                  | FY 2022    | FY 2023    | FY 2024    |            |        |
| Project Costs             |   |             |             |             |            |                          |            |            |            |            |        |
| <u>Board of Education</u> |   |             |             |             |            |                          |            |            |            |            |        |
| 110                       | Capital Maintenance - BOE                   | 18,204,000  | 1,500,000   | 3,204,000   | 1,500,000  | 1,500,000                | 1,500,000  | 1,500,000  | 1,500,000  | 6,000,000  |        |
| 111                       | Sharpsburg Elementary School Replacement    | 26,786,000  | 645,000     | 10,076,000  | 10,076,000 | 5,989,000                | 0          | 0          | 0          | 0          |        |
| 112                       | Springfield Middle School Modernization     | 31,157,000  | 0           | 0           | 0          | 0                        | 0          | 0          | 0          | 31,157,000 |        |
| 113                       | Urban Education Campus-BOE Component        | 22,144,000  | 4,000,000   | 6,386,000   | 6,462,000  | 5,296,000                | 0          | 0          | 0          | 0          |        |
| 114                       | Western Heights Middle School Modernization | 39,038,000  | 0           | 0           | 0          | 0                        | 9,129,000  | 9,963,000  | 10,141,000 | 9,805,000  |        |
| Board of Education Total  |   | 137,329,000 | 6,145,000   | 19,666,000  | 18,038,000 | 12,785,000               | 10,629,000 | 11,463,000 | 11,641,000 | 46,962,000 |        |
| Funding Sources           |   |             |             |             |            |                          |            |            |            |            |        |
|                           | General Fund                                | 5,135,000   | 1,500,000   | 0           | 435,000    | 435,000                  | 435,000    | 435,000    | 435,000    | 1,460,000  |        |
|                           | Tax-Supported Bond                          | 32,515,000  | 0           | 3,615,000   | 3,180,000  | 3,180,000                | 3,180,000  | 3,180,000  | 3,180,000  | 13,000,000 |        |
|                           | Excise Tax - Schools                        | 4,235,000   | 385,000     | 385,000     | 385,000    | 385,000                  | 385,000    | 385,000    | 385,000    | 1,540,000  |        |
|                           | Capital Reserve - General                   | 1,204,000   | 0           | 1,204,000   | 0          | 0                        | 0          | 0          | 0          | 0          |        |
|                           | State Grant                                 | 84,590,000  | 260,000     | 13,389,000  | 14,038,000 | 8,785,000                | 6,065,000  | 6,765,000  | 7,065,000  | 28,223,000 |        |
|                           | Contributions                               | 9,650,000   | 4,000,000   | 1,073,000   | 0          | 0                        | 564,000    | 698,000    | 576,000    | 2,739,000  |        |
|                           |   | 137,329,000 | 6,145,000   | 19,666,000  | 18,038,000 | 12,785,000               | 10,629,000 | 11,463,000 | 11,641,000 | 46,962,000 |        |

|                            |                                  |
|----------------------------|----------------------------------|
| <b>Project Title</b>       | <b>Capital Maintenance - BOE</b> |
| <b>Project ID</b>          | SCH006                           |
| <b>Full-time Employees</b> | 0                                |
| <b>Operating Costs</b>     | \$0                              |

**Project Description** Projects vary depending on the conditions, safety, security, and utility requirements. The Comprehensive Maintenance Plan outlines specific projects over the next five years. Projects which qualify for State funding of 71% of construction costs are included here. Projects are targeted to reduce deferred maintenance.

**Project Assumptions** FY2019 - \$435,000 in local funds will be used for roof replacement. \$1.2 million in local funds will be used for security enhancements. The local funds support the 29% local match requirement. State funding is estimated at 71%, yet pending State approval.

**Project Justification** The projects consist of large dollar, long-lived systemic projects that qualify for State funding outside the operating budget.

|                                | <b>Total</b>      | <b>Prior<br/>Appr.</b> | <b>2019</b>      | <b>2020</b>      | <b>2021</b>      | <b>2022</b>      | <b>2023</b>      | <b>2024</b>      | <b>Future</b>    |
|--------------------------------|-------------------|------------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|
| <b><u>Project Costs:</u></b>   |                   |                        |                  |                  |                  |                  |                  |                  |                  |
| Construction                   | 16,500,000        | 1,500,000              | 1,500,000        | 1,500,000        | 1,500,000        | 1,500,000        | 1,500,000        | 1,500,000        | 6,000,000        |
| Equipment/Furniture            | 1,704,000         | 0                      | 1,704,000        | 0                | 0                | 0                | 0                | 0                | 0                |
| <b>Total Cost</b>              | <b>18,204,000</b> | <b>1,500,000</b>       | <b>3,204,000</b> | <b>1,500,000</b> | <b>1,500,000</b> | <b>1,500,000</b> | <b>1,500,000</b> | <b>1,500,000</b> | <b>6,000,000</b> |
| <b><u>Funding Sources:</u></b> |                   |                        |                  |                  |                  |                  |                  |                  |                  |
| General Fund                   | 5,135,000         | 1,500,000              | 0                | 435,000          | 435,000          | 435,000          | 435,000          | 435,000          | 1,460,000        |
| Tax-Supported Bond             | 715,000           | 0                      | 435,000          | 0                | 0                | 0                | 0                | 0                | 280,000          |
| Capital Reserve - General      | 1,204,000         | 0                      | 1,204,000        | 0                | 0                | 0                | 0                | 0                | 0                |
| State Grant                    | 11,150,000        | 0                      | 1,565,000        | 1,065,000        | 1,065,000        | 1,065,000        | 1,065,000        | 1,065,000        | 4,260,000        |
| <b>Total Funding</b>           | <b>18,204,000</b> | <b>1,500,000</b>       | <b>3,204,000</b> | <b>1,500,000</b> | <b>1,500,000</b> | <b>1,500,000</b> | <b>1,500,000</b> | <b>1,500,000</b> | <b>6,000,000</b> |

**Project Title**           **Sharpsburg Elementary School- Replacement**

**Project ID**             SCH033

**Full-time Employees**   0

**Operating Costs**       \$0



**Project Description**    The project involves construction of 60,054 SF replacement building to support 473 students.

**Project Assumptions**   State share is 71% of eligible construction costs

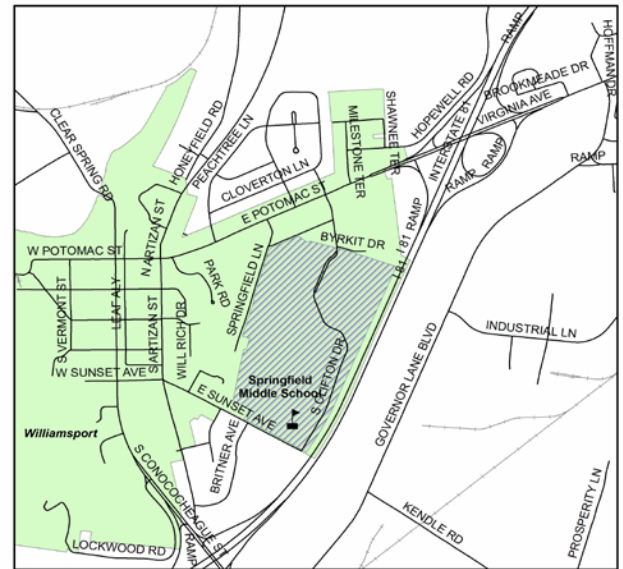
**Project Justification**   Replacement is needed due to the age of the school and growth in the southern part of the county.

**Project Costs:**

|                     | <b>Total</b>      | <b>Prior<br/>Appr.</b> | <b>2019</b>       | <b>2020</b>       | <b>2021</b>      | <b>2022</b> | <b>2023</b> | <b>2024</b> | <b>Future</b> |
|---------------------|-------------------|------------------------|-------------------|-------------------|------------------|-------------|-------------|-------------|---------------|
| Architect Fees      | 2,045,000         | 645,000                | 1,250,000         | 100,000           | 50,000           | 0           | 0           | 0           | 0             |
| Construction        | 23,581,000        | 0                      | 8,826,000         | 9,426,000         | 5,329,000        | 0           | 0           | 0           | 0             |
| Equipment/Furniture | 1,160,000         | 0                      | 0                 | 550,000           | 610,000          | 0           | 0           | 0           | 0             |
| <b>Total Cost</b>   | <b>26,786,000</b> | <b>645,000</b>         | <b>10,076,000</b> | <b>10,076,000</b> | <b>5,989,000</b> | <b>0</b>    | <b>0</b>    | <b>0</b>    | <b>0</b>      |

**Funding Sources:**

|                      |                   |                |                   |                   |                  |          |          |          |          |
|----------------------|-------------------|----------------|-------------------|-------------------|------------------|----------|----------|----------|----------|
| Tax-Supported Bond   | 9,540,000         | 0              | 3,180,000         | 3,180,000         | 3,180,000        | 0        | 0        | 0        | 0        |
| Excise Tax - Schools | 1,540,000         | 385,000        | 385,000           | 385,000           | 385,000          | 0        | 0        | 0        | 0        |
| State Grant          | 15,706,000        | 260,000        | 6,511,000         | 6,511,000         | 2,424,000        | 0        | 0        | 0        | 0        |
| <b>Total Funding</b> | <b>26,786,000</b> | <b>645,000</b> | <b>10,076,000</b> | <b>10,076,000</b> | <b>5,989,000</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b> |

**Project Title**      **Springfield Middle School Modernization****Full-time Employees**      0**Operating Costs**      \$0**Project Description**      The project consists of a 105,750 sq. ft. renovation needed for aging middle school designed for 860 students.**Project Assumptions**      Total Cost allocation: State    38%    County    62%**Project Justification**      There have been no significant improvements to this school since being built in the 1970's.    The project should reduce operating costs through efficient HVAC and lighting systems.

|                                | <b>Total</b>      | <b>Prior<br/>Appr.</b> | <b>2019</b> | <b>2020</b> | <b>2021</b> | <b>2022</b> | <b>2023</b> | <b>2024</b> | <b>Future</b>     |
|--------------------------------|-------------------|------------------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------------|
| <b><u>Project Costs:</u></b>   |                   |                        |             |             |             |             |             |             |                   |
| Architect Fees                 | 3,161,000         | 0                      | 0           | 0           | 0           | 0           | 0           | 0           | 3,161,000         |
| Construction                   | 25,933,000        | 0                      | 0           | 0           | 0           | 0           | 0           | 0           | 25,933,000        |
| Equipment/Furniture            | 2,063,000         | 0                      | 0           | 0           | 0           | 0           | 0           | 0           | 2,063,000         |
| <b>Total Cost</b>              | <b>31,157,000</b> | <b>0</b>               | <b>0</b>    | <b>0</b>    | <b>0</b>    | <b>0</b>    | <b>0</b>    | <b>0</b>    | <b>31,157,000</b> |
| <b><u>Funding Sources:</u></b> |                   |                        |             |             |             |             |             |             |                   |
| Tax-Supported Bond             | 9,540,000         | 0                      | 0           | 0           | 0           | 0           | 0           | 0           | 9,540,000         |
| Excise Tax - Schools           | 1,155,000         | 0                      | 0           | 0           | 0           | 0           | 0           | 0           | 1,155,000         |
| State Grant                    | 18,068,000        | 0                      | 0           | 0           | 0           | 0           | 0           | 0           | 18,068,000        |
| Contributions                  | 2,394,000         | 0                      | 0           | 0           | 0           | 0           | 0           | 0           | 2,394,000         |
| <b>Total Funding</b>           | <b>31,157,000</b> | <b>0</b>               | <b>0</b>    | <b>0</b>    | <b>0</b>    | <b>0</b>    | <b>0</b>    | <b>0</b>    | <b>31,157,000</b> |

**Project Title                    Urban Education Campus-BOE Component****Full-time Employees    0****Operating Costs        \$0****Project Description**    This represents the Board's and State component of the intergovernmental partnership that supports the revitalization of the urban core of Hagerstown.**Project Assumptions**   State funding is a combination of IAC funds, Governor's grants and strategic demolition funds.**Project Justification**   Commissioners response to need identified by Board and other organizations.

|                                | <b>Total</b>      | <b>Prior<br/>Appr.</b> | <b>2019</b>      | <b>2020</b>      | <b>2021</b>      | <b>2022</b> | <b>2023</b> | <b>2024</b> | <b>Future</b> |
|--------------------------------|-------------------|------------------------|------------------|------------------|------------------|-------------|-------------|-------------|---------------|
| <b><u>Project Costs:</u></b>   |                   |                        |                  |                  |                  |             |             |             |               |
| Construction                   | 22,144,000        | 4,000,000              | 6,386,000        | 6,462,000        | 5,296,000        | 0           | 0           | 0           | 0             |
| <b>Total Cost</b>              | <b>22,144,000</b> | <b>4,000,000</b>       | <b>6,386,000</b> | <b>6,462,000</b> | <b>5,296,000</b> | <b>0</b>    | <b>0</b>    | <b>0</b>    | <b>0</b>      |
| <b><u>Funding Sources:</u></b> |                   |                        |                  |                  |                  |             |             |             |               |
| State Grant                    | 17,071,000        | 0                      | 5,313,000        | 6,462,000        | 5,296,000        | 0           | 0           | 0           | 0             |
| Contributions                  | 5,073,000         | 4,000,000              | 1,073,000        | 0                | 0                | 0           | 0           | 0           | 0             |
| <b>Total Funding</b>           | <b>22,144,000</b> | <b>4,000,000</b>       | <b>6,386,000</b> | <b>6,462,000</b> | <b>5,296,000</b> | <b>0</b>    | <b>0</b>    | <b>0</b>    | <b>0</b>      |

**Project Title**                **Western Heights Middle School Modernization**

**Full-time Employees**    0

**Operating Costs**         \$0



**Project Description**    The project includes renovation of 98,100 square feet built in 1983.

**Project Assumptions**    Total cost allocation: State    41%    County 59%

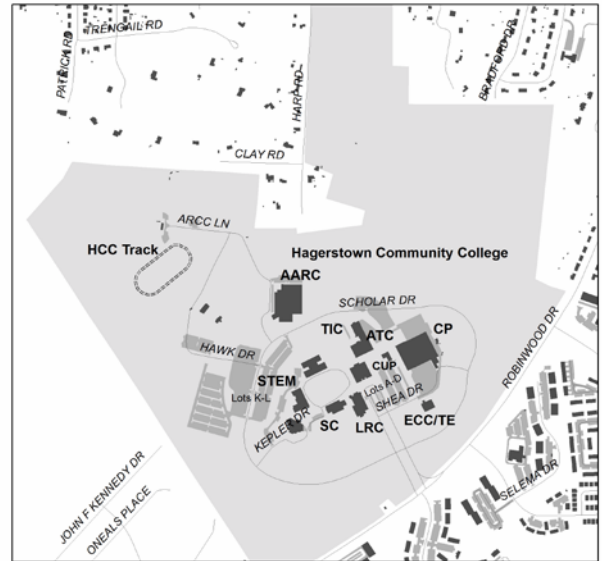
**Project Justification**    The school is aging and in need of modernization.

|                         | Total             | Prior<br>Appr. | 2019     | 2020     | 2021     | 2022             | 2023             | 2024              | Future           |
|-------------------------|-------------------|----------------|----------|----------|----------|------------------|------------------|-------------------|------------------|
| <b>Project Costs:</b>   |                   |                |          |          |          |                  |                  |                   |                  |
| Architect Fees          | 2,930,000         | 0              | 0        | 0        | 0        | 2,930,000        | 0                | 0                 | 0                |
| Construction            | 34,198,000        | 0              | 0        | 0        | 0        | 6,199,000        | 9,963,000        | 10,141,000        | 7,895,000        |
| Equipment/Furniture     | 1,910,000         | 0              | 0        | 0        | 0        | 0                | 0                | 0                 | 1,910,000        |
| <b>Total Cost</b>       | <b>39,038,000</b> | <b>0</b>       | <b>0</b> | <b>0</b> | <b>0</b> | <b>9,129,000</b> | <b>9,963,000</b> | <b>10,141,000</b> | <b>9,805,000</b> |
| <b>Funding Sources:</b> |                   |                |          |          |          |                  |                  |                   |                  |
| Tax-Supported Bond      | 12,720,000        | 0              | 0        | 0        | 0        | 3,180,000        | 3,180,000        | 3,180,000         | 3,180,000        |
| Excise Tax - Schools    | 1,540,000         | 0              | 0        | 0        | 0        | 385,000          | 385,000          | 385,000           | 385,000          |
| State Grant             | 22,595,000        | 0              | 0        | 0        | 0        | 5,000,000        | 5,700,000        | 6,000,000         | 5,895,000        |
| Contributions           | 2,183,000         | 0              | 0        | 0        | 0        | 564,000          | 698,000          | 576,000           | 345,000          |
| <b>Total Funding</b>    | <b>39,038,000</b> | <b>0</b>       | <b>0</b> | <b>0</b> | <b>0</b> | <b>9,129,000</b> | <b>9,963,000</b> | <b>10,141,000</b> | <b>9,805,000</b> |

*Hagerstown Community College  
Capital Improvement Ten Year Summary  
Fiscal Year 2019 - 2028*

| Page                                | Project  | Total      | Prior Appr. | Budget Year |         | Ten Year Capital Program |           |           |           |           |
|-------------------------------------|--|------------|-------------|-------------|---------|--------------------------|-----------|-----------|-----------|-----------|
|                                     |  |            |             | FY 2019     | FY 2020 | FY 2021                  | FY 2022   | FY 2023   | FY 2024   | Future    |
| Project Costs                       |  |            |             |             |         |                          |           |           |           |           |
| <u>Hagerstown Community College</u> |  |            |             |             |         |                          |           |           |           |           |
| 116                                 | Learning Resource Center Renovations   | 3,221,000  | 2,275,000   | 946,000     | 0       | 0                        | 0         | 0         | 0         | 0         |
| 117                                 | Student Center Parking Lot   | 696,000    | 35,000      | 448,000     | 213,000 | 0                        | 0         | 0         | 0         | 0         |
| 118                                 | SMART/Alternative Energy House/Training Center                               | 1,681,000  | 1,300,000   | 381,000     | 0       | 0                        | 0         | 0         | 0         | 0         |
| 119                                 | Campus Road & Parking Lot Overlays   | 2,000,000  | 0           | 0           | 0       | 0                        | 0         | 0         | 0         | 2,000,000 |
| 120                                 | Campus Road Project  | 150,000    | 0           | 150,000     | 0       | 0                        | 0         | 0         | 0         | 0         |
| 121                                 | Center for Business and Entrepreneurial Studies                              | 7,951,000  | 0           | 0           | 361,000 | 7,590,000                | 0         | 0         | 0         | 0         |
| 122                                 | Central Receiving Building   | 4,000,000  | 0           | 0           | 0       | 0                        | 0         | 0         | 0         | 4,000,000 |
| 123                                 | CVT/Logistics/Drone/Warehousing Instructional Facility Acquisition           | 2,000,000  | 0           | 0           | 0       | 0                        | 2,000,000 | 0         | 0         | 0         |
| 124                                 | CVT/Logistics/Drone/Warehousing Instructional Facility Renovation            | 2,500,000  | 0           | 0           | 0       | 0                        | 0         | 0         | 1,420,000 | 1,080,000 |
| 125                                 | LRC Exterior Metal Panel System and Roof Replacement                         | 1,693,000  | 0           | 0           | 0       | 0                        | 119,000   | 1,574,000 | 0         | 0         |
| 126                                 | Robinwood Center Renovation to Facilities Management and Operations Building | 280,000    | 0           | 280,000     | 0       | 0                        | 0         | 0         | 0         | 0         |
| Hagerstown Community College Total  |  | 26,172,000 | 3,610,000   | 2,205,000   | 574,000 | 7,590,000                | 2,119,000 | 1,574,000 | 1,420,000 | 7,080,000 |
| Funding Sources                     |  |            |             |             |         |                          |           |           |           |           |
|                                     | General Fund   | 747,000    | 439,000     | 308,000     | 0       | 0                        | 0         | 0         | 0         | 0         |
|                                     | Tax-Supported Bond   | 6,246,000  | 0           | 381,000     | 313,000 | 1,409,000                | 600,000   | 554,000   | 501,000   | 2,488,000 |
|                                     | Federal Grant  | 646,000    | 646,000     | 0           | 0       | 0                        | 0         | 0         | 0         | 0         |
|                                     | State Grant  | 14,111,000 | 2,076,000   | 1,086,000   | 233,000 | 4,108,000                | 77,000    | 1,020,000 | 919,000   | 4,592,000 |
|                                     | Contributions  | 4,422,000  | 449,000     | 430,000     | 28,000  | 2,073,000                | 1,442,000 | 0         | 0         | 0         |
|                                     |  | 26,172,000 | 3,610,000   | 2,205,000   | 574,000 | 7,590,000                | 2,119,000 | 1,574,000 | 1,420,000 | 7,080,000 |

|                            |  |
|----------------------------|--|
| <b>Project Title</b>       | <b>Learning Resource Center Renovation</b> |
| <b>Project ID</b>          | COL023                                     |
| <b>Full-time Employees</b> | 0  |
| <b>Operating Costs</b>     | \$0  |



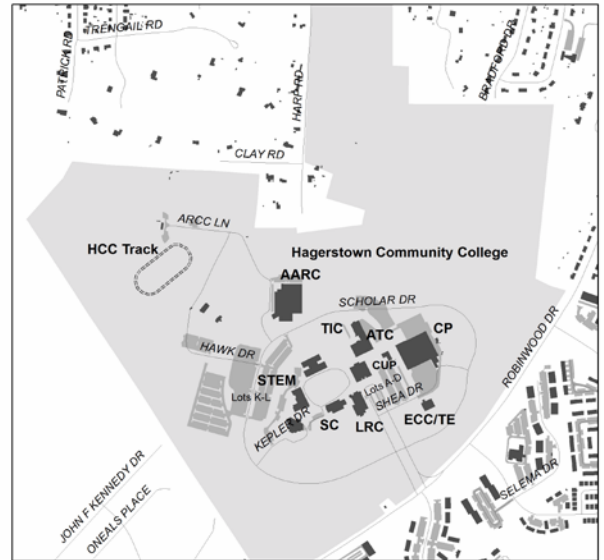
**Project Description** Much of the library book stack space currently located in this building will be re-purposed to accommodate Middle College students (fulltime dual enrolled high school students who will receive a high school diploma as well as AA degree at the completion of 2 years) so that they have a home base and so that they can be more closely monitored due to their age. As the Middle College continues to expand, this dedicated space is needed to support these younger fulltime day students.

**Project Assumptions** State share approximately 64.5% ARC Grant \$496,000

**Project Justification** The College needs to be able to support the increasing number of younger students attending the Middle College (dual enrolled with State student support going to WCPS).

|                         | <b>Total</b>     | <b>Prior Appr.</b> | <b>2019</b>    | <b>2020</b> | <b>2021</b> | <b>2022</b> | <b>2023</b> | <b>2024</b> | <b>Future</b> |
|-------------------------|------------------|--------------------|----------------|-------------|-------------|-------------|-------------|-------------|---------------|
| <b>Project Costs:</b>   |                  |                    |                |             |             |             |             |             |               |
| Architect Fees          | 95,000           | 95,000             | 0              | 0           | 0           | 0           | 0           | 0           | 0             |
| Construction            | 2,180,000        | 2,180,000          | 0              | 0           | 0           | 0           | 0           | 0           | 0             |
| Equipment/Furniture     | 946,000          | 0                  | 946,000        | 0           | 0           | 0           | 0           | 0           | 0             |
| <b>Total Cost</b>       | <b>3,221,000</b> | <b>2,275,000</b>   | <b>946,000</b> | <b>0</b>    | <b>0</b>    | <b>0</b>    | <b>0</b>    | <b>0</b>    | <b>0</b>      |
| <b>Funding Sources:</b> |                  |                    |                |             |             |             |             |             |               |
| General Fund            | 308,000          | 404,000            | 308,000        | 0           | 0           | 0           | 0           | 0           | 0             |
| Federal Grant           | 496,000          | 496,000            | 0              | 0           | 0           | 0           | 0           | 0           | 0             |
| State Grant             | 1,918,000        | 1,280,000          | 638,000        | 0           | 0           | 0           | 0           | 0           | 0             |
| Contributions           | 95,000           | 95,000             | 0              | 0           | 0           | 0           | 0           | 0           | 0             |
| <b>Total Funding</b>    | <b>3,221,000</b> | <b>2,275,000</b>   | <b>946,000</b> | <b>0</b>    | <b>0</b>    | <b>0</b>    | <b>0</b>    | <b>0</b>    | <b>0</b>      |

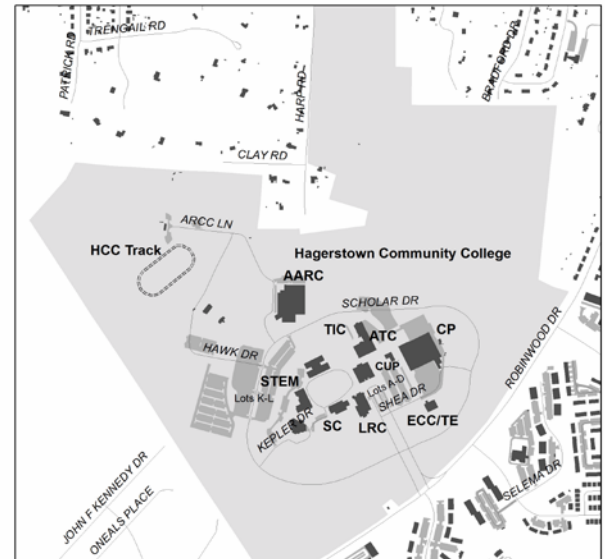
|                            |                                   |
|----------------------------|-----------------------------------|
| <b>Project Title</b>       | <b>Student Center Parking Lot</b> |
| <b>Project ID</b>          | COL024                            |
| <b>Full-time Employees</b> | 0                                 |
| <b>Operating Costs</b>     | \$178,000                         |



|                              |  |
|------------------------------|--|
| <b>Project Description</b>   | This design-build project will add a new parking lot of approximately 100 parking spaces to the south side of the expanded Student Center. It will be a mixed use lot for students and staff, and add at least four handicap spaces and several short term spaces.   |
| <b>Project Assumptions</b>   | State share is approximately 64.4%   |
| <b>Project Justification</b> | If this project is not funded, parking will remain limited, which is a concern for those needing handicapped accessibility to the Student Center. Currently limited spaces for visitors are located in front of the Administration and Student Affairs Building. While there are some handicapped parking spaces near the Student Center, they serve the three buildings that comprise the Arts and Sciences Complex. This parking lot is vital to accessing the Student Center as well as the Learning Resource Center. |

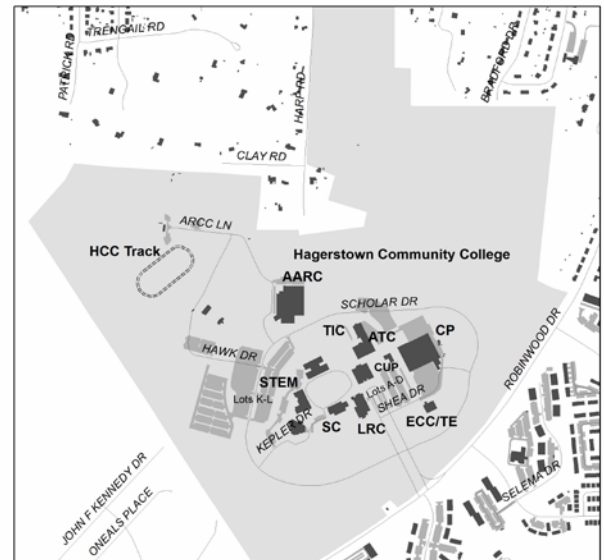
|                                | <b>Total</b>   | <b>Prior Appr.</b> | <b>2019</b>    | <b>2020</b>    | <b>2021</b> | <b>2022</b> | <b>2023</b> | <b>2024</b> | <b>Future</b> |
|--------------------------------|----------------|--------------------|----------------|----------------|-------------|-------------|-------------|-------------|---------------|
| <b><u>Project Costs:</u></b>   |                |                    |                |                |             |             |             |             |               |
| Construction                   | 639,000        | 0                  | 426,000        | 213,000        | 0           | 0           | 0           | 0           | 0             |
| Engineering and Design         | 57,000         | 35,000             | 22,000         | 0              | 0           | 0           | 0           | 0           | 0             |
| <b>Total Cost</b>              | <b>696,000</b> | <b>35,000</b>      | <b>448,000</b> | <b>213,000</b> | <b>0</b>    | <b>0</b>    | <b>0</b>    | <b>0</b>    | <b>0</b>      |
| <b><u>Funding Sources:</u></b> |                |                    |                |                |             |             |             |             |               |
| General Fund                   | 35,000         | 35,000             | 0              | 0              | 0           | 0           | 0           | 0           | 0             |
| Tax-Supported Bond             | 213,000        | 0                  | 0              | 213,000        | 0           | 0           | 0           | 0           | 0             |
| State Grant                    | 448,000        | 0                  | 448,000        | 0              | 0           | 0           | 0           | 0           | 0             |
| <b>Total Funding</b>           | <b>696,000</b> | <b>35,000</b>      | <b>448,000</b> | <b>213,000</b> | <b>0</b>    | <b>0</b>    | <b>0</b>    | <b>0</b>    | <b>0</b>      |

|                            |   |
|----------------------------|---|
| <b>Project Title</b>       | <b>SMART/Alternative Energy House/Training Center</b> |
| <b>Project ID</b>          | COL025  |
| <b>Full-time Employees</b> | 1   |
| <b>Operating Costs</b>     | \$89,000  |



|                              |  |
|------------------------------|--|
| <b>Project Description</b>   | Classes related to the building trades, particularly as these trades intersect with technology, will be taught in the Center, as well as HVAC and plumbing classes. At the same time, courses leading to energy technology careers will also still be taught in the Center.  |
| <b>Project Assumptions</b>   | State share approximately 52% Previously awarded ARC grant to support \$150,000 for equipment.   |
| <b>Project Justification</b> | HCC currently has a STEM building to train AET technicians, but no location in which to train these technicians to work with residential applications. The Smart House/Energy Efficiency Training Center will provide the latter. Regional employers will also benefit from this project because it will provide a place in which they can train prospective or current employees. |

|                                | <b>Total</b>     | <b>Prior Appr.</b> | <b>2019</b>    | <b>2020</b> | <b>2021</b> | <b>2022</b> | <b>2023</b> | <b>2024</b> | <b>Future</b> |
|--------------------------------|------------------|--------------------|----------------|-------------|-------------|-------------|-------------|-------------|---------------|
| <b><u>Project Costs:</u></b>   |                  |                    |                |             |             |             |             |             |               |
| Construction                   | 1,439,000        | 1,058,000          | 381,000        | 0           | 0           | 0           | 0           | 0           | 0             |
| Engineering and Design         | 92,000           | 92,000             | 0              | 0           | 0           | 0           | 0           | 0           | 0             |
| Equipment/Furniture            | 150,000          | 150,000            | 0              | 0           | 0           | 0           | 0           | 0           | 0             |
| <b>Total Cost</b>              | <b>1,681,000</b> | <b>1,300,000</b>   | <b>381,000</b> | <b>0</b>    | <b>0</b>    | <b>0</b>    | <b>0</b>    | <b>0</b>    | <b>0</b>      |
| <b><u>Funding Sources:</u></b> |                  |                    |                |             |             |             |             |             |               |
| Tax-Supported Bond             | 381,000          | 0                  | 381,000        | 0           | 0           | 0           | 0           | 0           | 0             |
| Federal Grant                  | 150,000          | 150,000            | 0              | 0           | 0           | 0           | 0           | 0           | 0             |
| State Grant                    | 796,000          | 796,000            | 0              | 0           | 0           | 0           | 0           | 0           | 0             |
| Contributions                  | 354,000          | 354,000            | 0              | 0           | 0           | 0           | 0           | 0           | 0             |
| <b>Total Funding</b>           | <b>1,681,000</b> | <b>1,300,000</b>   | <b>381,000</b> | <b>0</b>    | <b>0</b>    | <b>0</b>    | <b>0</b>    | <b>0</b>    | <b>0</b>      |

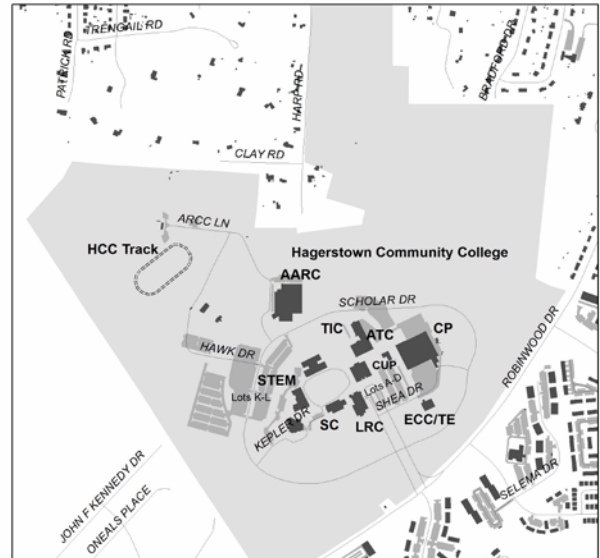
**Project Title**      **Campus Road and Parking Lot Overlays****Full-time Employees**      0**Operating Costs**      \$0

**Project Description**      The roads and parking lots around campus are showing signs of deterioration due to high traffic, construction and snow removal. The project will consist of resurfacing of the roads around campus and parking lots. The roads included in this project are Loop Road, Hawk Drive, Quad and Kepler drive some of these roads will require a fill rebuild. Parking Lots in this project that need resurfaced are A, B, C, D, L and K.

**Project Assumptions**      State share approximately 64.5%.

**Project Justification**      This project is vital to the upkeep of the roads on campus as they continue to age and deteriorate. Repairing roadways and parking lots is costly and time consuming. If the project is not funded, the College may need to limit traffic on the east side of campus because the poor condition of the asphalt may jeopardize the tires, wheel alignments and undercarriages of vehicles. A new entrance is planned on the east side of campus that will add an influx of cars onto these parking lots and roads, thereby causing additional wear and damage. Student, employee and community dissatisfaction will occur as the poor condition of roads may cause vehicle damage.

|                                | <b>Total</b>     | <b>Prior<br/>Appr.</b> | <b>2019</b> | <b>2020</b> | <b>2021</b> | <b>2022</b> | <b>2023</b> | <b>2024</b> | <b>Future</b>    |
|--------------------------------|------------------|------------------------|-------------|-------------|-------------|-------------|-------------|-------------|------------------|
| <b><u>Project Costs:</u></b>   |                  |                        |             |             |             |             |             |             |                  |
| Construction                   | 2,000,000        | 0                      | 0           | 0           | 0           | 0           | 0           | 0           | 2,000,000        |
| <b>Total Cost</b>              | <b>2,000,000</b> | <b>0</b>               | <b>0</b>    | <b>0</b>    | <b>0</b>    | <b>0</b>    | <b>0</b>    | <b>0</b>    | <b>2,000,000</b> |
| <b><u>Funding Sources:</u></b> |                  |                        |             |             |             |             |             |             |                  |
| Tax-Supported Bond             | 700,000          | 0                      | 0           | 0           | 0           | 0           | 0           | 0           | 700,000          |
| State Grant                    | 1,300,000        | 0                      | 0           | 0           | 0           | 0           | 0           | 0           | 1,300,000        |
| <b>Total Funding</b>           | <b>2,000,000</b> | <b>0</b>               | <b>0</b>    | <b>0</b>    | <b>0</b>    | <b>0</b>    | <b>0</b>    | <b>0</b>    | <b>2,000,000</b> |

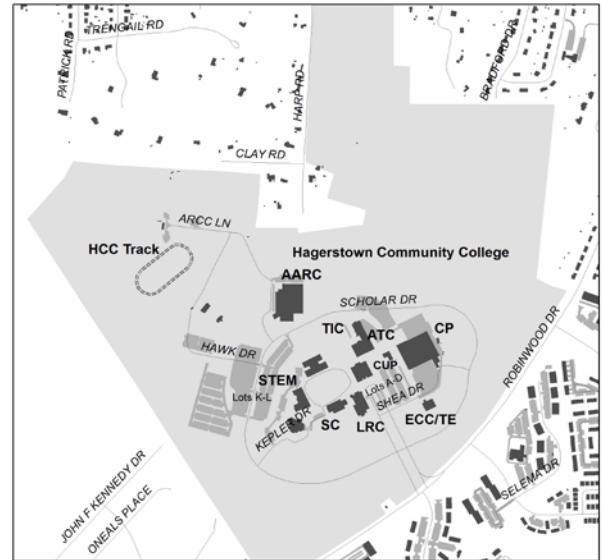
**Project Title**      **Campus Road Project****Full-time Employees**      0**Operating Costs**      \$0**Project Description**      Project consists of numerous paving and patching of campus road(s)**Project Assumptions**      Projects assumes HCC will provide 100% of the necessary funding for the project**Project Justification**      This project is needed to ensure campus roads are maintained properly and to reduce any potential liability

|                                | <b>Total</b>   | <b>Prior<br/>Appr.</b> | <b>2019</b>    | <b>2020</b> | <b>2021</b> | <b>2022</b> | <b>2023</b> | <b>2024</b> | <b>Future</b> |
|--------------------------------|----------------|------------------------|----------------|-------------|-------------|-------------|-------------|-------------|---------------|
| <b><u>Project Costs:</u></b>   |                |                        |                |             |             |             |             |             |               |
| Construction                   | 150,000        | 0                      | 150,000        | 0           | 0           | 0           | 0           | 0           | 0             |
| <b>Total Cost</b>              | <b>150,000</b> | <b>0</b>               | <b>150,000</b> | <b>0</b>    | <b>0</b>    | <b>0</b>    | <b>0</b>    | <b>0</b>    | <b>0</b>      |
| <b><u>Funding Sources:</u></b> |                |                        |                |             |             |             |             |             |               |
| Contributions                  | 150,000        | 0                      | 150,000        | 0           | 0           | 0           | 0           | 0           | 0             |
| <b>Total Funding</b>           | <b>150,000</b> | <b>0</b>               | <b>150,000</b> | <b>0</b>    | <b>0</b>    | <b>0</b>    | <b>0</b>    | <b>0</b>    | <b>0</b>      |

**Project Title** Center for Business and Entrepreneurial Studies

**Full-time Employees** 0

**Operating Costs** \$0



**Project Description** The project includes an extensive first floor renovation along with major building upgrades to create the Center for Business and Entrepreneurial Studies. The current building has large areas of space that was constructed for training in light manufacturing disciplines. As the market has changed, so has the demand for this type of space. The project will make these areas suitable for other purposes, including the creation of a business incubator. The renovation will create a lobby area, modern lab areas, classrooms and shared spaces for business incubation areas.

**Project Assumptions** Project assumes state funding at 56% of total project costs. County funding at 20% and HCC assumes 24% of total project cost.

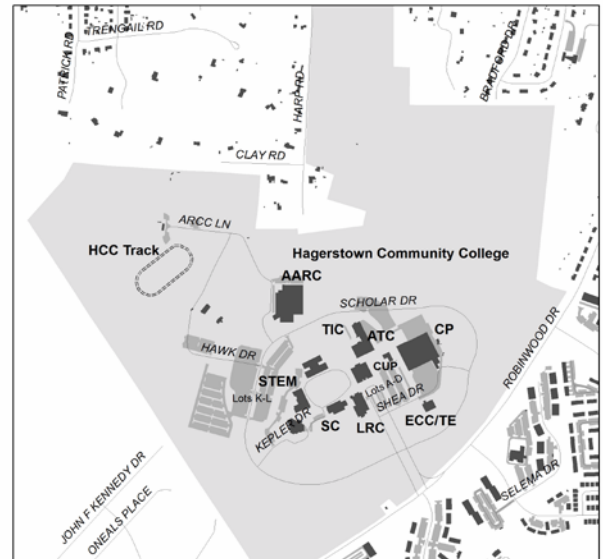
**Project Justification** This project is important to the community and businesses of Hagerstown in order to provide opportunities for local start up companies in the areas of bio-technology and cyber security.

|                         | Total            | Prior<br>Appr. | 2019     | 2020           | 2021             | 2022     | 2023     | 2024     | Future   |
|-------------------------|------------------|----------------|----------|----------------|------------------|----------|----------|----------|----------|
| <b>Project Costs:</b>   |                  |                |          |                |                  |          |          |          |          |
| Architect Fees          | 361,000          | 0              | 0        | 361,000        | 0                | 0        | 0        | 0        | 0        |
| Construction            | 6,490,000        | 0              | 0        | 0              | 6,490,000        | 0        | 0        | 0        | 0        |
| Hardware/Software       | 262,000          | 0              | 0        | 0              | 262,000          | 0        | 0        | 0        | 0        |
| Equipment/Furniture     | 500,000          | 0              | 0        | 0              | 500,000          | 0        | 0        | 0        | 0        |
| Other                   | 338,000          | 0              | 0        | 0              | 338,000          | 0        | 0        | 0        | 0        |
| <b>Total Cost</b>       | <b>7,951,000</b> | <b>0</b>       | <b>0</b> | <b>361,000</b> | <b>7,590,000</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b> |
| <b>Funding Sources:</b> |                  |                |          |                |                  |          |          |          |          |
| Tax-Supported Bond      | 1,509,000        | 0              | 0        | 100,000        | 1,409,000        | 0        | 0        | 0        | 0        |
| State Grant             | 4,341,000        | 0              | 0        | 233,000        | 4,108,000        | 0        | 0        | 0        | 0        |
| Contributions           | 2,101,000        | 0              | 0        | 28,000         | 2,073,000        | 0        | 0        | 0        | 0        |
| <b>Total Funding</b>    | <b>7,951,000</b> | <b>0</b>       | <b>0</b> | <b>361,000</b> | <b>7,590,000</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b> |

**Project Title**                      **Central Receiving Building**

**Full-time Employees**        0

**Operating Costs**                \$12,000



**Project Description**        A one-story prefabricated metal building that will house central receiving, mailroom, Business Services and Digital Printing. The building will be located near the back of campus where deliveries can be easily made.

**Project Assumptions**        State contribution in the amount of \$2,591,000, or 65%. County contribution in the amount of \$1,409,000, or 35%.

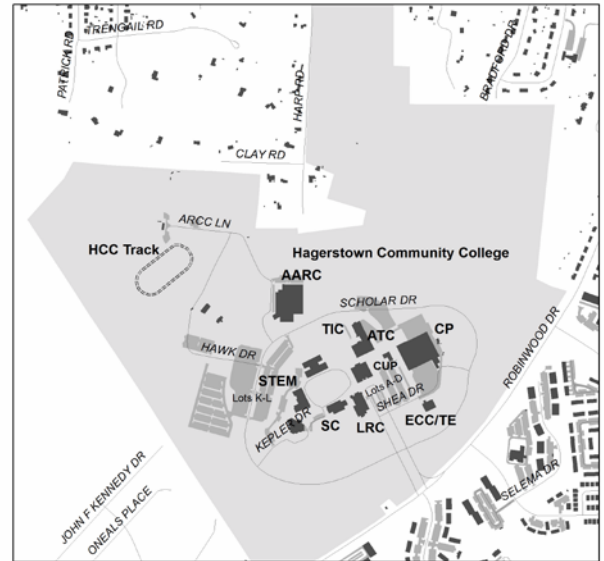
**Project Justification**        Currently the college does not have a central receiving building. This building is designed to be cost effective and needed in order to receive bulk supplies and large scale equipment for various college programs.

|                                | <b>Total</b>     | <b>Prior<br/>Appr.</b> | <b>2019</b> | <b>2020</b> | <b>2021</b> | <b>2022</b> | <b>2023</b> | <b>2024</b> | <b>Future</b>    |
|--------------------------------|------------------|------------------------|-------------|-------------|-------------|-------------|-------------|-------------|------------------|
| <b><u>Project Costs:</u></b>   |                  |                        |             |             |             |             |             |             |                  |
| Construction                   | 3,700,000        | 0                      | 0           | 0           | 0           | 0           | 0           | 0           | 3,700,000        |
| Engineering and Design         | 200,000          | 0                      | 0           | 0           | 0           | 0           | 0           | 0           | 200,000          |
| Equipment/Furniture            | 100,000          | 0                      | 0           | 0           | 0           | 0           | 0           | 0           | 100,000          |
| <b>Total Cost</b>              | <b>4,000,000</b> | <b>0</b>               | <b>0</b>    | <b>0</b>    | <b>0</b>    | <b>0</b>    | <b>0</b>    | <b>0</b>    | <b>4,000,000</b> |
| <b><u>Funding Sources:</u></b> |                  |                        |             |             |             |             |             |             |                  |
| Tax-Supported Bond             | 1,409,000        | 0                      | 0           | 0           | 0           | 0           | 0           | 0           | 1,409,000        |
| State Grant                    | 2,591,000        | 0                      | 0           | 0           | 0           | 0           | 0           | 0           | 2,591,000        |
| <b>Total Funding</b>           | <b>4,000,000</b> | <b>0</b>               | <b>0</b>    | <b>0</b>    | <b>0</b>    | <b>0</b>    | <b>0</b>    | <b>0</b>    | <b>4,000,000</b> |

**Project Title** CVT/Logistics/Drone/Warehousing Instructional Facility Acquisition

**Full-time Employees** 0

**Operating Costs** \$0



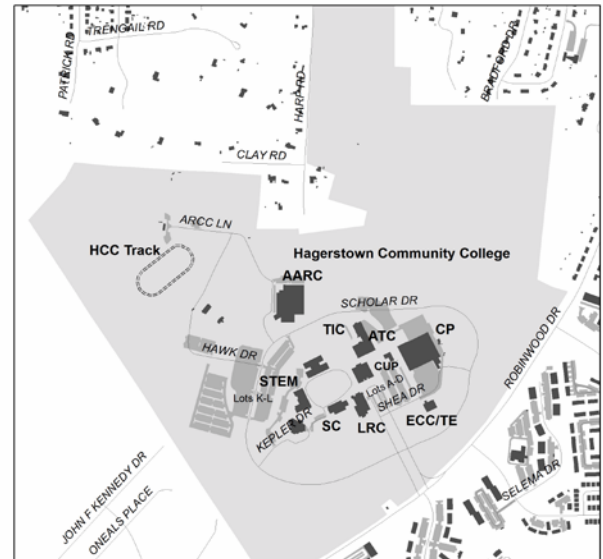
**Project Description** The project calls for the purchase of 5 - 10 acres of land with an existing building of approximately 5,000 sq ft. that can be used for the Commercial Vehicle Training, Logistics, forklift training and the drone program. The ideal project should be near the interstate. The building will need to have space for of two classrooms, three offices and along with a dock area and a forklift training area. A parking lot and driving surfaces will be needed to handle the large trucks.

**Project Assumptions** Project assumes 35% funding from County and 65% funding from HCC.

**Project Justification** This project will support programs that are critical to the local economy by providing trained and certified students ready for the transportation and warehousing industry.

|                                | <b>Total</b>     | <b>Prior Appr.</b> | <b>2019</b> | <b>2020</b> | <b>2021</b> | <b>2022</b>      | <b>2023</b> | <b>2024</b> | <b>Future</b> |
|--------------------------------|------------------|--------------------|-------------|-------------|-------------|------------------|-------------|-------------|---------------|
| <b><u>Project Costs:</u></b>   |                  |                    |             |             |             |                  |             |             |               |
| Land Acquisition               | 2,000,000        | 0                  | 0           | 0           | 0           | 2,000,000        | 0           | 0           | 0             |
| <b>Total Cost</b>              | <b>2,000,000</b> | <b>0</b>           | <b>0</b>    | <b>0</b>    | <b>0</b>    | <b>2,000,000</b> | <b>0</b>    | <b>0</b>    | <b>0</b>      |
| <b><u>Funding Sources:</u></b> |                  |                    |             |             |             |                  |             |             |               |
| Tax-Supported Bond             | 600,000          | 0                  | 0           | 0           | 0           | 600,000          | 0           | 0           | 0             |
| Contributions                  | 1,400,000        | 0                  | 0           | 0           | 0           | 1,400,000        | 0           | 0           | 0             |
| <b>Total Funding</b>           | <b>2,000,000</b> | <b>0</b>           | <b>0</b>    | <b>0</b>    | <b>0</b>    | <b>2,000,000</b> | <b>0</b>    | <b>0</b>    | <b>0</b>      |

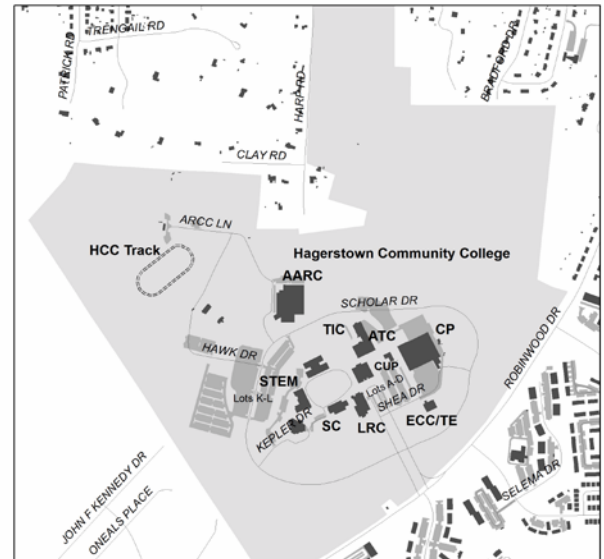
|                            |  |
|----------------------------|--|
| <b>Project Title</b>       | <b>CVT/Logistics/Drone/Warehouse Instruction Facility Renovation</b> |
| <b>Full-time Employees</b> | 0  |
| <b>Operating Costs</b>     | \$25,000   |



|                              |   |
|------------------------------|---|
| <b>Project Description</b>   | This building has yet to be identified; therefore the extent of renovations are not yet completely known. However, once this building is acquired the facility will provide grounds for the commercial vehicle transportation program, logistics/forklift training and a drone staging area. The CVT Specialist Certificate program is a 16-credit cohort skills-oriented program for those individuals seeking a career in professional truck driving and consists of classroom, skills, and field instruction based on industry-recognized standards. This program is the largest retraining program for unemployed persons in Washington County. The curriculum consists of classroom, skills, and field instruction and is based on industry recognized skill standards. By providing such training, the facility will support economic development in the service region for not only the transportation industry, but for warehousing and distribution centers along the I-81 and 70 corridors.   |
| <b>Project Assumptions</b>   | Approximately 64.5% State Support   |
| <b>Project Justification</b> | The trucking industry is a vital component to economic growth locally, statewide, and nationally, with trucks hauling 70 percent of all freight tonnage. The College's CVT program supports one of the local Economic Development Commission's workforce development priorities, which states, "The trucking industry continues to exhibit a high demand for CDL-A drivers, a national trend as well as the largest demand occupation locally." The trucking industry locally and nationally is not attracting drivers at the rate to keep up with demand and growth. According to the American Trucking Associations (ATA), the industry is about 30,000 short of qualified drivers. Over the next ten years, that number is set to rise to 200,000 in an industry that averages 115-120 percent annual turnover rate. Along with nursing and health sciences programs, the CVT program has the highest completion and placement rates at HCC. It is critical that the College have adequate facilities to train students. The College will continue to lease facilities. The current facility is located in the far north end of Hagerstown less than a mile from the Pennsylvania line. Travel times from the main campus can take up to 20-25 minutes depending on time of day and traffic, and there is no public transportation available to/from the site. |

|                                | <b>Total</b>     | <b>Prior Appr.</b> | <b>2019</b> | <b>2020</b> | <b>2021</b> | <b>2022</b> | <b>2023</b> | <b>2024</b>      | <b>Future</b>    |
|--------------------------------|------------------|--------------------|-------------|-------------|-------------|-------------|-------------|------------------|------------------|
| <b><u>Project Costs:</u></b>   |                  |                    |             |             |             |             |             |                  |                  |
| Construction                   | 1,850,000        | 0                  | 0           | 0           | 0           | 0           | 0           | 1,270,000        | 580,000          |
| Engineering and Design         | 150,000          | 0                  | 0           | 0           | 0           | 0           | 0           | 150,000          | 0                |
| Equipment/Furniture            | 500,000          | 0                  | 0           | 0           | 0           | 0           | 0           | 0                | 500,000          |
| <b>Total Cost</b>              | <b>2,500,000</b> | <b>0</b>           | <b>0</b>    | <b>0</b>    | <b>0</b>    | <b>0</b>    | <b>0</b>    | <b>1,420,000</b> | <b>1,080,000</b> |
| <b><u>Funding Sources:</u></b> |                  |                    |             |             |             |             |             |                  |                  |
| Tax-Supported Bond             | 880,000          | 0                  | 0           | 0           | 0           | 0           | 0           | 501,000          | 379,000          |
| State Grant                    | 1,620,000        | 0                  | 0           | 0           | 0           | 0           | 0           | 919,000          | 701,000          |
| <b>Total Funding</b>           | <b>2,500,000</b> | <b>0</b>           | <b>0</b>    | <b>0</b>    | <b>0</b>    | <b>0</b>    | <b>0</b>    | <b>1,420,000</b> | <b>1,080,000</b> |

|                            |   |
|----------------------------|---|
| <b>Project Title</b>       | <b>LRC Exterior Metal Panel System and Roof Replacement</b> |
| <b>Full-time Employees</b> | 0   |
| <b>Operating Costs</b>     | \$0   |



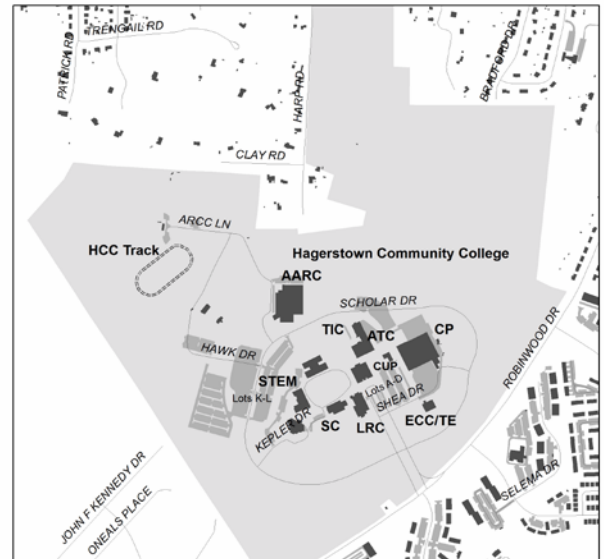
|                              |   |
|------------------------------|---|
| <b>Project Description</b>   | This project calls for the replacement of the original 22,222 SF roof, which is built-up asphalt. There are also several smaller standing seam metal roof sections. The exterior metal panel system is a first generation system that uses a gasket and clip system to attach them to the building structure. These early generation systems have poor insulating properties and have been plagued by water infiltration issues. Many of the roof flashing details integrate with the metal panel system requiring both systems be replaced in conjunction with each other. The main roof sections will be replaced with an Energy Star rated modified bitumen system. The metal roofing sections will be replaced with new standing seam roof systems. Both roof systems will include new flashing details to prevent water infiltration. The metal panel system will be replaced with a new metal panel system that has been engineered to improve the insulating properties and performance. |
| <b>Project Assumptions</b>   | State contribution needed in the amount of \$1,096,764, or 65%. County contribution in the amount of \$595,773, or 35%.   |
| <b>Project Justification</b> | This project is needed to avoid costly repairs.   |

|                         | <b>Total</b>     | <b>Prior<br/>Appr.</b> | <b>2019</b> | <b>2020</b> | <b>2021</b> | <b>2022</b>    | <b>2023</b>      | <b>2024</b> | <b>Future</b> |
|-------------------------|------------------|------------------------|-------------|-------------|-------------|----------------|------------------|-------------|---------------|
| <b>Project Costs:</b>   |                  |                        |             |             |             |                |                  |             |               |
| Construction            | 1,574,000        | 0                      | 0           | 0           | 0           | 0              | 1,574,000        | 0           | 0             |
| Engineering and Design  | 119,000          | 0                      | 0           | 0           | 0           | 119,000        | 0                | 0           | 0             |
| <b>Total Cost</b>       | <b>1,693,000</b> | <b>0</b>               | <b>0</b>    | <b>0</b>    | <b>0</b>    | <b>119,000</b> | <b>1,574,000</b> | <b>0</b>    | <b>0</b>      |
| <b>Funding Sources:</b> |                  |                        |             |             |             |                |                  |             |               |
| Tax-Supported Bond      | 554,000          | 0                      | 0           | 0           | 0           | 0              | 554,000          | 0           | 0             |
| State Grant             | 1,097,000        | 0                      | 0           | 0           | 0           | 77,000         | 1,020,000        | 0           | 0             |
| Contributions           | 42,000           | 0                      | 0           | 0           | 0           | 42,000         | 0                | 0           | 0             |
| <b>Total Funding</b>    | <b>1,693,000</b> | <b>0</b>               | <b>0</b>    | <b>0</b>    | <b>0</b>    | <b>119,000</b> | <b>1,574,000</b> | <b>0</b>    | <b>0</b>      |

**Project Title**                      **Robinwood Center Renovation to Facilities Management and Operations Building**

**Full-time Employees**            2

**Operating Costs**                 \$10,000



**Project Description**            Project will provide the space needed for the Facilities Management and Operations Department.

**Project Assumptions**          Project assumes that HCC will provide 100% of the necessary funding.

**Project Justification**          Currently the FMOB does not have its own building space.

|  | <b>Total</b> | <b>Prior<br/>Appr.</b> | <b>2019</b> | <b>2020</b> | <b>2021</b> | <b>2022</b> | <b>2023</b> | <b>2024</b> | <b>Future</b> |
|--|--------------|------------------------|-------------|-------------|-------------|-------------|-------------|-------------|---------------|
|--|--------------|------------------------|-------------|-------------|-------------|-------------|-------------|-------------|---------------|

**Project Costs:**

|                        |                |          |                |          |          |          |          |          |          |
|------------------------|----------------|----------|----------------|----------|----------|----------|----------|----------|----------|
| Construction           | 270,000        | 0        | 270,000        | 0        | 0        | 0        | 0        | 0        | 0        |
| Engineering and Design | 10,000         | 0        | 10,000         | 0        | 0        | 0        | 0        | 0        | 0        |
| <b>Total Cost</b>      | <b>280,000</b> | <b>0</b> | <b>280,000</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b> |

**Funding Sources:**

|                      |                |          |                |          |          |          |          |          |          |
|----------------------|----------------|----------|----------------|----------|----------|----------|----------|----------|----------|
| Contributions        | 280,000        | 0        | 280,000        | 0        | 0        | 0        | 0        | 0        | 0        |
| <b>Total Funding</b> | <b>280,000</b> | <b>0</b> | <b>280,000</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b> |

*Public Libraries*  
*Capital Improvement Ten Year Summary*  
*Fiscal Year 2019 - 2028*

| Page            | Project                            | Total            | Prior Appr.    | Budget Year   |               | Ten Year Capital Program |                  |               |               |               | Future |
|-----------------|------------------------------------|------------------|----------------|---------------|---------------|--------------------------|------------------|---------------|---------------|---------------|--------|
|                 |                                    |                  |                | FY 2019       | FY 2020       | FY 2021                  | FY 2022          | FY 2023       | FY 2024       |               |        |
| Project Costs   |                                    |                  |                |               |               |                          |                  |               |               |               |        |
|                 | <u>Public Libraries</u>            |                  |                |               |               |                          |                  |               |               |               |        |
| 128             | Systemic Projects - Library        | 136,300          | 36,300         | 10,000        | 10,000        | 10,000                   | 10,000           | 10,000        | 10,000        | 40,000        |        |
| 129             | Hancock Public Library Replacement | 2,826,000        | 112,000        | 10,000        | 10,000        | 78,000                   | 2,616,000        | 0             | 0             | 0             |        |
|                 | <b>Public Libraries Total</b>      | <b>2,962,300</b> | <b>148,300</b> | <b>20,000</b> | <b>20,000</b> | <b>88,000</b>            | <b>2,626,000</b> | <b>10,000</b> | <b>10,000</b> | <b>40,000</b> |        |
| Funding Sources |                                    |                  |                |               |               |                          |                  |               |               |               |        |
|                 | General Fund                       | 211,371          | 103,371        | 10,000        | 10,000        | 78,000                   | 10,000           | 0             | 0             | 0             |        |
|                 | Tax-Supported Bond                 | 781,000          | 0              | 0             | 0             | 0                        | 781,000          | 0             | 0             | 0             |        |
|                 | Excise Tax - Library               | 144,929          | 44,929         | 10,000        | 10,000        | 10,000                   | 10,000           | 10,000        | 10,000        | 40,000        |        |
|                 | State Grant                        | 1,285,000        | 0              | 0             | 0             | 0                        | 1,285,000        | 0             | 0             | 0             |        |
|                 | Contributions                      | 540,000          | 0              | 0             | 0             | 0                        | 540,000          | 0             | 0             | 0             |        |
|                 |                                    | <b>2,962,300</b> | <b>148,300</b> | <b>20,000</b> | <b>20,000</b> | <b>88,000</b>            | <b>2,626,000</b> | <b>10,000</b> | <b>10,000</b> | <b>40,000</b> |        |

|                     |                             |
|---------------------|-----------------------------|
| Project Title       | Systemic Projects - Library |
| Project ID          | BLD075                      |
| Full-time Employees | 0                           |
| Operating Costs     | \$0                         |

**Project Description** Future systemic projects could include chillers, boilers, rooftop HVAC units, cooling towers, roof replacements.

|                         | Total          | Prior<br>Appr. | 2019          | 2020          | 2021          | 2022          | 2023          | 2024          | Future        |
|-------------------------|----------------|----------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|
| <b>Project Costs:</b>   |                |                |               |               |               |               |               |               |               |
| Construction            | 136,300        | 36,300         | 10,000        | 10,000        | 10,000        | 10,000        | 10,000        | 10,000        | 40,000        |
| <b>Total Cost</b>       | <b>136,300</b> | <b>36,300</b>  | <b>10,000</b> | <b>10,000</b> | <b>10,000</b> | <b>10,000</b> | <b>10,000</b> | <b>10,000</b> | <b>40,000</b> |
| <b>Funding Sources:</b> |                |                |               |               |               |               |               |               |               |
| General Fund            | 75,271         | 35,271         | 10,000        | 10,000        | 10,000        | 10,000        | 0             | 0             | 0             |
| Excise Tax - Library    | 61,029         | 1,029          | 0             | 0             | 0             | 0             | 10,000        | 10,000        | 40,000        |
| <b>Total Funding</b>    | <b>136,300</b> | <b>36,300</b>  | <b>10,000</b> | <b>10,000</b> | <b>10,000</b> | <b>10,000</b> | <b>10,000</b> | <b>10,000</b> | <b>40,000</b> |

|                            |   |
|----------------------------|---|
| <b>Project Title</b>       | <b>Hancock Public Library Replacement</b> |
| <b>Project ID</b>          | BLD077                                    |
| <b>Full-time Employees</b> | 2   |
| <b>Operating Costs</b>     | \$56,000                                  |



|                              |   |
|------------------------------|---|
| <b>Project Description</b>   | This project includes the construction of a new public library in the town of Hancock. The project will include enhancements to the proposed site including parking and a stormwater management facility.   |
| <b>Project Assumptions</b>   | Library will be built with County funding not to exceed \$1 million. This represents the amount due to the Board of Trustees of the Washington County Library. The Library is forward funding the project costs with County reimbursement occurring in 2022. The estimated population served by the proposed facility is 4,358. |
| <b>Project Justification</b> | The existing structure is structurally and functionally deficient. The existing building experiences thermal and moisture protection problems. The building has no fire suppression system and has areas that are not in compliance with ADA requirements.  |

|                                | <b>Total</b>     | <b>Prior Appr.</b> | <b>2019</b>   | <b>2020</b>   | <b>2021</b>   | <b>2022</b>      | <b>2023</b> | <b>2024</b> | <b>Future</b> |
|--------------------------------|------------------|--------------------|---------------|---------------|---------------|------------------|-------------|-------------|---------------|
| <b><u>Project Costs:</u></b>   |                  |                    |               |               |               |                  |             |             |               |
| Construction                   | 2,616,000        | 0                  | 0             | 0             | 0             | 2,616,000        | 0           | 0           | 0             |
| Engineering and Design         | 210,000          | 112,000            | 10,000        | 10,000        | 78,000        | 0                | 0           | 0           | 0             |
| <b>Total Cost</b>              | <b>2,826,000</b> | <b>112,000</b>     | <b>10,000</b> | <b>10,000</b> | <b>78,000</b> | <b>2,616,000</b> | <b>0</b>    | <b>0</b>    | <b>0</b>      |
| <b><u>Funding Sources:</u></b> |                  |                    |               |               |               |                  |             |             |               |
| General Fund                   | 136,100          | 68,100             | 0             | 0             | 68,000        | 0                | 0           | 0           | 0             |
| Tax-Supported Bond             | 781,000          | 0                  | 0             | 0             | 0             | 781,000          | 0           | 0           | 0             |
| Excise Tax - Library           | 83,900           | 43,900             | 10,000        | 10,000        | 10,000        | 10,000           | 0           | 0           | 0             |
| State Grant                    | 1,285,000        | 0                  | 0             | 0             | 0             | 1,285,000        | 0           | 0           | 0             |
| Contributions                  | 540,000          | 0                  | 0             | 0             | 0             | 540,000          | 0           | 0           | 0             |
| <b>Total Funding</b>           | <b>2,826,000</b> | <b>112,000</b>     | <b>10,000</b> | <b>10,000</b> | <b>78,000</b> | <b>2,616,000</b> | <b>0</b>    | <b>0</b>    | <b>0</b>      |

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# General Government

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*General Government  
Capital Improvement Ten Year Summary  
Fiscal Year 2019 - 2028*

| Page                     | Project   | Total      | Prior Appr. | Budget Year |           | Ten Year Capital Program |           |           |         |           | Future |
|--------------------------|---|------------|-------------|-------------|-----------|--------------------------|-----------|-----------|---------|-----------|--------|
|                          |   |            |             | FY 2019     | FY 2020   | FY 2021                  | FY 2022   | FY 2023   | FY 2024 |           |        |
| Project Costs            |   |            |             |             |           |                          |           |           |         |           |        |
| General Government       |   |            |             |             |           |                          |           |           |         |           |        |
| 132                      | Cost of Bond Issuance                               | 1,143,600  | 136,600     | 98,000      | 99,000    | 98,000                   | 98,000    | 99,000    | 98,000  | 417,000   |        |
| 133                      | Contingency - General Fund                          | 1,124,305  | 224,305     | 225,000     | 75,000    | 75,000                   | 75,000    | 75,000    | 75,000  | 300,000   |        |
| 134                      | Systemic Improvements - Building                    | 2,390,828  | 379,828     | 238,000     | 196,000   | 197,000                  | 197,000   | 196,000   | 196,000 | 791,000   |        |
| 135                      | County Admin Building Exterior                      | 1,014,000  | 714,000     | 300,000     | 0         | 0                        | 0         | 0         | 0       | 0         |        |
| 136                      | Information Systems Replacment Program              | 1,211,285  | 155,285     | 166,000     | 180,000   | 50,000                   | 70,000    | 90,000    | 100,000 | 400,000   |        |
| 137                      | Financial System Management & Upgrades              | 1,213,796  | 698,796     | 208,000     | 32,000    | 32,000                   | 33,000    | 34,000    | 34,000  | 142,000   |        |
| 138                      | County Wireless Infrastructure                      | 183,856    | 151,856     | 10,000      | 11,000    | 11,000                   | 0         | 0         | 0       | 0         |        |
| 139                      | GIS Planimetric Update                              | 150,000    | 74,000      | 76,000      | 0         | 0                        | 0         | 0         | 0       | 0         |        |
| 140                      | Tree Forestation                                    | 173,548    | 49,548      | 21,000      | 0         | 22,000                   | 0         | 22,000    | 0       | 59,000    |        |
| 141                      | General - Equipment and Vehicle Replacement Program | 4,459,489  | 599,489     | 260,000     | 400,000   | 400,000                  | 400,000   | 400,000   | 400,000 | 1,600,000 |        |
| 142                      | Multi-Purpose Facility                              | 7,238,000  | 0           | 0           | 1,000,000 | 1,881,000                | 2,439,000 | 1,918,000 | 0       | 0         |        |
| General Government Total |   | 20,302,707 | 3,183,707   | 1,602,000   | 1,993,000 | 2,766,000                | 3,312,000 | 2,834,000 | 903,000 | 3,709,000 |        |
| Funding Sources          |   |            |             |             |           |                          |           |           |         |           |        |
|                          | General Fund  | 14,381,707 | 2,739,707   | 1,064,000   | 1,022,000 | 1,983,000                | 1,621,000 | 1,340,000 | 903,000 | 3,709,000 |        |
|                          | Tax-Supported Bond                                  | 4,296,000  | 357,000     | 0           | 721,000   | 533,000                  | 1,441,000 | 1,244,000 | 0       | 0         |        |
|                          | Capital Reserve - General                           | 550,000    | 50,000      | 500,000     | 0         | 0                        | 0         | 0         | 0       | 0         |        |
|                          | Federal Grant                                       | 75,000     | 37,000      | 38,000      | 0         | 0                        | 0         | 0         | 0       | 0         |        |
|                          | State Grant   | 1,000,000  | 0           | 0           | 250,000   | 250,000                  | 250,000   | 250,000   | 0       | 0         |        |
|                          |   | 20,302,707 | 3,183,707   | 1,602,000   | 1,993,000 | 2,766,000                | 3,312,000 | 2,834,000 | 903,000 | 3,709,000 |        |

|                     |                     |
|---------------------|---------------------|
| Project Title       | Bond Issuance Costs |
| Project ID          | ADM001              |
| Full-time Employees | 0                   |
| Operating Costs     | \$0                 |

**Project Description** This project is for costs associated with the sale of bonds. The costs include fees for printing, financial advisor, bond counsel, discounts, and rating agency fees.

**Project Justification** Bond issuance is required to finance the capital improvement plan.

|                                | Total            | Prior<br>Appr. | 2019          | 2020          | 2021          | 2022          | 2023          | 2024          | Future         |
|--------------------------------|------------------|----------------|---------------|---------------|---------------|---------------|---------------|---------------|----------------|
| <b><u>Project Costs:</u></b>   |                  |                |               |               |               |               |               |               |                |
| Bond issuance                  | 1,143,600        | 136,600        | 98,000        | 99,000        | 98,000        | 98,000        | 99,000        | 98,000        | 417,000        |
| <b>Total Cost</b>              | <b>1,143,600</b> | <b>136,600</b> | <b>98,000</b> | <b>99,000</b> | <b>98,000</b> | <b>98,000</b> | <b>99,000</b> | <b>98,000</b> | <b>417,000</b> |
| <b><u>Funding Sources:</u></b> |                  |                |               |               |               |               |               |               |                |
| General Fund                   | 1,143,600        | 136,600        | 98,000        | 99,000        | 98,000        | 98,000        | 99,000        | 98,000        | 417,000        |
| <b>Total Funding</b>           | <b>1,143,600</b> | <b>136,600</b> | <b>98,000</b> | <b>99,000</b> | <b>98,000</b> | <b>98,000</b> | <b>99,000</b> | <b>98,000</b> | <b>417,000</b> |

**Project Title                    Contingency - General Fund****Project ID**                    ADM002**Full-time Employees**    0**Operating Costs**           \$0**Project Description**      This project serves as a reserve to provide for emergency or unanticipated expenditures for all categories.

**Project Justification**    Due to the inherent uncertainty in estimating capital project costs, it is the written policy of the County to maintain project contingency. It is also good management practice to increase the Contingency due to the increase of Capital Program requests and rising number of individual projects, as one project overrun or unanticipated project could use all available funds. In the event that the capital contingency accounts have excess funds, the annual appropriation for that purpose may be modified to reflect the source of funds as determined through the budget process.

|                                | <b>Total</b>   | <b>Prior<br/>Appr.</b> | <b>2019</b>   | <b>2020</b>   | <b>2021</b>   | <b>2022</b>   | <b>2023</b>   | <b>2024</b>   | <b>Future</b>  |
|--------------------------------|----------------|------------------------|---------------|---------------|---------------|---------------|---------------|---------------|----------------|
| <b><u>Project Costs:</u></b>   |                |                        |               |               |               |               |               |               |                |
| Contingency                    | 974,305        | 224,305                | 75,000        | 75,000        | 75,000        | 75,000        | 75,000        | 75,000        | 300,000        |
| <b>Total Cost</b>              | <b>974,305</b> | <b>224,305</b>         | <b>75,000</b> | <b>75,000</b> | <b>75,000</b> | <b>75,000</b> | <b>75,000</b> | <b>75,000</b> | <b>300,000</b> |
| <b><u>Funding Sources:</u></b> |                |                        |               |               |               |               |               |               |                |
| General Fund                   | 974,305        | 224,305                | 75,000        | 75,000        | 75,000        | 75,000        | 75,000        | 75,000        | 300,000        |
| <b>Total Funding</b>           | <b>974,305</b> | <b>224,305</b>         | <b>75,000</b> | <b>75,000</b> | <b>75,000</b> | <b>75,000</b> | <b>75,000</b> | <b>75,000</b> | <b>300,000</b> |

**Project Title**            **Systemic Improvements-Buildings**

**Project ID**                BLD078

**Full-time Employees**    0

**Operating Costs**        \$0

**Project Description**    This project includes a variety of upgrades and/or replacements including, but not limited to, air conditioning, weatherproofing, roofing and other building improvements.

**Project Assumptions**   Pending general fund monies availability.

**Project Justification**   Renovations are required to maintain the functionality of the buildings.

**Project Costs:**

|                   |                  |                    |                |                |                |                |                |                |                |
|-------------------|------------------|--------------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
|                   |                  |                    |                |                |                |                |                |                |                |
|                   | <b>Total</b>     | <b>Prior Appr.</b> | <b>2019</b>    | <b>2020</b>    | <b>2021</b>    | <b>2022</b>    | <b>2023</b>    | <b>2024</b>    | <b>Future</b>  |
| Construction      | 2,390,828        | 379,828            | 238,000        | 196,000        | 197,000        | 197,000        | 196,000        | 196,000        | 791,000        |
| <b>Total Cost</b> | <b>2,390,828</b> | <b>379,828</b>     | <b>238,000</b> | <b>196,000</b> | <b>197,000</b> | <b>197,000</b> | <b>196,000</b> | <b>196,000</b> | <b>791,000</b> |

**Funding Sources:**

|                      |                  |                |                |                |                |                |                |                |                |
|----------------------|------------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
|                      |                  |                |                |                |                |                |                |                |                |
| General Fund         | 2,390,828        | 379,828        | 238,000        | 196,000        | 197,000        | 197,000        | 196,000        | 196,000        | 791,000        |
| <b>Total Funding</b> | <b>2,390,828</b> | <b>379,828</b> | <b>238,000</b> | <b>196,000</b> | <b>197,000</b> | <b>197,000</b> | <b>196,000</b> | <b>196,000</b> | <b>791,000</b> |

|                              |  |
|------------------------------|--|
| <b>Project Justification</b> | Exterior enhancements and site improvements are required to maintain the functionality of the building and property. |
|------------------------------|--|

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135

|                            |  |
|----------------------------|--|
| <b>Project Title</b>       | <b>Information Systems Replacement Program</b> |
| <b>Project ID</b>          | COM011   |
| <b>Full-time Employees</b> | 0  |
| <b>Operating Costs</b>     | \$0  |

**Project Description** The Information System Replacement Program focuses on the investment in infrastructure hardware and software that provide the foundation on which the business and enterprise systems reside. The Information Technology area currently maintains more than 40 business applications and additionally includes the County's telecommunications (telephone) system.

**Project Assumptions** The systems and software serve the departments and typically reach the end of their useful life-expectancy between 3 and 8 years, at which point the systems become increasingly costly to maintain and difficult to exchange information with other systems. Priorities for determining which applications to replace first are driven by age, criticality of the system to operations, and availability of ongoing support from the applications vendor.

**Project Justification** The goal of the Information Systems Replacement Program is to keep the County's existing business systems refreshed or replaced on a reasonably expected system life-cycle so the systems remain useful, operable, and responsive to business needs.

|                         | <b>Total</b>     | <b>Prior<br/>Appr.</b> | <b>2019</b>    | <b>2020</b>    | <b>2021</b>   | <b>2022</b>   | <b>2023</b>   | <b>2024</b>    | <b>Future</b>  |
|-------------------------|------------------|------------------------|----------------|----------------|---------------|---------------|---------------|----------------|----------------|
| <b>Project Costs:</b>   |                  |                        |                |                |               |               |               |                |                |
| Hardware/Software       | 1,211,285        | 155,285                | 166,000        | 180,000        | 50,000        | 70,000        | 90,000        | 100,000        | 400,000        |
| <b>Total Cost</b>       | <b>1,211,285</b> | <b>155,285</b>         | <b>166,000</b> | <b>180,000</b> | <b>50,000</b> | <b>70,000</b> | <b>90,000</b> | <b>100,000</b> | <b>400,000</b> |
| <b>Funding Sources:</b> |                  |                        |                |                |               |               |               |                |                |
| General Fund            | 1,211,285        | 155,285                | 166,000        | 180,000        | 50,000        | 70,000        | 90,000        | 100,000        | 400,000        |
| <b>Total Funding</b>    | <b>1,211,285</b> | <b>155,285</b>         | <b>166,000</b> | <b>180,000</b> | <b>50,000</b> | <b>70,000</b> | <b>90,000</b> | <b>100,000</b> | <b>400,000</b> |

**Project Title** Financial System Management & Upgrades

**Project ID** COM019

**Full-time Employees** 0

**Operating Costs** \$20,000

**Project Description** Integrated financial system (general ledger, human resources, payroll, financial, purchasing, utility, and budget) is used for county-wide operations to process all financials, human resource, payroll, and purchasing functions for the County.

**Project Justification** Provides for more efficient use of time and money as systems, employees, and financial management expand to meet demands in the future.

|                                | <b>Total</b>     | <b>Prior<br/>Appr.</b> | <b>2019</b>    | <b>2020</b>   | <b>2021</b>   | <b>2022</b>   | <b>2023</b>   | <b>2024</b>   | <b>Future</b>  |
|--------------------------------|------------------|------------------------|----------------|---------------|---------------|---------------|---------------|---------------|----------------|
| <b><u>Project Costs:</u></b>   |                  |                        |                |               |               |               |               |               |                |
| Hardware/Software              | 1,213,796        | 698,796                | 208,000        | 32,000        | 32,000        | 33,000        | 34,000        | 34,000        | 142,000        |
| <b>Total Cost</b>              | <b>1,213,796</b> | <b>698,796</b>         | <b>208,000</b> | <b>32,000</b> | <b>32,000</b> | <b>33,000</b> | <b>34,000</b> | <b>34,000</b> | <b>142,000</b> |
| <b><u>Funding Sources:</u></b> |                  |                        |                |               |               |               |               |               |                |
| General Fund                   | 1,213,796        | 698,796                | 208,000        | 32,000        | 32,000        | 33,000        | 34,000        | 34,000        | 142,000        |
| <b>Total Funding</b>           | <b>1,213,796</b> | <b>698,796</b>         | <b>208,000</b> | <b>32,000</b> | <b>32,000</b> | <b>33,000</b> | <b>34,000</b> | <b>34,000</b> | <b>142,000</b> |

|                            |  |
|----------------------------|--|
| <b>Project Title</b>       | <b>Broadband Wireless Network Infrastructure</b> |
| <b>Project ID</b>          | COM021   |
| <b>Full-time Employees</b> | 0  |
| <b>Operating Costs</b>     | \$0  |

**Project Description** The Washington County Broadband Wireless Network Infrastructure System provides fixed broadband (high speed) primary and redundant connectivity for County facilities (i.e. WTP; WwTP, and Pump Station) to network services and a resilient and redundant pathway for the County's fiber network infrastructure. Additionally, this system is available to County divisions and departments and the Washington County Public Network (WCPN) partners that include agencies such as the Washington County Public Schools, Washington County Free Library, 911 Emergency Services, Sheriff's Department, City of Hagerstown Police Department and other City departments and agencies.

**Project Assumptions** Wireless communication technology typically reach the end of their useful life-expectancy between 5 and 8 years, at which point the systems become increasingly costly to maintain and difficult to find acceptable replacement technology that meet or exceed bandwidth needs.

**Project Justification** The goal of the Washington County Broadband Wireless Network Infrastructure System is to provide for the efficient and cost effective communication between the sixty (60) plus County Environmental Management facilities and to provide for a resilient and redundant pathway for the County's fiber network infrastructure.

|                         | <b>Total</b>   | <b>Prior<br/>Appr.</b> | <b>2019</b>   | <b>2020</b>   | <b>2021</b>   | <b>2022</b> | <b>2023</b> | <b>2024</b> | <b>Future</b> |
|-------------------------|----------------|------------------------|---------------|---------------|---------------|-------------|-------------|-------------|---------------|
| <b>Project Costs:</b>   |                |                        |               |               |               |             |             |             |               |
| Hardware/Software       | 183,856        | 151,856                | 10,000        | 11,000        | 11,000        | 0           | 0           | 0           | 0             |
| <b>Total Cost</b>       | <b>183,856</b> | <b>151,856</b>         | <b>10,000</b> | <b>11,000</b> | <b>11,000</b> | <b>0</b>    | <b>0</b>    | <b>0</b>    | <b>0</b>      |
| <b>Funding Sources:</b> |                |                        |               |               |               |             |             |             |               |
| General Fund            | 183,856        | 151,856                | 10,000        | 11,000        | 11,000        | 0           | 0           | 0           | 0             |
| <b>Total Funding</b>    | <b>183,856</b> | <b>151,856</b>         | <b>10,000</b> | <b>11,000</b> | <b>11,000</b> | <b>0</b>    | <b>0</b>    | <b>0</b>    | <b>0</b>      |

|                            |                                    |
|----------------------------|------------------------------------|
| <b>Project Title</b>       | <b>GIS Planimetric Data Update</b> |
| <b>Project ID</b>          | COM028                             |
| <b>Full-time Employees</b> | 0                                  |
| <b>Operating Costs</b>     | \$0                                |

|                              |  |
|------------------------------|--|
| <b>Project Description</b>   | Washington County's existing topographic data set acquired in 2005 needs updated. The State of Maryland will be flying new aerial photos in the spring of 2017 and an opportunity exists to purchase additional data products from the vendor via a competitively bid Maryland State contract. The topographic data set would include building footprints, edge of roads, paved and unpaved lanes and parking areas, sidewalks, etc.   |
| <b>Project Assumptions</b>   | Pending grant approval, application is being made through the Appalachian Regional Commission for a 50% matching grant. The City of Hagerstown would also benefit from the updated topographic data and may also make a contribution to the project.   |
| <b>Project Justification</b> | A significant amount of development has occurred over the past twelve (12) years since the current topography data was acquired. An update of this data would benefit many County departments, such as, the Division of Environmental Management to calculate areas of impervious surfaces to meet state and federal regulations; the Division of Emergency Services in order to meet the requirements of the Next Generation 911 mandate; the Division of Engineering and Construction for use in preliminary engineering, plan review, and permitting. |

|                                | <b>Total</b>   | <b>Prior<br/>Appr.</b> | <b>2019</b>   | <b>2020</b> | <b>2021</b> | <b>2022</b> | <b>2023</b> | <b>2024</b> | <b>Future</b> |
|--------------------------------|----------------|------------------------|---------------|-------------|-------------|-------------|-------------|-------------|---------------|
| <b><u>Project Costs:</u></b>   |                |                        |               |             |             |             |             |             |               |
| Other                          | 150,000        | 74,000                 | 76,000        | 0           | 0           | 0           | 0           | 0           | 0             |
| <b>Total Cost</b>              | <b>150,000</b> | <b>74,000</b>          | <b>76,000</b> | <b>0</b>    | <b>0</b>    | <b>0</b>    | <b>0</b>    | <b>0</b>    | <b>0</b>      |
| <b><u>Funding Sources:</u></b> |                |                        |               |             |             |             |             |             |               |
| General Fund                   | 75,000         | 37,000                 | 38,000        | 0           | 0           | 0           | 0           | 0           | 0             |
| Federal Grant                  | 75,000         | 37,000                 | 38,000        | 0           | 0           | 0           | 0           | 0           | 0             |
| <b>Total Funding</b>           | <b>150,000</b> | <b>74,000</b>          | <b>76,000</b> | <b>0</b>    | <b>0</b>    | <b>0</b>    | <b>0</b>    | <b>0</b>    | <b>0</b>      |

Project Title

Tree Forestation

Project ID

LDI043

Full-time Employees

0

Operating Costs

\$0

Project Description

This project will plant trees to construct forested areas to meet the Total Maximum Daily Load (TMDL) / Watershed Implementation Plan (WIP) requirements.

Project Assumptions

The project will be coordinated with the Soil Conservation District. Land is to be provided at no cost.

Project Justification

This project is requested to meet the regulatory requirements imposed by the EPA and MDE relating to the TMDL and NPDES permit.

|                         | Total          | Prior<br>Appr. | 2019          | 2020     | 2021          | 2022     | 2023          | 2024     | Future        |
|-------------------------|----------------|----------------|---------------|----------|---------------|----------|---------------|----------|---------------|
| <b>Project Costs:</b>   |                |                |               |          |               |          |               |          |               |
| Construction            | 173,548        | 49,548         | 21,000        | 0        | 22,000        | 0        | 22,000        | 0        | 59,000        |
| <b>Total Cost</b>       | <b>173,548</b> | <b>49,548</b>  | <b>21,000</b> | <b>0</b> | <b>22,000</b> | <b>0</b> | <b>22,000</b> | <b>0</b> | <b>59,000</b> |
| <b>Funding Sources:</b> |                |                |               |          |               |          |               |          |               |
| General Fund            | 173,548        | 49,548         | 21,000        | 0        | 22,000        | 0        | 22,000        | 0        | 59,000        |
| <b>Total Funding</b>    | <b>173,548</b> | <b>49,548</b>  | <b>21,000</b> | <b>0</b> | <b>22,000</b> | <b>0</b> | <b>22,000</b> | <b>0</b> | <b>59,000</b> |

|                            |  |
|----------------------------|--|
| <b>Project Title</b>       | <b>General - Equipment and Vehicle Replacement Program</b> |
| <b>Project ID</b>          | VEH008   |
| <b>Full-time Employees</b> | 0  |
| <b>Operating Costs</b>     | \$0  |

**Project Description** This project will serve to replace heavy equipment and vehicles that are beyond their useful life, which are typically the most costly to maintain. In line with the objectives of a well-managed organization, the County wants to establish an equipment and fleet replacement program that will, in time, set the vehicle and equipment replacement cycle in line with best practices, minimizing operating and maintenance costs.

**Project Assumptions** Sheriff - Patrol - 11310 - Ford Interceptor Utility - \$46,307  
 Central Booking - 11315 - Crossmatch Fingerprint Machine - \$26,196  
 EMS Operations - 11520 - Monitor/Defib - \$17,500; 3 Portable Ventilators - \$17,000 ea.  
 Construction - 11630 - Mid Size SUV - \$24,500  
 Parks & Facilities - 11900 - Pickup Truck - \$39,000; Trailer - \$28,000; Tractor w/ Loader & Snowblower - \$25,000

**Project Justification** The goal of the replacement program is to strike a balance for minimizing replacement costs versus maintenance and fuel costs. The program allows for the purchase of replacement vehicles and equipment used to provide County-wide services within Washington County. The County's equipment and vehicle inventory consists of approximately 2,300 items.

|                                | <b>Total</b>     | <b>Prior<br/>Appr.</b> | <b>2019</b>    | <b>2020</b>    | <b>2021</b>    | <b>2022</b>    | <b>2023</b>    | <b>2024</b>    | <b>Future</b>    |
|--------------------------------|------------------|------------------------|----------------|----------------|----------------|----------------|----------------|----------------|------------------|
| <b><u>Project Costs:</u></b>   |                  |                        |                |                |                |                |                |                |                  |
| Vehicles                       | 4,459,489        | 599,489                | 260,000        | 400,000        | 400,000        | 400,000        | 400,000        | 400,000        | 1,600,000        |
| <b>Total Cost</b>              | <b>4,459,489</b> | <b>599,489</b>         | <b>260,000</b> | <b>400,000</b> | <b>400,000</b> | <b>400,000</b> | <b>400,000</b> | <b>400,000</b> | <b>1,600,000</b> |
| <b><u>Funding Sources:</u></b> |                  |                        |                |                |                |                |                |                |                  |
| General Fund                   | 4,209,489        | 549,489                | 60,000         | 400,000        | 400,000        | 400,000        | 400,000        | 400,000        | 1,600,000        |
| Capital Reserve - General      | 250,000          | 50,000                 | 200,000        | 0              | 0              | 0              | 0              | 0              | 0                |
| <b>Total Funding</b>           | <b>4,459,489</b> | <b>599,489</b>         | <b>260,000</b> | <b>400,000</b> | <b>400,000</b> | <b>400,000</b> | <b>400,000</b> | <b>400,000</b> | <b>1,600,000</b> |

**Project Title**      **Multi-Purpose Facility****Full-time Employees**      2**Operating Costs**      \$500,000**Project Description**      The project involves construction of a new multi-purpose county facility that will accommodate recreation, athletics, training, and large in-door events available to the community.**Project Assumptions**      The planning phase will determine the scope, cost, and site location. The County is evaluating opportunities for self sustaining operations as well as investigating collaborative efforts with potential partners, agencies, and organizations. The use and function of the facility will be evaluated during the design phase. POS funding will be used on this project.**Project Justification**      This project will integrate a variety of users and accommodate many county, community, and recreational activities.

|                                | <b>Total</b>     | <b>Prior<br/>Appr.</b> | <b>2019</b> | <b>2020</b>      | <b>2021</b>      | <b>2022</b>      | <b>2023</b>      | <b>2024</b> | <b>Future</b> |
|--------------------------------|------------------|------------------------|-------------|------------------|------------------|------------------|------------------|-------------|---------------|
| <b><u>Project Costs:</u></b>   |                  |                        |             |                  |                  |                  |                  |             |               |
| Construction                   | 7,238,000        | 0                      | 0           | 1,000,000        | 1,881,000        | 2,439,000        | 1,918,000        | 0           | 0             |
| <b>Total Cost</b>              | <b>7,238,000</b> | <b>0</b>               | <b>0</b>    | <b>1,000,000</b> | <b>1,881,000</b> | <b>2,439,000</b> | <b>1,918,000</b> | <b>0</b>    | <b>0</b>      |
| <b><u>Funding Sources:</u></b> |                  |                        |             |                  |                  |                  |                  |             |               |
| General Fund                   | 2,299,000        | 0                      | 0           | 29,000           | 1,098,000        | 748,000          | 424,000          | 0           | 0             |
| Tax-Supported Bond             | 3,939,000        | 0                      | 0           | 721,000          | 533,000          | 1,441,000        | 1,244,000        | 0           | 0             |
| State Grant                    | 1,000,000        | 0                      | 0           | 250,000          | 250,000          | 250,000          | 250,000          | 0           | 0             |
| <b>Total Funding</b>           | <b>7,238,000</b> | <b>0</b>               | <b>0</b>    | <b>1,000,000</b> | <b>1,881,000</b> | <b>2,439,000</b> | <b>1,918,000</b> | <b>0</b>    | <b>0</b>      |

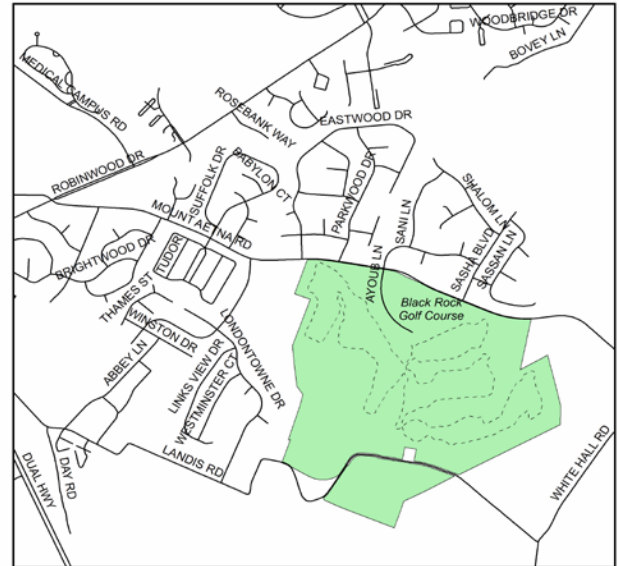
# Parks & Recreation

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*Parks & Recreation*  
*Capital Improvement Ten Year Summary*  
*Fiscal Year 2019 - 2028*

| Page                          | Project   | Total     | Prior Appr. | Budget Year |         | Ten Year Capital Program |         |         |         |         | Future |
|-------------------------------|---|-----------|-------------|-------------|---------|--------------------------|---------|---------|---------|---------|--------|
|                               |   |           |             | FY 2019     | FY 2020 | FY 2021                  | FY 2022 | FY 2023 | FY 2024 |         |        |
| Project Costs                 |   |           |             |             |         |                          |         |         |         |         |        |
| <u>Parks &amp; Recreation</u> |   |           |             |             |         |                          |         |         |         |         |        |
| 144                           | BR Capital Equipment Program                            | 441,000   | 51,000      | 40,000      | 40,000  | 40,000                   | 40,000  | 40,000  | 40,000  | 150,000 |        |
| 145                           | Ag Center Drainage Asphalt Improvements                 | 45,000    | 20,000      | 25,000      | 0       | 0                        | 0       | 0       | 0       | 0       |        |
| 146                           | Doubs Woods Building/Restrooms                          | 65,000    | 40,000      | 25,000      | 0       | 0                        | 0       | 0       | 0       | 0       |        |
| 147                           | Tennis Court Resurfacing                                | 94,300    | 52,300      | 21,000      | 21,000  | 0                        | 0       | 0       | 0       | 0       |        |
| 148                           | Ag Center Land Development                              | 156,000   | 51,000      | 52,000      | 53,000  | 0                        | 0       | 0       | 0       | 0       |        |
| 149                           | Park Equipment/Surfacing Replacement, Various Locations | 192,000   | 92,000      | 0           | 100,000 | 0                        | 0       | 0       | 0       | 0       |        |
| 150                           | Garis Shop Boat Access Parking Lot                      | 50,000    | 0           | 50,000      | 0       | 0                        | 0       | 0       | 0       | 0       |        |
| 151                           | Parking Lot Repair/Overlay, Various Locations           | 192,000   | 0           | 192,000     | 0       | 0                        | 0       | 0       | 0       | 0       |        |
| 152                           | Doubs Woods Equipment Storage Building                  | 150,000   | 0           | 0           | 150,000 | 0                        | 0       | 0       | 0       | 0       |        |
| 153                           | North Central County Park                               | 814,000   | 0           | 0           | 0       | 0                        | 0       | 0       | 0       | 814,000 |        |
| Parks & Recreation Total      |   | 2,199,300 | 306,300     | 405,000     | 364,000 | 40,000                   | 40,000  | 40,000  | 40,000  | 964,000 |        |
| Funding Sources               |   |           |             |             |         |                          |         |         |         |         |        |
| General Fund                  |   | 665,280   | 92,280      | 94,000      | 76,000  | 40,000                   | 40,000  | 40,000  | 40,000  | 243,000 |        |
| Tax-Supported Bond            |   | 736,000   | 0           | 0           | 15,000  | 0                        | 0       | 0       | 0       | 721,000 |        |
| State Grant                   |   | 758,020   | 174,020     | 311,000     | 273,000 | 0                        | 0       | 0       | 0       | 0       |        |
| Contributions                 |   | 40,000    | 40,000      | 0           | 0       | 0                        | 0       | 0       | 0       | 0       |        |
|                               |   | 2,199,300 | 306,300     | 405,000     | 364,000 | 40,000                   | 40,000  | 40,000  | 40,000  | 964,000 |        |

|                            |   |
|----------------------------|---|
| <b>Project Title</b>       | <b>BR Capital Equipment Replacement Program</b> |
| <b>Project ID</b>          | EQP053  |
| <b>Full-time Employees</b> | 0   |
| <b>Operating Costs</b>     | \$0   |



**Project Description** The program allows for the purchase of replacement equipment used for services directly related to Black Rock Golf Course.

**Project Justification** The goal of the replacement program is to balance replacement costs versus maintenance costs. In line with the objectives of a well-managed organization, Black Rock Golf Course strives to establish an equipment replacement program that will set the equipment replacement cycle in line with best practices, minimizing maintenance costs.

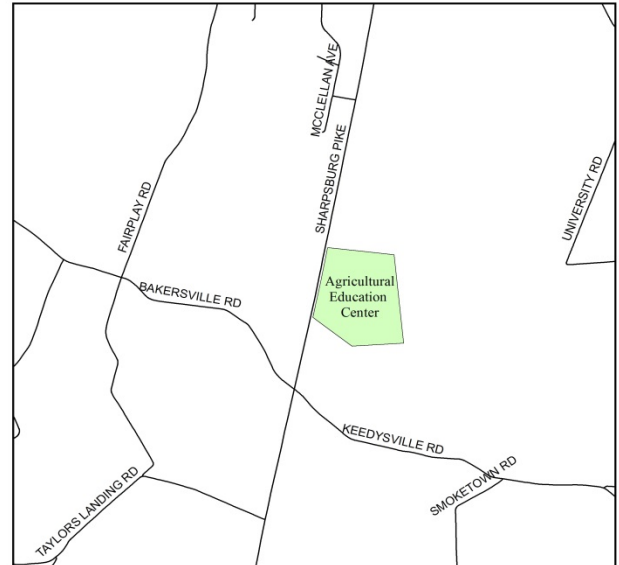
|                         | <b>Total</b>   | <b>Prior Appr.</b> | <b>2019</b>   | <b>2020</b>   | <b>2021</b>   | <b>2022</b>   | <b>2023</b>   | <b>2024</b>   | <b>Future</b>  |
|-------------------------|----------------|--------------------|---------------|---------------|---------------|---------------|---------------|---------------|----------------|
| <b>Project Costs:</b>   |                |                    |               |               |               |               |               |               |                |
| Equipment/Furniture     | 441,000        | 51,000             | 40,000        | 40,000        | 40,000        | 40,000        | 40,000        | 40,000        | 150,000        |
| <b>Total Cost</b>       | <b>441,000</b> | <b>51,000</b>      | <b>40,000</b> | <b>40,000</b> | <b>40,000</b> | <b>40,000</b> | <b>40,000</b> | <b>40,000</b> | <b>150,000</b> |
| <b>Funding Sources:</b> |                |                    |               |               |               |               |               |               |                |
| General Fund            | 441,000        | 51,000             | 40,000        | 40,000        | 40,000        | 40,000        | 40,000        | 40,000        | 150,000        |
| <b>Total Funding</b>    | <b>441,000</b> | <b>51,000</b>      | <b>40,000</b> | <b>40,000</b> | <b>40,000</b> | <b>40,000</b> | <b>40,000</b> | <b>40,000</b> | <b>150,000</b> |

**Project Title**      **Ag Center Drainage, Asphalt Improvements**

**Project ID**        ASP002

**Full-time Employees**   0

**Operating Costs**     \$0



**Project Description**   The project requires excavating 6000 square feet of asphalt, installation of 300 feet CMP drain, and installation of new asphalt

**Project Assumptions**   Pending POS approval.

**Project Justification**   The existing asphalt is sunken, creating ponding of water and ice, in freezing conditions. The sunken area is in a high pedestrian traffic area creating a public safety hazard.

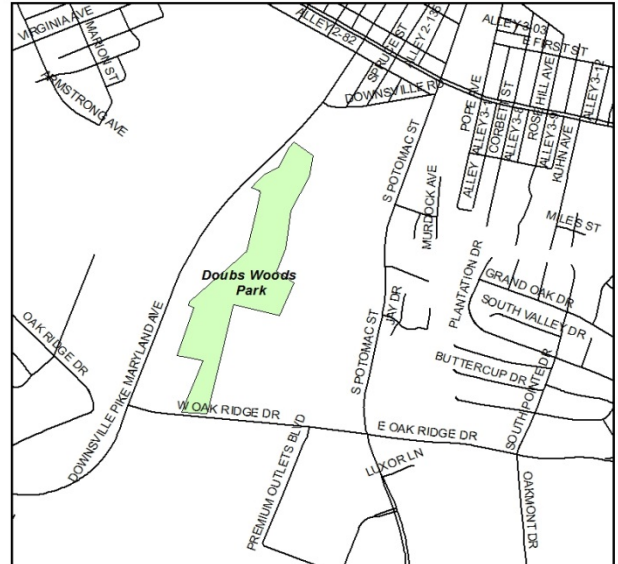
|                                | <b>Total</b>  | <b>Prior<br/>Appr.</b> | <b>2019</b>   | <b>2020</b> | <b>2021</b> | <b>2022</b> | <b>2023</b> | <b>2024</b> | <b>Future</b> |
|--------------------------------|---------------|------------------------|---------------|-------------|-------------|-------------|-------------|-------------|---------------|
| <b><u>Project Costs:</u></b>   |               |                        |               |             |             |             |             |             |               |
| Construction                   | 45,000        | 20,000                 | 25,000        | 0           | 0           | 0           | 0           | 0           | 0             |
| <b>Total Cost</b>              | <b>45,000</b> | <b>20,000</b>          | <b>25,000</b> | <b>0</b>    | <b>0</b>    | <b>0</b>    | <b>0</b>    | <b>0</b>    | <b>0</b>      |
| <b><u>Funding Sources:</u></b> |               |                        |               |             |             |             |             |             |               |
| General Fund                   | 4,000         | 2,000                  | 2,000         | 0           | 0           | 0           | 0           | 0           | 0             |
| State Grant                    | 41,000        | 18,000                 | 23,000        | 0           | 0           | 0           | 0           | 0           | 0             |
| <b>Total Funding</b>           | <b>45,000</b> | <b>20,000</b>          | <b>25,000</b> | <b>0</b>    | <b>0</b>    | <b>0</b>    | <b>0</b>    | <b>0</b>    | <b>0</b>      |

**Project Title**            **Doub's Woods Park - Building/Restrooms**

**Project ID**             BLD036

**Full-time Employees**   0

**Operating Costs**        \$0



**Project Description**    Extend water and sewer lines, install restrooms with shower facilities in the Maintenance Building and install restrooms in the Woodshop.

**Project Justification**   Existing maintenance buildings are without restrooms. Facilities are necessary for safety, health and hygiene of County work force. Pending grant funding approval.

|                         | Total         | Prior<br>Appr. | 2019          | 2020     | 2021     | 2022     | 2023     | 2024     | Future   |
|-------------------------|---------------|----------------|---------------|----------|----------|----------|----------|----------|----------|
| <b>Project Costs:</b>   |               |                |               |          |          |          |          |          |          |
| Construction            | 65,000        | 40,000         | 25,000        | 0        | 0        | 0        | 0        | 0        | 0        |
| <b>Total Cost</b>       | <b>65,000</b> | <b>40,000</b>  | <b>25,000</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b> |
| <b>Funding Sources:</b> |               |                |               |          |          |          |          |          |          |
| General Fund            | 2,000         | 0              | 2,000         | 0        | 0        | 0        | 0        | 0        | 0        |
| State Grant             | 23,000        | 0              | 23,000        | 0        | 0        | 0        | 0        | 0        | 0        |
| Contributions           | 40,000        | 40,000         | 0             | 0        | 0        | 0        | 0        | 0        | 0        |
| <b>Total Funding</b>    | <b>65,000</b> | <b>40,000</b>  | <b>25,000</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b> |

**Project Title**            **Tennis Courts, Resurfacing**

**Project ID**                LDI046

**Full-time Employees**    0

**Operating Costs**        \$0

**Project Description**    The project consists of cleaning, crack sealing, repainting and striping of multiple courts over several years.

**Project Assumptions**   General fund monies needed to perform remaining tennis court work due to changes at DNR operations. This project is no longer POS eligible.

**Project Justification**    The tennis courts were rebuilt approximately 8 to 9 years ago and in need of resurfacing which should be done every 5 to 8 years to keep the elements from getting into the sub base and creating more damage. This will be an ongoing project.

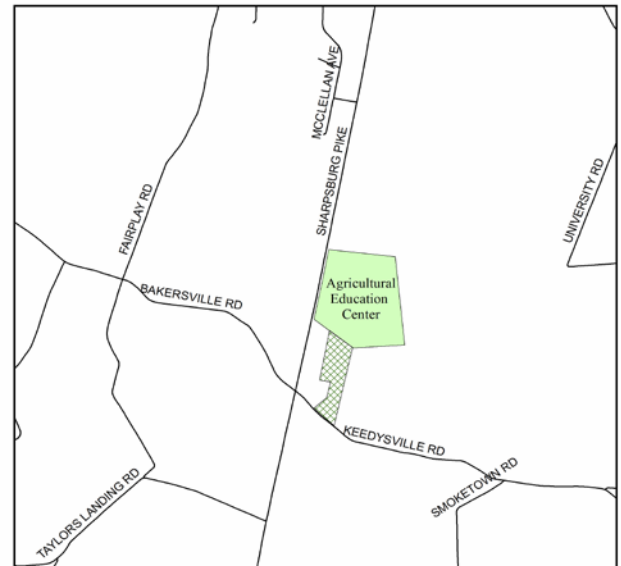
|                                | <b>Total</b>  | <b>Prior<br/>Appr.</b> | <b>2019</b>   | <b>2020</b>   | <b>2021</b> | <b>2022</b> | <b>2023</b> | <b>2024</b> | <b>Future</b> |
|--------------------------------|---------------|------------------------|---------------|---------------|-------------|-------------|-------------|-------------|---------------|
| <b><u>Project Costs:</u></b>   |               |                        |               |               |             |             |             |             |               |
| Construction                   | 94,300        | 52,300                 | 21,000        | 21,000        | 0           | 0           | 0           | 0           | 0             |
| <b>Total Cost</b>              | <b>94,300</b> | <b>52,300</b>          | <b>21,000</b> | <b>21,000</b> | <b>0</b>    | <b>0</b>    | <b>0</b>    | <b>0</b>    | <b>0</b>      |
| <b><u>Funding Sources:</u></b> |               |                        |               |               |             |             |             |             |               |
| General Fund                   | 67,280        | 25,280                 | 21,000        | 21,000        | 0           | 0           | 0           | 0           | 0             |
| State Grant                    | 27,020        | 27,020                 | 0             | 0             | 0           | 0           | 0           | 0           | 0             |
| <b>Total Funding</b>           | <b>94,300</b> | <b>52,300</b>          | <b>21,000</b> | <b>21,000</b> | <b>0</b>    | <b>0</b>    | <b>0</b>    | <b>0</b>    | <b>0</b>      |

**Project Title** Ag Center Land Acquisition Development

**Project ID** LDI057

**Full-time Employees** 0

**Operating Costs** \$0



**Project Description** The project will develop the site to accommodate construction of the Equestrian Center. The project will include design plans, storm water improvements, and installation of water, sewer and electric.

**Project Assumptions** Pending POS approval.

**Project Justification** The property was acquired to relocate the Equestrian Center.

**Project Costs:**

|                   | Total          | Prior<br>Appr. | 2019          | 2020          | 2021     | 2022     | 2023     | 2024     | Future   |
|-------------------|----------------|----------------|---------------|---------------|----------|----------|----------|----------|----------|
| Other             | 156,000        | 51,000         | 52,000        | 53,000        | 0        | 0        | 0        | 0        | 0        |
| <b>Total Cost</b> | <b>156,000</b> | <b>51,000</b>  | <b>52,000</b> | <b>53,000</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b> |

**Funding Sources:**

|                      | Total          | Prior<br>Appr. | 2019          | 2020          | 2021     | 2022     | 2023     | 2024     | Future   |
|----------------------|----------------|----------------|---------------|---------------|----------|----------|----------|----------|----------|
| General Fund         | 15,000         | 5,000          | 5,000         | 5,000         | 0        | 0        | 0        | 0        | 0        |
| State Grant          | 141,000        | 46,000         | 47,000        | 48,000        | 0        | 0        | 0        | 0        | 0        |
| <b>Total Funding</b> | <b>156,000</b> | <b>51,000</b>  | <b>52,000</b> | <b>53,000</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b> |

**Project Title**            **Park Equipment/Surfacing Replacement - Various Locations**

**Project ID**                REC037

**Full-time Employees**   0

**Operating Costs**        \$0

**Project Description**    The project will replace the existing Playground equipment at designated locations.

**Project Assumptions**   Pending POS approval.

**Project Justification**   The existing Playground structure is 20 plus years old and is showing signs of degradation due to weather and usage.

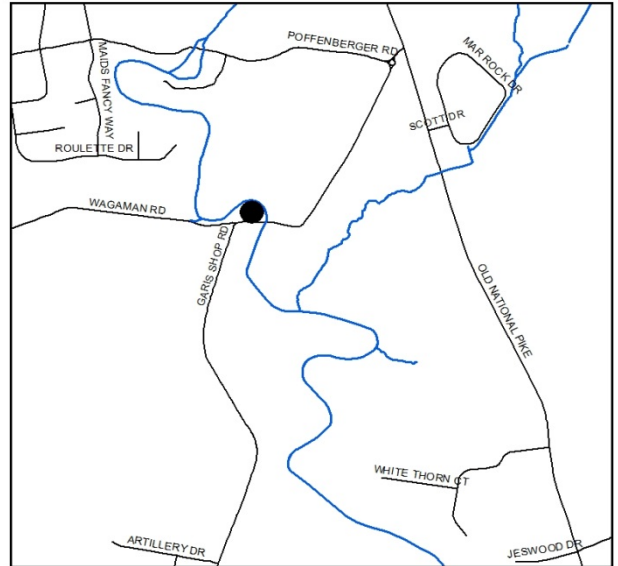
|                                | <b>Total</b>   | <b>Prior<br/>Appr.</b> | <b>2019</b> | <b>2020</b>    | <b>2021</b> | <b>2022</b> | <b>2023</b> | <b>2024</b> | <b>Future</b> |
|--------------------------------|----------------|------------------------|-------------|----------------|-------------|-------------|-------------|-------------|---------------|
| <b><u>Project Costs:</u></b>   |                |                        |             |                |             |             |             |             |               |
| Equipment/Furniture            | 192,000        | 92,000                 | 0           | 100,000        | 0           | 0           | 0           | 0           | 0             |
| <b>Total Cost</b>              | <b>192,000</b> | <b>92,000</b>          | <b>0</b>    | <b>100,000</b> | <b>0</b>    | <b>0</b>    | <b>0</b>    | <b>0</b>    | <b>0</b>      |
| <b><u>Funding Sources:</u></b> |                |                        |             |                |             |             |             |             |               |
| General Fund                   | 19,000         | 9,000                  | 0           | 10,000         | 0           | 0           | 0           | 0           | 0             |
| State Grant                    | 173,000        | 83,000                 | 0           | 90,000         | 0           | 0           | 0           | 0           | 0             |
| <b>Total Funding</b>           | <b>192,000</b> | <b>92,000</b>          | <b>0</b>    | <b>100,000</b> | <b>0</b>    | <b>0</b>    | <b>0</b>    | <b>0</b>    | <b>0</b>      |

**Project Title**      **Garis Shop Boat Access Parking Lot**

**Project ID**      REC041

**Full-time Employees**      0

**Operating Costs**      \$0



**Project Description**      Construct parking area and boat access to Antietam Creek.

**Project Assumptions**      Pending POS approval.

**Project Justification**      Project needed to enhance Antietam Water Trail.

|                                | <b>Total</b>  | <b>Prior<br/>Appr.</b> | <b>2019</b>   | <b>2020</b> | <b>2021</b> | <b>2022</b> | <b>2023</b> | <b>2024</b> | <b>Future</b> |
|--------------------------------|---------------|------------------------|---------------|-------------|-------------|-------------|-------------|-------------|---------------|
| <b><u>Project Costs:</u></b>   |               |                        |               |             |             |             |             |             |               |
| Construction                   | 50,000        | 0                      | 50,000        | 0           | 0           | 0           | 0           | 0           | 0             |
| <b>Total Cost</b>              | <b>50,000</b> | <b>0</b>               | <b>50,000</b> | <b>0</b>    | <b>0</b>    | <b>0</b>    | <b>0</b>    | <b>0</b>    | <b>0</b>      |
| <b><u>Funding Sources:</u></b> |               |                        |               |             |             |             |             |             |               |
| General Fund                   | 5,000         | 0                      | 5,000         | 0           | 0           | 0           | 0           | 0           | 0             |
| State Grant                    | 45,000        | 0                      | 45,000        | 0           | 0           | 0           | 0           | 0           | 0             |
| <b>Total Funding</b>           | <b>50,000</b> | <b>0</b>               | <b>50,000</b> | <b>0</b>    | <b>0</b>    | <b>0</b>    | <b>0</b>    | <b>0</b>    | <b>0</b>      |

Project Title

Repair/Overlay Parking Lots - Various Locations

Project ID

REC042

Full-time Employees

0

Operating Costs

\$0

Project Description

Chestnut Grove Park, Doub's Woods, Washington County Ag Center, Clear Spring Park, Pen Mark Park, and Marty Snook Pool - Parking Lot Repair/Overlay

Project Assumptions

Pending POS approval.

Project Justification

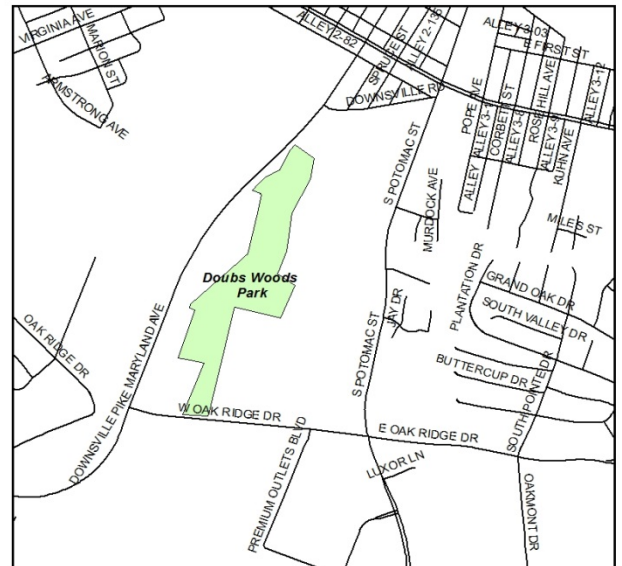
The existing locations are 20 plus years old and in poor condition.

|                         | Total          | Prior Appr. | 2019           | 2020     | 2021     | 2022     | 2023     | 2024     | Future   |
|-------------------------|----------------|-------------|----------------|----------|----------|----------|----------|----------|----------|
| <b>Project Costs:</b>   |                |             |                |          |          |          |          |          |          |
| Construction            | 192,000        | 0           | 192,000        | 0        | 0        | 0        | 0        | 0        | 0        |
| <b>Total Cost</b>       | <b>192,000</b> | <b>0</b>    | <b>192,000</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b> |
| <b>Funding Sources:</b> |                |             |                |          |          |          |          |          |          |
| General Fund            | 19,000         | 0           | 19,000         | 0        | 0        | 0        | 0        | 0        | 0        |
| State Grant             | 173,000        | 0           | 173,000        | 0        | 0        | 0        | 0        | 0        | 0        |
| <b>Total Funding</b>    | <b>192,000</b> | <b>0</b>    | <b>192,000</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b> |

**Project Title**      **Doub's Woods Equipment Storage Building**

**Full-time Employees**      0

**Operating Costs**      \$0



**Project Description**      Construction of 40 x 80 building for department equipment storage.

**Project Assumptions**      Pending POS approval.

**Project Justification**      Building needed to store department equipment/vehicles presently stored outside.

|                                | Total          | Prior<br>Appr. | 2019     | 2020           | 2021     | 2022     | 2023     | 2024     | Future   |
|--------------------------------|----------------|----------------|----------|----------------|----------|----------|----------|----------|----------|
| <b><u>Project Costs:</u></b>   |                |                |          |                |          |          |          |          |          |
| Construction                   | 150,000        | 0              | 0        | 150,000        | 0        | 0        | 0        | 0        | 0        |
| <b>Total Cost</b>              | <b>150,000</b> | <b>0</b>       | <b>0</b> | <b>150,000</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b> |
| <b><u>Funding Sources:</u></b> |                |                |          |                |          |          |          |          |          |
| Tax-Supported Bond             | 15,000         | 0              | 0        | 15,000         | 0        | 0        | 0        | 0        | 0        |
| State Grant                    | 135,000        | 0              | 0        | 135,000        | 0        | 0        | 0        | 0        | 0        |
| <b>Total Funding</b>           | <b>150,000</b> | <b>0</b>       | <b>0</b> | <b>150,000</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b> |

**Project Title**            **North Central County Park**

**Full-time Employees**    2

**Operating Costs**        \$81,000



**Project Description**    This project involves a multi-phased development of a regional park along the north side of Eastern Boulevard Extended. Phase 1 work will include construction of an entrance road, parking lot, grading for soccer/ball fields, and an 8' wide paved pedestrian/bike path with street/park lighting. Future phases include pavilion buildings, restrooms, playground equipment and other park and recreation amenities.

**Project Assumptions**    This project assumes that Eastern Blvd Extended (Project 21) is completed.

**Project Justification**    This project provides additional recreational opportunities in the north end of the County. The land is currently under lease for a 99 year period.

|                                | <b>Total</b>   | <b>Prior<br/>Appr.</b> | <b>2019</b> | <b>2020</b> | <b>2021</b> | <b>2022</b> | <b>2023</b> | <b>2024</b> | <b>Future</b>  |
|--------------------------------|----------------|------------------------|-------------|-------------|-------------|-------------|-------------|-------------|----------------|
| <b><u>Project Costs:</u></b>   |                |                        |             |             |             |             |             |             |                |
| Construction                   | 753,000        | 0                      | 0           | 0           | 0           | 0           | 0           | 0           | 753,000        |
| Inspection                     | 61,000         | 0                      | 0           | 0           | 0           | 0           | 0           | 0           | 61,000         |
| <b>Total Cost</b>              | <b>814,000</b> | <b>0</b>               | <b>0</b>    | <b>0</b>    | <b>0</b>    | <b>0</b>    | <b>0</b>    | <b>0</b>    | <b>814,000</b> |
| <b><u>Funding Sources:</u></b> |                |                        |             |             |             |             |             |             |                |
| General Fund                   | 93,000         | 0                      | 0           | 0           | 0           | 0           | 0           | 0           | 93,000         |
| Tax-Supported Bond             | 721,000        | 0                      | 0           | 0           | 0           | 0           | 0           | 0           | 721,000        |
| <b>Total Funding</b>           | <b>814,000</b> | <b>0</b>               | <b>0</b>    | <b>0</b>    | <b>0</b>    | <b>0</b>    | <b>0</b>    | <b>0</b>    | <b>814,000</b> |

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# Public Safety

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*Public Safety*  
*Capital Improvement Ten Year Summary*  
*Fiscal Year 2019 - 2028*

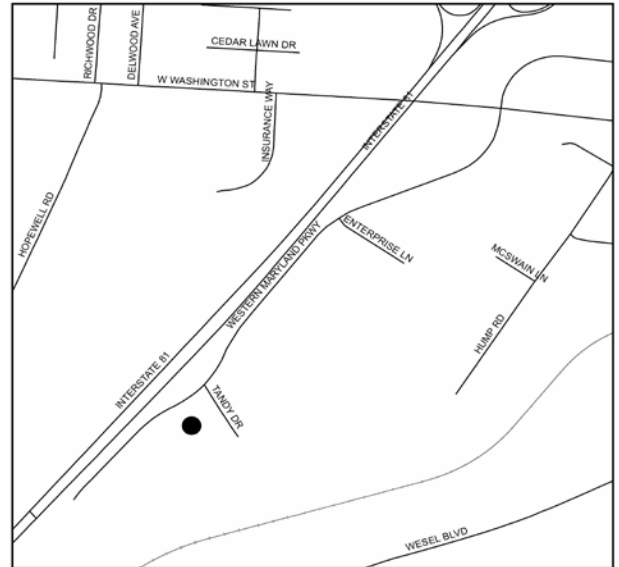
| Page                 | Project   | Total      | Prior Appr. | Budget Year |           | Ten Year Capital Program |           |           |           |           | Future     |
|----------------------|---|------------|-------------|-------------|-----------|--------------------------|-----------|-----------|-----------|-----------|------------|
|                      |   |            |             | FY 2019     | FY 2020   | FY 2021                  | FY 2022   | FY 2023   | FY 2024   |           |            |
| Project Costs        |   |            |             |             |           |                          |           |           |           |           |            |
| <u>Public Safety</u> |   |            |             |             |           |                          |           |           |           |           |            |
| 156                  | Detention Center - Systemic Projects                      | 3,201,000  | 601,000     | 260,000     | 260,000   | 260,000                  | 260,000   | 260,000   | 260,000   | 260,000   | 1,040,000  |
| 157                  | Police & EMS Training Facility                            | 11,500,000 | 3,940,000   | 1,860,000   | 2,100,000 | 600,000                  | 600,000   | 600,000   | 600,000   | 600,000   | 1,200,000  |
| 158                  | Communication Tower(s) Various                            | 876,000    | 306,000     | 0           | 106,000   | 0                        | 110,000   | 0         | 114,000   | 114,000   | 240,000    |
| 159                  | Motorola Portable Radio Replacement Program               | 1,231,000  | 103,000     | 104,000     | 106,000   | 108,000                  | 110,000   | 112,000   | 114,000   | 114,000   | 474,000    |
| 160                  | Law Enforcement - Vehicle & Equipment Replacement Program | 7,741,000  | 616,000     | 600,000     | 625,000   | 650,000                  | 675,000   | 700,000   | 725,000   | 725,000   | 3,150,000  |
| 161                  | Emergency Services Equipment & Vehicle Program            | 2,057,183  | 832,183     | 0           | 100,000   | 100,000                  | 100,000   | 100,000   | 100,000   | 100,000   | 725,000    |
| 162                  | County Rescue Fleet Replacement                           | 8,500,000  | 0           | 800,000     | 800,000   | 800,000                  | 800,000   | 800,000   | 800,000   | 800,000   | 3,700,000  |
| Public Safety Total  |   | 35,106,183 | 6,398,183   | 3,624,000   | 4,097,000 | 2,518,000                | 2,655,000 | 2,572,000 | 2,713,000 | 2,713,000 | 10,529,000 |
| Funding Sources      |   |            |             |             |           |                          |           |           |           |           |            |
|                      | General Fund  | 29,418,183 | 2,889,183   | 2,824,000   | 3,297,000 | 2,518,000                | 2,655,000 | 2,572,000 | 2,713,000 | 2,713,000 | 9,950,000  |
|                      | Tax-Supported Bond  | 5,763,000  | 3,584,000   | 800,000     | 800,000   | 0                        | 0         | 0         | 0         | 0         | 579,000    |
|                      | Transfer Tax  | 100,000    | 100,000     | 0           | 0         | 0                        | 0         | 0         | 0         | 0         | 0          |
|                      | Excise Tax - Other  | 29,000     | 29,000      | 0           | 0         | 0                        | 0         | 0         | 0         | 0         | 0          |
|                      |   | 35,310,183 | 6,602,183   | 3,624,000   | 4,097,000 | 2,518,000                | 2,655,000 | 2,572,000 | 2,713,000 | 2,713,000 | 10,529,000 |

**Project Title**                      **Detention Center - Systemic Projects**

**Project ID**                         BLD089

**Full-time Employees**        0

**Operating Costs**                \$0

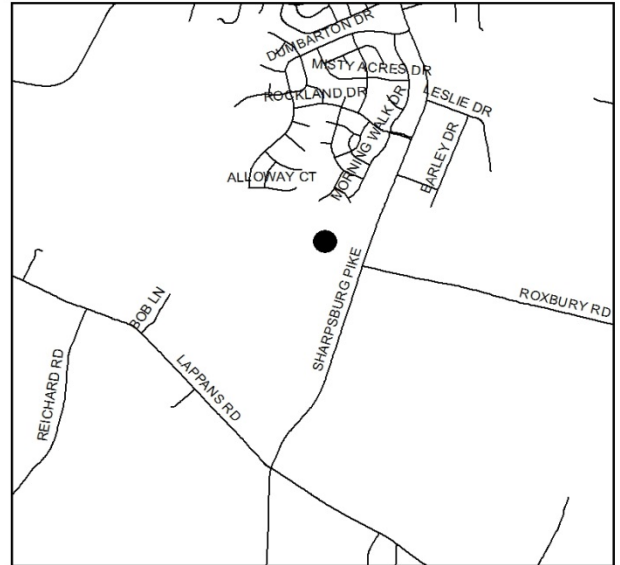


**Project Description**        This project allows for major repairs and/or building improvements as needed for the Detention Center.

**Project Justification**        The Detention Center is an aging facility that is starting to need major repairs to maintain functionality and compliance.

|                                | <b>Total</b>     | <b>Prior<br/>Appr.</b> | <b>2019</b>    | <b>2020</b>    | <b>2021</b>    | <b>2022</b>    | <b>2023</b>    | <b>2024</b>    | <b>Future</b>    |
|--------------------------------|------------------|------------------------|----------------|----------------|----------------|----------------|----------------|----------------|------------------|
| <b><u>Project Costs:</u></b>   |                  |                        |                |                |                |                |                |                |                  |
| Other                          | 3,201,000        | 601,000                | 260,000        | 260,000        | 260,000        | 260,000        | 260,000        | 260,000        | 1,040,000        |
| <b>Total Cost</b>              | <b>3,201,000</b> | <b>601,000</b>         | <b>260,000</b> | <b>260,000</b> | <b>260,000</b> | <b>260,000</b> | <b>260,000</b> | <b>260,000</b> | <b>1,040,000</b> |
| <b><u>Funding Sources:</u></b> |                  |                        |                |                |                |                |                |                |                  |
| General Fund                   | 2,757,000        | 157,000                | 260,000        | 260,000        | 260,000        | 260,000        | 260,000        | 260,000        | 1,040,000        |
| Tax-Supported Bond             | 344,000          | 344,000                | 0              | 0              | 0              | 0              | 0              | 0              | 0                |
| Transfer Tax                   | 100,000          | 100,000                | 0              | 0              | 0              | 0              | 0              | 0              | 0                |
| <b>Total Funding</b>           | <b>3,201,000</b> | <b>601,000</b>         | <b>260,000</b> | <b>260,000</b> | <b>260,000</b> | <b>260,000</b> | <b>260,000</b> | <b>260,000</b> | <b>1,040,000</b> |

|                            |  |
|----------------------------|--|
| <b>Project Title</b>       | <b>Police, Fire and Emergency Services Training Facility</b> |
| <b>Project ID</b>          | BLD093   |
| <b>Full-time Employees</b> | 3  |
| <b>Operating Costs</b>     | \$500,000  |



**Project Description** As the need for police, fire, and emergency services continues to grow, the need for a facility for training emergency personnel grows as well. Such a facility would be centralized to the area, easily accessible, and utilized by state, county and local police departments, correctional guards, and security guards. Classroom training for fire and emergency services departments, that predominantly takes place currently in local fire houses, would be held in this facility. With the potential to utilize previously owned County property, the facility would allow for local law enforcement and Fire/EMS programs to migrate from the HCC facilities and have a designated public safety campus. The project would be constructed over several phases ranging from the main building to other necessary training structures.

**Project Assumptions** Assumes the use of speed camera revenue to pay for construction costs for years 2019-2026.

**Project Justification** This facility will provide a needed local service to the large number of police, fire, correctional, and other emergency services personnel serving in and around Washington County, as well as provide training to people planning to enter those fields. As the area continues to grow, this will help meet the increasing demand for trained EMS personnel.

|                         | <b>Total</b>      | <b>Prior Appr.</b> | <b>2019</b>      | <b>2020</b>      | <b>2021</b>    | <b>2022</b>    | <b>2023</b>    | <b>2024</b>    | <b>Future</b>    |
|-------------------------|-------------------|--------------------|------------------|------------------|----------------|----------------|----------------|----------------|------------------|
| <b>Project Costs:</b>   |                   |                    |                  |                  |                |                |                |                |                  |
| Construction            | 9,828,000         | 3,328,000          | 800,000          | 2,100,000        | 600,000        | 600,000        | 600,000        | 600,000        | 1,200,000        |
| Engineering and Design  | 612,000           | 612,000            | 0                | 0                | 0              | 0              | 0              | 0              | 0                |
| Equipment/Furniture     | 1,060,000         | 0                  | 1,060,000        | 0                | 0              | 0              | 0              | 0              | 0                |
| <b>Total Cost</b>       | <b>11,500,000</b> | <b>3,940,000</b>   | <b>1,860,000</b> | <b>2,100,000</b> | <b>600,000</b> | <b>600,000</b> | <b>600,000</b> | <b>600,000</b> | <b>1,200,000</b> |
| <b>Funding Sources:</b> |                   |                    |                  |                  |                |                |                |                |                  |
| General Fund            | 8,260,000         | 700,000            | 1,860,000        | 2,100,000        | 600,000        | 600,000        | 600,000        | 600,000        | 1,200,000        |
| Tax-Supported Bond      | 3,240,000         | 3,240,000          | 0                | 0                | 0              | 0              | 0              | 0              | 0                |
| <b>Total Funding</b>    | <b>11,500,000</b> | <b>3,940,000</b>   | <b>1,860,000</b> | <b>2,100,000</b> | <b>600,000</b> | <b>600,000</b> | <b>600,000</b> | <b>600,000</b> | <b>1,200,000</b> |

**Project Title**                      **Communication Tower(s) - Various Locations**

**Project ID**                        COM027

**Full-time Employees**    0

**Operating Costs**            \$0

**Project Description**      The project includes the construction of new and replacement of old public safety communication towers at various sites, and miscellaneous add on equipment.

**Project Assumptions**    Towers will hold public safety communications equipment and County wireless broad band equipment.

**Project Justification**    Existing towers were constructed in the 1970's and are structurally and functionally inadequate.

**Project Costs:**

|                   | <b>Total</b>   | <b>Prior<br/>Appr.</b> | <b>2019</b> | <b>2020</b>    | <b>2021</b> | <b>2022</b>    | <b>2023</b> | <b>2024</b>    | <b>Future</b>  |
|-------------------|----------------|------------------------|-------------|----------------|-------------|----------------|-------------|----------------|----------------|
| Construction      | 876,000        | 306,000                | 0           | 106,000        | 0           | 110,000        | 0           | 114,000        | 240,000        |
| <b>Total Cost</b> | <b>876,000</b> | <b>306,000</b>         | <b>0</b>    | <b>106,000</b> | <b>0</b>    | <b>110,000</b> | <b>0</b>    | <b>114,000</b> | <b>240,000</b> |

**Funding Sources:**

|                      |                |                |          |                |          |                |          |                |                |
|----------------------|----------------|----------------|----------|----------------|----------|----------------|----------|----------------|----------------|
| General Fund         | 876,000        | 306,000        | 0        | 106,000        | 0        | 110,000        | 0        | 114,000        | 240,000        |
| <b>Total Funding</b> | <b>876,000</b> | <b>306,000</b> | <b>0</b> | <b>106,000</b> | <b>0</b> | <b>110,000</b> | <b>0</b> | <b>114,000</b> | <b>240,000</b> |

|                            |  |
|----------------------------|--|
| <b>Project Title</b>       | <b>Motorola Portable Radio Replacement Program</b> |
| <b>Project ID</b>          | EQP060   |
| <b>Full-time Employees</b> | 0  |
| <b>Operating Costs</b>     | \$0  |

**Project Description** The Motorola Portable Radio Replacement Program focuses on the investment in Motorola portable radios used exclusively by Washington County government's public safety first responders (Sheriff's Office & Emergency Services personnel) to provide personal communication infrastructure in conjunction with the County's Motorola UHF Public Safety trunked radio system.

**Project Assumptions** The Motorola portable radios provide the County's first responders with reliable communications to the County's 911 Dispatch Center and with other public safety talk groups and have a useful life-expectancy between 12 and 13 years, at which point these radios become increasingly costly to maintain and to remain interoperable with the County's Motorola UHF Public Safety trunked radio system which is refreshed every three to five years. Ninety percent of the current portable radio inventory was purchased during the initial phase of the implementation project in 2007.

**Project Justification** The goal of the Motorola Portable Radio Replacement Program is to keep the County's Motorola UHF Public Safety trunked safety radio system useful, operable and responsive to the County's public safety needs and interoperable with Maryland's new 700 MHz state-wide public safety communications network.

|                                | <b>Total</b>     | <b>Prior<br/>Appr.</b> | <b>2019</b>    | <b>2020</b>    | <b>2021</b>    | <b>2022</b>    | <b>2023</b>    | <b>2024</b>    | <b>Future</b>  |
|--------------------------------|------------------|------------------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| <b><u>Project Costs:</u></b>   |                  |                        |                |                |                |                |                |                |                |
| Equipment/Furniture            | 1,231,000        | 103,000                | 104,000        | 106,000        | 108,000        | 110,000        | 112,000        | 114,000        | 474,000        |
| <b>Total Cost</b>              | <b>1,231,000</b> | <b>103,000</b>         | <b>104,000</b> | <b>106,000</b> | <b>108,000</b> | <b>110,000</b> | <b>112,000</b> | <b>114,000</b> | <b>474,000</b> |
| <b><u>Funding Sources:</u></b> |                  |                        |                |                |                |                |                |                |                |
| General Fund                   | 1,231,000        | 103,000                | 104,000        | 106,000        | 108,000        | 110,000        | 112,000        | 114,000        | 474,000        |
| <b>Total Funding</b>           | <b>1,231,000</b> | <b>103,000</b>         | <b>104,000</b> | <b>106,000</b> | <b>108,000</b> | <b>110,000</b> | <b>112,000</b> | <b>114,000</b> | <b>474,000</b> |

**Project Title**            **Law Enforcement - Vehicle and Equipment Replacement Program**

**Project ID**                VEH006

**Full-time Employees**   0

**Operating Costs**        \$0

**Project Description**    This project is for the replacement of public safety fleet inventory.

**Project Justification**   The Sheriff's operations has approximately 136 vehicles maintained by its fleet maintenance department. A vehicle replacement program has been implemented and designed to reduce maintenance and operational downtime due to vehicle age, mileage, and repair cost versus book value.

|                                | <b>Total</b>     | <b>Prior<br/>Appr.</b> | <b>2019</b>    | <b>2020</b>    | <b>2021</b>    | <b>2022</b>    | <b>2023</b>    | <b>2024</b>    | <b>Future</b>    |
|--------------------------------|------------------|------------------------|----------------|----------------|----------------|----------------|----------------|----------------|------------------|
| <b><u>Project Costs:</u></b>   |                  |                        |                |                |                |                |                |                |                  |
| Vehicles                       | 7,741,000        | 616,000                | 600,000        | 625,000        | 650,000        | 675,000        | 700,000        | 725,000        | 3,150,000        |
| <b>Total Cost</b>              | <b>7,741,000</b> | <b>616,000</b>         | <b>600,000</b> | <b>625,000</b> | <b>650,000</b> | <b>675,000</b> | <b>700,000</b> | <b>725,000</b> | <b>3,150,000</b> |
| <b><u>Funding Sources:</u></b> |                  |                        |                |                |                |                |                |                |                  |
| General Fund                   | 7,712,000        | 587,000                | 600,000        | 625,000        | 650,000        | 675,000        | 700,000        | 725,000        | 3,150,000        |
| Excise Tax - Other             | 29,000           | 29,000                 | 0              | 0              | 0              | 0              | 0              | 0              | 0                |
| <b>Total Funding</b>           | <b>7,741,000</b> | <b>616,000</b>         | <b>600,000</b> | <b>625,000</b> | <b>650,000</b> | <b>675,000</b> | <b>700,000</b> | <b>725,000</b> | <b>3,150,000</b> |

|                            |   |
|----------------------------|---|
| <b>Project Title</b>       | <b>Emergency Services Equipment &amp; Vehicle Program</b> |
| <b>Project ID</b>          | VEH009  |
| <b>Full-time Employees</b> | 0   |
| <b>Operating Costs</b>     | \$0   |

**Project Description** The project is a 10-year capital equipment and vehicle replacement program for the County's Division of Emergency Services. DES needs to have a sustainable plan to replace critical vehicles utilized for emergency response.

**Project Assumptions**

**Project Justification** Emergency services capital equipment and vehicle program is designed to graduate funding over a period of time, reduce maintenance cost and operational downtime due to age, mileage, and repair costs versus book values.

|                                | <b>Total</b>     | <b>Prior<br/>Appr.</b> | <b>2019</b> | <b>2020</b>    | <b>2021</b>    | <b>2022</b>    | <b>2023</b>    | <b>2024</b>    | <b>Future</b>  |
|--------------------------------|------------------|------------------------|-------------|----------------|----------------|----------------|----------------|----------------|----------------|
| <b><u>Project Costs:</u></b>   |                  |                        |             |                |                |                |                |                |                |
| Vehicles                       | 2,057,183        | 832,183                | 0           | 100,000        | 100,000        | 100,000        | 100,000        | 100,000        | 725,000        |
| <b>Total Cost</b>              | <b>2,057,183</b> | <b>832,183</b>         | <b>0</b>    | <b>100,000</b> | <b>100,000</b> | <b>100,000</b> | <b>100,000</b> | <b>100,000</b> | <b>725,000</b> |
| <b><u>Funding Sources:</u></b> |                  |                        |             |                |                |                |                |                |                |
| General Fund                   | 2,057,183        | 832,183                | 0           | 100,000        | 100,000        | 100,000        | 100,000        | 100,000        | 725,000        |
| <b>Total Funding</b>           | <b>2,057,183</b> | <b>832,183</b>         | <b>0</b>    | <b>100,000</b> | <b>100,000</b> | <b>100,000</b> | <b>100,000</b> | <b>100,000</b> | <b>725,000</b> |

|                            |  |
|----------------------------|--|
| <b>Project Title</b>       | <b>County Rescue Fleet Replacement</b> |
| <b>Project ID</b>          | VEH013                                 |
| <b>Full-time Employees</b> | 0                                      |
| <b>Operating Costs</b>     | \$0                                    |

|                              |  |
|------------------------------|--|
| <b>Project Description</b>   | The project will provide the CIP funding necessary for County Government to aid in the procurement of fire and rescue apparatus that is needed in the provision of fire and rescue services. The Division of Emergency Services will manage funds from the program, identifying the vehicles to be purchased from the CIP budget. Vehicles purchased by these CIP funds will remain under the ownership of the County.   |
| <b>Project Assumptions</b>   | Currently, there are no State or Federal grant programs available to support this project, however the Division of Emergency Services will continue to seek grant or funding opportunities that support the intent of this project. The Division of Emergency Services will also work to identify the total number of assets needed to include the most appropriate placement of those assets throughout the County. It is expected that the adoption and funding of a County Reserve Fleet Program will also produce an identified ability to reduce the total number of CIP assets that each volunteer company will require. |
| <b>Project Justification</b> | As the cost for larger fire and rescue apparatus continues to escalate and the existing vehicle fleet continues to age, the ability of the volunteer corporations to replace or purchase these larger fire and rescue apparatus is no longer sustainable. The goal of this CIP is to begin to plan and undertake the financial burden which in turn will aid in promoting the volunteer services and their ability to serve their community.   |

|                                | <b>Total</b>     | <b>Prior<br/>Appr.</b> | <b>2019</b>    | <b>2020</b>    | <b>2021</b>    | <b>2022</b>    | <b>2023</b>    | <b>2024</b>    | <b>Future</b>    |
|--------------------------------|------------------|------------------------|----------------|----------------|----------------|----------------|----------------|----------------|------------------|
| <b><u>Project Costs:</u></b>   |                  |                        |                |                |                |                |                |                |                  |
| Vehicles                       | 8,500,000        | 0                      | 800,000        | 800,000        | 800,000        | 800,000        | 800,000        | 800,000        | 3,700,000        |
| <b>Total Cost</b>              | <b>8,500,000</b> | <b>0</b>               | <b>800,000</b> | <b>800,000</b> | <b>800,000</b> | <b>800,000</b> | <b>800,000</b> | <b>800,000</b> | <b>3,700,000</b> |
| <b><u>Funding Sources:</u></b> |                  |                        |                |                |                |                |                |                |                  |
| General Fund                   | 6,321,000        | 0                      | 0              | 0              | 800,000        | 800,000        | 800,000        | 800,000        | 3,121,000        |
| Tax-Supported Bond             | 2,179,000        | 0                      | 800,000        | 800,000        | 0              | 0              | 0              | 0              | 579,000          |
| <b>Total Funding</b>           | <b>8,500,000</b> | <b>0</b>               | <b>800,000</b> | <b>800,000</b> | <b>800,000</b> | <b>800,000</b> | <b>800,000</b> | <b>800,000</b> | <b>3,700,000</b> |

# Railroad Crossings

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*Railroad Crossings*  
*Capital Improvement Ten Year Summary*  
*Fiscal Year 2019 - 2028*

| Page                      | Project                        | Total     | Prior Appr. | Budget Year | Ten Year Capital Program |         |         |         |         |         |
|---------------------------|--------------------------------|-----------|-------------|-------------|--------------------------|---------|---------|---------|---------|---------|
|                           |                                |           |             | FY 2019     | FY 2020                  | FY 2021 | FY 2022 | FY 2023 | FY 2024 | Future  |
| Project Costs             |                                |           |             |             |                          |         |         |         |         |         |
| <u>Railroad Crossings</u> |                                |           |             |             |                          |         |         |         |         |         |
| 164                       | Railroad Crossing Improvements | 1,672,837 | 390,837     | 279,000     | 0                        | 0       | 295,000 | 0       | 0       | 708,000 |
| Railroad Crossings Total  |                                | 1,672,837 | 390,837     | 279,000     | 0                        | 0       | 295,000 | 0       | 0       | 708,000 |
| Funding Sources           |                                |           |             |             |                          |         |         |         |         |         |
| General Fund              |                                | 1,672,837 | 390,837     | 279,000     | 0                        | 0       | 295,000 | 0       | 0       | 708,000 |
|                           |                                | 1,672,837 | 390,837     | 279,000     | 0                        | 0       | 295,000 | 0       | 0       | 708,000 |

|                            |                                       |
|----------------------------|---------------------------------------|
| <b>Project Title</b>       | <b>Railroad Crossing Improvements</b> |
| <b>Project ID</b>          | RRX003                                |
| <b>Full-time Employees</b> | 0                                     |
| <b>Operating Costs</b>     | \$0                                   |

**Project Description** The project will provide crossing improvements based on a priority ranking of all crossings in the County. Improvements will include flattening the approach roadway grades and improving the alignment, installing signs and pavement markings, improving sight distance by removing trees/brush/rock outcroppings, and utility relocations.

**Project Assumptions** The railroad study utilizes methodologies set forth in the Railroad Highway Grade Crossing Handbook published by the Federal Railroad Administration (FRA). In addition to analyzing each intersection for potential collision and sight distance hazards, other factors such as accident records, development potential in the area surrounding the crossing, number of school buses, and the overall condition of the crossing and the surrounding pavement will be taken into account in assessing the need for improvements to the crossing. The first phase of the work will involve installing passive warning devices (signs and pavement markings) to be in compliance with the Manual on Uniform Traffic Control Devices (MUTCD) and FRA. The second phase of work will involve providing road improvements. Some crossings may require installation of active warning devices (flashing lights, automatic gates, etc.). These improvements will be coordinated with the railroad companies.

|                                | <b>Total</b>     | <b>Prior<br/>Appr.</b> | <b>2019</b>    | <b>2020</b> | <b>2021</b> | <b>2022</b>    | <b>2023</b> | <b>2024</b> | <b>Future</b>  |
|--------------------------------|------------------|------------------------|----------------|-------------|-------------|----------------|-------------|-------------|----------------|
| <b><u>Project Costs:</u></b>   |                  |                        |                |             |             |                |             |             |                |
| Construction                   | 1,538,837        | 256,837                | 279,000        | 0           | 0           | 295,000        | 0           | 0           | 708,000        |
| Land Acquisition               | 112,000          | 112,000                | 0              | 0           | 0           | 0              | 0           | 0           | 0              |
| Utilities                      | 22,000           | 22,000                 | 0              | 0           | 0           | 0              | 0           | 0           | 0              |
| <b>Total Cost</b>              | <b>1,672,837</b> | <b>390,837</b>         | <b>279,000</b> | <b>0</b>    | <b>0</b>    | <b>295,000</b> | <b>0</b>    | <b>0</b>    | <b>708,000</b> |
| <b><u>Funding Sources:</u></b> |                  |                        |                |             |             |                |             |             |                |
| General Fund                   | 1,672,837        | 390,837                | 279,000        | 0           | 0           | 295,000        | 0           | 0           | 708,000        |
| <b>Total Funding</b>           | <b>1,672,837</b> | <b>390,837</b>         | <b>279,000</b> | <b>0</b>    | <b>0</b>    | <b>295,000</b> | <b>0</b>    | <b>0</b>    | <b>708,000</b> |

# Road Improvements

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*Road Improvement  
Capital Improvement Ten Year Summary  
Fiscal Year 2019 – 2028*

| Page                   | Project   | Budget Year |             |            |           | Ten Year Capital Program |           |           |            |            | Future |
|------------------------|---|-------------|-------------|------------|-----------|--------------------------|-----------|-----------|------------|------------|--------|
|                        |   | Total       | Prior Appr. | FY 2019    | FY 2020   | FY 2021                  | FY 2022   | FY 2023   | FY 2024    |            |        |
| Project Costs          |   |             |             |            |           |                          |           |           |            |            |        |
| Road Improvement       |   |             |             |            |           |                          |           |           |            |            |        |
| 166                    | Transportation ADA                                | 1,110,450   | 351,450     | 0          | 83,000    | 82,000                   | 83,000    | 84,000    | 86,000     | 341,000    |        |
| 167                    | Pavement Maintenance and Rehab Program            | 57,998,000  | 9,041,000   | 4,500,000  | 4,500,000 | 4,500,000                | 4,501,000 | 5,000,000 | 5,001,000  | 20,955,000 |        |
| 168                    | Longmeadow Road                                   | 1,730,000   | 0           | 0          | 0         | 0                        | 0         | 0         | 0          | 1,730,000  |        |
| 169                    | Eastern Boulevard Extended                        | 7,700,000   | 0           | 0          | 0         | 0                        | 0         | 938,000   | 2,512,000  | 4,250,000  |        |
| 170                    | Eastern Boulevard Widening Phase II               | 5,482,300   | 1,836,300   | 665,000    | 894,000   | 1,740,000                | 347,000   | 0         | 0          | 0          |        |
| 171                    | Professional Boulevard Bridge Phase               | 8,857,000   | 7,090,000   | 1,767,000  | 0         | 0                        | 0         | 0         | 0          | 0          |        |
| 172                    | Professional Boulevard Extended Phase II          | 4,880,200   | 2,614,200   | 246,000    | 1,928,000 | 92,000                   | 0         | 0         | 0          | 0          |        |
| 173                    | Valley Mall Area Road Improvements Phase II       | 992,000     | 0           | 0          | 0         | 0                        | 825,000   | 167,000   | 0          | 0          |        |
| 174                    | Professional Boulevard Extended Phase III         | 1,103,000   | 0           | 0          | 0         | 0                        | 203,000   | 900,000   | 0          | 0          |        |
| 175                    | Crayton Boulevard Extended                        | 3,165,000   | 2,965,000   | 150,000    | 0         | 0                        | 50,000    | 0         | 0          | 0          |        |
| 176                    | Colonel Henry K. Douglas Drive Extended Phase I   | 3,770,000   | 3,220,000   | 550,000    | 0         | 0                        | 0         | 0         | 0          | 0          |        |
| 177                    | Showalter Road Extended East                      | 1,242,000   | 510,000     | 0          | 0         | 0                        | 0         | 0         | 0          | 732,000    |        |
| 178                    | Halfway Boulevard Extended Phase I                | 2,349,000   | 900,000     | 1,000,000  | 449,000   | 0                        | 0         | 0         | 0          | 0          |        |
| 179                    | Bucky Avenue                                      | 355,000     | 0           | 0          | 0         | 0                        | 0         | 0         | 0          | 355,000    |        |
| 180                    | Burnside Bridge Road Spot Improvements            | 544,000     | 0           | 0          | 0         | 0                        | 0         | 0         | 0          | 544,000    |        |
| 181                    | Colonel Henry Douglas Drive Extended Phase II     | 140,000     | 0           | 0          | 0         | 0                        | 0         | 0         | 0          | 140,000    |        |
| 182                    | E. Oak Ridge Drive/South Pointe Signal            | 461,000     | 0           | 0          | 0         | 111,000                  | 350,000   | 0         | 0          | 0          |        |
| 183                    | Halfway Boulevard Extended Bridge / Phase II      | 3,200,000   | 0           | 0          | 0         | 1,300,000                | 0         | 0         | 1,900,000  | 0          |        |
| 184                    | Mt Aetna Road Spot Improvements                   | 2,399,000   | 0           | 0          | 0         | 0                        | 0         | 0         | 0          | 2,399,000  |        |
| 185                    | Professional Boulevard Extended - Phase IV        | 800,000     | 0           | 0          | 0         | 0                        | 0         | 0         | 800,000    | 0          |        |
| 186                    | Highway - Vehicle & Equipment Replacement Program | 11,246,000  | 1,046,000   | 1,000,000  | 1,000,000 | 1,000,000                | 1,000,000 | 1,000,000 | 1,000,000  | 4,200,000  |        |
| 187                    | Highway Western Section - Fuel Tank Replacement   | 847,000     | 294,000     | 192,000    | 193,000   | 168,000                  | 0         | 0         | 0          | 0          |        |
| Road Improvement Total |   | 120,370,950 | 29,867,950  | 10,070,000 | 9,047,000 | 8,993,000                | 7,359,000 | 8,089,000 | 11,299,000 | 35,646,000 |        |
| Funding Sources        |   |             |             |            |           |                          |           |           |            |            |        |
|                        | General Fund                                      | 10,404,462  | 7,734,462   | 326,000    | 168,000   | 82,000                   | 83,000    | 84,000    | 86,000     | 1,841,000  |        |
|                        | Highway Fund                                      | 11,408,000  | 466,000     | 866,000    | 1,108,000 | 1,518,000                | 1,350,000 | 1,350,000 | 1,350,000  | 3,400,000  |        |
|                        | Hotel Rental Fund                                 | 110,000     | 110,000     | 0          | 0         | 0                        | 0         | 0         | 0          | 0          |        |
|                        | Tax Supported Bond                                | 61,729,488  | 10,188,488  | 5,673,000  | 5,266,000 | 4,188,000                | 3,721,000 | 4,450,000 | 6,658,000  | 21,585,000 |        |
|                        | Transfer Tax                                      | 22,000,000  | 2,000,000   | 2,000,000  | 2,000,000 | 2,000,000                | 2,000,000 | 2,000,000 | 2,000,000  | 8,000,000  |        |
|                        | Excise Tax - Roads                                | 1,530,320   | 270,320     | 126,000    | 126,000   | 126,000                  | 126,000   | 126,000   | 126,000    | 504,000    |        |
|                        | Excise Tax - Other                                | 290,000     | 0           | 29,000     | 29,000    | 29,000                   | 29,000    | 29,000    | 29,000     | 116,000    |        |
|                        | Excise Tax - Non-Residential                      | 973,000     | 473,000     | 50,000     | 50,000    | 50,000                   | 50,000    | 50,000    | 50,000     | 200,000    |        |
|                        | Capital Reserve - General                         | 650,000     | 650,000     | 0          | 0         | 0                        | 0         | 0         | 0          | 0          |        |
|                        | Federal Grant                                     | 8,155,680   | 5,155,680   | 1,000,000  | 0         | 1,000,000                | 0         | 0         | 1,000,000  | 0          |        |
|                        | State Grant                                       | 2,320,000   | 2,320,000   | 0          | 0         | 0                        | 0         | 0         | 0          | 0          |        |
|                        | Contributions                                     | 800,000     | 500,000     | 0          | 300,000   | 0                        | 0         | 0         | 0          | 0          |        |
|                        |   | 120,370,950 | 29,867,950  | 10,070,000 | 9,047,000 | 8,993,000                | 7,359,000 | 8,089,000 | 11,299,000 | 35,646,000 |        |

**Project Title**                      **Transportation ADA**

**Project ID**                         LDI037

**Full-time Employees**        0

**Operating Costs**                \$0

**Project Description**        This project will provide upgrades to existing street crossings and facilities to comply with Americans with Disabilities (ADA) requirements. This includes providing pavement markings, signs, sidewalks, ramps, and accessible pedestrian signals as necessary to bring the existing conditions into compliance.

**Project Assumptions**        The project consists of a multi-year plan to achieve full compliance. The project received an APFO contribution for improvements in Maugansville.

**Project Justification**        State and local governments must maintain accessible features in operable working condition to comply with Title II of ADA. At a minimum, government entities need to comply with certain administrative requirements, conduct a self-evaluation, involve the public, develop/implement a transition plan, and provide accessibility during construction. FHWA is now requiring sub-recipient entities to have and implement a transition plan to bring the transportation system into full compliance.

|                                | <b>Total</b>     | <b>Prior<br/>Appr.</b> | <b>2019</b> | <b>2020</b>   | <b>2021</b>   | <b>2022</b>   | <b>2023</b>   | <b>2024</b>   | <b>Future</b>  |
|--------------------------------|------------------|------------------------|-------------|---------------|---------------|---------------|---------------|---------------|----------------|
| <b><u>Project Costs:</u></b>   |                  |                        |             |               |               |               |               |               |                |
| Construction                   | 1,110,450        | 351,450                | 0           | 83,000        | 82,000        | 83,000        | 84,000        | 86,000        | 341,000        |
| <b>Total Cost</b>              | <b>1,110,450</b> | <b>351,450</b>         | <b>0</b>    | <b>83,000</b> | <b>82,000</b> | <b>83,000</b> | <b>84,000</b> | <b>86,000</b> | <b>341,000</b> |
| <b><u>Funding Sources:</u></b> |                  |                        |             |               |               |               |               |               |                |
| General Fund                   | 1,110,450        | 351,450                | 0           | 83,000        | 82,000        | 83,000        | 84,000        | 86,000        | 341,000        |
| <b>Total Funding</b>           | <b>1,110,450</b> | <b>351,450</b>         | <b>0</b>    | <b>83,000</b> | <b>82,000</b> | <b>83,000</b> | <b>84,000</b> | <b>86,000</b> | <b>341,000</b> |

|                            |   |
|----------------------------|---|
| <b>Project Title</b>       | <b>Pavement Maintenance and Rehab Program</b> |
| <b>Project ID</b>          | RDI024  |
| <b>Full-time Employees</b> | 0   |
| <b>Operating Costs</b>     | \$0   |

**Project Description** This project includes the modification of county-wide pavement maintenance program targeting rehabilitation of county highway pavement, as required. Techniques may include but not be limited to road reclamation, bituminous concrete overlay, crack sealing, and surface treatment. Individual projects will be determined on an annual basis consistent with the County's overall Pavement Management Program.

**Project Assumptions** Financial and engineering analysis has determined that at least an \$8M per year investment is necessary to keep up with pavement deterioration.

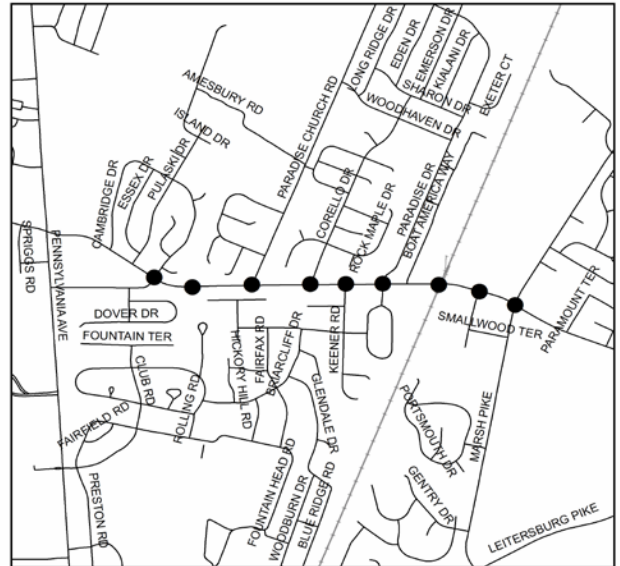
**Project Justification** The project is needed to launch an aggressive overall highway pavement rehabilitation program to address major pavement deficiencies throughout our existing highway system. This program will result in longer service life of our pavements and improved service using the most cost effective treatment at the appropriate time.

|                              | <b>Total</b>      | <b>Prior Appr.</b> | <b>2019</b>      | <b>2020</b>      | <b>2021</b>      | <b>2022</b>      | <b>2023</b>      | <b>2024</b>      | <b>Future</b>     |
|------------------------------|-------------------|--------------------|------------------|------------------|------------------|------------------|------------------|------------------|-------------------|
| <b>Project Costs:</b>        |                   |                    |                  |                  |                  |                  |                  |                  |                   |
| Construction                 | 57,471,000        | 8,941,000          | 4,500,000        | 4,500,000        | 4,500,000        | 4,500,000        | 5,000,000        | 5,000,000        | 20,530,000        |
| Inspection                   | 527,000           | 100,000            | 0                | 0                | 0                | 1,000            | 0                | 1,000            | 425,000           |
| <b>Total Cost</b>            | <b>57,998,000</b> | <b>9,041,000</b>   | <b>4,500,000</b> | <b>4,500,000</b> | <b>4,500,000</b> | <b>4,501,000</b> | <b>5,000,000</b> | <b>5,001,000</b> | <b>20,955,000</b> |
| <b>Funding Sources:</b>      |                   |                    |                  |                  |                  |                  |                  |                  |                   |
| General Fund                 | 4,961,000         | 4,961,000          | 0                | 0                | 0                | 0                | 0                | 0                | 0                 |
| Highway Fund                 | 2,100,000         | 0                  | 0                | 0                | 350,000          | 350,000          | 350,000          | 350,000          | 700,000           |
| Tax-Supported Bond           | 26,711,000        | 1,904,000          | 2,295,000        | 2,295,000        | 1,945,000        | 1,946,000        | 2,445,000        | 2,446,000        | 11,435,000        |
| Transfer Tax                 | 22,000,000        | 2,000,000          | 2,000,000        | 2,000,000        | 2,000,000        | 2,000,000        | 2,000,000        | 2,000,000        | 8,000,000         |
| Excise Tax - Roads           | 1,386,000         | 126,000            | 126,000          | 126,000          | 126,000          | 126,000          | 126,000          | 126,000          | 504,000           |
| Excise Tax - Other           | 290,000           | 0                  | 29,000           | 29,000           | 29,000           | 29,000           | 29,000           | 29,000           | 116,000           |
| Excise Tax - Non-Residential | 550,000           | 50,000             | 50,000           | 50,000           | 50,000           | 50,000           | 50,000           | 50,000           | 200,000           |
| <b>Total Funding</b>         | <b>57,998,000</b> | <b>9,041,000</b>   | <b>4,500,000</b> | <b>4,500,000</b> | <b>4,500,000</b> | <b>4,501,000</b> | <b>5,000,000</b> | <b>5,001,000</b> | <b>20,955,000</b> |

**Project Title** Longmeadow Road

**Project ID** RDI037

**Operating Costs** \$4,000



**Project Description** The project will provide capacity and safety enhancement to Longmeadow Road between Halifax Drive and Marsh Pike. The project includes widening Longmeadow Road to a three lane roadway and the construction of a traffic signal at the intersection with Paradise Church Road and/or Halifax Drive if warranted. The roadway will be a combination of open and closed section roadway with one lane in each direction and a continuous center left turn lane.

**Project Assumptions** County funding is shown, however, private developer contributions will be sought for the signals if a private developer project is initiated in the area.

**Project Justification** Current traffic volume on Longmeadow Road exceeds 12,000 vehicles per day, and is anticipated to continue to climb based on development. The roadway and intersections operate at unacceptable levels of service.

|                         | Total            | Prior<br>Appr. | 2019     | 2020     | 2021     | 2022     | 2023     | 2024     | Future           |
|-------------------------|------------------|----------------|----------|----------|----------|----------|----------|----------|------------------|
| <b>Project Costs:</b>   |                  |                |          |          |          |          |          |          |                  |
| Engineering and Design  | 480,000          | 0              | 0        | 0        | 0        | 0        | 0        | 0        | 480,000          |
| Planning                | 50,000           | 0              | 0        | 0        | 0        | 0        | 0        | 0        | 50,000           |
| Land Acquisition        | 1,200,000        | 0              | 0        | 0        | 0        | 0        | 0        | 0        | 1,200,000        |
| <b>Total Cost</b>       | <b>1,730,000</b> | <b>0</b>       | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>1,730,000</b> |
| <b>Funding Sources:</b> |                  |                |          |          |          |          |          |          |                  |
| Tax-Supported Bond      | 1,730,000        | 0              | 0        | 0        | 0        | 0        | 0        | 0        | 1,730,000        |
| <b>Total Funding</b>    | <b>1,730,000</b> | <b>0</b>       | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>1,730,000</b> |

**Project Title** Eastern Boulevard Extended

**Project ID** RDI039

**Operating Costs** \$4,000



**Project Description** The project involves the construction of a new roadway connecting Eastern Boulevard at Antietam Drive and Leithsburg Pike at Marsh Pike. The road is approximately 6,000' in length and will connect with the new intersection at Antietam Drive and involve intersection improvements at MD 60/Marsh Pike that will include construction of a traffic signal or roundabout. The project also includes construction of a major drainage culvert.

**Project Assumptions** The majority of the right-of-way is donated. The project assumes remaining lands necessary for completion can be obtained within budgeted values. The project involves construction of a three lane roadway (one lane in each direction with a continuous center left turn lane). SHA may require significant road widening along MD 60.

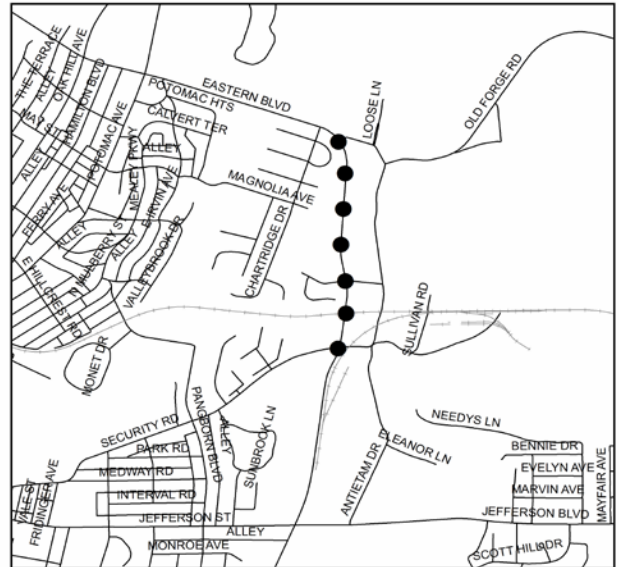
**Project Justification** The project will relieve Eastern Blvd at Leithsburg Pike intersection congestion. The project provides significant enhancement to the transportation network increasing capacity, improving safety and providing access to developable land including a parcel planned for a future County park.

|                         | Total            | Prior<br>Appr. | 2019     | 2020     | 2021     | 2022     | 2023           | 2024             | Future           |
|-------------------------|------------------|----------------|----------|----------|----------|----------|----------------|------------------|------------------|
| <b>Project Costs:</b>   |                  |                |          |          |          |          |                |                  |                  |
| Construction            | 7,100,000        | 0              | 0        | 0        | 0        | 0        | 588,000        | 2,512,000        | 4,000,000        |
| Engineering and Design  | 50,000           | 0              | 0        | 0        | 0        | 0        | 50,000         | 0                | 0                |
| Inspection              | 250,000          | 0              | 0        | 0        | 0        | 0        | 0              | 0                | 250,000          |
| Land Acquisition        | 150,000          | 0              | 0        | 0        | 0        | 0        | 150,000        | 0                | 0                |
| Utilities               | 150,000          | 0              | 0        | 0        | 0        | 0        | 150,000        | 0                | 0                |
| <b>Total Cost</b>       | <b>7,700,000</b> | <b>0</b>       | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>938,000</b> | <b>2,512,000</b> | <b>4,250,000</b> |
| <b>Funding Sources:</b> |                  |                |          |          |          |          |                |                  |                  |
| Tax-Supported Bond      | 7,700,000        | 0              | 0        | 0        | 0        | 0        | 938,000        | 2,512,000        | 4,250,000        |
| <b>Total Funding</b>    | <b>7,700,000</b> | <b>0</b>       | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>938,000</b> | <b>2,512,000</b> | <b>4,250,000</b> |

**Project Title** Eastern Boulevard Widening Phase II

**Project ID** RDI044

**Operating Costs** \$2,000



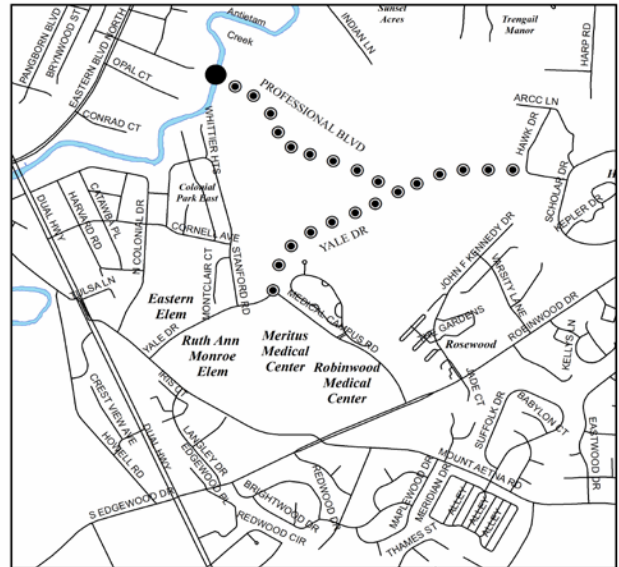
**Project Description** The project serves to rehabilitate and widen Eastern Boulevard from Security Road to Antietam Drive from the existing 2-lane roadway to a 4-lane divided roadway, including drainage improvements and an at grade railroad crossing.

**Project Assumptions** This project assumes design and construction of an at grade railroad crossing.

**Project Justification** Existing traffic volumes on Eastern Boulevard exceed capacity and land development activity is anticipated in the area. Regional growth in the greater Hagerstown area will cause traffic volumes to increase.

|                         | Total            | Prior Appr.      | 2019           | 2020           | 2021             | 2022           | 2023     | 2024     | Future   |
|-------------------------|------------------|------------------|----------------|----------------|------------------|----------------|----------|----------|----------|
| <b>Project Costs:</b>   |                  |                  |                |                |                  |                |          |          |          |
| Construction            | 4,381,000        | 1,000,000        | 665,000        | 629,000        | 1,740,000        | 347,000        | 0        | 0        | 0        |
| Engineering and Design  | 500,000          | 500,000          | 0              | 0              | 0                | 0              | 0        | 0        | 0        |
| Inspection              | 265,000          | 0                | 0              | 265,000        | 0                | 0              | 0        | 0        | 0        |
| Land Acquisition        | 336,300          | 336,300          | 0              | 0              | 0                | 0              | 0        | 0        | 0        |
| <b>Total Cost</b>       | <b>5,482,300</b> | <b>1,836,300</b> | <b>665,000</b> | <b>894,000</b> | <b>1,740,000</b> | <b>347,000</b> | <b>0</b> | <b>0</b> | <b>0</b> |
| <b>Funding Sources:</b> |                  |                  |                |                |                  |                |          |          |          |
| General Fund            | 195,000          | 195,000          | 0              | 0              | 0                | 0              | 0        | 0        | 0        |
| Tax-Supported Bond      | 4,787,300        | 1,141,300        | 665,000        | 894,000        | 1,740,000        | 347,000        | 0        | 0        | 0        |
| Excise Tax - Roads      | 144,320          | 144,320          | 0              | 0              | 0                | 0              | 0        | 0        | 0        |
| Federal Grant           | 355,680          | 355,680          | 0              | 0              | 0                | 0              | 0        | 0        | 0        |
| <b>Total Funding</b>    | <b>5,482,300</b> | <b>1,836,300</b> | <b>665,000</b> | <b>894,000</b> | <b>1,740,000</b> | <b>347,000</b> | <b>0</b> | <b>0</b> | <b>0</b> |

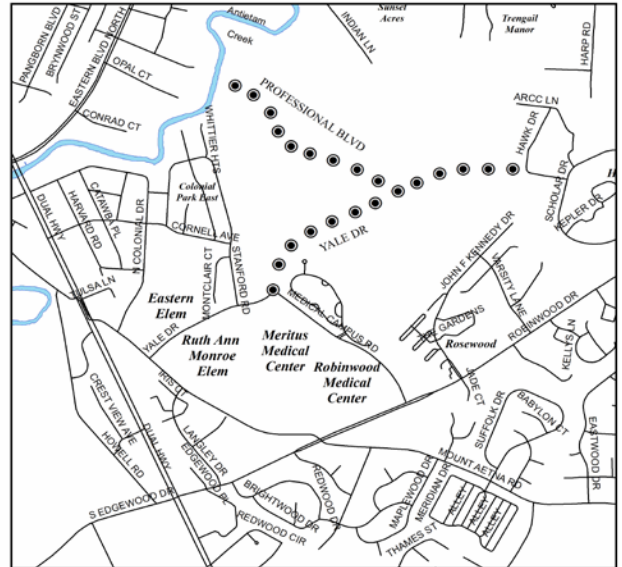
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|----------------------------|--|
| <b>Project Title</b>       | <b>Professional Boulevard Bridge - Phase I</b> |
| <b>Project ID</b>          | RDI055   |
| <b>Full-time Employees</b> | 0  |
| <b>Operating Costs</b>     | \$1,000  |



|                              |   |
|------------------------------|---|
| <b>Project Description</b>   | The project involves the extension of Professional Court over Antietam Creek to a point 200' east of the proposed bridge. This project will connect to the proposed Professional Boulevard Extended Phase II (RDI056) roadway that connects to Yale Drive Extended (RDI053). The project length is approximately 1,000 LF (including bridge). The project includes construction of a four lane closed section roadway and the construction of a four lane bridge over Antietam Creek. |
| <b>Project Assumptions</b>   | A state grant was received from the Secretary of the Maryland Department of Transportation for design of the bridge (\$1,120,000). No new water and/or sewer network is included in these costs and must be funded from other sources (other project or private sector investment).   |
| <b>Project Justification</b> | Regional traffic is anticipated to significantly increase requiring more transportation connectivity in this area. The project area has been identified as an economic opportunity for the City/County.   |

|                              | Total            | Prior Appr.      | 2019             | 2020     | 2021     | 2022     | 2023     | 2024     | Future   |
|------------------------------|------------------|------------------|------------------|----------|----------|----------|----------|----------|----------|
| <b>Project Costs:</b>        |                  |                  |                  |          |          |          |          |          |          |
| Construction                 | 6,484,000        | 4,956,000        | 1,528,000        | 0        | 0        | 0        | 0        | 0        | 0        |
| Engineering and Design       | 1,522,000        | 1,522,000        | 0                | 0        | 0        | 0        | 0        | 0        | 0        |
| Inspection                   | 239,000          | 0                | 239,000          | 0        | 0        | 0        | 0        | 0        | 0        |
| Land Acquisition             | 612,000          | 612,000          | 0                | 0        | 0        | 0        | 0        | 0        | 0        |
| <b>Total Cost</b>            | <b>8,857,000</b> | <b>7,090,000</b> | <b>1,767,000</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b> |
| <b>Funding Sources:</b>      |                  |                  |                  |          |          |          |          |          |          |
| General Fund                 | 1,878,012        | 1,878,012        | 0                | 0        | 0        | 0        | 0        | 0        | 0        |
| Tax-Supported Bond           | 5,435,988        | 3,668,988        | 1,767,000        | 0        | 0        | 0        | 0        | 0        | 0        |
| Excise Tax - Non-Residential | 423,000          | 423,000          | 0                | 0        | 0        | 0        | 0        | 0        | 0        |
| State Grant                  | 1,120,000        | 1,120,000        | 0                | 0        | 0        | 0        | 0        | 0        | 0        |
| <b>Total Funding</b>         | <b>8,857,000</b> | <b>7,090,000</b> | <b>1,767,000</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b> |

|                            |   |
|----------------------------|---|
| <b>Project Title</b>       | <b>Professional Boulevard Extended - Phase II</b> |
| <b>Project ID</b>          | RDI056  |
| <b>Full-time Employees</b> | 0   |
| <b>Operating Costs</b>     | \$3,000   |



|                              |   |
|------------------------------|---|
| <b>Project Description</b>   | The project involves the extension of Professional Court from a point 200 feet east of the proposed Antietam Creek Bridge (RDI055) to Yale Drive Extended (RDI053). The roadway length is approximately 2,700 feet. The project includes construction of a four lane closed section divided roadway that will connect into the roundabout intersection at Yale Drive.             |
| <b>Project Assumptions</b>   | No new water and/or sewer network is included in these costs and must be funded from other sources (other project or private sector investment). The County is currently seeking a state/federal grant to assist in covering construction costs. Includes ARC grant of \$1M for a portion of Phase II, referred to as Phase II-A. Also includes \$1.2M in State Aid for Phase II. |
| <b>Project Justification</b> | Regional traffic is anticipated to significantly increase requiring more transportation connectivity in this area. The project area has been identified as an economic development opportunity for the County.  |

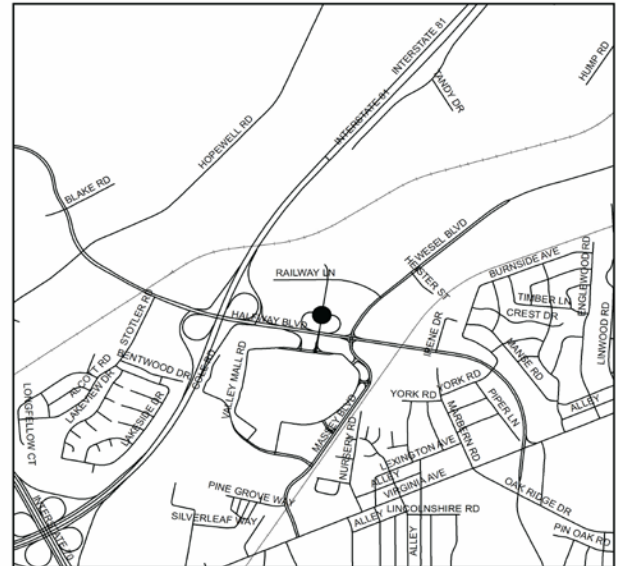
|                         | <b>Total</b>     | <b>Prior Appr.</b> | <b>2019</b>    | <b>2020</b>      | <b>2021</b>   | <b>2022</b> | <b>2023</b> | <b>2024</b> | <b>Future</b> |
|-------------------------|------------------|--------------------|----------------|------------------|---------------|-------------|-------------|-------------|---------------|
| <b>Project Costs:</b>   |                  |                    |                |                  |               |             |             |             |               |
| Construction            | 4,201,000        | 2,200,000          | 246,000        | 1,663,000        | 92,000        | 0           | 0           | 0           | 0             |
| Engineering and Design  | 312,200          | 312,200            | 0              | 0                | 0             | 0           | 0           | 0           | 0             |
| Inspection              | 265,000          | 0                  | 0              | 265,000          | 0             | 0           | 0           | 0           | 0             |
| Land Acquisition        | 102,000          | 102,000            | 0              | 0                | 0             | 0           | 0           | 0           | 0             |
| <b>Total Cost</b>       | <b>4,880,200</b> | <b>2,614,200</b>   | <b>246,000</b> | <b>1,928,000</b> | <b>92,000</b> | <b>0</b>    | <b>0</b>    | <b>0</b>    | <b>0</b>      |
| <b>Funding Sources:</b> |                  |                    |                |                  |               |             |             |             |               |
| General Fund            | 125,000          | 125,000            | 0              | 0                | 0             | 0           | 0           | 0           | 0             |
| Tax-Supported Bond      | 2,555,200        | 289,200            | 246,000        | 1,928,000        | 92,000        | 0           | 0           | 0           | 0             |
| Federal Grant           | 1,000,000        | 1,000,000          | 0              | 0                | 0             | 0           | 0           | 0           | 0             |
| State Grant             | 1,200,000        | 1,200,000          | 0              | 0                | 0             | 0           | 0           | 0           | 0             |
| <b>Total Funding</b>    | <b>4,880,200</b> | <b>2,614,200</b>   | <b>246,000</b> | <b>1,928,000</b> | <b>92,000</b> | <b>0</b>    | <b>0</b>    | <b>0</b>    | <b>0</b>      |

**Project Title** Valley Mall Area Road Improvements  
Phase II

**Project ID** RDI062

**Full-time Employees** 0

**Operating Costs** \$0

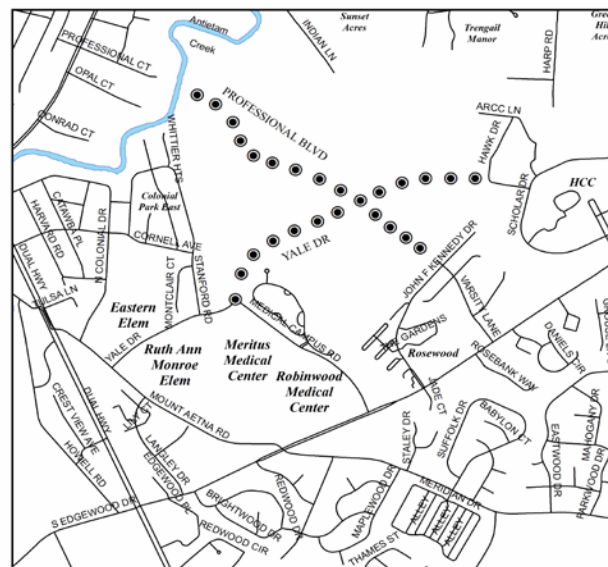


**Project Description** This project includes intersection reconstruction on Underpass Way at the on/off ramps to/from Halfway Blvd. The project will convert a stop controlled intersection to a roundabout intersection.

**Project Justification** The intersection operates at an unacceptable level of service. Poor level of service is preventing further economic development in the area.

|                         | Total          | Prior<br>Appr. | 2019     | 2020     | 2021     | 2022           | 2023           | 2024     | Future   |
|-------------------------|----------------|----------------|----------|----------|----------|----------------|----------------|----------|----------|
| <b>Project Costs:</b>   |                |                |          |          |          |                |                |          |          |
| Construction            | 992,000        | 0              | 0        | 0        | 0        | 825,000        | 167,000        | 0        | 0        |
| <b>Total Cost</b>       | <b>992,000</b> | <b>0</b>       | <b>0</b> | <b>0</b> | <b>0</b> | <b>825,000</b> | <b>167,000</b> | <b>0</b> | <b>0</b> |
| <b>Funding Sources:</b> |                |                |          |          |          |                |                |          |          |
| Tax-Supported Bond      | 992,000        | 0              | 0        | 0        | 0        | 825,000        | 167,000        | 0        | 0        |
| <b>Total Funding</b>    | <b>992,000</b> | <b>0</b>       | <b>0</b> | <b>0</b> | <b>0</b> | <b>825,000</b> | <b>167,000</b> | <b>0</b> | <b>0</b> |

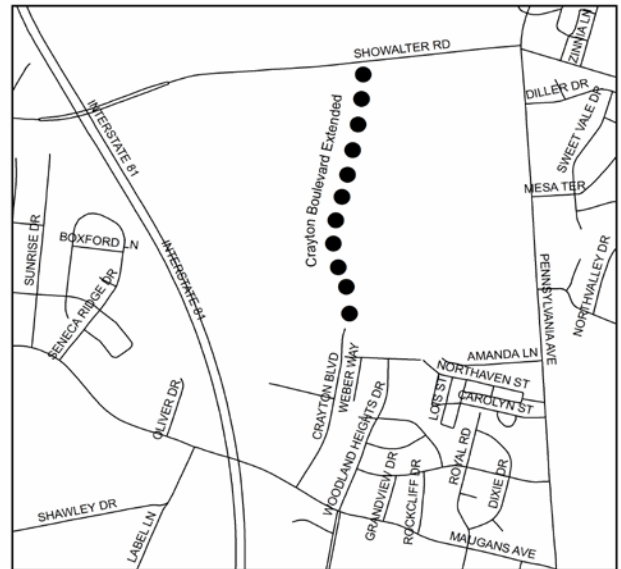
|                            |  |
|----------------------------|--|
| <b>Project Title</b>       | <b>Professional Boulevard Extended - Phase III</b> |
| <b>Project ID</b>          | RDI064   |
| <b>Full-time Employees</b> | 0  |
| <b>Operating Costs</b>     | \$1,000  |



|                              |  |
|------------------------------|--|
| <b>Project Description</b>   | The project involves the construction of a segment of Professional Boulevard south from the second Yale Drive roundabout continuing southeast towards Phase IV and Robinwood Drive. The roadway length is approximately 900 feet. The project includes construction of a four lane closed section roadway. |
| <b>Project Assumptions</b>   | No new water and/or sewer network is included in these costs and must be funded from other sources (other project or private sector investment).   |
| <b>Project Justification</b> | Regional traffic is anticipated to significantly increase requiring more transportation connectivity in this area. The project area has been identified as an economic development opportunity for the County.   |

|                         | <b>Total</b>     | <b>Prior Appr.</b> | <b>2019</b> | <b>2020</b> | <b>2021</b> | <b>2022</b>    | <b>2023</b>    | <b>2024</b> | <b>Future</b> |
|-------------------------|------------------|--------------------|-------------|-------------|-------------|----------------|----------------|-------------|---------------|
| <b>Project Costs:</b>   |                  |                    |             |             |             |                |                |             |               |
| Construction            | 1,003,000        | 0                  | 0           | 0           | 0           | 103,000        | 900,000        | 0           | 0             |
| Inspection              | 100,000          | 0                  | 0           | 0           | 0           | 100,000        | 0              | 0           | 0             |
| <b>Total Cost</b>       | <b>1,103,000</b> | <b>0</b>           | <b>0</b>    | <b>0</b>    | <b>0</b>    | <b>203,000</b> | <b>900,000</b> | <b>0</b>    | <b>0</b>      |
| <b>Funding Sources:</b> |                  |                    |             |             |             |                |                |             |               |
| Tax-Supported Bond      | 1,103,000        | 0                  | 0           | 0           | 0           | 203,000        | 900,000        | 0           | 0             |
| <b>Total Funding</b>    | <b>1,103,000</b> | <b>0</b>           | <b>0</b>    | <b>0</b>    | <b>0</b>    | <b>203,000</b> | <b>900,000</b> | <b>0</b>    | <b>0</b>      |

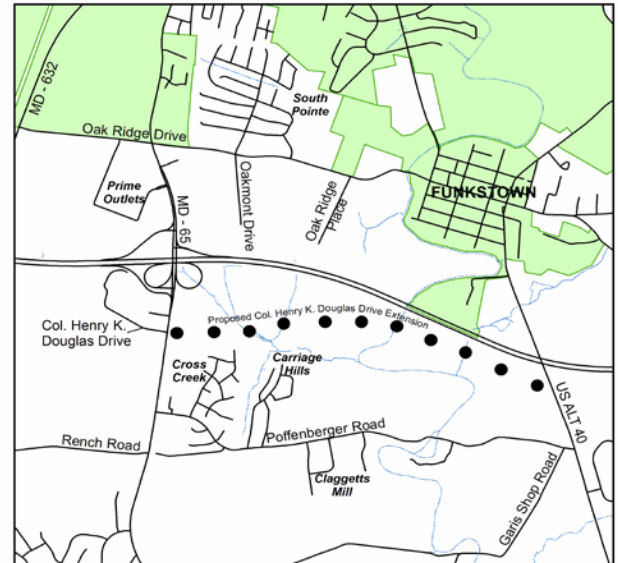
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|----------------------------|-----------------------------------|
| <b>Project Title</b>       | <b>Crayton Boulevard Extended</b> |
| <b>Project ID</b>          | RDI065                            |
| <b>Full-time Employees</b> | 0                                 |
| <b>Operating Costs</b>     | \$1,000                           |



|                              |  |
|------------------------------|--|
| <b>Project Description</b>   | The project involves the construction of Crayton Boulevard between Maugans Avenue and Showalter Road. The project includes construction of a three lane closed section roadway (one lane in each direction with a continuous center left turn lane) and construction of new curb along existing Crayton Boulevard. The project length is approximately 2,000 LF. |
| <b>Project Assumptions</b>   | No new water and/or sewer network is included in these costs and must be funded from other sources (other project or private sector investment). An ARC grant in the amount of \$1,000,000 is being secured for this project. This project assumes \$500,000 in private developer contributions. Future plans include a connection to Showalter Road.            |
| <b>Project Justification</b> | Regional traffic is anticipated to significantly increase requiring more transportation connectivity in this area. The project has been identified as an economic development opportunity for the County.  |

|                         | <b>Total</b>     | <b>Prior Appr.</b> | <b>2019</b>    | <b>2020</b> | <b>2021</b> | <b>2022</b>   | <b>2023</b> | <b>2024</b> | <b>Future</b> |
|-------------------------|------------------|--------------------|----------------|-------------|-------------|---------------|-------------|-------------|---------------|
| <b>Project Costs:</b>   |                  |                    |                |             |             |               |             |             |               |
| Construction            | 2,911,000        | 2,761,000          | 150,000        | 0           | 0           | 0             | 0           | 0           | 0             |
| Engineering and Design  | 101,000          | 51,000             | 0              | 0           | 0           | 50,000        | 0           | 0           | 0             |
| Inspection              | 153,000          | 153,000            | 0              | 0           | 0           | 0             | 0           | 0           | 0             |
| <b>Total Cost</b>       | <b>3,165,000</b> | <b>2,965,000</b>   | <b>150,000</b> | <b>0</b>    | <b>0</b>    | <b>50,000</b> | <b>0</b>    | <b>0</b>    | <b>0</b>      |
| <b>Funding Sources:</b> |                  |                    |                |             |             |               |             |             |               |
| Hotel Rental Fund       | 110,000          | 110,000            | 0              | 0           | 0           | 0             | 0           | 0           | 0             |
| Tax-Supported Bond      | 1,555,000        | 1,355,000          | 150,000        | 0           | 0           | 50,000        | 0           | 0           | 0             |
| Federal Grant           | 1,000,000        | 1,000,000          | 0              | 0           | 0           | 0             | 0           | 0           | 0             |
| Contributions           | 500,000          | 500,000            | 0              | 0           | 0           | 0             | 0           | 0           | 0             |
| <b>Total Funding</b>    | <b>3,165,000</b> | <b>2,965,000</b>   | <b>150,000</b> | <b>0</b>    | <b>0</b>    | <b>50,000</b> | <b>0</b>    | <b>0</b>    | <b>0</b>      |

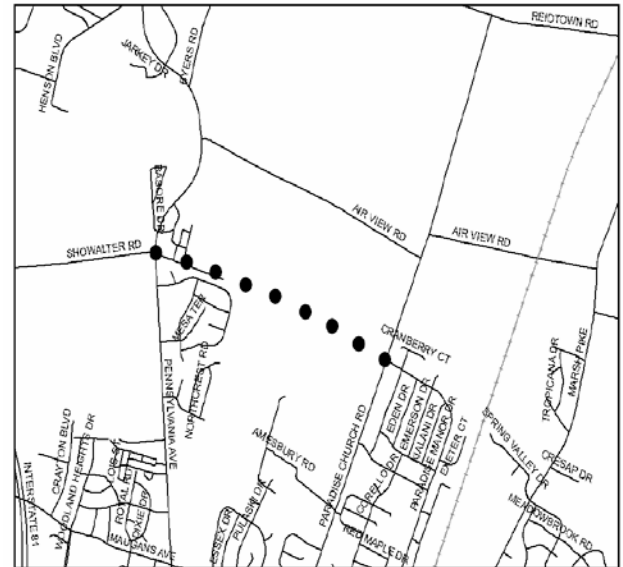
|                            |  |
|----------------------------|--|
| <b>Project Title</b>       | <b>Colonel Henry K. Douglas Drive Extended Phase I</b> |
| <b>Project ID</b>          | RDI067   |
| <b>Full-time Employees</b> | 0  |
| <b>Operating Costs</b>     | \$1,000  |



|                              |  |
|------------------------------|--|
| <b>Project Description</b>   | The project involves the extension of Colonel Henry K. Douglas Drive from Sharpsburg Pike (Maryland Route 65) to the north side of the Cross Creek development (ADC Map 21, D-12). The roadway is approximately one-quarter mile long and will include construction of a four lane closed section roadway. |
| <b>Project Assumptions</b>   | ARC grants in the amount of \$2,000,000 have been secured for this project. No new water and/or sewer network is included in these costs and must be funded from other sources (other project or private sector investment).   |
| <b>Project Justification</b> | Regional traffic is anticipated to significantly increase requiring more transportation connectivity in this area. The project area has been identified as an economic development opportunity for the County.   |

|                                | <b>Total</b>     | <b>Prior Appr.</b> | <b>2019</b>    | <b>2020</b> | <b>2021</b> | <b>2022</b> | <b>2023</b> | <b>2024</b> | <b>Future</b> |
|--------------------------------|------------------|--------------------|----------------|-------------|-------------|-------------|-------------|-------------|---------------|
| <b><u>Project Costs:</u></b>   |                  |                    |                |             |             |             |             |             |               |
| Construction                   | 3,566,000        | 3,016,000          | 550,000        | 0           | 0           | 0           | 0           | 0           | 0             |
| Inspection                     | 204,000          | 204,000            | 0              | 0           | 0           | 0           | 0           | 0           | 0             |
| <b>Total Cost</b>              | <b>3,770,000</b> | <b>3,220,000</b>   | <b>550,000</b> | <b>0</b>    | <b>0</b>    | <b>0</b>    | <b>0</b>    | <b>0</b>    | <b>0</b>      |
| <b><u>Funding Sources:</u></b> |                  |                    |                |             |             |             |             |             |               |
| Tax-Supported Bond             | 1,770,000        | 1,220,000          | 550,000        | 0           | 0           | 0           | 0           | 0           | 0             |
| Federal Grant                  | 2,000,000        | 2,000,000          | 0              | 0           | 0           | 0           | 0           | 0           | 0             |
| <b>Total Funding</b>           | <b>3,770,000</b> | <b>3,220,000</b>   | <b>550,000</b> | <b>0</b>    | <b>0</b>    | <b>0</b>    | <b>0</b>    | <b>0</b>    | <b>0</b>      |

|                            |                                     |
|----------------------------|-------------------------------------|
| <b>Project Title</b>       | <b>Showalter Road Extended East</b> |
| <b>Project ID</b>          | RDI068                              |
| <b>Full-time Employees</b> | 0                                   |
| <b>Operating Costs</b>     | \$4,000                             |



|                              |   |
|------------------------------|---|
| <b>Project Description</b>   | The project involves the extension of Showalter Road from US 11 to Paradise Church Road. The proposed road length is approximately 5,800 LF. Intersection improvements are included at each end of the project. |
| <b>Project Assumptions</b>   | The project involves construction of a two lane roadway. No new water and/or sewer network is included in this cost estimate.   |
| <b>Project Justification</b> | The project is needed to accommodate increased traffic volumes from ongoing development in this area.   |

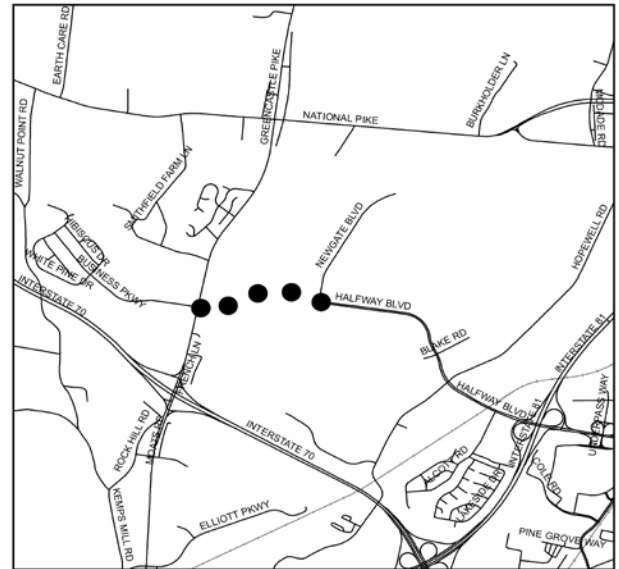
|                                | <b>Total</b>     | <b>Prior<br/>Appr.</b> | <b>2019</b> | <b>2020</b> | <b>2021</b> | <b>2022</b> | <b>2023</b> | <b>2024</b> | <b>Future</b>  |
|--------------------------------|------------------|------------------------|-------------|-------------|-------------|-------------|-------------|-------------|----------------|
| <b><u>Project Costs:</u></b>   |                  |                        |             |             |             |             |             |             |                |
| Engineering and Design         | 224,000          | 102,000                | 0           | 0           | 0           | 0           | 0           | 0           | 122,000        |
| Land Acquisition               | 1,018,000        | 408,000                | 0           | 0           | 0           | 0           | 0           | 0           | 610,000        |
| <b>Total Cost</b>              | <b>1,242,000</b> | <b>510,000</b>         | <b>0</b>    | <b>0</b>    | <b>0</b>    | <b>0</b>    | <b>0</b>    | <b>0</b>    | <b>732,000</b> |
| <b><u>Funding Sources:</u></b> |                  |                        |             |             |             |             |             |             |                |
| Tax-Supported Bond             | 1,242,000        | 510,000                | 0           | 0           | 0           | 0           | 0           | 0           | 732,000        |
| <b>Total Funding</b>           | <b>1,242,000</b> | <b>510,000</b>         | <b>0</b>    | <b>0</b>    | <b>0</b>    | <b>0</b>    | <b>0</b>    | <b>0</b>    | <b>732,000</b> |

**Project Title**            **Halfway Boulevard Extended Phase I**

**Project ID**                RDI069

**Full-time Employees**    0

**Operating Costs**        \$2,000



**Project Description**    The project involves the construction of a new four lane open section roadway connecting Halfway Boulevard Extended to MD Route 63. Intersection improvements at Halfway Boulevard extended and MD Route 63 include a traffic signal.

**Project Assumptions**    An ARC grant in the amount of \$1,000,000 is being secured for this project. This project is receiving developer contributions for improvements.

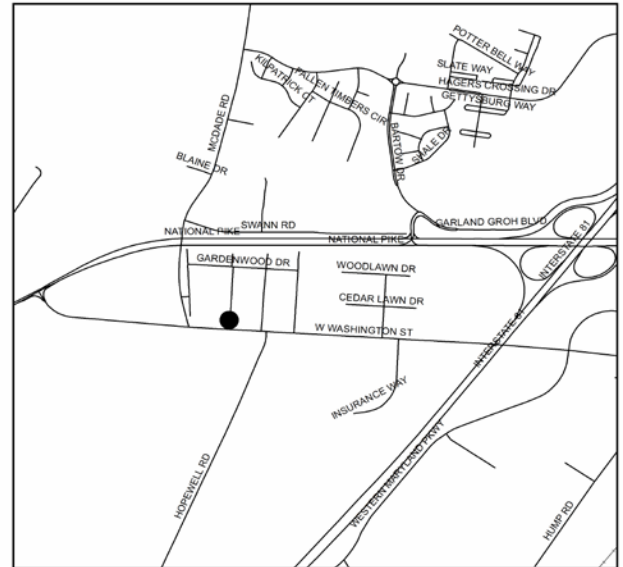
**Project Justification**    The project is needed to provide additional road capacity and alternate routes resulting from continued and forecasted development in this area. The project provides an alternate access route to MD Route 63 and Interstate 70 for heavy truck traffic from industrial park on Halfway Boulevard Extended.

|                         | <b>Total</b>     | <b>Prior<br/>Appr.</b> | <b>2019</b>      | <b>2020</b>    | <b>2021</b> | <b>2022</b> | <b>2023</b> | <b>2024</b> | <b>Future</b> |
|-------------------------|------------------|------------------------|------------------|----------------|-------------|-------------|-------------|-------------|---------------|
| <b>Project Costs:</b>   |                  |                        |                  |                |             |             |             |             |               |
| Construction            | 2,100,000        | 800,000                | 1,000,000        | 300,000        | 0           | 0           | 0           | 0           | 0             |
| Engineering and Design  | 100,000          | 100,000                | 0                | 0              | 0           | 0           | 0           | 0           | 0             |
| Inspection              | 149,000          | 0                      | 0                | 149,000        | 0           | 0           | 0           | 0           | 0             |
| <b>Total Cost</b>       | <b>2,349,000</b> | <b>900,000</b>         | <b>1,000,000</b> | <b>449,000</b> | <b>0</b>    | <b>0</b>    | <b>0</b>    | <b>0</b>    | <b>0</b>      |
| <b>Funding Sources:</b> |                  |                        |                  |                |             |             |             |             |               |
| Tax-Supported Bond      | 249,000          | 100,000                | 0                | 149,000        | 0           | 0           | 0           | 0           | 0             |
| Federal Grant           | 1,800,000        | 800,000                | 1,000,000        | 0              | 0           | 0           | 0           | 0           | 0             |
| Contributions           | 300,000          | 0                      | 0                | 300,000        | 0           | 0           | 0           | 0           | 0             |
| <b>Total Funding</b>    | <b>2,349,000</b> | <b>900,000</b>         | <b>1,000,000</b> | <b>449,000</b> | <b>0</b>    | <b>0</b>    | <b>0</b>    | <b>0</b>    | <b>0</b>      |

**Project Title**            **Bucky Avenue**

**Full-time Employees**    0

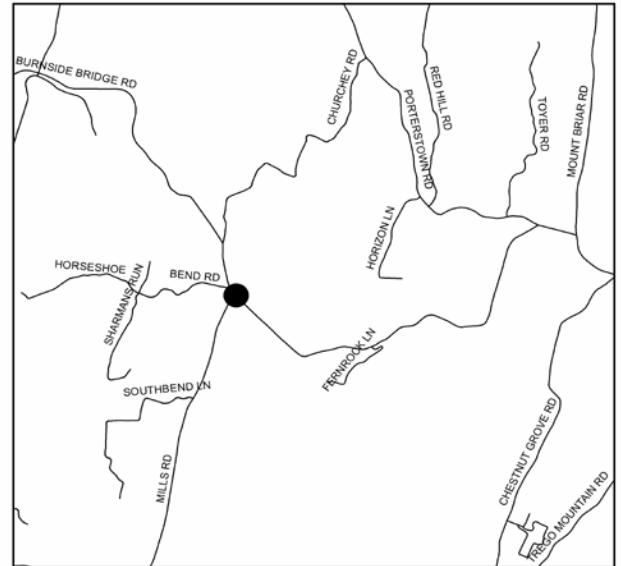
**Operating Costs**        \$0



**Project Description**    The project involves the extension of Bucky Avenue to Maryland Route 144 (ADC Map 20, G-4). Additionally, drainage and intersection improvements will be made as part of this project.

**Project Justification**    This work will improve traffic safety in this area.

|                                | <b>Total</b>   | <b>Prior<br/>Appr.</b> | <b>2019</b> | <b>2020</b> | <b>2021</b> | <b>2022</b> | <b>2023</b> | <b>2024</b> | <b>Future</b>  |
|--------------------------------|----------------|------------------------|-------------|-------------|-------------|-------------|-------------|-------------|----------------|
| <b><u>Project Costs:</u></b>   |                |                        |             |             |             |             |             |             |                |
| Construction                   | 236,000        | 0                      | 0           | 0           | 0           | 0           | 0           | 0           | 236,000        |
| Inspection                     | 71,000         | 0                      | 0           | 0           | 0           | 0           | 0           | 0           | 71,000         |
| Land Acquisition               | 24,000         | 0                      | 0           | 0           | 0           | 0           | 0           | 0           | 24,000         |
| Utilities                      | 24,000         | 0                      | 0           | 0           | 0           | 0           | 0           | 0           | 24,000         |
| <b>Total Cost</b>              | <b>355,000</b> | <b>0</b>               | <b>0</b>    | <b>0</b>    | <b>0</b>    | <b>0</b>    | <b>0</b>    | <b>0</b>    | <b>355,000</b> |
| <b><u>Funding Sources:</u></b> |                |                        |             |             |             |             |             |             |                |
| Tax-Supported Bond             | 355,000        | 0                      | 0           | 0           | 0           | 0           | 0           | 0           | 355,000        |
| <b>Total Funding</b>           | <b>355,000</b> | <b>0</b>               | <b>0</b>    | <b>0</b>    | <b>0</b>    | <b>0</b>    | <b>0</b>    | <b>0</b>    | <b>355,000</b> |

**Project Title**      **Burnside Bridge Road Spot Improvements****Full-time Employees**      0**Operating Costs**      \$0

**Project Description**      This project will provide for spot road improvements to Burnside Bridge Road at the intersection with Mills Road. The project includes correcting vertical curves and horizontal curves (blind hills).

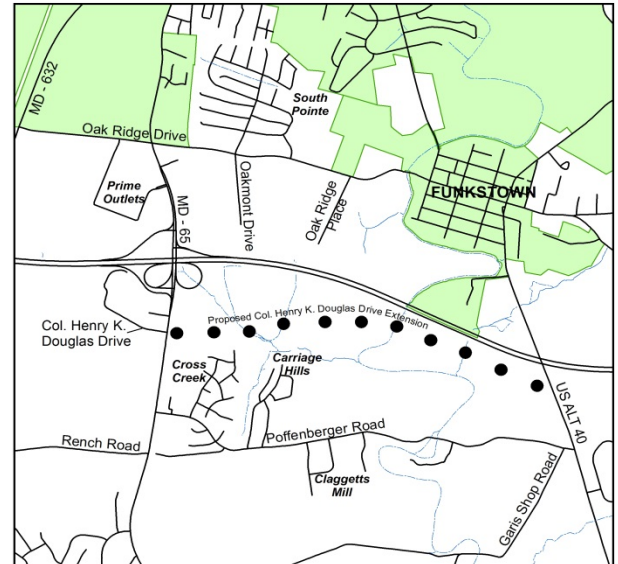
**Project Justification**      Burnside Bridge Road at Mills Road intersection has been identified as inadequate as defined in the Road Adequacy Policy.

|                                | <b>Total</b>   | <b>Prior<br/>Appr.</b> | <b>2019</b> | <b>2020</b> | <b>2021</b> | <b>2022</b> | <b>2023</b> | <b>2024</b> | <b>Future</b>  |
|--------------------------------|----------------|------------------------|-------------|-------------|-------------|-------------|-------------|-------------|----------------|
| <b><u>Project Costs:</u></b>   |                |                        |             |             |             |             |             |             |                |
| Construction                   | 295,000        | 0                      | 0           | 0           | 0           | 0           | 0           | 0           | 295,000        |
| Engineering and Design         | 89,000         | 0                      | 0           | 0           | 0           | 0           | 0           | 0           | 89,000         |
| Inspection                     | 71,000         | 0                      | 0           | 0           | 0           | 0           | 0           | 0           | 71,000         |
| Land Acquisition               | 30,000         | 0                      | 0           | 0           | 0           | 0           | 0           | 0           | 30,000         |
| Utilities                      | 59,000         | 0                      | 0           | 0           | 0           | 0           | 0           | 0           | 59,000         |
| <b>Total Cost</b>              | <b>544,000</b> | <b>0</b>               | <b>0</b>    | <b>0</b>    | <b>0</b>    | <b>0</b>    | <b>0</b>    | <b>0</b>    | <b>544,000</b> |
| <b><u>Funding Sources:</u></b> |                |                        |             |             |             |             |             |             |                |
| Tax-Supported Bond             | 544,000        | 0                      | 0           | 0           | 0           | 0           | 0           | 0           | 544,000        |
| <b>Total Funding</b>           | <b>544,000</b> | <b>0</b>               | <b>0</b>    | <b>0</b>    | <b>0</b>    | <b>0</b>    | <b>0</b>    | <b>0</b>    | <b>544,000</b> |

**Project Title**      **Colonel Henry Douglas Drive Extended Phase II**

**Full-time Employees**      0

**Operating Costs**      \$3,000



**Project Description**      The project involves the extension of Colonel Henry K Douglas Drive from the new bridge over the Antietam Creek to Alternate 40 (ADC Map 21, F-13). The roadway is approximately 3/4 mile long and will include construction of a two lane closed section roadway.

**Project Assumptions**      No new water and/or sewer network is included in these costs and must be funded from other sources (other project or private sector investment).

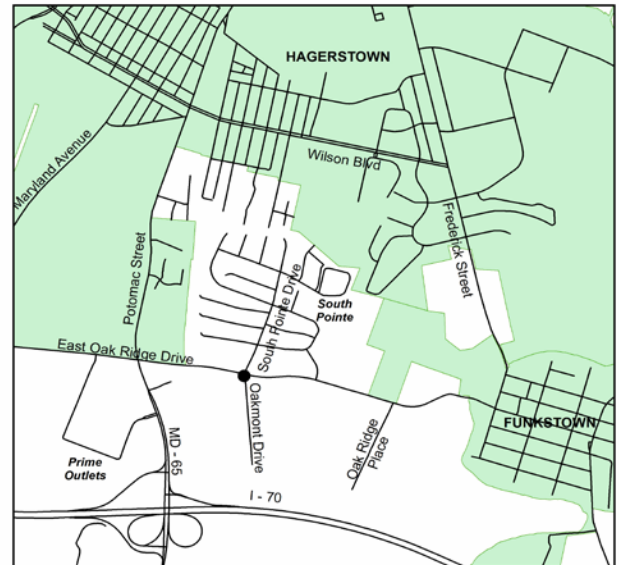
**Project Justification**      Regional traffic is anticipated to significantly increase requiring more transportation connectivity in this area. The project area has been identified as an economic opportunity for the County.

|                         | Total          | Prior Appr. | 2019     | 2020     | 2021     | 2022     | 2023     | 2024     | Future         |
|-------------------------|----------------|-------------|----------|----------|----------|----------|----------|----------|----------------|
| <b>Project Costs:</b>   |                |             |          |          |          |          |          |          |                |
| Engineering and Design  | 140,000        | 0           | 0        | 0        | 0        | 0        | 0        | 0        | 140,000        |
| <b>Total Cost</b>       | <b>140,000</b> | <b>0</b>    | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>140,000</b> |
| <b>Funding Sources:</b> |                |             |          |          |          |          |          |          |                |
| Tax-Supported Bond      | 140,000        | 0           | 0        | 0        | 0        | 0        | 0        | 0        | 140,000        |
| <b>Total Funding</b>    | <b>140,000</b> | <b>0</b>    | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>140,000</b> |

**Project Title**                    **E. Oak Ridge Drive/South Pointe Signal**

**Full-time Employees**        0

**Operating Costs**             \$1,000



**Project Description**        This project will construct a traffic signal at the intersection of E. Oak Ridge Drive and South Pointe Drive/Oakmont Drive.

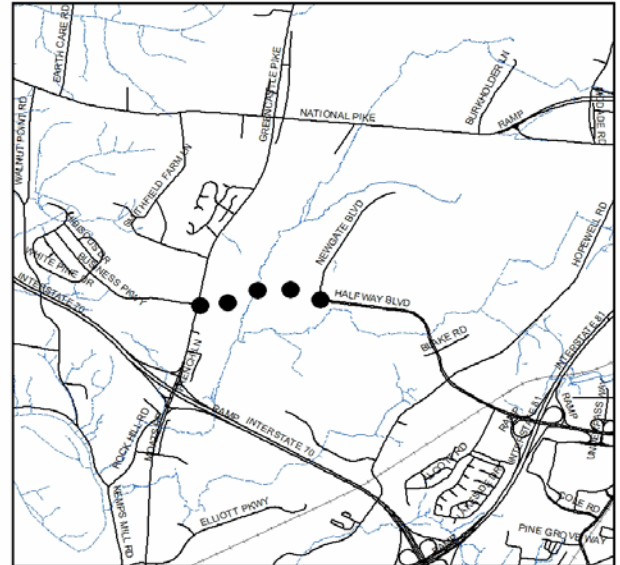
**Project Justification**        Traffic volume increases in this area are making turning movements at this location more difficult and potentially unsafe. Once volumes warrant the signal, safety and traffic flow will be improved.

|                                | <b>Total</b>   | <b>Prior<br/>Appr.</b> | <b>2019</b> | <b>2020</b> | <b>2021</b>    | <b>2022</b>    | <b>2023</b> | <b>2024</b> | <b>Future</b> |
|--------------------------------|----------------|------------------------|-------------|-------------|----------------|----------------|-------------|-------------|---------------|
| <b><u>Project Costs:</u></b>   |                |                        |             |             |                |                |             |             |               |
| Construction                   | 300,000        | 0                      | 0           | 0           | 0              | 300,000        | 0           | 0           | 0             |
| Engineering and Design         | 37,000         | 0                      | 0           | 0           | 37,000         | 0              | 0           | 0           | 0             |
| Inspection                     | 50,000         | 0                      | 0           | 0           | 0              | 50,000         | 0           | 0           | 0             |
| Land Acquisition               | 21,000         | 0                      | 0           | 0           | 21,000         | 0              | 0           | 0           | 0             |
| Utilities                      | 53,000         | 0                      | 0           | 0           | 53,000         | 0              | 0           | 0           | 0             |
| <b>Total Cost</b>              | <b>461,000</b> | <b>0</b>               | <b>0</b>    | <b>0</b>    | <b>111,000</b> | <b>350,000</b> | <b>0</b>    | <b>0</b>    | <b>0</b>      |
| <b><u>Funding Sources:</u></b> |                |                        |             |             |                |                |             |             |               |
| Tax-Supported Bond             | 461,000        | 0                      | 0           | 0           | 111,000        | 350,000        | 0           | 0           | 0             |
| <b>Total Funding</b>           | <b>461,000</b> | <b>0</b>               | <b>0</b>    | <b>0</b>    | <b>111,000</b> | <b>350,000</b> | <b>0</b>    | <b>0</b>    | <b>0</b>      |

**Project Title**      **Halfway Boulevard Extended Bridge / Phase II**

**Full-time Employees**      0

**Operating Costs**      \$0



**Project Description**      The project involves the construction of a new bridge and a portion of the four lane roadway connecting Halfway Boulevard Extended to MD Route 63.

**Project Assumptions**      The project is currently planned for two phases (Phase II and Bridge/Phase III). This project assumes developer contribution for a portion of the bridge/road cost.

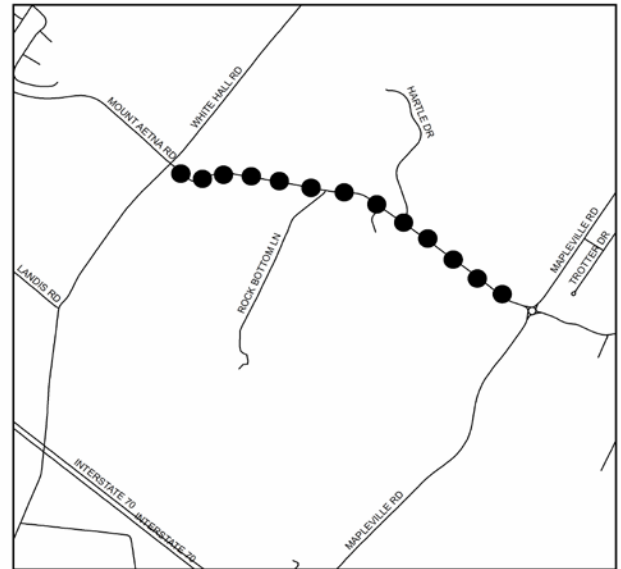
**Project Justification**      The project is needed to provide additional road capacity and alternate routes resulting from continued and forecasted development in this area. The project provides an alternate access route to MD Route 63 and Interstate 70 for heavy truck traffic from industrial park on Halfway Boulevard Extended.

|                                | <b>Total</b>     | <b>Prior Appr.</b> | <b>2019</b> | <b>2020</b> | <b>2021</b>      | <b>2022</b> | <b>2023</b> | <b>2024</b>      | <b>Future</b> |
|--------------------------------|------------------|--------------------|-------------|-------------|------------------|-------------|-------------|------------------|---------------|
| <b><u>Project Costs:</u></b>   |                  |                    |             |             |                  |             |             |                  |               |
| Construction                   | 3,000,000        | 0                  | 0           | 0           | 1,200,000        | 0           | 0           | 1,800,000        | 0             |
| Inspection                     | 200,000          | 0                  | 0           | 0           | 100,000          | 0           | 0           | 100,000          | 0             |
| <b>Total Cost</b>              | <b>3,200,000</b> | <b>0</b>           | <b>0</b>    | <b>0</b>    | <b>1,300,000</b> | <b>0</b>    | <b>0</b>    | <b>1,900,000</b> | <b>0</b>      |
| <b><u>Funding Sources:</u></b> |                  |                    |             |             |                  |             |             |                  |               |
| Tax-Supported Bond             | 1,200,000        | 0                  | 0           | 0           | 300,000          | 0           | 0           | 900,000          | 0             |
| Federal Grant                  | 2,000,000        | 0                  | 0           | 0           | 1,000,000        | 0           | 0           | 1,000,000        | 0             |
| <b>Total Funding</b>           | <b>3,200,000</b> | <b>0</b>           | <b>0</b>    | <b>0</b>    | <b>1,300,000</b> | <b>0</b>    | <b>0</b>    | <b>1,900,000</b> | <b>0</b>      |

**Project Title** Mt Aetna Road Spot Improvements

**Full-time Employees** 0

**Operating Costs** \$3,000



**Project Description** The project includes providing spot improvements to Mt Aetna Road to improve sight distance, and vertical/horizontal curves.

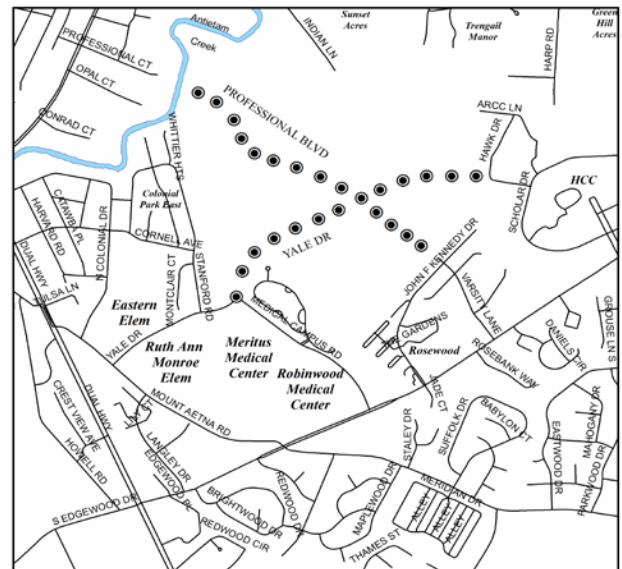
**Project Justification** Mt Aetna Road has several locations that have been identified as inadequate as defined in the "Road Adequacy Policy". Development in the vicinity has caused an increase in traffic.

|                         | Total            | Prior<br>Appr. | 2019     | 2020     | 2021     | 2022     | 2023     | 2024     | Future           |
|-------------------------|------------------|----------------|----------|----------|----------|----------|----------|----------|------------------|
| <b>Project Costs:</b>   |                  |                |          |          |          |          |          |          |                  |
| Construction            | 2,269,000        | 0              | 0        | 0        | 0        | 0        | 0        | 0        | 2,269,000        |
| Inspection              | 71,000           | 0              | 0        | 0        | 0        | 0        | 0        | 0        | 71,000           |
| Land Acquisition        | 59,000           | 0              | 0        | 0        | 0        | 0        | 0        | 0        | 59,000           |
| <b>Total Cost</b>       | <b>2,399,000</b> | <b>0</b>       | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>2,399,000</b> |
| <b>Funding Sources:</b> |                  |                |          |          |          |          |          |          |                  |
| Tax-Supported Bond      | 2,399,000        | 0              | 0        | 0        | 0        | 0        | 0        | 0        | 2,399,000        |
| <b>Total Funding</b>    | <b>2,399,000</b> | <b>0</b>       | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>2,399,000</b> |

**Project Title** Professional Boulevard Extended - Phase IV

**Full-time Employees** 0

**Operating Costs** \$1,000



**Project Description** The project involves the construction of a segment of Professional Boulevard south of Yale Drive continuing from Phase III southeast towards Robinwood Drive. The roadway length is approximately 900 feet. The project includes construction of a four lane closed section roadway.

**Project Assumptions** No new water and/or sewer network is included in these costs and must be funded from other sources (other project or private sector investment).

**Project Justification** Regional traffic is anticipated to significantly increase requiring more transportation connectivity in this area. The project area has been identified as an economic development opportunity for the County.

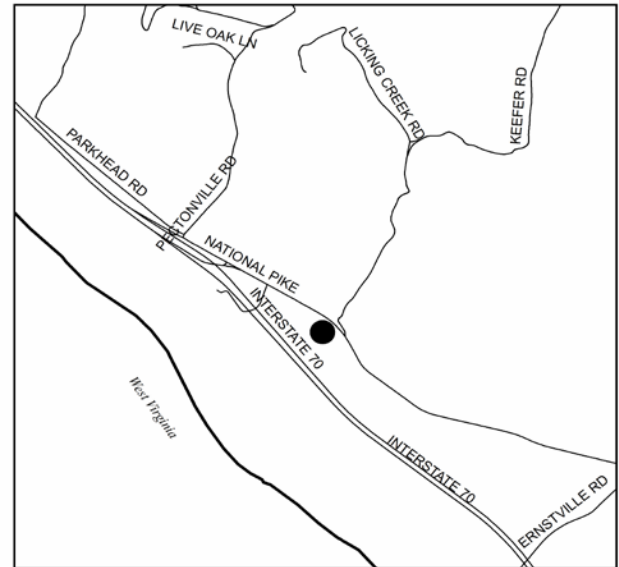
|                         | Total          | Prior Appr. | 2019     | 2020     | 2021     | 2022     | 2023     | 2024           | Future   |
|-------------------------|----------------|-------------|----------|----------|----------|----------|----------|----------------|----------|
| <b>Project Costs:</b>   |                |             |          |          |          |          |          |                |          |
| Construction            | 750,000        | 0           | 0        | 0        | 0        | 0        | 0        | 750,000        | 0        |
| Inspection              | 50,000         | 0           | 0        | 0        | 0        | 0        | 0        | 50,000         | 0        |
| <b>Total Cost</b>       | <b>800,000</b> | <b>0</b>    | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>800,000</b> | <b>0</b> |
| <b>Funding Sources:</b> |                |             |          |          |          |          |          |                |          |
| Tax-Supported Bond      | 800,000        | 0           | 0        | 0        | 0        | 0        | 0        | 800,000        | 0        |
| <b>Total Funding</b>    | <b>800,000</b> | <b>0</b>    | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>800,000</b> | <b>0</b> |

|                            |  |
|----------------------------|--|
| <b>Project Title</b>       | <b>Highway - Equipment and Vehicle Replacement Program</b> |
| <b>Project ID</b>          | EQP042   |
| <b>Full-time Employees</b> | 0  |
| <b>Operating Costs</b>     | \$0  |

|                              |  |
|------------------------------|--|
| <b>Project Description</b>   | This project will replace vehicles and heavy/specialized equipment for maintenance and construction activity.  |
| <b>Project Assumptions</b>   | Recommendation for replacement is based on a review of policy, equipment condition, and consideration of funding levels that exist.  |
| <b>Project Justification</b> | The County maintains an inventory of specialized and heavy equipment for maintenance and construction activities. Each year, the Public Works Department analyzes the condition of this equipment to identify candidates for replacement. This analysis is conducted in conjunction with the user departments and focuses on factors such as age, mileage and/or hours, and life-to-date repair history. |

|                              | <b>Total</b>      | <b>Prior<br/>Appr.</b> | <b>2019</b>      | <b>2020</b>      | <b>2021</b>      | <b>2022</b>      | <b>2023</b>      | <b>2024</b>      | <b>Future</b>    |
|------------------------------|-------------------|------------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|
| <b>Project Costs:</b>        |                   |                        |                  |                  |                  |                  |                  |                  |                  |
| Equipment/Furniture          | 11,246,000        | 1,046,000              | 1,000,000        | 1,000,000        | 1,000,000        | 1,000,000        | 1,000,000        | 1,000,000        | 4,200,000        |
| <b>Total Cost</b>            | <b>11,246,000</b> | <b>1,046,000</b>       | <b>1,000,000</b> | <b>1,000,000</b> | <b>1,000,000</b> | <b>1,000,000</b> | <b>1,000,000</b> | <b>1,000,000</b> | <b>4,200,000</b> |
| <b>Funding Sources:</b>      |                   |                        |                  |                  |                  |                  |                  |                  |                  |
| General Fund                 | 1,937,000         | 26,000                 | 326,000          | 85,000           | 0                | 0                | 0                | 0                | 1,500,000        |
| Highway Fund                 | 8,659,000         | 370,000                | 674,000          | 915,000          | 1,000,000        | 1,000,000        | 1,000,000        | 1,000,000        | 2,700,000        |
| Capital Reserve -<br>General | 650,000           | 650,000                | 0                | 0                | 0                | 0                | 0                | 0                | 0                |
| <b>Total Funding</b>         | <b>11,246,000</b> | <b>1,046,000</b>       | <b>1,000,000</b> | <b>1,000,000</b> | <b>1,000,000</b> | <b>1,000,000</b> | <b>1,000,000</b> | <b>1,000,000</b> | <b>4,200,000</b> |

|                            |  |
|----------------------------|--|
| <b>Project Title</b>       | <b>Highway Western Section - Fuel Tank Replacement</b> |
| <b>Project ID</b>          | EQP056   |
| <b>Full-time Employees</b> | 0  |
| <b>Operating Costs</b>     | \$0  |



|                              |  |
|------------------------------|--|
| <b>Project Description</b>   | The project will replace the existing diesel fuel center and add a gasoline fuel center at the western highway maintenance facility. The existing underground diesel storage tanks are old style steel tanks under impressed current cathodic protection. The addition of new gasoline tanks will provide 24 hour 7 days a week access for all county vehicles including Sheriff's Office and Board of Education vehicles operating in the western part of the County. The project includes modernizing the existing pump, addition of new pump, adding controlled access and integrated software systems to match existing fuel center systems used elsewhere in County government to provide connectivity to the central section highway shop software tracking system for billing and data collection. The project also includes a motorized entrance gate. |
| <b>Project Assumptions</b>   | Tanks are 20+ years old and present an increased liability of an environmental release. This project will reduce operating expenses associated with fuel usage and vehicle maintenance.  |
| <b>Project Justification</b> | This project will dramatically reduce the environmental threat of a leaking underground tank and pipes. This project will allow vehicles and employees operating in the western portion of the County, including law enforcement officers to remain in the area of service. By constructing this facility, these employees will not be taken out of their coverage area to refuel their vehicle.   |

|                         | <b>Total</b>   | <b>Prior Appr.</b> | <b>2019</b>    | <b>2020</b>    | <b>2021</b>    | <b>2022</b> | <b>2023</b> | <b>2024</b> | <b>Future</b> |
|-------------------------|----------------|--------------------|----------------|----------------|----------------|-------------|-------------|-------------|---------------|
| <b>Project Costs:</b>   |                |                    |                |                |                |             |             |             |               |
| Construction            | 776,000        | 223,000            | 192,000        | 193,000        | 168,000        | 0           | 0           | 0           | 0             |
| Engineering and Design  | 20,000         | 20,000             | 0              | 0              | 0              | 0           | 0           | 0           | 0             |
| Inspection              | 51,000         | 51,000             | 0              | 0              | 0              | 0           | 0           | 0           | 0             |
| <b>Total Cost</b>       | <b>847,000</b> | <b>294,000</b>     | <b>192,000</b> | <b>193,000</b> | <b>168,000</b> | <b>0</b>    | <b>0</b>    | <b>0</b>    | <b>0</b>      |
| <b>Funding Sources:</b> |                |                    |                |                |                |             |             |             |               |
| General Fund            | 198,000        | 198,000            | 0              | 0              | 0              | 0           | 0           | 0           | 0             |
| Highway Fund            | 649,000        | 96,000             | 192,000        | 193,000        | 168,000        | 0           | 0           | 0           | 0             |
| <b>Total Funding</b>    | <b>847,000</b> | <b>294,000</b>     | <b>192,000</b> | <b>193,000</b> | <b>168,000</b> | <b>0</b>    | <b>0</b>    | <b>0</b>    | <b>0</b>      |

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# Solid Waste

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*Solid Waste*  
*Capital Improvement Ten Year Summary*  
*Fiscal Year 2019 - 2028*

| Page                | Project   | Total      | Prior Appr. | Budget  |           | Ten Year Capital Program |         |           |         |           | Future |
|---------------------|---|------------|-------------|---------|-----------|--------------------------|---------|-----------|---------|-----------|--------|
|                     |   |            |             | FY 2019 | FY 2020   | FY 2021                  | FY 2022 | FY 2023   | FY 2024 |           |        |
| Project Costs       |   |            |             |         |           |                          |         |           |         |           |        |
| <u>Solid Waste</u>  |   |            |             |         |           |                          |         |           |         |           |        |
| 190                 | Contingency - Solid Waste                           | 337,000    | 87,000      | 0       | 0         | 0                        | 0       | 30,000    | 30,000  | 190,000   |        |
| 191                 | 40 West Truck Loading Facility                      | 500,000    | 0           | 0       | 500,000   | 0                        | 0       | 0         | 0       | 0         |        |
| 192                 | Close Out Cap - Rubblefill                          | 2,092,000  | 0           | 0       | 0         | 0                        | 100,000 | 1,992,000 | 0       | 0         |        |
| 193                 | Kaetzel Transfer Station Retaining Wall Replacement | 257,000    | 0           | 257,000 | 0         | 0                        | 0       | 0         | 0       | 0         |        |
| 194                 | SW Equip/Vehicle Replacement                        | 312,668    | 28,668      | 26,000  | 27,000    | 27,000                   | 28,000  | 28,000    | 29,000  | 119,000   |        |
| 195                 | 40 West Landfill - Cell 5 Construction              | 4,083,000  | 0           | 0       | 0         | 0                        | 0       | 0         | 440,000 | 3,643,000 |        |
| 196                 | 40 West Partial Capping                             | 3,051,000  | 0           | 0       | 0         | 3,051,000                | 0       | 0         | 0       | 0         |        |
| 197                 | City/County Groundwater Investigation               | 156,000    | 0           | 0       | 0         | 156,000                  | 0       | 0         | 0       | 0         |        |
| 198                 | Resh Road Pavement Rehabilitation                   | 1,060,000  | 0           | 0       | 1,060,000 | 0                        | 0       | 0         | 0       | 0         |        |
| 199                 | Transfer Station Upgrades                           | 232,000    | 0           | 0       | 0         | 0                        | 0       | 0         | 0       | 232,000   |        |
| Solid Waste Total   |   | 12,080,668 | 115,668     | 283,000 | 1,587,000 | 3,234,000                | 128,000 | 2,050,000 | 499,000 | 4,184,000 |        |
| Funding Sources     |   |            |             |         |           |                          |         |           |         |           |        |
| General Fund        |   | 2,668      | 2,668       | 0       | 0         | 0                        | 0       | 0         | 0       | 0         |        |
| Solid Waste Fund    |   | 517,000    | 113,000     | 26,000  | 27,000    | 27,000                   | 28,000  | 28,000    | 29,000  | 239,000   |        |
| Self-Supported Bond |   | 11,561,000 | 0           | 257,000 | 1,560,000 | 3,207,000                | 100,000 | 2,022,000 | 470,000 | 3,945,000 |        |
|                     |   | 12,080,668 | 115,668     | 283,000 | 1,587,000 | 3,234,000                | 128,000 | 2,050,000 | 499,000 | 4,184,000 |        |

**Project Title**                      **Contingency - Solid Waste**

**Project ID**                         ADM009

**Full-time Employees**        0

**Operating Costs**                \$0

**Project Description**        The purpose of this project is to maintain a budgetary reserve to provide for emergency or unanticipated expenditures.

**Project Justification**        Due to the inherent uncertainty in estimating capital project costs, it is the policy of the County to maintain project contingency. In the event that the capital contingency accounts have excess funds, the annual appropriation for that purpose may be modified to reflect the source of funds as determined through the budget process.

|                                | <b>Total</b>   | <b>Prior<br/>Appr.</b> | <b>2019</b> | <b>2020</b> | <b>2021</b> | <b>2022</b> | <b>2023</b>   | <b>2024</b>   | <b>Future</b>  |
|--------------------------------|----------------|------------------------|-------------|-------------|-------------|-------------|---------------|---------------|----------------|
| <b><u>Project Costs:</u></b>   |                |                        |             |             |             |             |               |               |                |
| Contingency                    | 337,000        | 87,000                 | 0           | 0           | 0           | 0           | 30,000        | 30,000        | 190,000        |
| <b>Total Cost</b>              | <b>337,000</b> | <b>87,000</b>          | <b>0</b>    | <b>0</b>    | <b>0</b>    | <b>0</b>    | <b>30,000</b> | <b>30,000</b> | <b>190,000</b> |
| <b><u>Funding Sources:</u></b> |                |                        |             |             |             |             |               |               |                |
| Solid Waste Fund               | 207,000        | 87,000                 | 0           | 0           | 0           | 0           | 0             | 0             | 120,000        |
| Self-Supported Bond            | 130,000        | 0                      | 0           | 0           | 0           | 0           | 30,000        | 30,000        | 70,000         |
| <b>Total Funding</b>           | <b>337,000</b> | <b>87,000</b>          | <b>0</b>    | <b>0</b>    | <b>0</b>    | <b>0</b>    | <b>30,000</b> | <b>30,000</b> | <b>190,000</b> |

|                            |  |
|----------------------------|--|
| <b>Project Title</b>       | <b>40 West Truck Loading Facility Rehab &amp; Upgrades</b> |
| <b>Project ID</b>          | BLD072   |
| <b>Full-time Employees</b> | 0  |
| <b>Operating Costs</b>     | \$0  |

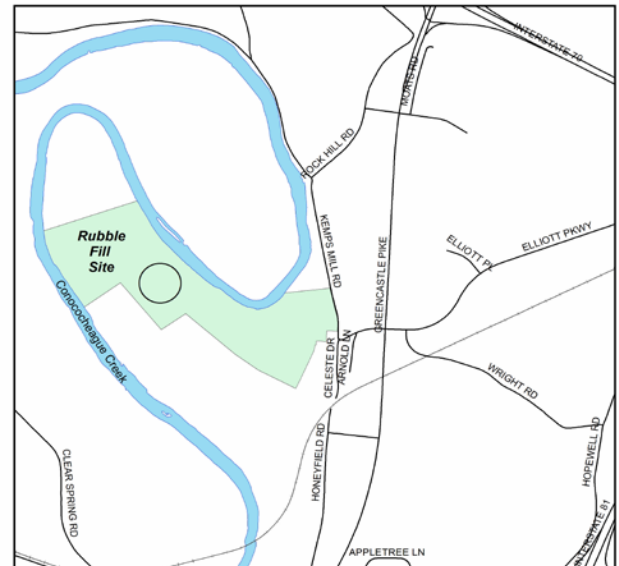


**Project Description** Rehabilitation and upgrades to the existing leachate pump station at 40 West Landfill to address concerns with aging infrastructure.

**Project Justification** The infrastructure was constructed in 2000; the rehabilitation and upgrades will be per manufacturer's recommendations.

|                                | <b>Total</b>   | <b>Prior<br/>Appr.</b> | <b>2019</b> | <b>2020</b>    | <b>2021</b> | <b>2022</b> | <b>2023</b> | <b>2024</b> | <b>Future</b> |
|--------------------------------|----------------|------------------------|-------------|----------------|-------------|-------------|-------------|-------------|---------------|
| <b><u>Project Costs:</u></b>   |                |                        |             |                |             |             |             |             |               |
| Construction                   | 400,000        | 0                      | 0           | 400,000        | 0           | 0           | 0           | 0           | 0             |
| Engineering and Design         | 50,000         | 0                      | 0           | 50,000         | 0           | 0           | 0           | 0           | 0             |
| Inspection                     | 50,000         | 0                      | 0           | 50,000         | 0           | 0           | 0           | 0           | 0             |
| <b>Total Cost</b>              | <b>500,000</b> | <b>0</b>               | <b>0</b>    | <b>500,000</b> | <b>0</b>    | <b>0</b>    | <b>0</b>    | <b>0</b>    | <b>0</b>      |
| <b><u>Funding Sources:</u></b> |                |                        |             |                |             |             |             |             |               |
| Self-Supported Bond            | 500,000        | 0                      | 0           | 500,000        | 0           | 0           | 0           | 0           | 0             |
| <b>Total Funding</b>           | <b>500,000</b> | <b>0</b>               | <b>0</b>    | <b>500,000</b> | <b>0</b>    | <b>0</b>    | <b>0</b>    | <b>0</b>    | <b>0</b>      |

|                            |                                    |
|----------------------------|------------------------------------|
| <b>Project Title</b>       | <b>Close Out Cap - Rubble Fill</b> |
| <b>Project ID</b>          | CAP003                             |
| <b>Full-time Employees</b> | 0                                  |
| <b>Operating Costs</b>     | \$0                                |



|                              |   |
|------------------------------|---|
| <b>Project Description</b>   | The purpose of the project is to design and construct a close out cap for the Rubble landfill.  |
| <b>Project Assumptions</b>   | At this point in time it is not known if a gas collection system will be required. If so, it will be a minimal passive system and should be considered included in the budget provided herein. Discussions with MDE staff indicate the facility permit can be routinely renewed, but the site kept inactive, as long as the facility is properly maintained. MDE stated they will not require capping to be installed prior to 2019 if no maintenance or compliance issues arise. |
| <b>Project Justification</b> | The work is required to comply with State regulations and the facility permit. Federal regulations do not apply to rubble fill sites.   |

|                                | <b>Total</b>     | <b>Prior<br/>Appr.</b> | <b>2019</b> | <b>2020</b> | <b>2021</b> | <b>2022</b>    | <b>2023</b>      | <b>2024</b> | <b>Future</b> |
|--------------------------------|------------------|------------------------|-------------|-------------|-------------|----------------|------------------|-------------|---------------|
| <b><u>Project Costs:</u></b>   |                  |                        |             |             |             |                |                  |             |               |
| Construction                   | 1,730,000        | 0                      | 0           | 0           | 0           | 0              | 1,730,000        | 0           | 0             |
| Engineering and Design         | 191,000          | 0                      | 0           | 0           | 0           | 100,000        | 91,000           | 0           | 0             |
| Inspection                     | 171,000          | 0                      | 0           | 0           | 0           | 0              | 171,000          | 0           | 0             |
| <b>Total Cost</b>              | <b>2,092,000</b> | <b>0</b>               | <b>0</b>    | <b>0</b>    | <b>0</b>    | <b>100,000</b> | <b>1,992,000</b> | <b>0</b>    | <b>0</b>      |
| <b><u>Funding Sources:</u></b> |                  |                        |             |             |             |                |                  |             |               |
| Self-Supported Bond            | 2,092,000        | 0                      | 0           | 0           | 0           | 100,000        | 1,992,000        | 0           | 0             |
| <b>Total Funding</b>           | <b>2,092,000</b> | <b>0</b>               | <b>0</b>    | <b>0</b>    | <b>0</b>    | <b>100,000</b> | <b>1,992,000</b> | <b>0</b>    | <b>0</b>      |

|                            |  |
|----------------------------|--|
| <b>Project Title</b>       | <b>Kaetzel Transfer Station Retaining Wall Replacement</b> |
| <b>Project ID</b>          | LDI060   |
| <b>Full-time Employees</b> | 0  |
| <b>Operating Costs</b>     | \$0  |



**Project Description** The project will replace the retaining wall at the Kaetzel Road Transfer Station.

**Project Justification** The retaining wall at the citizen drop off area at the Kaetzel Transfer Station is showing signs of wear and instability and is in need of replacement.

| <b>Total</b> | <b>Prior<br/>Appr.</b> | <b>2019</b> | <b>2020</b> | <b>2021</b> | <b>2022</b> | <b>2023</b> | <b>2024</b> | <b>Future</b> |
|--------------|------------------------|-------------|-------------|-------------|-------------|-------------|-------------|---------------|
|--------------|------------------------|-------------|-------------|-------------|-------------|-------------|-------------|---------------|

**Project Costs:**

|                   |                |          |                |          |          |          |          |          |          |
|-------------------|----------------|----------|----------------|----------|----------|----------|----------|----------|----------|
| Construction      | 207,000        | 0        | 207,000        | 0        | 0        | 0        | 0        | 0        | 0        |
| Inspection        | 50,000         | 0        | 50,000         | 0        | 0        | 0        | 0        | 0        | 0        |
| <b>Total Cost</b> | <b>257,000</b> | <b>0</b> | <b>257,000</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b> |

**Funding Sources:**

|                      |                |          |                |          |          |          |          |          |          |
|----------------------|----------------|----------|----------------|----------|----------|----------|----------|----------|----------|
| Self-Supported Bond  | 257,000        | 0        | 257,000        | 0        | 0        | 0        | 0        | 0        | 0        |
| <b>Total Funding</b> | <b>257,000</b> | <b>0</b> | <b>257,000</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b> |

|                            |   |
|----------------------------|---|
| <b>Project Title</b>       | <b>SW Equip/Vehicle Replacement Program</b> |
| <b>Project ID</b>          | VEH011                                      |
| <b>Full-time Employees</b> | 0   |
| <b>Operating Costs</b>     | \$0   |

**Project Description** The project will replace heavy equipment and vehicles that are beyond their useful life, which are typically the most costly to maintain. In line with the objectives of a well managed organization, Solid Waste wants to establish an equipment and fleet replacement program that will, in time, set the vehicle and equipment replacement cycle in line with best practices, minimizing operating and maintenance costs.

**Project Justification** The goal of the replacement program is to strike a balance for minimizing replacement costs versus maintenance and fuel costs. The program allows for the purchase of replacement vehicles and equipment used to provide services.

|                                | <b>Total</b>   | <b>Prior<br/>Appr.</b> | <b>2019</b>   | <b>2020</b>   | <b>2021</b>   | <b>2022</b>   | <b>2023</b>   | <b>2024</b>   | <b>Future</b>  |
|--------------------------------|----------------|------------------------|---------------|---------------|---------------|---------------|---------------|---------------|----------------|
| <b><u>Project Costs:</u></b>   |                |                        |               |               |               |               |               |               |                |
| Vehicles                       | 312,668        | 28,668                 | 26,000        | 27,000        | 27,000        | 28,000        | 28,000        | 29,000        | 119,000        |
| <b>Total Cost</b>              | <b>312,668</b> | <b>28,668</b>          | <b>26,000</b> | <b>27,000</b> | <b>27,000</b> | <b>28,000</b> | <b>28,000</b> | <b>29,000</b> | <b>119,000</b> |
| <b><u>Funding Sources:</u></b> |                |                        |               |               |               |               |               |               |                |
| General Fund                   | 2,668          | 2,668                  | 0             | 0             | 0             | 0             | 0             | 0             | 0              |
| Solid Waste Fund               | 310,000        | 26,000                 | 26,000        | 27,000        | 27,000        | 28,000        | 28,000        | 29,000        | 119,000        |
| <b>Total Funding</b>           | <b>312,668</b> | <b>28,668</b>          | <b>26,000</b> | <b>27,000</b> | <b>27,000</b> | <b>28,000</b> | <b>28,000</b> | <b>29,000</b> | <b>119,000</b> |

**Project Title**                    **40 West Landfill - Cell 5 Construction**

**Full-time Employees**        0

**Operating Costs**            \$200,000



**Project Description**        Design, construction and inspection of a landfill cell at the 40 West Landfill.

**Project Assumptions**      This project will be needed if no recycling facility has been built at 40 West or no other method of dealing with solid waste has been adopted.

**Project Justification**       Cell 5 is the next cell in the progression of the future build out of the 40 West Landfill. This cell will be needed to continue regular operations.

|                                | <b>Total</b>     | <b>Prior<br/>Appr.</b> | <b>2019</b> | <b>2020</b> | <b>2021</b> | <b>2022</b> | <b>2023</b> | <b>2024</b>    | <b>Future</b>    |
|--------------------------------|------------------|------------------------|-------------|-------------|-------------|-------------|-------------|----------------|------------------|
| <b><u>Project Costs:</u></b>   |                  |                        |             |             |             |             |             |                |                  |
| Construction                   | 3,474,000        | 0                      | 0           | 0           | 0           | 0           | 0           | 0              | 3,474,000        |
| Engineering and Design         | 440,000          | 0                      | 0           | 0           | 0           | 0           | 0           | 440,000        | 0                |
| Inspection                     | 169,000          | 0                      | 0           | 0           | 0           | 0           | 0           | 0              | 169,000          |
| <b>Total Cost</b>              | <b>4,083,000</b> | <b>0</b>               | <b>0</b>    | <b>0</b>    | <b>0</b>    | <b>0</b>    | <b>0</b>    | <b>440,000</b> | <b>3,643,000</b> |
| <b><u>Funding Sources:</u></b> |                  |                        |             |             |             |             |             |                |                  |
| Self-Supported Bond            | 4,083,000        | 0                      | 0           | 0           | 0           | 0           | 0           | 440,000        | 3,643,000        |
| <b>Total Funding</b>           | <b>4,083,000</b> | <b>0</b>               | <b>0</b>    | <b>0</b>    | <b>0</b>    | <b>0</b>    | <b>0</b>    | <b>440,000</b> | <b>3,643,000</b> |

**Project Title**                **40 West Partial Capping**

**Full-time Employees**     0

**Operating Costs**           \$0



**Project Description**        The project provides for partial capping of the 40 West Landfill to reduce leachate generation.

**Project Justification**        Original project was divided into three projects over three years. Reducing the project from three projects to one reduces the overall cost of the construction, design and inspection. The capping material was changed to a rain cover which also reduced cost. This change was made since the Material Recovery Facility will be mining the trash from the existing cells. Only a temporary cap is needed.

|                                | <b>Total</b>     | <b>Prior<br/>Appr.</b> | <b>2019</b> | <b>2020</b> | <b>2021</b>      | <b>2022</b> | <b>2023</b> | <b>2024</b> | <b>Future</b> |
|--------------------------------|------------------|------------------------|-------------|-------------|------------------|-------------|-------------|-------------|---------------|
| <b><u>Project Costs:</u></b>   |                  |                        |             |             |                  |             |             |             |               |
| Construction                   | 2,700,000        | 0                      | 0           | 0           | 2,700,000        | 0           | 0           | 0           | 0             |
| Engineering and Design         | 189,000          | 0                      | 0           | 0           | 189,000          | 0           | 0           | 0           | 0             |
| Inspection                     | 162,000          | 0                      | 0           | 0           | 162,000          | 0           | 0           | 0           | 0             |
| <b>Total Cost</b>              | <b>3,051,000</b> | <b>0</b>               | <b>0</b>    | <b>0</b>    | <b>3,051,000</b> | <b>0</b>    | <b>0</b>    | <b>0</b>    | <b>0</b>      |
| <b><u>Funding Sources:</u></b> |                  |                        |             |             |                  |             |             |             |               |
| Self-Supported Bond            | 3,051,000        | 0                      | 0           | 0           | 3,051,000        | 0           | 0           | 0           | 0             |
| <b>Total Funding</b>           | <b>3,051,000</b> | <b>0</b>               | <b>0</b>    | <b>0</b>    | <b>3,051,000</b> | <b>0</b>    | <b>0</b>    | <b>0</b>    | <b>0</b>      |

**Project Title**      **City/County Landfill Ground Water Investigation**

**Full-time Employees**      0

**Operating Costs**      \$0



**Project Description**      Investigation to determine if the groundwater influences the leachate production at the unlined landfill.

**Project Justification**      Groundwater mapping indicates the flow of groundwater through the site may be influencing the production of leachate at the landfill.

|                                | <b>Total</b>   | <b>Prior<br/>Appr.</b> | <b>2019</b> | <b>2020</b> | <b>2021</b>    | <b>2022</b> | <b>2023</b> | <b>2024</b> | <b>Future</b> |
|--------------------------------|----------------|------------------------|-------------|-------------|----------------|-------------|-------------|-------------|---------------|
| <b><u>Project Costs:</u></b>   |                |                        |             |             |                |             |             |             |               |
| Engineering and Design         | 156,000        | 0                      | 0           | 0           | 156,000        | 0           | 0           | 0           | 0             |
| <b>Total Cost</b>              | <b>156,000</b> | <b>0</b>               | <b>0</b>    | <b>0</b>    | <b>156,000</b> | <b>0</b>    | <b>0</b>    | <b>0</b>    | <b>0</b>      |
| <b><u>Funding Sources:</u></b> |                |                        |             |             |                |             |             |             |               |
| Self-Supported Bond            | 156,000        | 0                      | 0           | 0           | 156,000        | 0           | 0           | 0           | 0             |
| <b>Total Funding</b>           | <b>156,000</b> | <b>0</b>               | <b>0</b>    | <b>0</b>    | <b>156,000</b> | <b>0</b>    | <b>0</b>    | <b>0</b>    | <b>0</b>      |

**Project Title                    Resh Road Pavement Rehabilitation****Full-time Employees**      0**Operating Costs**            \$0**Project Description**      This project is for the rehabilitation of the Resh Road Landfill access road.

**Project Justification**      A portion of the existing access road was constructed on areas where trash was buried. Since closing the landfill, the access road has continued to subside and is in need of major rehabilitation. The access road must remain open and passible for the leachate trucks to have access to the tanks for leachate removal.

|                                | <b>Total</b>     | <b>Prior<br/>Appr.</b> | <b>2019</b> | <b>2020</b>      | <b>2021</b> | <b>2022</b> | <b>2023</b> | <b>2024</b> | <b>Future</b> |
|--------------------------------|------------------|------------------------|-------------|------------------|-------------|-------------|-------------|-------------|---------------|
| <b><u>Project Costs:</u></b>   |                  |                        |             |                  |             |             |             |             |               |
| Construction                   | 901,000          | 0                      | 0           | 901,000          | 0           | 0           | 0           | 0           | 0             |
| Engineering and Design         | 106,000          | 0                      | 0           | 106,000          | 0           | 0           | 0           | 0           | 0             |
| Inspection                     | 53,000           | 0                      | 0           | 53,000           | 0           | 0           | 0           | 0           | 0             |
| <b>Total Cost</b>              | <b>1,060,000</b> | <b>0</b>               | <b>0</b>    | <b>1,060,000</b> | <b>0</b>    | <b>0</b>    | <b>0</b>    | <b>0</b>    | <b>0</b>      |
| <b><u>Funding Sources:</u></b> |                  |                        |             |                  |             |             |             |             |               |
| Self-Supported Bond            | 1,060,000        | 0                      | 0           | 1,060,000        | 0           | 0           | 0           | 0           | 0             |
| <b>Total Funding</b>           | <b>1,060,000</b> | <b>0</b>               | <b>0</b>    | <b>1,060,000</b> | <b>0</b>    | <b>0</b>    | <b>0</b>    | <b>0</b>    | <b>0</b>      |

Project Title

Transfer Station Upgrades

Full-time Employees

0

Operating Costs

\$0

Project Description

The project will upgrade the attendant office facilities at each transfer station.

Project Justification

The existing buildings (sheds) at the four transfer stations are approximately 15-20 years old. It is anticipated the buildings will need replaced within the next ten years. Along with the replacement, electrical upgrades will be needed.

|                         | Total          | Prior<br>Appr. | 2019     | 2020     | 2021     | 2022     | 2023     | 2024     | Future         |
|-------------------------|----------------|----------------|----------|----------|----------|----------|----------|----------|----------------|
| <b>Project Costs:</b>   |                |                |          |          |          |          |          |          |                |
| Construction            | 203,000        | 0              | 0        | 0        | 0        | 0        | 0        | 0        | 203,000        |
| Engineering and Design  | 29,000         | 0              | 0        | 0        | 0        | 0        | 0        | 0        | 29,000         |
| <b>Total Cost</b>       | <b>232,000</b> | <b>0</b>       | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>232,000</b> |
| <b>Funding Sources:</b> |                |                |          |          |          |          |          |          |                |
| Self-Supported Bond     | 232,000        | 0              | 0        | 0        | 0        | 0        | 0        | 0        | 232,000        |
| <b>Total Funding</b>    | <b>232,000</b> | <b>0</b>       | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>232,000</b> |

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# Transit

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*Transit*  
*Capital Improvement Ten Year Summary*  
*Fiscal Year 2019 - 2028*

| Page            | Project                        | Total      | Prior Appr. | Budget Year |           | Ten Year Capital Program |           |         |         |           |
|-----------------|--------------------------------|------------|-------------|-------------|-----------|--------------------------|-----------|---------|---------|-----------|
|                 |                                |            |             | FY 2019     | FY 2020   | FY 2021                  | FY 2022   | FY 2023 | FY 2024 | Future    |
| Project Costs   |                                |            |             |             |           |                          |           |         |         |           |
|                 | <u>Transit</u>                 |            |             |             |           |                          |           |         |         |           |
| 202             | Vehicle Preventive Maintenance | 4,128,402  | 378,402     | 375,000     | 375,000   | 375,000                  | 375,000   | 375,000 | 375,000 | 1,500,000 |
| 203             | Fixed Route Bus Replacement    | 7,558,000  | 2,994,000   | 0           | 978,000   | 0                        | 652,000   | 0       | 0       | 2,934,000 |
| 204             | ADA Bus Replacement            | 512,915    | 137,915     | 0           | 0         | 75,000                   | 0         | 75,000  | 75,000  | 150,000   |
|                 | Transit Total                  | 12,199,317 | 3,510,317   | 375,000     | 1,353,000 | 450,000                  | 1,027,000 | 450,000 | 450,000 | 4,584,000 |
| Funding Sources |                                |            |             |             |           |                          |           |         |         |           |
|                 | General Fund                   | 1,209,130  | 347,130     | 37,000      | 135,000   | 44,000                   | 102,000   | 44,000  | 44,000  | 456,000   |
|                 | Federal Grant                  | 9,763,352  | 2,812,352   | 300,000     | 1,082,000 | 360,000                  | 822,000   | 360,000 | 360,000 | 3,667,000 |
|                 | State Grant                    | 1,226,835  | 350,835     | 38,000      | 136,000   | 46,000                   | 103,000   | 46,000  | 46,000  | 461,000   |
|                 |                                | 12,199,317 | 3,510,317   | 375,000     | 1,353,000 | 450,000                  | 1,027,000 | 450,000 | 450,000 | 4,584,000 |

|                            |                                       |
|----------------------------|---------------------------------------|
| <b>Project Title</b>       | <b>Vehicle Preventive Maintenance</b> |
| <b>Project ID</b>          | EQP021                                |
| <b>Full-time Employees</b> | 0                                     |
| <b>Operating Costs</b>     | \$0                                   |

**Project Description** This project will provide for preventative maintenance and repairs of transit vehicles and facilities.

**Project Assumptions** The project assumes funding 80% Federal, 10% State, 10% Local and is contingent on grant funding. Federal Transit Administration (FTA) determinations now allow for expenses such as tools, equipment, repair materials, and preventative care for the fleet of transit vehicles and transit facilities to be capitalized.

**Project Justification** Maintaining federally funded assets is a priority to the Federal Transit Administration (FTA), Maryland Transit Administration (MTA) and Washington County Transit (WCT).

|                                | <b>Total</b>     | <b>Prior<br/>Appr.</b> | <b>2019</b>    | <b>2020</b>    | <b>2021</b>    | <b>2022</b>    | <b>2023</b>    | <b>2024</b>    | <b>Future</b>    |
|--------------------------------|------------------|------------------------|----------------|----------------|----------------|----------------|----------------|----------------|------------------|
| <b><u>Project Costs:</u></b>   |                  |                        |                |                |                |                |                |                |                  |
| Equipment/Furniture            | 4,128,402        | 378,402                | 375,000        | 375,000        | 375,000        | 375,000        | 375,000        | 375,000        | 1,500,000        |
| <b>Total Cost</b>              | <b>4,128,402</b> | <b>378,402</b>         | <b>375,000</b> | <b>375,000</b> | <b>375,000</b> | <b>375,000</b> | <b>375,000</b> | <b>375,000</b> | <b>1,500,000</b> |
| <b><u>Funding Sources:</u></b> |                  |                        |                |                |                |                |                |                |                  |
| General Fund                   | 402,040          | 37,040                 | 37,000         | 37,000         | 36,000         | 37,000         | 36,000         | 36,000         | 146,000          |
| Federal Grant                  | 3,303,322        | 303,322                | 300,000        | 300,000        | 300,000        | 300,000        | 300,000        | 300,000        | 1,200,000        |
| State Grant                    | 423,040          | 38,040                 | 38,000         | 38,000         | 39,000         | 38,000         | 39,000         | 39,000         | 154,000          |
| <b>Total Funding</b>           | <b>4,128,402</b> | <b>378,402</b>         | <b>375,000</b> | <b>375,000</b> | <b>375,000</b> | <b>375,000</b> | <b>375,000</b> | <b>375,000</b> | <b>1,500,000</b> |

|                            |  |
|----------------------------|--|
| <b>Project Title</b>       | <b>Fixed Route Bus Replacement Program</b> |
| <b>Project ID</b>          | VEH003                                     |
| <b>Full-time Employees</b> | 0  |
| <b>Operating Costs</b>     | \$0  |

**Project Description** FY 20 - Replace three (3) fixed-route transit buses, Units 710 -712 which will become 724- 726 FY 22 - Replace two (2) fixed-route transit buses, Units 713 - 714 which will become 727 - 728 FY 28 - Replace nine (9) fixed-route transit buses, Units 715- 723 which will become 729 - 737.

**Project Assumptions** All out-year procurements will be based on available grant funds from MTA and local match approval. Dollar figures shown are provided by MTA based on the current small/mid-size bus contract. The project funding assumes 80% Federal, 10% State, 10% Local.

**Project Justification** Following the Maryland Transit Administration (MTA) useful life criteria, MTA provides grant funding to replace existing vehicles when they reach the end of the useful life criteria. Out years are projected based on the current useful life schedule.

|                         | <b>Total</b>     | <b>Prior<br/>Appr.</b> | <b>2019</b> | <b>2020</b>    | <b>2021</b> | <b>2022</b>    | <b>2023</b> | <b>2024</b> | <b>Future</b>    |
|-------------------------|------------------|------------------------|-------------|----------------|-------------|----------------|-------------|-------------|------------------|
| <b>Project Costs:</b>   |                  |                        |             |                |             |                |             |             |                  |
| Vehicles                | 7,558,000        | 2,994,000              | 0           | 978,000        | 0           | 652,000        | 0           | 0           | 2,934,000        |
| <b>Total Cost</b>       | <b>7,558,000</b> | <b>2,994,000</b>       | <b>0</b>    | <b>978,000</b> | <b>0</b>    | <b>652,000</b> | <b>0</b>    | <b>0</b>    | <b>2,934,000</b> |
| <b>Funding Sources:</b> |                  |                        |             |                |             |                |             |             |                  |
| General Fund            | 757,000          | 300,000                | 0           | 98,000         | 0           | 65,000         | 0           | 0           | 294,000          |
| Federal Grant           | 6,046,000        | 2,395,000              | 0           | 782,000        | 0           | 522,000        | 0           | 0           | 2,347,000        |
| State Grant             | 755,000          | 299,000                | 0           | 98,000         | 0           | 65,000         | 0           | 0           | 293,000          |
| <b>Total Funding</b>    | <b>7,558,000</b> | <b>2,994,000</b>       | <b>0</b>    | <b>978,000</b> | <b>0</b>    | <b>652,000</b> | <b>0</b>    | <b>0</b>    | <b>2,934,000</b> |

|                            |                            |
|----------------------------|----------------------------|
| <b>Project Title</b>       | <b>ADA Bus Replacement</b> |
| <b>Project ID</b>          | VEH005                     |
| <b>Full-time Employees</b> | 0                          |
| <b>Operating Costs</b>     | \$0                        |

**Project Description** FY 21 - Replace one (1) ADA Program bus (Unit 505) becomes 508  
FY 23 - Replace one (1) ADA Program bus (Unit 506) becomes 509  
FY 24 - Replace one (1) ADA Program bus (Unit 507) becomes 510  
FY 26 - Replace one (1) ADA Program bus (Unit 508) becomes 511  
FY 28 - Replace one (1) ADA Program bus (Unit 509) becomes 512  
FY 29 - Replace one (1) ADA Program bus (Unit 510) becomes 513

**Project Assumptions** All out-year procurements will be based on available grant funds from MTA and local match approval. Dollar figures shown are provided by MTA based on the current small/mid-size bus contract. The project funding assumes 80% Federal, 10% State, 10% Local.

**Project Justification** Following the Maryland Transit Administration (MTA) useful life criteria, MTA provides grant funding to replace existing vehicles when they reach the end of the useful life criteria. Out years are projected based on the current useful life schedule.

|                         | <b>Total</b>   | <b>Prior<br/>Appr.</b> | <b>2019</b> | <b>2020</b> | <b>2021</b>   | <b>2022</b> | <b>2023</b>   | <b>2024</b>   | <b>Future</b>  |
|-------------------------|----------------|------------------------|-------------|-------------|---------------|-------------|---------------|---------------|----------------|
| <b>Project Costs:</b>   |                |                        |             |             |               |             |               |               |                |
| Vehicles                | 512,915        | 137,915                | 0           | 0           | 75,000        | 0           | 75,000        | 75,000        | 150,000        |
| <b>Total Cost</b>       | <b>512,915</b> | <b>137,915</b>         | <b>0</b>    | <b>0</b>    | <b>75,000</b> | <b>0</b>    | <b>75,000</b> | <b>75,000</b> | <b>150,000</b> |
| <b>Funding Sources:</b> |                |                        |             |             |               |             |               |               |                |
| General Fund            | 50,090         | 10,090                 | 0           | 0           | 8,000         | 0           | 8,000         | 8,000         | 16,000         |
| Federal Grant           | 414,030        | 114,030                | 0           | 0           | 60,000        | 0           | 60,000        | 60,000        | 120,000        |
| State Grant             | 48,795         | 13,795                 | 0           | 0           | 7,000         | 0           | 7,000         | 7,000         | 14,000         |
| <b>Total Funding</b>    | <b>512,915</b> | <b>137,915</b>         | <b>0</b>    | <b>0</b>    | <b>75,000</b> | <b>0</b>    | <b>75,000</b> | <b>75,000</b> | <b>150,000</b> |

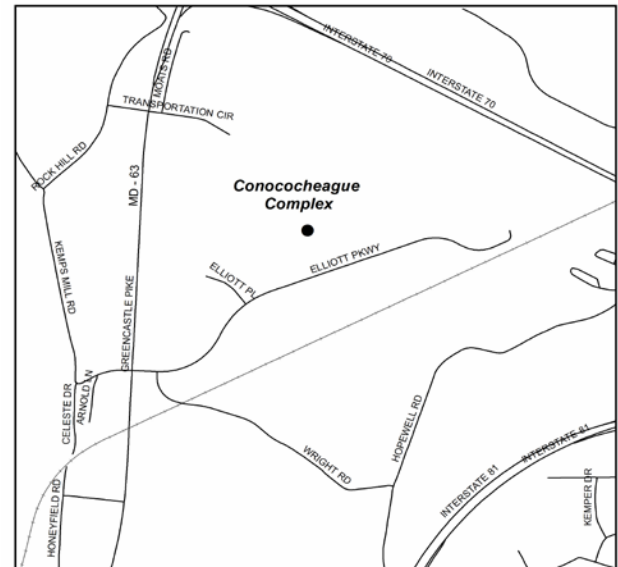
# Water Quality

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*Water Quality*  
*Capital Improvement Ten Year Summary*  
*Fiscal Year 2019 - 2028*

| Page                 | Project   | Total      | Prior Appr. | Budget    |           | Ten Year Capital Program |           |           |           |            |
|----------------------|---|------------|-------------|-----------|-----------|--------------------------|-----------|-----------|-----------|------------|
|                      |   |            |             | FY 2019   | FY 2020   | FY 2021                  | FY 2022   | FY 2023   | FY 2024   | Future     |
| Project Costs        |   |            |             |           |           |                          |           |           |           |            |
| <u>Water Quality</u> |   |            |             |           |           |                          |           |           |           |            |
| 206                  | General Building Improvements                                   | 1,215,000  | 101,000     | 150,000   | 0         | 0                        | 0         | 0         | 370,000   | 594,000    |
| 207                  | Lab Equipment Replacement                                       | 310,000    | 73,000      | 31,000    | 21,000    | 22,000                   | 22,000    | 22,000    | 23,000    | 96,000     |
| 208                  | WQ Equip/Vehicle Replacement Program                            | 1,036,625  | 226,625     | 70,000    | 75,000    | 75,000                   | 80,000    | 80,000    | 80,000    | 350,000    |
| 209                  | Replace Grinder Pumps   | 742,000    | 26,000      | 26,000    | 40,000    | 60,000                   | 80,000    | 80,000    | 80,000    | 350,000    |
| 210                  | Pen Mar/ Highfield/ Cascade Septic Tank Pumping and Replacement | 105,000    | 0           | 35,000    | 35,000    | 35,000                   | 0         | 0         | 0         | 0          |
| 211                  | Pump Station Upgrades - Various Stations                        | 2,967,183  | 899,183     | 280,000   | 0         | 0                        | 0         | 153,000   | 0         | 1,635,000  |
| 212                  | Collection System Rehabilitation Project                        | 3,475,087  | 370,087     | 0         | 500,000   | 0                        | 275,000   | 560,000   | 0         | 1,770,000  |
| 213                  | Capacity Management Project                                     | 9,723,000  | 1,683,000   | 520,000   | 3,180,000 | 3,240,000                | 1,100,000 | 0         | 0         | 0          |
| 214                  | Smithsburg WWTP ENR Upgrade                                     | 12,694,387 | 1,903,387   | 0         | 5,391,000 | 5,400,000                | 0         | 0         | 0         | 0          |
| 215                  | Heavy Sewer EQP and VEH Replacement                             | 896,400    | 347,400     | 95,000    | 74,000    | 39,000                   | 39,000    | 40,000    | 41,000    | 221,000    |
| 216                  | Potomac Edison Pump Station & Force Main                        | 1,632,000  | 0           | 0         | 0         | 0                        | 0         | 1,632,000 | 0         | 0          |
| 217                  | General WwTP Improvements                                       | 4,076,000  | 0           | 0         | 0         | 0                        | 986,000   | 0         | 1,160,000 | 1,930,000  |
| 218                  | Water Meter Replacement   | 499,465    | 118,465     | 50,000    | 50,000    | 50,000                   | 32,000    | 32,000    | 33,000    | 134,000    |
| 219                  | Mt Aetna Water System Improvements                              | 729,000    | 0           | 130,000   | 0         | 599,000                  | 0         | 0         | 0         | 0          |
| 220                  | Sharpsburg Water Treatment Plant                                | 794,000    | 204,000     | 0         | 0         | 0                        | 0         | 0         | 0         | 590,000    |
| 221                  | General WTP Improvements  | 884,325    | 62,325      | 0         | 0         | 242,000                  | 0         | 0         | 0         | 580,000    |
| 222                  | Highfield/Sharpsburg Water Storage Tank                         | 336,000    | 0           | 0         | 0         | 0                        | 0         | 0         | 0         | 336,000    |
| 223                  | Sharpsburg Water Meter Cradle Replacement                       | 1,000,000  | 0           | 0         | 250,000   | 250,000                  | 250,000   | 250,000   | 0         | 0          |
| 224                  | WQ Main Replacement   | 4,090,000  | 0           | 0         | 0         | 0                        | 0         | 566,000   | 522,000   | 3,002,000  |
| Water Quality Total  |   | 47,205,472 | 6,014,472   | 1,387,000 | 9,616,000 | 10,012,000               | 2,864,000 | 3,415,000 | 2,309,000 | 11,588,000 |
| Funding Sources      |   |            |             |           |           |                          |           |           |           |            |
|                      | General Fund  | 350,000    | 0           | 0         | 0         | 0                        | 175,000   | 175,000   | 0         | 0          |
|                      | Utility Admin Fund  | 1,327,625  | 280,625     | 101,000   | 96,000    | 97,000                   | 102,000   | 102,000   | 103,000   | 446,000    |
|                      | Water Fund  | 449,465    | 68,465      | 50,000    | 50,000    | 50,000                   | 32,000    | 32,000    | 33,000    | 134,000    |
|                      | Sewer Fund  | 3,766,557  | 2,945,557   | 61,000    | 75,000    | 95,000                   | 80,000    | 80,000    | 80,000    | 350,000    |
|                      | Self-Supported Bond   | 33,673,825 | 2,435,825   | 1,150,000 | 8,970,000 | 9,470,000                | 2,304,000 | 732,000   | 1,571,000 | 7,041,000  |
|                      | Capital Reserve - General                                       | 3,440,000  | 0           | 0         | 0         | 0                        | 0         | 516,000   | 472,000   | 2,452,000  |
|                      | Capital Reserve - Utility                                       | 120,000    | 120,000     | 0         | 0         | 0                        | 0         | 0         | 0         | 0          |
|                      | Capital Reserve - Sewer   | 114,000    | 114,000     | 0         | 0         | 0                        | 0         | 0         | 0         | 0          |
|                      | Capital Reserve - Water   | 875,000    | 50,000      | 0         | 200,000   | 175,000                  | 0         | 0         | 0         | 450,000    |
|                      | State Grant   | 2,042,000  | 0           | 25,000    | 225,000   | 125,000                  | 171,000   | 731,000   | 50,000    | 715,000    |
|                      | Contributions   | 1,047,000  | 0           | 0         | 0         | 0                        | 0         | 1,047,000 | 0         | 0          |
|                      |   | 47,205,472 | 6,014,472   | 1,387,000 | 9,616,000 | 10,012,000               | 2,864,000 | 3,415,000 | 2,309,000 | 11,588,000 |

|                            |                                      |
|----------------------------|--------------------------------------|
| <b>Project Title</b>       | <b>General Building Improvements</b> |
| <b>Project ID</b>          | BLD073                               |
| <b>Full-time Employees</b> | 0                                    |
| <b>Operating Costs</b>     | \$0                                  |



**Project Description** The project will provide for general building improvements to the administration office building and maintenance buildings and associated paving on the Conococheague Complex.

**Project Justification** The buildings are in need of improvements due to normal aging and recommendations by the manufacturer of the building.

**Project Costs:**

|                   | <b>Total</b>     | <b>Prior<br/>Appr.</b> | <b>2019</b>    | <b>2020</b> | <b>2021</b> | <b>2022</b> | <b>2023</b> | <b>2024</b>    | <b>Future</b>  |
|-------------------|------------------|------------------------|----------------|-------------|-------------|-------------|-------------|----------------|----------------|
| Construction      | 1,215,000        | 101,000                | 150,000        | 0           | 0           | 0           | 0           | 370,000        | 594,000        |
| <b>Total Cost</b> | <b>1,215,000</b> | <b>101,000</b>         | <b>150,000</b> | <b>0</b>    | <b>0</b>    | <b>0</b>    | <b>0</b>    | <b>370,000</b> | <b>594,000</b> |

**Funding Sources:**

|                      |                  |                |                |          |          |          |          |                |                |
|----------------------|------------------|----------------|----------------|----------|----------|----------|----------|----------------|----------------|
| Utility Admin Fund   | 101,000          | 101,000        | 0              | 0        | 0        | 0        | 0        | 0              | 0              |
| Self-Supported Bond  | 1,114,000        | 0              | 150,000        | 0        | 0        | 0        | 0        | 370,000        | 594,000        |
| <b>Total Funding</b> | <b>1,215,000</b> | <b>101,000</b> | <b>150,000</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>370,000</b> | <b>594,000</b> |

|                     |                           |
|---------------------|---------------------------|
| Project Title       | Lab Equipment Replacement |
| Project ID          | EQP063                    |
| Full-time Employees | 0                         |
| Operating Costs     | \$0                       |

**Project Description**      The project will replace / upgrade existing lab testing equipment.

**Project Justification**      The existing lab equipment has reached it's useful life and needs to be replaced / upgraded.

|                                | Total          | Prior<br>Appr. | 2019          | 2020          | 2021          | 2022          | 2023          | 2024          | Future        |
|--------------------------------|----------------|----------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|
| <b><u>Project Costs:</u></b>   |                |                |               |               |               |               |               |               |               |
| Equipment/Furniture            | 310,000        | 73,000         | 31,000        | 21,000        | 22,000        | 22,000        | 22,000        | 23,000        | 96,000        |
| <b>Total Cost</b>              | <b>310,000</b> | <b>73,000</b>  | <b>31,000</b> | <b>21,000</b> | <b>22,000</b> | <b>22,000</b> | <b>22,000</b> | <b>23,000</b> | <b>96,000</b> |
| <b><u>Funding Sources:</u></b> |                |                |               |               |               |               |               |               |               |
| Utility Admin Fund             | 284,000        | 47,000         | 31,000        | 21,000        | 22,000        | 22,000        | 22,000        | 23,000        | 96,000        |
| Capital Reserve - Utility      | 26,000         | 26,000         | 0             | 0             | 0             | 0             | 0             | 0             | 0             |
| <b>Total Funding</b>           | <b>310,000</b> | <b>73,000</b>  | <b>31,000</b> | <b>21,000</b> | <b>22,000</b> | <b>22,000</b> | <b>22,000</b> | <b>23,000</b> | <b>96,000</b> |

|                            |   |
|----------------------------|---|
| <b>Project Title</b>       | <b>WQ Equip/Vehicle Replacement Program</b> |
| <b>Project ID</b>          | VEH007                                      |
| <b>Full-time Employees</b> | 0   |
| <b>Operating Costs</b>     | \$0   |

**Project Description** The project will replace heavy equipment and vehicles that are beyond their useful life, which are typically the most costly to maintain. In line with the objectives of a well managed organization, Water Quality wants to establish an equipment and fleet replacement program that will, in time, set the vehicle and equipment replacement cycle in line with best practices, minimizing operating and maintenance costs.

**Project Justification** The goal of the replacement program is to strike a balance for minimizing replacement costs versus maintenance and fuel costs. The program allows for the purchase of replacement vehicles and equipment used to provide services within the Water Quality service areas.

|                                | <b>Total</b>     | <b>Prior<br/>Appr.</b> | <b>2019</b>   | <b>2020</b>   | <b>2021</b>   | <b>2022</b>   | <b>2023</b>   | <b>2024</b>   | <b>Future</b>  |
|--------------------------------|------------------|------------------------|---------------|---------------|---------------|---------------|---------------|---------------|----------------|
| <b><u>Project Costs:</u></b>   |                  |                        |               |               |               |               |               |               |                |
| Equipment/Furniture            | 26,000           | 26,000                 | 0             | 0             | 0             | 0             | 0             | 0             | 0              |
| Vehicles                       | 1,010,625        | 200,625                | 70,000        | 75,000        | 75,000        | 80,000        | 80,000        | 80,000        | 350,000        |
| <b>Total Cost</b>              | <b>1,036,625</b> | <b>226,625</b>         | <b>70,000</b> | <b>75,000</b> | <b>75,000</b> | <b>80,000</b> | <b>80,000</b> | <b>80,000</b> | <b>350,000</b> |
| <b><u>Funding Sources:</u></b> |                  |                        |               |               |               |               |               |               |                |
| Utility Admin Fund             | 942,625          | 132,625                | 70,000        | 75,000        | 75,000        | 80,000        | 80,000        | 80,000        | 350,000        |
| Capital Reserve - Utility      | 94,000           | 94,000                 | 0             | 0             | 0             | 0             | 0             | 0             | 0              |
| <b>Total Funding</b>           | <b>1,036,625</b> | <b>226,625</b>         | <b>70,000</b> | <b>75,000</b> | <b>75,000</b> | <b>80,000</b> | <b>80,000</b> | <b>80,000</b> | <b>350,000</b> |

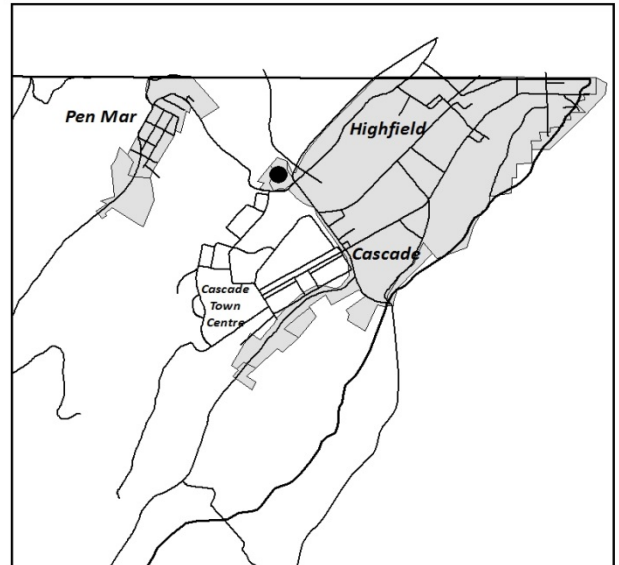
|                     |                       |
|---------------------|-----------------------|
| Project Title       | Replace Grinder Pumps |
| Project ID          | EQP055                |
| Full-time Employees | 0                     |
| Operating Costs     | \$0                   |

**Project Description**      The project will provide the replacement of core units of aging infrastructure and will extend the life of the system.

**Project Justification**      Some of the existing grinder pumps have reached their life expectancy and need to be replaced.

|                         | Total          | Prior<br>Appr. | 2019          | 2020          | 2021          | 2022          | 2023          | 2024          | Future         |
|-------------------------|----------------|----------------|---------------|---------------|---------------|---------------|---------------|---------------|----------------|
| <b>Project Costs:</b>   |                |                |               |               |               |               |               |               |                |
| Equipment/Furniture     | 742,000        | 26,000         | 26,000        | 40,000        | 60,000        | 80,000        | 80,000        | 80,000        | 350,000        |
| <b>Total Cost</b>       | <b>742,000</b> | <b>26,000</b>  | <b>26,000</b> | <b>40,000</b> | <b>60,000</b> | <b>80,000</b> | <b>80,000</b> | <b>80,000</b> | <b>350,000</b> |
| <b>Funding Sources:</b> |                |                |               |               |               |               |               |               |                |
| Sewer Fund              | 716,000        | 0              | 26,000        | 40,000        | 60,000        | 80,000        | 80,000        | 80,000        | 350,000        |
| Capital Reserve - Sewer | 26,000         | 26,000         | 0             | 0             | 0             | 0             | 0             | 0             | 0              |
| <b>Total Funding</b>    | <b>742,000</b> | <b>26,000</b>  | <b>26,000</b> | <b>40,000</b> | <b>60,000</b> | <b>80,000</b> | <b>80,000</b> | <b>80,000</b> | <b>350,000</b> |

|                            |  |
|----------------------------|--|
| <b>Project Title</b>       | <b>Pen Mar / Highfield / Cascade Septic tank Pumping and Replacement</b> |
| <b>Project ID</b>          | EQP065   |
| <b>Full-time Employees</b> | 0  |
| <b>Operating Costs</b>     | \$0  |



**Project Description** Pump the solids out of the existing septic tanks and replace damaged tanks.

**Project Assumptions** Advertise this as project to have a private septic hauler perform the work.

**Project Justification** The Pen Mar / Highfield / Cascade sewer collection system was constructed as a hybrid collection system. The property owners had existing on-lot septic systems, thus they were permitted to keep their septic tanks. The sewage from the homes flows into the existing septic tank where the solids are collected. The effluent from the septic tank then flows into a new pump tank that will discharge into a small diameter gravity system. The solids will accumulate in the septic tank until they are required to be pumped out. When the County installed the sewer system, we assumed the responsibility of pumping out the septic tanks. It has been 10 years since the tanks were last pumped out.

|                                | <b>Total</b>   | <b>Prior Appr.</b> | <b>2019</b>   | <b>2020</b>   | <b>2021</b>   | <b>2022</b> | <b>2023</b> | <b>2024</b> | <b>Future</b> |
|--------------------------------|----------------|--------------------|---------------|---------------|---------------|-------------|-------------|-------------|---------------|
| <b><u>Project Costs:</u></b>   |                |                    |               |               |               |             |             |             |               |
| Construction                   | 105,000        | 0                  | 35,000        | 35,000        | 35,000        | 0           | 0           | 0           | 0             |
| <b>Total Cost</b>              | <b>105,000</b> | <b>0</b>           | <b>35,000</b> | <b>35,000</b> | <b>35,000</b> | <b>0</b>    | <b>0</b>    | <b>0</b>    | <b>0</b>      |
| <b><u>Funding Sources:</u></b> |                |                    |               |               |               |             |             |             |               |
| Sewer Fund                     | 105,000        | 0                  | 35,000        | 35,000        | 35,000        | 0           | 0           | 0           | 0             |
| <b>Total Funding</b>           | <b>105,000</b> | <b>0</b>           | <b>35,000</b> | <b>35,000</b> | <b>35,000</b> | <b>0</b>    | <b>0</b>    | <b>0</b>    | <b>0</b>      |

|                     |  |
|---------------------|--|
| Project Title       | Pump Station Upgrades - Various Stations |
| Project ID          | LIN034                                   |
| Full-time Employees | 0  |
| Operating Costs     | \$0                                      |

**Project Description**    The project includes electrical and equipment upgrades.

**Project Justification**    Upgrades are required to address aging equipment issues.

|                                | Total            | Prior<br>Appr. | 2019           | 2020     | 2021     | 2022     | 2023           | 2024     | Future           |
|--------------------------------|------------------|----------------|----------------|----------|----------|----------|----------------|----------|------------------|
| <b><u>Project Costs:</u></b>   |                  |                |                |          |          |          |                |          |                  |
| Construction                   | 2,967,183        | 899,183        | 280,000        | 0        | 0        | 0        | 153,000        | 0        | 1,635,000        |
| <b>Total Cost</b>              | <b>2,967,183</b> | <b>899,183</b> | <b>280,000</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>153,000</b> | <b>0</b> | <b>1,635,000</b> |
| <b><u>Funding Sources:</u></b> |                  |                |                |          |          |          |                |          |                  |
| Sewer Fund                     | 4,683            | 4,683          | 0              | 0        | 0        | 0        | 0              | 0        | 0                |
| Self-Supported Bond            | 2,962,500        | 894,500        | 280,000        | 0        | 0        | 0        | 153,000        | 0        | 1,635,000        |
| <b>Total Funding</b>           | <b>2,967,183</b> | <b>899,183</b> | <b>280,000</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>153,000</b> | <b>0</b> | <b>1,635,000</b> |

|                            |   |
|----------------------------|---|
| <b>Project Title</b>       | <b>Collection System Rehabilitation Project</b> |
| <b>Project ID</b>          | LIN040  |
| <b>Full-time Employees</b> | 0   |
| <b>Operating Costs</b>     | \$0   |

**Project Description** This project will rehabilitate existing sewer lines.

**Project Assumptions** Grant estimated based on last I&I project. Grant funds estimated at 35%.

**Project Justification** The Collection Systems in the County are aging and showing normal deterioration which requires repairs, slip lining or replacement to reduce the amount of Inflow and Infiltration (I&I) entering the system and to reduce the potential of line breaks and sewer overflows. I&I impacts the budget by increasing the amount of water requiring treatment without increasing the revenue to pay for this expense. Sewer line breaks and sewer overflows cause environmental issues.

|                                | <b>Total</b>     | <b>Prior<br/>Appr.</b> | <b>2019</b> | <b>2020</b>    | <b>2021</b> | <b>2022</b>    | <b>2023</b>    | <b>2024</b> | <b>Future</b>    |
|--------------------------------|------------------|------------------------|-------------|----------------|-------------|----------------|----------------|-------------|------------------|
| <b><u>Project Costs:</u></b>   |                  |                        |             |                |             |                |                |             |                  |
| Construction                   | 3,475,087        | 370,087                | 0           | 500,000        | 0           | 275,000        | 560,000        | 0           | 1,770,000        |
| <b>Total Cost</b>              | <b>3,475,087</b> | <b>370,087</b>         | <b>0</b>    | <b>500,000</b> | <b>0</b>    | <b>275,000</b> | <b>560,000</b> | <b>0</b>    | <b>1,770,000</b> |
| <b><u>Funding Sources:</u></b> |                  |                        |             |                |             |                |                |             |                  |
| Sewer Fund                     | 13,087           | 13,087                 | 0           | 0              | 0           | 0              | 0              | 0           | 0                |
| Self-Supported Bond            | 2,380,000        | 357,000                | 0           | 325,000        | 0           | 179,000        | 364,000        | 0           | 1,155,000        |
| State Grant                    | 1,082,000        | 0                      | 0           | 175,000        | 0           | 96,000         | 196,000        | 0           | 615,000          |
| <b>Total Funding</b>           | <b>3,475,087</b> | <b>370,087</b>         | <b>0</b>    | <b>500,000</b> | <b>0</b>    | <b>275,000</b> | <b>560,000</b> | <b>0</b>    | <b>1,770,000</b> |

|                            |                                    |
|----------------------------|------------------------------------|
| <b>Project Title</b>       | <b>Capacity Management Project</b> |
| <b>Project ID</b>          | LIN042                             |
| <b>Full-time Employees</b> | 0                                  |
| <b>Operating Costs</b>     | \$0                                |

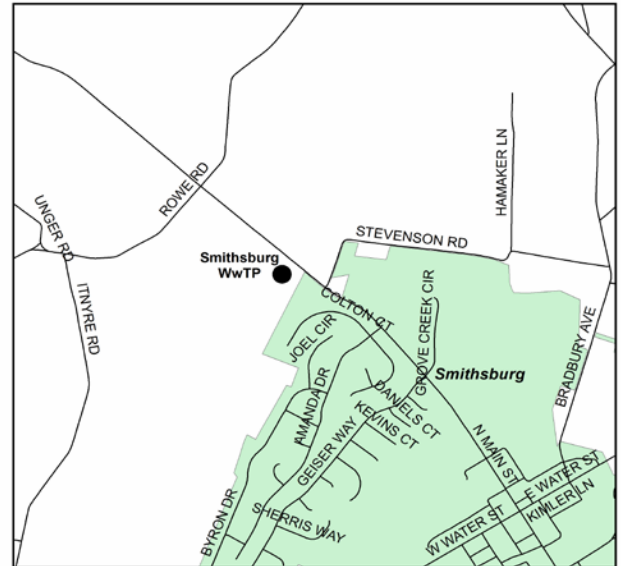


**Project Description** Capacity Management has been expanded to include the following: Phase I – Construct a new regional pump station to service the Maugansville area. The new pump station will pump the sewage to the Cedar Lawn area where it will be discharged into the County’s gravity collection system. Gravity lines will be constructed from the new station to Maugansville and Maugans Meadow’s pump stations. Once the new station is on-line the existing Maugansville and Maugans Meadow’s pump stations will be taken off-line. Phase II – Construct a new gravity line from the regional station to the Garden Spot pump station. At this time, the Garden Spot pump station will be taken off-line. Phase III – Construct a new gravity line from Garden Spot pump station to Freedom Hills pump station. At this time, the Freedom Hill pump station will be taken off-line.

**Project Justification** Currently the Maugansville Collection area is approaching its design capacity. This project will redirect flow from this area to another drainage area providing capacity relief and facilitating economic growth in the drainage area.

|                                | <b>Total</b>     | <b>Prior Appr.</b> | <b>2019</b>    | <b>2020</b>      | <b>2021</b>      | <b>2022</b>      | <b>2023</b> | <b>2024</b> | <b>Future</b> |
|--------------------------------|------------------|--------------------|----------------|------------------|------------------|------------------|-------------|-------------|---------------|
| <b><u>Project Costs:</u></b>   |                  |                    |                |                  |                  |                  |             |             |               |
| Construction                   | 8,693,000        | 1,173,000          | 0              | 3,180,000        | 3,240,000        | 1,100,000        | 0           | 0           | 0             |
| Engineering and Design         | 306,000          | 306,000            | 0              | 0                | 0                | 0                | 0           | 0           | 0             |
| Land Acquisition               | 724,000          | 204,000            | 520,000        | 0                | 0                | 0                | 0           | 0           | 0             |
| <b>Total Cost</b>              | <b>9,723,000</b> | <b>1,683,000</b>   | <b>520,000</b> | <b>3,180,000</b> | <b>3,240,000</b> | <b>1,100,000</b> | <b>0</b>    | <b>0</b>    | <b>0</b>      |
| <b><u>Funding Sources:</u></b> |                  |                    |                |                  |                  |                  |             |             |               |
| Sewer Fund                     | 1,173,000        | 1,173,000          | 0              | 0                | 0                | 0                | 0           | 0           | 0             |
| Self-Supported Bond            | 8,550,000        | 510,000            | 520,000        | 3,180,000        | 3,240,000        | 1,100,000        | 0           | 0           | 0             |
| <b>Total Funding</b>           | <b>9,723,000</b> | <b>1,683,000</b>   | <b>520,000</b> | <b>3,180,000</b> | <b>3,240,000</b> | <b>1,100,000</b> | <b>0</b>    | <b>0</b>    | <b>0</b>      |

|                            |                                       |
|----------------------------|---------------------------------------|
| <b>Project Title</b>       | <b>Smithsburg WwTP - ENR Upgrades</b> |
| <b>Project ID</b>          | TRP021                                |
| <b>Full-time Employees</b> | 0                                     |
| <b>Operating Costs</b>     | \$10,000                              |



|                              |   |
|------------------------------|---|
| <b>Project Description</b>   | The project will upgrade the facility to address Maryland Department of the Environment (MDE) strategy for Enhanced Nutrient Removal (ENR) and expand capacity to address growth needs of the area. |
| <b>Project Assumptions</b>   | Pending grant funding approval.   |
| <b>Project Justification</b> | The upgrade is required to meet MDE's ENR strategy and to prepare for anticipated development in the area.  |

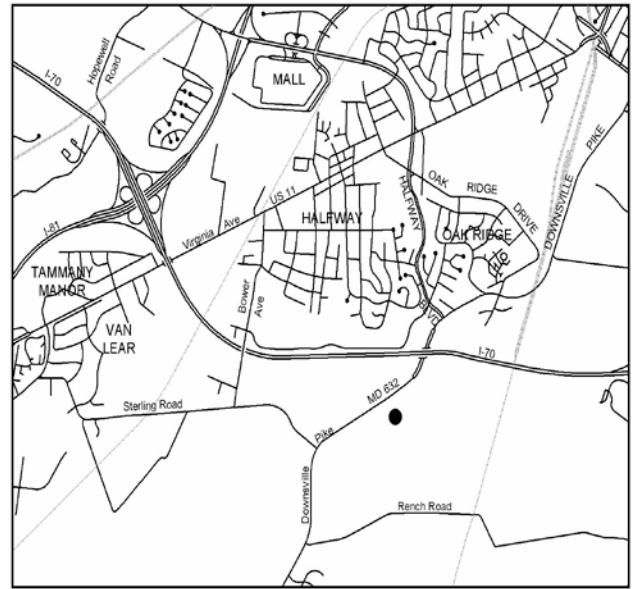
|                                | <b>Total</b>      | <b>Prior Appr.</b> | <b>2019</b> | <b>2020</b>      | <b>2021</b>      | <b>2022</b> | <b>2023</b> | <b>2024</b> | <b>Future</b> |
|--------------------------------|-------------------|--------------------|-------------|------------------|------------------|-------------|-------------|-------------|---------------|
| <b><u>Project Costs:</u></b>   |                   |                    |             |                  |                  |             |             |             |               |
| Construction                   | 11,850,917        | 1,059,917          | 0           | 5,391,000        | 5,400,000        | 0           | 0           | 0           | 0             |
| Engineering and Design         | 843,470           | 843,470            | 0           | 0                | 0                | 0           | 0           | 0           | 0             |
| <b>Total Cost</b>              | <b>12,694,387</b> | <b>1,903,387</b>   | <b>0</b>    | <b>5,391,000</b> | <b>5,400,000</b> | <b>0</b>    | <b>0</b>    | <b>0</b>    | <b>0</b>      |
| <b><u>Funding Sources:</u></b> |                   |                    |             |                  |                  |             |             |             |               |
| Sewer Fund                     | 1,495,387         | 1,495,387          | 0           | 0                | 0                | 0           | 0           | 0           | 0             |
| Self-Supported Bond            | 11,199,000        | 408,000            | 0           | 5,391,000        | 5,400,000        | 0           | 0           | 0           | 0             |
| <b>Total Funding</b>           | <b>12,694,387</b> | <b>1,903,387</b>   | <b>0</b>    | <b>5,391,000</b> | <b>5,400,000</b> | <b>0</b>    | <b>0</b>    | <b>0</b>    | <b>0</b>      |

|                            |  |
|----------------------------|--|
| <b>Project Title</b>       | <b>Heavy Sewer EQP and VEH Replacement</b> |
| <b>Project ID</b>          | VEH010                                     |
| <b>Full-time Employees</b> | 0  |
| <b>Operating Costs</b>     | \$0  |

**Project Description** The project will replace heavy equipment and vehicles that are beyond their useful life, which are typically the most costly to maintain. In line with the objectives of a well-managed organization, Water Quality strives to establish an equipment and fleet replacement program that will, in time, set the vehicle and equipment replacement cycle in line with best practices, minimizing operating and maintenance costs.

**Project Justification** The goal of the replacement program is to strike a balance for minimizing replacement costs versus maintenance and fuel costs. The program allows for the purchase of replacement vehicles and equipment used to provide services within the Water Quality service areas.

|                                | <b>Total</b>   | <b>Prior<br/>Appr.</b> | <b>2019</b>   | <b>2020</b>   | <b>2021</b>   | <b>2022</b>   | <b>2023</b>   | <b>2024</b>   | <b>Future</b>  |
|--------------------------------|----------------|------------------------|---------------|---------------|---------------|---------------|---------------|---------------|----------------|
| <b><u>Project Costs:</u></b>   |                |                        |               |               |               |               |               |               |                |
| Equipment/Furniture            | 46,000         | 3,000                  | 3,000         | 4,000         | 4,000         | 4,000         | 4,000         | 5,000         | 19,000         |
| Other                          | 85,000         | 85,000                 | 0             | 0             | 0             | 0             | 0             | 0             | 0              |
| Vehicles                       | 765,400        | 259,400                | 92,000        | 70,000        | 35,000        | 35,000        | 36,000        | 36,000        | 202,000        |
| <b>Total Cost</b>              | <b>896,400</b> | <b>347,400</b>         | <b>95,000</b> | <b>74,000</b> | <b>39,000</b> | <b>39,000</b> | <b>40,000</b> | <b>41,000</b> | <b>221,000</b> |
| <b><u>Funding Sources:</u></b> |                |                        |               |               |               |               |               |               |                |
| Sewer Fund                     | 259,400        | 259,400                | 0             | 0             | 0             | 0             | 0             | 0             | 0              |
| Self-Supported Bond            | 549,000        | 0                      | 95,000        | 74,000        | 39,000        | 39,000        | 40,000        | 41,000        | 221,000        |
| Capital Reserve - Sewer        | 88,000         | 88,000                 | 0             | 0             | 0             | 0             | 0             | 0             | 0              |
| <b>Total Funding</b>           | <b>896,400</b> | <b>347,400</b>         | <b>95,000</b> | <b>74,000</b> | <b>39,000</b> | <b>39,000</b> | <b>40,000</b> | <b>41,000</b> | <b>221,000</b> |

**Project Title** Potomac Edison Pump Station & Force Main**Full-time Employees** 0**Operating Costs** \$0**Project Description** The project will provide for the relocation of the existing force main and the Potomac Edison pump station.**Project Assumptions** Pending grant funding approval and developer contributions.**Project Justification** Relocation of the Potomac Edison pump station and force main is required to facilitate service of the properties in the revised Urban Growth Area Boundary.

|                                | <b>Total</b>     | <b>Prior<br/>Appr.</b> | <b>2019</b> | <b>2020</b> | <b>2021</b> | <b>2022</b> | <b>2023</b>      | <b>2024</b> | <b>Future</b> |
|--------------------------------|------------------|------------------------|-------------|-------------|-------------|-------------|------------------|-------------|---------------|
| <b><u>Project Costs:</u></b>   |                  |                        |             |             |             |             |                  |             |               |
| Construction                   | 1,632,000        | 0                      | 0           | 0           | 0           | 0           | 1,632,000        | 0           | 0             |
| <b>Total Cost</b>              | <b>1,632,000</b> | <b>0</b>               | <b>0</b>    | <b>0</b>    | <b>0</b>    | <b>0</b>    | <b>1,632,000</b> | <b>0</b>    | <b>0</b>      |
| <b><u>Funding Sources:</u></b> |                  |                        |             |             |             |             |                  |             |               |
| Self-Supported Bond            | 175,000          | 0                      | 0           | 0           | 0           | 0           | 175,000          | 0           | 0             |
| State Grant                    | 410,000          | 0                      | 0           | 0           | 0           | 0           | 410,000          | 0           | 0             |
| Contributions                  | 1,047,000        | 0                      | 0           | 0           | 0           | 0           | 1,047,000        | 0           | 0             |
| <b>Total Funding</b>           | <b>1,632,000</b> | <b>0</b>               | <b>0</b>    | <b>0</b>    | <b>0</b>    | <b>0</b>    | <b>1,632,000</b> | <b>0</b>    | <b>0</b>      |

**Project Title**      **General WwTP Improvement****Full-time Employees**      0**Operating Costs**      \$0**Project Description**      The project involves general upgrades including electrical systems and equipment as required to address aging infrastructure and regulatory requirements.**Project Justification**      Upgrades are required to address aging infrastructure and equipment. Some of these upgrades may not have been accomplished under previous projects due to grant funding restrictions.

|                                | <b>Total</b>     | <b>Prior<br/>Appr.</b> | <b>2019</b> | <b>2020</b> | <b>2021</b> | <b>2022</b>    | <b>2023</b> | <b>2024</b>      | <b>Future</b>    |
|--------------------------------|------------------|------------------------|-------------|-------------|-------------|----------------|-------------|------------------|------------------|
| <b><u>Project Costs:</u></b>   |                  |                        |             |             |             |                |             |                  |                  |
| Construction                   | 3,576,000        | 0                      | 0           | 0           | 0           | 786,000        | 0           | 860,000          | 1,930,000        |
| Engineering and Design         | 500,000          | 0                      | 0           | 0           | 0           | 200,000        | 0           | 300,000          | 0                |
| <b>Total Cost</b>              | <b>4,076,000</b> | <b>0</b>               | <b>0</b>    | <b>0</b>    | <b>0</b>    | <b>986,000</b> | <b>0</b>    | <b>1,160,000</b> | <b>1,930,000</b> |
| <b><u>Funding Sources:</u></b> |                  |                        |             |             |             |                |             |                  |                  |
| Self-Supported Bond            | 4,076,000        | 0                      | 0           | 0           | 0           | 986,000        | 0           | 1,160,000        | 1,930,000        |
| <b>Total Funding</b>           | <b>4,076,000</b> | <b>0</b>               | <b>0</b>    | <b>0</b>    | <b>0</b>    | <b>986,000</b> | <b>0</b>    | <b>1,160,000</b> | <b>1,930,000</b> |

|                     |                            |
|---------------------|----------------------------|
| Project Title       | WQ Water Meter Replacement |
| Project ID          | LIN004                     |
| Full-time Employees | 0                          |
| Operating Costs     | \$0                        |

**Project Description**      The project will replace aging water meters in various water distribution systems.

**Project Justification**      Replacement is needed due to the age and deterioration of the water meters.

|                                | Total          | Prior Appr.    | 2019          | 2020          | 2021          | 2022          | 2023          | 2024          | Future         |
|--------------------------------|----------------|----------------|---------------|---------------|---------------|---------------|---------------|---------------|----------------|
| <b><u>Project Costs:</u></b>   |                |                |               |               |               |               |               |               |                |
| Construction                   | 499,465        | 118,465        | 50,000        | 50,000        | 50,000        | 32,000        | 32,000        | 33,000        | 134,000        |
| <b>Total Cost</b>              | <b>499,465</b> | <b>118,465</b> | <b>50,000</b> | <b>50,000</b> | <b>50,000</b> | <b>32,000</b> | <b>32,000</b> | <b>33,000</b> | <b>134,000</b> |
| <b><u>Funding Sources:</u></b> |                |                |               |               |               |               |               |               |                |
| Water Fund                     | 449,465        | 68,465         | 50,000        | 50,000        | 50,000        | 32,000        | 32,000        | 33,000        | 134,000        |
| Capital Reserve - Water        | 50,000         | 50,000         | 0             | 0             | 0             | 0             | 0             | 0             | 0              |
| <b>Total Funding</b>           | <b>499,465</b> | <b>118,465</b> | <b>50,000</b> | <b>50,000</b> | <b>50,000</b> | <b>32,000</b> | <b>32,000</b> | <b>33,000</b> | <b>134,000</b> |

**Project Title** Mt Aetna Water System Improvements

**Project ID** LIN043

**Full-time Employees** 0

**Operating Costs** \$0



**Project Description** The project includes general plant and system improvements.

**Project Assumptions** Will seek grant funding from MDE

**Project Justification** The project includes the replacement and upgrade of aging infrastructure and manufacturer recommendations.

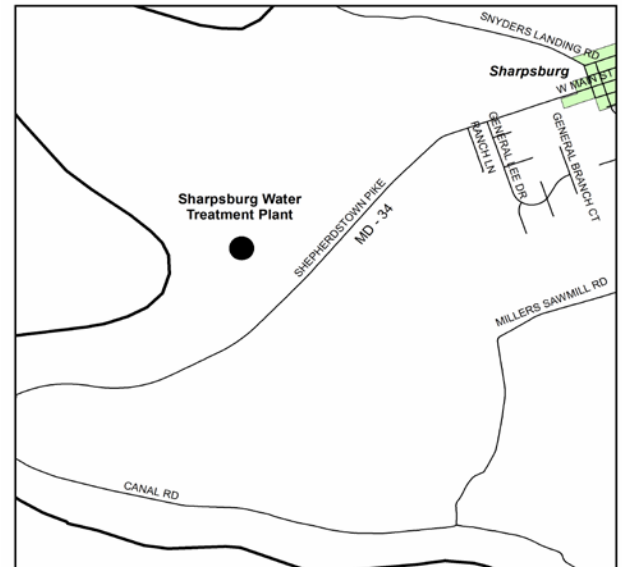
**Project Costs:**

|                   | Total          | Prior<br>Appr. | 2019           | 2020     | 2021           | 2022     | 2023     | 2024     | Future   |
|-------------------|----------------|----------------|----------------|----------|----------------|----------|----------|----------|----------|
| Construction      | 729,000        | 0              | 130,000        | 0        | 599,000        | 0        | 0        | 0        | 0        |
| <b>Total Cost</b> | <b>729,000</b> | <b>0</b>       | <b>130,000</b> | <b>0</b> | <b>599,000</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b> |

**Funding Sources:**

|                      |                |          |                |          |                |          |          |          |          |
|----------------------|----------------|----------|----------------|----------|----------------|----------|----------|----------|----------|
| Self-Supported Bond  | 654,000        | 0        | 105,000        | 0        | 549,000        | 0        | 0        | 0        | 0        |
| State Grant          | 75,000         | 0        | 25,000         | 0        | 50,000         | 0        | 0        | 0        | 0        |
| <b>Total Funding</b> | <b>729,000</b> | <b>0</b> | <b>130,000</b> | <b>0</b> | <b>599,000</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b> |

|                            |   |
|----------------------------|---|
| <b>Project Title</b>       | <b>Sharpsburg Water Treatment Plant</b> |
| <b>Project ID</b>          | TRP023                                  |
| <b>Full-time Employees</b> | 0                                       |
| <b>Operating Costs</b>     | \$0                                     |



**Project Description** The project includes Sharpsburg Water Treatment Plant upgrades required by Federal and State regulations.

**Project Justification** Regulations continue to become more restrictive, thus requiring the plant to be upgraded to insure compliance with Drinking Water Regulations.

|                                | <b>Total</b>   | <b>Prior<br/>Appr.</b> | <b>2019</b> | <b>2020</b> | <b>2021</b> | <b>2022</b> | <b>2023</b> | <b>2024</b> | <b>Future</b>  |
|--------------------------------|----------------|------------------------|-------------|-------------|-------------|-------------|-------------|-------------|----------------|
| <b><u>Project Costs:</u></b>   |                |                        |             |             |             |             |             |             |                |
| Construction                   | 794,000        | 204,000                | 0           | 0           | 0           | 0           | 0           | 0           | 590,000        |
| <b>Total Cost</b>              | <b>794,000</b> | <b>204,000</b>         | <b>0</b>    | <b>0</b>    | <b>0</b>    | <b>0</b>    | <b>0</b>    | <b>0</b>    | <b>590,000</b> |
| <b><u>Funding Sources:</u></b> |                |                        |             |             |             |             |             |             |                |
| Self-Supported Bond            | 794,000        | 204,000                | 0           | 0           | 0           | 0           | 0           | 0           | 590,000        |
| <b>Total Funding</b>           | <b>794,000</b> | <b>204,000</b>         | <b>0</b>    | <b>0</b>    | <b>0</b>    | <b>0</b>    | <b>0</b>    | <b>0</b>    | <b>590,000</b> |

|                     |                          |
|---------------------|--------------------------|
| Project Title       | General WTP Improvements |
| Project ID          | TRP025                   |
| Full-time Employees | 0                        |
| Operating Costs     | \$0                      |

**Project Description**      The project involves general upgrades to water treatment plants including electrical systems and equipment.

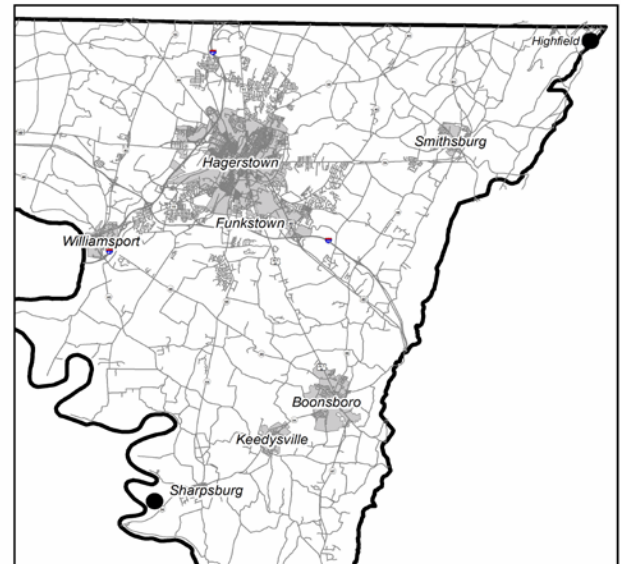
**Project Justification**      Upgrades are required to address aging equipment, maintain a high level of water quality, and address Federal and State regulations.

|                                | Total          | Prior<br>Appr. | 2019     | 2020     | 2021           | 2022     | 2023     | 2024     | Future         |
|--------------------------------|----------------|----------------|----------|----------|----------------|----------|----------|----------|----------------|
| <b><u>Project Costs:</u></b>   |                |                |          |          |                |          |          |          |                |
| Construction                   | 884,325        | 62,325         | 0        | 0        | 242,000        | 0        | 0        | 0        | 580,000        |
| <b>Total Cost</b>              | <b>884,325</b> | <b>62,325</b>  | <b>0</b> | <b>0</b> | <b>242,000</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>580,000</b> |
| <b><u>Funding Sources:</u></b> |                |                |          |          |                |          |          |          |                |
| Self-Supported Bond            | 884,325        | 62,325         | 0        | 0        | 242,000        | 0        | 0        | 0        | 580,000        |
| <b>Total Funding</b>           | <b>884,325</b> | <b>62,325</b>  | <b>0</b> | <b>0</b> | <b>242,000</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>580,000</b> |

**Project Title**                      **Highfield/Sharpsburg Water Storage Tank**

**Full-time Employees**        0

**Operating Costs**                \$0

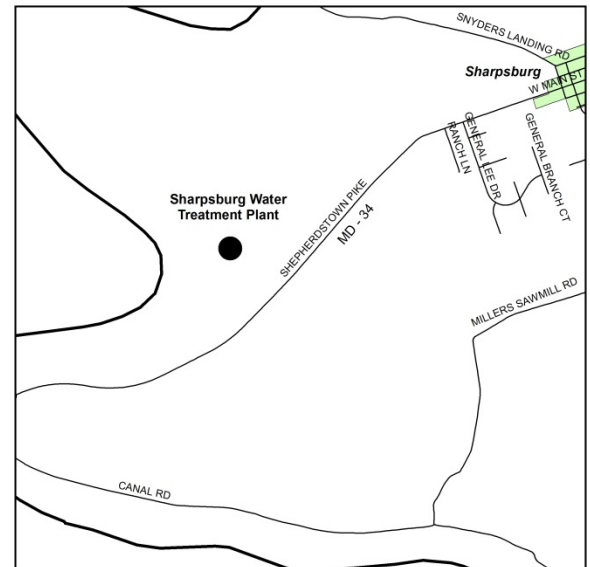


**Project Description**            The project includes rehabilitation of the existing water storage tanks.

**Project Justification**           Rehabilitation of the tank structures is required as they age to extend their life expectancy and for the continuation of operation.

|                                | Total          | Prior<br>Appr. | 2019     | 2020     | 2021     | 2022     | 2023     | 2024     | Future         |
|--------------------------------|----------------|----------------|----------|----------|----------|----------|----------|----------|----------------|
| <b><u>Project Costs:</u></b>   |                |                |          |          |          |          |          |          |                |
| Construction                   | 336,000        | 0              | 0        | 0        | 0        | 0        | 0        | 0        | 336,000        |
| <b>Total Cost</b>              | <b>336,000</b> | <b>0</b>       | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>336,000</b> |
| <b><u>Funding Sources:</u></b> |                |                |          |          |          |          |          |          |                |
| Self-Supported Bond            | 336,000        | 0              | 0        | 0        | 0        | 0        | 0        | 0        | 336,000        |
| <b>Total Funding</b>           | <b>336,000</b> | <b>0</b>       | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>336,000</b> |

|                            |  |
|----------------------------|--|
| <b>Project Title</b>       | <b>Sharpsburg Water Meter Cradle Replacement</b> |
| <b>Full-time Employees</b> | 0  |
| <b>Operating Costs</b>     | \$0  |



**Project Description** Replace the existing water meter cradles that contain lead.

|                                | <b>Total</b>     | <b>Prior Appr.</b> | <b>2019</b> | <b>2020</b>    | <b>2021</b>    | <b>2022</b>    | <b>2023</b>    | <b>2024</b> | <b>Future</b> |
|--------------------------------|------------------|--------------------|-------------|----------------|----------------|----------------|----------------|-------------|---------------|
| <b><u>Project Costs:</u></b>   |                  |                    |             |                |                |                |                |             |               |
| Construction                   | 1,000,000        | 0                  | 0           | 250,000        | 250,000        | 250,000        | 250,000        | 0           | 0             |
| <b>Total Cost</b>              | <b>1,000,000</b> | <b>0</b>           | <b>0</b>    | <b>250,000</b> | <b>250,000</b> | <b>250,000</b> | <b>250,000</b> | <b>0</b>    | <b>0</b>      |
| <b><u>Funding Sources:</u></b> |                  |                    |             |                |                |                |                |             |               |
| General Fund                   | 350,000          | 0                  | 0           | 0              | 0              | 175,000        | 175,000        | 0           | 0             |
| Capital Reserve - Water        | 375,000          | 0                  | 0           | 200,000        | 175,000        | 0              | 0              | 0           | 0             |
| State Grant                    | 275,000          | 0                  | 0           | 50,000         | 75,000         | 75,000         | 75,000         | 0           | 0             |
| <b>Total Funding</b>           | <b>1,000,000</b> | <b>0</b>           | <b>0</b>    | <b>250,000</b> | <b>250,000</b> | <b>250,000</b> | <b>250,000</b> | <b>0</b>    | <b>0</b>      |

Project Title                      WQ Main Replacement

Full-time Employees            0

Operating Costs                \$0

Project Description            The project will replace aging water mains in various water distribution systems.

Project Assumptions         Pending grant funding approval.

Project Justification         Replacement is needed due to the age and deterioration of the water mains.

|                           | Total            | Prior<br>Appr. | 2019     | 2020     | 2021     | 2022     | 2023           | 2024           | Future           |
|---------------------------|------------------|----------------|----------|----------|----------|----------|----------------|----------------|------------------|
| <b>Project Costs:</b>     |                  |                |          |          |          |          |                |                |                  |
| Construction              | 4,090,000        | 0              | 0        | 0        | 0        | 0        | 566,000        | 522,000        | 3,002,000        |
| <b>Total Cost</b>         | <b>4,090,000</b> | <b>0</b>       | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>566,000</b> | <b>522,000</b> | <b>3,002,000</b> |
| <b>Funding Sources:</b>   |                  |                |          |          |          |          |                |                |                  |
| Capital Reserve - General | 3,440,000        | 0              | 0        | 0        | 0        | 0        | 516,000        | 472,000        | 2,452,000        |
| Capital Reserve - Water   | 450,000          | 0              | 0        | 0        | 0        | 0        | 0              | 0              | 450,000          |
| State Grant               | 200,000          | 0              | 0        | 0        | 0        | 0        | 50,000         | 50,000         | 100,000          |
| <b>Total Funding</b>      | <b>4,090,000</b> | <b>0</b>       | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>566,000</b> | <b>522,000</b> | <b>3,002,000</b> |