



Washington County

M A R Y L A N D

BOARD OF COUNTY COMMISSIONERS

Washington County, Maryland



Ten Year Capital Improvement Plan

Fiscal Year 2022

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Introduction





Washington County Commissioners



JEFFREY A. "JEFF" CLINE, a third-term County Commissioner, serves as President of the Board of County Commissioners and is a Williamsport, Maryland, resident. Mr. Cline is a graduate of Williamsport High School and Hagerstown Community College. An experienced realtor since 2003, Mr. Cline has assumed an inactive status in this field to fulfill his commitment to Washington County. He graduated from the Maryland Association of Realtors' 2008 Leadership Academy, received the Graduate of Realtor Institute (GRI) designation and is also a graduate of Leadership Washington County Class 26. Mr. Cline served on the Williamsport Town Council from 2005 to 2009.



TERRY L. BAKER, a fourth-term County Commissioner, was first elected in 2006, and serves as Vice-President of the Board of County Commissioners. Mr. Baker 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 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.



CHARLES A. "CHARLIE" BURKETT, appointed by Governor Hogan to fill a vacant County Commissioner seat, was born and raised in Washington County. Mr. Burkett graduated from Clear Spring High School. Mr. Burkett, an entrepreneur, built several successful small businesses in Washington County over the course of 25 years. In 2018 Mr. Burkett sold all his business interests to enter full time ministry and currently works as the Ministry Support Coordinator at Calvary Chapel of the Cumberland Valley. He also serves the local community by volunteering at Mt. Hope Prison Ministry.



WAYNE K. KEEFER, a second-term County Commissioner, is a life-long resident of Washington County. A graduate of Hancock Middle-Senior High School, Mr. Keefer continued his education locally at Hagerstown Community College, then earned his B.S. and M.B.A. from Frostburg State University. He has over a decade of experience as a commercial banker with roles in consumer lending and corporate accounting. Mr. Keefer currently works as both Program Developer and Adjunct Instructor with his alma mater, Frostburg State University, and is a licensed real estate agent. An active member of the community, he has previously served as president of the Hancock Chamber of Commerce; vice-president of the Rotary Club of Hancock; and secretary/treasurer for the Hancock Historical Society. Mr. Keefer lives in his hometown of Hancock with his wife, Janine.



RANDALL E. "RANDY" WAGNER, a first-term County Commissioner, was born and raised in Washington County. Mr. Wagner graduated from North Hagerstown High School and is a veteran of the United States Coast Guard, where he served for four years. Mr. Wagner worked at Mack Truck for 17 years before becoming a small business owner in Washington County, owning and operating 40 West Marine in Clear Spring for eight years. He has served the local community as a realtor for the past 16 years and is a licensed private pilot. Prior to his election to the Board of County Commissioners, Mr. Wagner served on the Animal Control Board of Washington County for eight years and held the position of Vice-Chair.



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Vision and Mission Statements

Vision Statement

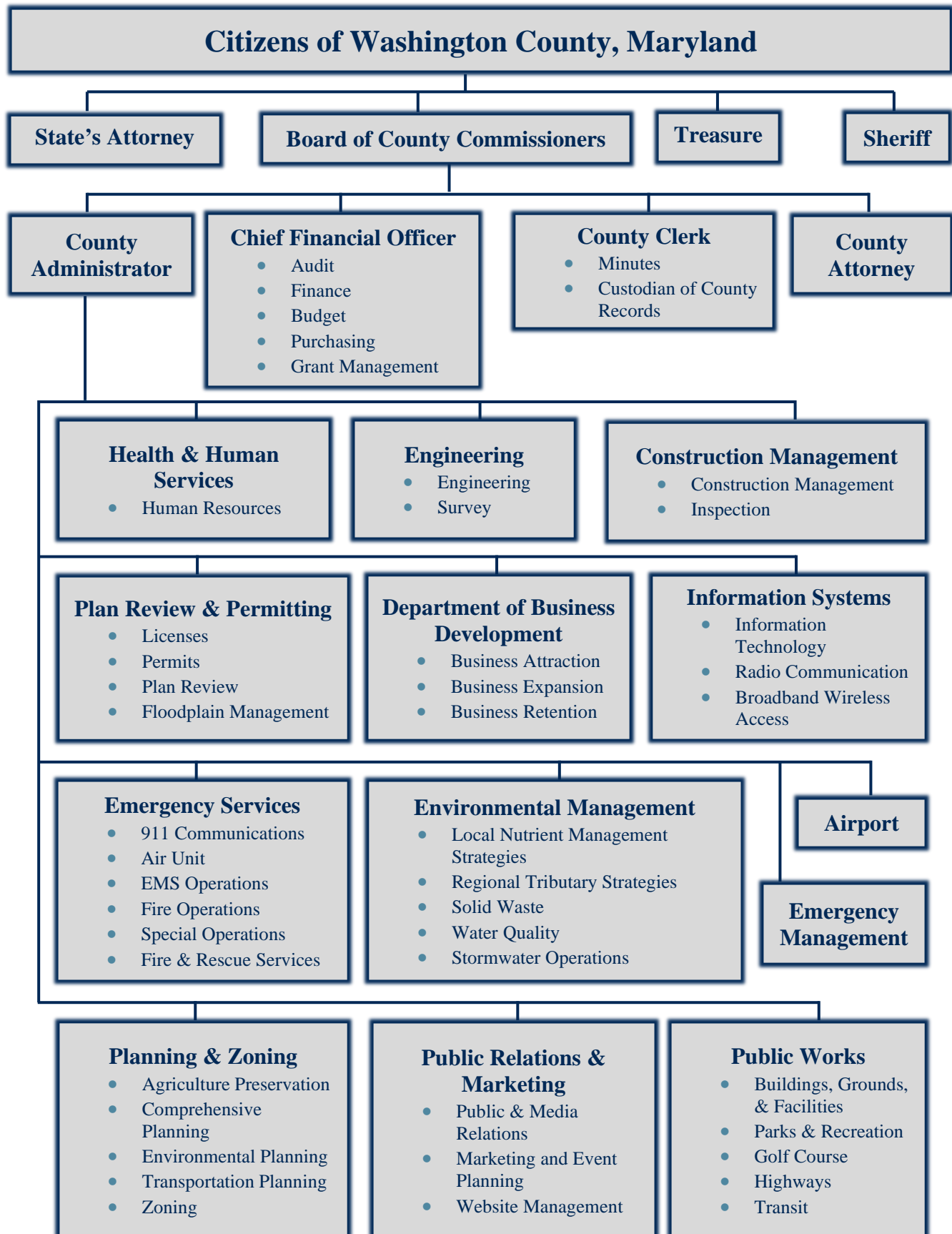
The vision of Washington County Government is to become the regional leader in providing and coordinating efficient and effective public services in an open and cooperative manner.

Mission Statement

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.



A majority 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 proximity to Baltimore and Washington D.C. offers access to a metropolitan culture and lifestyle. It is 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 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.

Hagerstown was found 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.

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 Alsatia Mummers Day Parade. Some of Washington County's major local attractions include:



Fort Frederick State Park

- ◆ Antietam National Battlefield – the site of one of the most famous Civil War battles.
- ◆ Fort Frederick State Park – fort built in 1756 for use during the French & Indian War.
- ◆ Appalachian National Scenic Trail – the trail in Maryland follows a 40-mile route along the backbone of South Mountain.

- ◆ C&O Canal National Historic 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.
- ◆ Washington County Museum of Fine Arts – home of a permanent collection of over 6,000 works of art as well as changing exhibitions.
- ◆ The Maryland Theater – built in 1915 it is home to the Maryland Symphony Orchestra and Miss Maryland Pageant.



The Maryland Theater

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.

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 based on 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) based on 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 fiscal methods and procedures of each office, department, board, commission, institution, and agency of County government. The CFO reports to the County Administrator.

Services

Transportation

A variety of transportation avenues are available in Washington County. Hagerstown Regional Airport (HGR) is a Part 139 Facility which provides twice weekly service to Orlando Sanford International (SFB), via Allegiant. Allegiant also offers summer seasonal flights twice weekly to St Pete-Clearwater (PIE) and Myrtle Beach (MYR) airports. 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 International Thurgood Marshall 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, Lyft, Uber, 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 257 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 Endocrinology Specialists, 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 146 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 108 officers. The Hancock Police Department employs four 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, Fire, Rescue, and the Emergency Medical Services Operations Program. DES is led by a full-time career Director, a Deputy Director of Operations, and a Deputy Director of Administrative Services. The director and two deputy directors oversee the daily operational components of Emergency Services in Washington County. The division has 112 full-time and 40 part-time personnel working directly within the division serving citizens of Washington County.

The County's Office of Emergency Management is led by a full time Governor Appointed Emergency Manager who oversees the day-to-day operations of the Office and ensures that the County is in compliance with all State and Federal statutes to include all aspects of the Stafford Act. In addition to the Emergency Manager, the Office has one full time Emergency Management Specialist and one full time Emergency Management Planner. In addition to the full-time staff, the Office has 25 volunteers who are dedicated to the principals of Emergency Management by providing assistance to the Office and educating the County's citizens to better prepare them for disasters.

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 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 creating and sustaining a positive pro-business climate.

The DBD currently has six full-time employees to conduct the day-to-day operations of the office, as well as business development and business outreach efforts in the community.

Throughout the year the DBD meets with representatives of existing companies in need of assistance. Discussions include appropriate funding programs, incentive benefits, customized training programs, workforce development efforts, and other sources of business support. The DBD has formed strategic partnerships with such organizations as the Maryland Department of Commerce, the City of Hagerstown, the Washington County Chamber of Commerce, The Greater Hagerstown Committee, Inc., and Washington County Convention & Visitors Bureau, to better serve the needs of businesses in Washington County. The DBD was actively involved in Washington County’s becoming certified as the first ACT Work Ready Community in Maryland, an initiative that matches the labor force with available jobs in Washington County.



Demographic Information

Population		Population Statistics	
<u>Year</u>	<u>County Total</u>	Age:	
1980	113,086	19 & under	24.38%
1990	121,393	20-64 (workforce age)	58.80%
2000	131,923	65 & older	17.50%
2010	147,430	Median Age	41.5
2020	151,800	Gender: Male	50.60%
2025 projected	157,440	Female	49.40%
2030 projected	164,900	Race: White	80.50%
2035 projected	172,600	Black	12.00%
		Other	7.50%

Sources: Projections by the Maryland Department of Planning 2020

Sources: U.S. Census Bureau, 2019 American Community Survey

Housing		Households	
2021 Median Selling Price		Number of Households	56,035
Washington County	\$240,000	Number of Family Households	37,505
Maryland	\$342,500	Number of Non-Family Households	18,530

Sources: Maryland Association of Realtors 2021.

Sources: U.S. Census Bureau, 2020 American Community Survey

County Income	
Per Capita Income	\$30,464
Median Household Income	\$60,860
Average Household Income	\$79,633

Sources: U.S. Census Bureau, 2019 American Community Survey

County Employment Statistics

Civilian Labor Force	69,386
Employed	65,323
Unemployed	4,063
Unemployment Rate	5.8%
States Average	6.5%

Source: MD Department of Labor, Licensing & Regulation
March 2021.

Top 15 Employers in Washington County

<u>Employer</u>	<u>Employment</u>
1 Washington County Public Schools	3,296
2 Meritus Health, Inc.	2,740
3 First Data	2,185
4 State of Maryland	2,030
5 Volvo Group	1,543
6 Washington County Government	1,118
7 Citi	925
8 FedEx Ground	900
9 Bowman Group, LLP	828
10 Federal Government	582
11 ARC of Washington County	550
12 Hagerstown Community College	545
13 Merkle Response Services, Inc	545
14 City of Hagerstown	506
15 Direct Mail Processors	500

Source: Maryland Department of Commerce.

County Business Patterns

<u>Industry</u>	<u>Total # Establishments</u>
Services	1,410
Retail Trade	602
Other	545
Finance, Insurance, Real Estate	372
Transportation/Warehousing	154
Wholesale Trade	136
Manufacturing	131
Information	46
Total	3,396

Source: U.S Census Bureau, 2017 County Business Patterns.

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
- 9 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: 13.1
- Public Enrollment: 22,993
- 39 Private Schools

Sources: Washington County Board of Education.



County Water Quality Systems

	<u>Total # of Services</u>
Full - Service Water	1,345
Full - Service Sewer	7,382
Collection Service Sewer	3,899
Total	12,626

Source: Washington County Department of Budget and Finance

County Building Permits (000's)

	<u>Number</u>	<u>Value</u>
Residential New	182	\$46,990
Other Permits	967	\$216,220
Total	1,149	\$263,210

Source: Washington County Department of Plan Review and Permitting.

Top 20 Largest Taxpayers in Washington County
as of June 30, 2020
Ranked by Assessed Value

	<u>Taxpayer</u>		<u>Assessed Value</u>
1	PR Valley Limited Partnership	\$	108,240,570
2	Outlet Village of Hagerstown		103,673,167
3	Potomac Edison		99,176,340
4	Bowman Group		92,326,967
5	FedEx Ground Packaging System		75,431,870
6	Liberty Property Management		72,149,800
7	Walmart Stores/Wal-Mart R.E. Sam's East		51,280,934
8	2007 East Greencastle Pike		50,221,900
9	LCN STP Hagerstown LLC		50,058,630
10	Ghattas Enterprise Maugans Avenue		48,637,333
11	Western Hagerstown (Inc. & Dist.)		44,880,100
12	CR Hagerstown LLC		42,037,967
13	254 Hagerstown/Citigroup/Citicorp		40,389,800
14	Mack Truck Inc./Volvo Group		36,473,210
15	Norfolk Southern Combined Rail		35,312,140
16	Cortpark II LLC		33,516,367
17	Lowes		32,246,480
18	Verizon		32,204,390
19	GPT Hagerstown Owner, LLC		32,203,400
20	GP Hagerstown Limited Partnership		30,104,000

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.

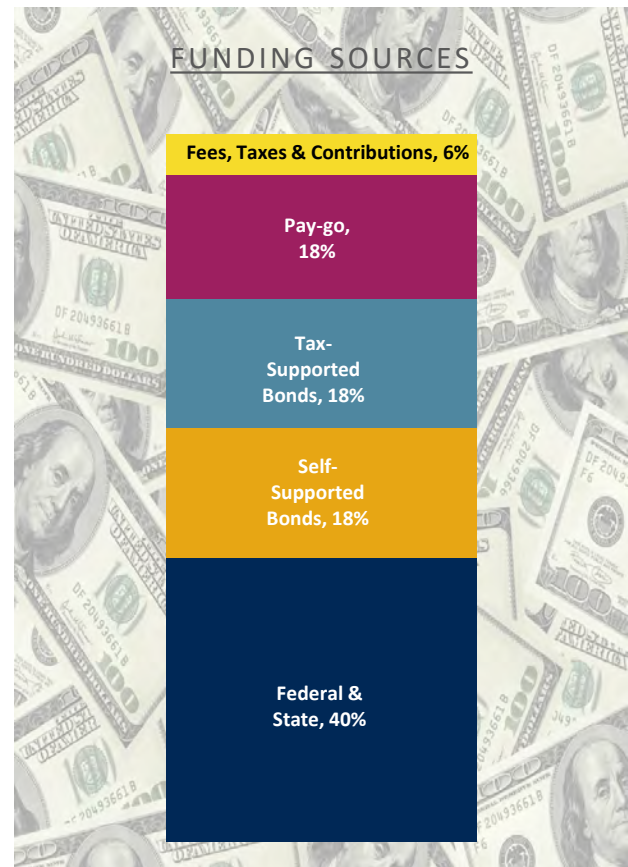
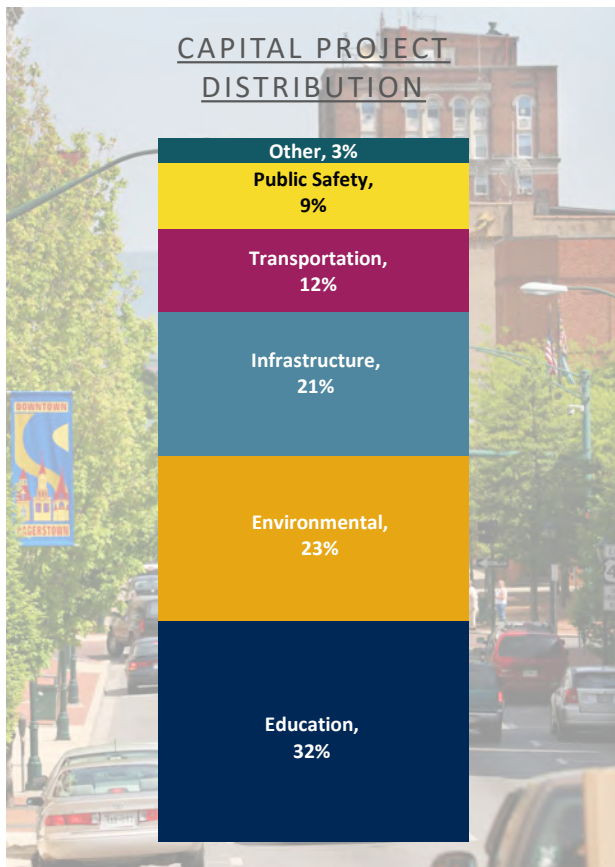


Fiscal Year 2022 Overview



Fiscal Year 2022 Capital Improvement Budget Overview

A graphic illustration of planned capital project distribution and funding sources for fiscal year 2022 is shown below. The fiscal year 2022 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 2022 is approximately \$19.7 million.

The ten-year operating budget impact for major projects approved in the fiscal year 2022 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
2017	939	1,573	1.16%	1.56%	6.81%	8.98%	0.22%	0.33%
2018	952	1,614	1.16%	1.64%	6.69%	8.94%	0.21%	0.34%
2019	967	1,646	1.16%	1.50%	6.03%	9.32%	0.20%	0.34%
2020	952	1,701	1.12%	1.56%	6.19%	9.02%	0.20%	0.34%
2021 estimated	1,058	1,701	1.27%	1.56%	6.75%	9.02%	0.21%	0.34%
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 %		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
2022	1,090	1,701	1.30%	1.56%	6.81%	9.02%	0.21%	0.34%
2023	1,118	1,701	1.32%	1.56%	7.02%	9.02%	0.22%	0.34%
2024	1,141	1,701	1.34%	1.56%	7.27%	9.02%	0.23%	0.34%
2025	1,160	1,701	1.35%	1.56%	7.47%	9.02%	0.23%	0.34%
2026	1,174	1,701	1.35%	1.56%	7.50%	9.02%	0.23%	0.34%
2027	1,186	1,701	1.36%	1.56%	7.54%	9.02%	0.23%	0.34%
2028	1,196	1,701	1.36%	1.56%	7.76%	9.02%	0.24%	0.34%
2029	1,201	1,701	1.36%	1.56%	7.20%	9.02%	0.22%	0.34%
2030	1,214	1,701	1.36%	1.56%	7.22%	9.02%	0.22%	0.34%
2031	1,225	1,701	1.36%	1.56%	7.54%	9.02%	0.23%	0.34%
2032	1,229	1,701	1.36%	1.56%	7.57%	9.02%	0.23%	0.34%
2033	1,230	1,701	1.35%	1.56%	7.60%	9.02%	0.23%	0.34%
2034	1,230	1,701	1.34%	1.56%	7.60%	9.02%	0.23%	0.34%
2035	1,228	1,701	1.33%	1.56%	7.61%	9.02%	0.23%	0.34%
2036	1,224	1,701	1.31%	1.56%	7.54%	9.02%	0.23%	0.34%
2037	1,219	1,701	1.30%	1.56%	7.52%	9.02%	0.23%	0.34%
2038	1,213	1,701	1.28%	1.56%	7.51%	9.02%	0.23%	0.34%
2039	1,205	1,701	1.26%	1.56%	7.50%	9.02%	0.23%	0.34%
2040	1,195	1,701	1.24%	1.56%	7.48%	9.02%	0.23%	0.34%
2041	1,183	1,701	1.22%	1.56%	7.45%	9.02%	0.23%	0.34%
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, sound financial policies, manageable capital needs, low to moderate 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

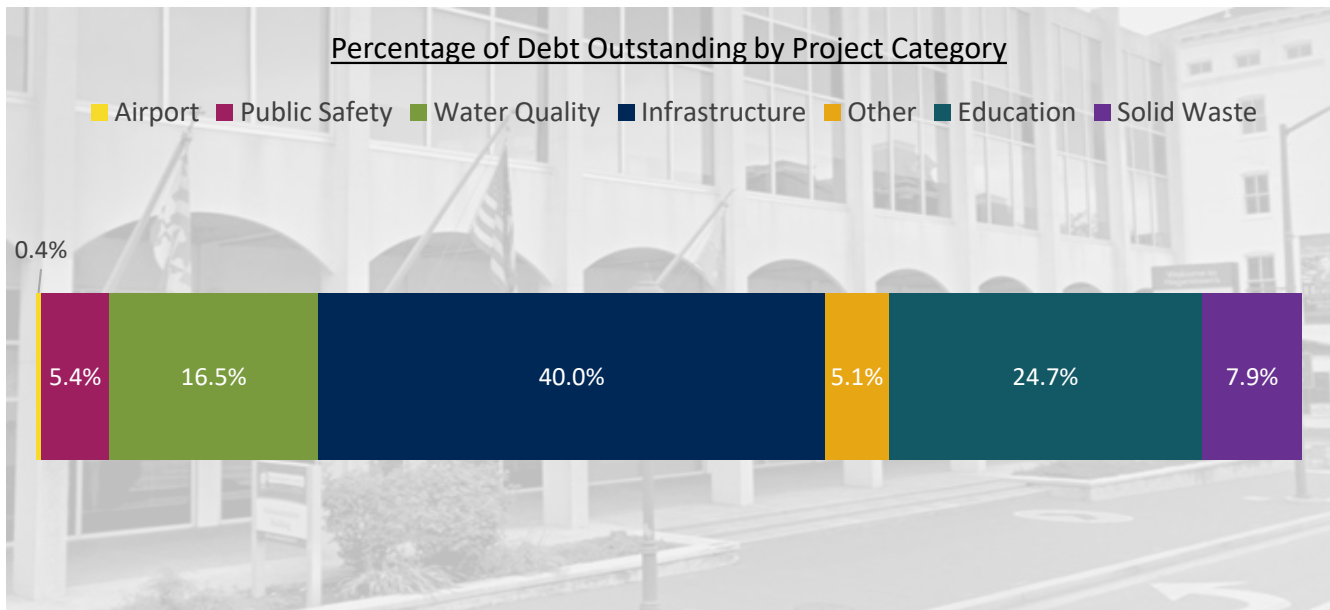
There are multiple factors that can affect the County's affordability to incur future indebtedness, including the County's economy and the availability of adequate financial resources. For that reason, the financial ratios and analysis used, take into account the entire County financial condition, as 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, the 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.

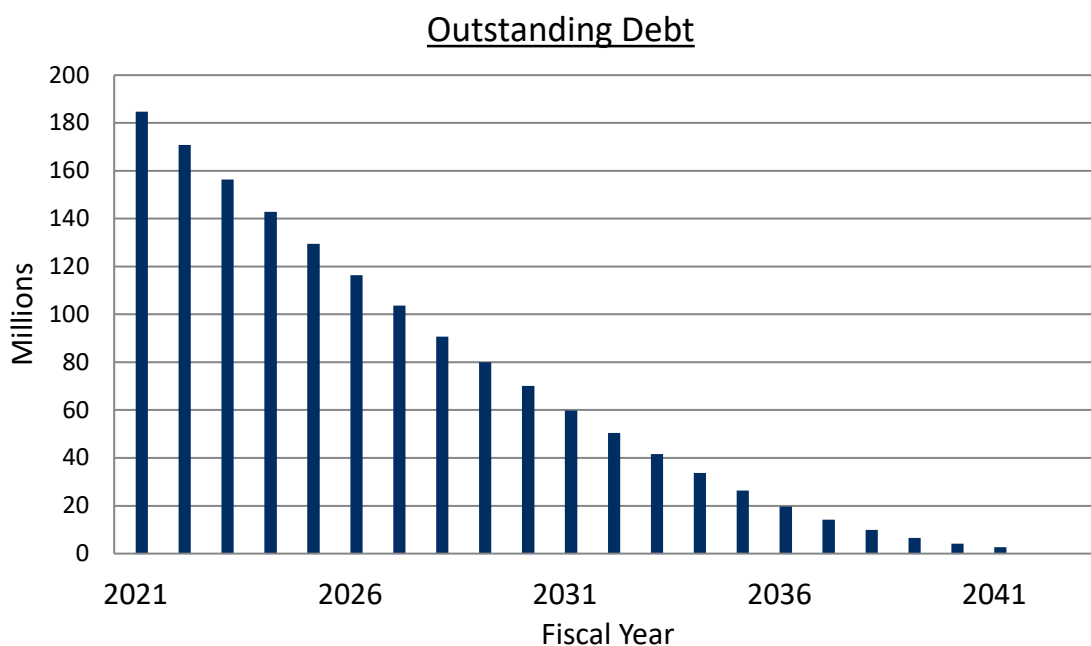
Outstanding Debt

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, 2021, by project category:



The following graph illustrates the current outstanding debt as of June 30, 2021.



The table below shows the current outstanding balance as of June 30, 2021, and the estimated impact of debt service on the Operating Budget for FY 2022.

Current Debt Balance and FY 2022 Principal and Interest Costs

Description	FY 2021 Balance	FY 2022 Principal	FY 2022 Interest	Total Debt Service
General Fund:				
2010 Refunding Bonds	\$411,965	\$411,965	\$6,179	\$418,144
2011 Public Improvement Bonds	521,608	521,608	7,824	529,432
2012 Public Improvement Bonds	1,148,049	563,835	26,688	590,523
2012 Refunding Bonds	1,044,340	333,670	41,770	375,440
2013 Public Improvement Bonds	8,590,000	550,000	257,850	807,850
2013 Refunding Bonds	6,493,594	1,344,916	188,817	1,533,733
2014 Public Improvement Bonds	10,905,000	595,000	402,813	997,813
2015 Public Improvement Bonds	9,834,411	489,004	363,221	852,225
2015 Refunding Bonds	14,156,077	1,800,907	530,225	2,331,132
2016 Public Improvement Bonds	10,240,853	485,583	321,248	806,831
2016 Refunding Bonds	5,642,568	602,145	185,654	787,799
2017 Public Improvement Bonds	10,785,196	448,476	379,032	827,508
2018 Public Improvement Bonds	11,229,548	414,222	427,047	841,269
2019 Public Improvement Bonds	11,630,353	387,678	398,430	786,108
2020 Public Improvement Bonds	9,032,740	299,097	284,043	583,140
2020 Refunding Bonds	5,755,630	449,360	276,548	725,908
2020 B Refunding Bonds	13,471,880	72,023	255,905	327,928
2021 Public Improvement Bonds	10,785,626	0	216,890	216,890
MD Water Quality Solid Waste Refinancing	518,708	241,507	5,187	246,694
MD Water Quality Resh Capping Ph 1	1,681,852	273,383	16,818	290,201
Total General Fund Existing Debt	\$143,879,998	\$10,284,379	\$ 4,592,189	\$ 14,876,568
2022 Planned Debt:				
2022 Public Improvement Bonds	10,000,000			
Total General Fund Debt	\$153,879,998	\$10,284,379	\$4,592,189	\$14,876,568
Solid Waste:				
2010 Refunding Bonds	3,035	3,035	46	3,081
2011 Public Improvement Bonds	153,392	153,392	2,301	155,693
2013 Refunding Bonds	86,406	20,084	2583	22,667
2015 Refunding Bonds	1,191,868	154,909	44,576	199,485
2016 Public Improvement Bonds	87,901	4,168	2,757	6,925
2016 Refunding Bonds	812,433	86,698	26,731	113,429
2017 Public Improvement Bonds	1,026,391	42,680	36,071	78,751
2018 Public Improvement Bonds	797,298	29,410	30,320	59,730
2019 Public Improvement Bonds	247,145	8,238	8,467	16,705
2020 Public Improvement Bonds	27,260	903	857	1,760
2020 Refunding Bonds	2,278,300	177,874	109,468	287,342
2020 B Refunding Bonds	1,861,160	9,950	35,354	45,304
MD Water Quality Solid Waste Refinancing	1,425,053	663,493	14,251	677,744
MD Water Quality 40 West Cell 3	529,968	143,001	5,830	148,831
Total Solid Waste Existing Debt	\$10,527,610	\$1,497,835	\$319,612	\$1,817,447
2022 Planned Debt:				

Description	FY 2021 Balance	FY 2022 Principal	FY 2022 Interest	Total Debt Service
2022 Public Improvement Bonds	0			
Total Solid Waste Debt	\$10,527,610	\$1,497,835	\$319,612	\$1,817,447
Airport:				
2012 Refunding Bonds	275,660	100,000	15,030	115,030
Total Airport Existing Debt	\$275,660	\$100,000	\$15,030	\$115,030
Water Quality:				
2012 Public Improvement Bonds	541,951	266,165	12,599	278,764
2015 Public Improvement Bonds	2,835,589	140,996	104,729	245,725
2015 Refunding Bonds	632,054	79,184	23,699	102,883
2016 Public Improvement Bonds	7,281,247	345,249	228,408	573,657
2016 Refunding Bonds	1,884,999	201,157	62,021	263,178
2017 Public Improvement Bonds	573,413	23,844	20,152	43,996
2018 Public Improvement Bonds	1,528,154	56,369	58,114	114,483
2019 Public Improvement Bonds	1,022,502	34,083	35,029	69,112
2020 Public Improvement Bonds	5,090,000	105,000	144,875	249,875
2020 Refunding Bonds	996,070	77,766	47,859	125,625
2020 B Refunding Bonds	3,371,960	18,027	64,052	82,079
2021 Public Improvement Bonds	94,374	0	1,898	1,898
MD Water Quality Pretreat. Refinancing 2004	921,063	460,000	3,684	463,684
MD Water Quality Halfway I & I	179,850	29,234	1,798	31,032
MD Water Quality Winebrenner	1,952,371	123,024	15,619	138,643
MD Water Quality Conococheague	1,191,293	66,234	8,339	74,573
Total Water Quality Existing Debt	\$30,096,890	\$2,026,332	\$832,875	\$2,859,207
2022 Planned Debt:				
2022 Public Improvement Bonds	10,045,000			
Total Water Quality Debt	\$40,141,890	\$2,026,332	\$832,875	\$2,859,207
Total Existing and 2022 Planned Debt	\$204,825,158	\$13,908,546	\$5,759,706	\$19,668,252

Bonded Limit Summary as of June 30, 2021

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, 2021, the unused authorization available for issuance of general obligation bonds was \$49,640,096.

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
Estimated as of June 30, 2021

Assessed Value of Property in Washington County	\$13,670,826,000
Debt Limit: % of Assessed Value	10%
Water Quality Borrowing Limitation	1,367,082,600
Water Quality Debt	30,096,890
Debt Margin	1,336,985,710
Ratio of Water Quality Debt to Assessed Value	0.22%

Statement of Revenues and Expenditures Summary by Year – Capital Improvement Fund

Description	Fiscal Year		
	2020 Actual	2021 Budget	2022 Budget
Revenue (By Major Type):			
Fees	\$4,036,603	\$2,600,000	\$2,600,000
Grants	8,724,217	17,962,000	22,014,000
Other	586,113	7,836,000	540,000
Bonds	15,335,708	22,010,000	20,045,000
Subtotal	28,682,641	50,408,000	45,199,000
Transfers	5,302,520	1,929,000	5,197,000
Capital Reserves	0	2,537,000	4,436,000
Total Revenue	33,985,161	54,874,000	54,832,000
Expenditures (By Function):			
Education	10,174,932	21,503,000	17,290,000
Public Safety	2,566,347	2,603,000	5,115,000
Court System	402,600	0	0
General Government	5,299,903	609,000	272,000
Parks and Recreation	663,365	490,000	1,487,000
Water Quality	1,404,622	10,384,000	10,795,000
Roads/Infrastructure	13,664,881	13,122,000	11,264,000
Solid Waste	478,893	373,000	1,989,000
Transit System	555,207	545,000	3,158,000
Airport	4,294,125	5,161,000	3,347,000
Golf Course	5,605	84,000	115,000
Total Expenditures	39,510,480	54,874,000	54,832,000
Net Difference	(\$5,525,319)	0	0

Project Detail of Major Projects – Fiscal Year 2022

Project Name	Project Description	Project Budget	Operating Impact
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 79% of construction costs are included here. Projects are targeted to reduce deferred maintenance.	\$12,314,000	\$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.	6,740,000	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.	4,750,000	0
Smithsburg WWTP ENR Upgrade	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.	3,000,000	10,000

Project Name	Project Description	Project Budget	Operating Impact
Land Acquisition-Airport	This project is for land acquisition to promote future economic development of the Airport. FY2022 - Topflight corner for Runway 20 Viability Zone (old Fair Child facility property) and 14223 Oak Springs FY2027 - Acquire Land for Development FY2031 - Acquire Land for Development	\$2,923,000	\$0
Hancock Public Library Replacement	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.	2,683,000	56,000
Portable Radio Replacement Program - Emergency Services	The Portable Radio Replacement Program focuses on the investment in 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 UHF Public Safety trunked radio system. This specific project budget is solely for the replacement of radios used by Emergency Services personnel.	2,139,000	0
Close Out Cap - Rubblefill	The purpose of the project is to design and construct a close out cap for the Rubble landfill.	1,901,000	0
LRC Exterior Metal Panel System and Roof Replacement	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.	1,783,000	0

Project Name	Project Description	Project Budget	Operating Impact
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.	\$1,400,000	\$500,000
CARES Act Preventative Maintenance	The project will provide for preventative maintenance and repairs of transit vehicles and facilities related to COVID 19.	1,351,000	0
CARES Act Fixed Route Replacement Buses	Replace three (3) Fixed-Route Transit buses. Units 711, 713 - 714 will become 724 -726	1,205,000	0
Halfway Boulevard Bridges W0912	The project involves repairing the eastbound and westbound bridges of Halfway Boulevard over the Norfolk Southern railroad (ADC Map 20, H-8). The project will include cleaning and painting of steel beams, replacement of bearings and expansion joints, concrete repairs to the substructure and superstructure, traffic barrier improvements, and minor paving work.	1,182,000	0
Wright Road	The project involves the relocation of Wright Road between Hopewell Road and the railroad crossing on Wright Road. The project includes construction of a closed section roadway and will include culvert improvements on Wright Road and Hopewell Road. The project length is approximately 2,000 LF.	1,173,000	1,000
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.	1,000,000	0

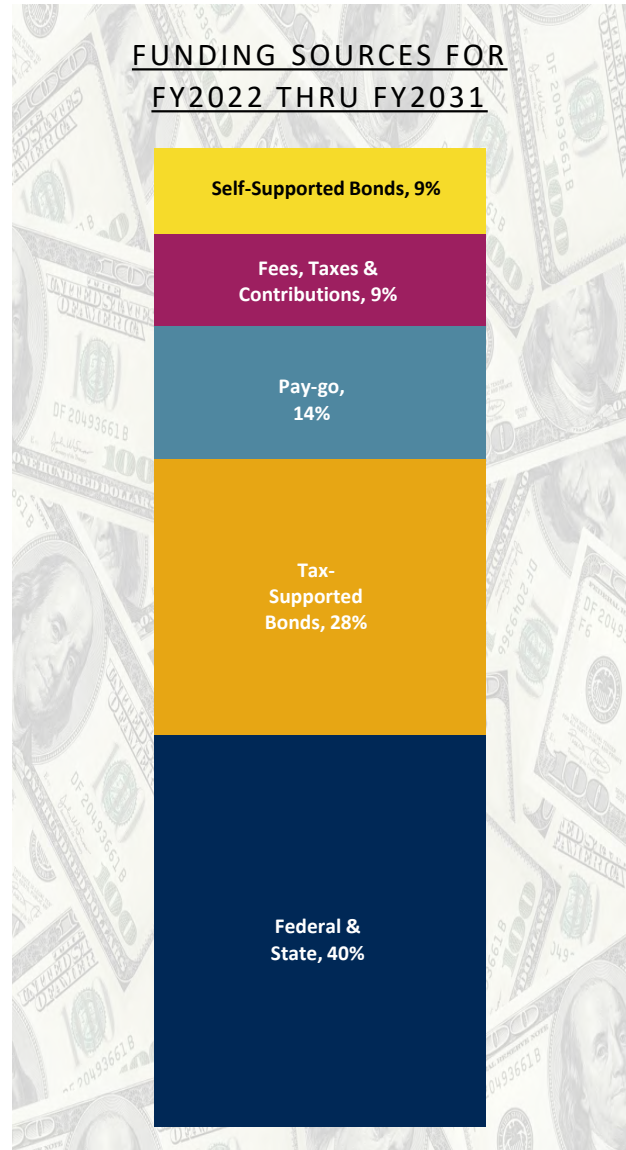
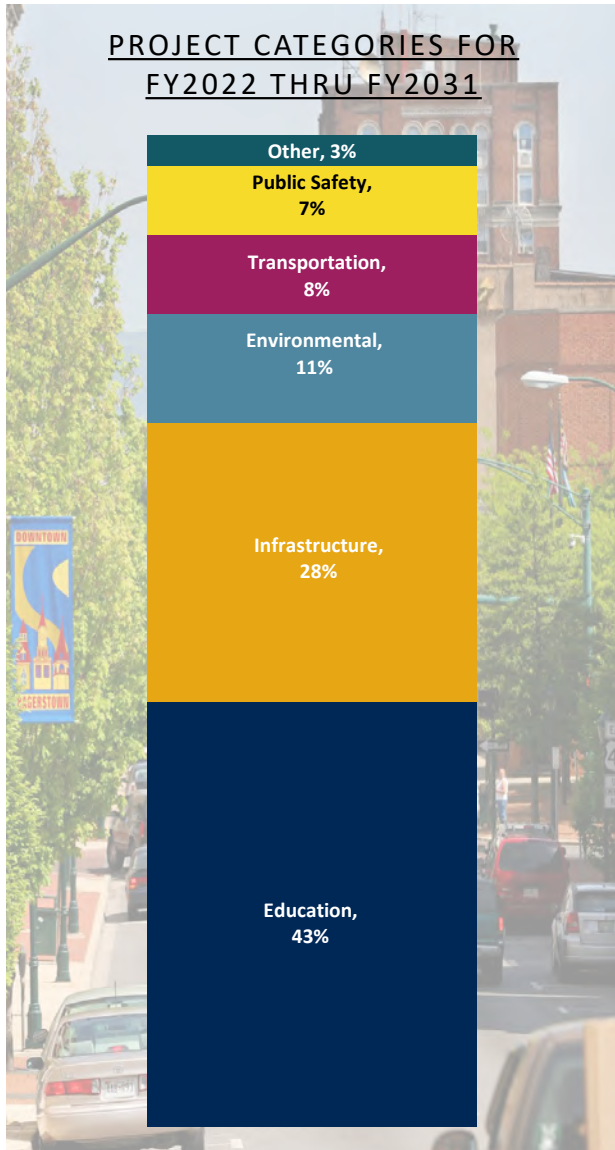
Project Name	Project Description	Project Budget	Operating Impact
Eastern Blvd at Antietam Drive Improvements	The project will provide intersection improvements at Antietam Drive. This project will connect the Eastern Boulevard Widening Phase II project with the Eastern Boulevard Extended project.	\$1,000,000	\$2,000
Regional Park Walking/Hiking Trail	Walking, hiking, and biking Trails at Regional Park. Depending on grants received, the project would include the construction of a new parking lot off Landis Road.	690,000	0
Roxbury Road Bridge 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.	500,000	0
Center for Business and Entrepreneurial Studies	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.	500,000	0
Law Enforcement - Vehicle & Equipment Replacement Program	This project is for the replacement of public safety fleet inventory.	500,000	0
Burn Building - PSTC Training Center	This project has cost associated with the purchase and installation of a modular constructed burn building at the new PSTC located off Sharpsburg Pike. Total cost of the building is expected to be \$1 million, with associated site preparation construction of \$500,000.	500,000	0

Ten Year Summary



Ten Year Capital Improvement Plan Graphs

The following graphs illustrate the projects by category and the funding sources that are currently scheduled for FY2021 thru FY2030. 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 \$591,995,000.



Capital Improvement Ten Year Summary

Fiscal Year 2021 – 2030

	Total	Prior Appr.	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	Future
Project Costs								
Airport	28,153,690	3,906,690	3,347,000	483,000	6,280,000	3,745,000	4,375,000	6,017,000
Bridges	20,723,327	5,646,327	1,854,000	2,606,000	706,000	705,000	1,975,000	7,231,000
Drainage	17,480,536	5,093,536	1,075,000	1,075,000	1,332,000	1,578,000	1,153,000	6,174,000
Education	200,471,062	21,194,062	17,290,000	20,372,000	16,928,000	15,976,000	17,497,000	91,214,000
General Government	9,513,713	4,141,713	272,000	422,000	537,000	557,000	520,000	3,064,000
Parks & Recreation	7,867,244	599,244	1,602,000	590,000	675,000	750,000	645,000	3,006,000
Public Safety	44,204,906	15,159,906	5,115,000	3,459,000	1,955,000	2,525,000	3,502,000	12,489,000
Railroad Crossings	1,914,837	669,837	295,000	0	0	200,000	0	750,000
Road Improvement	115,504,539	26,377,539	8,040,000	8,405,000	9,810,000	8,733,000	8,741,000	45,398,000
Solid Waste	7,113,337	336,337	1,989,000	58,000	499,000	3,536,000	236,000	459,000
Transit	13,797,382	4,522,382	3,158,000	375,000	375,000	375,000	465,000	4,527,000
Water Quality	51,840,918	12,534,918	10,795,000	2,419,000	1,488,000	2,292,000	2,139,000	20,173,000
TOTAL	518,585,491	100,182,491	54,832,000	40,264,000	40,585,000	40,972,000	41,248,000	200,502,000
Funding Sources								
General Fund	65,992,224	23,812,224	4,030,000	4,000,000	4,000,000	4,150,000	4,200,000	21,800,000
Highway Fund	5,911,641	911,641	500,000	500,000	500,000	500,000	500,000	2,500,000
Cascade Fund	13,000	13,000	0	0	0	0	0	0
Solid Waste Fund	1,129,337	336,337	88,000	58,000	59,000	64,000	65,000	459,000
Utility Admin Fund	1,742,323	510,323	155,000	105,000	103,000	108,000	109,000	652,000
Water Fund	416,339	266,339	15,000	15,000	15,000	15,000	15,000	75,000
Sewer Fund	4,529,150	2,280,150	330,000	199,000	305,000	305,000	290,000	820,000
Airport Fund	1,425,815	588,815	79,000	73,000	85,000	106,000	125,000	369,000
Tax-Supported Bond	138,511,807	20,511,807	10,000,000	12,000,000	12,000,000	12,000,000	12,000,000	60,000,000
Self-Supported Bond	45,543,706	9,160,706	10,045,000	1,750,000	1,355,000	5,011,000	1,896,000	16,326,000
Transfer Tax	24,359,444	4,359,444	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	10,000,000
Excise Tax - Schools	3,850,000	0	385,000	385,000	385,000	385,000	385,000	1,925,000
Excise Tax - Roads	1,530,320	270,320	126,000	126,000	126,000	126,000	126,000	630,000
Excise Tax - Other	319,000	29,000	29,000	29,000	29,000	29,000	29,000	145,000
Excise Tax - Library	173,900	73,900	10,000	10,000	10,000	10,000	10,000	50,000
Excise Tax - Non-Residential	550,000	50,000	50,000	50,000	50,000	50,000	50,000	250,000
APFO Fees - Roads	300,000	300,000	0	0	0	0	0	0
Capital Reserve - General	2,430,000	2,430,000	0	0	0	0	0	0
Capital Reserve - Airport	300,000	0	0	0	300,000	0	0	0
Capital Reserve - Solid Waste	1,901,000	0	1,901,000	0	0	0	0	0
Capital Reserve - Transfer Tax	1,500,000	0	1,500,000	0	0	0	0	0
Capital Reserve - Excise Tax - Schools	500,000	0	500,000	0	0	0	0	0
Residential	535,000	0	535,000	0	0	0	0	0
Federal Grant	53,971,057	14,472,057	10,262,000	2,529,000	6,056,000	3,904,000	5,497,000	11,251,000
State Grant	140,323,848	12,219,848	11,752,000	14,941,000	12,728,000	11,516,000	13,331,000	63,836,000
Contributions	20,826,580	7,586,580	540,000	1,494,000	479,000	693,000	620,000	9,414,000
TOTAL	518,585,491	100,182,491	54,832,000	40,264,000	40,585,000	40,972,000	41,248,000	200,502,000

Project Detail of Major Projects – Fiscal Years 2022-2031

Project Name	Project Description	Ten Year Project Budget
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 79% of construction costs are included here. Projects are targeted to reduce deferred maintenance.	\$158,750,000
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.	51,725,000
Smithsburg WWTP ENR Upgrade	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.	13,500,000
Highway - Vehicle & Equipment Replacement Program	This project will replace vehicles and heavy/specialized equipment for maintenance and construction activity.	11,580,000

Capital Improvement Ten Year Detail

Fiscal Year 2022- 2031

	Budget Year				Ten Year Capital Program			
	Total	Prior Appr.	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	Future
Project Costs								
Airport								
T-Hangar 1, 2, & 3 Replacement	463,000	112,000	33,000	28,000	34,000	35,000	35,000	186,000
Airport Roof Replacement Project	340,215	55,215	15,000	45,000	35,000	55,000	25,000	110,000
Airport Security System Enhancements	343,000	283,000	60,000	0	0	0	0	0
Capital Equipment - Airport	2,045,475	949,475	16,000	110,000	211,000	16,000	65,000	678,000
Land Acquisition-Airport	5,430,000	2,507,000	2,923,000	0	0	0	0	0
Taxiway F Rehabilitation	6,300,000	0	300,000	0	6,000,000	0	0	0
Proposed Taxiway S	1,180,000	0	0	0	0	0	0	1,180,000
Runway 9 MALSR	1,484,000	0	0	0	0	0	0	1,484,000
Runway 2/20 Rehabilitation	3,850,000	0	0	0	0	350,000	3,500,000	0
Runway 9/27 Lighting and Signage Replacement	825,000	0	0	0	0	75,000	750,000	0
Snow Removal Equipment Storage Building Expansion	3,514,000	0	0	300,000	0	3,214,000	0	0
Taxiway G Rehabilitation	1,920,000	0	0	0	0	0	0	1,920,000
Taxiway H Rehabilitation	300,000	0	0	0	0	0	0	300,000
Taxiway T Construction	159,000	0	0	0	0	0	0	159,000
Airport Total	28,153,690	3,906,690	3,347,000	483,000	6,280,000	3,745,000	4,375,000	6,017,000
Bridges								
Bridge Inspection and Inventory	666,250	287,250	22,000	0	138,000	0	24,000	195,000
Roxbury Road Bridge W5372	3,392,077	2,892,077	500,000	0	0	0	0	0
Cleaning & Painting of Steel Bridges	408,000	108,000	0	150,000	0	0	0	150,000
Halfway Boulevard Bridges W0912	4,489,000	1,707,000	1,182,000	1,600,000	0	0	0	0
Frog Eye Road Culvert 11/06	802,000	652,000	150,000	0	0	0	0	0
Appletown Road Bridge W2184	474,000	0	0	0	0	0	0	474,000
Ashton Road Culvert 04/06	399,000	0	0	0	0	0	0	399,000
Bowie Road Culvert	305,000	0	0	0	0	0	0	305,000
Burnside Bridge Road Culvert 01/03	329,000	0	0	0	0	114,000	215,000	0
Draper Road Culvert 04/07	428,000	0	0	0	0	0	0	428,000
Draper Road Culvert 04/08	36,000	0	0	0	0	0	0	36,000
Gardenhour Road Bridge W2431	1,945,000	0	0	500,000	25,000	0	1,420,000	0
Greenbrier Road Culvert 16/14	268,000	0	0	0	0	0	0	268,000
Greenspring Furnace Road Culvert 15/15	406,000	0	0	40,000	179,000	187,000	0	0
Gruber Road Bridge 04/10	288,000	0	0	0	0	0	0	288,000
Harpers Ferry Road Culvert 11/02	541,000	0	0	0	0	0	82,000	459,000
Henline Road Culvert 05/05	465,000	0	0	0	0	0	0	465,000
Hoffman's Inn Road Culvert 05/06	313,000	0	0	0	0	0	0	313,000
Kretsinger Road Culvert 14/01	316,000	0	0	316,000	0	0	0	0
Lanes Road Culvert 15/12	317,000	0	0	0	32,000	285,000	0	0
Long Hollow Road Culvert 05/07	316,000	0	0	0	0	0	66,000	250,000
Mercersburg Road Culvert 04/16	16,000	0	0	0	0	0	0	16,000
Moorestown Road Culvert 15/21	355,000	0	0	0	0	0	0	355,000
Poplar Grove Road Bridge W2432	100,000	0	0	0	0	0	0	100,000
Rensburg Road Culvert	287,000	0	0	0	0	119,000	168,000	0
Rinehart Road Culvert 14/03	332,000	0	0	0	332,000	0	0	0
Stone Masonry Bridge Repairs	270,000	0	0	0	0	0	0	270,000
Taylor's Landing Road Bridge W7101	35,000	0	0	0	0	0	0	35,000
Willow Road Culvert 05/10	323,000	0	0	0	0	0	0	323,000
Yarrowsburg Road Bridge W6191	2,102,000	0	0	0	0	0	0	2,102,000
Bridges Total	20,723,327	5,646,327	1,854,000	2,606,000	706,000	705,000	1,975,000	7,231,000

	Budget Year				Ten Year Capital Program			
	Total	Prior Appr.	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	Future
Project Costs								
Drainage								
Stream Restoration at Various Locations	1,906,782	1,056,782	0	0	250,000	0	0	600,000
Stormwater Retrofits	13,086,754	3,886,754	1,000,000	1,000,000	900,000	900,000	900,000	4,500,000
Drainage Improvements at Various Locations	700,000	150,000	75,000	75,000	50,000	50,000	50,000	250,000
Broadfording Church Road Culvert	231,000	0	0	0	57,000	174,000	0	0
Draper Road Drainage Improvements	509,000	0	0	0	0	0	0	509,000
Harpers Ferry Road Drainage, 3600 Block	376,000	0	0	0	75,000	301,000	0	0
Shank Road Drainage	153,000	0	0	0	0	153,000	0	0
Trego Mountain Road Drainage	315,000	0	0	0	0	0	0	315,000
University Road Culvert	203,000	0	0	0	0	0	203,000	0
Drainage Total	17,480,536	5,093,536	1,075,000	1,075,000	1,332,000	1,578,000	1,153,000	6,174,000
Education								
Board of Education								
Capital Maintenance - BOE	168,506,570	10,280,570	12,314,000	18,648,000	15,204,000	14,252,000	15,680,000	82,128,000
Board of Education Total	168,506,570	10,280,570	12,314,000	18,648,000	15,204,000	14,252,000	15,680,000	82,128,000
Hagerstown Community College								
Center for Business and Entrepreneurial Studies	11,230,000	10,730,000	500,000	0	0	0	0	0
LRC Exterior Metal Panel System and Roof Replacement	1,783,000	0	1,783,000	0	0	0	0	0
ATC Renovation	5,400,000	0	0	0	0	0	850,000	4,550,000
Career Programs Roof Replacement	1,562,000	0	0	0	0	0	0	1,562,000
CVT Instructional Facility Acquisition	2,000,000	0	0	0	0	0	0	2,000,000
CVT Renovation/Construction Project	924,000	0	0	0	0	0	0	924,000
Second Entrance Drive Widening Project	6,099,000	0	0	1,714,000	1,714,000	1,714,000	957,000	0
Hagerstown Community College Total	28,998,000	10,730,000	2,283,000	1,714,000	1,714,000	1,714,000	1,807,000	9,036,000
Public Libraries								
Systemic Projects - Library	141,492	41,492	10,000	10,000	10,000	10,000	10,000	50,000
Hancock Public Library Replacement	2,825,000	142,000	2,683,000	0	0	0	0	0
Public Libraries Total	2,966,492	183,492	2,693,000	10,000	10,000	10,000	10,000	50,000
Education Total	200,471,062	21,194,062	17,290,000	20,372,000	16,928,000	15,976,000	17,497,000	91,214,000
General Government								
Cost of Bond Issuance	976,587	231,587	25,000	80,000	80,000	80,000	80,000	400,000
Systemic Improvements - Building	3,132,869	1,622,869	0	30,000	130,000	175,000	175,000	1,000,000
Facilities Roof Repairs	2,060,000	1,350,000	100,000	10,000	100,000	50,000	50,000	400,000
Information Systems Replacement Program	887,323	112,323	100,000	75,000	75,000	75,000	75,000	375,000
Financial System Management & Upgrades	288,497	118,497	35,000	15,000	15,000	15,000	15,000	75,000
County Wireless Infrastructure	59,000	11,000	12,000	12,000	12,000	12,000	0	0
General - Equipment and Vehicle Replacement Program	2,009,437	695,437	0	200,000	125,000	150,000	125,000	714,000
Courthouse Courtroom 1 Renovation	100,000	0	0	0	0	0	0	100,000
General Government Total	9,513,713	4,141,713	272,000	422,000	537,000	557,000	520,000	3,064,000
Parks and Recreation								
Black Rock Capital Equipment Program	293,618	68,618	25,000	25,000	25,000	25,000	0	125,000
Black Rock Club House Renovation	90,000	0	90,000	0	0	0	0	0
Hardcourt Playing Surfaces	202,140	76,140	30,000	15,000	0	15,000	15,000	51,000
Park Equipment/Surfacing Replacement, Various Locations	1,912,286	212,286	150,000	150,000	175,000	175,000	175,000	875,000
Parking Lot Repair/Overlay, Various Locations	642,200	142,200	50,000	50,000	50,000	50,000	50,000	250,000
Antietam Creek Water Trail	477,000	25,000	252,000	100,000	100,000	0	0	0
County Parks - Bathroom/Drinking Fountain Upgrades	300,000	50,000	0	50,000	0	50,000	0	150,000
MLK Gymnasium Upgrade	375,000	25,000	175,000	175,000	0	0	0	0
Clear Spring Park Building Acquisition	90,000	0	90,000	0	0	0	0	0
Marty Snook Dog Park	50,000	0	50,000	0	0	0	0	0
Regional Park Walking/Hiking Trail	690,000	0	690,000	0	0	0	0	0

	Budget Year				Ten Year Capital Program			
	Total	Prior Appr.	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	Future
Project Costs								
Ag Center Show Area Floor	50,000	0	0	0	50,000	0	0	0
Conococheague Creek Water Trail	370,000	0	0	0	0	10,000	180,000	180,000
Doubs Woods Disc Golf	50,000	0	0	0	0	0	0	50,000
Field Improvements at Marty Snook and Regional Parks	100,000	0	0	0	100,000	0	0	0
Marty Snook Park Fitness Trail	300,000	0	0	0	0	300,000	0	0
Marty Snook Park Pool Accessible Entrance	100,000	0	0	0	0	0	100,000	0
North Central County Park	1,400,000	0	0	0	0	100,000	100,000	1,200,000
Recreational Field Bleachers	75,000	0	0	0	75,000	0	0	0
Regional Park Dog Park	75,000	0	0	0	75,000	0	0	0
Roof Replacements Various Locations	225,000	0	0	25,000	25,000	25,000	25,000	125,000
Parks and Recreation Total	7,867,244	599,244	1,602,000	590,000	675,000	750,000	645,000	3,006,000
Public Safety								
Detention Center - Systemic Projects	3,225,127	377,127	136,000	670,000	190,000	195,000	316,000	1,341,000
Police & EMS Training Facility	14,378,822	12,978,822	1,400,000	0	0	0	0	0
Burn Building - PSTC Training Center	1,500,000	0	500,000	1,000,000	0	0	0	0
Communication Tower(s) Various	576,806	156,806	110,000	0	90,000	0	110,000	110,000
P25 UHF Public Safety Radio Communications System Upgrade	200,000	100,000	100,000	0	0	0	0	0
Portable Radio Replacement Program - Sheriff	1,286,062	108,062	110,000	112,000	114,000	116,000	118,000	608,000
Portable Radio Replacement Program - Emergency Services	4,035,000	0	2,139,000	296,000	200,000	200,000	200,000	1,000,000
Law Enforcement - Vehicle & Equipment Replacement Program	8,264,481	1,279,481	500,000	660,000	650,000	725,000	725,000	3,725,000
Emergency Services Equipment & Vehicle Program	1,944,608	159,608	75,000	160,000	150,000	200,000	200,000	1,000,000
Canteen/Rehab Unit Replacement	450,000	0	45,000	45,000	45,000	45,000	45,000	225,000
911 Center Building Expansion	1,800,000	0	0	0	0	528,000	1,272,000	0
Patrol Services Relocation Renovation	6,400,000	0	0	500,000	500,000	500,000	500,000	4,400,000
Incident Safety Officer Vehicle Replacement Program	144,000	0	0	16,000	16,000	16,000	16,000	80,000
Public Safety Total	44,204,906	15,159,906	5,115,000	3,459,000	1,955,000	2,525,000	3,502,000	12,489,000
Railroad Crossings								
Railroad Crossing Improvements	1,914,837	669,837	295,000	0	0	200,000	0	750,000
Railroad Crossings Total	1,914,837	669,837	295,000	0	0	200,000	0	750,000
Road Improvement								
Intersection & Signal Improvements	896,784	370,784	0	200,000	0	250,000	0	76,000
Transportation ADA	825,178	265,178	85,000	75,000	50,000	50,000	50,000	250,000
Pavement Maintenance and Rehab Program	62,928,396	10,953,396	4,750,000	4,750,000	5,000,000	5,000,000	5,225,000	27,250,000
Longmeadow Road	2,105,000	0	0	0	0	0	310,000	1,795,000
Eastern Boulevard Extended	7,603,000	0	0	0	300,000	1,711,000	1,556,000	4,036,000
Eastern Boulevard Widening Phase II	5,672,300	2,691,300	0	400,000	2,581,000	0	0	0
Eastern Blvd at Antietam Drive Improvements	3,006,000	2,006,000	1,000,000	0	0	0	0	0
Professional Boulevard Extended Phase III	1,203,000	1,135,000	0	68,000	0	0	0	0
Valley Mall Area Road Improvements Phase II	775,145	33,145	0	0	381,000	361,000	0	0
Showalter Road Extended East	1,010,000	510,000	0	0	0	0	0	500,000
Halfway Boulevard Extended	5,973,000	5,073,000	400,000	500,000	0	0	0	0
Wright Road	2,500,000	100,000	1,173,000	954,000	273,000	0	0	0
Burnside Bridge Road Spot Improvements	544,000	0	0	0	0	0	0	544,000
E. Oak Ridge Drive/South Pointe Signal	461,000	0	0	0	0	111,000	350,000	0
Marsh Pike from MD60 to Longmeadow	500,000	0	0	0	0	0	0	500,000
Mt Aetna Road Spot Improvements	2,422,000	0	0	0	0	0	0	2,422,000

	Budget Year			Ten Year Capital Program				
	Total	Prior Appr.	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	Future
Project Costs								
Rockdale Road and Independence Road Spot Improvements	1,025,000	0	0	0	0	0	0	1,025,000
Sandstone Drive Spot Improvements	500,000	0	0	0	0	0	0	500,000
Highway - Vehicle & Equipment Replacement Program	14,333,736	2,753,736	452,000	903,000	1,225,000	1,250,000	1,250,000	6,500,000
Highway Maintenance Shop - Western Section	374,000	0	0	374,000	0	0	0	0
Highway Western Section - Fuel Tank Replacement	847,000	486,000	180,000	181,000	0	0	0	0
Road Improvement Total	115,504,539	26,377,539	8,040,000	8,405,000	9,810,000	8,733,000	8,741,000	45,398,000
Solid Waste								
Contingency - Solid Waste	522,000	83,000	0	30,000	30,000	35,000	35,000	309,000
Close Out Cap - Rubblefill	2,091,000	190,000	1,901,000	0	0	0	0	0
40 West Security Upgrades	60,000	0	60,000	0	0	0	0	0
SW Equipment & Vehicle Replacement	357,337	63,337	28,000	28,000	29,000	29,000	30,000	150,000
40 West Landfill - Cell 5 Construction	4,083,000	0	0	0	440,000	3,472,000	171,000	0
Solid Waste Total	7,113,337	336,337	1,989,000	58,000	499,000	3,536,000	236,000	459,000
Transit								
Vehicle Preventive Maintenance	4,259,230	509,230	375,000	375,000	375,000	375,000	375,000	1,875,000
Fixed Route Bus Replacement Program	6,205,644	3,923,644	0	0	0	0	0	2,282,000
ADA Bus Replacement	449,508	89,508	0	0	0	0	90,000	270,000
Transportation Development Plan	100,000	0	0	0	0	0	0	100,000
CARES Act Preventative Maintenance	1,351,000	0	1,351,000	0	0	0	0	0
CARES Act Support Vehicle	49,000	0	49,000	0	0	0	0	0
CARES Act Small Bus Replacement	178,000	0	178,000	0	0	0	0	0
CARES Act Fixed Route Replacement Buses	1,205,000	0	1,205,000	0	0	0	0	0
Transit Total	13,797,382	4,522,382	3,158,000	375,000	375,000	375,000	465,000	4,527,000
Water Quality								
Utility Administration								
Contingency - Utility Admin	198,677	135,677	0	0	0	0	0	63,000
General Building Improvements	964,000	0	30,000	40,000	300,000	594,000	0	0
Lab Equipment Replacement	379,117	135,117	25,000	25,000	23,000	23,000	24,000	124,000
Local Limits Study	50,000	0	50,000	0	0	0	0	0
WQ Equip/Vehicle Replacement Program	1,143,929	268,929	80,000	80,000	80,000	85,000	85,000	465,000
Utility Administration Total	2,735,723	539,723	185,000	145,000	403,000	702,000	109,000	652,000
Wastewater Utility								
Contingency - Sewer	136,939	36,939	0	0	0	0	0	100,000
Replace Grinder Pumps	985,418	110,418	80,000	80,000	80,000	80,000	90,000	465,000
Pump Station Upgrades - Various Stations	4,264,544	1,451,544	275,000	153,000	0	0	885,000	1,500,000
Collection System Rehabilitation Project	3,642,618	372,618	0	0	0	870,000	0	2,400,000
Capacity Management Project	11,202,160	4,462,160	6,740,000	0	0	0	0	0
Sandy Hook Collection System Upgrades	175,000	0	100,000	25,000	25,000	25,000	0	0
Smithsburg WWTP ENR Upgrade	17,903,387	4,403,387	3,000,000	0	0	0	0	10,500,000
Heavy Sewer EQP and VEH Replacement	1,462,256	363,256	150,000	94,000	200,000	200,000	200,000	255,000
Potomac Edison Pump Station & Force Main	1,700,000	0	0	0	0	0	0	1,700,000
General WwTP Improvements	1,350,000	0	0	250,000	250,000	300,000	250,000	300,000
Wastewater Utility Total	42,822,322	11,200,322	10,345,000	602,000	555,000	1,475,000	1,425,000	17,220,000
Water Utility								
Sharpsburg Water Meter Cradle Replacement	1,000,000	375,000	250,000	250,000	125,000	0	0	0
Water Meter Replacement	275,339	125,339	15,000	15,000	15,000	15,000	15,000	75,000
Mt Aetna Water System Improvements	729,000	130,000	0	599,000	0	0	0	0
Sharpsburg Water Treatment Plant	695,343	105,343	0	0	0	0	590,000	0

	Budget Year			Ten Year Capital Program				
	Total	Prior Appr.	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	Future
Project Costs								
General WTP Improvements	1,381,191	59,191	0	242,000	290,000	0	0	790,000
Highfield/Sharpsburg Water Storage Tank	336,000	0	0	0	0	0	0	336,000
WQ Main Replacement	1,866,000	0	0	566,000	100,000	100,000	0	1,100,000
Water Utility Total	6,282,873	794,873	265,000	1,672,000	530,000	115,000	605,000	2,301,000
Water Quality Total	51,840,918	12,534,918	10,795,000	2,419,000	1,488,000	2,292,000	2,139,000	20,173,000
TOTAL	518,585,491	100,182,491	54,832,000	40,264,000	40,585,000	40,972,000	41,248,000	200,502,000

	Budget Year			Ten Year Capital Program				
	Total	Prior Appr.	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	Future
Funding Sources								
General Fund	65,992,224	23,812,224	4,030,000	4,000,000	4,000,000	4,150,000	4,200,000	21,800,000
Highway Fund	5,911,641	911,641	500,000	500,000	500,000	500,000	500,000	2,500,000
Cascade Fund	13,000	13,000	0	0	0	0	0	0
Solid Waste Fund	1,129,337	336,337	88,000	58,000	59,000	64,000	65,000	459,000
Utility Admin Fund	1,742,323	510,323	155,000	105,000	103,000	108,000	109,000	652,000
Water Fund	416,339	266,339	15,000	15,000	15,000	15,000	15,000	75,000
Sewer Fund	4,529,150	2,280,150	330,000	199,000	305,000	305,000	290,000	820,000
Airport Fund	1,425,815	588,815	79,000	73,000	85,000	106,000	125,000	369,000
Tax-Supported Bond	138,511,807	20,511,807	10,000,000	12,000,000	12,000,000	12,000,000	12,000,000	60,000,000
Self-Supported Bond	45,543,706	9,160,706	10,045,000	1,750,000	1,355,000	5,011,000	1,896,000	16,326,000
Transfer Tax	24,359,444	4,359,444	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	10,000,000
Excise Tax - Schools	3,850,000	0	385,000	385,000	385,000	385,000	385,000	1,925,000
Excise Tax - Roads	1,530,320	270,320	126,000	126,000	126,000	126,000	126,000	630,000
Excise Tax - Other	319,000	29,000	29,000	29,000	29,000	29,000	29,000	145,000
Excise Tax - Library	173,900	73,900	10,000	10,000	10,000	10,000	10,000	50,000
Excise Tax - Non-Residential	550,000	50,000	50,000	50,000	50,000	50,000	50,000	250,000
APFO Fees - Roads	300,000	300,000	0	0	0	0	0	0
Capital Reserve - General	2,430,000	2,430,000	0	0	0	0	0	0
Capital Reserve - Airport	300,000	0	0	0	300,000	0	0	0
Capital Reserve - Solid Waste	1,901,000	0	1,901,000	0	0	0	0	0
Capital Reserve - Transfer Tax	1,500,000	0	1,500,000	0	0	0	0	0
Capital Reserve - Excise Tax - Schools	500,000	0	500,000	0	0	0	0	0
Capital Reserve - Excise Tax - Non-Residential	535,000	0	535,000	0	0	0	0	0
Federal Grant	53,971,057	14,472,057	10,262,000	2,529,000	6,056,000	3,904,000	5,497,000	11,251,000
State Grant	140,323,848	12,219,848	11,752,000	14,941,000	12,728,000	11,516,000	13,331,000	63,836,000
Contributions	20,826,580	7,586,580	540,000	1,494,000	479,000	693,000	620,000	9,414,000
TOTAL	518,585,491	100,182,491	54,832,000	40,264,000	40,585,000	40,972,000	41,248,000	200,502,000

Airport



Airport Capital Improvement Ten Year Summary Fiscal Year 2022 - 2031

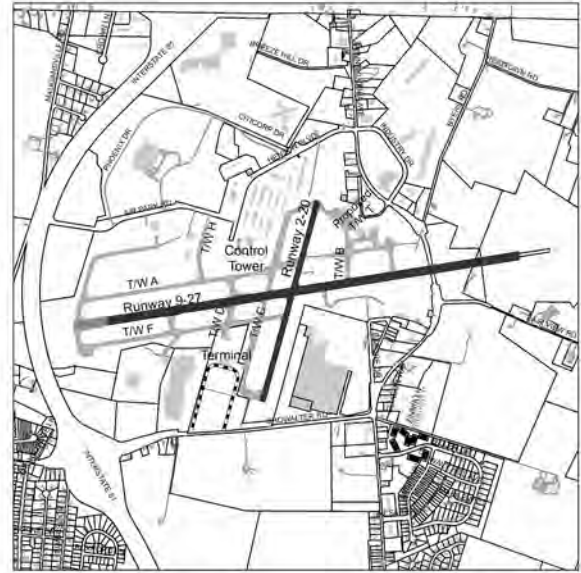
		Budget Year			Ten Year Capital Program				
		Total	Prior Appr.	2022	2023	2024	2025	2026	Future
Page	Project Costs								
46	T-Hangar 1, 2, & 3 Replacement	463,000	112,000	33,000	28,000	34,000	35,000	35,000	186,000
47	Airport Roof Replacement Project	340,215	55,215	15,000	45,000	35,000	55,000	25,000	110,000
48	Airport Security System	343,000	283,000	60,000	0	0	0	0	0
49	Capital Equipment - Airport	2,045,475	949,475	16,000	110,000	211,000	16,000	65,000	678,000
50	Land Acquisition-Airport	5,430,000	2,507,000	2,923,000	0	0	0	0	0
51	Taxiway F Rehabilitation	6,300,000	0	300,000	0	6,000,000	0	0	0
52	Proposed Taxiway S	1,180,000	0	0	0	0	0	0	1,180,000
53	Runway 9 MALSR	1,484,000	0	0	0	0	0	0	1,484,000
54	Runway 2/20 Rehabilitation	3,850,000	0	0	0	0	350,000	3,500,000	0
55	Runway 9/27 Lighting and Signage Replacement	825,000	0	0	0	0	75,000	750,000	0
56	Snow Removal Equipment Storage Building Expansion	3,514,000	0	0	300,000	0	3,214,000	0	0
57	Taxiway G Rehabilitation	1,920,000	0	0	0	0	0	0	1,920,000
58	Taxiway H Rehabilitation	300,000	0	0	0	0	0	0	300,000
59	Taxiway T Construction	159,000	0	0	0	0	0	0	159,000
TOTAL		28,153,690	3,906,690	3,347,000	483,000	6,280,000	3,745,000	4,375,000	6,017,000
Funding Sources									
	General Fund	1,094,016	180,016	176,000	35,000	19,000	204,000	213,000	267,000
	Airport Fund	1,425,815	588,815	79,000	73,000	85,000	106,000	125,000	369,000
	Capital Reserve - Airport	300,000	0	0	0	300,000	0	0	0
	Federal Grant	23,812,993	2,770,993	2,901,000	369,000	5,576,000	3,274,000	3,825,000	5,097,000
	State Grant	1,520,866	366,866	191,000	6,000	300,000	161,000	212,000	284,000
TOTAL		28,153,690	3,906,690	3,347,000	483,000	6,280,000	3,745,000	4,375,000	6,017,000

Project Title T-Hangar 1, 2 and 3 Replacement

Project ID BLD087

Full-time Employees 0

Operating Costs \$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.

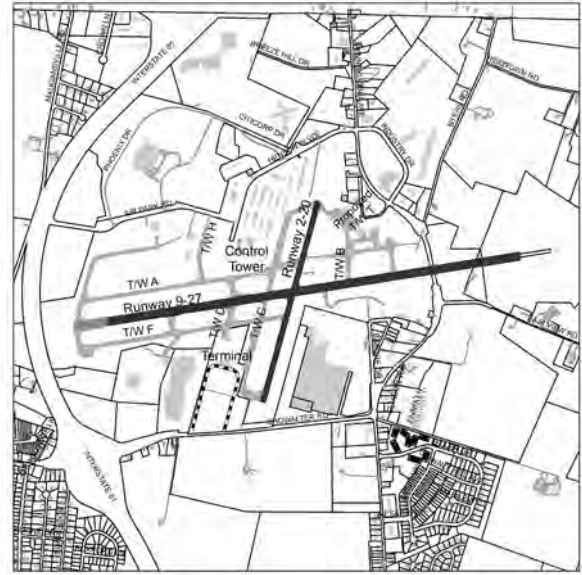
	Total	Prior Appr.	2022	2023	2024	2025	2026	Future
Project Costs:								
Construction	413,000	112,000	0	11,000	34,000	35,000	35,000	186,000
Engineering and Design	50,000	0	33,000	17,000	0	0	0	0
Total Cost	463,000	112,000	33,000	28,000	34,000	35,000	35,000	186,000
Funding Sources:								
Airport Fund	463,000	112,000	33,000	28,000	34,000	35,000	35,000	186,000
Total Funding	463,000	112,000	33,000	28,000	34,000	35,000	35,000	186,000

Project Title **Airport Roof Replacement Project**

Project ID BLD088

Full-time Employees 0

Operating Costs \$0



Project Description Project will replace or refurbish various roof systems at the airport.

Project Assumptions FY2022- Roof Coating - Hangar #20 (Plane Care)

Project Justification 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.

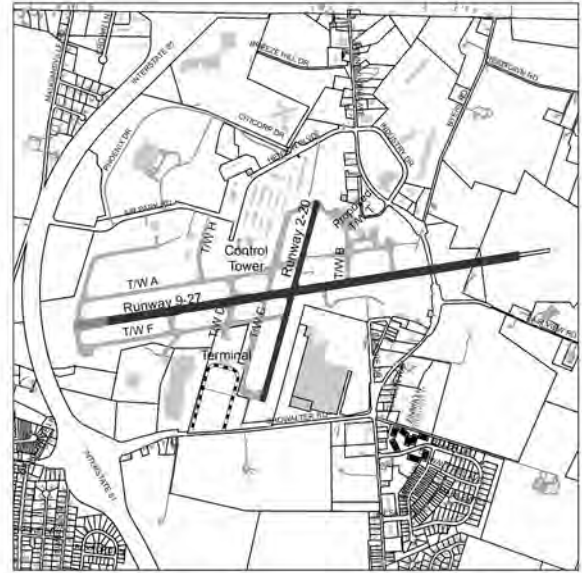
	Total	Prior Appr.	2022	2023	2024	2025	2026	Future
Project Costs:								
Construction	340,215	55,215	15,000	45,000	35,000	55,000	25,000	110,000
Total Cost	340,215	55,215	15,000	45,000	35,000	55,000	25,000	110,000
Funding Sources:								
Airport Fund	340,215	55,215	15,000	45,000	35,000	55,000	25,000	110,000
Total Funding	340,215	55,215	15,000	45,000	35,000	55,000	25,000	110,000

Project Title **Airport Security System Enhancements**

Project ID COM026

Full-time Employees 0

Operating Costs \$0



Project Description The airport has developed a phased security system upgrade and replacement program for the airport security and Virtual Perimeter Monitoring System.

Project Assumptions Pending grant funding approval:
75% MAA share
25% Local share

Project Justification 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.

	Total	Prior Appr.	2022	2023	2024	2025	2026	Future
Project Costs:								
Construction	343,000	283,000	60,000	0	0	0	0	0
Total Cost	343,000	283,000	60,000	0	0	0	0	0
Funding Sources:								
Airport Fund	104,500	89,500	15,000	0	0	0	0	0
State Grant	238,500	193,500	45,000	0	0	0	0	0
Total Funding	343,000	283,000	60,000	0	0	0	0	0

Project Title **Capital Equipment - Airport****Project ID** EQP031**Full-time Employees** 0**Operating Costs** \$0**Project Description** The planned purchase for FY22: 1 zero turn mower w/ 60" deck. Future acquisitions are based on the Airport Equipment Replacement Program.

Project Assumptions Future equipment will be acquired pending FAA grant funding as follows:
 90% FAA share
 5% State 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.

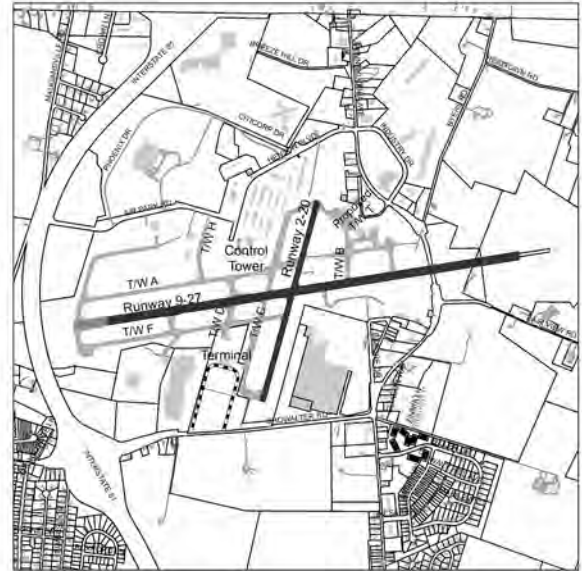
	Total	Prior Appr.	2022	2023	2024	2025	2026	Future
Project Costs:								
Equipment/Furniture	2,045,475	949,475	16,000	110,000	211,000	16,000	65,000	678,000
Total Cost	2,045,475	949,475	16,000	110,000	211,000	16,000	65,000	678,000
Funding Sources:								
General Fund	94,016	55,016	0	5,000	19,000	0	0	15,000
Airport Fund	518,100	332,100	16,000	0	16,000	16,000	65,000	73,000
Federal Grant	1,347,993	514,993	0	99,000	176,000	0	0	558,000
State Grant	85,366	47,366	0	6,000	0	0	0	32,000
Total Funding	2,045,475	949,475	16,000	110,000	211,000	16,000	65,000	678,000

Project Title Land Acquisition - Airport

Project ID LAN018

Full-time Employees 0

Operating Costs \$0



Project Description This project is for land acquisition to promote future economic development of the Airport.
 FY2022 - Topflight corner for Runway 20 Viability Zone (old Fair Child facility property) and 14223 Oak Springs
 FY2027 - Acquire Land for Development
 FY2031 - Acquire Land for Development

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

Project Justification The new Airport Layout Plan will identify land recommended to be acquired to enhance future development of the Airport.

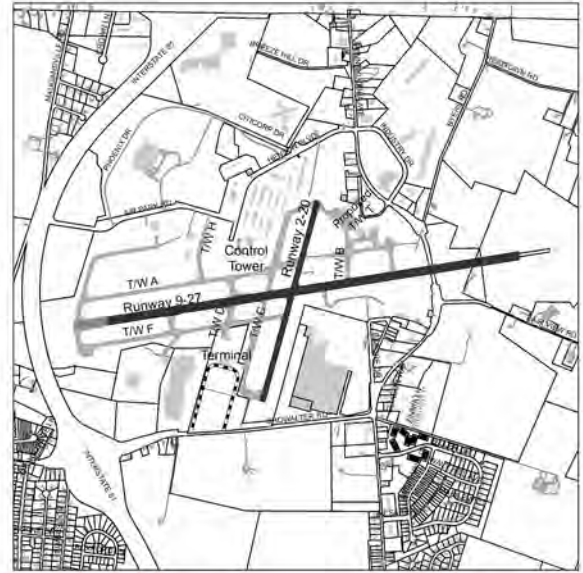
	Total	Prior Appr.	2022	2023	2024	2025	2026	Future
Project Costs:								
Land Acquisition	5,430,000	2,507,000	2,923,000	0	0	0	0	0
Total Cost	5,430,000	2,507,000	2,923,000	0	0	0	0	0
Funding Sources:								
General Fund	271,000	125,000	146,000	0	0	0	0	0
Federal Grant	4,887,000	2,256,000	2,631,000	0	0	0	0	0
State Grant	272,000	126,000	146,000	0	0	0	0	0
Total Funding	5,430,000	2,507,000	2,923,000	0	0	0	0	0

Project Title Taxiway F Rehabilitation

Project ID RUN019

Full-time Employees 0

Operating Costs \$0



Project Description Project involves the full-length rehabilitation of Taxiway F including replacement of existing light fixture with LED technology.

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

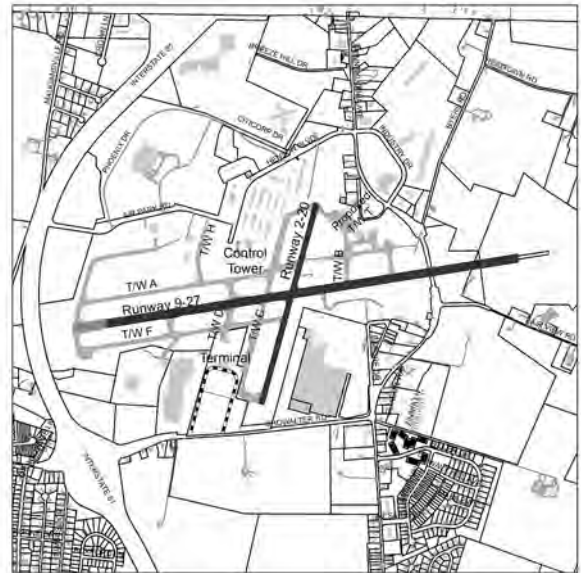
Project Justification The taxiway will be near the end of its useful life and will be ready for rehabilitation.

	Total	Prior Appr.	2022	2023	2024	2025	2026	Future
Project Costs:								
Construction	6,000,000	0	0	0	6,000,000	0	0	0
Engineering and Design	300,000	0	300,000	0	0	0	0	0
Total Cost	6,300,000	0	300,000	0	6,000,000	0	0	0
Funding Sources:								
General Fund	30,000	0	30,000	0	0	0	0	0
Capital Reserve - Airport	300,000	0	0	0	300,000	0	0	0
Federal Grant	5,670,000	0	270,000	0	5,400,000	0	0	0
State Grant	300,000	0	0	0	300,000	0	0	0
Total Funding	6,300,000	0	300,000	0	6,000,000	0	0	0

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

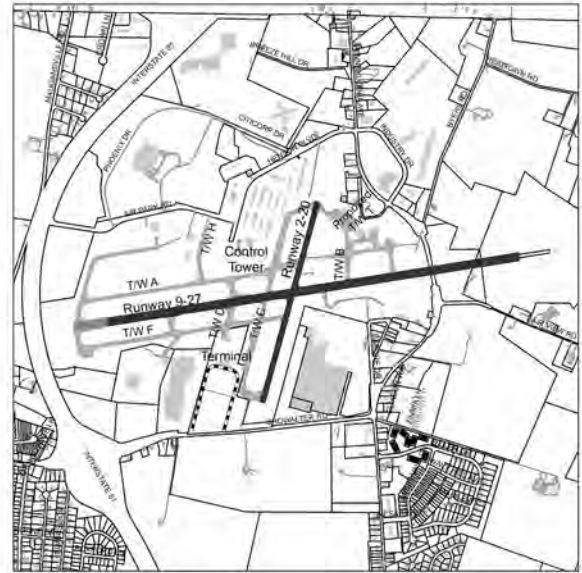
Project Justification Land is identified for future development of the Airport. A connector taxiway is required to provide access to that land.

	Total	Prior Appr.	2022	2023	2024	2025	2026	Future
Project Costs:								
Engineering and Design	1,180,000	0	0	0	0	0	0	1,180,000
Total Cost	1,180,000	0	0	0	0	0	0	1,180,000
Funding Sources:								
General Fund	59,000	0	0	0	0	0	0	59,000
Federal Grant	1,062,000	0	0	0	0	0	0	1,062,000
State Grant	59,000	0	0	0	0	0	0	59,000
Total Funding	1,180,000	0	0	0	0	0	0	1,180,000

Project Title Runway 9/27 Lighting and Signage Replacement

Full-time Employees 0

Operating Costs \$0



Project Description The project will replace current lighting with energy efficient lighting.

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

It is anticipated to utilize a combination of entitlement and discretionary funds. The MAA (State) will only fund construction costs, not design costs.

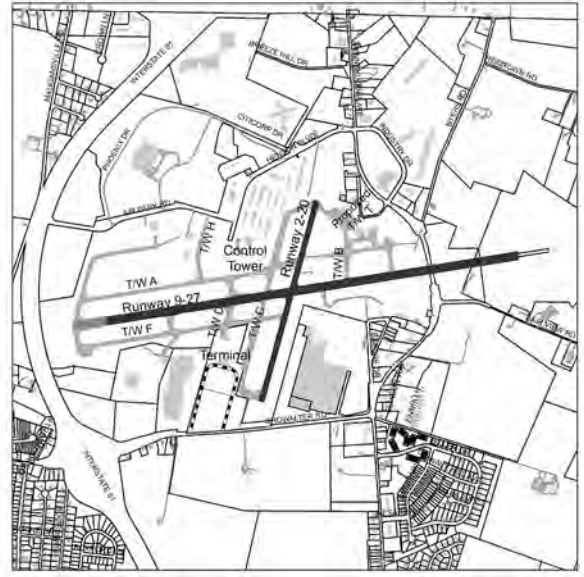
Project Justification Current signage and lighting are past useful life and parts are becoming more difficult to find.

	Total	Prior Appr.	2022	2023	2024	2025	2026	Future
Project Costs:								
Construction	750,000	0	0	0	0	0	750,000	0
Engineering and Design	75,000	0	0	0	0	75,000	0	0
Total Cost	825,000	0	0	0	0	75,000	750,000	0
Funding Sources:								
General Fund	46,000	0	0	0	0	8,000	38,000	0
Federal Grant	742,000	0	0	0	0	67,000	675,000	0
State Grant	37,000	0	0	0	0	0	37,000	0
Total Funding	825,000	0	0	0	0	75,000	750,000	0

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

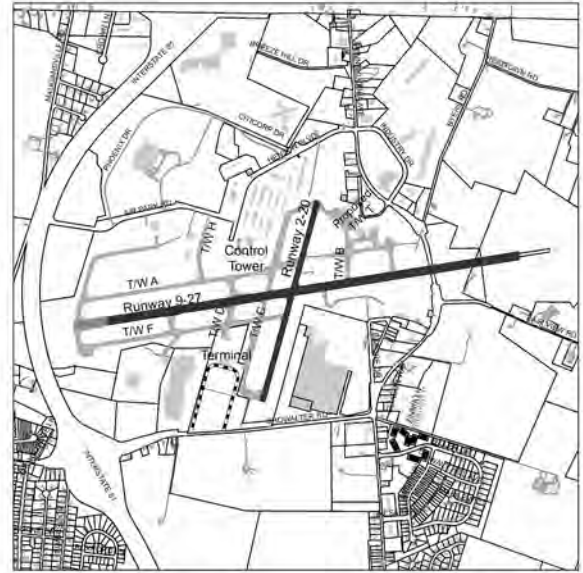
Project Justification The existing facility is filled to capacity. Future FAA approved Snow Removal Equipment plans allow for the addition of snow removal vehicles. The addition to the facility is required to accommodate the additional vehicles.

	Total	Prior Appr.	2022	2023	2024	2025	2026	Future
Project Costs:								
Construction	3,214,000	0	0	0	0	3,214,000	0	0
Engineering and Design	300,000	0	0	300,000	0	0	0	0
Total Cost	3,514,000	0	0	300,000	0	3,214,000	0	0
Funding Sources:								
General Fund	191,000	0	0	30,000	0	161,000	0	0
Federal Grant	3,162,000	0	0	270,000	0	2,892,000	0	0
State Grant	161,000	0	0	0	0	161,000	0	0
Total Funding	3,514,000	0	0	300,000	0	3,214,000	0	0

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

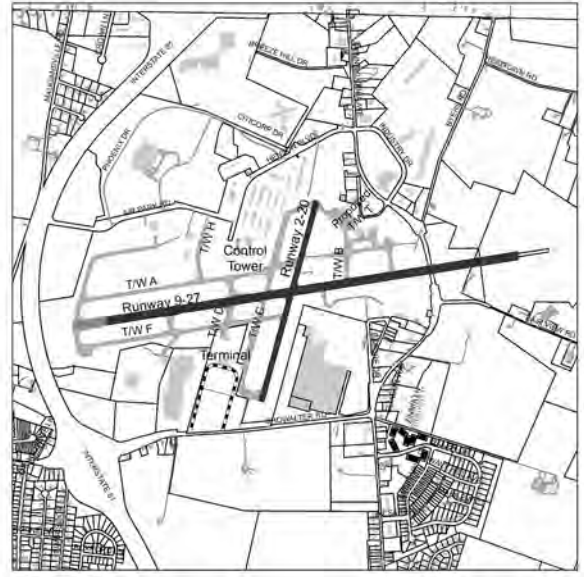
Project Justification The last rehabilitation of the taxiway was completed in 2008. This will make the existing surface approximately 20 years old in 2027 and it will have met the end of its useful life and will be ready for rehabilitation.

	Total	Prior Appr.	2022	2023	2024	2025	2026	Future
Project Costs:								
Construction	1,440,000	0	0	0	0	0	0	1,440,000
Engineering and Design	480,000	0	0	0	0	0	0	480,000
Total Cost	1,920,000	0	0	0	0	0	0	1,920,000
Funding Sources:								
General Fund	96,000	0	0	0	0	0	0	96,000
Federal Grant	1,728,000	0	0	0	0	0	0	1,728,000
State Grant	96,000	0	0	0	0	0	0	96,000
Total Funding	1,920,000	0	0	0	0	0	0	1,920,000

Project Title Taxiway H Rehabilitation

Full-time Employees 0

Operating Costs \$0



Project Description The project involves the total rehabilitation of Taxiway H, including sub-surface repairs, milling, overlay, painting, and new LED lighting installation.

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

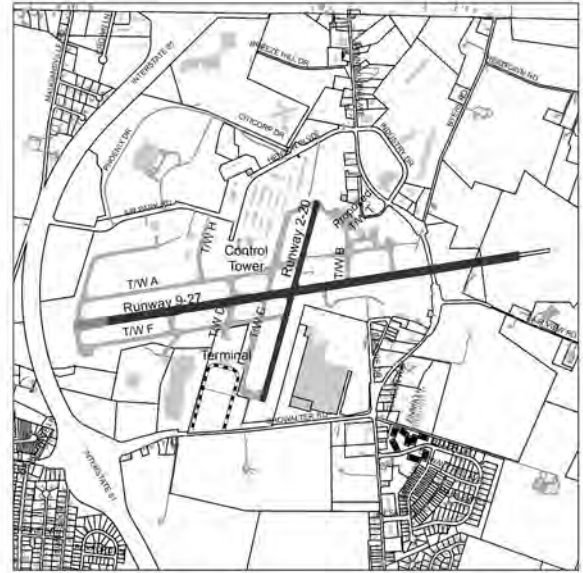
Project Justification The taxiway will be near the end of its useful life and will be in need of rehabilitation.

	Total	Prior Appr.	2022	2023	2024	2025	2026	Future
Project Costs:								
Engineering and Design	300,000	0	0	0	0	0	0	300,000
Total Cost	300,000	0	0	0	0	0	0	300,000
Funding Sources:								
General Fund	15,000	0	0	0	0	0	0	15,000
Federal Grant	270,000	0	0	0	0	0	0	270,000
State Grant	15,000	0	0	0	0	0	0	15,000
Total Funding	300,000	0	0	0	0	0	0	300,000

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 Appr.	2022	2023	2024	2025	2026	Future
Project Costs:								
Engineering and Design	159,000	0	0	0	0	0	0	159,000
Total Cost	159,000	0	0	0	0	0	0	159,000
Funding Sources:								
General Fund	8,000	0	0	0	0	0	0	8,000
Federal Grant	143,000	0	0	0	0	0	0	143,000
State Grant	8,000	0	0	0	0	0	0	8,000
Total Funding	159,000	0	0	0	0	0	0	159,000



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Bridges



Bridges

Capital Improvement Ten Year Summary

Fiscal Year 2022 - 2031

		Budget Year				Ten Year Capital Program			
		Total	Prior Appr.	2022	2023	2024	2025	2026	Future
Page	Project Costs								
62	Bridge Inspection and Inventory	666,250	287,250	22,000	0	138,000	0	24,000	195,000
63	Roxbury Road Bridge W5372	3,392,077	2,892,077	500,000	0	0	0	0	0
64	Cleaning & Painting of Steel Bridges	408,000	108,000	0	150,000	0	0	0	150,000
65	Halfway Boulevard Bridges W0912	4,489,000	1,707,000	1,182,000	1,600,000	0	0	0	0
66	Frog Eye Road Culvert 11/06	802,000	652,000	150,000	0	0	0	0	0
67	Appletown Road Bridge W2184	474,000	0	0	0	0	0	0	474,000
68	Ashton Road Culvert 04/06	399,000	0	0	0	0	0	0	399,000
69	Bowie Road Culvert	305,000	0	0	0	0	0	0	305,000
70	Burnside Bridge Road Culvert 01/03	329,000	0	0	0	0	114,000	215,000	0
71	Draper Road Culvert 04/07	428,000	0	0	0	0	0	0	428,000
72	Draper Road Culvert 04/08	36,000	0	0	0	0	0	0	36,000
73	Gardenhour Road Bridge W2431	1,945,000	0	0	500,000	25,000	0	1,420,000	0
74	Greenbrier Road Culvert 16/14	268,000	0	0	0	0	0	0	268,000
75	Greenspring Furnace Road Culvert	406,000	0	0	40,000	179,000	187,000	0	0
76	Gruber Road Bridge 04/10	288,000	0	0	0	0	0	0	288,000
77	Harpers Ferry Road Culvert 11/02	541,000	0	0	0	0	0	82,000	459,000
78	Henline Road Culvert 05/05	465,000	0	0	0	0	0	0	465,000
79	Hoffman's Inn Road Culvert 05/06	313,000	0	0	0	0	0	0	313,000
80	Kretsinger Road Culvert 14/01	316,000	0	0	316,000	0	0	0	0
81	Lanes Road Culvert 15/12	317,000	0	0	0	32,000	285,000	0	0
82	Long Hollow Road Culvert 05/07	316,000	0	0	0	0	0	66,000	250,000
83	Mercersburg Road Culvert 04/16	16,000	0	0	0	0	0	0	16,000
84	Mooreville Road Culvert 15/21	355,000	0	0	0	0	0	0	355,000
85	Poplar Grove Road Bridge W2432	100,000	0	0	0	0	0	0	100,000
86	Remsburg Road Culvert	287,000	0	0	0	0	119,000	168,000	0
87	Rinehart Road Culvert 14/03	332,000	0	0	0	332,000	0	0	0
88	Stone Masonry Bridge Repairs	270,000	0	0	0	0	0	0	270,000
89	Taylors Landing Road Bridge W7101	35,000	0	0	0	0	0	0	35,000
90	Willow Road Culvert 05/10	323,000	0	0	0	0	0	0	323,000
91	Yarrowsburg Road Bridge W6191	2,102,000	0	0	0	0	0	0	2,102,000
TOTAL		20,723,327	5,646,327	1,854,000	2,606,000	706,000	705,000	1,975,000	7,231,000
Funding Sources									
	General Fund	1,448,577	499,577	22,000	150,000	138,000	0	24,000	615,000
	Tax-Supported Bond	9,187,000	1,206,000	888,000	320,000	253,000	705,000	831,000	4,984,000
	Transfer Tax	771,000	0	0	456,000	315,000	0	0	0
	Federal Grant	9,265,000	3,889,000	944,000	1,680,000	0	0	1,120,000	1,632,000
	Contributions	51,750	51,750	0	0	0	0	0	0
TOTAL		20,723,327	5,646,327	1,854,000	2,606,000	706,000	705,000	1,975,000	7,231,000

Project Title Bridge Inspection & Inventory

Project ID BRG002

Full-time Employees 0

Operating Costs \$1,080

Project Description This project provides an ongoing bridge inspection program for both major (bridges greater than 20 feet in length) and minor (bridges greater than 6 but less than 20 feet in length) structures. Federal regulations govern the major structures inspection program.

Project Assumptions Federal aid bridge funds cover all of the costs for the major bridges. They are not shown herein since they are paid directly by the State Highway Administration to the consultant, and do not pass through the County's records. Only local funds required are shown below. Minor structures are fully locally funded as they are not eligible for any federal aid money.

Project Justification Various portions of this project are required by State and Federal regulations, while other portions are done as needed to assure public safety and to minimize maintenance costs. This project supports the infrastructure needs of the County under its bridge infrastructure program.

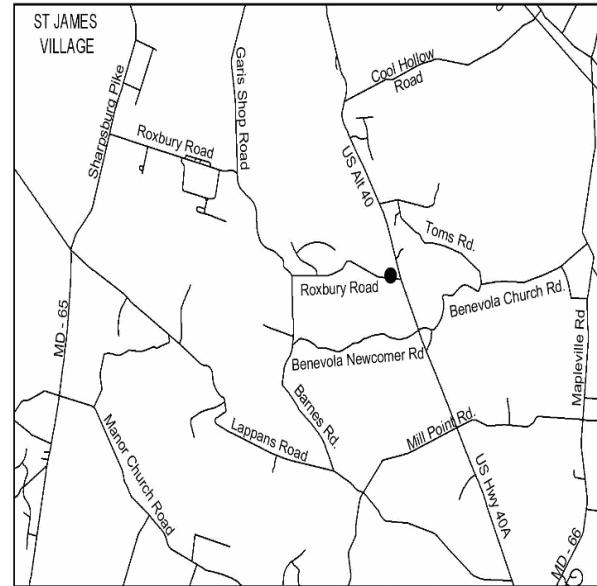
	Total	Prior Appr.	2022	2023	2024	2025	2026	Future
Project Costs:								
Construction	51,750	51,750	0	0	0	0	0	0
Engineering and Design	31,500	31,500	0	0	0	0	0	0
Other	583,000	204,000	22,000	0	138,000	0	24,000	195,000
Total Cost	666,250	287,250	22,000	0	138,000	0	24,000	195,000
Funding Sources:								
General Fund	614,500	235,500	22,000	0	138,000	0	24,000	195,000
Contributions	51,750	51,750	0	0	0	0	0	0
Total Funding	666,250	287,250	22,000	0	138,000	0	24,000	195,000

Project Title Old Roxbury Road Bridge W5372

Project ID BRG020

Full-time Employees 0

Operating Costs \$0



Project Description 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.

Project Assumptions The project is proposed as a Federal Aid project with 80/20 cost share for construction.

Project Justification The project is needed to replace a structure that has exceeded its useful life and to improve safety. Due to the structure type, no practical long term repair options exist. The Bridge Sufficiency Rating is 13.6 out of a maximum possible score of 100.

	Total	Prior Appr.	2022	2023	2024	2025	2026	Future
Project Costs:								
Construction	2,175,700	1,675,700	500,000	0	0	0	0	0
Engineering and Design	685,177	685,177	0	0	0	0	0	0
Inspection	250,200	250,200	0	0	0	0	0	0
Land Acquisition	281,000	281,000	0	0	0	0	0	0
Total Cost	3,392,077	2,892,077	500,000	0	0	0	0	0
Funding Sources:								
General Fund	156,077	156,077	0	0	0	0	0	0
Tax-Supported Bond	728,000	228,000	500,000	0	0	0	0	0
Federal Grant	2,508,000	2,508,000	0	0	0	0	0	0
Total Funding	3,392,077	2,892,077	500,000	0	0	0	0	0

Project Title **Cleaning & Painting of Steel Bridges**

Project ID BRG082

Full-time Employees 0

Operating Costs \$0

Project Description The project consists of cleaning and painting various steel beam bridges throughout the County.

Project Justification The project is essential to maintain and extend the useful life of the structure.

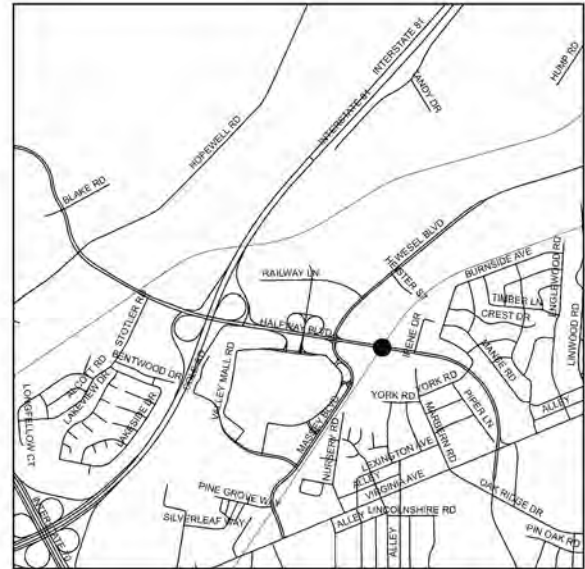
	Total	Prior Appr.	2022	2023	2024	2025	2026	Future
Project Costs:								
Construction	367,000	67,000	0	150,000	0	0	0	150,000
Inspection	41,000	41,000	0	0	0	0	0	0
Total Cost	408,000	108,000	0	150,000	0	0	0	150,000
Funding Sources:								
General Fund	408,000	108,000	0	150,000	0	0	0	150,000
Total Funding	408,000	108,000	0	150,000	0	0	0	150,000

Project Title Halfway Boulevard Bridges
W0912

Project ID BRG083

Full-time Employees 0

Operating Costs \$0



Project Description The project involves repairing the eastbound and westbound bridges of Halfway Boulevard over the Norfolk Southern railroad (ADC Map 20, H-8). The project will include cleaning and painting of steel beams, replacement of bearings and expansion joints, concrete repairs to the substructure and superstructure, traffic barrier improvements, and minor paving work.

Project Assumptions The project is proposed as a Federal Aid project with 80/20 cost share for construction.

Project Justification The project is essential to maintain and extend the useful life of the structure. The Bridge Sufficiency Rating is 49.4 out of a maximum possible score of 100.

	Total	Prior Appr.	2022	2023	2024	2025	2026	Future
Project Costs:								
Construction	3,489,000	1,007,000	882,000	1,600,000	0	0	0	0
Engineering and Design	700,000	700,000	0	0	0	0	0	0
Inspection	300,000	0	300,000	0	0	0	0	0
Total Cost	4,489,000	1,707,000	1,182,000	1,600,000	0	0	0	0
Funding Sources:								
Tax-Supported Bond	884,000	326,000	238,000	320,000	0	0	0	0
Federal Grant	3,605,000	1,381,000	944,000	1,280,000	0	0	0	0
Total Funding	4,489,000	1,707,000	1,182,000	1,600,000	0	0	0	0

Project Title Frog Eye Road Culvert 11/06

Project ID BRG087

Full-time Employees 0

Operating Costs \$0



Project Description This project is located in the 19800 block of Frog Eye Road (ADC Map 37, Grid D-4). The project will replace a single lane steel stringer/open steel grid deck with a two-cell box culvert with headwalls. The project will include realignment of the road, use of existing bridge for access during construction, and the installation of an appropriate traffic barrier.

Project Assumptions The project assumes realignment of the existing roadway and use of the existing bridge during construction.

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

	Total	Prior Appr.	2022	2023	2024	2025	2026	Future
Project Costs:								
Construction	718,000	568,000	150,000	0	0	0	0	0
Inspection	50,000	50,000	0	0	0	0	0	0
Land Acquisition	11,000	11,000	0	0	0	0	0	0
Utilities	23,000	23,000	0	0	0	0	0	0
Total Cost	802,000	652,000	150,000	0	0	0	0	0
Funding Sources:								
Tax-Supported Bond	802,000	652,000	150,000	0	0	0	0	0
Total Funding	802,000	652,000	150,000	0	0	0	0	0

Project Title Appletown Road Bridge W2184

Full-time Employees 0

Operating Costs \$0



Project Description This project is located in the 6100 block of Appletown Road (ADC Map 32, E-8). The project will replace the existing concrete bridge with a concrete box culvert and headwalls.

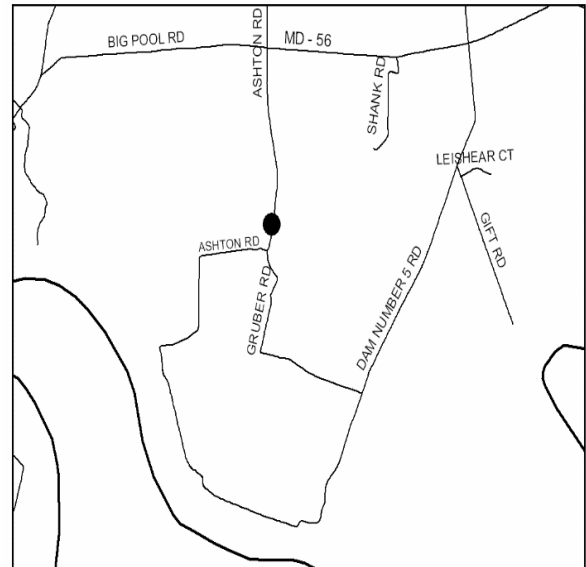
Project Justification This project is needed to replace a structure that is near the end of its useful life. The Bridge Sufficiency Rating is 38.0 out of a maximum possible score of 100. The bridge is classified as structurally deficient and scour critical.

	Total	Prior Appr.	2022	2023	2024	2025	2026	Future
Project Costs:								
Construction	405,000	0	0	0	0	0	0	405,000
Inspection	44,000	0	0	0	0	0	0	44,000
Land Acquisition	10,000	0	0	0	0	0	0	10,000
Utilities	15,000	0	0	0	0	0	0	15,000
Total Cost	474,000	0	0	0	0	0	0	474,000
Funding Sources:								
Tax-Supported Bond	474,000	0	0	0	0	0	0	474,000
Total Funding	474,000	0	0	0	0	0	0	474,000

Project Title Ashton Road Culvert 04/06

Full-time Employees 0

Operating Costs \$0



Project Description This project is located in the 11200 block of Ashton Road (ADC Map 18, Grid E-9). The project will replace the concrete slab with a concrete box culvert with headwalls. The traffic barrier will be upgraded to improve safety.

Project Assumptions The project is to be done in conjunction with Gruber Road Bridge 04/10.

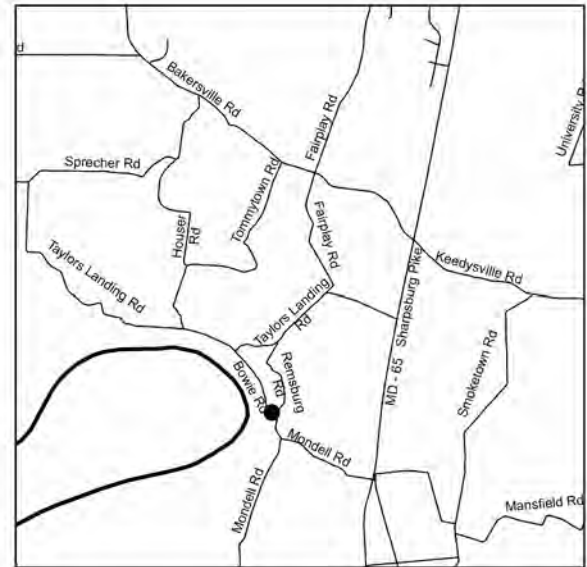
Project Justification The project is needed to replace a structure that is near the end of its useful life and improve vehicle safety.

	Total	Prior Appr.	2022	2023	2024	2025	2026	Future
Project Costs:								
Construction	325,000	0	0	0	0	0	0	325,000
Inspection	44,000	0	0	0	0	0	0	44,000
Land Acquisition	6,000	0	0	0	0	0	0	6,000
Utilities	24,000	0	0	0	0	0	0	24,000
Total Cost	399,000	0	0	0	0	0	0	399,000
Funding Sources:								
Tax-Supported Bond	399,000	0	0	0	0	0	0	399,000
Total Funding	399,000	0	0	0	0	0	0	399,000

Project Title **Bowie Road Culvert**

Full-time Employees 0

Operating Costs \$0



Project Description This project is located in the 6600 Block of Bowie Road (ADC Map 30, Grid H-6). The project will replace the culverts with a precast concrete box culvert and headwalls.

Project Assumptions The project will be done in conjunction with Remsburg Road Culvert.

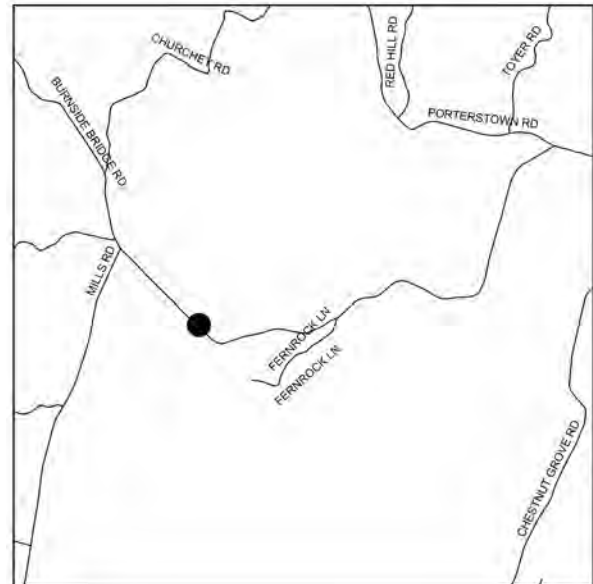
Project Justification The project is needed to replace a structure that is near the end of its useful life and to increase the structure size to reduce frequency of roadway overtopping.

	Total	Prior Appr.	2022	2023	2024	2025	2026	Future
Project Costs:								
Construction	236,000	0	0	0	0	0	0	236,000
Inspection	34,000	0	0	0	0	0	0	34,000
Land Acquisition	12,000	0	0	0	0	0	0	12,000
Utilities	23,000	0	0	0	0	0	0	23,000
Total Cost	305,000	0	0	0	0	0	0	305,000
Funding Sources:								
Tax-Supported Bond	305,000	0	0	0	0	0	0	305,000
Total Funding	305,000	0	0	0	0	0	0	305,000

Project Title Burnside Bridge Road Culvert
01/03

Full-time Employees 0

Operating Costs \$0



Project Description This project is located in the 18900 block of Burnside Bridge Road (ADC Map CIP Transit Fund, Grid E-4). The project will replace the concrete slab with a precast concrete box culvert and headwalls.

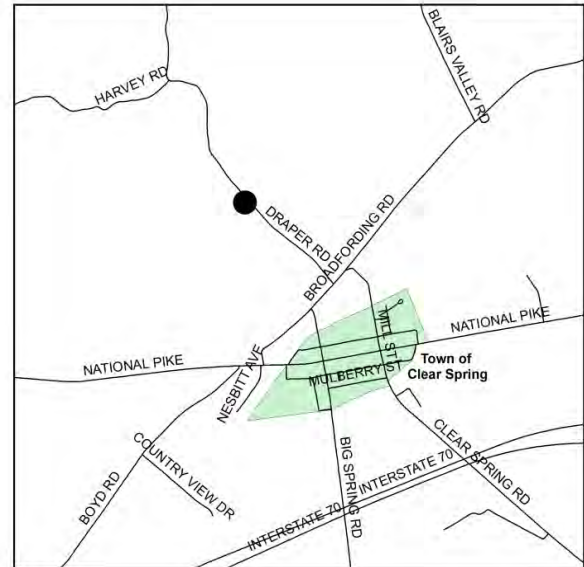
Project Justification The project is needed to replace a structure that is near the end of its useful life and to improve safety.

	Total	Prior Appr.	2022	2023	2024	2025	2026	Future
Project Costs:								
Construction	264,000	0	0	0	0	81,000	183,000	0
Inspection	32,000	0	0	0	0	0	32,000	0
Land Acquisition	11,000	0	0	0	0	11,000	0	0
Utilities	22,000	0	0	0	0	22,000	0	0
Total Cost	329,000	0	0	0	0	114,000	215,000	0
Funding Sources:								
Tax-Supported Bond	329,000	0	0	0	0	114,000	215,000	0
Total Funding	329,000	0	0	0	0	114,000	215,000	0

Project Title Draper Road Culvert 04/07

Full-time Employees 0

Operating Costs \$0



Project Description This project is located in the 12700 Block of Draper Road (ADC Map 18, Grid B-1). The project will replace the concrete slab with a new precast concrete box culvert.

Project Justification The project is needed to replace a structure that is near the end of its useful life. Due to the structure type, no practical long term repair options exist. Traffic barrier upgrades will also improve traffic safety.

	Total	Prior Appr.	2022	2023	2024	2025	2026	Future
Project Costs:								
Construction	347,000	0	0	0	0	0	0	347,000
Inspection	45,000	0	0	0	0	0	0	45,000
Land Acquisition	12,000	0	0	0	0	0	0	12,000
Utilities	24,000	0	0	0	0	0	0	24,000
Total Cost	428,000	0	0	0	0	0	0	428,000
Funding Sources:								
Tax-Supported Bond	428,000	0	0	0	0	0	0	428,000
Total Funding	428,000	0	0	0	0	0	0	428,000

Project Title Draper Road Culvert 04/08

Full-time Employees 0

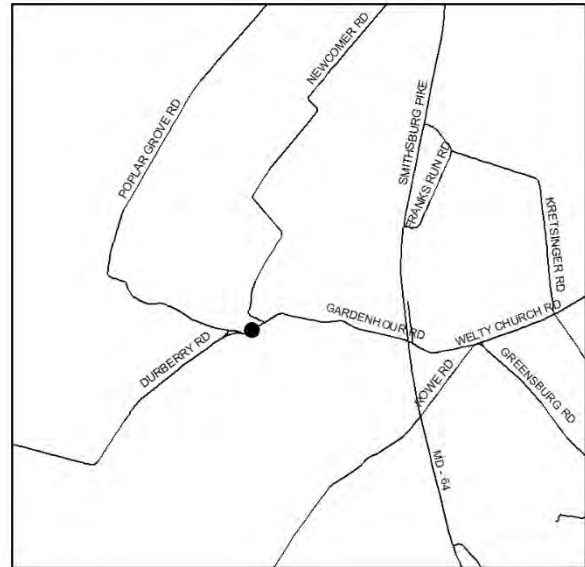
Operating Costs \$0



Project Description This project is located in the 12700 Block of Draper Road (ADC Map 18, Grid B-1). The project will replace the concrete slab with a new precast concrete box culvert.

Project Justification The project is needed to replace a structure that is near the end of its useful life. Due to the structure type, no practical long term repair options exist. Traffic barrier upgrades will also improve traffic safety.

	Total	Prior Appr.	2022	2023	2024	2025	2026	Future
Project Costs:								
Land Acquisition	12,000	0	0	0	0	0	0	12,000
Utilities	24,000	0	0	0	0	0	0	24,000
Total Cost	36,000	0	0	0	0	0	0	36,000
Funding Sources:								
Tax-Supported Bond	36,000	0	0	0	0	0	0	36,000
Total Funding	36,000	0	0	0	0	0	0	36,000

Project Title Gardenhour Road Bridge W2431**Full-time Employees** 0**Operating Costs** \$0

Project Description This project is located in the 22500 block of Gardenhour Road (ADC Map 12, D-10). The project involves the replacement of an existing one lane, single span bridge with a two lane concrete bridge with traffic barrier and approach road improvements.

Project Assumptions The project is proposed as a federal aid project with 80/20 cost share for construction. The project is assumed to be done in conjunction with the Poplar Grove Road Bridge W2432.

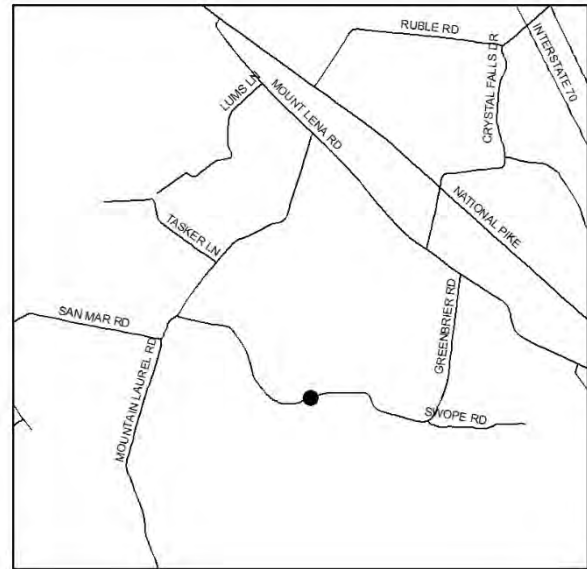
Project Justification The project is needed to replace a structure that is nearing the end of its useful life and to improve safety. Due to structure type, no practical long term repair options exist. The Bridge Sufficiency Rating is 49.4 out of a maximum possible score of 100 and the bridge is classified as structurally deficient.

	Total	Prior Appr.	2022	2023	2024	2025	2026	Future
Project Costs:								
Construction	1,200,000	0	0	0	0	0	1,200,000	0
Engineering and Design	500,000	0	0	500,000	0	0	0	0
Inspection	200,000	0	0	0	0	0	200,000	0
Land Acquisition	25,000	0	0	0	25,000	0	0	0
Utilities	20,000	0	0	0	0	0	20,000	0
Total Cost	1,945,000	0	0	500,000	25,000	0	1,420,000	0
Funding Sources:								
Tax-Supported Bond	325,000	0	0	0	25,000	0	300,000	0
Transfer Tax	100,000	0	0	100,000	0	0	0	0
Federal Grant	1,520,000	0	0	400,000	0	0	1,120,000	0
Total Funding	1,945,000	0	0	500,000	25,000	0	1,420,000	0

Project Title Greenbrier Road Culvert 16/14

Full-time Employees 0

Operating Costs \$0



Project Description This project is located near Greenbrier State Park (ADC Map 27, H-9). The project will replace the deteriorated two lane corrugated metal pipe culvert with a precast box culvert. An upgraded traffic barrier will be added as well to improve safety.

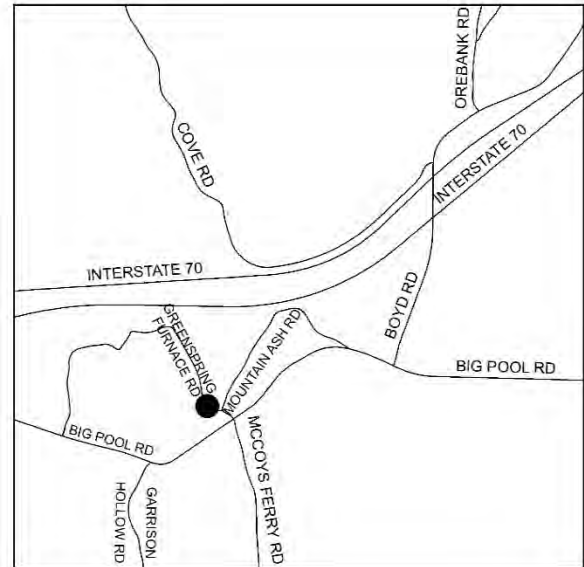
Project Justification The structure needs to be replaced due to its advanced deterioration as it is nearing the end of its useful life. Due to the structure type, no practical long term repair options exist.

	Total	Prior Appr.	2022	2023	2024	2025	2026	Future
Project Costs:								
Construction	233,000	0	0	0	0	0	0	233,000
Inspection	35,000	0	0	0	0	0	0	35,000
Total Cost	268,000	0	0	0	0	0	0	268,000
Funding Sources:								
Tax-Supported Bond	268,000	0	0	0	0	0	0	268,000
Total Funding	268,000	0	0	0	0	0	0	268,000

Project Title Greenspring Furnace Road
Culvert 15/15

Full-time Employees 0

Operating Costs \$0



Project Description This project is located on Greenspring Furnace Road (ADC Map 17, Grid G-8). The project will replace the single lane concrete slab with a two-cell concrete box culvert with headwalls.

Project Assumptions The project assumes temporary roadway stream/culvert crossing during construction.

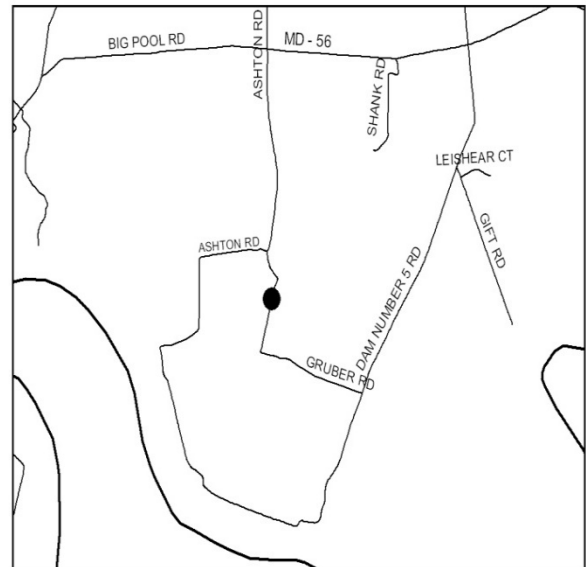
Project Justification The project is needed to replace a structure that is near the end of its useful life and to improve vehicle safety.

	Total	Prior Appr.	2022	2023	2024	2025	2026	Future
Project Costs:								
Construction	335,000	0	0	0	179,000	156,000	0	0
Inspection	31,000	0	0	0	0	31,000	0	0
Land Acquisition	15,000	0	0	15,000	0	0	0	0
Utilities	25,000	0	0	25,000	0	0	0	0
Total Cost	406,000	0	0	40,000	179,000	187,000	0	0
Funding Sources:								
Tax-Supported Bond	187,000	0	0	0	0	187,000	0	0
Transfer Tax	219,000	0	0	40,000	179,000	0	0	0
Total Funding	406,000	0	0	40,000	179,000	187,000	0	0

Project Title Gruber Road Bridge 04/10

Full-time Employees 0

Operating Costs \$0



Project Description The project is located in the 13200 block of Gruber Road (ADC Map 18, Grid E-9). The project will replace the concrete slab with a new concrete superstructure. Additional repairs include substructure concrete repairs and scour countermeasures.

Project Assumptions The project is to be done in conjunction with Ashton Road Culvert 04-06.

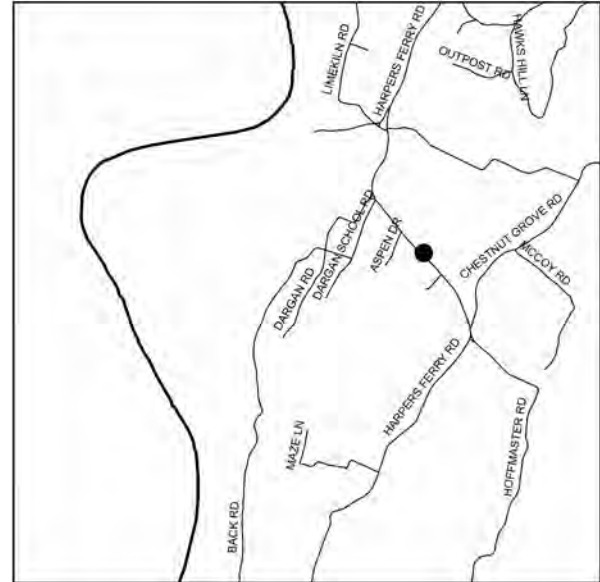
Project Justification The project is needed to replace a superstructure that is near the end of its useful life and improve vehicle safety.

	Total	Prior Appr.	2022	2023	2024	2025	2026	Future
Project Costs:								
Construction	242,000	0	0	0	0	0	0	242,000
Inspection	36,000	0	0	0	0	0	0	36,000
Land Acquisition	6,000	0	0	0	0	0	0	6,000
Utilities	4,000	0	0	0	0	0	0	4,000
Total Cost	288,000	0	0	0	0	0	0	288,000
Funding Sources:								
Tax-Supported Bond	288,000	0	0	0	0	0	0	288,000
Total Funding	288,000	0	0	0	0	0	0	288,000

Project Title **Harpers Ferry Road Culvert 11/02**

Full-time Employees 0

Operating Costs \$0



Project Description This project is located in the 2300 block of Harpers Ferry Road (ADC Map 36, Grid G-1). The project will replace the concrete slab with a two-cell concrete box culvert and headwalls. The project will include installation of an appropriate traffic barrier.

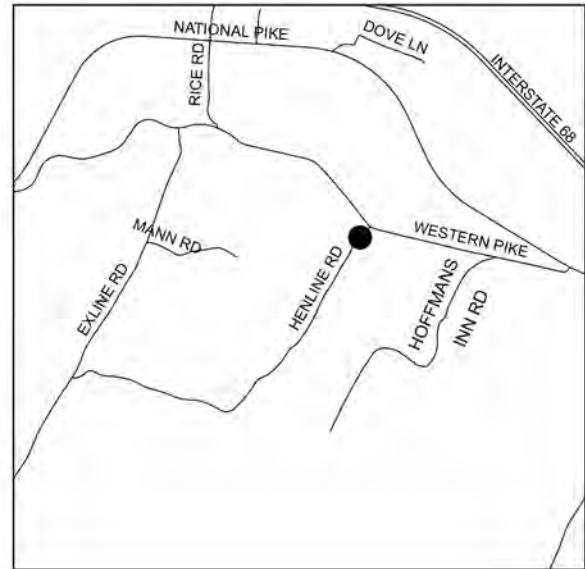
Project Justification The project is needed to replace a structure that is near the end of its useful life and to improve vehicle safety.

	Total	Prior Appr.	2022	2023	2024	2025	2026	Future
Project Costs:								
Construction	468,000	0	0	0	0	0	49,000	419,000
Inspection	40,000	0	0	0	0	0	0	40,000
Land Acquisition	11,000	0	0	0	0	0	11,000	0
Utilities	22,000	0	0	0	0	0	22,000	0
Total Cost	541,000	0	0	0	0	0	82,000	459,000
Funding Sources:								
Tax-Supported Bond	541,000	0	0	0	0	0	82,000	459,000
Total Funding	541,000	0	0	0	0	0	82,000	459,000

Project Title Henline Road Culvert 05/05

Full-time Employees 0

Operating Costs \$0



Project Description This project is located in the 3200 block of Henline Road (ADC Map 2, Grid C-8). The project will replace the concrete slab with a concrete box culvert and headwalls. The project will provide for the installation of an appropriate traffic barrier.

Project Assumptions The project is to be done in conjunction with Longmeadow Road Culvert 05/07 and Hoffman's Inn Road Culvert 05/06.

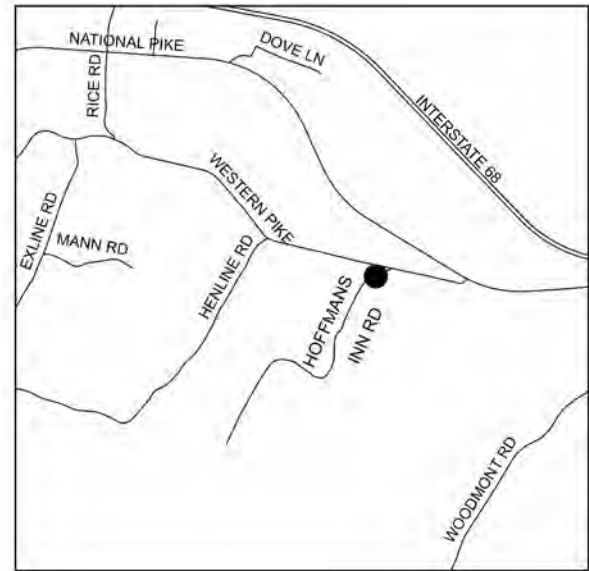
Project Justification The project is needed to replace a structure that is near the end of its useful life and to improve vehicle safety.

	Total	Prior Appr.	2022	2023	2024	2025	2026	Future
Project Costs:								
Construction	389,000	0	0	0	0	0	0	389,000
Inspection	42,000	0	0	0	0	0	0	42,000
Land Acquisition	11,000	0	0	0	0	0	0	11,000
Utilities	23,000	0	0	0	0	0	0	23,000
Total Cost	465,000	0	0	0	0	0	0	465,000
Funding Sources:								
Tax-Supported Bond	465,000	0	0	0	0	0	0	465,000
Total Funding	465,000	0	0	0	0	0	0	465,000

Project Title Hoffman's Inn Road Culvert
05/06

Full-time Employees 0

Operating Costs \$0



Project Description This project is located in the 2500 block of Hoffman's Inn Road (ADC Map 2, Grid D-8). The project will replace the concrete slab with a concrete box culvert and headwalls. The project will provide for the installation of an appropriate traffic barrier.

Project Assumptions The project is to be done in conjunction with Long Hollow Road Culvert 05/07 and Henline Road Culvert 05/05.

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

	Total	Prior Appr.	2022	2023	2024	2025	2026	Future
Project Costs:								
Construction	247,000	0	0	0	0	0	0	247,000
Inspection	32,000	0	0	0	0	0	0	32,000
Land Acquisition	11,000	0	0	0	0	0	0	11,000
Utilities	23,000	0	0	0	0	0	0	23,000
Total Cost	313,000	0	0	0	0	0	0	313,000
Funding Sources:								
Tax-Supported Bond	313,000	0	0	0	0	0	0	313,000
Total Funding	313,000	0	0	0	0	0	0	313,000

Project Title Kretsinger Road Culvert 14/01

Full-time Employees 0

Operating Costs \$0



Project Description This project is located in the 13600 block of Kretsinger Road (ADC Map 12, Grid G-8). The project will replace the concrete slab bridge with a two-cell concrete box culvert and headwalls. The project will install an appropriate traffic barrier.

Project Assumptions The project is to be done in conjunction with Rinehart Road culvert 14/03.

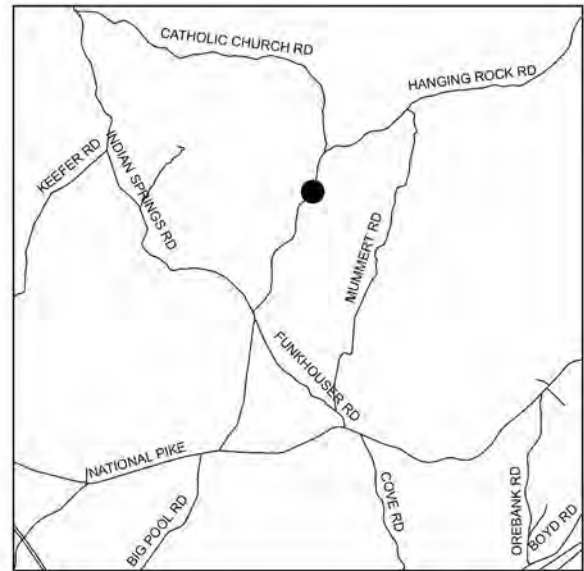
Project Justification The project is needed to replace a structure that is near the end of its useful life and improve vehicle safety.

	Total	Prior Appr.	2022	2023	2024	2025	2026	Future
Project Costs:								
Construction	254,000	0	0	254,000	0	0	0	0
Inspection	31,000	0	0	31,000	0	0	0	0
Land Acquisition	10,000	0	0	10,000	0	0	0	0
Utilities	21,000	0	0	21,000	0	0	0	0
Total Cost	316,000	0	0	316,000	0	0	0	0
Funding Sources:								
Transfer Tax	316,000	0	0	316,000	0	0	0	0
Total Funding	316,000	0	0	316,000	0	0	0	0

Project Title Lanes Road Culvert 15/12

Full-time Employees 0

Operating Costs \$0



Project Description This project is located in the 12900 block of Lanes Road (ADC Map 6, D-12). The project will replace the deteriorated two-lane concrete slab bridge with a precast box culvert. An upgraded traffic barrier will be added as well to improve safety.

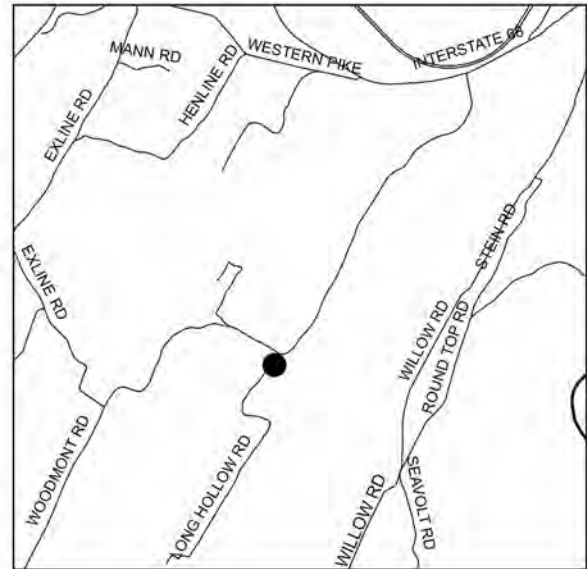
Project Justification The structure needs to be replaced due to its advanced deterioration as it is nearing the end of its useful life. Due to the structure type, no practical long term repair options exist.

	Total	Prior Appr.	2022	2023	2024	2025	2026	Future
Project Costs:								
Construction	254,000	0	0	0	0	254,000	0	0
Inspection	31,000	0	0	0	0	31,000	0	0
Land Acquisition	11,000	0	0	0	11,000	0	0	0
Utilities	21,000	0	0	0	21,000	0	0	0
Total Cost	317,000	0	0	0	32,000	285,000	0	0
Funding Sources:								
Tax-Supported Bond	317,000	0	0	0	32,000	285,000	0	0
Total Funding	317,000	0	0	0	32,000	285,000	0	0

Project Title Long Hollow Road Culvert 05/07

Full-time Employees 0

Operating Costs \$0



Project Description This project is located in the 13000 block of Long Hollow Road (ADC Map 2, Grid D-12). The project will replace the concrete slab with a concrete box culvert and headwalls. The project will also provide for the installation of an appropriate traffic barrier.

Project Assumptions The project is to be done in conjunction with Henline Road Culvert 05/05 and Hoffman's Inn Road 05/06.

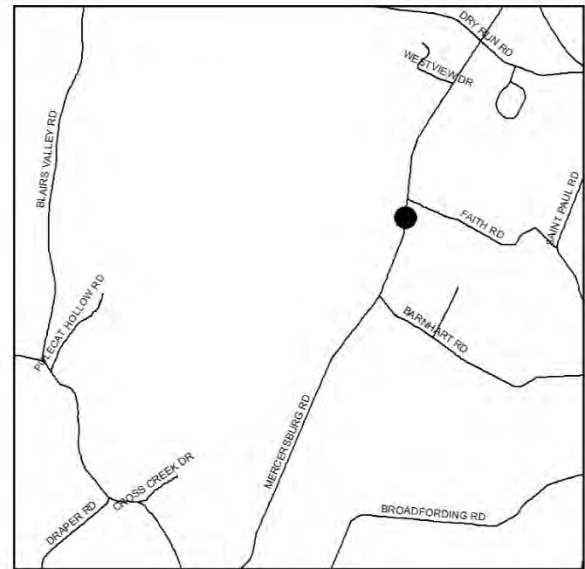
Project Justification The project is needed to replace a structure that is near the end of its useful life and to improve vehicle safety.

	Total	Prior Appr.	2022	2023	2024	2025	2026	Future
Project Costs:								
Construction	249,000	0	0	0	0	0	33,000	216,000
Inspection	34,000	0	0	0	0	0	0	34,000
Land Acquisition	11,000	0	0	0	0	0	11,000	0
Utilities	22,000	0	0	0	0	0	22,000	0
Total Cost	316,000	0	0	0	0	0	66,000	250,000
Funding Sources:								
Tax-Supported Bond	316,000	0	0	0	0	0	66,000	250,000
Total Funding	316,000	0	0	0	0	0	66,000	250,000

Project Title **Mercersburg Road Culvert 04/16**

Full-time Employees 0

Operating Costs \$0



Project Description This project is located in the 14200 block of Mercersburg Road (ADC Map 7, G-6). The project will replace the existing concrete bridge with a concrete box culvert, headwalls, and new traffic barrier.

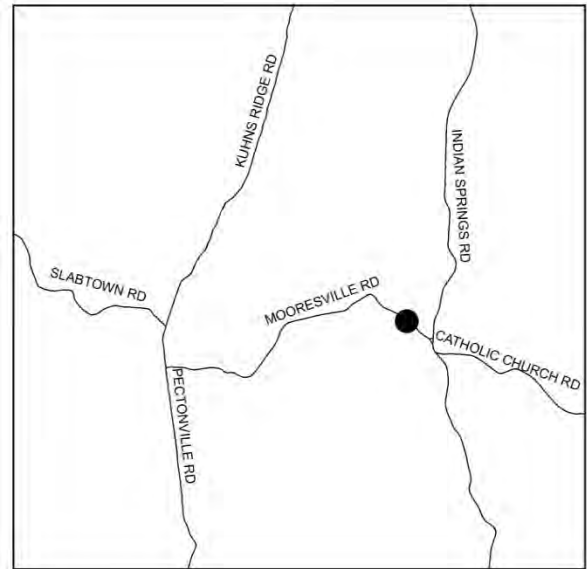
Project Justification The project is needed to replace a structure that is near the end of its useful life and improve vehicle safety.

	Total	Prior Appr.	2022	2023	2024	2025	2026	Future
Project Costs:								
Land Acquisition	6,000	0	0	0	0	0	0	6,000
Utilities	10,000	0	0	0	0	0	0	10,000
Total Cost	16,000	0	0	0	0	0	0	16,000
Funding Sources:								
Tax-Supported Bond	16,000	0	0	0	0	0	0	16,000
Total Funding	16,000	0	0	0	0	0	0	16,000

Project Title **Mooreville Road Culvert 15/21**

Full-time Employees 0

Operating Costs \$0



Project Description This project is located in the 10200 Block of Mooreville Road (ADC Map 5, Grid K-9). The project will replace a deteriorated multiple corrugated metal pipe culvert with a new precast concrete box culvert.

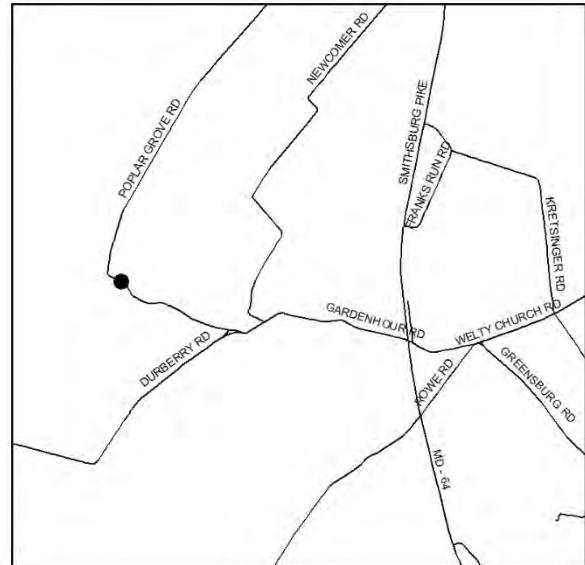
Project Justification The project is needed to replace a structure that is near the end of its useful life. Due to the structure type, no practical long term repair options exist. Traffic barrier upgrades will also improve traffic safety.

	Total	Prior Appr.	2022	2023	2024	2025	2026	Future
Project Costs:								
Construction	277,000	0	0	0	0	0	0	277,000
Inspection	42,000	0	0	0	0	0	0	42,000
Land Acquisition	12,000	0	0	0	0	0	0	12,000
Utilities	24,000	0	0	0	0	0	0	24,000
Total Cost	355,000	0	0	0	0	0	0	355,000
Funding Sources:								
Tax-Supported Bond	355,000	0	0	0	0	0	0	355,000
Total Funding	355,000	0	0	0	0	0	0	355,000

Project Title Poplar Grove Road Bridge W2432

Full-time Employees 0

Operating Costs \$0



Project Description This project is located in the 13600 block of Poplar Grove Road (ADC Map 12, C-9). The project involves the replacement of an existing one lane, single span bridge with a two-lane concrete bridge with traffic barrier and approach road alignment.

Project Assumptions The project is a proposed federal aid project with 80/20 cost share for construction. The project is assumed to be in conjunction with the Gardenhour Road Bridge W2431.

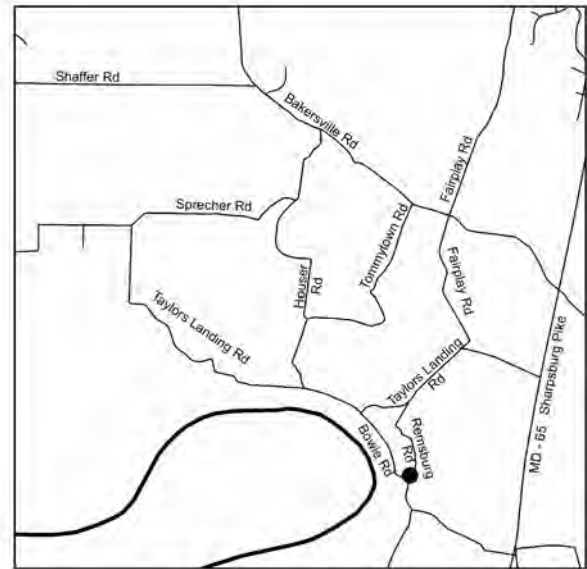
Project Justification The project is needed to replace a structure that is nearing the end of its useful life and to improve safety. Due to the structure type, no practical long term repair options exist. The Bridge Sufficiency Rating is 67.9 out of a maximum possible score of 100 and the bridge is classified as functionally obsolete.

	Total	Prior Appr.	2022	2023	2024	2025	2026	Future
Project Costs:								
Engineering and Design	100,000	0	0	0	0	0	0	100,000
Total Cost	100,000	0	0	0	0	0	0	100,000
Funding Sources:								
Tax-Supported Bond	100,000	0	0	0	0	0	0	100,000
Total Funding	100,000	0	0	0	0	0	0	100,000

Project Title **Remsburg Road Culvert**

Full-time Employees 0

Operating Costs \$0



Project Description The project is located in the 6600 Block of Remsburg Road (ADC Map 30, Grid H-6). The project will replace the culverts with a precast concrete box culvert and headwalls. The project will raise the existing roadway elevation at crossing to reduce overtopping.

Project Assumptions The project is to be done in conjunction with Bowie Road Culvert.

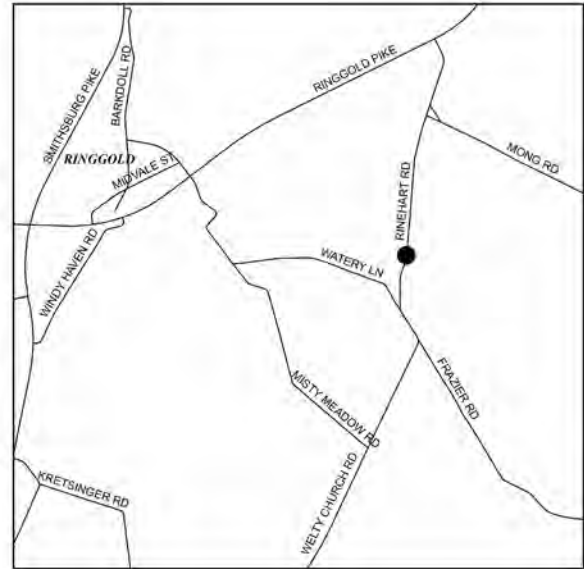
Project Justification The project is needed to replace a structure that is near the end of its useful life and will increase the structure size to reduce the frequency of roadway overtopping.

	Total	Prior Appr.	2022	2023	2024	2025	2026	Future
Project Costs:								
Construction	219,000	0	0	0	0	84,000	135,000	0
Inspection	33,000	0	0	0	0	0	33,000	0
Land Acquisition	12,000	0	0	0	0	12,000	0	0
Utilities	23,000	0	0	0	0	23,000	0	0
Total Cost	287,000	0	0	0	0	119,000	168,000	0
Funding Sources:								
Tax-Supported Bond	287,000	0	0	0	0	119,000	168,000	0
Total Funding	287,000	0	0	0	0	119,000	168,000	0

Project Title Rinehart Road Culvert 14/03

Full-time Employees 0

Operating Costs \$0



Project Description This project is located in the 14300 block of Rinehart Road (ADC Map 12, Grid J-6). The project will replace the concrete slab bridge with a two-cell concrete box culvert and headwalls. The project will install an appropriate traffic barrier.

Project Assumptions The project is to be completed with Kretsinger Road culvert 14/01.

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

	Total	Prior Appr.	2022	2023	2024	2025	2026	Future
Project Costs:								
Construction	270,000	0	0	0	270,000	0	0	0
Inspection	31,000	0	0	0	31,000	0	0	0
Land Acquisition	10,000	0	0	0	10,000	0	0	0
Utilities	21,000	0	0	0	21,000	0	0	0
Total Cost	332,000	0	0	0	332,000	0	0	0
Funding Sources:								
Tax-Supported Bond	196,000	0	0	0	196,000	0	0	0
Transfer Tax	136,000	0	0	0	136,000	0	0	0
Total Funding	332,000	0	0	0	332,000	0	0	0

Project Title **Stone Masonry Bridge Repairs**

Full-time Employees 0

Operating Costs \$0

Project Description This project includes performing repairs to various masonry stone arch minor bridge structures at multiple locations in the county. Repairs include rebuilding stone masonry, repointing mortar joints, traffic barrier, and asphalt paving.

Project Assumptions Locations include Clevelandtown Road Structure 06/01 (ADC Map 11, A-6), Netz Road Structure 06/03 (ADC Map 32, F-7), Lehmans Mill Road Structure 09/01 (ADC Map 11, A-6), and Beaver Creek Church Road Structure 16/02 (ADC Map 27, E-2).

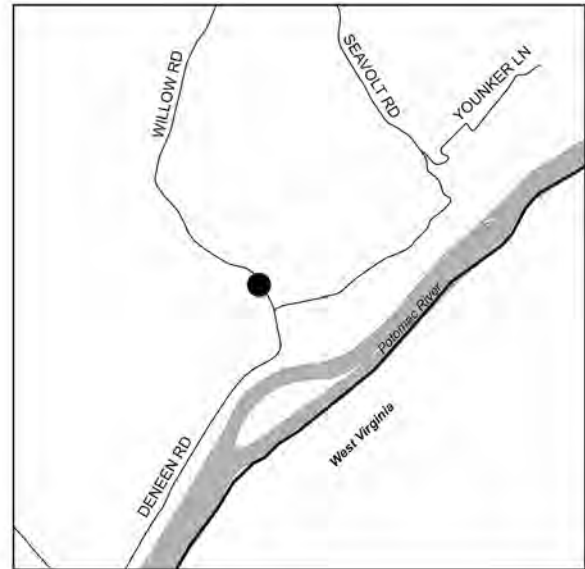
Project Justification This project is needed to extend the useful life of the structures in a cost-effective manner and to preserve the structures in a serviceable condition.

	Total	Prior Appr.	2022	2023	2024	2025	2026	Future
Project Costs:								
Construction	200,000	0	0	0	0	0	0	200,000
Inspection	55,000	0	0	0	0	0	0	55,000
Land Acquisition	15,000	0	0	0	0	0	0	15,000
Total Cost	270,000	0	0	0	0	0	0	270,000
Funding Sources:								
General Fund	270,000	0	0	0	0	0	0	270,000
Total Funding	270,000	0	0	0	0	0	0	270,000

Project Title Willow Road Culvert 05/10

Full-time Employees 0

Operating Costs \$0



Project Description This project is located in the 12400 block of Willow Road (ADC Map 15, Grid F-4). The project will replace the concrete slab with a concrete box culvert with headwalls.

Project Assumptions The bridge is in a condition beyond serviceable repair.

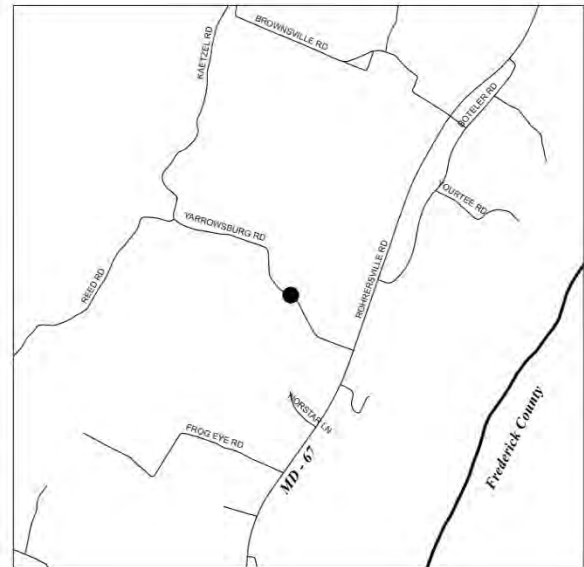
Project Justification This bridge is structurally and functionally deficient and requires replacement.

	Total	Prior Appr.	2022	2023	2024	2025	2026	Future
Project Costs:								
Construction	246,000	0	0	0	0	0	0	246,000
Inspection	42,000	0	0	0	0	0	0	42,000
Land Acquisition	12,000	0	0	0	0	0	0	12,000
Utilities	23,000	0	0	0	0	0	0	23,000
Total Cost	323,000	0	0	0	0	0	0	323,000
Funding Sources:								
Tax-Supported Bond	323,000	0	0	0	0	0	0	323,000
Total Funding	323,000	0	0	0	0	0	0	323,000

Project Title Yarrowsburg Road Bridge W6191

Full-time Employees 0

Operating Costs \$0



Project Description This project is located just south of Brownsville Road on Yarrowsburg Road (ADC Map 37, Grid E-2). The project will replace the existing concrete encased steel beam bridge with a single span concrete bridge. The project includes a roadway approach realignment and improvements.

Project Assumptions The project is proposed as a Federal Aid project with 80/20 cost share for construction.

Project Justification The project is needed to replace a structure that is nearing the end of its useful life and to improve safety. Due to the structure type, no practical long term repair option exists. The Bridge Sufficiency Rating is 42.1 out of a maximum possible score of 100.

	Total	Prior Appr.	2022	2023	2024	2025	2026	Future
Project Costs:								
Construction	1,260,000	0	0	0	0	0	0	1,260,000
Engineering and Design	620,000	0	0	0	0	0	0	620,000
Inspection	160,000	0	0	0	0	0	0	160,000
Land Acquisition	31,000	0	0	0	0	0	0	31,000
Utilities	31,000	0	0	0	0	0	0	31,000
Total Cost	2,102,000	0	0	0	0	0	0	2,102,000
Funding Sources:								
Tax-Supported Bond	470,000	0	0	0	0	0	0	470,000
Federal Grant	1,632,000	0	0	0	0	0	0	1,632,000
Total Funding	2,102,000	0	0	0	0	0	0	2,102,000



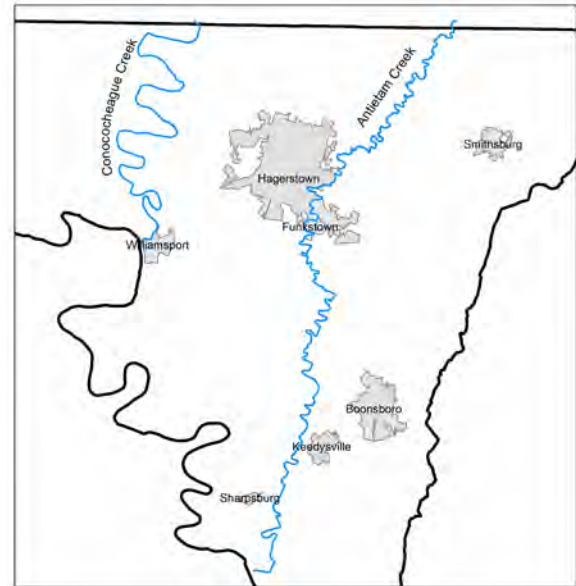
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Drainage



Drainage Capital Improvement Ten Year Summary Fiscal Year 2022 - 2031

		Budget Year				Ten Year Capital Program			
		Total	Prior Appr.	2022	2023	2024	2025	2026	Future
Page	Project Costs								
94	Stream Restoration at Various Locations	1,906,782	1,056,782	0	0	250,000	0	0	600,000
95	Stormwater Retrofits	13,086,754	3,886,754	1,000,000	1,000,000	900,000	900,000	900,000	4,500,000
96	Drainage Improvements at Various Locations	700,000	150,000	75,000	75,000	50,000	50,000	50,000	250,000
97	Broadfording Church Road Culvert	231,000	0	0	0	57,000	174,000	0	0
98	Draper Road Drainage Improvements	509,000	0	0	0	0	0	0	509,000
99	Harpers Ferry Road Drainage, 3600 Block	376,000	0	0	0	75,000	301,000	0	0
100	Shank Road Drainage	153,000	0	0	0	0	153,000	0	0
101	Trego Mountain Road Drainage	315,000	0	0	0	0	0	0	315,000
102	University Road Culvert	203,000	0	0	0	0	0	203,000	0
TOTAL		17,480,536	5,093,536	1,075,000	1,075,000	1,332,000	1,578,000	1,153,000	6,174,000
Funding Sources									
General Fund		7,465,429	2,216,429	575,000	575,000	638,000	394,000	354,000	2,713,000
Tax-Supported Bond		3,672,107	1,885,107	0	0	132,000	628,000	203,000	824,000
Transfer Tax		5,431,000	80,000	500,000	500,000	562,000	556,000	596,000	2,637,000
Capital Reserve - General		331,000	331,000	0	0	0	0	0	0
State Grant		250,000	250,000	0	0	0	0	0	0
TOTAL		17,149,536	4,762,536	1,075,000	1,075,000	1,332,000	1,578,000	1,153,000	6,174,000

Project Title Stream Restoration at Various Locations**Project ID** DNG030**Full-time Employees** 0**Operating Costs** \$0

Project Description This project will restore stream banks at various locations on Antietam Creek and Conococheague Creek to improve water quality.

Project Assumptions Stream restoration projects for FY24, FY27, and FY30 are yet to be determined.

Project Justification 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.

	Total	Prior Appr.	2022	2023	2024	2025	2026	Future
Project Costs:								
Construction	1,906,782	1,056,782	0	0	250,000	0	0	600,000
Total Cost	1,906,782	1,056,782	0	0	250,000	0	0	600,000
Funding Sources:								
General Fund	1,656,782	806,782	0	0	250,000	0	0	600,000
State Grant	250,000	250,000	0	0	0	0	0	0
Total Funding	1,906,782	1,056,782	0	0	250,000	0	0	600,000

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 3,500 acres, treating 700 acres. 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.

	Total	Prior Appr.	2022	2023	2024	2025	2026	Future
Project Costs:								
Construction	9,942,081	3,712,081	744,000	722,000	616,000	610,000	604,000	2,934,000
Engineering and Design	374,673	90,673	26,000	27,000	27,000	28,000	28,000	148,000
Other	2,449,000	0	208,000	229,000	234,000	239,000	244,000	1,295,000
Land Acquisition	321,000	84,000	22,000	22,000	23,000	23,000	24,000	123,000
Total Cost	13,086,754	3,886,754	1,000,000	1,000,000	900,000	900,000	900,000	4,500,000

Funding Sources:								
General Fund	5,514,647	1,665,647	500,000	500,000	338,000	344,000	304,000	1,863,000
Tax-Supported Bond	1,885,107	1,885,107	0	0	0	0	0	0
Transfer Tax	5,431,000	80,000	500,000	500,000	562,000	556,000	596,000	2,637,000
Capital Reserve - General	256,000	256,000	0	0	0	0	0	0
Total Funding	13,086,754	3,886,754	1,000,000	1,000,000	900,000	900,000	900,000	4,500,000

Project Title Drainage Improvements at Various Locations

Project ID DNG080

Full-time Employees 0

Operating Costs \$0

Project Description The project includes providing drainage repairs and improvements for smaller scale drainage issues. These projects typically involve coordination with the Highway Department.

Project Assumptions It is anticipated the projects will mostly involve repairs and improvements to structures not on the County inventory (less than 6' span).

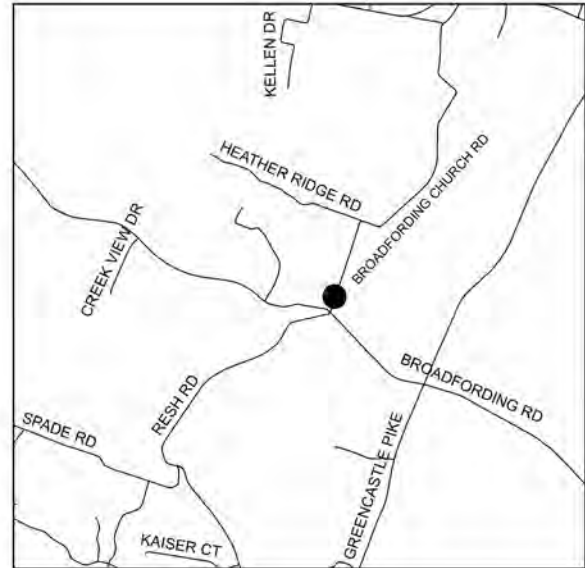
Project Justification These projects are needed to correct drainage issues in County right of way.

	Total	Prior Appr.	2022	2023	2024	2025	2026	Future
Project Costs:								
Construction	630,000	130,000	65,000	75,000	40,000	50,000	40,000	230,000
Inspection	35,000	10,000	5,000	0	5,000	0	5,000	10,000
Land Acquisition	35,000	10,000	5,000	0	5,000	0	5,000	10,000
Total Cost	700,000	150,000	75,000	75,000	50,000	50,000	50,000	250,000
Funding Sources:								
General Fund	625,000	75,000	75,000	75,000	50,000	50,000	50,000	250,000
Capital Reserve - General	75,000	75,000	0	0	0	0	0	0
Total Funding	700,000	150,000	75,000	75,000	50,000	50,000	50,000	250,000

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.

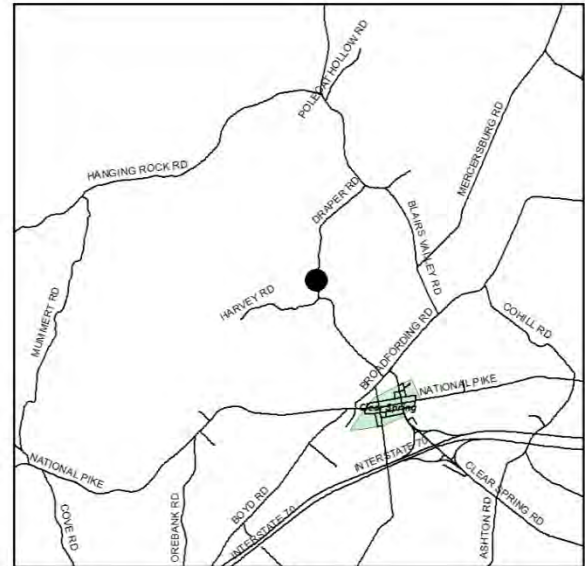
Project Justification The project is needed to replace a structure that is near the end of its useful life and improve vehicle safety.

	Total	Prior Appr.	2022	2023	2024	2025	2026	Future
Project Costs:								
Construction	192,000	0	0	0	49,000	143,000	0	0
Inspection	31,000	0	0	0	0	31,000	0	0
Land Acquisition	5,000	0	0	0	5,000	0	0	0
Utilities	3,000	0	0	0	3,000	0	0	0
Total Cost	231,000	0	0	0	57,000	174,000	0	0
Funding Sources:								
Tax-Supported Bond	231,000	0	0	0	57,000	174,000	0	0
Total Funding	231,000	0	0	0	57,000	174,000	0	0

Project Title Draper Road Drainage Improvements

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 drainpipes with a larger storm drain and swale network to reduce flooding problems and road maintenance.

	Total	Prior Appr.	2022	2023	2024	2025	2026	Future
Project Costs:								
Construction	425,000	0	0	0	0	0	0	425,000
Inspection	44,000	0	0	0	0	0	0	44,000
Land Acquisition	20,000	0	0	0	0	0	0	20,000
Utilities	20,000	0	0	0	0	0	0	20,000
Total Cost	509,000	0	0	0	0	0	0	509,000
Funding Sources:								
Tax-Supported Bond	509,000	0	0	0	0	0	0	509,000
Total Funding	509,000	0	0	0	0	0	0	509,000

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 34, C-7). The project will replace the existing corrugated metal pipes with larger concrete pipes to reduce flooding impacts in this area.

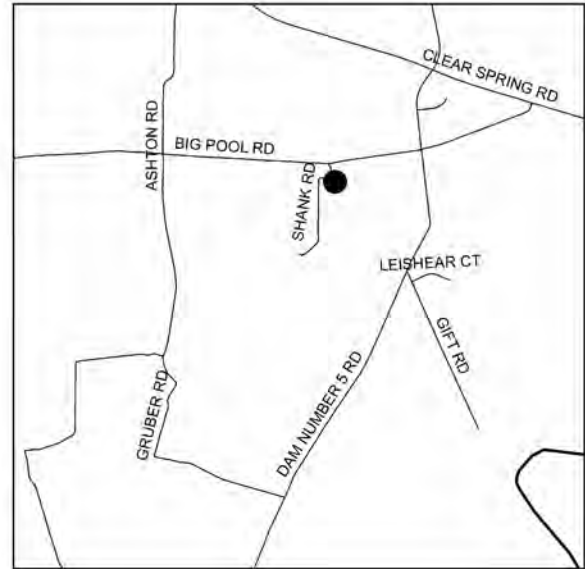
Project Justification The project is needed to provide cost effective road maintenance in this area. The frequency of flooding impacts the delivery of public safety services in that area of the county.

	Total	Prior Appr.	2022	2023	2024	2025	2026	Future
Project Costs:								
Construction	276,000	0	0	0	65,000	211,000	0	0
Inspection	38,000	0	0	0	0	38,000	0	0
Land Acquisition	10,000	0	0	0	10,000	0	0	0
Utilities	52,000	0	0	0	0	52,000	0	0
Total Cost	376,000	0	0	0	75,000	301,000	0	0
Funding Sources:								
Tax-Supported Bond	376,000	0	0	0	75,000	301,000	0	0
Total Funding	376,000	0	0	0	75,000	301,000	0	0

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.

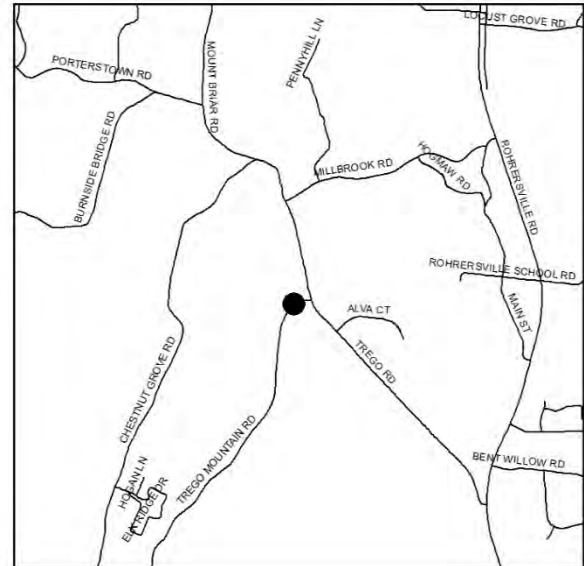
Project Justification The existing retaining wall is collapsing into the adjacent stream. Failure of the wall will cause properties to become inaccessible for emergency services and will cause more costly damage.

	Total	Prior Appr.	2022	2023	2024	2025	2026	Future
Project Costs:								
Construction	130,000	0	0	0	0	130,000	0	0
Inspection	21,000	0	0	0	0	21,000	0	0
Land Acquisition	2,000	0	0	0	0	2,000	0	0
Total Cost	153,000	0	0	0	0	153,000	0	0
Funding Sources:								
Tax-Supported Bond	153,000	0	0	0	0	153,000	0	0
Total Funding	153,000	0	0	0	0	153,000	0	0

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.

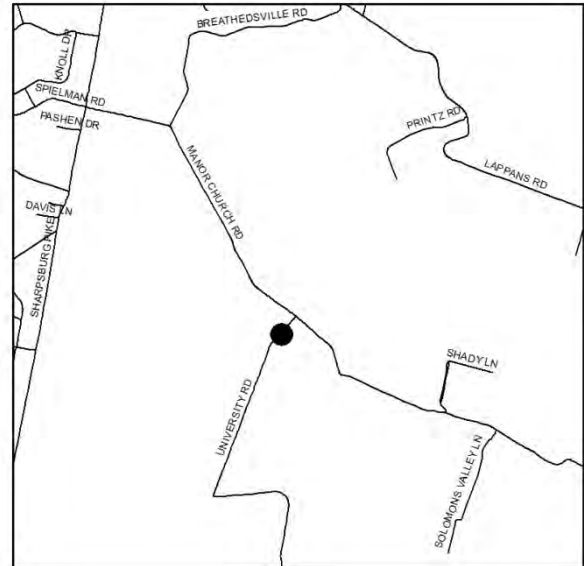
Project Justification The project is needed to replace existing undersized and disconnected storm drainpipes with a larger storm drain and swale network to reduce flooding problems and road maintenance.

	Total	Prior Appr.	2022	2023	2024	2025	2026	Future
Project Costs:								
Construction	252,000	0	0	0	0	0	0	252,000
Inspection	33,000	0	0	0	0	0	0	33,000
Land Acquisition	10,000	0	0	0	0	0	0	10,000
Utilities	20,000	0	0	0	0	0	0	20,000
Total Cost	315,000	0	0	0	0	0	0	315,000
Funding Sources:								
Tax-Supported Bond	315,000	0	0	0	0	0	0	315,000
Total Funding	315,000	0	0	0	0	0	0	315,000

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.

	Total	Prior Appr.	2022	2023	2024	2025	2026	Future
Project Costs:								
Construction	177,000	0	0	0	0	0	177,000	0
Inspection	21,000	0	0	0	0	0	21,000	0
Land Acquisition	5,000	0	0	0	0	0	5,000	0
Total Cost	203,000	0	0	0	0	0	203,000	0
Funding Sources:								
Tax-Supported Bond	203,000	0	0	0	0	0	203,000	0
Total Funding	203,000	0	0	0	0	0	203,000	0

Education



Education Capital Improvement Ten Year Summary Fiscal Year 2022 - 2031

		Budget Year			Ten Year Capital Program			
	Total	Prior Appr.	2022	2023	2024	2025	2026	Future
Page Project Costs								
Education								
Board of Education								
106 Capital Maintenance - BOE	168,506,570	10,280,570	12,314,000	18,648,000	15,204,000	14,252,000	15,680,000	82,128,000
Board of Education Total	168,506,570	10,280,570	12,314,000	18,648,000	15,204,000	14,252,000	15,680,000	82,128,000
Hagerstown Community College								
108 Center for Business and Entrepreneurial Studies	11,230,000	10,730,000	500,000	0	0	0	0	0
109 LRC Exterior Metal Panel System and Roof Replacement	1,783,000	0	1,783,000	0	0	0	0	0
110 ATC Renovation	5,400,000	0	0	0	0	0	850,000	4,550,000
111 Career Programs Roof Replacement	1,562,000	0	0	0	0	0	0	1,562,000
112 CVT Instructional Facility Acquisition	2,000,000	0	0	0	0	0	0	2,000,000
113 CVT Renovation/Construction Project	924,000	0	0	0	0	0	0	924,000
114 Second Entrance Drive Widening	6,099,000	0	0	1,714,000	1,714,000	1,714,000	957,000	0
Hagerstown Community College Total	28,998,000	10,730,000	2,283,000	1,714,000	1,714,000	1,714,000	1,807,000	9,036,000
Public Libraries								
116 Systemic Projects - Library	141,492	41,492	10,000	10,000	10,000	10,000	10,000	50,000
117 Hancock Public Library Replacement	2,825,000	142,000	2,683,000	0	0	0	0	0
Public Libraries Total	2,966,492	183,492	2,693,000	10,000	10,000	10,000	10,000	50,000
TOTAL	200,471,062	21,194,062	17,290,000	20,372,000	16,928,000	15,976,000	17,497,000	91,214,000
Funding Sources								
General Fund	1,823,121	1,813,121	10,000	0	0	0	0	0
Tax-Supported Bond	45,119,041	3,461,041	3,723,000	4,215,000	4,215,000	4,215,000	4,215,000	21,075,000
Transfer Tax	848,000	0	848,000	0	0	0	0	0
Excise Tax - Schools	3,850,000	0	385,000	385,000	385,000	385,000	385,000	1,925,000
Excise Tax - Library	173,900	73,900	10,000	10,000	10,000	10,000	10,000	50,000
Capital Reserve - Transfer Tax	500,000	0	500,000	0	0	0	0	0
Capital Reserve - Excise Tax - Schools	500,000	0	500,000	0	0	0	0	0
State Grant	129,597,000	9,326,000	10,774,000	14,268,000	11,839,000	10,673,000	12,267,000	60,450,000
Contributions	18,060,000	6,520,000	540,000	1,494,000	479,000	693,000	620,000	7,714,000
TOTAL	200,471,062	21,194,062	17,290,000	20,372,000	16,928,000	15,976,000	17,497,000	91,214,000



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**Board of Education
Capital Improvement Ten Year Summary
Fiscal Year 2022 - 2031**

		Budget Year			Ten Year Capital Program				
		Total	Prior Appr.	2022	2023	2024	2025	2026	Future
Page	Project Costs								
106	Capital Maintenance - BOE	168,506,570	10,280,570	12,314,000	18,648,000	15,204,000	14,252,000	15,680,000	82,128,000
	TOTAL	168,506,570	10,280,570	12,314,000	18,648,000	15,204,000	14,252,000	15,680,000	82,128,000
Funding Sources									
	General Fund	1,703,529	1,703,529	0	0	0	0	0	0
	Tax-Supported Bond	37,102,041	1,952,041	2,615,000	3,615,000	3,615,000	3,615,000	3,615,000	18,075,000
	Excise Tax - Schools	3,850,000	0	385,000	385,000	385,000	385,000	385,000	1,925,000
	Capital Reserve - Transfer Tax	500,000	0	500,000	0	0	0	0	0
	Capital Reserve - Excise Tax - Schools	500,000	0	500,000	0	0	0	0	0
	State Grant	113,031,000	4,405,000	8,314,000	13,154,000	10,725,000	9,559,000	11,060,000	55,814,000
	Contributions	11,820,000	2,220,000	0	1,494,000	479,000	693,000	620,000	6,314,000
	TOTAL	168,506,570	10,280,570	12,314,000	18,648,000	15,204,000	14,252,000	15,680,000	82,128,000

Project Title Capital Maintenance - BOE**Project ID** SCH006**Full-time Employees** 0**Operating Costs** \$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 79% of construction costs are included here. Projects are targeted to reduce deferred maintenance.

Project Assumptions Funding is needed in FY22 to support the following projects: HVAC replacement at Smithsburg HS, Roof replacements at Smithsburg HS, Paramount ES, and Eastern ES, Electrical distribution replacements at Washington Co. Technical HS and Williamsport HS, Boiler replacement at Hancock MSHS, and Air handling unit and cabinet unit ventilator replacement at Hancock ES.

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

	Total	Prior Appr.	2022	2023	2024	2025	2026	Future
Project Costs:								
Architect Fees	25,000	25,000	0	0	0	0	0	0
Construction	168,481,570	10,255,570	12,314,000	18,648,000	15,204,000	14,252,000	15,680,000	82,128,000
Total Cost	168,506,570	10,280,570	12,314,000	18,648,000	15,204,000	14,252,000	15,680,000	82,128,000

Funding Sources:								
General Fund	1,703,529	1,703,529	0	0	0	0	0	0
Tax-Supported Bond	37,102,041	1,952,041	2,615,000	3,615,000	3,615,000	3,615,000	3,615,000	18,075,000
Excise Tax - Schools	3,850,000	0	385,000	385,000	385,000	385,000	385,000	1,925,000
Capital Reserve - Transfer Tax	500,000	0	500,000	0	0	0	0	0
Capital Reserve - Excise Tax - Schools	500,000	0	500,000	0	0	0	0	0
State Grant	113,031,000	4,405,000	8,314,000	13,154,000	10,725,000	9,559,000	11,060,000	55,814,000
Contributions	11,820,000	2,220,000	0	1,494,000	479,000	693,000	620,000	6,314,000
Total Funding	168,506,570	10,280,570	12,314,000	18,648,000	15,204,000	14,252,000	15,680,000	82,128,000

Hagerstown Community College Capital Improvement Ten Year Summary Fiscal Year 2022 - 2031

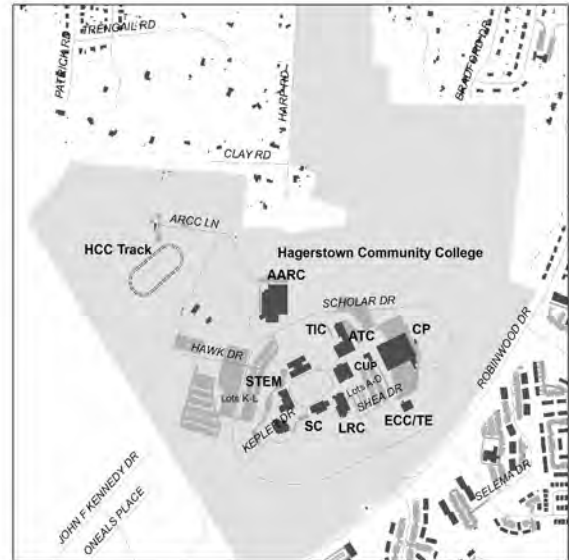
		Budget Year				Ten Year Capital Program			
		Total	Prior Appr.	2022	2023	2024	2025	2026	Future
Page	Project Costs								
108	Center for Business and Entrepreneurial Studies	11,230,000	10,730,000	500,000	0	0	0	0	0
109	LRC Exterior Metal Panel System and Roof Replacement	1,783,000	0	1,783,000	0	0	0	0	0
110	ATC Renovation	5,400,000	0	0	0	0	0	850,000	4,550,000
111	Career Programs Roof Replacement	1,562,000	0	0	0	0	0	0	1,562,000
112	CVT Instructional Facility Acquisition	2,000,000	0	0	0	0	0	0	2,000,000
113	CVT Renovation/Construction Project	924,000	0	0	0	0	0	0	924,000
114	Second Entrance Drive Widening	6,099,000	0	0	1,714,000	1,714,000	1,714,000	957,000	0
TOTAL		28,998,000	10,730,000	2,283,000	1,714,000	1,714,000	1,714,000	1,807,000	9,036,000
Funding Sources									
	Tax-Supported Bond	8,017,000	1,509,000	1,108,000	600,000	600,000	600,000	600,000	3,000,000
	State Grant	15,281,000	4,921,000	1,175,000	1,114,000	1,114,000	1,114,000	1,207,000	4,636,000
	Contributions	5,700,000	4,300,000	0	0	0	0	0	1,400,000
TOTAL		28,998,000	10,730,000	2,283,000	1,714,000	1,714,000	1,714,000	1,807,000	9,036,000

Project Title Center for Business and Entrepreneurial Studies

Project ID COL026

Full-time Employees 0

Operating Costs \$0



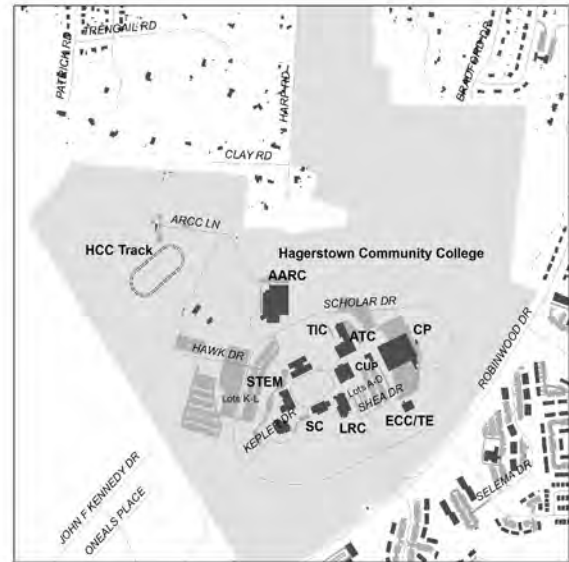
Project Description The project includes an extensive first floor renovation along with major building upgrades to create the Center for Business and Entrepreneurial Studies. The current building has large areas of space that was constructed for training in light manufacturing disciplines. As the market 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 startup companies in the areas of bio-technology and cyber security.

	Total	Prior Appr.	2022	2023	2024	2025	2026	Future
Project Costs:								
Architect Fees	100,000	100,000	0	0	0	0	0	0
Construction	9,429,000	9,429,000	0	0	0	0	0	0
Hardware/Software	262,000	262,000	0	0	0	0	0	0
Equipment/Furniture	1,101,000	601,000	500,000	0	0	0	0	0
Other	338,000	338,000	0	0	0	0	0	0
Total Cost	11,230,000	10,730,000	500,000	0	0	0	0	0
Funding Sources:								
Tax-Supported Bond	2,009,000	1,509,000	500,000	0	0	0	0	0
State Grant	4,921,000	4,921,000	0	0	0	0	0	0
Contributions	4,300,000	4,300,000	0	0	0	0	0	0
Total Funding	11,230,000	10,730,000	500,000	0	0	0	0	0

Project Title	LRC Exterior Metal Panel System and Roof Replacement.
Project ID	COL028
Full-time Employees	0
Operating Costs	\$0



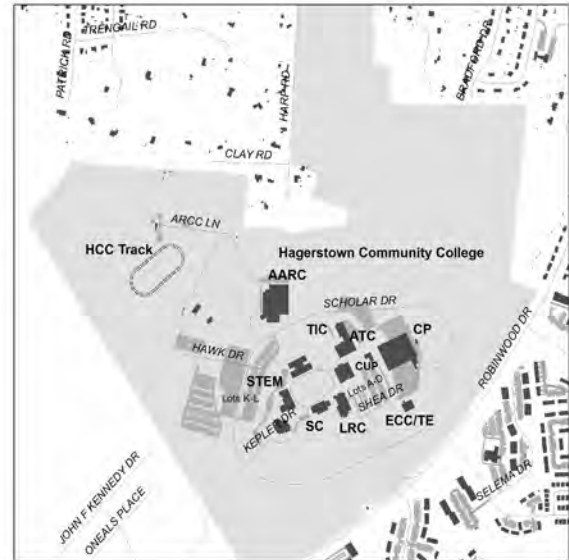
Project Description	This project calls for the replacement of the original 22,222 SF roof, which is built-up asphalt. There are also several smaller standing seam metal roof sections. The exterior metal panel system is a first-generation system that uses a gasket and clip system to attach them to the 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.
Project Assumptions	State share approximately 65%.
Project Justification	This project is needed to avoid costly repairs.

	Total	Prior Appr.	2022	2023	2024	2025	2026	Future
Project Costs:								
Construction	1,658,000	0	1,658,000	0	0	0	0	0
Engineering and Design	125,000	0	125,000	0	0	0	0	0
Total Cost	1,783,000	0	1,783,000	0	0	0	0	0
Funding Sources:								
Tax-Supported Bond	608,000	0	608,000	0	0	0	0	0
State Grant	1,175,000	0	1,175,000	0	0	0	0	0
Total Funding	1,783,000	0	1,783,000	0	0	0	0	0

Project Title ATC Renovation

Full-time Employees 0

Operating Costs \$2,000



Project Description This renovation project of the 30,786 GSF Advanced Technology Center (ATC) will consist of renovating and configuring the building for use of offices, classrooms and labs. The project will include upgrades to the HVAC system; reconfiguring the classroom core on the first floor of the building for a more efficient layout and use; improving lighting and the classrooms and labs on the second floor of the building; and a general updating of the interior finishes. Security will also be improved with addition of the secure room access and security cameras. Also included will be updating the bridge that connects the ATC and the CBES Buildings.

Project Assumptions State share approximately 64.5%.

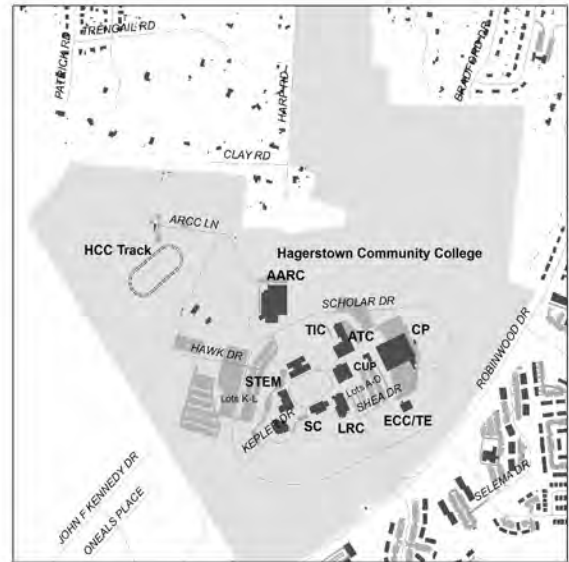
Project Justification The last time the LRC had a major renovation was in 1989 and is the last building on campus to be renovated. If the building is to attract students for advanced technology, it will need to be updated. Currently it is outdated and not very welcoming.

	Total	Prior Appr.	2022	2023	2024	2025	2026	Future
Project Costs:								
Architect Fees	378,000	0	0	0	0	0	378,000	0
Construction	4,522,000	0	0	0	0	0	472,000	4,050,000
Equipment/Furniture	500,000	0	0	0	0	0	0	500,000
Total Cost	5,400,000	0	0	0	0	0	850,000	4,550,000
Funding Sources:								
Tax-Supported Bond	1,842,000	0	0	0	0	0	289,000	1,553,000
State Grant	3,558,000	0	0	0	0	0	561,000	2,997,000
Total Funding	5,400,000	0	0	0	0	0	850,000	4,550,000

Project Title Career Programs Roof Replacement

Full-time Employees 0

Operating Costs \$0



Project Description Replace the roof on the Career Programs Building. The roof at the time of replacement will be out of warranty and reaching the end of its lifespan. The roof will be replaced with an Energy Star rated modified bitumen system. Also included will be new flashing and gutters.

Project Assumptions This project assumes approximately 65% funding from the State and 35% funding from the County.

Project Justification It is critical at this point in the roof's useful life to be replaced prior to water damage taking place in various parts of the building. This would create additional costs and possibly require significant renovation if this were to occur.

	Total	Prior Appr.	2022	2023	2024	2025	2026	Future
Project Costs:								
Construction	1,562,000	0	0	0	0	0	0	1,562,000
Total Cost	1,562,000	0	0	0	0	0	0	1,562,000
Funding Sources:								
Tax-Supported Bond	533,000	0	0	0	0	0	0	533,000
State Grant	1,029,000	0	0	0	0	0	0	1,029,000
Total Funding	1,562,000	0	0	0	0	0	0	1,562,000

Project Title CVT 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 two classrooms, three offices, 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 30% funding from County and 70% 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.

	Total	Prior Appr.	2022	2023	2024	2025	2026	Future
Project Costs:								
Land Acquisition	2,000,000	0	0	0	0	0	0	2,000,000
Total Cost	2,000,000	0	0	0	0	0	0	2,000,000
Funding Sources:								
Tax-Supported Bond	600,000	0	0	0	0	0	0	600,000
Contributions	1,400,000	0	0	0	0	0	0	1,400,000
Total Funding	2,000,000	0	0	0	0	0	0	2,000,000

Project Title CVT Instruction Facility Renovation/Construction Project

Full-time Employees 0

Operating Costs \$25,000

Project Description This building has yet to be identified, therefore the extent of renovations is not yet completely known. 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. 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.

Project Assumptions Approximately 64.5% State Support.

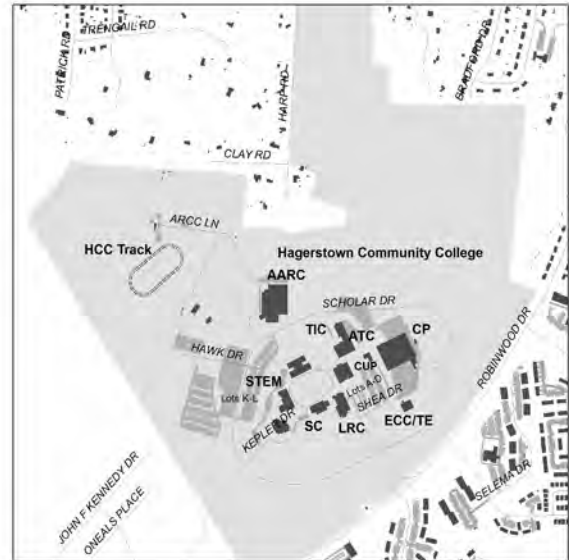
Project Justification The trucking industry is a vital component to economic growth locally, statewide, and nationally, with trucks hauling 70 percent of all freight tonnage. The College's CVT program supports one of the local Economic Development Commission's workforce development priorities, which 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." 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 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.

	Total	Prior Appr.	2022	2023	2024	2025	2026	Future
Project Costs:								
Construction	774,000	0	0	0	0	0	0	774,000
Engineering and Design	150,000	0	0	0	0	0	0	150,000
Total Cost	924,000	0	0	0	0	0	0	924,000
Funding Sources:								
Tax-Supported Bond	314,000	0	0	0	0	0	0	314,000
State Grant	610,000	0	0	0	0	0	0	610,000
Total Funding	924,000	0	0	0	0	0	0	924,000

Project Title **Second Entrance Drive Widening Project**

Full-time Employees 0

Operating Costs \$0



Project Description With more traffic using the second entrance, due to the new bridge from Eastern Boulevard, the College is trying to improve pedestrian safety. The project consists of improving the roadway from Yale Drive by creating a traffic circle at the second entrance to the campus located at the top of the ridge west of the Amphitheater. Scholar Drive (west side) will intersect with the circle by relocating it behind Parking Lot 1. The east part of Scholar Drive will be located behind the ARCC. By relocating the road from in front of the ARCC to behind the building it will allow for better access to the building and allow direct access to the athletic fields. Also the project calls for updated signage across campus that will allow for visitors as well as students to navigate their way on our campus.

Project Assumptions The project assumes approximately 65% funding from the State and 35% funding from the County.

Project Justification This project is very important from a safety standpoint. With many large events held on campus it is imperative that the college have two proper entrances and exits in the event of an emergency. The current configuration creates an unsafe situation for just regular and moderate traffic.

	Total	Prior Appr.	2022	2023	2024	2025	2026	Future
Project Costs:								
Architect Fees	399,000	0	0	399,000	0	0	0	0
Construction	5,700,000	0	0	1,315,000	1,714,000	1,714,000	957,000	0
Total Cost	6,099,000	0	0	1,714,000	1,714,000	1,714,000	957,000	0
Funding Sources:								
Tax-Supported Bond	2,111,000	0	0	600,000	600,000	600,000	311,000	0
State Grant	3,988,000	0	0	1,114,000	1,114,000	1,114,000	646,000	0
Total Funding	6,099,000	0	0	1,714,000	1,714,000	1,714,000	957,000	0

Public Libraries
Capital Improvement Ten Year Summary
Fiscal Year 2022 - 2031

		Budget Year			Ten Year Capital Program			
	Total	Prior Appr.	2022	2023	2024	2025	2026	Future
Project Costs								
116 Systemic Projects - Library	141,492	41,492	10,000	10,000	10,000	10,000	10,000	50,000
117 Hancock Public Library Replacement	2,825,000	142,000	2,683,000	0	0	0	0	0
TOTAL	2,966,492	183,492	2,693,000	10,000	10,000	10,000	10,000	50,000
Funding Sources								
General Fund	119,592	109,592	10,000	0	0	0	0	0
Transfer Tax	848,000	0	848,000	0	0	0	0	0
Excise Tax - Library	173,900	73,900	10,000	10,000	10,000	10,000	10,000	50,000
State Grant	1,285,000	0	1,285,000	0	0	0	0	0
Contributions	540,000	0	540,000	0	0	0	0	0
TOTAL	2,966,492	183,492	2,693,000	10,000	10,000	10,000	10,000	50,000

Project Title **Systemic Projects - Library**

Project ID BLD075

Full-time Employees 0

Operating Costs \$0

Project Description This project provides for systemic projects including, but not limited to, chillers, boilers, rooftop HVAC units, cooling towers, and roof replacements.

Project Justification Periodic upgrades and/or replacements are required to maintain the functionality of library facilities.

	Total	Prior Appr.	2022	2023	2024	2025	2026	Future
Project Costs:								
Construction	141,492	41,492	10,000	10,000	10,000	10,000	10,000	50,000
Total Cost	141,492	41,492	10,000	10,000	10,000	10,000	10,000	50,000
Funding Sources:								
General Fund	51,492	41,492	10,000	0	0	0	0	0
Excise Tax - Library	90,000	0	0	10,000	10,000	10,000	10,000	50,000
Total Funding	141,492	41,492	10,000	10,000	10,000	10,000	10,000	50,000

Project Title Hancock Public Library Replacement

Project ID BLD077

Full-time Employees 2

Operating Costs \$56,000



Project Description 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.

Project Assumptions 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.

Project Justification 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.

	Total	Prior Appr.	2022	2023	2024	2025	2026	Future
Project Costs:								
Construction	2,615,000	0	2,615,000	0	0	0	0	0
Engineering and Design	210,000	142,000	68,000	0	0	0	0	0
Total Cost	2,825,000	142,000	2,683,000	0	0	0	0	0
Funding Sources:								
General Fund	68,100	68,100	0	0	0	0	0	0
Transfer Tax	848,000	0	848,000	0	0	0	0	0
Excise Tax - Library	83,900	73,900	10,000	0	0	0	0	0
State Grant	1,285,000	0	1,285,000	0	0	0	0	0
Contributions	540,000	0	540,000	0	0	0	0	0
Total Funding	2,825,000	142,000	2,683,000	0	0	0	0	0



General Government



General Government Capital Improvement Ten Year Summary Fiscal Year 2022 - 2031

		Budget Year			Ten Year Capital Program			
	Total	Prior Appr.	2022	2023	2024	2025	2026	Future
Page	Project Costs							
120	Cost of Bond Issuance	976,587	231,587	25,000	80,000	80,000	80,000	400,000
121	Systemic Improvements - Building	3,132,869	1,622,869	0	30,000	130,000	175,000	1,000,000
122	Facilities Roof Repairs	2,060,000	1,350,000	100,000	10,000	100,000	50,000	400,000
123	Information Systems Replacement	887,323	112,323	100,000	75,000	75,000	75,000	375,000
124	Financial System Management &	288,497	118,497	35,000	15,000	15,000	15,000	75,000
125	County Wireless Infrastructure	59,000	11,000	12,000	12,000	12,000	12,000	0
126	General - Equipment and Vehicle Replacement Program	2,009,437	695,437	0	200,000	125,000	150,000	714,000
127	Courthouse Courtroom 1 Renovation	100,000	0	0	0	0	0	100,000
TOTAL		9,513,713	4,141,713	272,000	422,000	537,000	557,000	3,064,000
Funding Sources								
	General Fund	8,359,495	3,330,495	272,000	422,000	437,000	557,000	2,821,000
	Tax-Supported Bond	187,388	187,388	0	0	0	0	0
	Transfer Tax	343,000	0	0	0	100,000	0	243,000
	Capital Reserve - General	609,000	609,000	0	0	0	0	0
	Contributions	14,830	14,830	0	0	0	0	0
TOTAL		9,513,713	4,141,713	272,000	422,000	537,000	557,000	3,064,000

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 Appr.	2022	2023	2024	2025	2026	Future
Project Costs:								
Bond issuance	976,587	231,587	25,000	80,000	80,000	80,000	80,000	400,000
Total Cost	976,587	231,587	25,000	80,000	80,000	80,000	80,000	400,000
Funding Sources:								
General Fund	791,199	46,199	25,000	80,000	80,000	80,000	80,000	400,000
Tax-Supported Bond	87,388	87,388	0	0	0	0	0	0
Capital Reserve - General	98,000	98,000	0	0	0	0	0	0
Total Funding	976,587	231,587	25,000	80,000	80,000	80,000	80,000	400,000

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.

	Total	Prior Appr.	2022	2023	2024	2025	2026	Future
Project Costs:								
Construction	3,132,869	1,622,869	0	30,000	130,000	175,000	175,000	1,000,000
Total Cost	3,132,869	1,622,869	0	30,000	130,000	175,000	175,000	1,000,000
Funding Sources:								
General Fund	2,932,869	1,472,869	0	30,000	130,000	175,000	175,000	950,000
Transfer Tax	50,000	0	0	0	0	0	0	50,000
Capital Reserve - General	150,000	150,000	0	0	0	0	0	0
Total Funding	3,132,869	1,622,869	0	30,000	130,000	175,000	175,000	1,000,000

Project Title **Facilities Roof Repairs**

Project ID BLD100

Full-time Employees 0

Operating Costs \$0

Project Description Project includes roof repairs/replacement on County owned buildings.

Project Assumptions Pending general fund.

Project Justification Funding necessary to maintain integrity of County buildings.

	Total	Prior Appr.	2022	2023	2024	2025	2026	Future
Project Costs:								
Construction	2,060,000	1,350,000	100,000	10,000	100,000	50,000	50,000	400,000
Total Cost	2,060,000	1,350,000	100,000	10,000	100,000	50,000	50,000	400,000
Funding Sources:								
General Fund	1,667,000	1,250,000	100,000	10,000	0	50,000	50,000	207,000
Tax-Supported Bond	100,000	100,000	0	0	0	0	0	0
Transfer Tax	293,000	0	0	0	100,000	0	0	193,000
Total Funding	2,060,000	1,350,000	100,000	10,000	100,000	50,000	50,000	400,000

Project Title Information Systems Replacement Program**Project ID** COM011**Full-time Employees** 0**Operating Costs** \$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.

	Total	Prior Appr.	2022	2023	2024	2025	2026	Future
Project Costs:								
Hardware/Software	887,323	112,323	100,000	75,000	75,000	75,000	75,000	375,000
Total Cost	887,323	112,323	100,000	75,000	75,000	75,000	75,000	375,000
Funding Sources:								
General Fund	787,323	12,323	100,000	75,000	75,000	75,000	75,000	375,000
Capital Reserve - General	100,000	100,000	0	0	0	0	0	0
Total Funding	887,323	112,323	100,000	75,000	75,000	75,000	75,000	375,000

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.

	Total	Prior Appr.	2022	2023	2024	2025	2026	Future
Project Costs:								
Hardware/Software	288,497	118,497	35,000	15,000	15,000	15,000	15,000	75,000
Total Cost	288,497	118,497	35,000	15,000	15,000	15,000	15,000	75,000
Funding Sources:								
General Fund	288,497	118,497	35,000	15,000	15,000	15,000	15,000	75,000
Total Funding	288,497	118,497	35,000	15,000	15,000	15,000	15,000	75,000

Project Title **Broadband Wireless Network Infrastructure****Project ID** COM021**Full-time Employees** 0**Operating Costs** \$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 reaches 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 Environmental Management remote facilities (SCADA) and to provide for a resilient and redundant pathway for the County's fiber network infrastructure.

	Total	Prior Appr.	2022	2023	2024	2025	2026	Future
Project Costs:								
Hardware/Software	59,000	11,000	12,000	12,000	12,000	12,000	0	0
Total Cost	59,000	11,000	12,000	12,000	12,000	12,000	0	0
Funding Sources:								
General Fund	48,000	0	12,000	12,000	12,000	12,000	0	0
Capital Reserve - General	11,000	11,000	0	0	0	0	0	0
Total Funding	59,000	11,000	12,000	12,000	12,000	12,000	0	0

Project Title General - Equipment and Vehicle Replacement Program

Project ID VEH008

Full-time Employees 0

Operating Costs \$0

Project Description This project will serve to replace heavy equipment and vehicles that are beyond their useful life, which are typically the costliest 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 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.

	Total	Prior Appr.	2022	2023	2024	2025	2026	Future
Project Costs:								
Vehicles	2,009,437	695,437	0	200,000	125,000	150,000	125,000	714,000
Total Cost	2,009,437	695,437	0	200,000	125,000	150,000	125,000	714,000
Funding Sources:								
General Fund	1,744,607	430,607	0	200,000	125,000	150,000	125,000	714,000
Capital Reserve - General	250,000	250,000	0	0	0	0	0	0
Contributions	14,830	14,830	0	0	0	0	0	0
Total Funding	2,009,437	695,437	0	200,000	125,000	150,000	125,000	714,000



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Parks & Recreation



Parks & Recreation Capital Improvement Ten Year Summary Fiscal Year 2022 - 2031

		Budget Year			Ten Year Capital Program				
		Total	Prior Appr.	2022	2023	2024	2025	2026	Future
Page	Project Costs								
130	Black Rock Capital Equipment	293,618	68,618	25,000	25,000	25,000	25,000	0	125,000
131	Black Rock Club House Renovation	90,000	0	90,000	0	0	0	0	0
132	Hardcourt Playing Surfaces	202,140	76,140	30,000	15,000	0	15,000	15,000	51,000
133	Park Equipment/Surfacing Replacement, Various Locations	1,912,286	212,286	150,000	150,000	175,000	175,000	175,000	875,000
134	Parking Lot Repair/Overlay, Various	642,200	142,200	50,000	50,000	50,000	50,000	50,000	250,000
135	Antietam Creek Water Trail	477,000	25,000	252,000	100,000	100,000	0	0	0
136	County Parks - Bathroom/Drinking Fountain Upgrades	300,000	50,000	0	50,000	0	50,000	0	150,000
137	MLK Gymnasium Upgrade	375,000	25,000	175,000	175,000	0	0	0	0
138	Clear Spring Park Building	90,000	0	90,000	0	0	0	0	0
139	Marty Snook Dog Park	50,000	0	50,000	0	0	0	0	0
140	Regional Park Walking/Hiking Trail	690,000	0	690,000	0	0	0	0	0
141	Ag Center Show Area Floor	50,000	0	0	0	50,000	0	0	0
142	Conococheague Creek Water Trail	370,000	0	0	0	0	10,000	180,000	180,000
143	Doubs Woods Disc Golf	50,000	0	0	0	0	0	0	50,000
144	Field Improvements at Marty Snook and Regional Parks	100,000	0	0	0	100,000	0	0	0
145	Marty Snook Park Fitness Trail	300,000	0	0	0	0	300,000	0	0
146	Marty Snook Park Pool Accessible	100,000	0	0	0	0	0	100,000	0
147	North Central County Park	1,400,000	0	0	0	0	100,000	100,000	1,200,000
148	Recreational Field Bleachers	75,000	0	0	0	75,000	0	0	0
149	Regional Park Dog Park	75,000	0	0	0	75,000	0	0	0
150	Roof Replacements Various	225,000	0	0	25,000	25,000	25,000	25,000	125,000
TOTAL		7,867,244	599,244	1,602,000	590,000	675,000	750,000	645,000	3,006,000
Funding Sources									
General Fund		2,168,007	96,007	356,000	136,000	149,000	281,000	190,000	960,000
Capital Reserve - General		91,000	91,000	0	0	0	0	0	0
Federal Grant		684,000	0	534,000	0	0	150,000	0	0
State Grant		4,924,237	412,237	712,000	454,000	526,000	319,000	455,000	2,046,000
TOTAL		7,867,244	599,244	1,602,000	590,000	675,000	750,000	645,000	3,006,000

Project Title **Black Rock Capital Equipment Replacement Program**

Project ID EQP053

Full-time Employees 0

Operating Costs \$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.

	Total	Prior Appr.	2022	2023	2024	2025	2026	Future
Project Costs:								
Equipment/Furniture	293,618	68,618	25,000	25,000	25,000	25,000	0	125,000
Total Cost	293,618	68,618	25,000	25,000	25,000	25,000	0	125,000
Funding Sources:								
General Fund	229,618	4,618	25,000	25,000	25,000	25,000	0	125,000
Capital Reserve - General	64,000	64,000	0	0	0	0	0	0
Total Funding	293,618	68,618	25,000	25,000	25,000	25,000	0	125,000

Project Title **Black Rock Club House
Renovation**

Project ID BLD106

Full-time Employees 0

Operating Costs \$0



Project Description Renovation to include mechanical, insulation, restroom upgrades, veranda, entrance and outdoor space.

Project Assumptions Pending Program Open Space funding. Not all renovation work will be POS eligible.

Project Justification Existing building is 30+ years old, has not had major renovations done in this time.

	Total	Prior Appr.	2022	2023	2024	2025	2026	Future
Project Costs:								
Construction	90,000	0	90,000	0	0	0	0	0
Total Cost	90,000	0	90,000	0	0	0	0	0
Funding Sources:								
General Fund	23,000	0	23,000	0	0	0	0	0
State Grant	67,000	0	67,000	0	0	0	0	0
Total Funding	90,000	0	90,000	0	0	0	0	0

Project Title Hardcourt Playing Surfaces

Project ID LDI046

Full-time Employees 0

Operating Costs \$0

Project Description The project consists of installing, repairing, cleaning, crack sealing, repainting and striping, and general maintenance of multiple courts over several years.

Project Assumptions General fund monies or grants other than POS are needed to perform court work and maintenance. These projects are not POS eligible.

Project Justification Courts are in need of ongoing maintenance and resurfacing. Resurfacing should be done every 5 to 8 years to keep the elements from getting into the subbase and creating more damage. This will be an ongoing project.

	Total	Prior Appr.	2022	2023	2024	2025	2026	Future
Project Costs:								
Construction	202,140	76,140	30,000	15,000	0	15,000	15,000	51,000
Total Cost	202,140	76,140	30,000	15,000	0	15,000	15,000	51,000
Funding Sources:								
General Fund	202,140	76,140	30,000	15,000	0	15,000	15,000	51,000
Total Funding	202,140	76,140	30,000	15,000	0	15,000	15,000	51,000

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 and/or other funding sources.

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

	Total	Prior Appr.	2022	2023	2024	2025	2026	Future
Project Costs:								
Equipment/Furniture	1,912,286	212,286	150,000	150,000	175,000	175,000	175,000	875,000
Total Cost	1,912,286	212,286	150,000	150,000	175,000	175,000	175,000	875,000
Funding Sources:								
General Fund	180,029	6,029	15,000	15,000	18,000	18,000	18,000	90,000
Capital Reserve - General	15,000	15,000	0	0	0	0	0	0
State Grant	1,717,257	191,257	135,000	135,000	157,000	157,000	157,000	785,000
Total Funding	1,912,286	212,286	150,000	150,000	175,000	175,000	175,000	875,000

Project Title Repair/Overlay Parking Lots - Various Locations

Project ID REC042

Full-time Employees 0

Operating Costs \$0

Project Description Parking Lot Repair/Overlay at various County Parks

Project Assumptions Pending POS and/or other funding sources.

Project Justification The existing locations are 20 plus years old and in poor condition. The Parking lots require ongoing resurfacing, sealing, and striping.

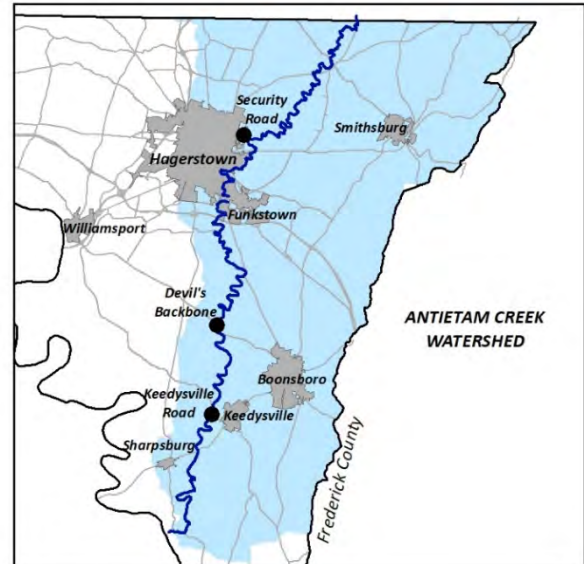
	Total	Prior Appr.	2022	2023	2024	2025	2026	Future
Project Costs:								
Construction	642,200	142,200	50,000	50,000	50,000	50,000	50,000	250,000
Total Cost	642,200	142,200	50,000	50,000	50,000	50,000	50,000	250,000
Funding Sources:								
General Fund	59,220	9,220	5,000	5,000	5,000	5,000	5,000	25,000
Capital Reserve - General	5,000	5,000	0	0	0	0	0	0
State Grant	577,980	127,980	45,000	45,000	45,000	45,000	45,000	225,000
Total Funding	642,200	142,200	50,000	50,000	50,000	50,000	50,000	250,000

Project Title Antietam Creek Water Trail

Project ID REC044

Full-time Employees 0

Operating Costs \$0



Project Description The project will establish the Antietam Water Trail, which may include property acquisition, public access improvements, and installing new boat access. Current identified sections for improvement include Security Road, Devil's Backbone, Keedysville Road, and Roxbury Road.

Project Assumptions Pending grant funding. Grant funding sources include Program Open Space, Waterway Improvement Fund, Appalachian Regional Commission, and Civil War Heritage Area. Most grants require local funding match as condition of award.

Project Justification This water trail would improve recreational access to the Antietam Creek.

	Total	Prior Appr.	2022	2023	2024	2025	2026	Future
Project Costs:								
Construction	435,000	10,000	225,000	100,000	100,000	0	0	0
Land Acquisition	42,000	15,000	27,000	0	0	0	0	0
Total Cost	477,000	25,000	252,000	100,000	100,000	0	0	0
Funding Sources:								
General Fund	176,000	0	76,000	50,000	50,000	0	0	0
Federal Grant	74,000	0	74,000	0	0	0	0	0
State Grant	227,000	25,000	102,000	50,000	50,000	0	0	0
Total Funding	477,000	25,000	252,000	100,000	100,000	0	0	0

Project Title County Parks Bathroom/Drinking Fountain Upgrades

Project ID REC046

Full-time Employees 0

Operating Costs \$0

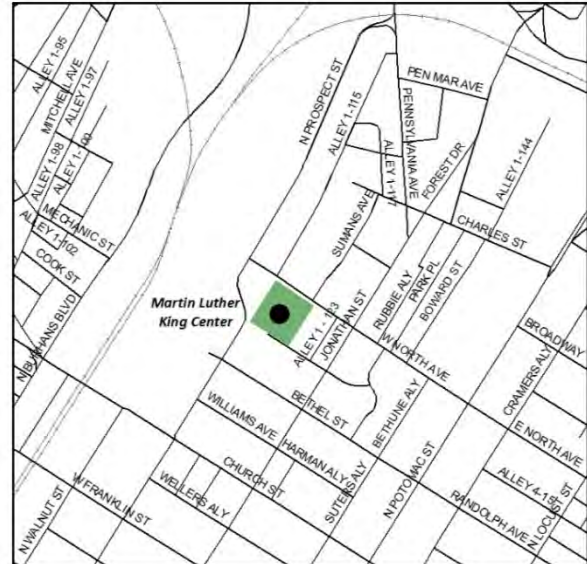
Project Description Bathroom/drinking fountain upgrades in various locations. Priority list Marty Snook, Regional and Pen Mar Parks and then moving on to other County Parks.

Project Assumptions Pending Program Open Space funding.

Project Justification The pavilions in Marty Snook, Regional and Pen Mar Parks were built 20 to 30 years ago. Little to no updates have been done in the attached bathrooms since construction. Most County Park bathroom/restroom facilities have not been upgraded and are original construction from 30+ years ago.

	Total	Prior Appr.	2022	2023	2024	2025	2026	Future
Project Costs:								
Construction	300,000	50,000	0	50,000	0	50,000	0	150,000
Total Cost	300,000	50,000	0	50,000	0	50,000	0	150,000
Funding Sources:								
General Fund	25,000	0	0	5,000	0	5,000	0	15,000
Capital Reserve - General	5,000	5,000	0	0	0	0	0	0
State Grant	270,000	45,000	0	45,000	0	45,000	0	135,000
Total Funding	300,000	50,000	0	50,000	0	50,000	0	150,000

Operating Costs	\$(5,000)
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Project Justification	The current Gymnasium at the Martin Luther King Building was built in 1950. Very little has been done over the years to upgrade this space. New flooring, amenities, bathroom, drinking fountains, ADA accessibility, security, lighting and HVAC would increase the use of this space.
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	Total	Prior Appr.	2022	2023	2024	2025	2026	Future
Project Costs:								
Construction	375,000	25,000	175,000	175,000	0	0	0	0
Total Cost	375,000	25,000	175,000	175,000	0	0	0	0
Funding Sources:								
General Fund	35,000	0	17,000	18,000	0	0	0	0
Capital Reserve - General	2,000	2,000	0	0	0	0	0	0
State Grant	338,000	23,000	158,000	157,000	0	0	0	0
Total Funding	375,000	25,000	175,000	175,000	0	0	0	0

Project Title Clear Spring Park Building Acquisition

Project ID REC050

Full-time Employees 0

Operating Costs \$500



Project Description Purchase an existing 2,400 square foot metal storage building on 0.18 acres of land adjacent to Clear Spring Park

Project Assumptions Pending Program Open Space Funding

Project Justification The County has limited indoor storage for Park, Facility, and Recreation Equipment. Current indoor storage at Public Facility Annex Building will be lost to the Sheriff Office and an alternative location is needed. Building may also be used to store recreation equipment for activities in Clear Spring Park. Current building owner has passed away and opportunity exists to purchase.

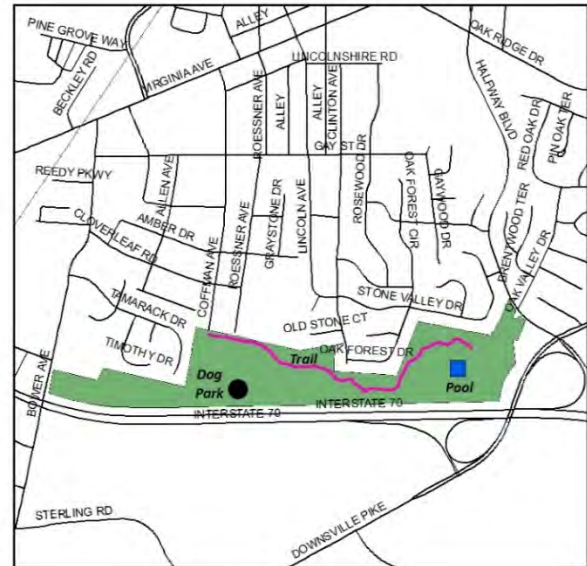
	Total	Prior Appr.	2022	2023	2024	2025	2026	Future
Project Costs:								
Land Acquisition	90,000	0	90,000	0	0	0	0	0
Total Cost	90,000	0	90,000	0	0	0	0	0
Funding Sources:								
State Grant	90,000	0	90,000	0	0	0	0	0
Total Funding	90,000	0	90,000	0	0	0	0	0

Project Title Marty Snook Park Dog Park

Project ID REC051

Full-time Employees 0

Operating Costs \$0



Project Description Creation of a new Dog Park at Marty Snook Park.

Project Assumptions Pending Program Open Space Funding.

Project Justification The previous Dog Park location was in the leased lands for Halfway LL. They have retaken the land and the remaining lands are no longer suitable for a viable dog park. A new dog park will be created by relocating the existing sand volleyball courts.

	Total	Prior Appr.	2022	2023	2024	2025	2026	Future
Project Costs:								
Construction	50,000	0	50,000	0	0	0	0	0
Total Cost	50,000	0	50,000	0	0	0	0	0
Funding Sources:								
General Fund	5,000	0	5,000	0	0	0	0	0
State Grant	45,000	0	45,000	0	0	0	0	0
Total Funding	50,000	0	50,000	0	0	0	0	0

Project Title Regional Park Walking and Hiking Trail

Project ID REC052

Full-time Employees 0

Operating Costs \$0



Project Description Walking, hiking, and biking Trails at Regional Park. Depending on grants received, the project would include the construction of a new parking lot off Landis Road.

Project Assumptions Pending successful grant applications including Land and Water Conservation Fund, Recreational Trails and Program Open Space. The project scope and trail classification will be reduced if grant funding is not received.

Project Justification The need exists for a walking and hiking trails at Regional Park. Currently the wooded area and farmland to the south is County parkland but currently undeveloped. With the exception of the Disc Golf trails no others exist in this area. The addition of trails at Regional Park would provide the users a safe place to walk and hike. Walking and Hiking Trails were the number one requested park amenity. The neighborhoods surrounding the park lack these facilities.

	Total	Prior Appr.	2022	2023	2024	2025	2026	Future
Project Costs:								
Construction	665,000	0	665,000	0	0	0	0	0
Engineering and Design	25,000	0	25,000	0	0	0	0	0
Total Cost	690,000	0	690,000	0	0	0	0	0
Funding Sources:								
General Fund	160,000	0	160,000	0	0	0	0	0
Federal Grant	460,000	0	460,000	0	0	0	0	0
State Grant	70,000	0	70,000	0	0	0	0	0
Total Funding	690,000	0	690,000	0	0	0	0	0

Project Title Ag Center Show Area Floor

Full-time Employees 0

Operating Costs \$0



Project Description Installation of a concrete floor in the existing Show Barn at the Ag Center.

Project Assumptions Pending Civil War Heritage Area funding.

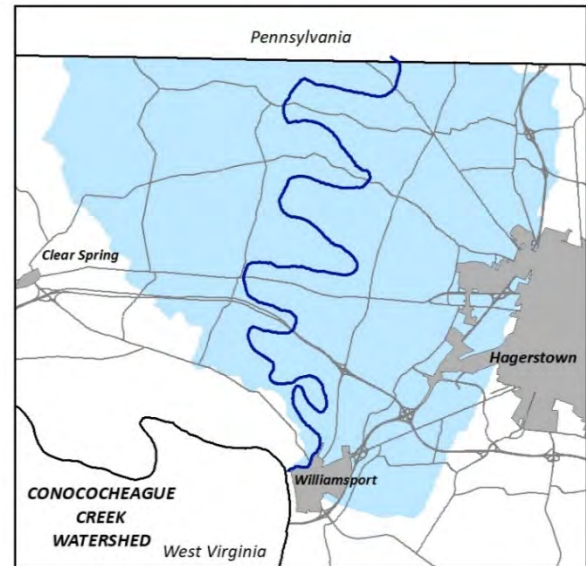
Project Justification The current floor in this building is dirt only. The installation of concrete in this building would make the space usable to more events. Concrete would also make cleanup of this building easier.

	Total	Prior Appr.	2022	2023	2024	2025	2026	Future
Project Costs:								
Construction	50,000	0	0	0	50,000	0	0	0
Total Cost	50,000	0	0	0	50,000	0	0	0
Funding Sources:								
General Fund	25,000	0	0	0	25,000	0	0	0
State Grant	25,000	0	0	0	25,000	0	0	0
Total Funding	50,000	0	0	0	50,000	0	0	0

Project Title Conococheague Creek Water Trail

Full-time Employees 0

Operating Costs \$0



Project Description Development of Conococheague Water Trail and creation of public access and parking locations.

Project Assumptions Pending grant funding that may include Program Open Space, Waterway Improvement, or Civil War Heritage Area.

Project Justification This boat access would establish the Conococheague Creek Water Trail. This water trail would improve recreational access to the Conococheague Creek.

	Total	Prior Appr.	2022	2023	2024	2025	2026	Future
Project Costs:								
Construction	360,000	0	0	0	0	0	180,000	180,000
Other	10,000	0	0	0	0	10,000	0	0
Total Cost	370,000	0	0	0	0	10,000	180,000	180,000
Funding Sources:								
General Fund	136,000	0	0	0	0	10,000	90,000	36,000
State Grant	234,000	0	0	0	0	0	90,000	144,000
Total Funding	370,000	0	0	0	0	10,000	180,000	180,000

Operating Costs	\$0
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Project Justification The County's Disc Golf Course at Regional Park is popular and there is a need for a second location. Doubs Woods offers a variety of terrain and available space for a 9-hole course.

	Total	Prior Appr.	2022	2023	2024	2025	2026	Future
Project Costs:								
Construction	50,000	0	0	0	0	0	0	50,000
Total Cost	50,000	0	0	0	0	0	0	50,000
Funding Sources:								
General Fund	5,000	0	0	0	0	0	0	5,000
State Grant	45,000	0	0	0	0	0	0	45,000
Total Funding	50,000	0	0	0	0	0	0	50,000

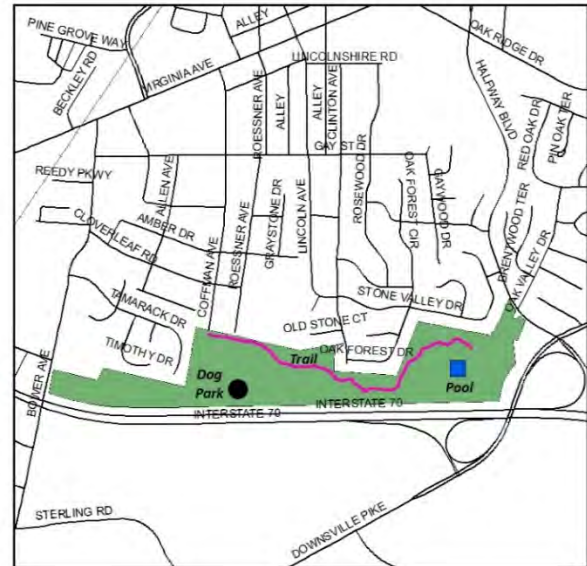
Project Title **Field Improvements at Marty Snook and Regional Parks****Full-time Employees** 0**Operating Costs** \$0**Project Description** Athletic field upgrades.**Project Assumptions** Pending Program Open Space funding.**Project Justification** Athletic field upgrades including playing surfaces, fencing, sports amenities, spectating areas, and irrigation. Marty Snook and Regional Park are the most used athletic fields and in need of irrigation and improvements to sustain the ongoing use.

	Total	Prior Appr.	2022	2023	2024	2025	2026	Future
Project Costs:								
Construction	100,000	0	0	0	100,000	0	0	0
Total Cost	100,000	0	0	0	100,000	0	0	0
Funding Sources:								
General Fund	10,000	0	0	0	10,000	0	0	0
State Grant	90,000	0	0	0	90,000	0	0	0
Total Funding	100,000	0	0	0	100,000	0	0	0

Project Title Marty Snook Park Fitness Trail

Full-time Employees 0

Operating Costs \$0



Project Description Expansion of the Fitness Trail at Marty Snook Park.

Project Assumptions Pending Land and Water Conservation funding or other grant funding

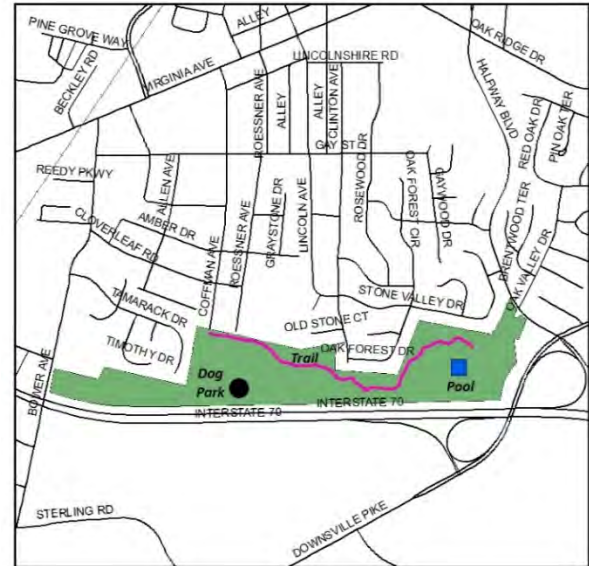
Project Justification Expansion of the existing trail network. Includes trail fitness amenities, upgrades and improvements.

	Total	Prior Appr.	2022	2023	2024	2025	2026	Future
Project Costs:								
Construction	300,000	0	0	0	0	300,000	0	0
Total Cost	300,000	0	0	0	0	300,000	0	0
Funding Sources:								
General Fund	150,000	0	0	0	0	150,000	0	0
Federal Grant	150,000	0	0	0	0	150,000	0	0
Total Funding	300,000	0	0	0	0	300,000	0	0

Project Title Marty Snook Park Pool Accessible Entrance

Full-time Employees 0

Operating Costs \$0



Project Description Create an Accessible entrance into the existing pool at Marty Snook Park.

Project Assumptions Pending Program Open Space funding.

Project Justification Creation of a beach style walk in entrance at the pool to improve entry for all ages and upgrade ADA access.

	Total	Prior Appr.	2022	2023	2024	2025	2026	Future
Project Costs:								
Construction	100,000	0	0	0	0	0	100,000	0
Total Cost	100,000	0	0	0	0	0	100,000	0
Funding Sources:								
General Fund	10,000	0	0	0	0	0	10,000	0
State Grant	90,000	0	0	0	0	0	90,000	0
Total Funding	100,000	0	0	0	0	0	100,000	0

Project Title North Central County Park

Full-time Employees 2

Operating Costs \$120,000



Project Description This project involves the ultimate development of a multi-phased regional park along the north side of Eastern Boulevard Extended. Phase 1 work will include the construction of multiuse trails and associated infrastructure. Future phases will include entrance roads, parking lots, grading for soccer/ball fields, lighting, pavilion buildings, restrooms, playground equipment and other park and recreation amenities.

Project Assumptions This project assumes that Eastern Blvd Extended is constructed.

Project Justification This project provides additional recreational opportunities in the north end of the County. The land will be under a 99 year lease.

	Total	Prior Appr.	2022	2023	2024	2025	2026	Future
Project Costs:								
Other	1,300,000	0	0	0	0	0	100,000	1,200,000
Planning	100,000	0	0	0	0	100,000	0	0
Total Cost	1,400,000	0	0	0	0	100,000	100,000	1,200,000
Funding Sources:								
General Fund	700,000	0	0	0	0	50,000	50,000	600,000
State Grant	700,000	0	0	0	0	50,000	50,000	600,000
Total Funding	1,400,000	0	0	0	0	100,000	100,000	1,200,000

Project Title **Recreational Field Bleachers****Full-time Employees** 0**Operating Costs** \$0**Project Description** New portable field bleachers that would be used in multiple parks.**Project Assumptions** Pending Program Open Space funding.**Project Justification** Replace existing aging bleachers. Existing bleaches are beyond repair and no longer meet code requirements. Replacement would allow use at multiple locations.

	Total	Prior Appr.	2022	2023	2024	2025	2026	Future
Project Costs:								
Other	75,000	0	0	0	75,000	0	0	0
Total Cost	75,000	0	0	0	75,000	0	0	0
Funding Sources:								
General Fund	7,000	0	0	0	7,000	0	0	0
State Grant	68,000	0	0	0	68,000	0	0	0
Total Funding	75,000	0	0	0	75,000	0	0	0

Project Title Regional Park Dog Park

Full-time Employees 0

Operating Costs \$0



Project Description New dog park facility including fencing, facility amenities, landscaping and water line extension.

Project Assumptions Pending Program Open Space funding.

Project Justification Installation of a Dog Park at Regional Park is needed due to the increased use by dog owners.

	Total	Prior Appr.	2022	2023	2024	2025	2026	Future
Project Costs:								
Construction	75,000	0	0	0	75,000	0	0	0
Total Cost	75,000	0	0	0	75,000	0	0	0
Funding Sources:								
General Fund	7,000	0	0	0	7,000	0	0	0
State Grant	68,000	0	0	0	68,000	0	0	0
Total Funding	75,000	0	0	0	75,000	0	0	0

Project Title **Roof Replacements at Various Locations****Full-time Employees** 0**Operating Costs** \$0**Project Description** Roof replacements at various locations within the Parks.**Project Assumptions** Pending Program Open Space funding.**Project Justification** Buildings within the Parks system are aging to the point that major repairs are needed.

	Total	Prior Appr.	2022	2023	2024	2025	2026	Future
Project Costs:								
Construction	225,000	0	0	25,000	25,000	25,000	25,000	125,000
Total Cost	225,000	0	0	25,000	25,000	25,000	25,000	125,000
Funding Sources:								
General Fund	23,000	0	0	3,000	2,000	3,000	2,000	13,000
State Grant	202,000	0	0	22,000	23,000	22,000	23,000	112,000
Total Funding	225,000	0	0	25,000	25,000	25,000	25,000	125,000

Public Safety



Public Safety
Capital Improvement Ten Year Summary
Fiscal Year 2022 - 2031

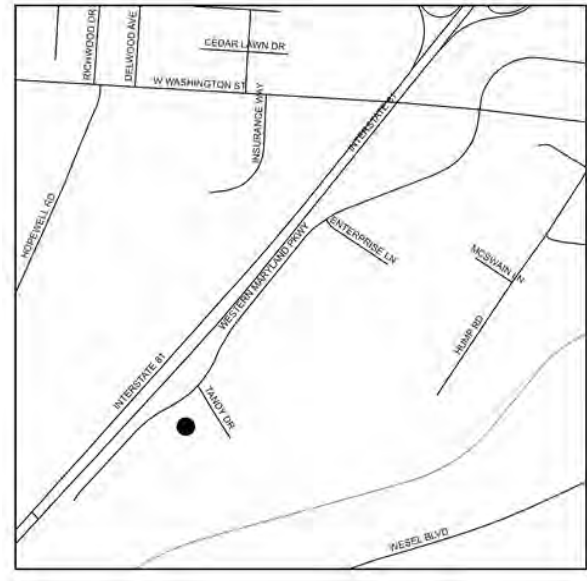
		Budget Year			Ten Year Capital Program				
		Total	Prior Appr.	2022	2023	2024	2025	2026	Future
Page	Project Costs								
152	Detention Center - Systemic Projects	3,225,127	377,127	136,000	670,000	190,000	195,000	316,000	1,341,000
153	Police & EMS Training Facility	14,378,822	12,978,822	1,400,000	0	0	0	0	0
154	Burn Building - PSTC Training Center	1,500,000	0	500,000	1,000,000	0	0	0	0
155	Communication Tower(s) Various	576,806	156,806	110,000	0	90,000	0	110,000	110,000
156	P25 UHF Public Safety Radio Communications System Upgrade	200,000	100,000	100,000	0	0	0	0	0
157	Portable Radio Replacement	1,286,062	108,062	110,000	112,000	114,000	116,000	118,000	608,000
158	Portable Radio Replacement Program - Emergency Services	4,035,000	0	2,139,000	296,000	200,000	200,000	200,000	1,000,000
159	Law Enforcement - Vehicle & Equipment Replacement Program	8,264,481	1,279,481	500,000	660,000	650,000	725,000	725,000	3,725,000
160	Emergency Services Equipment & Vehicle Program	1,944,608	159,608	75,000	160,000	150,000	200,000	200,000	1,000,000
161	Canteen/Rehab Unit Replacement	450,000	0	45,000	45,000	45,000	45,000	45,000	225,000
162	911 Center Building Expansion	1,800,000	0	0	0	0	528,000	1,272,000	0
163	Patrol Services Relocation	6,400,000	0	0	500,000	500,000	500,000	500,000	4,400,000
164	Incident Safety Officer Vehicle Replacement Program	144,000	0	0	16,000	16,000	16,000	16,000	80,000
TOTAL		44,204,906	15,159,906	5,115,000	3,459,000	1,955,000	2,525,000	3,502,000	12,489,000
Funding Sources									
	General Fund	25,079,957	7,712,957	1,779,000	1,611,000	1,682,000	1,677,000	2,050,000	8,568,000
	Tax-Supported Bond	10,334,000	4,540,000	700,000	998,000	0	528,000	922,000	2,646,000
	Transfer Tax	1,604,127	25,127	301,000	670,000	93,000	140,000	0	375,000
	Capital Reserve - General	703,000	703,000	0	0	0	0	0	0
	Capital Reserve - Excise Tax - Non-	535,000	0	535,000	0	0	0	0	0
	Federal Grant	3,420,000	0	1,800,000	180,000	180,000	180,000	180,000	900,000
	State Grant	1,528,822	1,178,822	0	0	0	0	350,000	0
	Contributions	1,000,000	1,000,000	0	0	0	0	0	0
TOTAL		44,204,906	15,159,906	5,115,000	3,459,000	1,955,000	2,525,000	3,502,000	12,489,000

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.

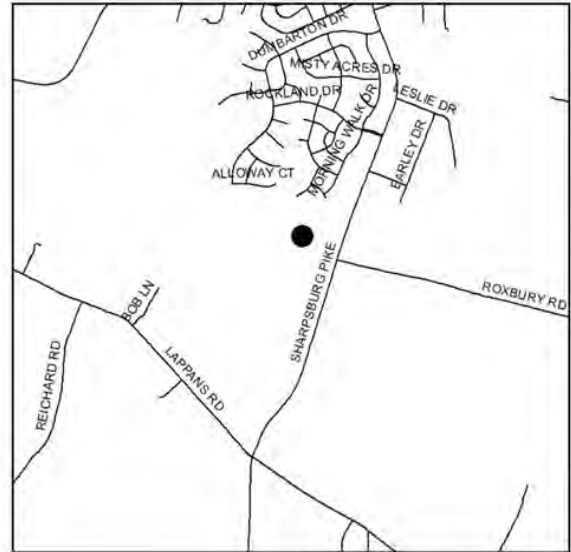
	Total	Prior Appr.	2022	2023	2024	2025	2026	Future
Project Costs:								
Other	3,225,127	377,127	136,000	670,000	190,000	195,000	316,000	1,341,000
Total Cost	3,225,127	377,127	136,000	670,000	190,000	195,000	316,000	1,341,000
Funding Sources:								
General Fund	1,040,000	352,000	0	0	97,000	55,000	316,000	220,000
Tax-Supported Bond	746,000	0	0	0	0	0	0	746,000
Transfer Tax	1,303,127	25,127	0	670,000	93,000	140,000	0	375,000
Capital Reserve - Excise Tax - Non-Residential	136,000	0	136,000	0	0	0	0	0
Total Funding	3,225,127	377,127	136,000	670,000	190,000	195,000	316,000	1,341,000

Project Title Police, Fire and Emergency Services Training Facility

Project ID BLD093

Full-time Employees 3

Operating Costs \$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 2019-2024. The County is also seeking State grants.

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.

	Total	Prior Appr.	2022	2023	2024	2025	2026	Future
Project Costs:								
Construction	12,556,822	11,306,822	1,250,000	0	0	0	0	0
Engineering and Design	612,000	612,000	0	0	0	0	0	0
Equipment/Furniture	1,060,000	1,060,000	0	0	0	0	0	0
Inspection	150,000	0	150,000	0	0	0	0	0
Total Cost	14,378,822	12,978,822	1,400,000	0	0	0	0	0

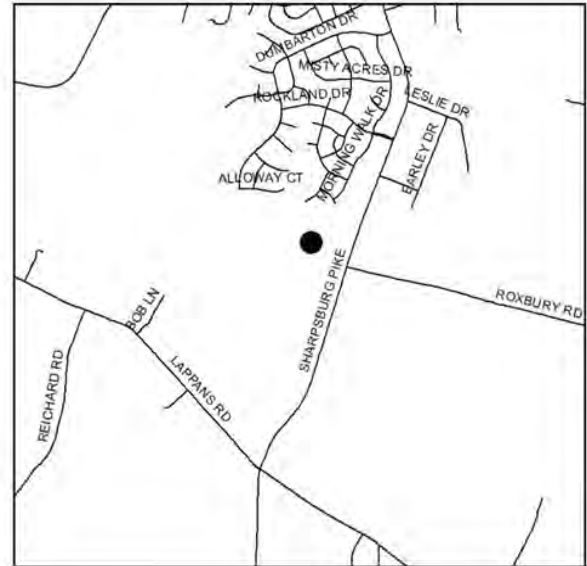
Funding Sources:								
General Fund	6,760,000	6,260,000	500,000	0	0	0	0	0
Tax-Supported Bond	5,240,000	4,540,000	700,000	0	0	0	0	0
Capital Reserve - Excise Tax - Non-Residential	200,000	0	200,000	0	0	0	0	0
State Grant	1,178,822	1,178,822	0	0	0	0	0	0
Contributions	1,000,000	1,000,000	0	0	0	0	0	0
Total Funding	14,378,822	12,978,822	1,400,000	0	0	0	0	0

Project Title Burn Building - PSTC Training Center

Project ID BLD107

Full-time Employees 0

Operating Costs \$0



Project Description This project has cost associated with the purchase and installation of a modular constructed burn building at the new PSTC located off Sharpsburg Pike. Total cost of the building is expected to be \$1 million, with associated site preparation construction of \$500,000.

Project Assumptions The project assumes that a Class A Burn Permit for the Sharpsburg Pk. PSTC will not be obtained, and a propane generated burn building is the alternate.

Project Justification In an effort to plan a path forward to maintain needed live fire training at a facility that can meet current training needs for the County emergency responders, planning and funding for a burn building at the new PSTC must be undertaken.

	Total	Prior Appr.	2022	2023	2024	2025	2026	Future
Project Costs:								
Construction	1,500,000	0	500,000	1,000,000	0	0	0	0
Total Cost	1,500,000	0	500,000	1,000,000	0	0	0	0
Funding Sources:								
General Fund	2,000	0	0	2,000	0	0	0	0
Tax-Supported Bond	998,000	0	0	998,000	0	0	0	0
Transfer Tax	301,000	0	301,000	0	0	0	0	0
Capital Reserve - Excise Tax - Non-Residential	199,000	0	199,000	0	0	0	0	0
Total Funding	1,500,000	0	500,000	1,000,000	0	0	0	0

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.

	Total	Prior Appr.	2022	2023	2024	2025	2026	Future
Project Costs:								
Construction	576,806	156,806	110,000	0	90,000	0	110,000	110,000
Total Cost	576,806	156,806	110,000	0	90,000	0	110,000	110,000
Funding Sources:								
General Fund	576,806	156,806	110,000	0	90,000	0	110,000	110,000
Total Funding	576,806	156,806	110,000	0	90,000	0	110,000	110,000

Project Title P25 UHF Public Safety Radio Communications System Upgrade

Project ID COM030

Full-time Employees 0

Operating Costs \$0

Project Description P25 UHF Public Safety Radio Communications System Upgrade focuses on the upgrade of the system's core components to enable IP simulcast and P25 Phase 2 compatibility. Payments are stretched over ten (10) years.

Project Assumptions P25 UHF Public Safety Radio Communication System provides Washington County's first responders (Sheriff's Office, Emergency Services and multiple local municipal police agencies) with an IP simulcast and P25 Phase 2 compliant interoperable radio communications system.

Project Justification The goal of the P25 UHF Public Safety Radio Communications System project is to either upgrade the current Motorola system while adding more proprietary system restrictions or opting to replace the current system with a P25 Phase 2 compatible open system platform for the same cost.

	Total	Prior Appr.	2022	2023	2024	2025	2026	Future
Project Costs:								
Hardware/Software	100,000	100,000	0	0	0	0	0	0
Other	100,000	0	100,000	0	0	0	0	0
Total Cost	200,000	100,000	100,000	0	0	0	0	0
Funding Sources:								
General Fund	200,000	100,000	100,000	0	0	0	0	0
Total Funding	200,000	100,000	100,000	0	0	0	0	0

Project Title **Portable Radio Replacement Program - Sheriff**

Project ID EQP060

Full-time Employees 0

Operating Costs \$0

Project Description The Portable Radio Replacement Program focuses on the investment in 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 UHF Public Safety trunked radio system. This specific project budget is solely for the replacement of radios used by the Sheriff's Office personnel.

Project Assumptions The 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. They 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 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 Portable Radio Replacement Program is to keep the County's UHF Public Safety trunked 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.

	Total	Prior Appr.	2022	2023	2024	2025	2026	Future
Project Costs:								
Equipment/Furniture	1,286,062	108,062	110,000	112,000	114,000	116,000	118,000	608,000
Total Cost	1,286,062	108,062	110,000	112,000	114,000	116,000	118,000	608,000
Funding Sources:								
General Fund	1,178,062	62	110,000	112,000	114,000	116,000	118,000	608,000
Capital Reserve - General	108,000	108,000	0	0	0	0	0	0
Total Funding	1,286,062	108,062	110,000	112,000	114,000	116,000	118,000	608,000

Project Title **Portable Radio Replacement Program - Emergency Services**

Project ID EQP069

Full-time Employees 0

Operating Costs \$0

Project Description The Portable Radio Replacement Program focuses on the investment in 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 UHF Public Safety trunked radio system. This specific project budget is solely for the replacement of radios used by Emergency Services personnel.

Project Assumptions The 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. They 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 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. The project funding assumes a Federal Assistance to Firefighters Grant (AFG) of 90% with 10% Local share.

Project Justification The goal of the Portable Radio Replacement Program is to keep the County's UHF Public Safety trunked 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.

	Total	Prior Appr.	2022	2023	2024	2025	2026	Future
Project Costs:								
Equipment/Furniture	4,035,000	0	2,139,000	296,000	200,000	200,000	200,000	1,000,000
Total Cost	4,035,000	0	2,139,000	296,000	200,000	200,000	200,000	1,000,000
Funding Sources:								
General Fund	615,000	0	339,000	116,000	20,000	20,000	20,000	100,000
Federal Grant	3,420,000	0	1,800,000	180,000	180,000	180,000	180,000	900,000
Total Funding	4,035,000	0	2,139,000	296,000	200,000	200,000	200,000	1,000,000

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.

	Total	Prior Appr.	2022	2023	2024	2025	2026	Future
Project Costs:								
Vehicles	8,264,481	1,279,481	500,000	660,000	650,000	725,000	725,000	3,725,000
Total Cost	8,264,481	1,279,481	500,000	660,000	650,000	725,000	725,000	3,725,000
Funding Sources:								
General Fund	7,744,481	759,481	500,000	660,000	650,000	725,000	725,000	3,725,000
Capital Reserve - General	520,000	520,000	0	0	0	0	0	0
Total Funding	8,264,481	1,279,481	500,000	660,000	650,000	725,000	725,000	3,725,000

Project Title **Emergency Services Equipment & Vehicle Program**

Project ID VEH009

Full-time Employees 0

Operating Costs \$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 FY22: 911 Communications - 11440 - Chevy Tahoe or similar SUV

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

	Total	Prior Appr.	2022	2023	2024	2025	2026	Future
Project Costs:								
Vehicles	1,944,608	159,608	75,000	160,000	150,000	200,000	200,000	1,000,000
Total Cost	1,944,608	159,608	75,000	160,000	150,000	200,000	200,000	1,000,000
Funding Sources:								
General Fund	1,869,608	84,608	75,000	160,000	150,000	200,000	200,000	1,000,000
Capital Reserve - General	75,000	75,000	0	0	0	0	0	0
Total Funding	1,944,608	159,608	75,000	160,000	150,000	200,000	200,000	1,000,000

Project Title Canteen/Rehab Unit Replacement

Project ID VEH015

Full-time Employees 0

Operating Costs \$0

Project Description This project will provide for the planned funding and replacement for the WCVFRA rehab/canteen unit.

Project Assumptions The project assumes a 20 year life cycle for the existing unit.

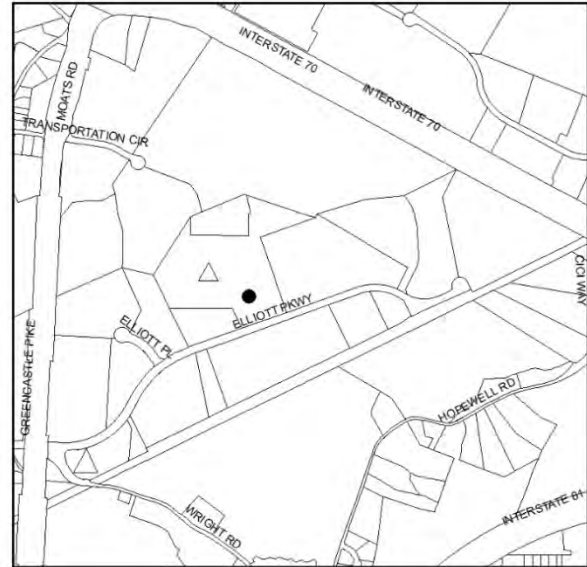
Project Justification The rehab/canteen unit provides NFPA required on site hydration, health monitoring, nutritional replacement for firefighters, EMS workers and LE on complex on major or complex incidents.

	Total	Prior Appr.	2022	2023	2024	2025	2026	Future
Project Costs:								
Vehicles	450,000	0	45,000	45,000	45,000	45,000	45,000	225,000
Total Cost	450,000	0	45,000	45,000	45,000	45,000	45,000	225,000
Funding Sources:								
General Fund	450,000	0	45,000	45,000	45,000	45,000	45,000	225,000
Total Funding	450,000	0	45,000	45,000	45,000	45,000	45,000	225,000

Project Title **911 Emergency Communication Center Building Expansion**

Full-time Employees 0

Operating Costs \$13,000



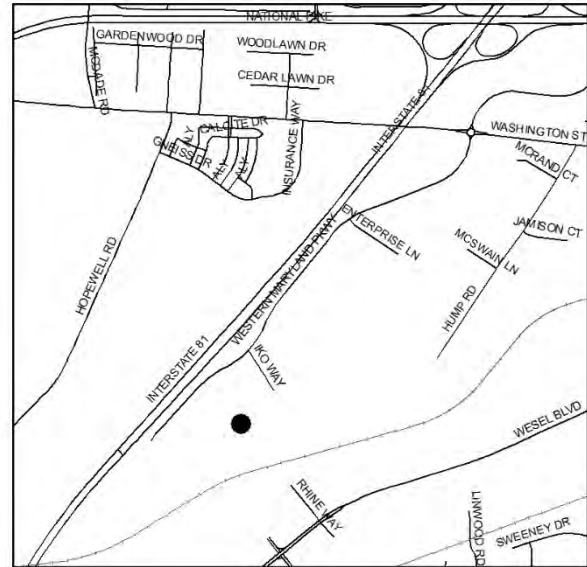
Project Description The project involves the building expansion of the existing 911 Emergency Communication Center at Elliott Parkway. As the need for Fire, Police, and Emergency Services continue to grow, the need for the construction of a new or expanded ECC is needed in Washington County. The volume of calls the ECC receives is growing between 3-5% per year for the last 5 years. Currently the ECC receives close to 300,000 calls per year. Currently the ECC has 12 call taking/dispatch stations and with the proposed 32'x48' expansion the area would accommodate 24 call taking/dispatch stations to handle the expected volume of calls received. With the implementation of Next Generation 911 the volume of calls will increase in the ECC.

Project Assumptions Partial funding will be awarded to Washington County by the State Emergency Numbers System Board (ENSB). The ENSB awards funds based on population of the county. The ENSB also awarded grants to enhance 911 call taking ability.

Project Justification This facility will expand the call taking capabilities for the Washington County ECC. As the call volume and population of Washington County grows over the next decade, this facility will be sufficient to accept the growth of the staff at the ECC. In addition, the renovated facility would also benefit the Emergency Operation Center.

	Total	Prior Appr.	2022	2023	2024	2025	2026	Future
Project Costs:								
Construction	1,100,000	0	0	0	0	278,000	822,000	0
Engineering and Design	250,000	0	0	0	0	250,000	0	0
Equipment/Furniture	350,000	0	0	0	0	0	350,000	0
Inspection	100,000	0	0	0	0	0	100,000	0
Total Cost	1,800,000	0	0	0	0	528,000	1,272,000	0

Funding Sources:								
Tax-Supported Bond	1,450,000	0	0	0	0	528,000	922,000	0
State Grant	350,000	0	0	0	0	0	350,000	0
Total Funding	1,800,000	0	0	0	0	528,000	1,272,000	0

Project Title Patrol Services Relocation**Full-time Employees** 0**Operating Costs** \$0**Project Description** Relocation of Patrol Services to the County's Phoenix Color Building.**Project Assumptions** Assumes the use of speed camera revenue of \$500,000 per year to accumulate funds for this project.

Project Justification The Patrol Division of the Sheriff's Office has outgrown the current facility due to the addition of personnel and positions within the division. All useable space is currently occupied. This project is needed in the next couple of years and will renovate 34,000 square feet of the warehouse portion of the Phoenix Color Building to house the Patrol Division. The current Patrol Division Building would then be used to house the Detention Center Administration, Detention Training and Detention Programs Unit. This would then allow for the expansion of Female Housing in the Detention Center, which is needed to house this growing population in the jail.

	Total	Prior Appr.	2022	2023	2024	2025	2026	Future
Project Costs:								
Architect Fees	500,000	0	0	500,000	0	0	0	0
Construction	5,800,000	0	0	0	500,000	500,000	500,000	4,300,000
Inspection	100,000	0	0	0	0	0	0	100,000
Total Cost	6,400,000	0	0	500,000	500,000	500,000	500,000	4,400,000
Funding Sources:								
General Fund	4,500,000	0	0	500,000	500,000	500,000	500,000	2,500,000
Tax-Supported Bond	1,900,000	0	0	0	0	0	0	1,900,000
Total Funding	6,400,000	0	0	500,000	500,000	500,000	500,000	4,400,000

Project Title Incident Safety Officer Vehicle Replacement Program

Full-time Employees 0

Operating Costs \$0

Project Description The Incident Safety Officer (ISO) Program has been in place for approx. 10 years and provides program and on scene support to the vol. fire and EMS responders. Throughout the years, local government has benefited from the vol. program in reduced insurance cost associated with volunteer coverages.

Project Assumptions The project will provide funding for 4 ISO vehicles that will be assigned as part of the current program. The DES and WCSO have provided through vehicle surplus the current inventory of units. These units are proving unreliable and in most cases lack the 4 wheel drive capability needed to respond to incidents in all types of weather events.

Project Justification Provide reliable vehicles that are not heavily maintenance laden for the ISO Program. Historically, this has been through a hand-me-down asset and the program has grown to be very functional and practical.

	Total	Prior Appr.	2022	2023	2024	2025	2026	Future
Project Costs:								
Vehicles	144,000	0	0	16,000	16,000	16,000	16,000	80,000
Total Cost	144,000	0	0	16,000	16,000	16,000	16,000	80,000
Funding Sources:								
General Fund	144,000	0	0	16,000	16,000	16,000	16,000	80,000
Total Funding	144,000	0	0	16,000	16,000	16,000	16,000	80,000

Railroad Crossings



Railroad Crossings Capital Improvement Ten Year Summary Fiscal Year 2022 - 2031

		Budget Year				Ten Year Capital Program			
		Total	Prior Appr.	2022	2023	2024	2025	2026	Future
Page	Project Costs								
166	Railroad Crossing Improvements	1,914,837	669,837	295,000	0	0	200,000	0	750,000
	TOTAL	1,914,837	669,837	295,000	0	0	200,000	0	750,000
Funding Sources									
	General Fund	1,914,837	669,837	295,000	0	0	200,000	0	750,000
	TOTAL	1,914,837	669,837	295,000	0	0	200,000	0	750,000

Project Title Railroad Crossing Improvements

Project ID RRX003

Full-time Employees 0

Operating Costs \$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.

	Total	Prior Appr.	2022	2023	2024	2025	2026	Future
Project Costs:								
Construction	1,780,837	535,837	295,000	0	0	200,000	0	750,000
Land Acquisition	112,000	112,000	0	0	0	0	0	0
Utilities	22,000	22,000	0	0	0	0	0	0
Total Cost	1,914,837	669,837	295,000	0	0	200,000	0	750,000
Funding Sources:								
General Fund	1,914,837	669,837	295,000	0	0	200,000	0	750,000
Total Funding	1,914,837	669,837	295,000	0	0	200,000	0	750,000

Road Improvements



Road Improvement Capital Improvement Ten Year Summary Fiscal Year 2022 - 2031

		Budget Year				Ten Year Capital Program			
		Total	Prior Appr.	2022	2023	2024	2025	2026	Future
Page	Project Costs								
168	Intersection & Signal Improvements	896,784	370,784	0	200,000	0	250,000	0	76,000
169	Transportation ADA	825,178	265,178	85,000	75,000	50,000	50,000	50,000	250,000
170	Pavement Maintenance and Rehab	62,928,396	10,953,396	4,750,000	4,750,000	5,000,000	5,000,000	5,225,000	27,250,000
171	Longmeadow Road	2,105,000	0	0	0	0	0	310,000	1,795,000
172	Eastern Boulevard Extended	7,603,000	0	0	0	300,000	1,711,000	1,556,000	4,036,000
173	Eastern Boulevard Widening Phase	5,672,300	2,691,300	0	400,000	2,581,000	0	0	0
174	Eastern Blvd at Antietam Drive Improvements	3,006,000	2,006,000	1,000,000	0	0	0	0	0
175	Professional Boulevard Extended Phase III	1,203,000	1,135,000	0	68,000	0	0	0	0
176	Valley Mall Area Road	775,145	33,145	0	0	381,000	361,000	0	0
177	Showalter Road Extended East	1,010,000	510,000	0	0	0	0	0	500,000
178	Halfway Boulevard Extended	5,973,000	5,073,000	400,000	500,000	0	0	0	0
179	Wright Road	2,500,000	100,000	1,173,000	954,000	273,000	0	0	0
180	Burnside Bridge Road Spot	544,000	0	0	0	0	0	0	544,000
181	E. Oak Ridge Drive/South Pointe	461,000	0	0	0	0	111,000	350,000	0
182	Marsh Pike from MD60 to Longmeadow	500,000	0	0	0	0	0	0	500,000
183	Mt Aetna Road Spot Improvements	2,422,000	0	0	0	0	0	0	2,422,000
184	Rockdale Road and Independence Road Spot Improvements	1,025,000	0	0	0	0	0	0	1,025,000
185	Sandstone Drive Spot Improvements	500,000	0	0	0	0	0	0	500,000
186	Highway - Vehicle & Equipment Replacement Program	14,333,736	2,753,736	452,000	903,000	1,225,000	1,250,000	1,250,000	6,500,000
187	Highway Maintenance Shop - Western Section	374,000	0	0	374,000	0	0	0	0
188	Highway Western Section - Fuel Tank Replacement	847,000	486,000	180,000	181,000	0	0	0	0
TOTAL		115,504,539	26,377,539	8,040,000	8,405,000	9,810,000	8,733,000	8,741,000	45,398,000
Funding Sources									
	General Fund	14,713,310	6,524,310	295,000	859,000	775,000	800,000	803,000	4,657,000
	Highway Fund	5,911,641	911,641	500,000	500,000	500,000	500,000	500,000	2,500,000
	Tax-Supported Bond	70,012,271	9,232,271	4,689,000	6,467,000	7,400,000	5,924,000	5,829,000	30,471,000
	Transfer Tax	15,362,317	4,254,317	351,000	374,000	930,000	1,304,000	1,404,000	6,745,000
	Excise Tax - Roads	1,530,320	270,320	126,000	126,000	126,000	126,000	126,000	630,000
	Excise Tax - Other	319,000	29,000	29,000	29,000	29,000	29,000	29,000	145,000
	Excise Tax - Non-Residential	550,000	50,000	50,000	50,000	50,000	50,000	50,000	250,000
	APFO Fees - Roads	300,000	300,000	0	0	0	0	0	0
	Capital Reserve - General	650,000	650,000	0	0	0	0	0	0
	Capital Reserve - Transfer Tax	1,000,000	0	1,000,000	0	0	0	0	0
	Federal Grant	5,155,680	4,155,680	1,000,000	0	0	0	0	0
TOTAL		115,504,539	26,377,539	8,040,000	8,405,000	9,810,000	8,733,000	8,741,000	45,398,000

Project Title **Intersection & Signal Improvements****Project ID** EQP052**Full-time Employees** 0**Operating Costs** \$1,000**Project Description** This project involves providing traffic signal construction, battery backup, and enhancements to signalized intersections.**Project Assumptions** The signalized intersections are: Maugans Avenue and Volvo Way, Maugans Avenue and Crayton Boulevard, Halfway Boulevard and Massey Boulevard, Massey Boulevard and Cole Road, Massey Boulevard and Valley Mall Access, Valley Mall Road and Underpass Way, Railway Lane and Underpass Way, Longmeadow Road and Marsh Pike, Mount Aetna Road and Yale Drive, Leitersburg-Smithburg Road and School Entrance, Massey Boulevard and Railway Lane, Halfway Boulevard and York Road, Halfway Boulevard and Hopewell Road, Eastern Boulevard and Security Boulevard, Edgewood Drive and Mount Aetna Road, Robinwood Drive and Medical Campus, Robinwood Drive and Professional Boulevard, Maugans Avenue and I-81 Northbound Ramp, I-81 and I-81 Southbound Ramp, Northern Avenue at Fountainhead Road, Northern Avenue at Lauran Road, and other proposed signals as warranted.**Project Justification** Signal construction and enhancements will improve the safety of intersections. Battery backup will eliminate the need for law enforcement and/or highway department personnel to maintain the operation of the intersection during power outages.

	Total	Prior Appr.	2022	2023	2024	2025	2026	Future
Project Costs:								
Construction	820,729	294,729	0	200,000	0	250,000	0	76,000
Engineering and Design	76,055	76,055	0	0	0	0	0	0
Total Cost	896,784	370,784	0	200,000	0	250,000	0	76,000
Funding Sources:								
General Fund	646,784	370,784	0	200,000	0	0	0	76,000
Transfer Tax	250,000	0	0	0	0	250,000	0	0
Total Funding	896,784	370,784	0	200,000	0	250,000	0	76,000

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.

	Total	Prior Appr.	2022	2023	2024	2025	2026	Future
Project Costs:								
Construction	825,178	265,178	85,000	75,000	50,000	50,000	50,000	250,000
Total Cost	825,178	265,178	85,000	75,000	50,000	50,000	50,000	250,000
Funding Sources:								
General Fund	743,178	183,178	85,000	75,000	50,000	50,000	50,000	250,000
Capital Reserve - General	82,000	82,000	0	0	0	0	0	0
Total Funding	825,178	265,178	85,000	75,000	50,000	50,000	50,000	250,000

Project Title **Pavement Maintenance and Rehab Program****Project ID** RDI024**Full-time Employees** 0**Operating Costs** \$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.

	Total	Prior Appr.	2022	2023	2024	2025	2026	Future
Project Costs:								
Construction	60,178,396	10,703,396	4,500,000	4,500,000	4,750,000	4,750,000	4,975,000	26,000,000
Inspection	2,750,000	250,000	250,000	250,000	250,000	250,000	250,000	1,250,000
Total Cost	62,928,396	10,953,396	4,750,000	4,750,000	5,000,000	5,000,000	5,225,000	27,250,000

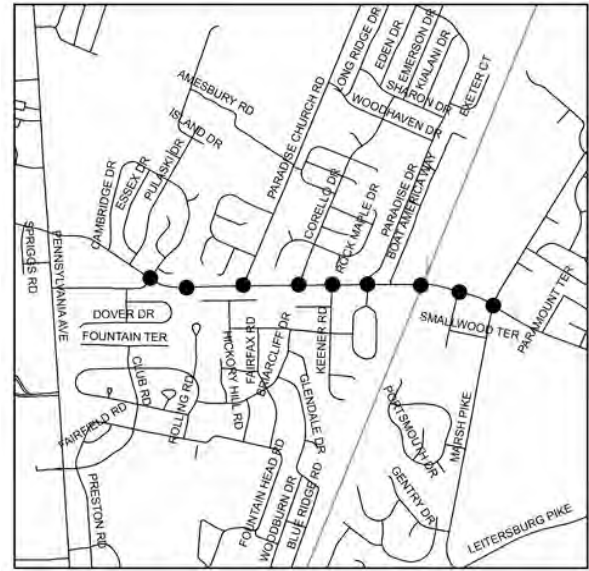
Funding Sources:								
General Fund	4,674,079	4,262,079	78,000	0	0	0	3,000	331,000
Tax- Supported Bond	40,261,000	2,232,000	3,116,000	4,545,000	3,865,000	3,741,000	3,613,000	19,149,000
Transfer Tax	14,738,317	4,254,317	351,000	0	930,000	1,054,000	1,404,000	6,745,000
Excise Tax - Roads	1,386,000	126,000	126,000	126,000	126,000	126,000	126,000	630,000
Excise Tax - Other	319,000	29,000	29,000	29,000	29,000	29,000	29,000	145,000
Excise Tax - Non- Residential Capital	550,000	50,000	50,000	50,000	50,000	50,000	50,000	250,000
Reserve - Transfer Tax	1,000,000	0	1,000,000	0	0	0	0	0
Total Funding	62,928,396	10,953,396	4,750,000	4,750,000	5,000,000	5,000,000	5,225,000	27,250,000

Project Title Longmeadow Road

Project ID RDI037

Full-time Employees 0

Operating Costs \$3,000



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 a roundabout or traffic signal at 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 as private development projects are initiated in the area.

Project Justification Current traffic volume on Longmeadow Road is anticipated to continue to climb based on development. The roadway and intersections are nearing unacceptable levels of service.

	Total	Prior Appr.	2022	2023	2024	2025	2026	Future
Project Costs:								
Construction	1,860,000	0	0	0	0	0	210,000	1,650,000
Engineering and Design	100,000	0	0	0	0	0	100,000	0
Inspection	145,000	0	0	0	0	0	0	145,000
Total Cost	2,105,000	0	0	0	0	0	310,000	1,795,000
Funding Sources:								
Tax-Supported Bond	2,105,000	0	0	0	0	0	310,000	1,795,000
Total Funding	2,105,000	0	0	0	0	0	310,000	1,795,000

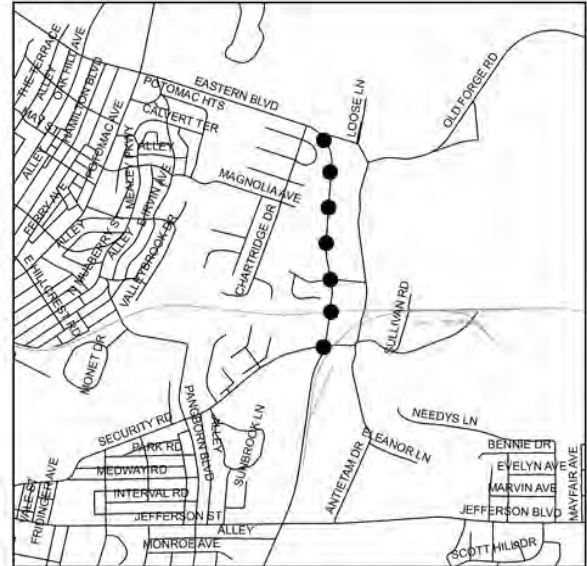
Project Title	Eastern Boulevard Extended
Project ID	RDI039
Full-time Employees	0
Operating Costs	\$4,000



Project Description	The project involves the construction of a new roadway connecting Eastern Boulevard at Antietam Drive and Leithersburg 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 Leithersburg 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 Appr.	2022	2023	2024	2025	2026	Future
Project Costs:								
Construction	7,153,000	0	0	0	0	1,561,000	1,556,000	4,036,000
Engineering and Design	50,000	0	0	0	50,000	0	0	0
Inspection	150,000	0	0	0	0	150,000	0	0
Land Acquisition	100,000	0	0	0	100,000	0	0	0
Utilities	150,000	0	0	0	150,000	0	0	0
Total Cost	7,603,000	0	0	0	300,000	1,711,000	1,556,000	4,036,000
Funding Sources:								
Tax-Supported Bond	7,603,000	0	0	0	300,000	1,711,000	1,556,000	4,036,000
Total Funding	7,603,000	0	0	0	300,000	1,711,000	1,556,000	4,036,000

Project Title	Eastern Boulevard Widening Phase II
Project ID	RD1044
Full-time Employees	0
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.	2022	2023	2024	2025	2026	Future
Project Costs:								
Construction	4,686,000	1,705,000	0	400,000	2,581,000	0	0	0
Engineering and Design	500,000	500,000	0	0	0	0	0	0
Inspection	150,000	150,000	0	0	0	0	0	0
Land Acquisition	336,300	336,300	0	0	0	0	0	0
Total Cost	5,672,300	2,691,300	0	400,000	2,581,000	0	0	0
Funding Sources:								
General Fund	48,174	48,174	0	0	0	0	0	0
Tax-Supported Bond	5,124,126	2,143,126	0	400,000	2,581,000	0	0	0
Excise Tax - Roads	144,320	144,320	0	0	0	0	0	0
Federal Grant	355,680	355,680	0	0	0	0	0	0
Total Funding	5,672,300	2,691,300	0	400,000	2,581,000	0	0	0

Project Title Eastern Blvd at Antietam Drive Improvements

Project ID RDI051

Full-time Employees 0

Operating Costs \$2,000



Project Description The project will provide intersection improvements at Antietam Drive. This project will connect the Eastern Boulevard Widening Phase II project with the Eastern Boulevard Extended project.

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. Advancing this intersection project will enhance traffic safety and reduce travel speeds in the area.

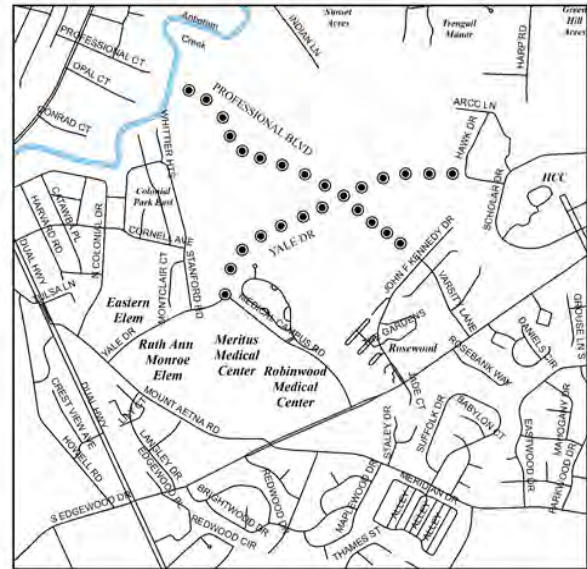
	Total	Prior Appr.	2022	2023	2024	2025	2026	Future
Project Costs:								
Construction	2,382,000	1,382,000	1,000,000	0	0	0	0	0
Engineering and Design	300,000	300,000	0	0	0	0	0	0
Inspection	122,000	122,000	0	0	0	0	0	0
Land Acquisition	202,000	202,000	0	0	0	0	0	0
Total Cost	3,006,000	2,006,000	1,000,000	0	0	0	0	0
Funding Sources:								
General Fund	2,000	2,000	0	0	0	0	0	0
Tax-Supported Bond	3,004,000	2,004,000	1,000,000	0	0	0	0	0
Total Funding	3,006,000	2,006,000	1,000,000	0	0	0	0	0

Project Title Professional Boulevard Extended
- Phase III

Project ID RDI064

Full-time Employees 0

Operating Costs \$1,000



Project Description 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.

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.

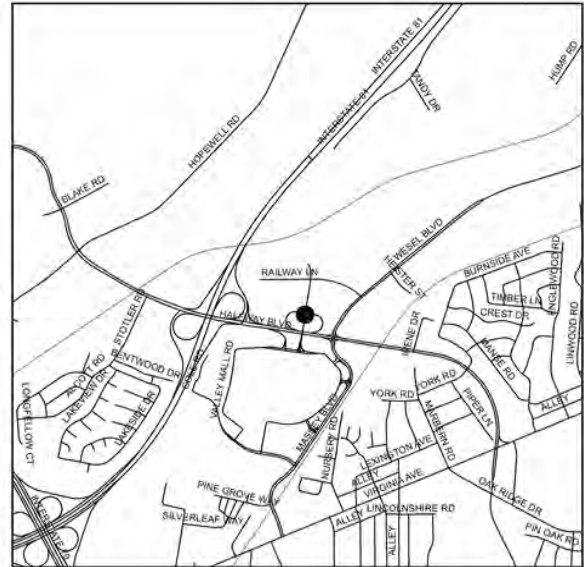
	Total	Prior Appr.	2022	2023	2024	2025	2026	Future
Project Costs:								
Construction	1,135,000	1,135,000	0	0	0	0	0	0
Inspection	68,000	0	0	68,000	0	0	0	0
Total Cost	1,203,000	1,135,000	0	68,000	0	0	0	0
Funding Sources:								
Tax-Supported Bond	1,203,000	1,135,000	0	68,000	0	0	0	0
Total Funding	1,203,000	1,135,000	0	68,000	0	0	0	0

Project Title Valley Mall Area Road Improvements Phase II

Project ID RDI062

Full-time Employees 0

Operating Costs \$1,000

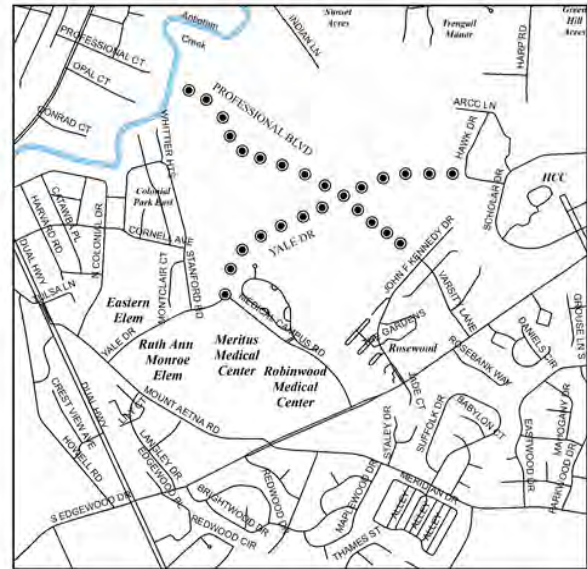


Project Description This project includes intersection reconstruction on Underpass Way at the on/off ramps to/from Halfway Blvd. The project will convert a stop-controlled intersection to a roundabout intersection.

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

	Total	Prior Appr.	2022	2023	2024	2025	2026	Future
Project Costs:								
Construction	775,145	33,145	0	0	381,000	361,000	0	0
Total Cost	775,145	33,145	0	0	381,000	361,000	0	0
Funding Sources:								
Tax-Supported Bond	775,145	33,145	0	0	381,000	361,000	0	0
Total Funding	775,145	33,145	0	0	381,000	361,000	0	0

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



Project Description	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.
Project Assumptions	The project involves construction of a two-lane roadway. No new water and/or sewer network is included in this cost estimate.
Project Justification	The project is needed to accommodate increased traffic volumes from ongoing development in this area.

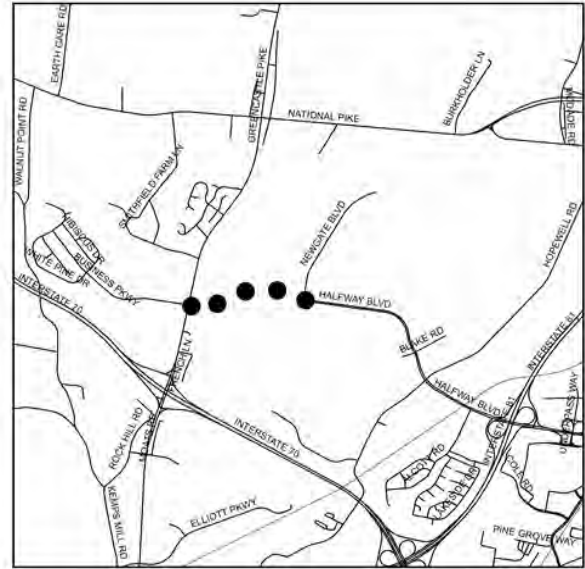
	Total	Prior Appr.	2022	2023	2024	2025	2026	Future
Project Costs:								
Engineering and Design	102,000	102,000	0	0	0	0	0	0
Land Acquisition	908,000	408,000	0	0	0	0	0	500,000
Total Cost	1,010,000	510,000	0	0	0	0	0	500,000
Funding Sources:								
Tax-Supported Bond	1,010,000	510,000	0	0	0	0	0	500,000
Total Funding	1,010,000	510,000	0	0	0	0	0	500,000

Project Title Halfway Boulevard Extended

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, including a large culvert, connecting existing Halfway Boulevard to MD Route 63. Intersection improvements at Halfway Boulevard extended and MD Route 63 include a traffic signal.

Project Assumptions ARC grants totaling \$3,800,000 are being secured for this project. This project is receiving developer contributions for improvements.

Project Justification Regional traffic is anticipated to significantly increase, requiring more transportation connectivity in this area. The project provides an alternate access route to MD Route 63, Interstate 70 and Interstate 81 for heavy truck traffic from the industrial park and businesses on Halfway Boulevard. The project area has been identified as an economic development opportunity for the County.

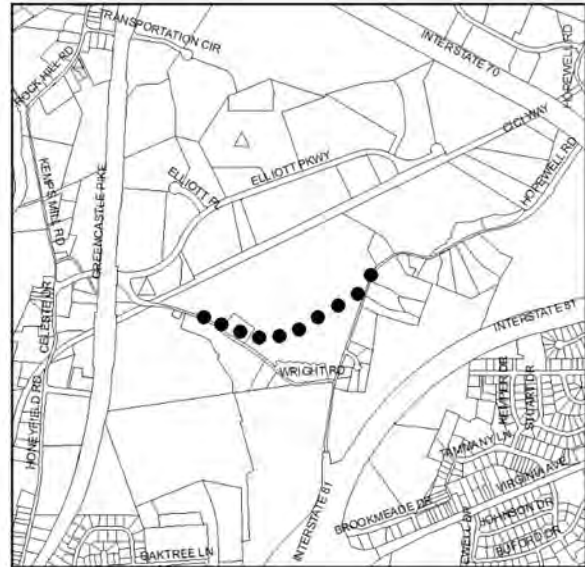
	Total	Prior Appr.	2022	2023	2024	2025	2026	Future
Project Costs:								
Construction	5,623,000	4,973,000	400,000	250,000	0	0	0	0
Engineering and Design	100,000	100,000	0	0	0	0	0	0
Inspection	250,000	0	0	250,000	0	0	0	0
Total Cost	5,973,000	5,073,000	400,000	500,000	0	0	0	0
Funding Sources:								
Tax-Supported Bond	1,873,000	973,000	400,000	500,000	0	0	0	0
APFO Fees - Roads	300,000	300,000	0	0	0	0	0	0
Federal Grant	3,800,000	3,800,000	0	0	0	0	0	0
Total Funding	5,973,000	5,073,000	400,000	500,000	0	0	0	0

Project Title Wright Road

Project ID RDI070

Full-time Employees 0

Operating Costs \$1,000



Project Description The project involves the relocation of Wright Road between Hopewell Road and the railroad crossing on Wright Road. The project includes construction of a closed section roadway and will include culvert improvements on Wright Road and Hopewell Road. The project length is approximately 2,000 LF.

Project Assumptions No new water and/or sewer network is included in these costs and must be funded from other sources (other projects or private sector investment). ARC grants totaling \$1,000,000 are being secured for this project.

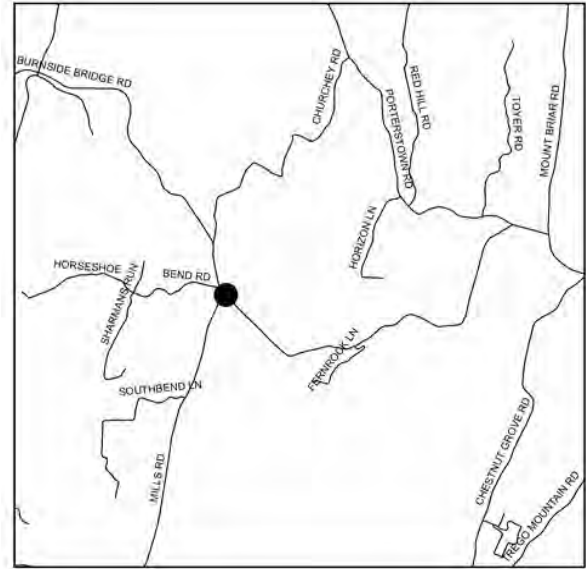
Project Justification Wright Road in this area is currently in the floodplain, and the frequency of flooding impacts motorists and the delivery of public safety services in that area of the County. The project will accommodate increased traffic volumes from development in this area and has been identified as an economic development opportunity for the County.

	Total	Prior Appr.	2022	2023	2024	2025	2026	Future
Project Costs:								
Construction	2,250,000	0	1,173,000	954,000	123,000	0	0	0
Engineering and Design	100,000	100,000	0	0	0	0	0	0
Inspection	150,000	0	0	0	150,000	0	0	0
Total Cost	2,500,000	100,000	1,173,000	954,000	273,000	0	0	0
Funding Sources:								
Tax-Supported Bond	1,500,000	100,000	173,000	954,000	273,000	0	0	0
Federal Grant	1,000,000	0	1,000,000	0	0	0	0	0
Total Funding	2,500,000	100,000	1,173,000	954,000	273,000	0	0	0

Project Title Burnside Bridge Road Spot Improvements

Full-time Employees 0

Operating Costs \$400



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).

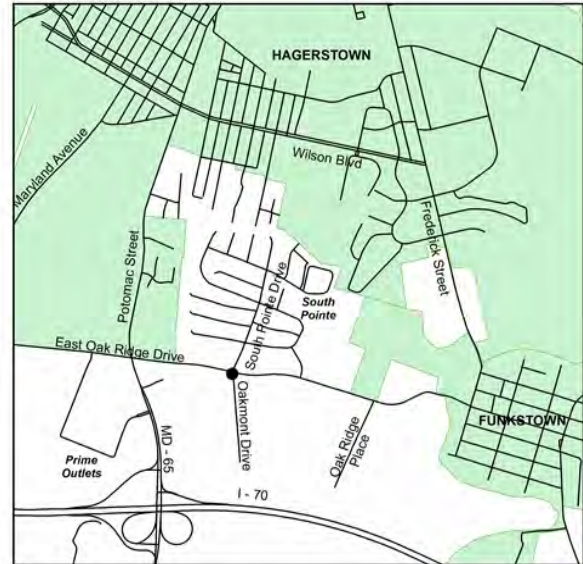
Project Justification Burnside Bridge Road at Mills Road intersection has been identified as inadequate as defined in the Road Adequacy Policy.

	Total	Prior Appr.	2022	2023	2024	2025	2026	Future
Project Costs:								
Construction	295,000	0	0	0	0	0	0	295,000
Engineering and Design	89,000	0	0	0	0	0	0	89,000
Inspection	71,000	0	0	0	0	0	0	71,000
Land Acquisition	30,000	0	0	0	0	0	0	30,000
Utilities	59,000	0	0	0	0	0	0	59,000
Total Cost	544,000	0	0	0	0	0	0	544,000
Funding Sources:								
Tax-Supported Bond	544,000	0	0	0	0	0	0	544,000
Total Funding	544,000	0	0	0	0	0	0	544,000

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.

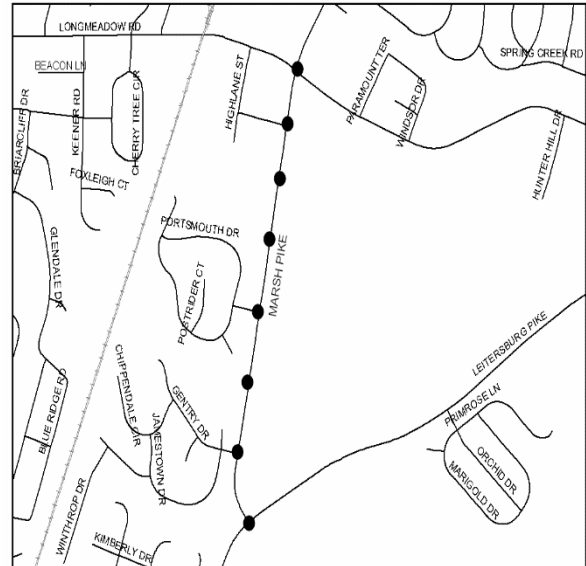
Project Justification Traffic volume increases in this area are making turning movements at this location more difficult and potentially unsafe. Once volumes warrant the signal, safety and traffic flow will be improved.

	Total	Prior Appr.	2022	2023	2024	2025	2026	Future
Project Costs:								
Construction	300,000	0	0	0	0	0	300,000	0
Engineering and Design	37,000	0	0	0	0	37,000	0	0
Inspection	50,000	0	0	0	0	0	50,000	0
Land Acquisition	21,000	0	0	0	0	21,000	0	0
Utilities	53,000	0	0	0	0	53,000	0	0
Total Cost	461,000	0	0	0	0	111,000	350,000	0
Funding Sources:								
Tax-Supported Bond	461,000	0	0	0	0	111,000	350,000	0
Total Funding	461,000	0	0	0	0	111,000	350,000	0

Project Title Marsh Pike from MD60 to Longmeadow

Full-time Employees 0

Operating Costs \$2,000



Project Description The project will provide road capacity and safety enhancement on Marsh Pike between Leithsburg Pike (MD 60) and Longmeadow Road. The project includes widening of Marsh Pike and will connect Eastern Boulevard Extended to the new intersection at Marsh Pike and Longmeadow Road. The roadway will be a four-lane closed section roadway.

Project Assumptions Although full County funding is shown, it is possible that developer contributions may be forthcoming due to APFO obligations. No new water and/or sewer network is included in this cost estimate.

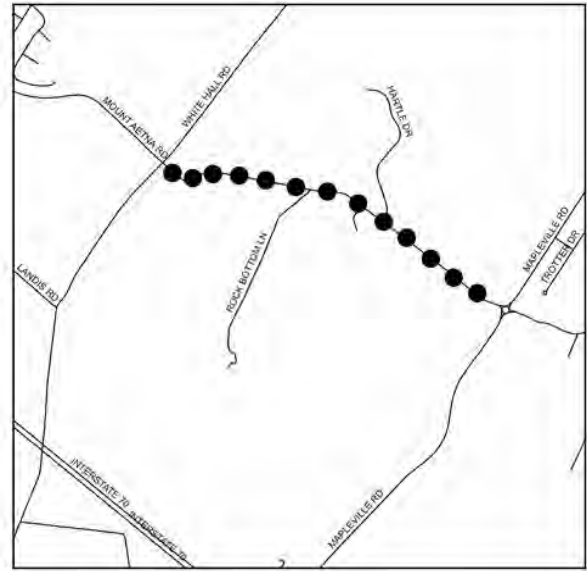
Project Justification The project is needed to provide additional road capacity resulting from continued development in this area.

	Total	Prior Appr.	2022	2023	2024	2025	2026	Future
Project Costs:								
Land Acquisition	500,000	0	0	0	0	0	0	500,000
Total Cost	500,000	0	0	0	0	0	0	500,000
Funding Sources:								
Tax-Supported Bond	500,000	0	0	0	0	0	0	500,000
Total Funding	500,000	0	0	0	0	0	0	500,000

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.

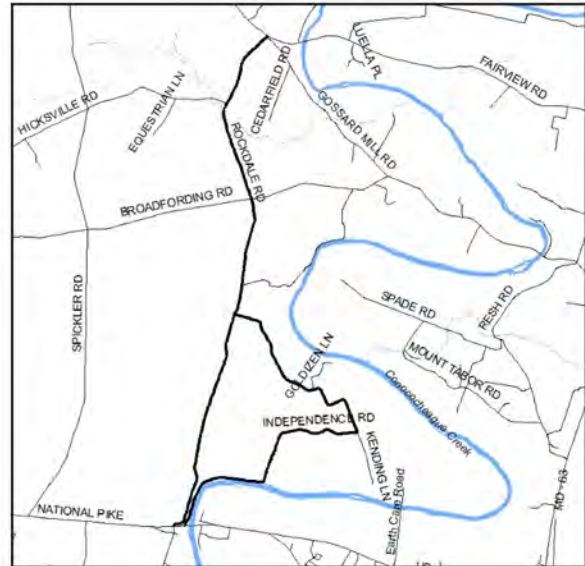
Project Justification Mt Aetna Road has several locations that have been identified as inadequate as defined in the "Road Adequacy Policy". Development in the vicinity has caused an increase in traffic.

	Total	Prior Appr.	2022	2023	2024	2025	2026	Future
Project Costs:								
Construction	2,172,000	0	0	0	0	0	0	2,172,000
Land Acquisition	250,000	0	0	0	0	0	0	250,000
Total Cost	2,422,000	0	0	0	0	0	0	2,422,000
Funding Sources:								
Tax-Supported Bond	2,422,000	0	0	0	0	0	0	2,422,000
Total Funding	2,422,000	0	0	0	0	0	0	2,422,000

Project Title **Rockdale Road and Independence Road Spot Improvements**

Full-time Employees 0

Operating Costs \$3,600



Project Description The project will provide for spot road improvements on Rockdale Road and Independence Road.

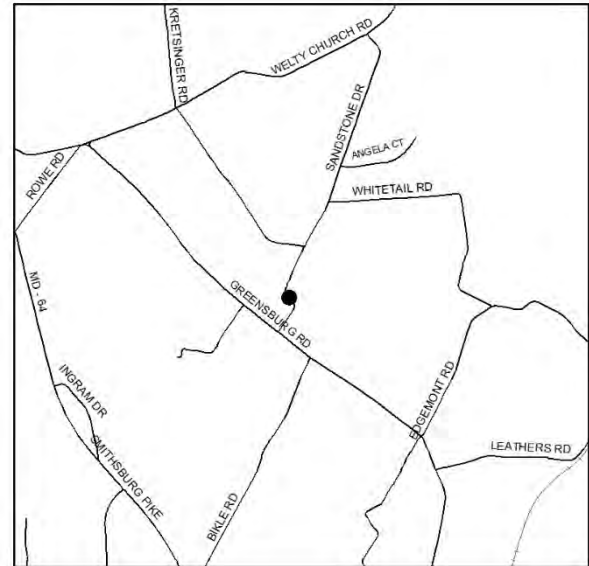
Project Justification Portions of Rockdale Road and Independence Road have been identified as inadequate as defined in the Road Adequacy Policy.

	Total	Prior Appr.	2022	2023	2024	2025	2026	Future
Project Costs:								
Construction	800,000	0	0	0	0	0	0	800,000
Inspection	75,000	0	0	0	0	0	0	75,000
Land Acquisition	100,000	0	0	0	0	0	0	100,000
Utilities	50,000	0	0	0	0	0	0	50,000
Total Cost	1,025,000	0	0	0	0	0	0	1,025,000
Funding Sources:								
Tax-Supported Bond	1,025,000	0	0	0	0	0	0	1,025,000
Total Funding	1,025,000	0	0	0	0	0	0	1,025,000

Project Title Sandstone Drive Spot Improvements

Full-time Employees 0

Operating Costs \$900



Project Description The project will provide for spot road improvements in the 13000 block of Sandstone Drive (ADC Map 12, H-11) to improve sight distance and horizontal curves.

Project Assumptions An additional right-of-way is required for this project.

Project Justification This project will eliminate two sharp curves and improve sight distance.

	Total	Prior Appr.	2022	2023	2024	2025	2026	Future
Project Costs:								
Construction	450,000	0	0	0	0	0	0	450,000
Inspection	25,000	0	0	0	0	0	0	25,000
Land Acquisition	25,000	0	0	0	0	0	0	25,000
Total Cost	500,000	0	0	0	0	0	0	500,000
Funding Sources:								
Tax-Supported Bond	500,000	0	0	0	0	0	0	500,000
Total Funding	500,000	0	0	0	0	0	0	500,000

Project Title Highway - Equipment and Vehicle Replacement Program

Project ID EQP042

Full-time Employees 0

Operating Costs \$0

Project Description This project will replace vehicles and heavy/specialized equipment for maintenance and construction activity.

Project Assumptions Recommendation for replacement is based on a review of policy, equipment condition, and consideration of funding levels that exist.

Project Justification 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.

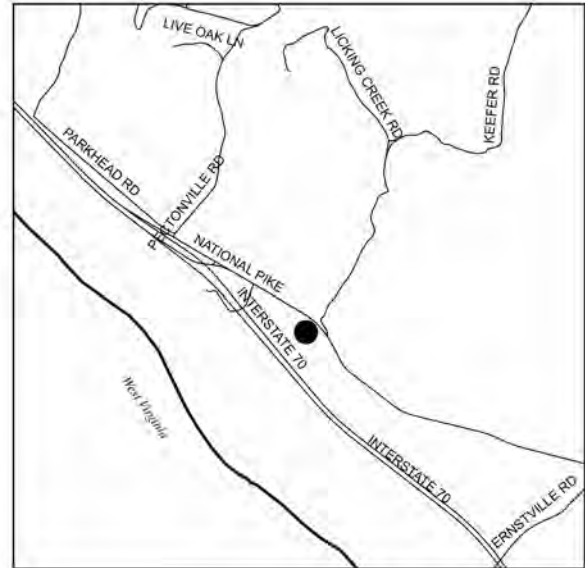
	Total	Prior Appr.	2022	2023	2024	2025	2026	Future
Project Costs:								
Equipment/ Furniture	14,333,736	2,753,736	452,000	903,000	1,225,000	1,250,000	1,250,000	6,500,000
Total Cost	14,333,736	2,753,736	452,000	903,000	1,225,000	1,250,000	1,250,000	6,500,000
Funding Sources:								
General Fund	8,591,095	1,650,095	132,000	584,000	725,000	750,000	750,000	4,000,000
Highway Fund	5,174,641	535,641	320,000	319,000	500,000	500,000	500,000	2,500,000
Capital Reserve - General	568,000	568,000	0	0	0	0	0	0
Total Funding	14,333,736	2,753,736	452,000	903,000	1,225,000	1,250,000	1,250,000	6,500,000

Project Title Highway Maintenance Shop - Western Section

Project ID BLD084

Full-time Employees 0

Operating Costs \$3,000



Project Description This project will provide for the construction of a 1,500 SF building addition to the garage area at the western section highway maintenance shop. Additional space is needed to perform maintenance on vehicles, which currently must occur outside (including during inclement weather).

Project Assumptions The site is a highway maintenance facility in a remote area critical for winter weather operations and response to public emergency situations.

Project Justification Highway maintenance is a core county service.

	Total	Prior Appr.	2022	2023	2024	2025	2026	Future
Project Costs:								
Construction	337,000	0	0	337,000	0	0	0	0
Engineering and Design	37,000	0	0	37,000	0	0	0	0
Total Cost	374,000	0	0	374,000	0	0	0	0
Funding Sources:								
Transfer Tax	374,000	0	0	374,000	0	0	0	0
Total Funding	374,000	0	0	374,000	0	0	0	0

Project Title HWY Western Section - Fuel Tank Replacement

Project ID EQP056

Full-time Employees 0

Operating Costs \$0



Project Description 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.

Project Assumptions 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.

Project Justification 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.

	Total	Prior Appr.	2022	2023	2024	2025	2026	Future
Project Costs:								
Construction	776,000	415,000	180,000	181,000	0	0	0	0
Engineering and Design	20,000	20,000	0	0	0	0	0	0
Inspection	51,000	51,000	0	0	0	0	0	0
Total Cost	847,000	486,000	180,000	181,000	0	0	0	0
Funding Sources:								
General Fund	8,000	8,000	0	0	0	0	0	0
Highway Fund	737,000	376,000	180,000	181,000	0	0	0	0
Tax-Supported Bond	102,000	102,000	0	0	0	0	0	0
Total Funding	847,000	486,000	180,000	181,000	0	0	0	0

Solid Waste



**Solid Waste
Capital Improvement Ten Year Summary
Fiscal Year 2022 - 2031**

		Budget Year			Ten Year Capital Program			
	Total	Prior Appr.	2022	2023	2024	2025	2026	Future
Project Costs								
190 Contingency - Solid Waste	522,000	83,000	0	30,000	30,000	35,000	35,000	309,000
191 Close Out Cap - Rubblefill	2,091,000	190,000	1,901,000	0	0	0	0	0
192 40 West Security Upgrades	60,000	0	60,000	0	0	0	0	0
193 SW Equipment & Vehicle	357,337	63,337	28,000	28,000	29,000	29,000	30,000	150,000
194 40 West Landfill - Cell 5	4,083,000	0	0	0	440,000	3,472,000	171,000	0
TOTAL	7,113,337	336,337	1,989,000	58,000	499,000	3,536,000	236,000	459,000
Funding Sources								
Solid Waste Fund	1,129,337	336,337	88,000	58,000	59,000	64,000	65,000	459,000
Self-Supported Bond	4,083,000	0	0	0	440,000	3,472,000	171,000	0
Capital Reserve - Solid Waste	1,901,000	0	1,901,000	0	0	0	0	0
TOTAL	7,113,337	336,337	1,989,000	58,000	499,000	3,536,000	236,000	459,000

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.

	Total	Prior Appr.	2022	2023	2024	2025	2026	Future
Project Costs:								
Contingency	522,000	83,000	0	30,000	30,000	35,000	35,000	309,000
Total Cost	522,000	83,000	0	30,000	30,000	35,000	35,000	309,000
Funding Sources:								
Solid Waste Fund	522,000	83,000	0	30,000	30,000	35,000	35,000	309,000
Total Funding	522,000	83,000	0	30,000	30,000	35,000	35,000	309,000

Project Title Close Out Cap - Rubble Fill

Project ID CAP003

Full-time Employees 0

Operating Costs \$0



Project Description The purpose of the project is to design and construct a close out cap for the Rubble landfill.

Project Assumptions It was decided in 2019 to not renew the Solid Waste Permit for the Rubble Landfill. In accordance with the Code of Maryland Regulations (COMAR), once a landfill is no longer covered under an active permit, the design for the Closure Cap must begin within 24 months and construction must be complete within 36 months.

Project Justification The work is required to comply with State regulations and the facility permit. Federal regulations do not apply to rubble fill sites.

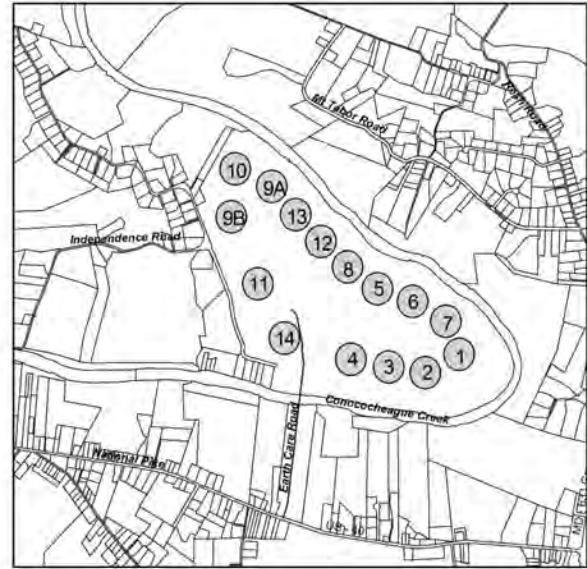
	Total	Prior Appr.	2022	2023	2024	2025	2026	Future
Project Costs:								
Construction	1,730,000	0	1,730,000	0	0	0	0	0
Engineering and Design	190,000	190,000	0	0	0	0	0	0
Inspection	171,000	0	171,000	0	0	0	0	0
Total Cost	2,091,000	190,000	1,901,000	0	0	0	0	0
Funding Sources:								
Solid Waste Fund	190,000	190,000	0	0	0	0	0	0
Capital Reserve - Solid Waste	1,901,000	0	1,901,000	0	0	0	0	0
Total Funding	2,091,000	190,000	1,901,000	0	0	0	0	0

Project Title 40 West Security Upgrades

Project ID COM031

Full-time Employees 0

Operating Costs \$0



Project Description Installation of security cameras at the Solid Waste Administration Building, scale house and maintenance building with coverage of the residential lot.

Project Assumptions This project will be done in accordance with security projects for other County facilities.

Project Justification Employee safety is a concern. This project will help protect employees from unruly customers and protect the site from vandalism or theft.

	Total	Prior Appr.	2022	2023	2024	2025	2026	Future
Project Costs:								
Construction	60,000	0	60,000	0	0	0	0	0
Total Cost	60,000	0	60,000	0	0	0	0	0
Funding Sources:								
Solid Waste Fund	60,000	0	60,000	0	0	0	0	0
Total Funding	60,000	0	60,000	0	0	0	0	0

Project Title SW Equipment & Vehicle Replacement Program

Project ID VEH011

Full-time Employees 0

Operating Costs \$0

Project Description The project will replace heavy equipment and vehicles that are beyond their useful life, which are typically the costliest 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.

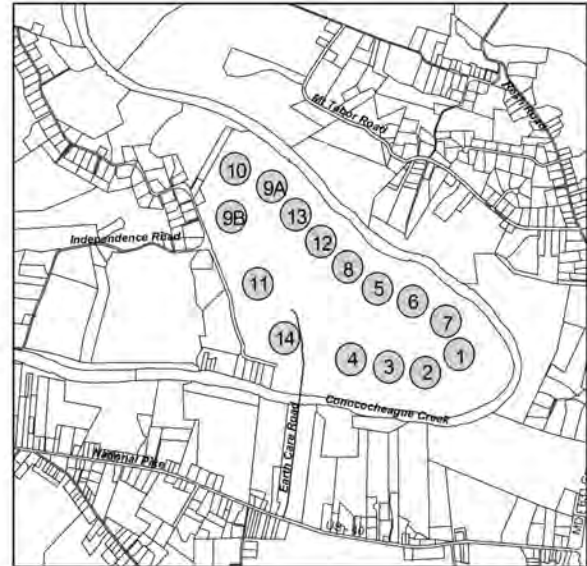
Project Justification The goal of the replacement program is to strike a balance for minimizing replacement costs versus maintenance and fuel costs. The program allows for the purchase of replacement vehicles and equipment used to provide services.

	Total	Prior Appr.	2022	2023	2024	2025	2026	Future
Project Costs:								
Vehicles	357,337	63,337	28,000	28,000	29,000	29,000	30,000	150,000
Total Cost	357,337	63,337	28,000	28,000	29,000	29,000	30,000	150,000
Funding Sources:								
Solid Waste Fund	357,337	63,337	28,000	28,000	29,000	29,000	30,000	150,000
Total Funding	357,337	63,337	28,000	28,000	29,000	29,000	30,000	150,000

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.

	Total	Prior Appr.	2022	2023	2024	2025	2026	Future
Project Costs:								
Construction	3,474,000	0	0	0	0	3,360,000	114,000	0
Engineering and Design	440,000	0	0	0	440,000	0	0	0
Inspection	169,000	0	0	0	0	112,000	57,000	0
Total Cost	4,083,000	0	0	0	440,000	3,472,000	171,000	0
Funding Sources:								
Self-Supported Bond	4,083,000	0	0	0	440,000	3,472,000	171,000	0
Total Funding	4,083,000	0	0	0	440,000	3,472,000	171,000	0

Transit



Transit Capital Improvement Ten Year Summary Fiscal Year 2022 - 2031

		Budget Year			Ten Year Capital Program			
	Total	Prior Appr.	2022	2023	2024	2025	2026	Future
Page	Project Costs							
196	Vehicle Preventive Maintenance	4,259,230	509,230	375,000	375,000	375,000	375,000	1,875,000
197	Fixed Route Bus Replacement	6,205,644	3,923,644	0	0	0	0	2,282,000
198	ADA Bus Replacement	449,508	89,508	0	0	0	0	270,000
199	Transportation Development Plan	100,000	0	0	0	0	0	100,000
200	CARES Act Preventative Maintenance	1,351,000	0	1,351,000	0	0	0	0
201	CARES Act Support Vehicle	49,000	0	49,000	0	0	0	0
202	CARES Act Small Bus Replacement	178,000	0	178,000	0	0	0	0
203	CARES Act Fixed Route Replacement Buses	1,205,000	0	1,205,000	0	0	0	0
TOTAL		13,797,382	4,522,382	3,158,000	375,000	375,000	375,000	4,527,000
Funding Sources								
	General Fund	1,090,075	409,075	75,000	37,000	37,000	37,000	449,000
	Capital Reserve - General	46,000	46,000	0	0	0	0	0
	Federal Grant	11,633,384	3,656,384	3,083,000	300,000	300,000	300,000	3,622,000
	State Grant	1,027,923	410,923	0	38,000	38,000	38,000	456,000
TOTAL		13,797,382	4,522,382	3,158,000	375,000	375,000	375,000	4,527,000

Project Title **Vehicle Maintenance Program**

Project ID EQP021

Full-time Employees 0

Operating Costs \$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).

	Total	Prior Appr.	2022	2023	2024	2025	2026	Future
Project Costs:								
Equipment/Furniture	4,259,230	509,230	375,000	375,000	375,000	375,000	375,000	1,875,000
Total Cost	4,259,230	509,230	375,000	375,000	375,000	375,000	375,000	1,875,000

Funding Sources:								
General Fund	458,923	50,923	75,000	37,000	37,000	37,000	37,000	185,000
Capital Reserve - General	37,000	37,000	0	0	0	0	0	0
Federal Grant	3,407,384	407,384	300,000	300,000	300,000	300,000	300,000	1,500,000
State Grant	355,923	13,923	0	38,000	38,000	38,000	38,000	190,000
Total Funding	4,259,230	509,230	375,000	375,000	375,000	375,000	375,000	1,875,000

Project Title Fixed Route Bus Replacement Program

Project ID VEH003

Full-time Employees 0

Operating Costs \$0

Project Description FY 30 - Replace six (6) Fixed-Route Transit buses, Unit 715-720 which will become 727 - 732. FY 31 replace one (1) Fixed-Route Transit buses, Unit 721 which will become 733.

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.

	Total	Prior Appr.	2022	2023	2024	2025	2026	Future
Project Costs:								
Vehicles	6,205,644	3,923,644	0	0	0	0	0	2,282,000
Total Cost	6,205,644	3,923,644	0	0	0	0	0	2,282,000
Funding Sources:								
General Fund	576,644	349,644	0	0	0	0	0	227,000
Federal Grant	5,003,000	3,177,000	0	0	0	0	0	1,826,000
State Grant	626,000	397,000	0	0	0	0	0	229,000
Total Funding	6,205,644	3,923,644	0	0	0	0	0	2,282,000

Project Title ADA Bus Replacement

Project ID VEH005

Full-time Employees 0

Operating Costs \$0

Project Description FY 26 - Replace one (1) ADA Program bus (Unit 508) becomes 511
 FY 27 - Replace one (1) ADA Program bus (Unit 509) becomes 512
 FY 28 - Replace one (1) ADA Program bus (Unit 510) becomes 513
 FY 31 - Replace one (1) ADA Program bus (Unit 511) becomes 514
 FY 32 - Replace one (1) ADA Program bus (Unit 512) becomes 515

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.

	Total	Prior Appr.	2022	2023	2024	2025	2026	Future
Project Costs:								
Vehicles	449,508	89,508	0	0	0	0	90,000	270,000
Total Cost	449,508	89,508	0	0	0	0	90,000	270,000

Funding Sources:								
General Fund	44,508	8,508	0	0	0	0	9,000	27,000
Capital Reserve - General	9,000	9,000	0	0	0	0	0	0
Federal Grant	360,000	72,000	0	0	0	0	72,000	216,000
State Grant	36,000	0	0	0	0	0	9,000	27,000
Total Funding	449,508	89,508	0	0	0	0	90,000	270,000

Project Title **Transportation Development Plan**

Project ID STY016

Full-time Employees 0

Operating Costs \$0

Project Description The Transportation Development Plan (TDP) is a 5-year plan that provides a short-range vision of public transportation in Washington County and help guide transportation decisions over the next five years.

Project Assumptions The project assumes funding 80% Federal, 10% State, 10% Local and is contingent on grant funding.

Project Justification The Maryland Transit Administration (MTA) requires the Locally Operated Transit Systems (LOTS) in Maryland to conduct a Transportation Development Plan every five years. The LOTS then use their TDPs as a basis for preparing their Annual Transportation Plan (ATP) to obtain grant funding.

	Total	Prior Appr.	2022	2023	2024	2025	2026	Future
Project Costs:								
Other	100,000	0	0	0	0	0	0	100,000
Total Cost	100,000	0	0	0	0	0	0	100,000
Funding Sources:								
General Fund	10,000	0	0	0	0	0	0	10,000
Federal Grant	80,000	0	0	0	0	0	0	80,000
State Grant	10,000	0	0	0	0	0	0	10,000
Total Funding	100,000	0	0	0	0	0	0	100,000

Project Title CARES Act Preventative Maintenance

Project ID EQP070

Full-time Employees 0

Operating Costs \$0

Project Description The project will provide for preventative maintenance and repairs of transit vehicles and facilities related to COVID 19.

Project Assumptions The project's funding is 100% Federal and is contingent on Federal grant funding. Federal Transit Administration (FTA) allows 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) and Maryland Department of Transportation / Maryland Transit Administration (MDOT - MTA) and Washington County Transit (WCT).

	Total	Prior Appr.	2022	2023	2024	2025	2026	Future
Project Costs:								
Equipment/Furniture	1,351,000	0	1,351,000	0	0	0	0	0
Total Cost	1,351,000	0	1,351,000	0	0	0	0	0
Funding Sources:								
Federal Grant	1,351,000	0	1,351,000	0	0	0	0	0
Total Funding	1,351,000	0	1,351,000	0	0	0	0	0

Project Title CARES Act Support Vehicle

Project ID VEH016

Full-time Employees 0

Operating Costs \$0

Project Description Support vehicles are used to shuttle drivers to/from the Transfer Center at the beginning/end of their daily work assignments along with providing back-up vehicles for all Transit programs.

Project Assumptions The project's funding is 100% Federal and is contingent on Federal grant funding.

Project Justification Following the Maryland Department of Transportation / Maryland Transit Administration (MDOT - MTA) useful life criteria, grant funding is provided to replace existing vehicles when they reach the end of their useful lift criteria.

	Total	Prior Appr.	2022	2023	2024	2025	2026	Future
Project Costs:								
Vehicles	49,000	0	49,000	0	0	0	0	0
Total Cost	49,000	0	49,000	0	0	0	0	0
Funding Sources:								
Federal Grant	49,000	0	49,000	0	0	0	0	0
Total Funding	49,000	0	49,000	0	0	0	0	0

Project Title CARES Act Small Bus Replacement

Project ID VEH017

Full-time Employees 0

Operating Costs \$0

Project Description Replace Units 506 and 507 which will become 509 and 510.

Project Assumptions The project funding is 100% Federal and is contingent on Federal grant funding.

Project Justification Following the Maryland Department of Transportation / Maryland Transit Administration (MDOT - MTA) useful life criteria, grant funding is provided to replace existing vehicles as they reach the end of their useful life criteria.

	Total	Prior Appr.	2022	2023	2024	2025	2026	Future
Project Costs:								
Vehicles	178,000	0	178,000	0	0	0	0	0
Total Cost	178,000	0	178,000	0	0	0	0	0
Funding Sources:								
Federal Grant	178,000	0	178,000	0	0	0	0	0
Total Funding	178,000	0	178,000	0	0	0	0	0

Project Title CARES Act Fixed Route Replacement Buses

Project ID VEH018

Full-time Employees 0

Operating Costs \$0

Project Description Replace three (3) Fixed-Route Transit buses. Units 711, 713 - 714 will become 724 -726

Project Assumptions The project's funding is 100% Federal and is contingent on Federal grant funding.

Project Justification Following the Maryland Department of Transportation / Maryland Transit Administration (MDOT - MTA) useful life criteria, grant funding is provided to replace existing vehicles when they reach the end of their useful life criteria.

	Total	Prior Appr.	2022	2023	2024	2025	2026	Future
Project Costs:								
Vehicles	1,205,000	0	1,205,000	0	0	0	0	0
Total Cost	1,205,000	0	1,205,000	0	0	0	0	0
Funding Sources:								
Federal Grant	1,205,000	0	1,205,000	0	0	0	0	0
Total Funding	1,205,000	0	1,205,000	0	0	0	0	0



Water Quality



Water Quality Capital Improvement Ten Year Summary Fiscal Year 2022 - 2031

		Budget Year			Ten Year Capital Program				
		Total	Prior Appr.	2022	2023	2024	2025	2026	Future
Page	Project Costs								
<u>Water Quality</u>									
<u>Utility Administration</u>									
206	Contingency - Utility Admin	198,677	135,677	0	0	0	0	0	63,000
207	General Building Improvements	964,000	0	30,000	40,000	300,000	594,000	0	0
208	Lab Equipment Replacement	379,117	135,117	25,000	25,000	23,000	23,000	24,000	124,000
209	Local Limits Study	50,000	0	50,000	0	0	0	0	0
210	WQ Equip/Vehicle Replacement Program	1,143,929	268,929	80,000	80,000	80,000	85,000	85,000	465,000
Utility Administration Total		2,735,723	539,723	185,000	145,000	403,000	702,000	109,000	652,000
<u>Wastewater Utility</u>									
211	Contingency - Sewer	136,939	36,939	0	0	0	0	0	100,000
212	Replace Grinder Pumps	985,418	110,418	80,000	80,000	80,000	80,000	90,000	465,000
213	Pump Station Upgrades - Various Stations	4,264,544	1,451,544	275,000	153,000	0	0	885,000	1,500,000
214	Collection System Rehabilitation Project	3,642,618	372,618	0	0	0	870,000	0	2,400,000
215	Capacity Management Project	11,202,160	4,462,160	6,740,000	0	0	0	0	0
216	Sandy Hook Collection System Upgrades	175,000	0	100,000	25,000	25,000	25,000	0	0
217	Smithsburg WWTP ENR Upgrade	17,903,387	4,403,387	3,000,000	0	0	0	0	10,500,000
218	Heavy Sewer EQP and VEH Replacement	1,462,256	363,256	150,000	94,000	200,000	200,000	200,000	255,000
219	Potomac Edison Pump Station & Force Main	1,700,000	0	0	0	0	0	0	1,700,000
220	General WwTP Improvements	1,350,000	0	0	250,000	250,000	300,000	250,000	300,000
Wastewater Utility Total		42,822,322	11,200,322	10,345,000	602,000	555,000	1,475,000	1,425,000	17,220,000
<u>Water Utility</u>									
221	Sharpsburg Water Meter Cradle Replacement	1,000,000	375,000	250,000	250,000	125,000	0	0	0
222	Water Meter Replacement	275,339	125,339	15,000	15,000	15,000	15,000	15,000	75,000
223	Mt Aetna Water System	729,000	130,000	0	599,000	0	0	0	0
224	Sharpsburg Water Treatment Plant	695,343	105,343	0	0	0	0	590,000	0
225	General WTP Improvements	1,381,191	59,191	0	242,000	290,000	0	0	790,000
226	Highfield/Sharpsburg Water Storage Tank	336,000	0	0	0	0	0	0	336,000
227	WQ Main Replacement	1,866,000	0	0	566,000	100,000	100,000	0	1,100,000
Water Utility Total		6,282,873	794,873	265,000	1,672,000	530,000	115,000	605,000	2,301,000
TOTAL		51,840,918	12,534,918	10,795,000	2,419,000	1,488,000	2,292,000	2,139,000	20,173,000
Funding Sources									
	General Fund	504,400	29,400	175,000	175,000	125,000	0	0	0
	Cascade Fund	13,000	13,000	0	0	0	0	0	0
	Utility Admin Fund	1,742,323	510,323	155,000	105,000	103,000	108,000	109,000	652,000
	Water Fund	416,339	266,339	15,000	15,000	15,000	15,000	15,000	75,000
	Sewer Fund	4,529,150	2,280,150	330,000	199,000	305,000	305,000	290,000	820,000
	Self-Supported Bond	41,460,706	9,160,706	10,045,000	1,750,000	915,000	1,539,000	1,725,000	16,326,000
	State Grant	1,475,000	275,000	75,000	175,000	25,000	325,000	0	600,000
	Contributions	1,700,000	0	0	0	0	0	0	1,700,000
TOTAL		51,840,918	12,534,918	10,795,000	2,419,000	1,488,000	2,292,000	2,139,000	20,173,000

Project Title **Contingency - Utility Admin**

Project ID ADM003

Full-time Employees 0

Operating Costs \$0

Project Description The project provides a budgetary reserve 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 the purpose may be modified to reflect the source of funds as determined through the budget process.

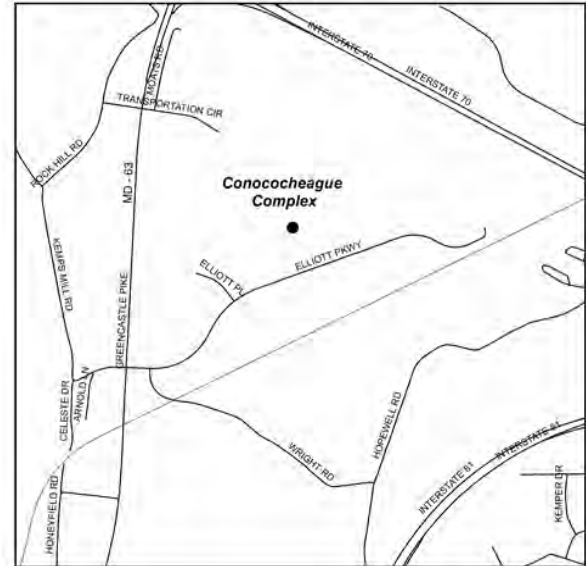
	Total	Prior Appr.	2022	2023	2024	2025	2026	Future
Project Costs:								
Contingency	198,677	135,677	0	0	0	0	0	63,000
Total Cost	198,677	135,677	0	0	0	0	0	63,000
Funding Sources:								
General Fund	29,400	29,400	0	0	0	0	0	0
Utility Admin Fund	169,277	106,277	0	0	0	0	0	63,000
Total Funding	198,677	135,677	0	0	0	0	0	63,000

Project Title General Building Improvements

Project ID BLD073

Full-time Employees 0

Operating Costs \$0



Project Description The project will provide for general building improvements to the administration office building and maintenance buildings as well as 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.

	Total	Prior Appr.	2022	2023	2024	2025	2026	Future
Project Costs:								
Construction	964,000	0	30,000	40,000	300,000	594,000	0	0
Total Cost	964,000	0	30,000	40,000	300,000	594,000	0	0
Funding Sources:								
Self-Supported Bond	964,000	0	30,000	40,000	300,000	594,000	0	0
Total Funding	964,000	0	30,000	40,000	300,000	594,000	0	0

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 its useful life and needs to be replaced / upgraded.

	Total	Prior Appr.	2022	2023	2024	2025	2026	Future
Project Costs:								
Equipment/Furniture	379,117	135,117	25,000	25,000	23,000	23,000	24,000	124,000
Total Cost	379,117	135,117	25,000	25,000	23,000	23,000	24,000	124,000
Funding Sources:								
Utility Admin Fund	379,117	135,117	25,000	25,000	23,000	23,000	24,000	124,000
Total Funding	379,117	135,117	25,000	25,000	23,000	23,000	24,000	124,000

Project Title Local Limits Study

Project ID STY025

Full-time Employees 0

Operating Costs \$0

Project Description MDE requires a Local Limits Study (LLS) when a WwTP completes a major upgrade. In 2010 MDE gave a deferment of initiating a LLS until the Conococheague ENR upgrade was completed. The LLS requires an engineering firm to survey the entire service area of the WwTP and identify industrial users (IU) discharging to the sewer and comprehensive sampling of the entire system. The compiled data, along with stream water quality criteria are used to establish new local limits for the POTW and determine how they will be implemented in IU permits.

Project Assumptions MDE will approve submitted plans and final results.

Project Justification MDE required to enforce Pretreatment Program as required in the Pretreatment Delegation Agreement.

	Total	Prior Appr.	2022	2023	2024	2025	2026	Future
Project Costs:								
Other	50,000	0	50,000	0	0	0	0	0
Total Cost	50,000	0	50,000	0	0	0	0	0
Funding Sources:								
Utility Admin Fund	50,000	0	50,000	0	0	0	0	0
Total Funding	50,000	0	50,000	0	0	0	0	0

Project Title **WQ Equip/Vehicle Replacement Program**

Project ID VEH007

Full-time Employees 0

Operating Costs \$0

Project Description The project will replace heavy equipment and vehicles that are beyond their useful life, which are typically the costliest 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.

	Total	Prior Appr.	2022	2023	2024	2025	2026	Future
Project Costs:								
Vehicles	1,143,929	268,929	80,000	80,000	80,000	85,000	85,000	465,000
Total Cost	1,143,929	268,929	80,000	80,000	80,000	85,000	85,000	465,000
Funding Sources:								
Utility Admin Fund	1,143,929	268,929	80,000	80,000	80,000	85,000	85,000	465,000
Total Funding	1,143,929	268,929	80,000	80,000	80,000	85,000	85,000	465,000

Project Title **Contingency - Sewer**

Project ID ADM008

Full-time Employees 0

Operating Costs \$0

Project Description This project is 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 the purpose may be modified to reflect the source of funds as determined through the budget process.

	Total	Prior Appr.	2022	2023	2024	2025	2026	Future
Project Costs:								
Contingency	136,939	36,939	0	0	0	0	0	100,000
Total Cost	136,939	36,939	0	0	0	0	0	100,000
Funding Sources:								
Sewer Fund	136,939	36,939	0	0	0	0	0	100,000
Total Funding	136,939	36,939	0	0	0	0	0	100,000

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 Appr.	2022	2023	2024	2025	2026	Future
Project Costs:								
Equipment/Furniture	985,418	110,418	80,000	80,000	80,000	80,000	90,000	465,000
Total Cost	985,418	110,418	80,000	80,000	80,000	80,000	90,000	465,000
Funding Sources:								
Sewer Fund	985,418	110,418	80,000	80,000	80,000	80,000	90,000	465,000
Total Funding	985,418	110,418	80,000	80,000	80,000	80,000	90,000	465,000

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 Appr.	2022	2023	2024	2025	2026	Future
Project Costs:								
Construction	4,264,544	1,451,544	275,000	153,000	0	0	885,000	1,500,000
Total Cost	4,264,544	1,451,544	275,000	153,000	0	0	885,000	1,500,000
Funding Sources:								
Sewer Fund	4,683	4,683	0	0	0	0	0	0
Self-Supported Bond	4,259,861	1,446,861	275,000	153,000	0	0	885,000	1,500,000
Total Funding	4,264,544	1,451,544	275,000	153,000	0	0	885,000	1,500,000

Project Title **Collection System Rehabilitation Project**

Project ID LIN040

Full-time Employees 0

Operating Costs \$0

Project Description This project will rehabilitate existing sewer lines.

Project Assumptions Grant estimate 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.

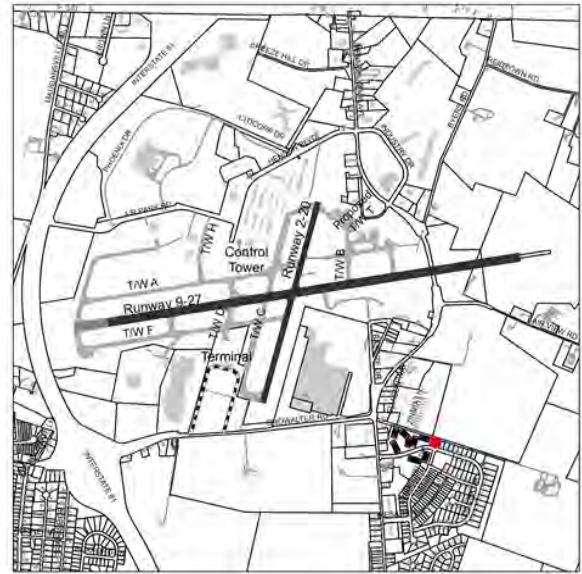
	Total	Prior Appr.	2022	2023	2024	2025	2026	Future
Project Costs:								
Construction	3,642,618	372,618	0	0	0	870,000	0	2,400,000
Total Cost	3,642,618	372,618	0	0	0	870,000	0	2,400,000
Funding Sources:								
Sewer Fund	340,235	340,235	0	0	0	0	0	0
Self-Supported Bond	2,427,383	32,383	0	0	0	570,000	0	1,825,000
State Grant	875,000	0	0	0	0	300,000	0	575,000
Total Funding	3,642,618	372,618	0	0	0	870,000	0	2,400,000

Project Title Capacity Management Project

Project ID LIN042

Full-time Employees 0

Operating Costs \$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.

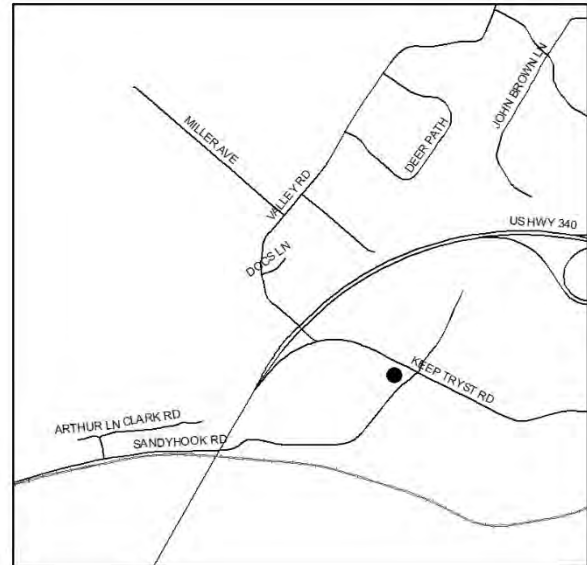
	Total	Prior Appr.	2022	2023	2024	2025	2026	Future
Project Costs:								
Construction	10,682,160	3,942,160	6,740,000	0	0	0	0	0
Land Acquisition	520,000	520,000	0	0	0	0	0	0
Total Cost	11,202,160	4,462,160	6,740,000	0	0	0	0	0
Funding Sources:								
Sewer Fund	74,567	74,567	0	0	0	0	0	0
Self-Supported Bond	11,127,593	4,387,593	6,740,000	0	0	0	0	0
Total Funding	11,202,160	4,462,160	6,740,000	0	0	0	0	0

Project Title Sandy Hook Collection System Upgrades

Project ID LIN045

Full-time Employees 0

Operating Costs \$0



Project Description Washington County maintains the grinder pump system in Sandy Hook. Due to aging of infrastructure, flooding, and other issues the wiring from the pumps to the control panels have become fused and need replaced. The work will be completed one section (panel) at a time until complete.

Project Justification Multiple issues have occurred as a result of wires becoming fused and no more wire can be pulled.

	Total	Prior Appr.	2022	2023	2024	2025	2026	Future
Project Costs:								
Other	175,000	0	100,000	25,000	25,000	25,000	0	0
Total Cost	175,000	0	100,000	25,000	25,000	25,000	0	0
Funding Sources:								
Sewer Fund	175,000	0	100,000	25,000	25,000	25,000	0	0
Total Funding	175,000	0	100,000	25,000	25,000	25,000	0	0

Project Title **Smithsburg WwTP - ENR Upgrades**

Project ID TRP021

Full-time Employees 0

Operating Costs \$10,000



Project Description 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.

Project Assumptions Pending grant funding approval.

Project Justification The upgrade is required to meet MDE's ENR strategy and to prepare for anticipated development in the area.

	Total	Prior Appr.	2022	2023	2024	2025	2026	Future
Project Costs:								
Construction	16,259,917	3,259,917	3,000,000	0	0	0	0	10,000,000
Engineering and Design	1,643,470	1,143,470	0	0	0	0	0	500,000
Total Cost	17,903,387	4,403,387	3,000,000	0	0	0	0	10,500,000
Funding Sources:								
Sewer Fund	1,350,052	1,350,052	0	0	0	0	0	0
Self-Supported Bond	16,553,335	3,053,335	3,000,000	0	0	0	0	10,500,000
Total Funding	17,903,387	4,403,387	3,000,000	0	0	0	0	10,500,000

Project Title Heavy Sewer EQP and VEH Replacement

Project ID VEH010

Full-time Employees 0

Operating Costs \$0

Project Description The project will replace heavy equipment and vehicles that are beyond their useful life, which are typically the costliest 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.

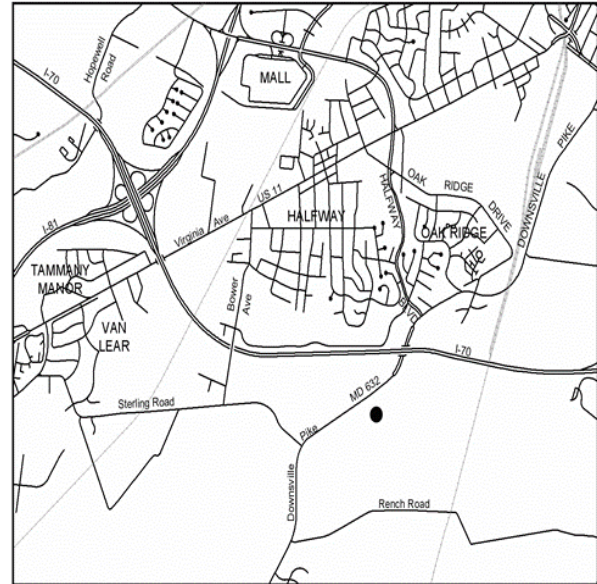
	Total	Prior Appr.	2022	2023	2024	2025	2026	Future
Project Costs:								
Equipment/Furniture	48,000	4,000	4,000	4,000	5,000	5,000	5,000	21,000
Vehicles	1,414,256	359,256	146,000	90,000	195,000	195,000	195,000	234,000
Total Cost	1,462,256	363,256	150,000	94,000	200,000	200,000	200,000	255,000

Funding Sources:								
Sewer Fund	1,462,256	363,256	150,000	94,000	200,000	200,000	200,000	255,000
Total Funding	1,462,256	363,256	150,000	94,000	200,000	200,000	200,000	255,000

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 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.

	Total	Prior Appr.	2022	2023	2024	2025	2026	Future
Project Costs:								
Construction	1,700,000	0	0	0	0	0	0	1,700,000
Total Cost	1,700,000	0	0	0	0	0	0	1,700,000
Funding Sources:								
Contributions	1,700,000	0	0	0	0	0	0	1,700,000
Total Funding	1,700,000	0	0	0	0	0	0	1,700,000

Project Title **General WwTP Improvements**

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.

	Total	Prior Appr.	2022	2023	2024	2025	2026	Future
Project Costs:								
Construction	1,250,000	0	0	250,000	250,000	250,000	250,000	250,000
Engineering and Design	100,000	0	0	0	0	50,000	0	50,000
Total Cost	1,350,000	0	0	250,000	250,000	300,000	250,000	300,000
Funding Sources:								
Self-Supported Bond	1,350,000	0	0	250,000	250,000	300,000	250,000	300,000
Total Funding	1,350,000	0	0	250,000	250,000	300,000	250,000	300,000

Project Title **Sharpsburg Water Meter Cradle Replacement**

Project ID EQP068

Full-time Employees 0

Operating Costs \$0

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

Project Justification The existing fitting associated with the cradles are old and contain lead. EPA has passed a new law that requires all the lead fittings to be removed and replaced with non-lead fitting. Also, the cradles are required to have backflow preventers installed, but the majority of the existing cradles don't have backflow prevents. This project will address both issues by replacing all the existing fitting with non-lead fitting and installation of a backflow preventer.

	Total	Prior Appr.	2022	2023	2024	2025	2026	Future
Project Costs:								
Construction	1,000,000	375,000	250,000	250,000	125,000	0	0	0
Total Cost	1,000,000	375,000	250,000	250,000	125,000	0	0	0
Funding Sources:								
General Fund	475,000	0	175,000	175,000	125,000	0	0	0
Water Fund	125,000	125,000	0	0	0	0	0	0
State Grant	400,000	250,000	75,000	75,000	0	0	0	0
Total Funding	1,000,000	375,000	250,000	250,000	125,000	0	0	0

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.

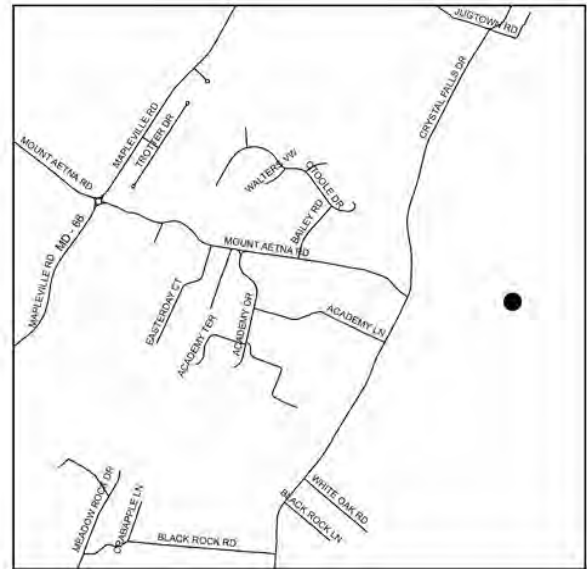
	Total	Prior Appr.	2022	2023	2024	2025	2026	Future
Project Costs:								
Construction	275,339	125,339	15,000	15,000	15,000	15,000	15,000	75,000
Total Cost	275,339	125,339	15,000	15,000	15,000	15,000	15,000	75,000
Funding Sources:								
Water Fund	275,339	125,339	15,000	15,000	15,000	15,000	15,000	75,000
Total Funding	275,339	125,339	15,000	15,000	15,000	15,000	15,000	75,000

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.

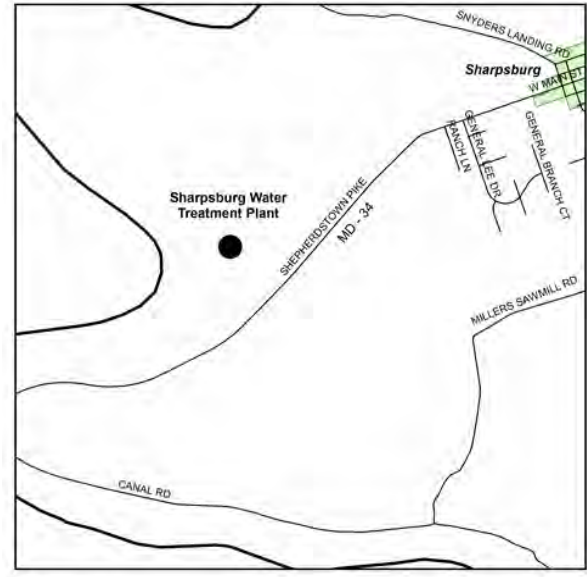
	Total	Prior Appr.	2022	2023	2024	2025	2026	Future
Project Costs:								
Construction	729,000	130,000	0	599,000	0	0	0	0
Total Cost	729,000	130,000	0	599,000	0	0	0	0
Funding Sources:								
Self-Supported Bond	654,000	105,000	0	549,000	0	0	0	0
State Grant	75,000	25,000	0	50,000	0	0	0	0
Total Funding	729,000	130,000	0	599,000	0	0	0	0

Project Title **Sharpsburg Water Treatment Plant**

Project ID TRP023

Full-time Employees 0

Operating Costs \$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 ensure compliance with Drinking Water Regulations.

	Total	Prior Appr.	2022	2023	2024	2025	2026	Future
Project Costs:								
Construction	695,343	105,343	0	0	0	0	590,000	0
Total Cost	695,343	105,343	0	0	0	0	590,000	0
Funding Sources:								
Self-Supported Bond	695,343	105,343	0	0	0	0	590,000	0
Total Funding	695,343	105,343	0	0	0	0	590,000	0

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 Appr.	2022	2023	2024	2025	2026	Future
Project Costs:								
Construction	1,381,191	59,191	0	242,000	290,000	0	0	790,000
Total Cost	1,381,191	59,191	0	242,000	290,000	0	0	790,000
Funding Sources:								
Cascade Fund	13,000	13,000	0	0	0	0	0	0
Water Fund	16,000	16,000	0	0	0	0	0	0
Self-Supported Bond	1,352,191	30,191	0	242,000	290,000	0	0	790,000
Total Funding	1,381,191	59,191	0	242,000	290,000	0	0	790,000

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 operations.

	Total	Prior Appr.	2022	2023	2024	2025	2026	Future
Project Costs:								
Construction	336,000	0	0	0	0	0	0	336,000
Total Cost	336,000	0	0	0	0	0	0	336,000
Funding Sources:								
Self-Supported Bond	336,000	0	0	0	0	0	0	336,000
Total Funding	336,000	0	0	0	0	0	0	336,000

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 Appr.	2022	2023	2024	2025	2026	Future
Project Costs:								
Construction	1,866,000	0	0	566,000	100,000	100,000	0	1,100,000
Total Cost	1,866,000	0	0	566,000	100,000	100,000	0	1,100,000
Funding Sources:								
Self-Supported Bond	1,741,000	0	0	516,000	75,000	75,000	0	1,075,000
State Grant	125,000	0	0	50,000	25,000	25,000	0	25,000
Total Funding	1,866,000	0	0	566,000	100,000	100,000	0	1,100,000





Washington County

M A R Y L A N D