



**Washington County**  
M A R Y L A N D

**Fiscal  
Year  
2026**



**Ten Year Capital Improvement Plan  
2026-2035**

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# Introduction

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## Washington County Commissioners



**JOHN F. BARR**, a fourth-term County Commissioner, serves as President of the Board of County Commissioners, and was first elected in 2006. He was raised in Boonsboro, Maryland and is a Master Electrician in five states. In high school, Mr. Barr worked for his father as a field electrician at M/L Electric, Inc., founded in 1927. In 1979, he formed the management team overseeing the service department. In 1984, Mr. Barr bought the company from his father and changed the name to Ellsworth Electric, Inc. He remained president and owner until his son purchased the business in 2020. Mr. Barr is active in various service organizations and community projects. He also served a one-year term as President of the Maryland Association of Counties (MACo) in 2016 and in December 2024, he was re-installed as a member of the MACo Board of Directors.



**JEFFREY A. "JEFF" CLINE**, a fourth-term County Commissioner, serves as Vice President of the Board of County Commissioners and is a resident of Williamsport, Maryland. Mr. Cline is a graduate of Williamsport High School and Hagerstown Community College. Mr. Cline has experience as a realtor since 2003. He graduated from the Maryland Association of Realtors' 2008 Leadership Academy and received the Graduate of Realtor Institute (GRI) designation. He is also a graduate of the 2013 Leadership Washington County Class 26. Mr. Cline served on the Williamsport Town Council from 2005 to 2009.



**RANDALL E. "RANDY" WAGNER**, a second-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 Trucks 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 21 years and is a licensed private pilot. He also served on the Animal Control Board and held the position as Vice Chair for eight years. He currently serves on the Airport Advisory Board, the Planning Commission, the Healthy Advisory Board, the Black Rock Golf Course Board, and the Emergency Services Advisory Council.



**DEREK HARVEY**, Colonel, USA (retired), a first-term County Commissioner, worked on Capitol Hill as the Lead Investigator and Senior Advisor to the House Permanent Select Intelligence Committee, and in the White House National Security Council under President Donald J. Trump during President Trump's first term. After serving as an Airborne Ranger Infantry Officer and a decorated Army colonel, earning a Bronze Star and multiple Meritorious Service Medals, he transitioned into government service as a Senior Intelligence Executive. Mr. Harvey has been an adjunct professor at the University of Maryland and Central Texas College and was a Fellow at Carnegie Mellon University. As a Professor and Research Institute Director at the University of South Florida, he focused on supporting local governments with insights to help with smarter decision making. Elected to the Board of County Commissioners in 2022, he is a member of the Morris Frock American Legion and resides in Smithsburg.



**RANDAL LEATHERMAN**, a longtime resident and dedicated community member, has served on the Hagerstown Regional Airport Advisory Committee, Washington County Republican Central Committee, and various fire departments throughout Washington County. His contributions to public safety and emergency response have been recognized with numerous awards, including the Fairfax County Fire Department Bronze Medal for Lifesaving and the Air National Guard's Meritorious Service Medal.



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## Vision and Mission Statements

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### 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.





## Citizens of Washington County, Maryland

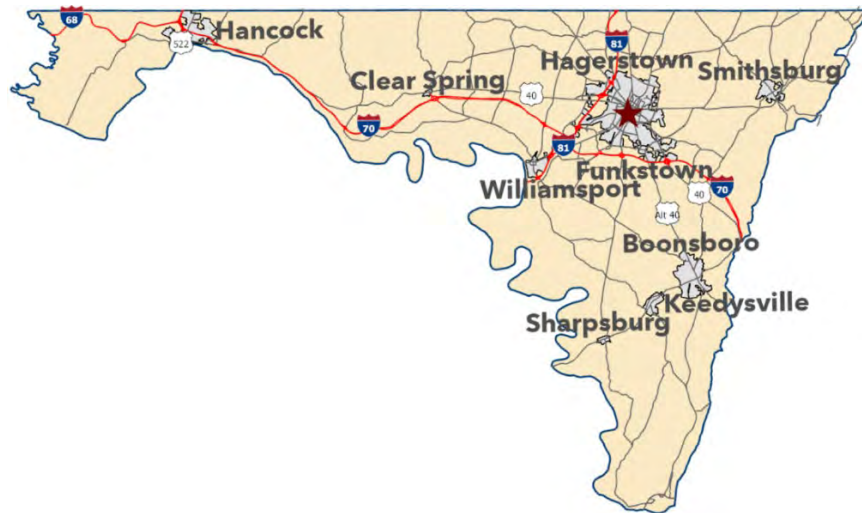




## Community Profile

### 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. and 72 miles west of Baltimore. Two major highways, Interstate 81 – running north and south, and Interstate 70 – running east and west, cross within the County's borders.



The 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 5 national parks, 8 state parks, 14 county parks, numerous monuments, and more than 35 museums that tell America's story spanning three centuries.

Hagerstown was founded by German immigrant Jonathan Hager who was a volunteer Captain of Scouts during the French and Indian War. Located in the center of the Great Valley in Western Central Maryland, Hagerstown was at the crossroads of the Civil War. The Valley provided a natural corridor for refugees 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 Mummer's Day Parade. Some of Washington County's major local attractions include:



***Fort Ritchie, Cascade, MD***

- ◆ 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.
- ◆ 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, and renovated in 2019, it is home to the Maryland Symphony Orchestra and Miss Maryland Pageant.
- ◆ Meritus Park Stadium – opened in May 2024 and is the home of the Flying Boxcars, a team in the Atlantic League of Professional Baseball. The stadium will also serve as a venue for concerts, community events, and much more.

- ◆ 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.
- ◆ Fort Ritchie – U.S. military base built in 1926 and closed in 1998. Now is undergoing major revitalization and has a museum, residences, and businesses with several community events each year.
- ◆ Hagerstown Speedway – one of the fastest and safest dirt tracks in the United States.



Source: Hagerstown Speedway

***Hagerstown Speedway***

## **Form of Government**

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

Under the Code of the Public Local Laws of Washington County (2019 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 act, 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 Board appoints 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 all 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 Commissioners.

## **Services**

### **Transportation**

Hagerstown Regional Airport (HGR) is a Part 139-certified facility which provides two to four flights weekly to Orlando Sanford International (SFB) year-round, via Allegiant Airlines. Allegiant also offers two to four flights weekly to St. Pete-Clearwater (PIE) ten months of the year and to Myrtle Beach (MYR) for five months in the summer and fall. Additionally, the airfield offers fixed base operator services to general aviation, corporate, air cargo, and military aircraft at the Rider Jet Center. There are approximately 40 airport-based businesses employing 2,000 and providing a variety of aeronautical services for nearly all types and sizes of aircraft. In addition, Washington Dulles International (IAD), Baltimore/Washington International Thurgood Marshall (BWI), and Ronald Reagan Washington National (DCA) airports are located within 75 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 rail lines of CSX and Norfolk Southern provide shipment to anywhere on the Atlantic Seaboard.

### **Hospital and Medical Care**

Meritus Health, Western Maryland’s largest health care provider, is located at the crossroads of Western Maryland, Southern Pennsylvania, and the Eastern Panhandle of West Virginia. With nearly 3,000 employees, 500 medical staff members and 250 volunteers, Meritus Health services over 200,000 residents of the tristate region. Meritus Medical Center has 327 beds and is a Joint Commission accredited hospital. Meritus Medical group is a network of 20 medical practices with more than 160 providers. Meritus Health will welcome the first class of medical students to a four-year osteopathic medical school in Hagerstown in July 2025. The school aims to meet the physician shortage that is currently being



experienced nationally, in Maryland, and in Washington County. The new residential housing and associated school will be adjacent to Meritus Medical Center, providing a unique opportunity for students.

The Washington County Health Department, which provides various health services to the citizens of Washington County, employs a total of 140 full-time and part-time personnel across seven divisions. Other medical care facilities include nine privately owned, licensed skilled nursing facilities, the George W. Comstock Center for Public Health Research and Prevention, and the Western Maryland Center, a State-owned chronic care 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 108 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, as well as providing services for the Circuit Court Adult Drug Court Program. 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 and the Smithsburg Police Department each employ four full-time officers. In addition, the Boonsboro Police Department employs five police officers.

The Office of Emergency Management is responsible for emergency/911 communications in addition to mitigation, planning, response, and recovery from natural and technical disasters. Emergency Management activities are overseen by a director with support from a full-time emergency planner and an emergency management specialist and the Emergency Communications Center ("ECC") has six full-time executive support staff. The ECC processes and coordinates all 911 calls for the County and its municipalities through one central dispatch location. Washington County has a Local Emergency Planning Committee, overseen by Emergency Management, that coordinates disaster planning, conducts drills to exercise the County Emergency Operations Plan, and oversees a community outreach program.

The County's Division of Emergency Services ("DES") oversees Fire, Rescue, and the Emergency Medical Services Operations Program. DES is led by a full-time career director and two full-time department heads who oversee the daily operational components of Emergency Services in Washington County. DES has 92 full-time and 23 part-time personnel working directly within the division.

The Public Safety Training Center ("PSTC") became operational in 2022 with daily oversight being provided by DES, in collaboration with the Washington County Sheriff's Office. The PSTC is staffed by seven full-time employees who are split among fire, EMS, and law enforcement training initiatives. The PSTC serves as host to the Washington County Law Enforcement Academy and the Division of Emergency Services Paramedic Training Program, which both involve academic connections to DES's Firefighter Recruit Academy at Hagerstown Community College. Various courses sponsored by the Maryland Fire and Rescue Institute are also hosted at the PSTC.

The County's Office of Emergency Medical Services ("EMS") is overseen by a deputy director - operations and includes 25 full-time advanced life support ("ALS") technicians, 13 basic life support technicians (EMTs), and five part-time ALS technicians. This team deploys four highly specialized ALS chase units which support the eight independent emergency medical services companies.

### 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. Currently, the County disposes of solid waste at the 40 West Landfill, which opened in 2000. The department also operates five solid waste convenience centers that are strategically located throughout Washington County.

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), in the areas of Highfield, Elk Ridge, Sandy Hook, Mt. Aetna, and the towns of Sharpsburg and Smithsburg. Five treatments plants serve the County water system in addition to five treatment plants for the County wastewater system. The County provides wastewater “treatment only” services to its wholesale customers, which are the towns of Williamsport and Smithsburg, the Conococheague Pretreatment Facility (privatized in 2006 through a long-term lease), and the City of Hagerstown. The only major wastewater treatment facility for public use, other than those operated by the County, is the Hagerstown Wastewater Treatment Plant, owned and operated by the City of Hagerstown.

### Department of Business & Economic Development

The Washington County Department of Business & Economic Development (“DBED”) is dedicated to creating and sustaining a positive pro-business climate. DBED currently has six full-time employees and the support of a dedicated Small Business Development Consultant. It provides business support and resources, business retention efforts, and markets business attractions both locally and nationally. DBED also administers the Enterprise Zone Program, identifying eligible businesses that qualify for local real property tax credits and State income tax credits in the City of Hagerstown and elsewhere in Washington County.

Throughout the year, DBED meets with representatives of existing companies in need of assistance, as well as businesses interested in moving or expanding to Washington County. Discussions include appropriate funding programs, incentive benefits, customized training programs, workforce development efforts, and other sources of business support. DBED 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 the Washington County Convention & Visitors Bureau to better serve the needs of businesses in Washington County. DBED 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

<u>Year</u>	<u>County Total</u>
1980	113,086
1990	121,393
2000	131,923
2010	147,430
2020	154,705
2024 estimate	157,228
2025 projected	157,950
2030 projected	165,430
2035 projected	173,150

Source: U.S. Census Bureau Quick Facts, 2024, & projections by the MD Dept. of Planning, as of Mar. 2025

### Population Statistics

<b>Age:</b>	17 & under	21.60%
	18-64 (workforce age)	60.00%
	65 & older	18.40%
	Median Age	40.6
<b>Gender:</b>	Male	50.90%
	Female	49.10%
<b>Race:</b>	White	79.50%
	Black	14.10%
	Other	6.40%

Source: U.S. Census Bureau Quick Facts, 2024 estimates

### Housing

<b>2024 Median Selling Price</b>	
Washington County	\$313,500
Maryland	\$420,000

Source: Maryland Association of Realtors, 2024 (calendar year data)

### Households

Number of Households	59,411
Number of Married Couple Households	26,854
Number of Non-Married Households	32,557

Source: U.S. Census Bureau Quick Facts, 2024

### County Income

Per Capita Income	\$37,391
Median Household Income	\$74,157

Source: U.S. Census Bureau Quick Facts, 2024 (in 2023 dollars)

### County Employment Statistics

Civilian Labor Force	69,197
Employed	66,906
Unemployed	2,291
County Rate	3.3%
State Rate	3.1%

Source: MD Department of Labor, as of April 2025

## Education Facilities in Washington County

## Higher Education:

- Hagerstown Community College
- Univ. System of MD at Hagerstown

## Primary Education:

25 Elementary Schools	
7 Middle Schools	
9 High Schools	
3 Special Programs	
13 Private Schools	
Pupil/Teacher Ratio:	14.8
Public Enrollment:	22,549
High School Graduates:	1,612
Avg. Cost per Pupil:	\$17,595

Sources: Washington County Board of Ed. (Oct. 2024), National Center for Education Statistics (2022), MD Dept. of Commerce and MD State Dept. of Education (2024).

## Top 15 Employers in Washington County

<u>Employer</u>	<u>Employment</u>
1 Wash Co Public Schools	3,705
2 Meritus Health	2,740
3 FedEx Ground	2,654
4 FiServ	2,185
5 State of Maryland	1,855
6 Volvo Group Trucks	1,836
7 Amazon	1,500
8 Washington County Government	1,418
9 Bowman Group, LLP (The)	830
10 Wal-Mart	565
11 ARC of Washington County	554
12 Hagerstown Community College	545
13 Merkle Response Management	545
14 Brook Lane Health Services	485
15 AC&T Co.	375

Source: Washington County Dept. of Business Development (as of Dec. 2024)



## Other Training:

- The Barr Construction Institute
- Pittsburgh Institute of Aeronautics
- Western MD Consortium
- D.M. Bowman Family Workforce Training Center

## County Industry Series

<u>Industry</u>	<u>Total Establishments</u>
Trade, Transportation, & Utilities	934
Professional & Business Services	629
Education & Health Services	544
Leisure & Hospitality	431
Construction	355
Other Services	336
Financial Activities	329
Manufacturing	167
Local Government	64
Information	49
Natural Resources & Mining	42
Federal Government	41
State Government	12
<b>Total</b>	<b>3,933</b>

Source: MD Department of Labor, as of Sept. 2024

**County Water Quality Systems**

	<u>Total # of Services</u>
Full - Service Water	1,384
Full - Service Sewer	7,762
Collection Service Sewer	4,076
Wholesale	4
<b>Total</b>	<b>13,226</b>

Source: Washington County Department of Budget and Finance, as of Dec. 2024

**County Building Permits**

	<u>Number</u>	<u>Value (000's)</u>
Residential New	191	\$57,383
Other Permits	1,063	\$187,879
<b>Total</b>	<b>1,254</b>	<b>\$245,262</b>

Source: Washington County Division of Permits & Inspections, 2024 (calendar year data)

**Top 20 Largest Taxpayers in Washington County  
as of June 30, 2024  
Ranked by Assessed Value**

	<u>Taxpayer</u>	<u>Assessed Value</u>
1	Potomac Edison Company	\$111,488,070
2	Amazon.com Services, LLC	100,088,220
3	FedEx Ground Packaging System, Inc.	75,699,077
4	Verizon Maryland, LLC / Verizon Online, LLC	53,985,010
5	Columbia Gas of Maryland, Inc.	51,802,840
6	Norfolk Southern Corporation	35,323,190
7	Tractor Supply Company	34,782,340
8	TR Hagerstown Mob, LLC	22,830,800
9	Point Broadband of the Piedmont, LLC	20,866,910
10	CSX Transportation Co.	19,555,130
11	Black & Decker (U.S.), Inc.	19,426,200
12	Antietam Cable Television, LLC	15,690,163
13	Intelsat US, LLC	15,086,910
14	Wal-Mart Stores East, LP	13,259,823
15	AC&T Co., Inc.	11,776,700
16	First Data Merchant	10,877,870
17	Huntington Technology Finance, Inc.	9,903,650
18	Great Southern Wood - MD, Inc.	9,280,273
19	Sealy Mattress Manufacturing Company, LLC	7,239,530
20	Herbalife International of America, Inc.	6,630,460

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.



# 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 occurs.

## 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
- ◆ 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
- ◆ 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 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 – This criterion measures the possible effect of deferring the project, such as complete replacement of facility or equipment, major repair, or 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 – This criterion 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 is the results of the Debt Affordability Analysis, cash flow requirements of each project, and the financial costs associated with each funding source. The 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 are the other major funding sources. Excise tax is assessed for residential construction at \$1 per sq foot (SF), and \$.50 SF for additions to residential properties. Excise tax for non-residential non-retail is assessed at \$1 SF and non-residential 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 0.5%. 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.



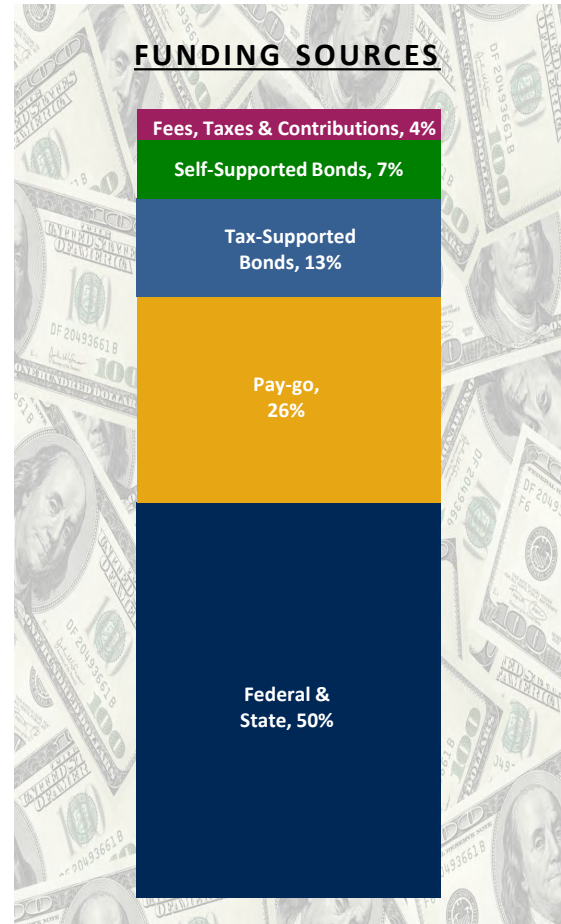
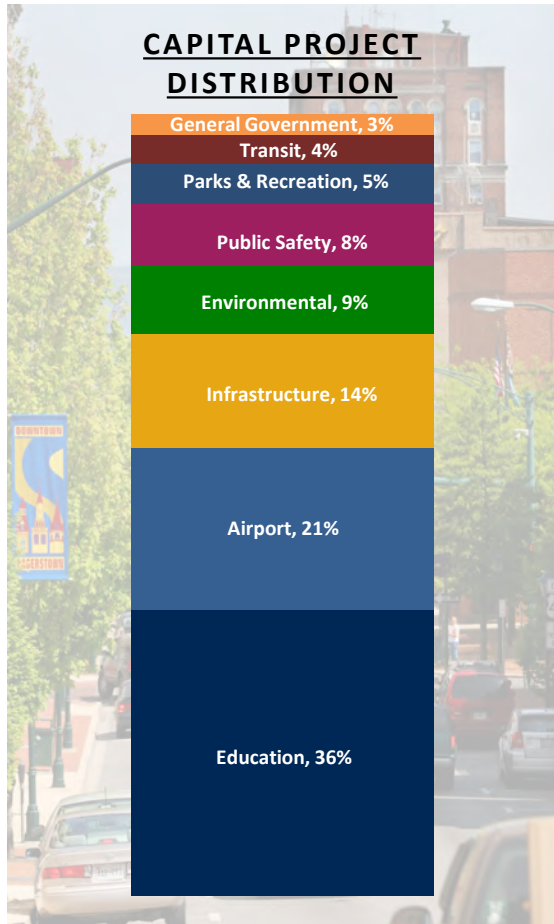
# Fiscal Year 2026 Overview

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## Fiscal Year 2026 Capital Improvement Budget Overview

A graphic illustration of planned capital project distribution and funding sources for fiscal year 2026 is shown below. The fiscal year 2026 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 impacts 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 2026 is approximately \$21.0 million. The ten-year operating budget impact for major projects approved in the fiscal year 2026 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 are 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. 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. The 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
2021	948	1,623	1.09%	1.34%	5.13%	7.42%	0.18%	0.30%
2022	922	1,669	1.07%	1.56%	5.18%	6.66%	0.17%	0.26%
2023	921	1,680	1.01%	1.42%	5.28%	7.01%	0.17%	0.28%
2024	931	1,828	0.99%	1.27%	5.03%	7.22%	0.17%	0.25%
2025 estimated	1,013	1,828	0.97%	1.27%	5.94%	7.22%	0.18%	0.25%
Policy	1,500		1.50%		8.00%		0.50%	

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

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

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

Debt Capacity Analysis – Effect of Debt Issuance on Debt Ratios								
Fiscal Year	Debt Per Capita		Debt as a Percent of FMV		Debt Service as a % of General Fund Revenue		Debt Service Per Capita as a % of Income Per Capita	
	Projected	Peer Group Median	Projected	Peer Group Median	Projected	Peer Group Median	Projected	Peer Group Median
2026	1,036	1,828	0.98%	1.27%	5.77%	7.22%	0.17%	0.25%
2027	1,056	1,828	0.99%	1.27%	5.78%	7.22%	0.17%	0.25%
2028	1,074	1,828	1.00%	1.27%	5.95%	7.22%	0.17%	0.25%
2029	1,086	1,828	1.01%	1.27%	5.46%	7.22%	0.15%	0.25%
2030	1,107	1,828	1.02%	1.27%	5.45%	7.22%	0.15%	0.25%
2031	1,126	1,828	1.03%	1.27%	5.70%	7.22%	0.16%	0.25%
2032	1,139	1,828	1.03%	1.27%	5.71%	7.22%	0.16%	0.25%
2033	1,149	1,828	1.03%	1.27%	5.74%	7.22%	0.15%	0.25%
2034	1,157	1,828	1.03%	1.27%	5.72%	7.22%	0.15%	0.25%
2035	1,163	1,828	1.03%	1.27%	5.70%	7.22%	0.15%	0.25%
2036	1,168	1,828	1.03%	1.27%	5.63%	7.22%	0.15%	0.25%
2037	1,171	1,828	1.02%	1.27%	5.59%	7.22%	0.15%	0.25%
2038	1,174	1,828	1.02%	1.27%	5.57%	7.22%	0.14%	0.25%
2039	1,175	1,828	1.01%	1.27%	5.54%	7.22%	0.14%	0.25%
2040	1,174	1,828	1.00%	1.27%	5.50%	7.22%	0.14%	0.25%
2041	1,171	1,828	0.99%	1.27%	5.45%	7.22%	0.14%	0.25%
2042	1,167	1,828	0.98%	1.27%	5.48%	7.22%	0.14%	0.25%
2043	1,160	1,828	0.97%	1.27%	5.48%	7.22%	0.14%	0.25%
2044	1,150	1,828	0.95%	1.27%	5.47%	7.22%	0.14%	0.25%
2045	1,138	1,828	0.93%	1.27%	5.17%	7.22%	0.13%	0.25%
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

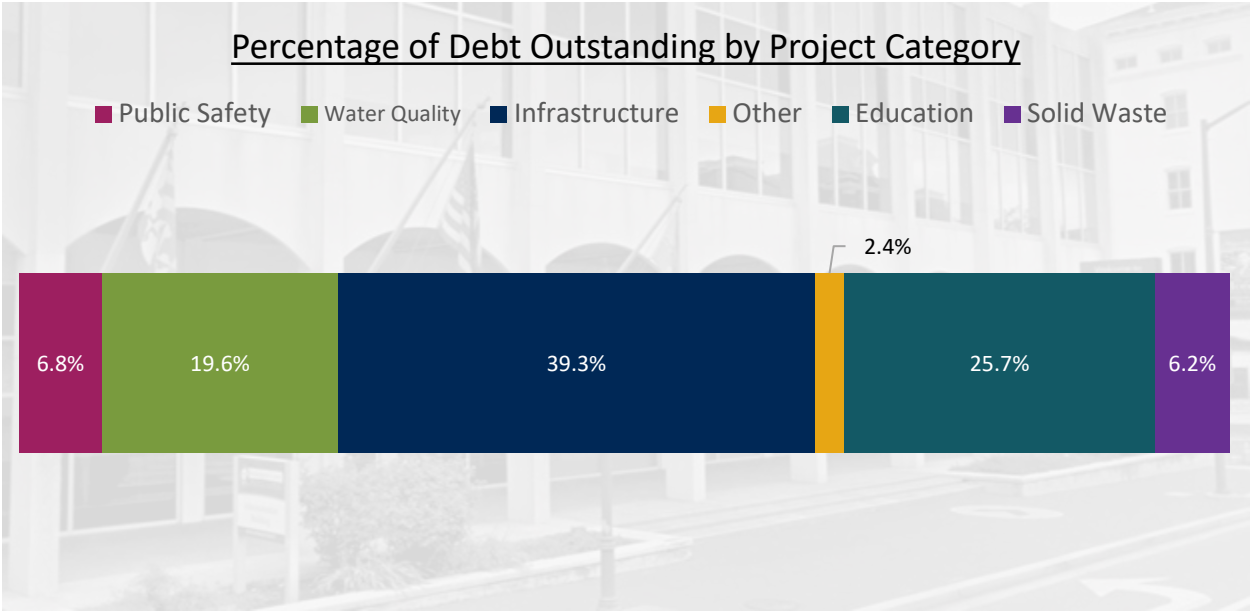
There are multiple factors that can affect the County's affordability to incur future indebtedness, including the County's economy and the availability of adequate financial resources. For that reason, the financial ratios and analysis used take into account the entire County financial condition, as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

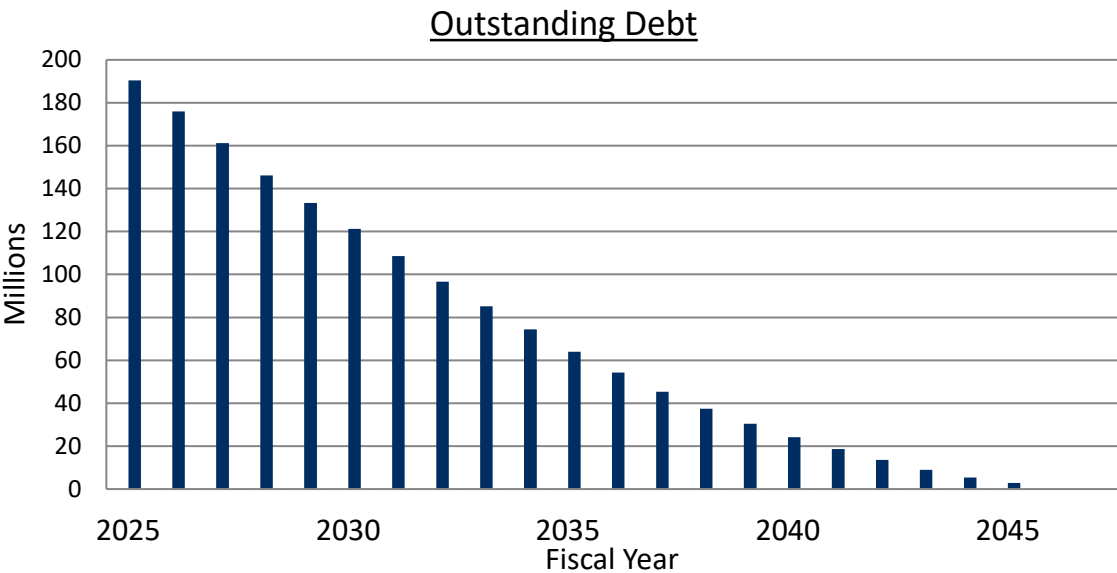
### Outstanding Debt

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 on June 30, 2025, by project category:



The following graph illustrates the current outstanding debt as of June 30, 2025.



The table below shows the current outstanding balance as of June 30, 2025, and the estimated impact of debt service on the Operating Budget for FY 2026.

Current Debt Balance and FY 2026 Principal and Interest Costs

Description	FY 2025 Balance	FY 2026 Principal	FY 2026 Interest	Total Debt Service
<b>General Fund:</b>				
2013 Public Improvement Bonds	6,290,000	620,000	179,400	799,400
2013 Refunding Bonds	755,000	755,000	16,988	771,988
2015 Public Improvement Bonds	1,792,988	574,386	283,777	858,163
2015 Refunding Bonds	6,502,380	2,078,637	218,522	2,297,159
2016 Public Improvement Bonds	8,176,399	569,906	224,233	794,139
2016 Refunding Bonds	3,047,934	734,075	61,944	796,019
2017 Public Improvement Bonds	8,851,959	548,621	279,866	828,488
2018 Public Improvement Bonds	9,435,968	509,493	334,986	844,479
2019 Public Improvement Bonds	9,953,418	473,328	338,813	812,141
2020 Public Improvement Bonds	7,736,651	368,887	217,494	586,380
2020 Refunding Bonds	3,798,843	554,529	176,079	730,608
2020 B Refunding Bonds	10,360,492	1,274,805	181,649	1,456,454
2021 Public Improvement Bonds	9,665,428	411,400	283,841	695,242
2022 Public Improvement Bonds	8,705,000	310,000	380,475	690,475
2023 Public Improvement Bonds	10,710,000	350,000	495,550	845,550
2024 Public Improvement & Refunding Bonds	18,850,000	930,000	887,950	1,817,950
2025 Public Improvement & Refunding Bonds	17,761,304	-	486,870	486,870
MD Water Quality Resh Capping Ph 1	571,810	284,483	5,718	290,201
Total General Fund Existing Debt	\$142,965,576	\$11,347,549	\$5,054,156	\$16,401,704
2026 Planned Debt:				
2026 Public Improvement Bonds	14,000,000			
Total General Fund Debt	\$ 156,965,576	\$11,347,549	\$5,054,156	\$16,401,704
<b>Solid Waste:</b>				
2015 Refunding Bonds	539,220	172,685	18,115	190,800
2016 Public Improvement Bonds	70,181	4,892	1,925	6,816
2016 Refunding Bonds	438,851	105,694	8,919	114,613
2017 Public Improvement Bonds	842,411	52,210	26,634	78,844
2018 Public Improvement Bonds	669,954	36,174	23,784	59,958
2019 Public Improvement Bonds	211,510	10,058	7,200	17,258
2020 Public Improvement Bonds	23,349	1,113	656	1,770
2020 Refunding Bonds	1,503,728	219,504	69,699	289,203
2020 B Refunding Bonds	1,431,317	176,116	25,095	201,211
2023 Public Improvement Bonds	310,000	10,000	14,350	24,350
2024 Public Improvement & Refunding Bonds	405,000	10,000	18,850	28,850
2025 Public Improvement & Refunding Bonds	3,790,000	-	101,436	101,436
Total Solid Waste Existing Debt	\$10,235,521	\$798,447	\$316,663	\$1,115,109
2026 Planned Debt:				
2026 Public Improvement Bonds	6,778,000			
Total Solid Waste Debt	\$17,013,521	\$798,447	\$316,663	\$1,115,109

Description	FY 2025 Balance	FY 2026 Principal	FY 2026 Interest	Total Debt Service
<b>Water Quality:</b>				
2015 Public Improvement Bonds	517,012	165,614	81,823	247,437
2015 Refunding Bonds	293,400	93,678	9,862	103,540
2016 Public Improvement Bonds	5,813,420	405,203	159,430	564,633
2016 Refunding Bonds	1,018,215	245,231	20,693	265,924
2017 Public Improvement Bonds	470,629	29,168	14,880	44,048
2018 Public Improvement Bonds	1,284,078	69,333	45,586	114,919
2019 Public Improvement Bonds	875,071	41,613	29,787	71,401
2020 Public Improvement Bonds	4,640,000	125,000	121,875	246,875
2020 Refunding Bonds	657,428	95,967	30,472	126,439
2020 B Refunding Bonds	2,593,191	319,079	45,466	364,545
2021 Public Improvement Bonds	84,572	3,600	2,484	6,083
2022 Public Improvement Bonds	6,125,000	220,000	267,656	487,656
2023 Public Improvement Bonds	2,455,000	80,000	113,600	193,600
2024 Public Improvement & Refunding Bonds	1,030,000	30,000	47,850	77,850
2025 Public Improvement & Refunding Bonds	1,988,696	-	56,505	56,505
MD Water Quality Halfway I & I	61,147	30,421	611	31,032
MD Water Quality Winebrenner	1,454,338	127,008	11,635	138,643
MD Water Quality Conococheague	1,385,978	68,108	6,465	74,573
MD Water Quality Smithsburg WWTP	4,488,552	188,442	71,164	259,606
Total Water Quality Existing Debt	\$37,235,727	\$2,337,466	\$1,137,844	\$3,475,311
2026 Planned Debt:				
2026 Public Improvement Bonds	1,510,000			
Total Water Quality Debt	\$38,745,727	\$2,337,466	\$1,137,844	\$3,475,311
Total Existing and 2026 Planned Debt	\$ 212,724,824	\$14,483,462	\$6,508,663	\$20,992,124

### Bonded Limit Summary as of June 30, 2025

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, 2025, the unused authorization available for issuance of general obligation bonds was \$51,330,096.

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 real property in Washington County subject to unlimited County taxation. See the following table:

Schedule of Legal Debt Margins – Department of Water Quality	
As of June 30, 2025	
Assessed Value of Real Property in Washington County	\$16,338,638,000
Debt Limit: % of Assessed Value	10%
Water Quality Borrowing Limitation	1,633,863,800
Water Quality Debt	37,235,727
Debt Margin	1,596,628,073
Ratio of Water Quality Debt to Assessed Value	0.23%

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

Description	Fiscal Year		
	2024 Actual	2025 Budget	2026 Budget
Revenue (By Major Type):			
Interest	\$ -	\$ -	\$ 3,500,000
Fees	4,560,725	3,215,000	3,600,000
Grants	6,383,965	21,185,000	56,042,000
Other	2,292,357	275,000	754,000
Bonds	13,556,335	18,511,000	22,288,000
<b>Subtotal</b>	<b>26,793,382</b>	<b>43,186,000</b>	<b>86,184,000</b>
Transfers	29,680,907	10,105,000	10,018,000
Capital Reserves	-	12,494,000	15,631,000
<b>Total Revenue</b>	<b>56,474,289</b>	<b>65,785,000</b>	<b>111,833,000</b>
Expenditures (By Function):			
Education	4,912,689	14,809,000	40,869,000
Public Safety	16,108,823	9,295,000	8,902,000
Court System	-	-	-
General Government	1,231,210	6,603,000	2,985,000
Parks and Recreation	521,547	6,825,000	5,435,000
Water Quality	6,761,512	2,112,000	2,645,000
Roads/Infrastructure	12,251,652	13,285,000	16,360,000
Solid Waste	1,524,094	4,057,000	7,013,000
Transit System	522,751	479,000	4,228,000
Airport	2,868,895	7,945,000	23,196,000
Golf Course	59,318	375,000	200,000
<b>Total Expenditures</b>	<b>46,762,491</b>	<b>65,785,000</b>	<b>111,833,000</b>
Net Difference	\$9,711,798	-	-



### Project Detail of Major Projects (≥ \$500,000) - Fiscal Year 2026

Project Name	Project Description	Project Budget	Operating Impact
Downsville Pike Elementary School	The project will build a new elementary school that will replace two existing elementary schools. The new school will be a 4-round, 83,233 sq ft facility that would accommodate 688 students. Project site to be on Board of Education property on Downsville Pike.	\$23,170,000	-\$580,000
Air Traffic Control Tower	After the runway length extension to 7,000', the ATC tower cab became too low in height to provide sufficient line-of-sight for Air Traffic Controllers. The existing tower also has numerous age-related and obsolescence issues with computer networks, radios, windows, utilities, etc. HGR Airport does not qualify for federal assistance for this project. Once the replacement tower is constructed and fully operational, the existing tower will be demolished.	12,222,000	100,000
ATC Renovation	This 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. This will also include upgrades to the HVAC system, reconfiguring the classroom core on the first floor for a more efficient layout and use, improving lighting, classrooms, and labs on the second floor, and a general updating of the interior finishes. Security will also be improved with the addition of secure room access and security cameras. The bridge connecting the ATC and CBES buildings will be updated too.	9,883,000	2,000
Terminal Building - East Expansion	This project will provide additional support space (4,800 SF) for expanded ticketing, passenger queuing, and east-side lobby space. Also includes 3,000 SF in additional space behind the ticket counter walls (for a total of 7,800 SF) for airline operating base space needs, including offices, commissary, training rooms, locker room, parts storage, and other support spaces necessary to encourage flight growth.	7,081,000	20,000
40 West Landfill – Cell 5 Construction	This project includes the design, construction, and inspection of a landfill cell at the 40 West Landfill. Cell 5 is the next cell in the progression of the future build-out of the 40 West Landfill.	6,778,000	200,000

Project Name	Project Description	Project Budget	Operating Impact
Capital Maintenance - BOE	Funding is needed in FY26 to support the following projects: chiller replacements at Lincolnshire ES and Smithsburg ES, window/door replacements at Boonsboro ES, electrical distribution replacement at Marshall St. School, and HVAC replacement at Hancock ES.	\$6,670,000	\$0
Pavement Maintenance & Rehab Program	This project implements the county-wide pavement maintenance program, targeting rehabilitation of highway pavement as required. Techniques may include, but are not limited to, road reclamation, bituminous concrete overlay, crack sealing, and surface treatment.	5,660,000	0
Patrol Services Relocation Renovation	This project involves the renovation of the 100,000 SF building at 540 Western MD Parkway. This will allow for the relocation of Patrol Services, the County 911 Center, and Stormwater Management to this facility. The second part involves using the current Patrol building to house the Detention Center Administration, Detention Training, and Detention Programs Unit as well as a Juvenile Offenders Unit.	3,500,000	0
1000 W. Washington St Renovation/Expansion	This project will expand the current facility by approximately 26,000 SF for additional space needed for maintenance, administration, and interior bus storage. Will include stormwater management measures, a bus fueling island and staging area, and an additional parking lot.	2,823,000	141,000
Gardenhour Rd Bridge W2431	This project is located in the 22500 block of Gardenhour Road. 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.	1,920,000	0
Law Enforcement - Vehicle & Eqpt Replacement Program	This project is for the replacement of public safety fleet inventory. The Sheriff's Office 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.	1,520,000	0

Project Name	Project Description	Project Budget	Operating Impact
Hardcourt Playing Surfaces	The project consists of installing, resurfacing, repairing, cleaning, crack sealing, repainting and striping, and general maintenance of multiple courts over several years.	\$1,500,000	\$0
Park Eqpt/Surfacing Replacement, Various Locations	The project will replace and install playground equipment at designated locations. Priorities include replacing equipment at Marty Snook Park and installing an inclusive playground as well as Pleasant Valley Park and Woodland Way equipment replacement.	1,339,000	0
Highway - Vehicle & Eqpt Replacement Program	This project will replace vehicles and heavy/specialized equipment for maintenance and construction activity.	1,321,000	0
T-Hangar Taxi Lanes Rehabilitation	Project includes rehabilitation of taxi lanes from full-length Taxiway A north up to the T-Hangar area, including between hangar rows.	1,244,000	0
Taxiway H Rehabilitation	The project involves the total rehabilitation of Taxiway H, including sub-surface repairs, milling, overlay, painting, and new LED lighting.	1,210,000	0
Public Safety CAD System Replacement	This project is for the replacement of the current CAD (Computer-Aided Dispatch) system used by the Emergency Communications Center. A CAD system captures and records 911 call details, creates incident records, helps dispatch the appropriate units to the correct location, and integrates with other communication systems to allow for smoother communication between dispatchers and police, fire, and EMS personnel.	1,200,000	0
MLK Gymnasium Upgrade	This project would include building upgrades to modernize the facility and allow for use as a community recreation center. These include new flooring, amenities, bathrooms, drinking fountains, ADA accessibility, security, lighting, and HVAC to increase the utilization of the space.	1,125,000	-5,000
Detention Center - Systemic Projects	This project allows for major repairs and/or building improvements such as roofing, HVAC, electrical, flooring, security, and cell/unit renovations as needed for the Detention Center.	1,100,000	0
Systemic Improvements - Building - Gen Govt	This project includes a variety of upgrades and/or replacements including, but not limited to, air conditioning, weatherproofing, roofing, and other building improvements.	1,000,000	0

Project Name	Project Description	Project Budget	Operating Impact
Fixed Route Bus Replacement Program	Following the Maryland Transit Administration (MTA) useful life criteria, MTA provides grant funding to replace existing vehicles when they reach the end of their useful life. Out years are projected based on the current useful life schedule. For FY26, replace two Fixed-Route buses. For FY33, replace five Fixed-Route buses. For FY35, replace six Fixed-Route buses.	\$900,000	\$0
Stormwater Retrofits	This project includes the construction of stormwater management 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 Maryland Department of the Environment.	900,000	0
Pump Station Upgrades, Various Stations	The County owns and operates 52 wastewater pumping stations to convey wastewater flows to the treatment plants. Electrical and equipment upgrades are necessary to maintain automatic, reliable 24/7 operations. Upgrades are required to address aging issues as some of the pump stations are over 40 years old.	885,000	0
Marty Snook Park Pool Renovation & Accessible Entrance	This project includes replacing the existing pool coating, improving ADA access into the pool, installing splash park equipment in the kiddie pool area, expanding the patron fenced-in area, replacing the pump and filtration equipment, renovating the existing restrooms, installing a new roof, renovating the concession area, and providing new awnings.	800,000	0
Eastern Blvd Widening Phase II	The project serves to rehabilitate and widen Eastern Boulevard from Security Road to Antietam Drive from the existing 2-lane roadway to a 4-lane divided roadway, including drainage improvements and an at-grade railroad crossing.	775,000	2,000
Williamsport Library Replacement	The project will construct a new 25,000 SF library to serve the Town of Williamsport and the surrounding area.	761,000	112,000
Keedysville Rd Bridge W5651	This bridge is located in the 18900 block of Keedysville Road. The project will rehabilitate a stone arch structure. The structure is considered eligible for the National Register of Historic Places. Rehabilitation will include concrete fill, traffic barrier upgrades, scour repair, stone masonry reconstruction, and repointing.	750,000	0

Project Name	Project Description	Project Budget	Operating Impact
Halfway Blvd Bridges W0912	The project involves repairing the eastbound and westbound bridges of Halfway Boulevard over the Norfolk Southern Railroad. 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.	\$750,000	\$0
Contingency - General Fund	This project serves as a reserve to provide for emergency or unanticipated expenditures for all categories. For FY26, \$750,000 will be used for one-time deferred maintenance items for Hagerstown Community College.	750,000	0
High Germany Rd Bridge W0011	The project is located on High Germany Road over Sideling Hill Creek. This project involves the replacement of a concrete beam bridge with a new superstructure (concrete deck and beams).	738,000	0
Capital Equipment - Airport	Planned purchases for FY26: 2 replacement tractor/mowers, fire hose replacements, FLIR camera, automatic gate openers for six airport access gates, 13 new replacement Self Contained Breathing Apparatus kits, and firefighter protective clothing/gear. Future acquisitions are based on the Airport Equipment Replacement Program.	634,000	0
Heavy Sewer Eqpt & Vehicle Replacement	The project will replace heavy equipment and vehicles that are beyond their useful life, which are typically the costliest to maintain. Purchases for FY26 include a new International Vac-Con truck.	600,000	0
Emergency Services Eqpt & Vehicle Program	The project is the replacement program for the Division of Emergency Services' capital equipment and vehicles. This program is designed to graduate funding over a period of time, reduce maintenance costs, and reduce operational downtime due to age, mileage, and repair costs versus book values.	550,000	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 both Wright Road and Hopewell Road. The project length is approximately 2,000 linear feet.	500,000	1,000

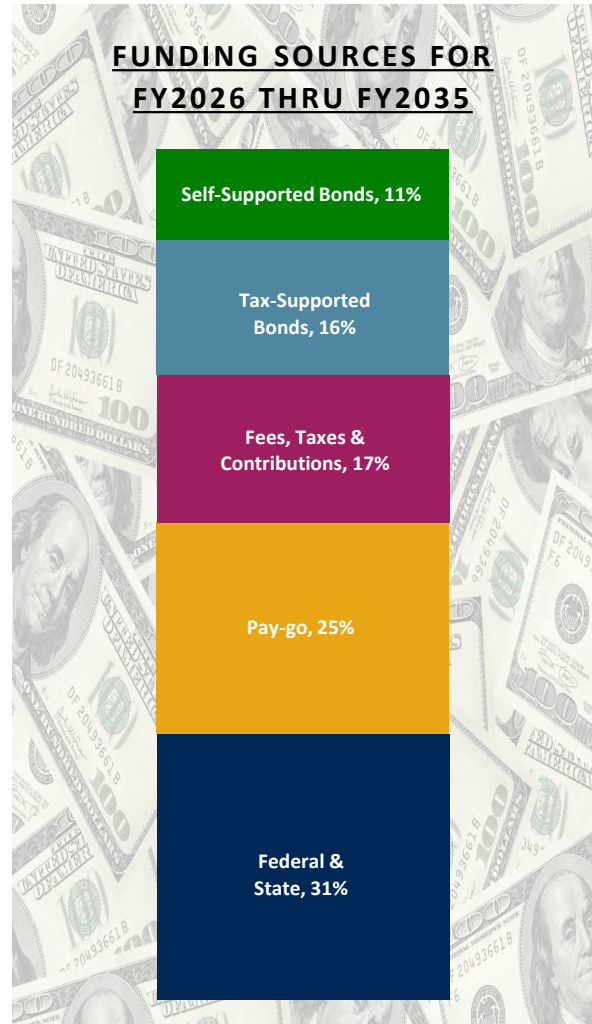
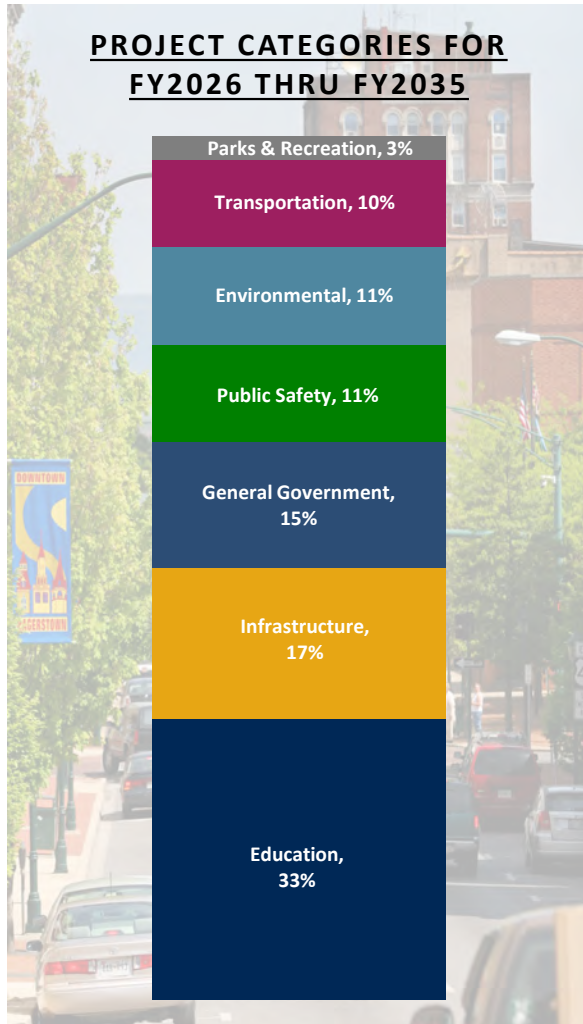
# Ten Year Summary

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## Ten Year Capital Improvement Plan Graphs

The following graphs illustrate the projects by category and the funding sources that are currently scheduled for FY2026 through FY2035. The 'Education' category includes projects for the Board of Education, Hagerstown Community College, and Public Libraries. The total for all projects represented in the chart is \$881,425,000.





## Capital Improvement Ten Year Summary

### Fiscal Year 2026 - 2035

	Budget Year			Projected Capital Plan*				
	Total	Prior Appr.	2026	2027	2028	2029	2030	Future
Project Costs								
Airport	70,758,179	15,290,179	23,196,000	8,826,000	11,347,000	2,461,000	4,475,000	5,163,000
Bridges	30,591,329	9,853,329	4,632,000	2,189,000	2,856,000	2,454,000	2,833,000	5,774,000
Drainage	20,396,822	7,302,822	1,232,000	2,038,000	950,000	1,209,000	1,300,000	6,365,000
Education	313,293,358	26,170,358	40,869,000	37,715,000	23,374,000	41,217,000	31,693,000	112,255,000
General Government	138,834,199	10,500,199	2,985,000	6,108,000	6,535,000	2,220,000	1,498,000	108,988,000
Parks & Recreation	30,278,514	6,574,514	5,635,000	1,862,000	1,957,000	4,090,000	3,930,000	6,230,000
Public Safety	136,309,694	37,922,694	8,902,000	11,934,000	8,114,000	8,464,000	8,359,000	52,614,000
Railroad Crossings	2,490,450	936,450	0	200,000	0	250,000	0	1,104,000
Road Improvement	143,831,911	25,001,911	10,496,000	10,652,000	12,241,000	11,854,000	14,459,000	59,128,000
Solid Waste	71,705,102	4,743,102	7,013,000	3,921,000	6,185,000	5,462,000	6,542,000	37,839,000
Transit	35,960,723	2,040,723	4,228,000	20,917,000	610,000	500,000	400,000	7,265,000
Water Quality	48,882,717	15,571,717	2,645,000	2,769,000	1,200,000	1,355,000	2,227,000	23,115,000
TOTAL	1,043,332,998	161,907,998	111,833,000	109,131,000	75,369,000	81,536,000	77,716,000	425,840,000
Funding Sources								
General Fund	189,258,974	47,410,974	7,598,000	10,250,000	12,250,000	13,250,000	14,250,000	84,250,000
Highway Fund	6,237,000	1,237,000	500,000	500,000	500,000	500,000	500,000	2,500,000
Cascade Fund	12,342	12,342	0	0	0	0	0	0
Solid Waste Fund	2,067,805	297,805	235,000	265,000	265,000	162,000	138,000	705,000
Utility Admin Fund	2,398,781	383,781	335,000	234,000	150,000	155,000	186,000	955,000
Water Fund	385,009	165,009	50,000	50,000	15,000	15,000	15,000	75,000
Sewer Fund	4,245,723	1,550,723	725,000	425,000	185,000	185,000	190,000	985,000
Airport Fund	4,886,804	1,362,804	475,000	699,000	891,000	290,000	319,000	850,000
Golf Course Fund	100,000	0	100,000	0	0	0	0	0
Interest	9,000,000	0	3,500,000	1,500,000	500,000	500,000	500,000	2,500,000
Tax-Supported Bond	166,136,548	26,136,548	14,000,000	14,000,000	14,000,000	14,000,000	14,000,000	70,000,000
Self-Supported Bond	103,801,910	10,253,910	8,288,000	5,401,000	7,345,000	6,040,000	8,240,000	58,234,000
State Loan	4,488,552	4,488,552	0	0	0	0	0	0
Loan	102,000,000	0	0	4,000,000	4,000,000	0	0	94,000,000
Transfer Tax	29,981,724	7,481,724	3,000,000	2,000,000	2,000,000	2,000,000	2,250,000	11,250,000
Excise Tax - Schools	2,977,031	567,031	385,000	385,000	385,000	385,000	385,000	485,000
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	110,000	10,000	10,000	10,000	10,000	10,000	10,000	50,000
Excise Tax - Non-Residential	623,812	123,812	50,000	50,000	50,000	50,000	50,000	250,000
PFC Fees - Airport	172,000	0	0	0	0	0	0	172,000
Capital Reserve - General	43,179,000	8,484,000	12,386,000	8,019,000	4,684,000	6,952,000	1,148,000	1,506,000
Capital Reserve - Airport	1,075,000	0	275,000	400,000	200,000	200,000	0	0
Capital Reserve - Transfer Tax	6,278,000	0	0	917,000	0	0	2,798,000	2,563,000
Capital Reserve - Excise Tax - Schools	1,770,000	0	770,000	1,000,000	0	0	0	0
Capital Reserve - Excise Tax - Roads	300,000	0	0	300,000	0	0	0	0
Capital Reserve - Excise Tax - Non-Residential	7,700,000	0	2,200,000	3,000,000	0	0	2,500,000	0
Capital Reserve - APFO Fees - Schools	1,000,000	0	0	1,000,000	0	0	0	0
Federal Grant	108,117,898	34,534,898	13,294,000	29,900,000	9,995,000	3,206,000	5,849,000	11,339,000
State Grant	219,117,027	17,080,027	42,748,000	23,543,000	7,258,000	30,115,000	23,733,000	74,640,000
Contributions	24,062,738	27,738	754,000	1,128,000	10,531,000	3,366,000	500,000	7,756,000
TOTAL	1,043,332,998	161,907,998	111,833,000	109,131,000	75,369,000	81,536,000	77,716,000	425,840,000

\*Projected Capital Plan projects and funding sources are subject to change in future budget cycles.

## Project Detail of Major Projects (≥ \$10 Million) – Fiscal Years 2026 - 2035

Project Name	Project Description	Ten Year Project Budget
Circuit Courthouse	This project is the construction of a new Circuit Courthouse. The existing courthouse is at maximum capacity and the most recent renovation was 20 years ago. The current configuration has limited potential to be modified and renovated to meet the operational and security needs of the Court system.	\$104,000,000
Capital Maintenance - BOE	The projects consist of large dollar, long-lived systemic projects that qualify for State funding outside the operating budget. Projects vary depending on the conditions, safety, security, and utility requirements. The Comprehensive Maintenance Plan outlines specific projects over the next five years. Projects are targeted to reduce deferred maintenance.	79,032,000
Pavement Maintenance & Rehab Program	This project implements the county-wide pavement maintenance program, targeting rehabilitation of highway pavement as required. Techniques may include, but are not limited to, road reclamation, bituminous concrete overlay, crack sealing, and surface treatment.	71,410,000
Elementary School 2	A new elementary school is needed that is both modern and designed to accommodate the growing student population, ensuring it has the capacity to meet future educational demands.	51,664,000
Downsville Pike Elementary School	The project will build a new elementary school that will replace two existing elementary schools. The new school will be a 4-round, 83,233 sq ft facility that would accommodate 688 students.	49,641,000
40 West Partial Capping	This project entails the design, construction, and inspection of the partial closure cap for Phase I of the 40 West Landfill. The cap will cover Cells 1, 2, 3, 6, & 7 and part of Cells 4 and 5.	29,814,000
Jonathan Hager Elementary School Addition	This project is the construction of a 2-round addition to Jonathan Hager Elementary School, which would add an additional 394 seat capacity to a maximum of 865 students.	23,586,000
1000 W. Washington St. Renovation/Expansion	This project will expand the current facility by approximately 26,000 sq ft for additional space needed for maintenance, administration, and interior bus storage. This will include stormwater management measures, a bus fueling island and staging area, and an additional parking lot.	23,340,000
Detention Center Renovation – Women’s Facility	This project involves the renovation and expansion of the current Female Housing Unit to have cells rather than dormitory-style housing.	21,000,000
PSTC Tactical Village/Simulation Training Area	This project is for the construction of a tactical village and simulation training area to support the Public Safety Training Center.	18,450,000

Project Name	Project Description	Ten Year Project Budget
ASA Renovation	This project will update the Administration and Student Affairs (ASA) building with new HVAC, roof, and new layout that will accommodate areas that have changed over the years.	\$17,562,000
Williamsport Library Replacement	This project will construct a new 25,000 sq ft library to serve the Town of Williamsport and the surrounding area.	17,437,000
Highway – Vehicle/Eqpt Replacement Program	The project will replace vehicles and heavy/specialized equipment for maintenance and construction activity.	17,338,000
ARCC Renovation	This project will update the Athletic Recreation and Community Center (ARCC) and its athletic fields. The renovation in the arena will consist of new bleachers, flooring, and paint. Other areas of the ARCC to be updated are the lobby, locker rooms, restrooms, offices, and classrooms. Ballfields will be made over, and the softball field will be relocated. The tracks will be resurfaced and the outdoor restrooms, storage area, and press box will be updated as well.	16,925,000
Law Enforcement – Vehicle/Eqpt Replacement Program	This project is for the replacement of public safety fleet inventory. The Sheriff's Office has approximately 136 vehicles maintained by its fleet maintenance department.	16,580,000
Smithsburg WwTP ENR Upgrade	This project will upgrade the facility to address the Maryland Department of the Environment's (MDE) strategy for Enhanced Nutrient Removal (ENR) and expand capacity to address growth needs of the area.	15,500,000
Systemic Improvements - Buildings – Gen. Govt.	This project includes a variety of upgrades and/or replacements including, but not limited to, air conditioning, weatherproofing, roofing, and other building improvements.	14,500,000
40 West Landfill – Cell 8 Construction	This project involves the design, construction, and inspection of Cell 8 at the 40 West Landfill.	13,724,000
ATC Renovation	This project will renovate the 30,786 GSF Advanced Technology Center (ATC) building and will reconfigure the layout 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 the addition of secure room access and security cameras. Also, the bridge connecting the ATC and CBES buildings will be updated.	13,613,000

Project Name	Project Description	Ten Year Project Budget
North Central County Park	This project involves the ultimate development of a multi-phased regional park along the north side of Eastern Boulevard Extended. Planning work will provide a phased construction plan with amenities to be constructed. Phase I construction work is anticipated to include the entrance road off Eastern Blvd., parking lots, hardcourts, playground, pavilion, turf field, and associated infrastructure. Future phases will include additional road construction, parking lots, grading for soccer/ball fields, lighting, pavilion buildings, restrooms, playground equipment, maintenance facilities, and other park and recreation amenities to be determined.	\$12,401,000
Air Traffic Control Tower	This project is to construct a new Air Traffic Control Tower to replace the existing aging facility on a nearby site. After the runway length extension to 7,000', the ATC tower cab became too low in height to provide sufficient line-of-sight for air traffic controllers. The existing tower also has numerous age-related and obsolescence issues with computer networks, radios, windows, utilities, etc. Once the replacement tower is constructed and fully operational, the existing tower will be demolished.	12,222,000
40 West Landfill Pretreatment Facility	This project will construct a pretreatment facility at the 40 West Landfill and construct a sewer line from the facility to the existing sewer line along MD Route 63 for transport of treated leachate to the WwTP.	11,120,000
Wellness Center	This project will create a new 10,000 GSF Wellness Center for student emotional wellness, life skills training, meeting space, a lactation room, and space for the free exercise of religious activities in accordance with state law.	11,100,000
Eastern Boulevard Extended	This project involves the construction of a new roadway connecting Eastern Boulevard at Antietam Drive and Leitersburg 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.	10,603,000

## Capital Improvement Ten Year Detail

### Fiscal Year 2026 – 2035

	Budget Year			Projected Capital Plan*				
	Total	Prior Appr.	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	Future
Project Costs								
Airport								
Air Traffic Control Tower	13,000,000	778,000	12,222,000	0	0	0	0	0
Airport Systemic Improvement Projects	3,104,559	1,541,559	288,000	205,000	100,000	100,000	100,000	770,000
Terminal Building - East Expansion	7,803,000	722,000	7,081,000	0	0	0	0	0
Capital Equipment - Airport	6,986,620	1,016,620	634,000	40,000	3,717,000	261,000	55,000	1,263,000
Terminal Parking Lot/Access Road Improvements	1,275,000	0	275,000	400,000	600,000	0	0	0
Runway 2/20 Rehabilitation and Lighting	3,921,000	3,847,000	74,000	0	0	0	0	0
T-Hangar Taxi Lanes Rehabilitation	2,756,000	1,512,000	1,244,000	0	0	0	0	0
Taxiway A Rehabilitation	4,184,000	335,000	168,000	3,681,000	0	0	0	0
Taxiway H Rehabilitation	1,318,000	108,000	1,210,000	0	0	0	0	0
Land Acquisition-Airport	9,430,000	5,430,000	0	4,000,000	0	0	0	0
Fuel Farm Relocation/Replacement	5,000,000	0	0	500,000	4,500,000	0	0	0
Airport Master Plan Update	2,000,000	0	0	0	2,000,000	0	0	0
Runway 9 MALSR	1,800,000	0	0	0	180,000	1,620,000	0	0
Salt and Material Storage Facility	250,000	0	0	0	250,000	0	0	0
Snow Removal Equipment Storage Building Expansion	4,800,000	0	0	0	0	480,000	4,320,000	0
Taxiway G Rehabilitation	3,130,000	0	0	0	0	0	0	3,130,000
Airport Total	70,758,179	15,290,179	23,196,000	8,826,000	11,347,000	2,461,000	4,475,000	5,163,000
Bridges								
Bridge Inspection and Inventory	840,682	186,682	24,000	0	150,000	200,000	25,000	255,000
Keedysville Road Bridge W5651	3,764,600	3,014,600	750,000	0	0	0	0	0
Bridge Scour Repairs	78,330	28,330	0	0	50,000	0	0	0
Cleaning & Painting of Steel Bridges	264,717	114,717	0	0	0	0	150,000	0
Halfway Boulevard Bridges W0912	6,434,000	5,684,000	750,000	0	0	0	0	0
Gardenhour Road Bridge W2431	3,695,000	775,000	1,920,000	1,000,000	0	0	0	0
Stone Masonry Bridge Repairs	100,000	50,000	0	0	50,000	0	0	0
Swope Road Culvert 16/07	150,000	0	150,000	0	0	0	0	0
High Germany Road Bridge W0011	2,109,000	0	738,000	989,000	382,000	0	0	0
Rensburg Road Culvert	150,000	0	150,000	0	0	0	0	0
Bowie Road Culvert	150,000	0	150,000	0	0	0	0	0
Rinehart Road Culvert 14/03	200,000	0	0	200,000	0	0	0	0
Harpers Ferry Road Culvert 11/02	1,043,000	0	0	0	434,000	609,000	0	0
Henline Road Culvert 05/05	200,000	0	0	0	200,000	0	0	0
Long Hollow Road Culvert 05/07	100,000	0	0	0	100,000	0	0	0
Mercersburg Road Culvert 04/16	771,000	0	0	0	340,000	431,000	0	0
Prices Mill Bridge	1,150,000	0	0	0	1,150,000	0	0	0
Hoffman's Inn Road Culvert 05/06	150,000	0	0	0	0	150,000	0	0
Appletown Road Bridge W2184	979,000	0	0	0	0	407,000	572,000	0
Yarrowsburg Road Bridge W6191	2,102,000	0	0	0	0	620,000	1,482,000	0
Ashton Road Culvert 04/06	559,000	0	0	0	0	0	42,000	517,000
Gruber Road Bridge 04/10	396,000	0	0	0	0	0	10,000	386,000
Draper Road Culvert 04/07	589,000	0	0	0	0	37,000	552,000	0
Draper Road Culvert 04/08	530,000	0	0	0	0	0	0	530,000
Burnside Bridge Road Culvert 01/03	484,000	0	0	0	0	0	0	484,000
Greenbrier Road Culvert 16/14	268,000	0	0	0	0	0	0	268,000
Poplar Grove Road Bridge W2432	1,955,000	0	0	0	0	0	0	1,955,000
Taylors Landing Road Bridge W7101	1,379,000	0	0	0	0	0	0	1,379,000
Bridges Total	30,591,329	9,853,329	4,632,000	2,189,000	2,856,000	2,454,000	2,833,000	5,774,000

	Budget Year			Projected Capital Plan*				
	Total	Prior Appr.	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	Future
<b>Project Costs</b>								
<b><u>Drainage</u></b>								
Stream Restoration at Various Locations	1,891,466	891,466	0	250,000	0	0	0	750,000
Stormwater Retrofits	15,399,330	6,049,330	900,000	900,000	900,000	900,000	900,000	4,850,000
Drainage Improvements at Various Locations	862,026	262,026	50,000	50,000	50,000	50,000	50,000	350,000
Fort Ritchie Dam Repairs	250,000	100,000	150,000	0	0	0	0	0
Broadfording Church Road Culvert	231,000	0	57,000	174,000	0	0	0	0
Harpers Ferry Road Drainage, 3600 Block	525,000	0	75,000	450,000	0	0	0	0
Shank Road Drainage	214,000	0	0	214,000	0	0	0	0
Draper Road Drainage Improvements	609,000	0	0	0	0	259,000	350,000	0
Trego Mountain Road Drainage	415,000	0	0	0	0	0	0	415,000
<b>Drainage Total</b>	<b>20,396,822</b>	<b>7,302,822</b>	<b>1,232,000</b>	<b>2,038,000</b>	<b>950,000</b>	<b>1,209,000</b>	<b>1,300,000</b>	<b>6,365,000</b>
<b><u>Education</u></b>								
<b>Board of Education</b>								
Capital Maintenance - BOE	102,635,298	23,603,298	6,670,000	11,394,000	3,436,000	9,184,000	3,468,000	44,880,000
Downsville Pike Elementary School	51,141,000	1,500,000	23,170,000	23,169,000	3,302,000	0	0	0
Elementary School 2	51,664,000	0	0	0	3,455,000	19,286,000	19,470,000	9,453,000
Elementary School 3	100,000	0	0	0	0	0	0	100,000
Addition	23,586,000	0	0	0	0	0	500,000	23,086,000
<b>Board of Education</b>	<b>229,126,298</b>	<b>25,103,298</b>	<b>29,840,000</b>	<b>34,563,000</b>	<b>10,193,000</b>	<b>28,470,000</b>	<b>23,438,000</b>	<b>77,519,000</b>
<b>Hagerstown Community College</b>								
ATC Renovation	13,613,000	0	9,883,000	1,200,000	1,200,000	1,330,000	0	0
ARCC Renovation	16,925,000	0	200,000	100,000	0	0	0	16,625,000
ASA Renovation	17,562,000	0	125,000	0	0	0	0	17,437,000
Career Programs Roof Replacement	4,953,000	0	0	150,000	0	0	4,379,000	424,000
Multi-Roof Project	2,000,000	1,000,000	0	500,000	0	500,000	0	0
Wellness Center	11,100,000	0	0	750,000	10,350,000	0	0	0
<b>Hagerstown Community College Total</b>	<b>66,153,000</b>	<b>1,000,000</b>	<b>10,208,000</b>	<b>2,700,000</b>	<b>11,550,000</b>	<b>1,830,000</b>	<b>4,379,000</b>	<b>34,486,000</b>
<b>Public Libraries</b>								
Systemic Projects - Library	570,000	60,000	60,000	50,000	50,000	50,000	50,000	250,000
Williamsport Library Replacement	17,444,060	7,060	761,000	402,000	1,581,000	10,867,000	3,826,000	0
<b>Public Libraries Total</b>	<b>18,014,060</b>	<b>67,060</b>	<b>821,000</b>	<b>452,000</b>	<b>1,631,000</b>	<b>10,917,000</b>	<b>3,876,000</b>	<b>250,000</b>
<b>Education Total</b>	<b>313,293,358</b>	<b>26,170,358</b>	<b>40,869,000</b>	<b>37,715,000</b>	<b>23,374,000</b>	<b>41,217,000</b>	<b>31,693,000</b>	<b>112,255,000</b>
<b><u>General Government</u></b>								
Cost of Bond Issuance	1,430,000	90,000	125,000	127,000	129,000	131,000	133,000	695,000
Contingency - General Fund	4,697,562	2,354,562	750,000	0	0	0	0	1,593,000
Systemic Improvements - Building	16,772,761	2,272,761	1,000,000	1,250,000	1,500,000	1,250,000	1,000,000	8,500,000
Facilities Roof Repairs	1,634,317	534,317	200,000	100,000	100,000	100,000	100,000	500,000
Circuit Courthouse	106,000,000	2,000,000	0	4,000,000	4,000,000	0	0	96,000,000
Information Systems Replacement Program	3,022,349	647,349	350,000	250,000	250,000	250,000	150,000	1,125,000
Financial System Management & Upgrades	709,297	559,297	15,000	15,000	15,000	15,000	15,000	75,000
County Wireless Infrastructure	2,736,000	1,235,000	420,000	266,000	441,000	374,000	0	0
Property Management & Demo of Various County Properties	42,575	17,575	25,000	0	0	0	0	0
General - Equipment and Vehicle Replacement Program	1,789,338	789,338	100,000	100,000	100,000	100,000	100,000	500,000
<b>General Government Total</b>	<b>138,834,199</b>	<b>10,500,199</b>	<b>2,985,000</b>	<b>6,108,000</b>	<b>6,535,000</b>	<b>2,220,000</b>	<b>1,498,000</b>	<b>108,988,000</b>

	Budget Year			Projected Capital Plan*				
	Total	Prior Appr.	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	Future
Project Costs								
Parks and Recreation								
Black Rock Capital Equipment Program	573,176	119,176	100,000	37,000	37,000	40,000	40,000	200,000
Black Rock Bunker Rehabilitation	100,000	0	100,000	0	0	0	0	0
Harcourt Playing Surfaces	3,050,000	50,000	1,500,000	500,000	500,000	50,000	50,000	400,000
North Central County Park	15,043,000	2,642,000	81,000	500,000	800,000	3,420,000	3,600,000	4,000,000
Park Equipment/Surfacing	1,935,156	421,156	1,339,000	0	0	0	0	175,000
Replacement, Various Locations								
Parking Lot Repair/Overlay, Various Locations	718,289	68,289	50,000	200,000	0	100,000	0	300,000
Antietam Creek Water Trail	537,793	387,793	50,000	100,000	0	0	0	0
MLK Gymnasium Upgrade	3,075,000	1,950,000	1,125,000	0	0	0	0	0
Regional Park Walking/Hiking Trail	1,011,100	811,100	200,000	0	0	0	0	0
Marty Snook Park Pool Renovation and Accessible Entrance	1,200,000	125,000	800,000	275,000	0	0	0	0
Mt. Briar Wetland Preserve Trails and Conservation Area	150,000	0	150,000	0	0	0	0	0
Park Entrances and Security Upgrades	300,000	0	100,000	100,000	100,000	0	0	0
Pen Mar Interpretive Center/Vending Machine Kiosk	40,000	0	40,000	0	0	0	0	0
Marty Snook Park Multimodal Trail and Parking	700,000	0	0	100,000	300,000	300,000	0	0
Pen Mar-Fort Ritchie-Cascade Trail Connection	290,000	0	0	50,000	120,000	0	120,000	0
Kemps Mill Park Trails	100,000	0	0	0	100,000	0	0	0
Conococheague Creek Water Trail	300,000	0	0	0	0	180,000	120,000	0
Doubs Woods Disc Golf	50,000	0	0	0	0	0	0	50,000
Clear Spring Park Walking Trail	375,000	0	0	0	0	0	0	375,000
Pen Mar Park Hotel Sites Redevelopment	650,000	0	0	0	0	0	0	650,000
Regional Park Dog Park	80,000	0	0	0	0	0	0	80,000
Parks and Recreation Total	30,278,514	6,574,514	5,635,000	1,862,000	1,957,000	4,090,000	3,930,000	6,230,000
Public Safety								
Detention Center - Systemic Projects	7,060,230	1,340,230	1,100,000	1,200,000	500,000	500,000	500,000	1,920,000
Patrol Services Relocation Renovation	28,215,452	20,215,452	3,500,000	4,500,000	0	0	0	0
Public Safety CAD System Replacement	1,320,765	120,765	1,200,000	0	0	0	0	0
Communication Tower(s) Various	686,806	466,806	0	110,000	0	110,000	0	0
Portable Radio Replacement Program - Sheriff	2,647,944	278,944	118,000	200,000	300,000	400,000	500,000	851,000
Portable Radio Replacement Program - Emergency Services	9,835,600	3,335,600	300,000	400,000	500,000	600,000	700,000	4,000,000
PSTC Tactical Village / Simulation Training Area	24,034,550	5,584,550	200,000	3,750,000	0	0	1,960,000	12,540,000
Law Enforcement - Vehicle & Equipment Replacement Program	18,578,317	1,998,317	1,520,000	1,160,000	1,200,000	1,240,000	1,280,000	10,180,000
Emergency Services Equipment & Vehicle Program	8,708,030	4,348,030	550,000	550,000	550,000	550,000	355,000	1,805,000
Canteen/Rehab Unit Replacement	708,000	186,000	48,000	48,000	48,000	48,000	48,000	282,000
Incident Safety Officer Vehicle Replacement Program	214,000	48,000	16,000	16,000	16,000	16,000	16,000	86,000
Detention Center Renovation - Women's Facility	21,000,000	0	0	0	5,000,000	5,000,000	3,000,000	8,000,000
Emergency Services Air Unit Station Expansion	5,050,000	0	350,000	0	0	0	0	4,700,000
Police Indoor Firing Range	8,250,000	0	0	0	0	0	0	8,250,000
Public Safety Total	136,309,694	37,922,694	8,902,000	11,934,000	8,114,000	8,464,000	8,359,000	52,614,000



	Budget Year			Projected Capital Plan*				
	Total	Prior Appr.	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	Future
<b>Project Costs</b>								
<b><u>Railroad Crossings</u></b>								
Railroad Crossing Improvements	2,490,450	936,450	0	200,000	0	250,000	0	1,104,000
<b>Railroad Crossings Total</b>	<b>2,490,450</b>	<b>936,450</b>	<b>0</b>	<b>200,000</b>	<b>0</b>	<b>250,000</b>	<b>0</b>	<b>1,104,000</b>
<b><u>Road Improvement</u></b>								
Intersection & Signal Improvements	2,405,611	905,611	0	0	750,000	0	0	750,000
Transportation ADA	2,111,123	611,123	100,000	100,000	100,000	100,000	100,000	1,000,000
Pavement Maintenance and Rehab Program	80,877,416	9,467,416	5,660,000	6,000,000	6,000,000	6,000,000	3,723,000	44,027,000
Longmeadow Road	2,855,000	0	310,000	432,000	518,000	845,000	750,000	0
Eastern Boulevard Extended	10,603,000	0	300,000	1,000,000	1,200,000	1,324,000	6,779,000	0
Eastern Boulevard Widening Phase II	7,672,300	3,250,300	775,000	647,000	1,000,000	2,000,000	0	0
Eastern Blvd at Antietam Drive	5,506,000	4,506,000	1,000,000	0	0	0	0	0
Wright Road	4,768,000	2,798,000	500,000	799,000	671,000	0	0	0
Robinwood Drive Sidewalk Extension	750,000	0	0	250,000	500,000	0	0	0
Sandstone Drive Spot Improvements	500,000	0	0	0	0	0	500,000	0
Mt Aetna Road Spot Improvements	2,422,000	0	0	0	0	0	935,000	1,487,000
Rockdale Road and Independence Road Spot Improvements	1,025,000	0	0	0	0	0	0	1,025,000
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	0	0	461,000
Highway Maintenance Shop - Western Section	600,000	374,000	226,000	0	0	0	0	0
Highway - Vehicle & Equipment Replacement Program	19,580,461	2,242,461	1,321,000	1,424,000	1,502,000	1,585,000	1,672,000	9,834,000
Highway Western Section - Fuel Tank Replacement	1,151,000	847,000	304,000	0	0	0	0	0
<b>Road Improvement Total</b>	<b>143,831,911</b>	<b>25,001,911</b>	<b>10,496,000</b>	<b>10,652,000</b>	<b>12,241,000</b>	<b>11,854,000</b>	<b>14,459,000</b>	<b>59,128,000</b>
<b><u>Solid Waste</u></b>								
Contingency - Solid Waste	699,080	89,080	35,000	60,000	60,000	62,000	63,000	330,000
40 West Landfill - Cell 5 Construction	11,190,000	4,412,000	6,778,000	0	0	0	0	0
40 West Landfill Pretreatment Facility	11,120,000	0	0	520,000	5,300,000	5,300,000	0	0
SW Equipment & Vehicle Replacement	1,402,022	242,022	200,000	205,000	205,000	100,000	75,000	375,000
Asphalt Repairs - 40 West	1,756,000	0	0	1,136,000	620,000	0	0	0
Transfer Station Upgrades	2,000,000	0	0	2,000,000	0	0	0	0
40 West Landfill - Cell 8 Construction	13,724,000	0	0	0	0	0	6,404,000	7,320,000
40 West Partial Capping	29,814,000	0	0	0	0	0	0	29,814,000
<b>Solid Waste Total</b>	<b>71,705,102</b>	<b>4,743,102</b>	<b>7,013,000</b>	<b>3,921,000</b>	<b>6,185,000</b>	<b>5,462,000</b>	<b>6,542,000</b>	<b>37,839,000</b>
<b><u>Transit</u></b>								
1000 W. Washington St. Renovation/Expansion	23,340,000	0	2,823,000	20,517,000	0	0	0	0
Vehicle Preventive Maintenance	4,495,307	495,307	400,000	400,000	400,000	400,000	400,000	2,000,000
Transportation Development Plan	225,000	125,000	0	0	0	100,000	0	0
Fixed Route Bus Replacement Program	7,268,111	1,418,111	900,000	0	0	0	0	4,950,000
ADA Bus Replacement	632,305	2,305	105,000	0	210,000	0	0	315,000
<b>Transit Total</b>	<b>35,960,723</b>	<b>2,040,723</b>	<b>4,228,000</b>	<b>20,917,000</b>	<b>610,000</b>	<b>500,000</b>	<b>400,000</b>	<b>7,265,000</b>

	Budget Year			Projected Capital Plan*				
	Total	Prior Appr.	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	Future
Project Costs								
<u>Water Quality</u>								
<u>Utility Administration</u>								
Contingency - Utility Admin	225,400	29,400	0	0	0	0	31,000	165,000
General Building Improvements	1,004,795	554,795	200,000	0	0	250,000	0	0
Security Updates	170,000	35,000	50,000	85,000	0	0	0	0
Lab Equipment Replacement	413,898	149,898	40,000	24,000	25,000	25,000	25,000	125,000
Local Limits Study	70,000	0	70,000	0	0	0	0	0
Water & Sewer Plan	75,000	0	75,000	0	0	0	0	0
WQ Equip/Vehicle Replacement Program	1,498,883	198,883	125,000	125,000	125,000	130,000	130,000	665,000
Utility Administration Total	3,457,976	967,976	560,000	234,000	150,000	405,000	186,000	955,000
<u>Water Utility</u>								
Water Meter Replacement	385,009	165,009	50,000	50,000	15,000	15,000	15,000	75,000
WQ Main Replacement	2,291,000	691,000	0	0	100,000	0	500,000	1,000,000
Sharpsburg Water Treatment Plant	668,856	73,856	25,000	570,000	0	0	0	0
General WTP Improvements	1,258,440	168,440	0	290,000	0	0	250,000	550,000
Highfield/Sharpsburg Water Storage Tank	336,000	0	0	0	0	0	336,000	0
Water Utility Total	4,939,305	1,098,305	75,000	910,000	115,000	15,000	1,101,000	1,625,000
<u>Wastewater Utility</u>								
Contingency - Sewer	461,939	11,939	0	50,000	50,000	50,000	50,000	250,000
Replace Grinder Pumps	1,201,069	151,069	125,000	125,000	100,000	100,000	100,000	500,000
Pump Station Upgrades - Various Stations	3,959,012	74,012	885,000	0	750,000	0	750,000	1,500,000
Collection System Rehabilitation Project	4,056,121	156,121	0	900,000	0	750,000	0	2,250,000
Potomac Edison Pump Station & Force Main	100,000	0	100,000	0	0	0	0	0
Smithsburg WWTP ENR Upgrade	28,087,469	12,587,469	0	0	0	0	0	15,500,000
General WwTP Improvements	1,091,410	191,410	300,000	300,000	0	0	0	300,000
Heavy Sewer EQP and VEH Replacement	1,528,416	333,416	600,000	250,000	35,000	35,000	40,000	235,000
Wastewater Utility Total	40,485,436	13,505,436	2,010,000	1,625,000	935,000	935,000	940,000	20,535,000
Water Quality Total	48,882,717	15,571,717	2,645,000	2,769,000	1,200,000	1,355,000	2,227,000	23,115,000
TOTAL	1,043,332,998	161,907,998	111,833,000	109,131,000	75,369,000	81,536,000	77,716,000	425,840,000

\*Projected Capital plan projects and funding sources are subject to change in future budget cycles.

	Budget Year			Projected Capital Plan*				
	Total	Prior Appr.	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	Future
Funding Sources								
General Fund	189,258,974	47,410,974	7,598,000	10,250,000	12,250,000	13,250,000	14,250,000	84,250,000
Highway Fund	6,237,000	1,237,000	500,000	500,000	500,000	500,000	500,000	2,500,000
Cascade Fund	12,342	12,342	0	0	0	0	0	0
Solid Waste Fund	2,067,805	297,805	235,000	265,000	265,000	162,000	138,000	705,000
Utility Admin Fund	2,398,781	383,781	335,000	234,000	150,000	155,000	186,000	955,000
Water Fund	385,009	165,009	50,000	50,000	15,000	15,000	15,000	75,000
Sewer Fund	4,245,723	1,550,723	725,000	425,000	185,000	185,000	190,000	985,000
Airport Fund	4,886,804	1,362,804	475,000	699,000	891,000	290,000	319,000	850,000
Golf Course Fund	100,000	0	100,000	0	0	0	0	0
Interest	9,000,000	0	3,500,000	1,500,000	500,000	500,000	500,000	2,500,000
Tax-Supported Bond	166,136,548	26,136,548	14,000,000	14,000,000	14,000,000	14,000,000	14,000,000	70,000,000
Self-Supported Bond	103,801,910	10,253,910	8,288,000	5,401,000	7,345,000	6,040,000	8,240,000	58,234,000
State Loan	4,488,552	4,488,552	0	0	0	0	0	0
Loan	102,000,000	0	0	4,000,000	4,000,000	0	0	94,000,000
Transfer Tax	29,981,724	7,481,724	3,000,000	2,000,000	2,000,000	2,000,000	2,250,000	11,250,000
Excise Tax - Schools	2,977,031	567,031	385,000	385,000	385,000	385,000	385,000	485,000
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	110,000	10,000	10,000	10,000	10,000	10,000	10,000	50,000
Excise Tax - Non-Residential	623,812	123,812	50,000	50,000	50,000	50,000	50,000	250,000
PFC Fees - Airport	172,000	0	0	0	0	0	0	172,000
Capital Reserve - General	43,179,000	8,484,000	12,386,000	8,019,000	4,684,000	6,952,000	1,148,000	1,506,000
Capital Reserve - Airport	1,075,000	0	275,000	400,000	200,000	200,000	0	0
Capital Reserve - Transfer Tax	6,278,000	0	0	917,000	0	0	2,798,000	2,563,000
Capital Reserve - Excise Tax - Schools	1,770,000	0	770,000	1,000,000	0	0	0	0
Capital Reserve - Excise Tax - Roads	300,000	0	0	300,000	0	0	0	0
Capital Reserve - Excise Tax - Non-Residential	7,700,000	0	2,200,000	3,000,000	0	0	2,500,000	0
Capital Reserve - APFO Fees - Schools	1,000,000	0	0	1,000,000	0	0	0	0
Federal Grant	108,117,898	34,534,898	13,294,000	29,900,000	9,995,000	3,206,000	5,849,000	11,339,000
State Grant	219,117,027	17,080,027	42,748,000	23,543,000	7,258,000	30,115,000	23,733,000	74,640,000
Contributions	24,062,738	27,738	754,000	1,128,000	10,531,000	336,000	500,000	7,756,000
TOTAL	1,043,332,998	161,907,998	111,833,000	109,131,000	75,369,000	81,536,000	77,716,000	425,840,000

\*Projected Capital Plan projects and funding sources are subject to change in future budget cycles.



# Airport

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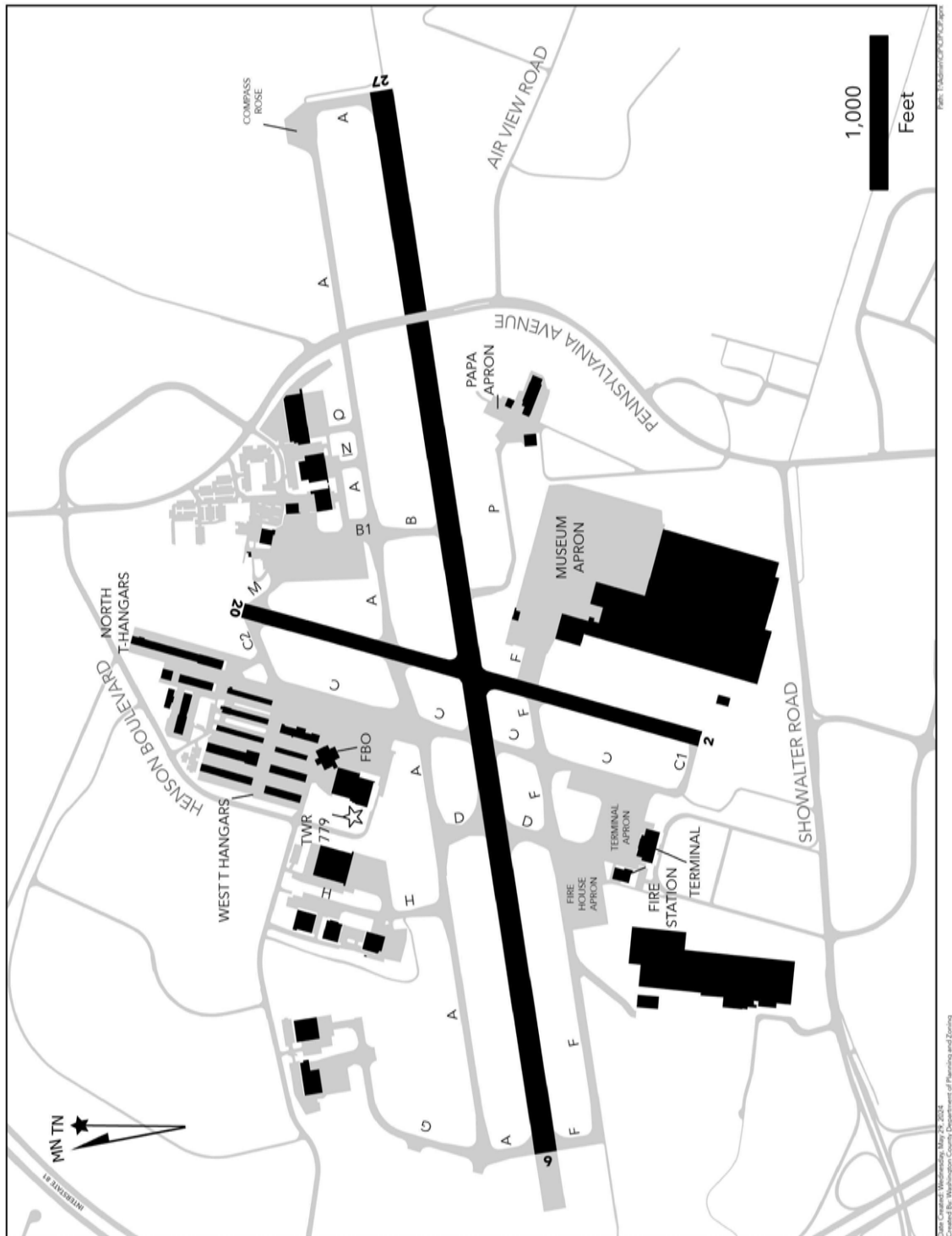
## Airport Capital Improvement Ten Year Summary Fiscal Year 2026 - 2035

				Budget Year	Projected Capital Plan*				
		Total	Prior Appr.	2026	2027	2028	2029	2030	Future
Page	Project Costs								
49	Air Traffic Control Tower	13,000,000	778,000	12,222,000	0	0	0	0	0
50	Airport Systemic Improvement Projects	3,104,559	1,541,559	288,000	205,000	100,000	100,000	100,000	770,000
51	Terminal Building - East Expansion	7,803,000	722,000	7,081,000	0	0	0	0	0
52	Capital Equipment - Airport	6,986,620	1,016,620	634,000	40,000	3,717,000	261,000	55,000	1,263,000
53	Terminal Parking Lot/Access Road Improvements	1,275,000	0	275,000	400,000	600,000	0	0	0
54	Runway 2/20 Rehabilitation and Lighting	3,921,000	3,847,000	74,000	0	0	0	0	0
55	T-Hangar Taxi Lanes Rehabilitation	2,756,000	1,512,000	1,244,000	0	0	0	0	0
56	Taxiway A Rehabilitation	4,184,000	335,000	168,000	3,681,000	0	0	0	0
57	Taxiway H Rehabilitation	1,318,000	108,000	1,210,000	0	0	0	0	0
58	Land Acquisition-Airport	9,430,000	5,430,000	0	4,000,000	0	0	0	0
59	Fuel Farm Relocation/Replacement	5,000,000	0	0	500,000	4,500,000	0	0	0
60	Airport Master Plan Update	2,000,000	0	0	0	2,000,000	0	0	0
61	Runway 9 MALS	1,800,000	0	0	0	180,000	1,620,000	0	0
62	Salt and Material Storage Facility	250,000	0	0	0	250,000	0	0	0
63	Snow Removal Equipment Storage Building Expansion	4,800,000	0	0	0	0	480,000	4,320,000	0
64	Taxiway G Rehabilitation	3,130,000	0	0	0	0	0	0	3,130,000
TOTAL		70,758,179	15,290,179	23,196,000	8,826,000	11,347,000	2,461,000	4,475,000	5,163,000
Funding Sources									
General Fund		326,016	326,016	0	0	0	0	0	0
Airport Fund		4,886,804	1,362,804	475,000	699,000	891,000	290,000	319,000	850,000
Self-Supported Bond		600,000	0	0	0	600,000	0	0	0
PFC Fees - Airport		172,000	0	0	0	0	0	0	172,000
Capital Reserve - General		2,420,000	0	2,420,000	0	0	0	0	0
Capital Reserve - Airport		1,075,000	0	275,000	400,000	200,000	200,000	0	0
Federal Grant		45,166,993	12,081,993	6,627,000	7,363,000	9,331,000	1,890,000	3,937,000	3,937,000
State Grant		16,111,366	1,519,366	13,399,000	364,000	325,000	81,000	219,000	204,000
TOTAL		70,758,179	15,290,179	23,196,000	8,826,000	11,347,000	2,461,000	4,475,000	5,163,000

\*Projected Capital Plan projects and funding sources are subject to change in future budget cycles.

# AIRPORT DIAGRAM

HAGERSTOWN, MARYLAND  
HAGERSTOWN RGNL/RICHARD A HENSON FLD (HGR)



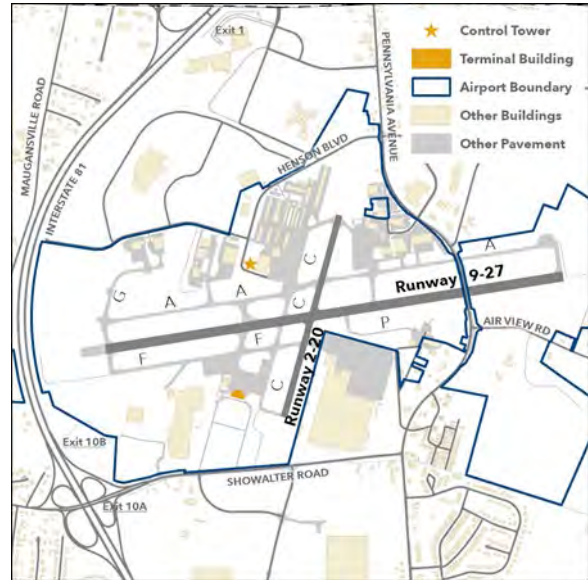


**Project Title** Air Traffic Control Tower Replacement

**Project ID** BLD079

**Full-time Employees** 0

**Operating Costs** \$100,000



**Project Description** This project is to construct a new Air Traffic Control Tower to replace the existing aging facility on a nearby site.

**Project Assumptions** Pending grant funding approval: 100% State of Maryland share.

**Project Justification** The current tower was designed for the shorter 5,461' primary runway at HGR. After the runway length extension to 7,000' - the ATC tower cab became too low in height to provide sufficient line-of-sight for Air Traffic Controllers. This also contributes to operational restrictions on the use of our crosswind secondary runway 02-20. The existing tower also has age-related and obsolescence issues with computer networks, radios, windows, utilities, etc. HGR Airport does not qualify for federal assistance for this project. Additional funds beyond the initial construction costs will be used by the airport to pay ongoing O&M costs over time. Once the replacement tower is constructed and fully operational, the existing tower will be demolished.

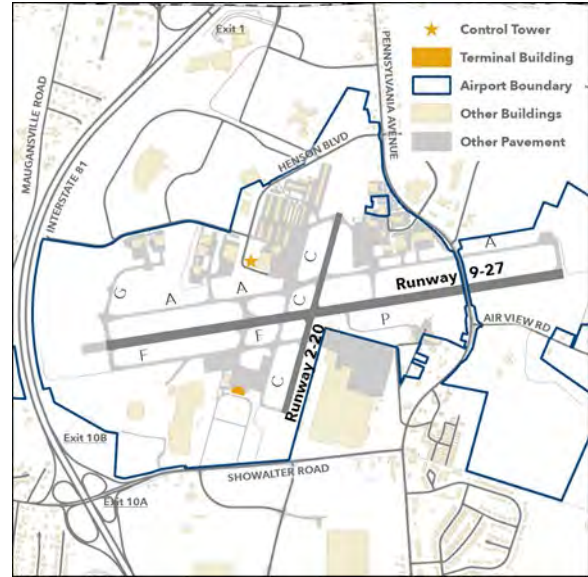
	Total	Prior	Budget Year	Projected Capital Plan				
		Appr.	2026	2027	2028	2029	2030	Future
Project Costs:								
Construction	7,222,000	0	7,222,000	0	0	0	0	0
Engineering and Design	778,000	778,000	0	0	0	0	0	0
Other	5,000,000	0	5,000,000	0	0	0	0	0
Total Cost	13,000,000	778,000	12,222,000	0	0	0	0	0
Funding Sources:								
Federal Grant	0	778,000	-778,000	0	0	0	0	0
State Grant	13,000,000	0	13,000,000	0	0	0	0	0
Total Funding	13,000,000	778,000	12,222,000	0	0	0	0	0

**Project Title** Airport Systemic Improvement Projects

**Project ID** BLD088

**Full-time Employees** 0

**Operating Costs** \$0



**Project Description** Project will replace or refurbish various infrastructure systems at the airport.  
 FY26: Airport Terminal Parking Lot "Phase 2" design.  
 FY26-FY35: Planned demolition of one airport-owned residential property and roof repair/coating for one hangar/building each year.

**Project Assumptions** These projects are mostly non-grant eligible. FY25/FY26: anticipating \$153,000 MAA reimbursement grant on eligible components of the FY25 terminal parking lot and airfield marking projects.

**Project Justification** An ongoing replacement/rehabilitation plan is necessary for all airport facilities. The airport will contribute funds on an annual basis to provide for this rehabilitation and replacement program.

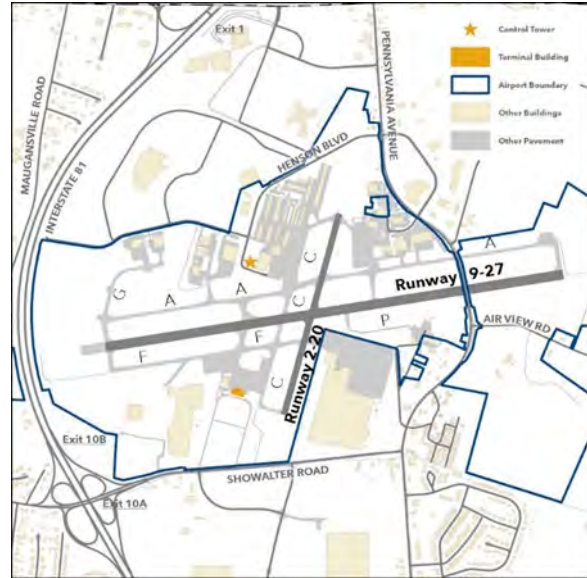
	Total	Prior	Budget Year	Projected Capital Plan				
		Appr.	2026	2027	2028	2029	2030	Future
Project Costs:								
Construction	3,104,559	1,541,559	288,000	205,000	100,000	100,000	100,000	770,000
Total Cost	3,104,559	1,541,559	288,000	205,000	100,000	100,000	100,000	770,000
Funding Sources:								
Airport Fund	2,196,559	786,559	135,000	205,000	100,000	100,000	100,000	770,000
State Grant	908,000	755,000	153,000	0	0	0	0	0
Total Funding	3,104,559	1,541,559	288,000	205,000	100,000	100,000	100,000	770,000

**Project Title** Terminal Building Expansion Project

**Project ID** BLD115

**Full-time Employees** 0

**Operating Costs** \$20,000



**Project Description** Airport would seek 95% funding under the FAA's Airport Terminal Program (ATP-BIL). This competitive grant program opportunity will provide additional support space (4,800 SF) for expanded ticketing, passenger queuing, and east-side lobby space. Update: Expanded project will also include 3,000 SF in additional space behind the ticket counter walls (totaling 7,800 SF) for airline operating base space needs, including offices, commissary, training rooms, locker room, parts storage, and other support spaces necessary to encourage flight growth.

**Project Assumptions** FAA - 95% share; MAA - 2.21% share; Local - 2.79% share of original \$5.526 mil project. If the expanded project is completed, the funding split would be FAA - 67.28%, MAA - 3.32%, Local - 29.4%.

**Project Justification** Currently, the airport lacks sufficient airline office and ground crew support space to accommodate any potential new-entrant airlines or to ever establish an operating base by any existing or future airlines. Expected economic returns would be much greater if the larger, expanded project is undertaken.

	Total	Prior Appr.	Budget Year 2026	2027	Projected Capital Plan				Future
					2028	2029	2030		
<b>Project Costs:</b>									
Construction	7,023,000	0	7,023,000	0	0	0	0	0	0
Engineering and Design	780,000	722,000	58,000	0	0	0	0	0	0
<b>Total Cost</b>	<b>7,803,000</b>	<b>722,000</b>	<b>7,081,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Funding Sources:</b>									
Airport Fund	283,000	42,000	241,000	0	0	0	0	0	0
Capital Reserve - General	1,970,000	0	1,970,000	0	0	0	0	0	0
Federal Grant	5,250,000	680,000	4,570,000	0	0	0	0	0	0
State Grant	300,000	0	300,000	0	0	0	0	0	0
<b>Total Funding</b>	<b>7,803,000</b>	<b>722,000</b>	<b>7,081,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

**Project Title** Capital Equipment - Airport

**Project ID** EQP031

**Full-time Employees** 0

**Operating Costs** \$0

**Project Description** Planned purchases for FY26: 2 replacement tractors/mowers, fire hose replacements, FLIR camera, automatic gate openers for six airport access gates, 13 new replacement Self Contained Breathing Apparatus kits, and firefighter protective clothing/gear. Future acquisitions are based on the Airport Equipment Replacement Program.

**Project Assumptions** Some larger ticket items are eligible for potential FAA grant funding as follows: FAA - 90%; MAA - 5%; Local - 5%. MAA Special Project grant funding: MAA - 75%; Local - 25%. Note: Capital Reserves is a one-time request for 100% County funds to acquire a comprehensive Airline Ground Support Equipment (GSE) package to serve current and future airline operations and correct deficiencies in HGR's ability to handle narrowbody aircraft needs.

**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.

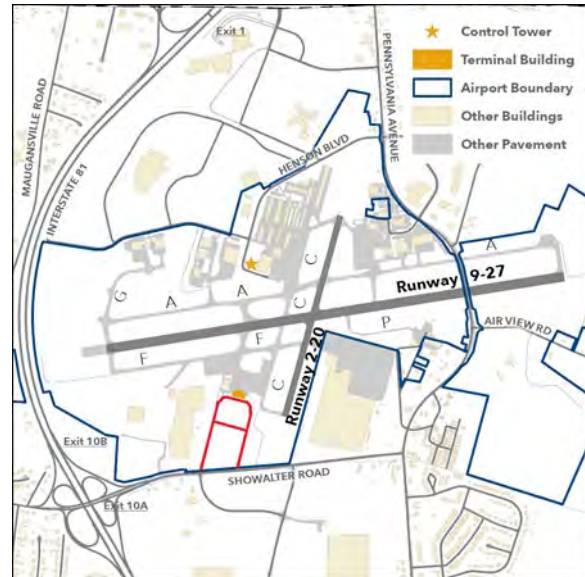
	Total	Prior Appr.	Budget Year 2026	2027	Projected Capital Plan			
					2028	2029	2030	Future
<b>Project Costs:</b>								
Equipment/Furniture	6,986,620	1,016,620	634,000	40,000	3,717,000	261,000	55,000	1,263,000
<b>Total Cost</b>	<b>6,986,620</b>	<b>1,016,620</b>	<b>634,000</b>	<b>40,000</b>	<b>3,717,000</b>	<b>261,000</b>	<b>55,000</b>	<b>1,263,000</b>
<b>Funding Sources:</b>								
General Fund	55,016	55,016	0	0	0	0	0	0
Airport Fund	836,245	170,245	184,000	40,000	298,000	61,000	3,000	80,000
Capital Reserve - General	450,000	0	450,000	0	0	0	0	0
Capital Reserve - Airport	200,000	0	0	0	0	200,000	0	0
Federal Grant	5,002,993	514,993	0	0	3,319,000	0	49,000	1,120,000
State Grant	442,366	276,366	0	0	100,000	0	3,000	63,000
<b>Total Funding</b>	<b>6,986,620</b>	<b>1,016,620</b>	<b>634,000</b>	<b>40,000</b>	<b>3,717,000</b>	<b>261,000</b>	<b>55,000</b>	<b>1,263,000</b>

**Project Title** Terminal Parking Lot/Access Road Improvements

**Project ID** LDI066

**Full-time Employees** 0

**Operating Costs** \$0



**Project Description** Includes design and construction efforts. Rehabilitation of access roadway and north Terminal lot first paved in early 1990s. Also includes additional asphalt paving of the south (temporary millings) lot, road painting/stripping, new signage, improved/additional lighting and security cameras, landscaping, restored curbing, stormwater work, etc.

**Project Assumptions** Assumes this project will not be eligible for a MAA Special Grant (75%/25% funding split). However, airport staff will inquire if it may be eligible.

**Project Justification** Improves aesthetic value as the "front door to the community," as well as stormwater capacity. Expected economic benefits to airport budget. Additional parking capacity aids efforts to attract more airline and terminal concessionaire activity.

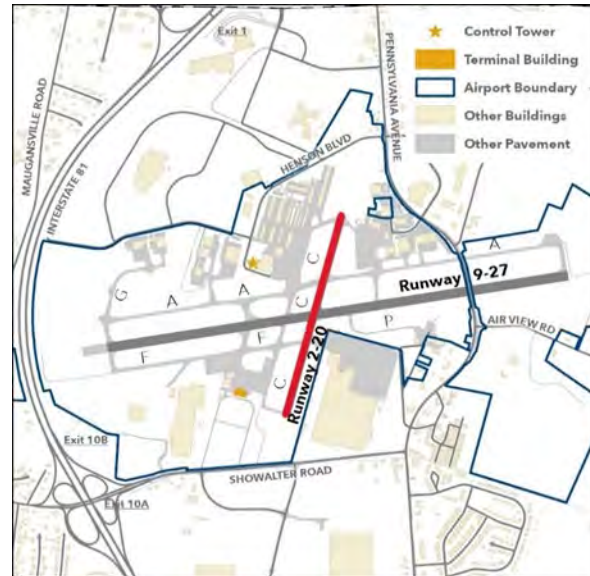
	Total	Prior Appr.	Budget Year 2026	Projected Capital Plan				
				2027	2028	2029	2030	Future
Project Costs:								
Construction	1,200,000	0	200,000	400,000	600,000	0	0	0
Engineering and Design	75,000	0	75,000	0	0	0	0	0
Total Cost	1,275,000	0	275,000	400,000	600,000	0	0	0
Funding Sources:								
Self-Supported Bond	600,000	0	0	0	600,000	0	0	0
Capital Reserve - Airport	675,000	0	275,000	400,000	0	0	0	0
Total Funding	1,275,000	0	275,000	400,000	600,000	0	0	0

**Project Title** Runway 2/20 Rehabilitation & Lighting

**Project ID** RUN021

**Full-time Employees** 0

**Operating Costs** \$0



**Project Description** The project consists of the rehabilitation of crosswind Runway 02-20, 3,165 feet in length.

**Project Assumptions** Pending grant funding: FAA - 94.59%; MAA - 1.94%; Local - 3.47%. Anticipated to utilize a combination of FAA entitlement and discretionary funds. MAA will only cover construction costs, not design or construction admin-related "soft costs." Local match will be 10% for design portion. HGR airport staff are advocating for the preservation of the full 100 ft. runway width, as it is additionally used for aircraft parking and VIP movements. However, FAA may insist runway be narrowed to typical width of 75 ft. for visual, B-II runways. Design and bidding services associated with this project in the amount of \$321,491 were funded with a previously awarded FAA Grant 070.

**Project Justification** The existing runway is in need of sub-surface repairs, milling, overlay, painting, and new energy efficient LED lighting. The lighting control panel in the Air Traffic Control Tower that activates/deactivates these runway lights also needs to be replaced.

	Total	Prior Appr.	Budget Year 2026	Projected Capital Plan				
				2027	2028	2029	2030	Future
<b>Project Costs:</b>								
Construction	3,598,000	3,524,000	74,000	0	0	0	0	0
Engineering and Design	323,000	323,000	0	0	0	0	0	0
<b>Total Cost</b>	<b>3,921,000</b>	<b>3,847,000</b>	<b>74,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Funding Sources:</b>								
Airport Fund	136,000	229,000	-93,000	0	0	0	0	0
Federal Grant	3,709,000	3,463,000	246,000	0	0	0	0	0
State Grant	76,000	155,000	-79,000	0	0	0	0	0
<b>Total Funding</b>	<b>3,921,000</b>	<b>3,847,000</b>	<b>74,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

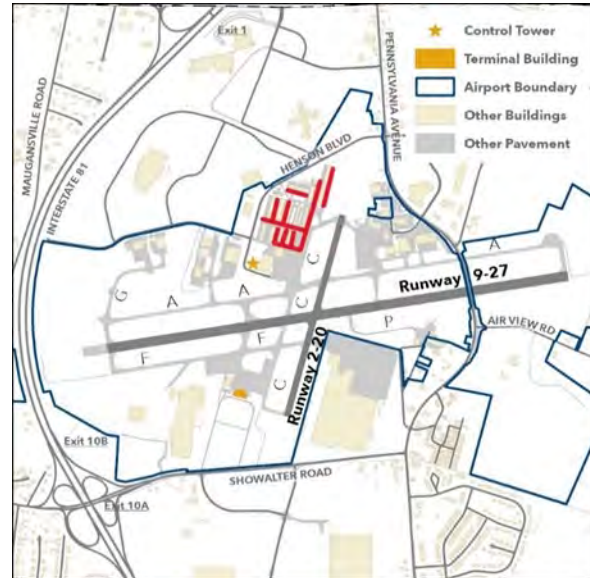


**Project Title** T-Hangar Taxi Lane Rehabilitation

**Project ID** RUN023

**Full-time Employees** 0

**Operating Costs** \$0



**Project Description** Project includes rehabilitation of taxi lanes from full-length Taxiway A north up to the T-Hangar area, including between hangar rows.

**Project Assumptions** Pending FAA BIL-AIG grant funding approval:  
 FAA - 95% share  
 MAA - 2.04% share  
 Local - 2.96% share

**Project Justification** These taxi lanes are decades old, in poor condition, and require expensive yearly maintenance and patchwork. The pavement is thin/lacking depth. Alligator cracking and other signs of stress are present. Pavement is near the end of its useful life and needs to be rehabilitated. There is a risk of Foreign Object Debris (FOD) and aircraft damage while taxiing if project is not completed. Project benefits a large number of general aviation and T-Hangar customers/tenants.

		Prior	Budget Year	Projected Capital Plan				
	Total	Appr.	2026	2027	2028	2029	2030	Future
Project Costs:								
Construction	2,601,000	1,362,000	1,239,000	0	0	0	0	0
Engineering and Design	155,000	150,000	5,000	0	0	0	0	0
Total Cost	2,756,000	1,512,000	1,244,000	0	0	0	0	0
Funding Sources:								
Airport Fund	82,000	90,000	-8,000	0	0	0	0	0
Federal Grant	2,618,000	1,361,000	1,257,000	0	0	0	0	0
State Grant	56,000	61,000	-5,000	0	0	0	0	0
Total Funding	2,756,000	1,512,000	1,244,000	0	0	0	0	0

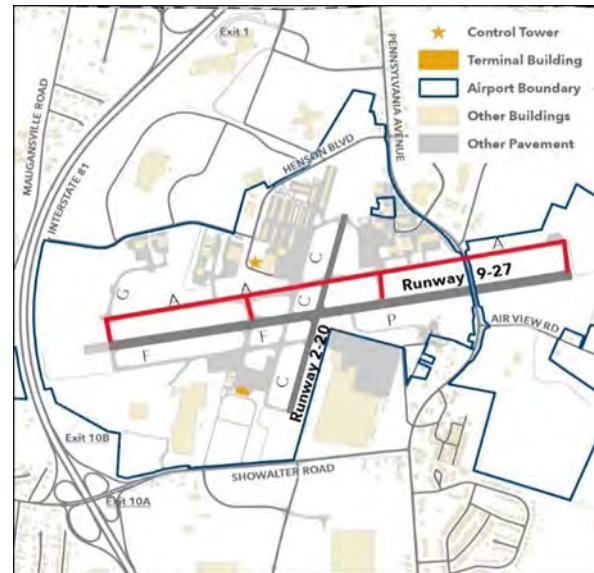


**Project Title** Taxiway A Rehabilitation

**Project ID** RUN024

**Full-time Employees** 0

**Operating Costs** \$0



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

**Project Assumptions** Pending grant funding approval:  
 FAA - 90.6% share  
 MAA - 4.4% share  
 Local - 5% share  
 Note: Design is covered at FAA - 95% and Local - 5%.

**Project Justification** The last rehabilitation of this very important full-length taxiway was completed in 2001. This will make the existing surface nearly 25 years old, and it will have met the end of its useful life and will be ready for rehabilitation.

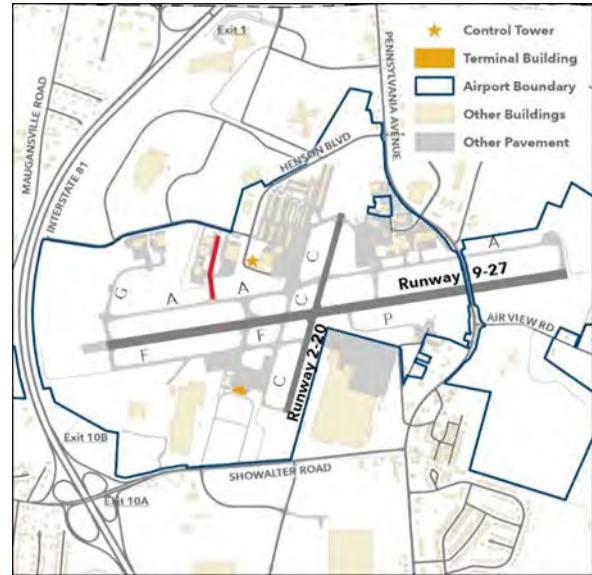
	Prior	Budget Year	Projected Capital Plan					
	Total	Appr.	2026	2027	2028	2029	2030	Future
Project Costs:								
Construction	3,681,000	0	0	3,681,000	0	0	0	0
Engineering and Design	503,000	335,000	168,000	0	0	0	0	0
Total Cost	4,184,000	335,000	168,000	3,681,000	0	0	0	0
Funding Sources:								
Airport Fund	209,000	34,000	-9,000	184,000	0	0	0	0
Federal Grant	3,791,000	301,000	177,000	3,313,000	0	0	0	0
State Grant	184,000	0	0	184,000	0	0	0	0
Total Funding	4,184,000	335,000	168,000	3,681,000	0	0	0	0

**Project Title** Taxiway H Rehabilitation

**Project ID** RUN025

**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.

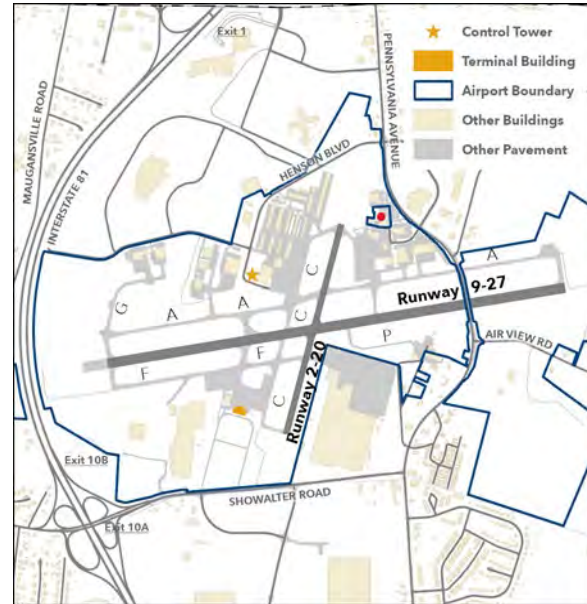
**Project Assumptions** Pending grant funding approval:  
 FAA - 95% share  
 MAA - 2.3% share (5% of construction costs)  
 Local - 2.7% share

**Project Justification** The taxiway will be near the end of its useful life and will be in need of rehabilitation. New LED lights will save on electrical power costs.

		Prior	Budget Year	Projected Capital Plan				
	Total	Appr.	2026	2027	2028	2029	2030	Future
Project Costs:								
Construction	1,210,000	0	1,210,000	0	0	0	0	0
Engineering and Design	108,000	108,000	0	0	0	0	0	0
Total Cost	1,318,000	108,000	1,210,000	0	0	0	0	0
Funding Sources:								
Airport Fund	36,000	11,000	25,000	0	0	0	0	0
Federal Grant	1,252,000	97,000	1,155,000	0	0	0	0	0
State Grant	30,000	0	30,000	0	0	0	0	0
Total Funding	1,318,000	108,000	1,210,000	0	0	0	0	0

**Project Title** Land Acquisition - Airport**Project ID** LAN018**Full-time Employees** 0**Operating Costs** \$0

**Project Description** Historically, ongoing land acquisition projects have been to promote the future growth and economic development of the airport. FY27: acquisition of two parcels bordering the airport in the northeast corner, demolition of Civil Air Patrol and Nick's Airport Inn Restaurant structures, movement of fencing, prep of new hangar pad, construction of future taxi lane from PIA south to East apron, and pavement of new parking area to lease to Pittsburgh Institute of Aeronautics/Sierra Nevada Corporation.



**Project Assumptions** Pending grant funding approval:  
 FAA - 90% share  
 MAA - 4.5% - 5.5% share  
 Local - 4.5% - 5.5% share

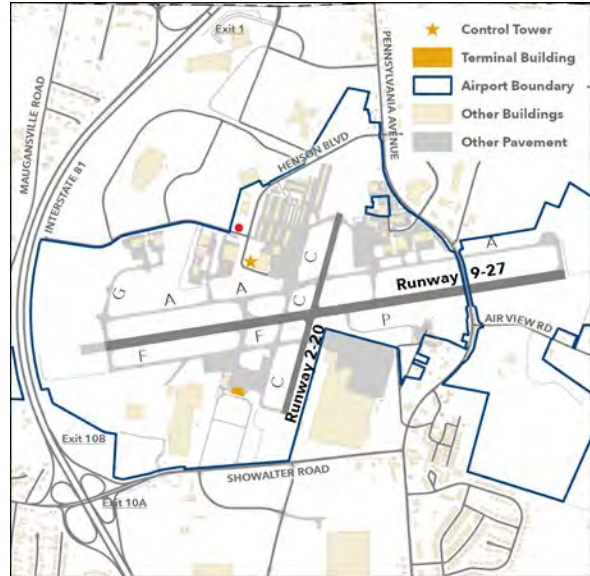
**Project Justification** HGR's Airport Layout Plan (ALP) has identified adjacent land parcels to be acquired if practicable/feasible in the future. FAA safety requirements related to runway line-of-sight and removal of non-frangible obstructions from areas designated to be free from obstructions are accomplished. Additionally, TSA security requirements are addressed as gates are improved and access to the airfield by this non-airport-owned property is better controlled.

	Total	Prior Appr.	Budget Year 2026	Projected Capital Plan				
				2027	2028	2029	2030	Future
<b>Project Costs:</b>								
Construction	800,000	0	0	800,000	0	0	0	0
Engineering and Design	400,000	0	0	400,000	0	0	0	0
Land Acquisition	8,230,000	5,430,000	0	2,800,000	0	0	0	0
<b>Total Cost</b>	<b>9,430,000</b>	<b>5,430,000</b>	<b>0</b>	<b>4,000,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Funding Sources:</b>								
General Fund	271,000	271,000	0	0	0	0	0	0
Airport Fund	220,000	0	0	220,000	0	0	0	0
Federal Grant	8,487,000	4,887,000	0	3,600,000	0	0	0	0
State Grant	452,000	272,000	0	180,000	0	0	0	0
<b>Total Funding</b>	<b>9,430,000</b>	<b>5,430,000</b>	<b>0</b>	<b>4,000,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

**Project Title**      **Airport Fuel Farm Relocation/  
Replacement Facility**

**Full-time Employees**      0

**Operating Costs**      \$3,000



**Project Description**      The airport needs to replace its obsolete, aging fuel farm with an improved, modern, enlarged facility relocated to the airport's west side, closer to the Fixed Base Operations (FBO)/Rider Jet Center.

**Project Assumptions**      Assumes this project is eligible for FAA BIL-AIG and MAA grant funding:  
FAA - 95% share  
MAA - 2.25% share  
Local - 2.75% share

**Project Justification**      Increase in airline flights, general/business aviation, and flight-testing activity have driven the need for increased storage capacity. The current fuel farm lacks sufficient Jet A capacity, is poorly located, is past its useful life, and lacks overhead walkways necessary for manual tank readings compliant with OSHA regulations. The new facility will have expanded capacity, modern safety and environmental features, and fuel recovery/reclaim equipment to prevent the current loss of daily sumped gallons.

		Prior	Budget Year	Projected Capital Plan				
	Total	Appr.	2026	2027	2028	2029	2030	Future
Project Costs:								
Construction	4,500,000	0	0	0	4,500,000	0	0	0
Engineering and Design	500,000	0	0	500,000	0	0	0	0
Total Cost	5,000,000	0	0	500,000	4,500,000	0	0	0
Funding Sources:								
Airport Fund	275,000	0	0	50,000	225,000	0	0	0
Federal Grant	4,500,000	0	0	450,000	4,050,000	0	0	0
State Grant	225,000	0	0	0	225,000	0	0	0
Total Funding	5,000,000	0	0	500,000	4,500,000	0	0	0

**Project Title**                      **Airport Master Plan Update**

**Full-time Employees**        0

**Operating Costs**             \$0

**Project Description**        An FAA-required airport land use planning/engineering document.

**Project Assumptions**       Assumes FAA 90% grant funding. This will be undertaken during FY28 or thereafter, provided that the airport first completes all BIL-funded projects.

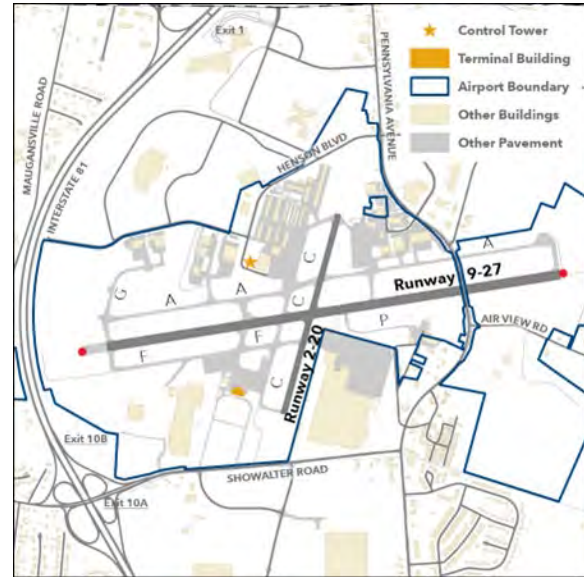
**Project Justification**        HGR needs to develop a long-term airport land use planning document that outlines future development to meet aviation demands over a 20-year planning period. HGR has not completed this kind of full-scope study since the late 1980s.

	Total	Prior Appr.	Budget Year 2026	Projected Capital Plan				
				2027	2028	2029	2030	Future
<b>Project Costs:</b>								
Engineering and Design	2,000,000	0	0	0	2,000,000	0	0	0
<b>Total Cost</b>	<b>2,000,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2,000,000</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Funding Sources:</b>								
Airport Fund	200,000	0	0	0	200,000	0	0	0
Federal Grant	1,800,000	0	0	0	1,800,000	0	0	0
<b>Total Funding</b>	<b>2,000,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2,000,000</b>	<b>0</b>	<b>0</b>	<b>0</b>

**Project Title** Runway 9 MALSR

**Full-time Employees** 0

**Operating Costs** \$0



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

**Project Assumptions** Pending grant funding approval:  
 FAA - 90% share  
 MAA - 4.5% share (5% of construction costs)  
 Local - 5.5% share

**Project Justification** This will make HGR an "all-weather" airport. The installation of a MALSR system for Runway 9 provides safety during flight (landing), lowers approach minimums, and increases the potential to increase flights during inclement weather. It is important to install before I-81 Phase 4 construction.

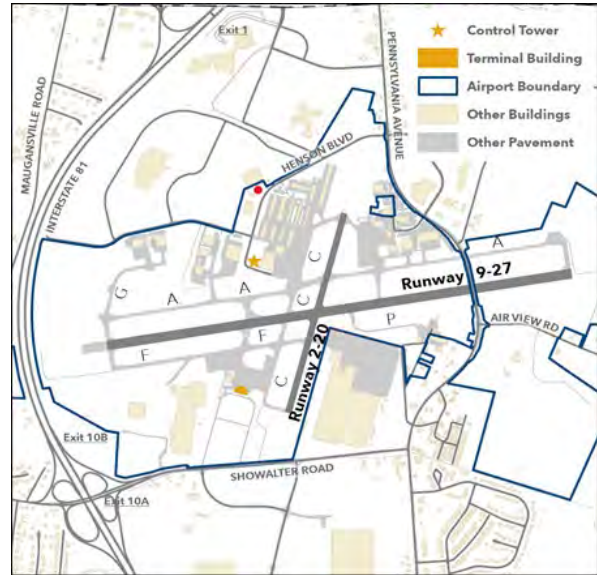
	Prior	Budget Year	Projected Capital Plan					
	Total	Appr.	2026	2027	2028	2029	2030	Future
Project Costs:								
Construction	1,620,000	0	0	0	0	1,620,000	0	0
Engineering and Design	180,000	0	0	0	180,000	0	0	0
Total Cost	1,800,000	0	0	0	180,000	1,620,000	0	0
Funding Sources:								
Airport Fund	99,000	0	0	0	18,000	81,000	0	0
Federal Grant	1,620,000	0	0	0	162,000	1,458,000	0	0
State Grant	81,000	0	0	0	0	81,000	0	0
Total Funding	1,800,000	0	0	0	180,000	1,620,000	0	0



**Project Title** Salt and Material Storage Facility

**Full-time Employees** 0

**Operating Costs** \$0



**Project Description** Construction of a 3- or 4-bay material storage building for salt, sand, gravel, and topsoil.

**Project Assumptions** Potential 75% Maryland Aviation Administration (MAA) grant funding for this project, in FY28 or later. TBD. 25% Local Share. Willing to undertake project without grant support using Airport funds.

**Project Justification** Project allows movement of sand and topsoil from interior of existing airport maintenance building. Reduces dust and dirt inside building and repurposed space allows for bulk purchases of aircraft deicing fluid, further saving funds. Allows the airport to delay the expense of the planned airport maintenance building expansion project.

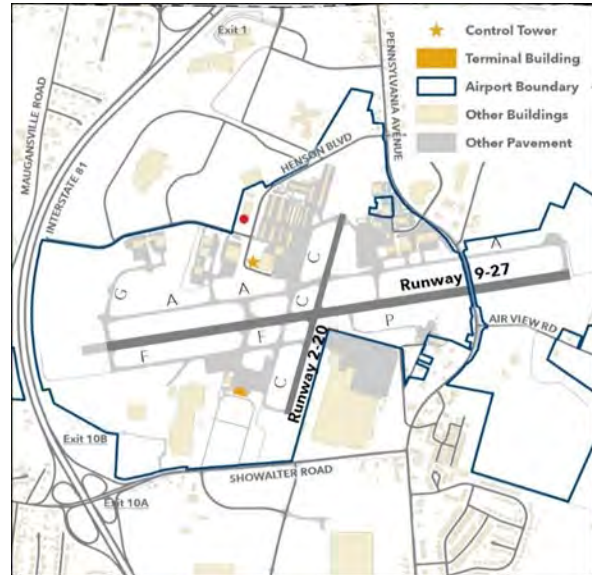
	Total	Prior	Budget Year	Projected Capital Plan				
		Appr.	2026	2027	2028	2029	2030	Future
Project Costs:								
Construction	250,000	0	0	0	250,000	0	0	0
Total Cost	250,000	0	0	0	250,000	0	0	0
Funding Sources:								
Airport Fund	50,000	0	0	0	50,000	0	0	0
Capital Reserve - Airport	200,000	0	0	0	200,000	0	0	0
Total Funding	250,000	0	0	0	250,000	0	0	0



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

**Full-time Employees**      0

**Operating Costs**      \$2,000



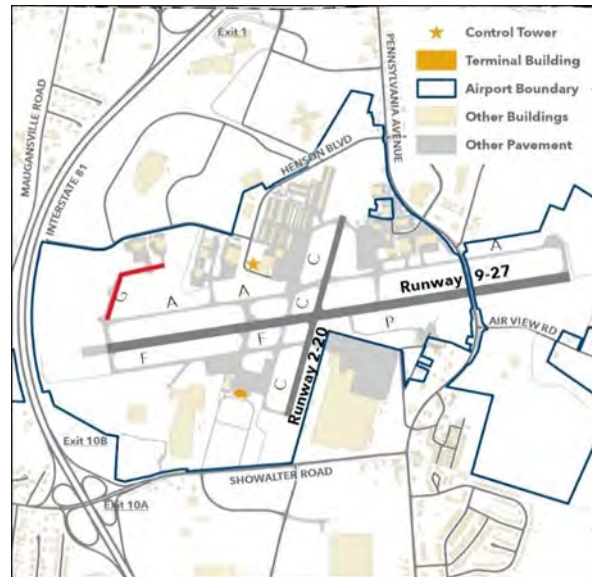
**Project Description**      A 60' x 110' expansion is planned for the southside existing vehicle storage facility.

**Project Assumptions**      Pending grant funding approval:  
 FAA - 90% share  
 MAA - 4.5% (5% of construction costs)  
 Local - 5.5%

**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. Keeping vehicles stored indoors is vital to preserve them in optimum condition long-term.

	Total	Prior	Budget Year	Projected Capital Plan				
		Appr.	2026	2027	2028	2029	2030	Future
Project Costs:								
Construction	4,320,000	0	0	0	0	0	4,320,000	0
Engineering and Design	480,000	0	0	0	0	480,000	0	0
Total Cost	4,800,000	0	0	0	0	480,000	4,320,000	0
Funding Sources:								
Airport Fund	264,000	0	0	0	0	48,000	216,000	0
Federal Grant	4,320,000	0	0	0	0	432,000	3,888,000	0
State Grant	216,000	0	0	0	0	0	216,000	0
Total Funding	4,800,000	0	0	0	0	480,000	4,320,000	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:  
 FAA - 90% share  
 MAA - 4.5% (5% of construction costs)  
 Local - 5.5%

**Project Justification**      The last rehabilitation of the taxiway was completed in 2008. This will make the existing surface 23 years old in 2031, and it will have met the end of its useful life and will be ready for rehabilitation. Project will reduce the risk of asphalt deterioration and related foreign object debris (FOD). This project will also help aid economic growth since many of the development sites for new corporate hangar development are located along this taxiway.

		Prior	Budget Year	Projected Capital Plan				
	Total	Appr.	2026	2027	2028	2029	2030	Future
<b>Project Costs:</b>								
Construction	2,817,000	0	0	0	0	0	0	2,817,000
Engineering and Design	313,000	0	0	0	0	0	0	313,000
<b>Total Cost</b>	<b>3,130,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3,130,000</b>
<b>Funding Sources:</b>								
PFC Fees - Airport	172,000	0	0	0	0	0	0	172,000
Federal Grant	2,817,000	0	0	0	0	0	0	2,817,000
State Grant	141,000	0	0	0	0	0	0	141,000
<b>Total Funding</b>	<b>3,130,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3,130,000</b>

# Bridges

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## Bridges

### Capital Improvement Ten Year Summary

### Fiscal Year 2026 - 2035

		Budget Year			Projected Capital Plan*				
		Total	Prior Appr.	2026	2027	2028	2029	2030	Future
Page	Project Costs								
66	Bridge Inspection and Inventory	840,682	186,682	24,000	0	150,000	200,000	25,000	255,000
67	Keedysville Road Bridge W5651	3,764,600	3,014,600	750,000	0	0	0	0	0
68	Bridge Scour Repairs	78,330	28,330	0	0	50,000	0	0	0
69	Cleaning & Painting of Steel Bridges	264,717	114,717	0	0	0	0	150,000	0
70	Halfway Boulevard Bridges W0912	6,434,000	5,684,000	750,000	0	0	0	0	0
71	Gardenhour Road Bridge W2431	3,695,000	775,000	1,920,000	1,000,000	0	0	0	0
72	Stone Masonry Bridge Repairs	100,000	50,000	0	0	50,000	0	0	0
73	Swope Road Culvert 16/07	150,000	0	150,000	0	0	0	0	0
74	High Germany Road Bridge W0011	2,109,000	0	738,000	989,000	382,000	0	0	0
75	Remsburg Road Culvert	150,000	0	150,000	0	0	0	0	0
76	Bowie Road Culvert	150,000	0	150,000	0	0	0	0	0
77	Rinehart Road Culvert 14/03	200,000	0	0	200,000	0	0	0	0
78	Harpers Ferry Road Culvert 11/02	1,043,000	0	0	0	434,000	609,000	0	0
79	Henline Road Culvert 05/05	200,000	0	0	0	200,000	0	0	0
80	Long Hollow Road Culvert 05/07	100,000	0	0	0	100,000	0	0	0
81	Mercersburg Road Culvert 04/16	771,000	0	0	0	340,000	431,000	0	0
82	Price's Mill Bridge	1,150,000	0	0	0	1,150,000	0	0	0
83	Hoffman's Inn Road Culvert 05/06	150,000	0	0	0	0	150,000	0	0
84	Appletown Road Bridge W2184	979,000	0	0	0	0	407,000	572,000	0
85	Yarrowsburg Road Bridge W6191	2,102,000	0	0	0	0	620,000	1,482,000	0
86	Ashton Road Culvert 04/06	559,000	0	0	0	0	0	42,000	517,000
87	Gruber Road Bridge 04/10	396,000	0	0	0	0	0	10,000	386,000
88	Draper Road Culvert 04/07	589,000	0	0	0	0	37,000	552,000	0
89	Draper Road Culvert 04/08	530,000	0	0	0	0	0	0	530,000
90	Burnside Bridge Road Culvert 01/03	484,000	0	0	0	0	0	0	484,000
91	Greenbrier Road Culvert 16/14	268,000	0	0	0	0	0	0	268,000
92	Poplar Grove Road Bridge W2432	1,955,000	0	0	0	0	0	0	1,955,000
93	Taylor's Landing Road Bridge W7101	1,379,000	0	0	0	0	0	0	1,379,000
<b>TOTAL</b>		<b>30,591,329</b>	<b>9,853,329</b>	<b>4,632,000</b>	<b>2,189,000</b>	<b>2,856,000</b>	<b>2,454,000</b>	<b>2,833,000</b>	<b>5,774,000</b>
Funding Sources									
	General Fund	3,524,329	797,329	424,000	0	950,000	330,000	311,000	712,000
	Tax-Supported Bond	11,590,000	1,103,000	1,406,000	1,389,000	1,056,000	1,628,000	1,386,000	3,622,000
	Transfer Tax	225,000	225,000	0	0	0	0	0	0
	Capital Reserve - General	1,171,000	239,000	82,000	0	850,000	0	0	0
	Federal Grant	14,081,000	7,489,000	2,720,000	800,000	0	496,000	1,136,000	1,440,000
<b>TOTAL</b>		<b>30,591,329</b>	<b>9,853,329</b>	<b>4,632,000</b>	<b>2,189,000</b>	<b>2,856,000</b>	<b>2,454,000</b>	<b>2,833,000</b>	<b>5,774,000</b>

\*Projected Capital Plan projects and funding sources are subject to change in future budget cycles.

**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 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	Budget Year	Projected Capital Plan				
		Appr.	2026	2027	2028	2029	2030	Future
Project Costs:								
Other	840,682	186,682	24,000	0	150,000	200,000	25,000	255,000
Total Cost	840,682	186,682	24,000	0	150,000	200,000	25,000	255,000
Funding Sources:								
General Fund	840,682	186,682	24,000	0	150,000	200,000	25,000	255,000
Total Funding	840,682	186,682	24,000	0	150,000	200,000	25,000	255,000

**Project Title** Keedysville Road Bridge W5651

**Project ID** BRG072

**Full-time Employees** 0

**Operating Costs** \$0



**Project Description** This bridge is located in the 18900 block of Keedysville Road, one half mile west of Keedysville (ADC Map 31, Grid E-7). The project will rehabilitate a stone arch structure. The structure is considered eligible for the National Register of Historic Places. Rehabilitation will include concrete fill, traffic barrier upgrades, scour repair, stone masonry reconstruction, and repointing.

**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 maintain a serviceable condition and to protect historical considerations. The Bridge Sufficiency Rating is 50.8 out of a maximum possible score of 100.

		Prior	Budget Year	Projected Capital Plan				
	Total	Appr.	2026	2027	2028	2029	2030	Future
Project Costs:								
Construction	3,026,000	2,526,000	500,000	0	0	0	0	0
Engineering and Design	552,500	302,500	250,000	0	0	0	0	0
Inspection	130,000	130,000	0	0	0	0	0	0
Land Acquisition	5,100	5,100	0	0	0	0	0	0
Utilities	51,000	51,000	0	0	0	0	0	0
Total Cost	3,764,600	3,014,600	750,000	0	0	0	0	0
Funding Sources:								
General Fund	567,600	417,600	150,000	0	0	0	0	0
Tax-Supported Bond	219,000	219,000	0	0	0	0	0	0
Transfer Tax	50,000	50,000	0	0	0	0	0	0
Federal Grant	2,928,000	2,328,000	600,000	0	0	0	0	0
Total Funding	3,764,600	3,014,600	750,000	0	0	0	0	0

**Project Title**                **Bridge Scour Repairs**

**Project ID**                 BRG081

**Full-time Employees**    0

**Operating Costs**         \$0

**Project Description**      The project will perform bridge scour countermeasures on several bridges throughout the County. The repairs will include either providing concrete collars, grout bags, or riprap to stabilize the foundations of the bridges.

**Project Assumptions**    The major bridge inspection program revealed the need to address this issue and documented the bridges needing the repairs.

**Project Justification**     The project is needed to extend the useful life of the structures in a cost-effective manner and to maintain the structures in a serviceable condition. Failure to address these repairs could result in closure of the structures to traffic. Recent changes in the federal bridge inspection program required this activity.

		Prior	Budget Year	Projected Capital Plan				
	Total	Appr.	2026	2027	2028	2029	2030	Future
<b>Project Costs:</b>								
Construction	78,330	28,330	0	0	50,000	0	0	0
<b>Total Cost</b>	<b>78,330</b>	<b>28,330</b>	<b>0</b>	<b>0</b>	<b>50,000</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Funding Sources:</b>								
General Fund	78,330	28,330	0	0	50,000	0	0	0
<b>Total Funding</b>	<b>78,330</b>	<b>28,330</b>	<b>0</b>	<b>0</b>	<b>50,000</b>	<b>0</b>	<b>0</b>	<b>0</b>



**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.

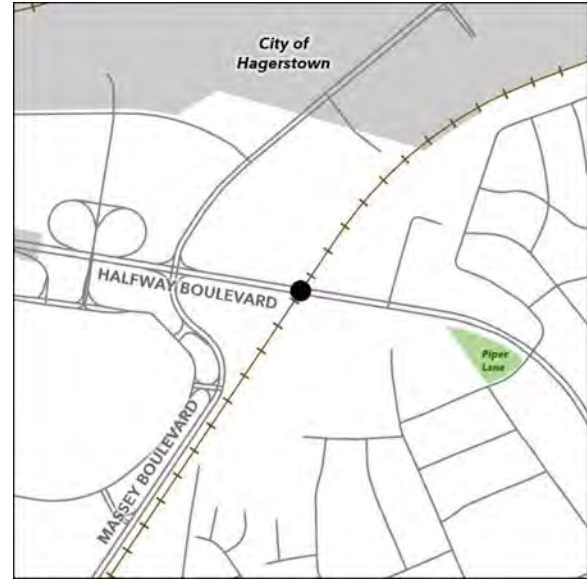
	Total	Prior Appr.	Budget Year 2026	2027	Projected Capital Plan				Future
					2028	2029	2030		
<b>Project Costs:</b>									
Construction	244,717	94,717	0	0	0	0	150,000	0	
Inspection	20,000	20,000	0	0	0	0	0	0	
<b>Total Cost</b>	<b>264,717</b>	<b>114,717</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>150,000</b>	<b>0</b>	
<b>Funding Sources:</b>									
General Fund	264,717	114,717	0	0	0	0	150,000	0	
<b>Total Funding</b>	<b>264,717</b>	<b>114,717</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>150,000</b>	<b>0</b>	

**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 27.5 out of a maximum possible score of 100.

	Total	Prior	Budget Year	Projected Capital Plan				
		Appr.	2026	2027	2028	2029	2030	Future
Project Costs:								
Construction	5,434,000	4,684,000	750,000	0	0	0	0	0
Engineering and Design	700,000	700,000	0	0	0	0	0	0
Inspection	300,000	300,000	0	0	0	0	0	0
Total Cost	6,434,000	5,684,000	750,000	0	0	0	0	0
Funding Sources:								
General Fund	100,000	0	100,000	0	0	0	0	0
Tax-Supported Bond	884,000	884,000	0	0	0	0	0	0
Capital Reserve - General	289,000	239,000	50,000	0	0	0	0	0
Federal Grant	5,161,000	4,561,000	600,000	0	0	0	0	0
Total Funding	6,434,000	5,684,000	750,000	0	0	0	0	0

**Project Title** Gardenhour Road Bridge W2431

**Project ID** BRG089

**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 66.5 out of a maximum possible score of 100.

	Prior	Budget Year	Projected Capital Plan					
	Total	Appr.	2026	2027	2028	2029	2030	Future
Project Costs:								
Construction	2,700,000	0	1,700,000	1,000,000	0	0	0	0
Engineering and Design	750,000	750,000	0	0	0	0	0	0
Inspection	200,000	0	200,000	0	0	0	0	0
Land Acquisition	25,000	25,000	0	0	0	0	0	0
Utilities	20,000	0	20,000	0	0	0	0	0
Total Cost	3,695,000	775,000	1,920,000	1,000,000	0	0	0	0
Funding Sources:								
Tax-Supported Bond	600,000	0	400,000	200,000	0	0	0	0
Transfer Tax	175,000	175,000	0	0	0	0	0	0
Federal Grant	2,920,000	600,000	1,520,000	800,000	0	0	0	0
Total Funding	3,695,000	775,000	1,920,000	1,000,000	0	0	0	0

**Project Title** Stone Masonry Bridge Repairs

**Project ID** BRG094

**Full-time Employees** 0

**Operating Costs** \$0

**Project Description** This project includes performing repairs to various masonry on stone arch minor bridges 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), Lehman's 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	Budget Year	Projected Capital Plan				
		Appr.	2026	2027	2028	2029	2030	Future
Project Costs:								
Construction	100,000	50,000	0	0	50,000	0	0	0
Total Cost	100,000	50,000	0	0	50,000	0	0	0
Funding Sources:								
General Fund	100,000	50,000	0	0	50,000	0	0	0
Total Funding	100,000	50,000	0	0	50,000	0	0	0

**Project Title** Swope Road Culvert 16/07

**Project ID** BRG095

**Full-time Employees** 0

**Operating Costs** \$0



**Project Description** The project is located on Swope Road near the intersection with Greenbrier Road (ADC Map 27, Grid J-9). The project will replace the concrete slab bridge with a concrete box culvert, headwalls, and traffic barrier.

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

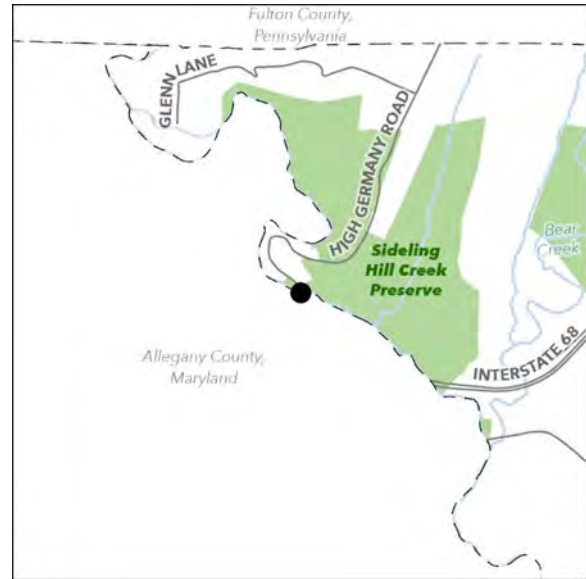
	Total	Prior Appr.	Budget Year 2026	Projected Capital Plan				
				2027	2028	2029	2030	Future
Project Costs:								
Construction	130,000	0	130,000	0	0	0	0	0
Inspection	10,000	0	10,000	0	0	0	0	0
Land Acquisition	10,000	0	10,000	0	0	0	0	0
Total Cost	150,000	0	150,000	0	0	0	0	0
Funding Sources:								
General Fund	150,000	0	150,000	0	0	0	0	0
Total Funding	150,000	0	150,000	0	0	0	0	0

**Project Title** High Germany Road Bridge W0011

**Project ID** BRG096

**Full-time Employees** 0

**Operating Costs** \$0



**Project Description** The project is located on High Germany Road over Sideling Hill Creek. This project involves the replacement of a concrete beam bridge with a new superstructure (concrete deck and beams).

**Project Justification** The project is needed to replace a superstructure that is nearing the end of its useful life and showing signs of deterioration.

	Total	Prior Appr.	Budget Year 2026	Projected Capital Plan				
				2027	2028	2029	2030	Future
Project Costs:								
Construction	1,909,000	0	638,000	889,000	382,000	0	0	0
Engineering and Design	100,000	0	100,000	0	0	0	0	0
Inspection	100,000	0	0	100,000	0	0	0	0
Total Cost	2,109,000	0	738,000	989,000	382,000	0	0	0
Funding Sources:								
Tax-Supported Bond	2,109,000	0	738,000	989,000	382,000	0	0	0
Total Funding	2,109,000	0	738,000	989,000	382,000	0	0	0

**Project Title**                **Remsburg Road Culvert**

**Project ID**                    BRG097

**Full-time Employees**      0

**Operating Costs**            \$0

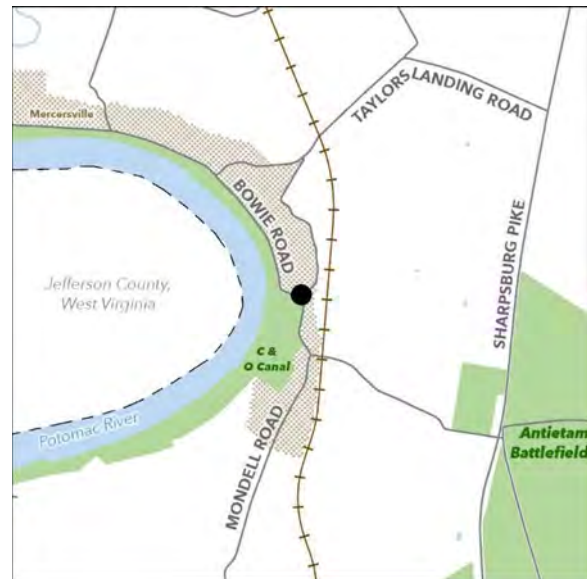


**Project Description**        The project is located in the 6600 block of Remsburg Road (ADC Map 30, Grid H-6). The project will replace the culvert with concrete pipes and headwalls. The project will raise the existing roadway elevation at crossing to reduce overtopping.

**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.	Budget Year 2026	Projected Capital Plan				
				2027	2028	2029	2030	Future
Project Costs:								
Construction	110,000	0	110,000	0	0	0	0	0
Land Acquisition	17,000	0	17,000	0	0	0	0	0
Utilities	23,000	0	23,000	0	0	0	0	0
Total Cost	150,000	0	150,000	0	0	0	0	0
Funding Sources:								
Tax-Supported Bond	150,000	0	150,000	0	0	0	0	0
Total Funding	150,000	0	150,000	0	0	0	0	0

<b>Project Title</b>	<b>Bowie Road Culvert</b>
<b>Project ID</b>	BRG098
<b>Full-time Employees</b>	0
<b>Operating Costs</b>	\$0



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

**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 the frequency of roadway overtopping.

	Total	Prior	Budget Year	Projected Capital Plan				
		Appr.	2026	2027	2028	2029	2030	Future
Project Costs:								
Construction	115,000	0	115,000	0	0	0	0	0
Land Acquisition	12,000	0	12,000	0	0	0	0	0
Utilities	23,000	0	23,000	0	0	0	0	0
Total Cost	150,000	0	150,000	0	0	0	0	0
Funding Sources:								
Tax-Supported Bond	118,000	0	118,000	0	0	0	0	0
Capital Reserve - General	32,000	0	32,000	0	0	0	0	0
Total Funding	150,000	0	150,000	0	0	0	0	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 provide repairs to the concrete culvert as well as new traffic barrier and scour countermeasures.

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

	Total	Prior	Budget Year	Projected Capital Plan				
		Appr.	2026	2027	2028	2029	2030	Future
Project Costs:								
Construction	190,000	0	0	190,000	0	0	0	0
Inspection	5,000	0	0	5,000	0	0	0	0
Land Acquisition	5,000	0	0	5,000	0	0	0	0
Total Cost	200,000	0	0	200,000	0	0	0	0
Funding Sources:								
Tax-Supported Bond	200,000	0	0	200,000	0	0	0	0
Total Funding	200,000	0	0	200,000	0	0	0	0

**Project Title** Harper's Ferry Road Culvert 11/02

**Full-time Employees** 0

**Operating Costs** \$0



**Project Description** This project is located in the 2300 block of Harper's Ferry Road (ADC Map 36, Grid G-1). The project will replace the concrete slab bridge with a 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	Budget Year	Projected Capital Plan				
		Appr.	2026	2027	2028	2029	2030	Future
Project Costs:								
Construction	948,000	0	0	0	379,000	569,000	0	0
Inspection	40,000	0	0	0	0	40,000	0	0
Land Acquisition	15,000	0	0	0	15,000	0	0	0
Utilities	40,000	0	0	0	40,000	0	0	0
Total Cost	1,043,000	0	0	0	434,000	609,000	0	0
Funding Sources:								
General Fund	220,000	0	0	0	220,000	0	0	0
Tax-Supported Bond	823,000	0	0	0	214,000	609,000	0	0
Total Funding	1,043,000	0	0	0	434,000	609,000	0	0

**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 provide repairs to the concrete culvert and stone masonry wingwalls as well as new traffic barrier and scour countermeasures.

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

	Total	Prior	Budget Year	Projected Capital Plan				
		Appr.	2026	2027	2028	2029	2030	Future
Project Costs:								
Construction	160,000	0	0	0	160,000	0	0	0
Inspection	25,000	0	0	0	25,000	0	0	0
Land Acquisition	15,000	0	0	0	15,000	0	0	0
Total Cost	200,000	0	0	0	200,000	0	0	0
Funding Sources:								
Tax-Supported Bond	200,000	0	0	0	200,000	0	0	0
Total Funding	200,000	0	0	0	200,000	0	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 provide repairs to the concrete culvert as well as new traffic barrier and scour countermeasures.

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

	Total	Prior	Budget Year	Projected Capital Plan				
		Appr.	2026	2027	2028	2029	2030	Future
Project Costs:								
Construction	90,000	0	0	0	90,000	0	0	0
Inspection	5,000	0	0	0	5,000	0	0	0
Land Acquisition	5,000	0	0	0	5,000	0	0	0
Total Cost	100,000	0	0	0	100,000	0	0	0
Funding Sources:								
Tax-Supported Bond	100,000	0	0	0	100,000	0	0	0
Total Funding	100,000	0	0	0	100,000	0	0	0

**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, Grid G-6). The project will replace the existing concrete culvert with a concrete culvert, headwalls, and traffic barrier.

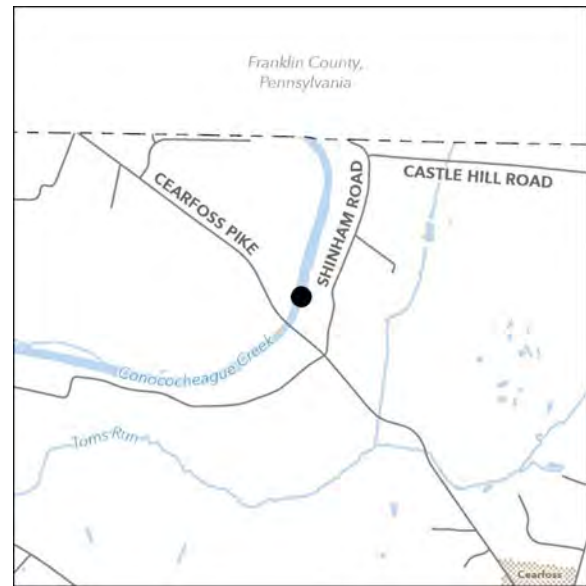
**Project Justification**           The project is needed to replace a structure that is near the end of its useful life and improve vehicle safety.

	Total	Prior	Budget Year	Projected Capital Plan				
		Appr.	2026	2027	2028	2029	2030	Future
Project Costs:								
Construction	684,000	0	0	0	285,000	399,000	0	0
Inspection	32,000	0	0	0	0	32,000	0	0
Land Acquisition	15,000	0	0	0	15,000	0	0	0
Utilities	40,000	0	0	0	40,000	0	0	0
Total Cost	771,000	0	0	0	340,000	431,000	0	0
Funding Sources:								
General Fund	310,000	0	0	0	180,000	130,000	0	0
Tax-Supported Bond	461,000	0	0	0	160,000	301,000	0	0
Total Funding	771,000	0	0	0	340,000	431,000	0	0

**Project Title** Price's Mill Bridge

**Full-time Employees** 0

**Operating Costs** \$0



**Project Description** Price's Mill Bridge is a five-span stone arch bridge over the Conococheague Creek that no longer carries vehicular traffic. The bridge is located 0.5-mile south of the Maryland-Pennsylvania border and 1.25-miles northwest of Cearfoss.

**Project Assumptions** There are needs for a long-term plan that would determine options/costs. The bridge was heavily damaged during flooding from Tropical Storm Agnes in 1972, after which temporary repairs were made to the bridge to keep it in use until the 1979 bypass was constructed. The bridge is not used by vehicles or pedestrians. Funding is currently shown to remove the bridge.

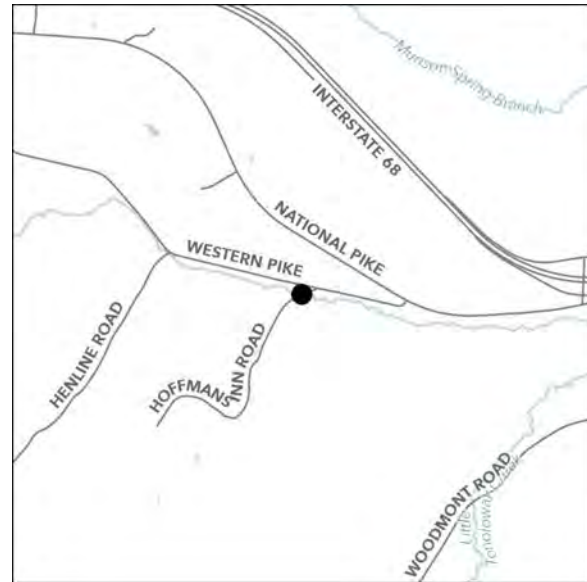
**Project Justification** Since 1979, the bridge has continued to deteriorate and is now in an advanced state of decay. The bridge was determined to be eligible for the National Register in 1994; however, due to the ongoing deterioration, it is recommended that the bridge is no longer eligible for the National Register. The county owns the structure. No substantial state or federal funding is available.

	Total	Prior	Budget Year	Projected Capital Plan				
		Appr.	2026	2027	2028	2029	2030	Future
Project Costs:								
Construction	1,000,000	0	0	0	1,000,000	0	0	0
Engineering and Design	150,000	0	0	0	150,000	0	0	0
Total Cost	1,150,000	0	0	0	1,150,000	0	0	0
Funding Sources:								
General Fund	300,000	0	0	0	300,000	0	0	0
Capital Reserve - General	850,000	0	0	0	850,000	0	0	0
Total Funding	1,150,000	0	0	0	1,150,000	0	0	0

**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 provide repairs to the concrete culvert as well as new traffic barrier and scour countermeasures.

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

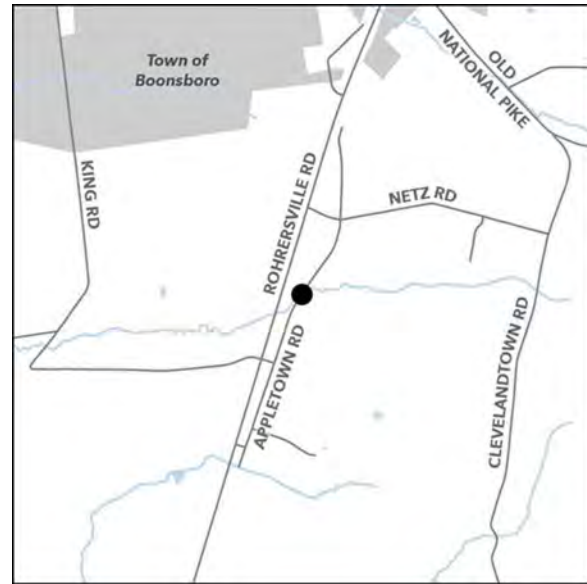
	Total	Prior	Budget Year	Projected Capital Plan				
		Appr.	2026	2027	2028	2029	2030	Future
Project Costs:								
Construction	125,000	0	0	0	0	125,000	0	0
Inspection	10,000	0	0	0	0	10,000	0	0
Land Acquisition	5,000	0	0	0	0	5,000	0	0
Utilities	10,000	0	0	0	0	10,000	0	0
Total Cost	150,000	0	0	0	0	150,000	0	0
Funding Sources:								
Tax-Supported Bond	150,000	0	0	0	0	150,000	0	0
Total Funding	150,000	0	0	0	0	150,000	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, Grid 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 34.4 out of a maximum possible score of 100.

	Total	Prior	Budget Year	Projected Capital Plan				
		Appr.	2026	2027	2028	2029	2030	Future
Project Costs:								
Construction	875,000	0	0	0	0	347,000	528,000	0
Inspection	44,000	0	0	0	0	0	44,000	0
Land Acquisition	20,000	0	0	0	0	20,000	0	0
Utilities	40,000	0	0	0	0	40,000	0	0
Total Cost	979,000	0	0	0	0	407,000	572,000	0
Funding Sources:								
General Fund	128,000	0	0	0	0	0	128,000	0
Tax-Supported Bond	851,000	0	0	0	0	407,000	444,000	0
Total Funding	979,000	0	0	0	0	407,000	572,000	0

**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 options exist. The Bridge Sufficiency Rating is 41.0 out of a maximum possible score of 100.

	Prior	Budget Year	Projected Capital Plan					
	Total	Appr.	2026	2027	2028	2029	2030	Future
Project Costs:								
Construction	1,260,000	0	0	0	0	0	1,260,000	0
Engineering and Design	620,000	0	0	0	0	620,000	0	0
Inspection	160,000	0	0	0	0	0	160,000	0
Land Acquisition	31,000	0	0	0	0	0	31,000	0
Utilities	31,000	0	0	0	0	0	31,000	0
Total Cost	2,102,000	0	0	0	0	620,000	1,482,000	0
Funding Sources:								
Tax-Supported Bond	470,000	0	0	0	0	124,000	346,000	0
Federal Grant	1,632,000	0	0	0	0	496,000	1,136,000	0
Total Funding	2,102,000	0	0	0	0	620,000	1,482,000	0

**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 culvert, headwalls, and traffic barrier.

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

	Prior	Budget Year	Projected Capital Plan					
	Total	Appr.	2026	2027	2028	2029	2030	Future
Project Costs:								
Construction	473,000	0	0	0	0	0	0	473,000
Inspection	44,000	0	0	0	0	0	0	44,000
Land Acquisition	12,000	0	0	0	0	0	12,000	0
Utilities	30,000	0	0	0	0	0	30,000	0
Total Cost	559,000	0	0	0	0	0	42,000	517,000
Funding Sources:								
General Fund	256,000	0	0	0	0	0	0	256,000
Tax-Supported Bond	303,000	0	0	0	0	0	42,000	261,000
Total Funding	559,000	0	0	0	0	0	42,000	517,000

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

	Total	Prior	Budget Year	Projected Capital Plan				
		Appr.	2026	2027	2028	2029	2030	Future
Project Costs:								
Construction	350,000	0	0	0	0	0	0	350,000
Inspection	36,000	0	0	0	0	0	0	36,000
Land Acquisition	6,000	0	0	0	0	0	6,000	0
Utilities	4,000	0	0	0	0	0	4,000	0
Total Cost	396,000	0	0	0	0	0	10,000	386,000
Funding Sources:								
Tax-Supported Bond	396,000	0	0	0	0	0	10,000	386,000
Total Funding	396,000	0	0	0	0	0	10,000	386,000

**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	Budget Year	Projected Capital Plan				
		Appr.	2026	2027	2028	2029	2030	Future
Project Costs:								
Construction	500,000	0	0	0	0	0	500,000	0
Inspection	44,000	0	0	0	0	0	44,000	0
Land Acquisition	15,000	0	0	0	0	15,000	0	0
Utilities	30,000	0	0	0	0	22,000	8,000	0
Total Cost	589,000	0	0	0	0	37,000	552,000	0
Funding Sources:								
General Fund	8,000	0	0	0	0	0	8,000	0
Tax-Supported Bond	581,000	0	0	0	0	37,000	544,000	0
Total Funding	589,000	0	0	0	0	37,000	552,000	0

**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.

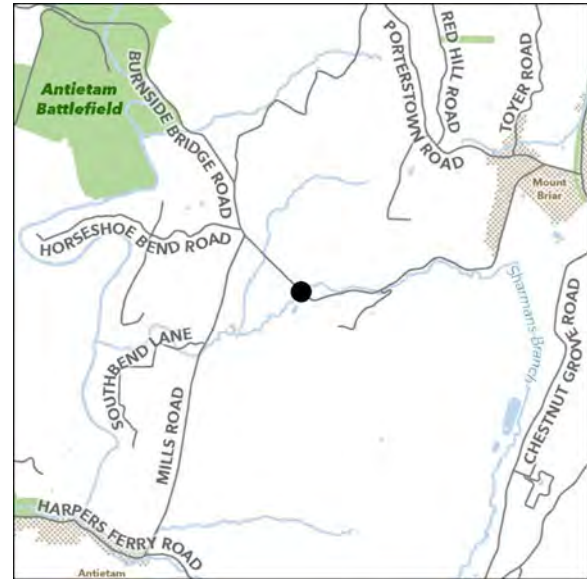
**Project Justification** The project is needed to replace a structure that is near the end of its useful life. Due to the structure type, no practical long-term repair options exist. Traffic barrier upgrades will also improve traffic safety.

	Total	Prior	Budget Year	Projected Capital Plan				
		Appr.	2026	2027	2028	2029	2030	Future
Project Costs:								
Construction	435,000	0	0	0	0	0	0	435,000
Inspection	45,000	0	0	0	0	0	0	45,000
Land Acquisition	20,000	0	0	0	0	0	0	20,000
Utilities	30,000	0	0	0	0	0	0	30,000
Total Cost	530,000	0	0	0	0	0	0	530,000
Funding Sources:								
General Fund	50,000	0	0	0	0	0	0	50,000
Tax-Supported Bond	480,000	0	0	0	0	0	0	480,000
Total Funding	530,000	0	0	0	0	0	0	530,000

**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 34, 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	Budget Year	Projected Capital Plan				
		Appr.	2026	2027	2028	2029	2030	Future
Project Costs:								
Construction	432,000	0	0	0	0	0	0	432,000
Inspection	36,000	0	0	0	0	0	0	36,000
Land Acquisition	6,000	0	0	0	0	0	0	6,000
Utilities	10,000	0	0	0	0	0	0	10,000
Total Cost	484,000	0	0	0	0	0	0	484,000
Funding Sources:								
General Fund	16,000	0	0	0	0	0	0	16,000
Tax-Supported Bond	468,000	0	0	0	0	0	0	468,000
Total Funding	484,000	0	0	0	0	0	0	484,000



**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, Grid H-9). The project will provide repairs to the corrugated metal pipe culvert and stone masonry headwalls. An upgraded traffic barrier will be added as well to improve safety.

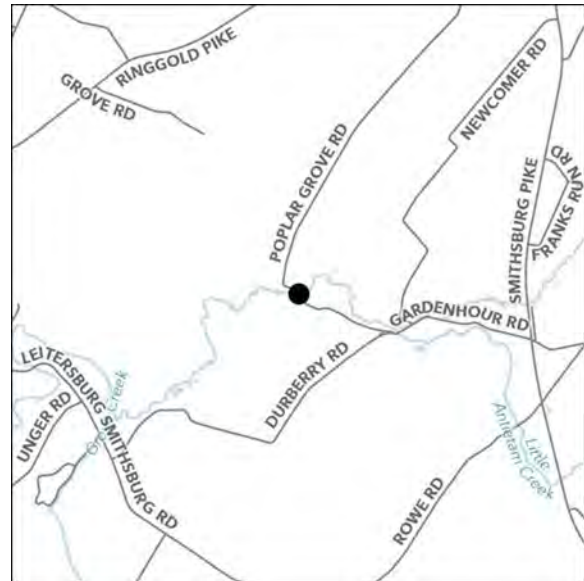
**Project Justification**        The project is needed to extend the useful life of the structure in a cost-effective manner and to preserve the structure in a serviceable condition.

		Prior	Budget Year	Projected Capital Plan				
	Total	Appr.	2026	2027	2028	2029	2030	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** 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, Grid 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.

**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.

	Prior	Budget Year	Projected Capital Plan					
	Total	Appr.	2026	2027	2028	2029	2030	Future
Project Costs:								
Construction	1,800,000	0	0	0	0	0	0	1,800,000
Engineering and Design	100,000	0	0	0	0	0	0	100,000
Inspection	35,000	0	0	0	0	0	0	35,000
Utilities	20,000	0	0	0	0	0	0	20,000
Total Cost	1,955,000	0	0	0	0	0	0	1,955,000
Funding Sources:								
General Fund	100,000	0	0	0	0	0	0	100,000
Tax-Supported Bond	415,000	0	0	0	0	0	0	415,000
Federal Grant	1,440,000	0	0	0	0	0	0	1,440,000
Total Funding	1,955,000	0	0	0	0	0	0	1,955,000

**Project Title** Taylor's Landing Road  
Bridge W7101

**Full-time Employees** 0

**Operating Costs** \$0



**Project Description** The project is located in the 17000 block of Taylor's Landing Road (ADC Map 30, Grid E-4). The project will replace a metal pipe culvert with a concrete box culvert, headwalls, and traffic barrier.

**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.

	Total	Prior	Budget Year	Projected Capital Plan				
		Appr.	2026	2027	2028	2029	2030	Future
Project Costs:								
Construction	1,238,000	0	0	0	0	0	0	1,238,000
Inspection	106,000	0	0	0	0	0	0	106,000
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	1,379,000	0	0	0	0	0	0	1,379,000
Funding Sources:								
General Fund	35,000	0	0	0	0	0	0	35,000
Tax-Supported Bond	1,344,000	0	0	0	0	0	0	1,344,000
Total Funding	1,379,000	0	0	0	0	0	0	1,379,000



# Drainage

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## Drainage Capital Improvement Ten Year Summary Fiscal Year 2026 - 2035

		Total	Prior Appr.	Budget Year 2026	2027	Projected Capital Plan*				Future
Page	Project Costs					2028	2029	2030		
96	Stream Restoration at Various Locations	1,891,466	891,466	0	250,000	0	0	0		750,000
97	Stormwater Retrofits	15,399,330	6,049,330	900,000	900,000	900,000	900,000	900,000		4,850,000
98	Drainage Improvements at Various Locations	862,026	262,026	50,000	50,000	50,000	50,000	50,000		350,000
99	Fort Ritchie Dam Repairs	250,000	100,000	150,000	0	0	0	0		0
100	Broadfording Church Road Culvert	231,000	0	57,000	174,000	0	0	0		0
101	Harpers Ferry Road Drainage, 3600 Block	525,000	0	75,000	450,000	0	0	0		0
102	Shank Road Drainage	214,000	0	0	214,000	0	0	0		0
103	Draper Road Drainage Improvements	609,000	0	0	0	0	259,000	350,000		0
104	Trego Mountain Road Drainage	415,000	0	0	0	0	0	0		415,000
<b>TOTAL</b>		<b>20,396,822</b>	<b>7,302,822</b>	<b>1,232,000</b>	<b>2,038,000</b>	<b>950,000</b>	<b>1,209,000</b>	<b>1,300,000</b>		<b>6,365,000</b>
<b>Funding Sources</b>										
	General Fund	10,109,984	4,029,984	580,000	700,000	450,000	450,000	450,000		3,450,000
	Tax-Supported Bond	1,994,000	0	132,000	838,000	0	259,000	350,000		415,000
	Transfer Tax	7,180,000	2,180,000	500,000	500,000	500,000	500,000	500,000		2,500,000
	Capital Reserve - General	93,000	73,000	20,000	0	0	0	0		0
	Federal Grant	1,000,000	1,000,000	0	0	0	0	0		0
	Contributions	19,838	19,838	0	0	0	0	0		0
<b>TOTAL</b>		<b>20,396,822</b>	<b>7,302,822</b>	<b>1,232,000</b>	<b>2,038,000</b>	<b>950,000</b>	<b>1,209,000</b>	<b>1,300,000</b>		<b>6,365,000</b>

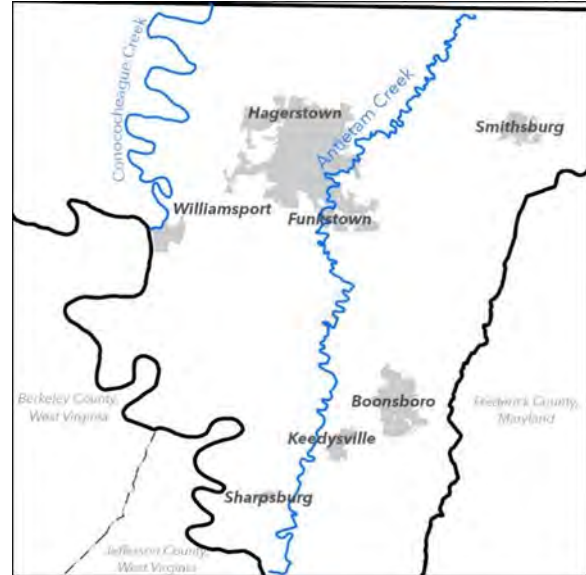
\*Projected Capital Plan projects and funding sources are subject to change in future budget cycles.

**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 FY27, FY31, and FY33 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	Budget Year	Projected Capital Plan				
		Appr.	2026	2027	2028	2029	2030	Future
Project Costs:								
Construction	1,891,466	891,466	0	250,000	0	0	0	750,000
Total Cost	1,891,466	891,466	0	250,000	0	0	0	750,000
Funding Sources:								
General Fund	1,891,466	891,466	0	250,000	0	0	0	750,000
Total Funding	1,891,466	891,466	0	250,000	0	0	0	750,000



**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 Maryland Department of the Environment (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.	Budget Year 2026	2027	Projected Capital Plan			
					2028	2029	2030	Future
<b>Project Costs:</b>								
Construction	12,468,330	5,460,330	604,000	598,000	593,000	586,000	581,000	4,046,000
Engineering and Design	458,000	182,000	28,000	29,000	29,000	30,000	30,000	130,000
Other	2,058,000	239,000	244,000	249,000	254,000	259,000	264,000	549,000
Land Acquisition	415,000	168,000	24,000	24,000	24,000	25,000	25,000	125,000
<b>Total Cost</b>	<b>15,399,330</b>	<b>6,049,330</b>	<b>900,000</b>	<b>900,000</b>	<b>900,000</b>	<b>900,000</b>	<b>900,000</b>	<b>4,850,000</b>

<b>Funding Sources:</b>								
General Fund	7,199,492	2,849,492	400,000	400,000	400,000	400,000	400,000	2,350,000
Transfer Tax	7,180,000	2,180,000	500,000	500,000	500,000	500,000	500,000	2,500,000
Federal Grant	1,000,000	1,000,000	0	0	0	0	0	0
Contributions	19,838	19,838	0	0	0	0	0	0
<b>Total Funding</b>	<b>15,399,330</b>	<b>6,049,330</b>	<b>900,000</b>	<b>900,000</b>	<b>900,000</b>	<b>900,000</b>	<b>900,000</b>	<b>4,850,000</b>

**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.

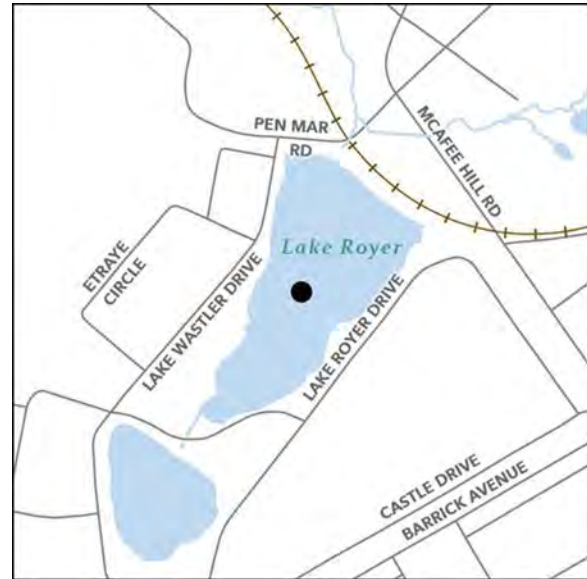
	Total	Prior Appr.	Budget Year 2026	Projected Capital Plan				
				2027	2028	2029	2030	Future
Project Costs:								
Construction	792,026	242,026	40,000	50,000	40,000	50,000	40,000	330,000
Inspection	45,000	20,000	5,000	0	5,000	0	5,000	10,000
Land Acquisition	25,000	0	5,000	0	5,000	0	5,000	10,000
Total Cost	862,026	262,026	50,000	50,000	50,000	50,000	50,000	350,000
Funding Sources:								
General Fund	862,026	262,026	50,000	50,000	50,000	50,000	50,000	350,000
Total Funding	862,026	262,026	50,000	50,000	50,000	50,000	50,000	350,000

**Project Title** Fort Ritchie Dam Repairs

**Project ID** DNG081

**Full-time Employees** 0

**Operating Costs** \$0



**Project Description** Upper and Lower Lake Royer dams are in need of repairs as documented in the latest dam evaluation inspection report.

**Project Assumptions** The Dam Safety Division of the Maryland Department of the Environment (MDE) conducts periodic dam inspections to attempt to detect any early signs of deterioration that may affect the safe operation of the dam and to identify maintenance items which, if performed routinely, can save costly repairs.

**Project Justification** The Dam Safety Division of the MDE regulates dams in accordance with Sections 5-501 through 5-514, Annotated Code of Maryland, Environmental Article, and promotes safe design, maintenance, and operation of dams in accordance with national and local best practices.

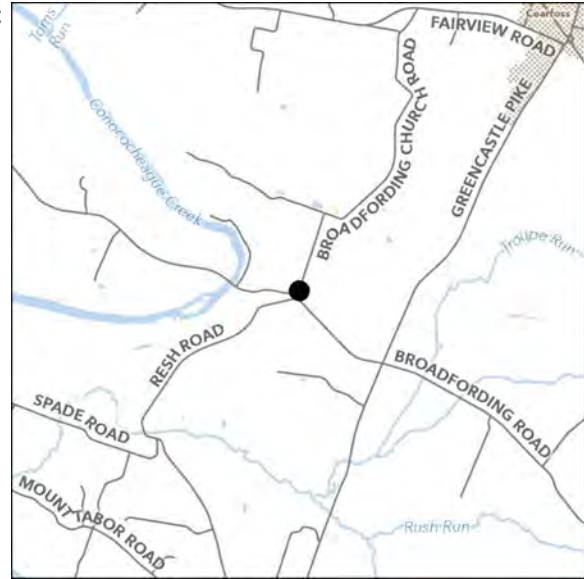
	Total	Prior	Budget Year	Projected Capital Plan				
		Appr.	2026	2027	2028	2029	2030	Future
Project Costs:								
Construction	150,000	0	150,000	0	0	0	0	0
Engineering and Design	100,000	100,000	0	0	0	0	0	0
Total Cost	250,000	100,000	150,000	0	0	0	0	0
Funding Sources:								
General Fund	157,000	27,000	130,000	0	0	0	0	0
Capital Reserve - General	93,000	73,000	20,000	0	0	0	0	0
Total Funding	250,000	100,000	150,000	0	0	0	0	0

**Project Title** Broadfording Church Road Culvert

**Project ID** DNG082

**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	Budget Year	Projected Capital Plan				
		Appr.	2026	2027	2028	2029	2030	Future
Project Costs:								
Construction	192,000	0	49,000	143,000	0	0	0	0
Inspection	31,000	0	0	31,000	0	0	0	0
Land Acquisition	5,000	0	5,000	0	0	0	0	0
Utilities	3,000	0	3,000	0	0	0	0	0
Total Cost	231,000	0	57,000	174,000	0	0	0	0
Funding Sources:								
Tax-Supported Bond	231,000	0	57,000	174,000	0	0	0	0
Total Funding	231,000	0	57,000	174,000	0	0	0	0

**Project Title** Harper's Ferry Road Drainage, 3600 Block

**Project ID** DNG083

**Full-time Employees** 0

**Operating Costs** \$0



**Project Description** This project is located in the 3600 block of Harper's Ferry Road at the intersection with Mills Road (ADC Map 34, Grid 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	Budget Year	Projected Capital Plan				
		Appr.	2026	2027	2028	2029	2030	Future
Project Costs:								
Construction	425,000	0	65,000	360,000	0	0	0	0
Inspection	38,000	0	0	38,000	0	0	0	0
Land Acquisition	10,000	0	10,000	0	0	0	0	0
Utilities	52,000	0	0	52,000	0	0	0	0
Total Cost	525,000	0	75,000	450,000	0	0	0	0
Funding Sources:								
Tax-Supported Bond	525,000	0	75,000	450,000	0	0	0	0
Total Funding	525,000	0	75,000	450,000	0	0	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, Grid 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	Budget Year	Projected Capital Plan				
		Appr.	2026	2027	2028	2029	2030	Future
Project Costs:								
Construction	191,000	0	0	191,000	0	0	0	0
Inspection	21,000	0	0	21,000	0	0	0	0
Land Acquisition	2,000	0	0	2,000	0	0	0	0
Total Cost	214,000	0	0	214,000	0	0	0	0
Funding Sources:								
Tax-Supported Bond	214,000	0	0	214,000	0	0	0	0
Total Funding	214,000	0	0	214,000	0	0	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, Grid B-11). The project will replace existing drainage pipes and install a larger storm drain network that will correct road and property flooding problems.

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

	Total	Prior	Budget Year	Projected Capital Plan				
		Appr.	2026	2027	2028	2029	2030	Future
Project Costs:								
Construction	525,000	0	0	0	0	219,000	306,000	0
Inspection	44,000	0	0	0	0	0	44,000	0
Land Acquisition	20,000	0	0	0	0	20,000	0	0
Utilities	20,000	0	0	0	0	20,000	0	0
Total Cost	609,000	0	0	0	0	259,000	350,000	0
Funding Sources:								
Tax-Supported Bond	609,000	0	0	0	0	259,000	350,000	0
Total Funding	609,000	0	0	0	0	259,000	350,000	0

**Project Title** Trego Mountain Road Drainage

**Full-time Employees** 0

**Operating Costs** \$0



**Project Description** This project is located in 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	Budget Year	Projected Capital Plan				
		Appr.	2026	2027	2028	2029	2030	Future
Project Costs:								
Construction	352,000	0	0	0	0	0	0	352,000
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	415,000	0	0	0	0	0	0	415,000
Funding Sources:								
Tax-Supported Bond	415,000	0	0	0	0	0	0	415,000
Total Funding	415,000	0	0	0	0	0	0	415,000



# Education

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## Education Capital Improvement Ten Year Summary Fiscal Year 2026 – 2035

				Budget Year	Projected Capital Plan*						
				Total	Prior Appr.	2026	2027	2028	2029	2030	Future
Page	Project Costs										
<u>Education</u>											
Board of Education											
108	Capital Maintenance - BOE	102,635,298	23,603,298	6,670,000	11,394,000	3,436,000	9,184,000	3,468,000	44,880,000		
109	Downsville Pike Elementary School	51,141,000	1,500,000	23,170,000	23,169,000	3,302,000	0	0	0		
110	Elementary School 2	51,664,000	0	0	0	3,455,000	19,286,000	19,470,000	9,453,000		
111	Elementary School 3	100,000	0	0	0	0	0	0	100,000		
112	Jonathan Hager Elementary School Addition	23,586,000	0	0	0	0	0	500,000	23,086,000		
Board of Education Total		229,126,298	25,103,298	29,840,000	34,563,000	10,193,000	28,470,000	23,438,000	77,519,000		
Hagerstown Community College											
115	ATC Renovation	13,613,000	0	9,883,000	1,200,000	1,200,000	1,330,000	0	0		
116	ARCC Renovation	16,925,000	0	200,000	100,000	0	0	0	16,625,000		
117	ASA Renovation	17,562,000	0	125,000	0	0	0	0	17,437,000		
118	Career Programs Roof Replacement	4,953,000	0	0	150,000	0	0	4,379,000	424,000		
119	Multi-Roof Project	2,000,000	1,000,000	0	500,000	0	500,000	0	0		
120	Wellness Center	11,100,000	0	0	750,000	10,350,000	0	0	0		
Hagerstown Community College Total		66,153,000	1,000,000	10,208,000	2,700,000	11,550,000	1,830,000	4,379,000	34,486,000		
Public Libraries											
122	Systemic Projects - Library	570,000	60,000	60,000	50,000	50,000	50,000	50,000	250,000		
123	Williamsport Library Replacement	17,444,060	7,060	761,000	402,000	1,581,000	10,867,000	3,826,000	0		
Public Libraries Total		18,014,060	67,060	821,000	452,000	1,631,000	10,917,000	3,876,000	250,000		
TOTAL		313,293,358	26,170,358	40,869,000	37,715,000	23,374,000	41,217,000	31,693,000	112,255,000		
Funding Sources											
	General Fund	5,513,476	3,464,476	50,000	40,000	40,000	40,000	742,000	1,137,000		
	Tax-Supported Bond	68,450,573	10,896,573	7,788,000	5,549,000	5,815,000	5,413,000	2,906,000	30,083,000		
	Transfer Tax	483,278	483,278	0	0	0	0	0	0		
	Excise Tax - Schools	2,977,031	567,031	385,000	385,000	385,000	385,000	385,000	485,000		
	Excise Tax - Library	110,000	10,000	10,000	10,000	10,000	10,000	10,000	50,000		
	Capital Reserve - General	11,690,000	0	2,367,000	5,472,000	0	2,703,000	1,148,000	0		
	Capital Reserve - Transfer Tax	6,278,000	0	0	917,000	0	0	2,798,000	2,563,000		
	Capital Reserve - Excise Tax - Schools	1,770,000	0	770,000	1,000,000	0	0	0	0		
	Capital Reserve - Excise Tax - Non-Residential	1,000,000	0	1,000,000	0	0	0	0	0		
	Capital Reserve - APFO Fees - Schools	1,000,000	0	0	1,000,000	0	0	0	0		
	State Grant	189,986,000	10,749,000	27,745,000	22,214,000	6,593,000	29,300,000	23,204,000	70,181,000		
	Contributions	24,035,000	0	754,000	1,128,000	10,531,000	3,366,000	500,000	7,756,000		
TOTAL		313,293,358	26,170,358	40,869,000	37,715,000	23,374,000	41,217,000	31,693,000	112,255,000		

\*Projected Capital Plan projects and funding sources are subject to change in future budget cycles.



## Board of Education Capital Improvement Ten Year Summary Fiscal Year 2026 - 2035

		Budget Year			Projected Capital Plan*				
		Total	Prior Appr.	2026	2027	2028	2029	2030	Future
Page	Project Costs								
108	Capital Maintenance - BOE	102,635,298	23,603,298	6,670,000	11,394,000	3,436,000	9,184,000	3,468,000	44,880,000
109	Downsville Pike Elementary School	51,141,000	1,500,000	23,170,000	23,169,000	3,302,000	0	0	0
110	Elementary School 2	51,664,000	0	0	0	3,455,000	19,286,000	19,470,000	9,453,000
111	Elementary School 3	100,000	0	0	0	0	0	0	100,000
112	Jonathan Hager Elementary School Addition	23,586,000	0	0	0	0	0	500,000	23,086,000
<b>TOTAL</b>		<b>229,126,298</b>	<b>25,103,298</b>	<b>29,840,000</b>	<b>34,563,000</b>	<b>10,193,000</b>	<b>28,470,000</b>	<b>23,438,000</b>	<b>77,519,000</b>
Funding Sources									
	General Fund	4,609,416	3,407,416	0	0	0	0	702,000	500,000
	Tax-Supported Bond	59,348,573	10,896,573	6,588,000	4,349,000	4,615,000	4,083,000	1,734,000	27,083,000
	Transfer Tax	483,278	483,278	0	0	0	0	0	0
	Excise Tax - Schools	2,977,031	567,031	385,000	385,000	385,000	385,000	385,000	485,000
	Capital Reserve - General	7,208,000	0	1,606,000	5,070,000	0	532,000	0	0
	Capital Reserve - Transfer Tax	3,715,000	0	0	917,000	0	0	2,798,000	0
	Capital Reserve - Excise Tax - Schools	1,770,000	0	770,000	1,000,000	0	0	0	0
	Capital Reserve - Excise Tax - Non-Residential	1,000,000	0	1,000,000	0	0	0	0	0
	Capital Reserve - APFO Fees - Schools	1,000,000	0	0	1,000,000	0	0	0	0
	State Grant	141,097,000	9,749,000	19,234,000	21,714,000	5,193,000	20,672,000	17,319,000	47,216,000
	Contributions	5,918,000	0	257,000	128,000	0	2,798,000	500,000	2,235,000
<b>TOTAL</b>		<b>229,126,298</b>	<b>25,103,298</b>	<b>29,840,000</b>	<b>34,563,000</b>	<b>10,193,000</b>	<b>28,470,000</b>	<b>23,438,000</b>	<b>77,519,000</b>

\*Projected Capital Plan projects and funding sources are subject to change in future budget cycles.

**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 78% of construction costs are included here. Projects are targeted to reduce deferred maintenance.

**Project Assumptions** Funding is needed in FY26 to support the following projects: chiller replacements at Lincolnshire ES and Smithsburg ES, window/door replacements at Boonsboro ES, electrical distribution replacement at Marshall St. School, and HVAC 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.

		Prior	Budget Year	Projected Capital Plan				
	Total	Appr.	2026	2027	2028	2029	2030	Future
Project Costs:								
Architect Fees	875,000	875,000	0	0	0	0	0	0
Construction	101,112,388	22,080,388	6,670,000	11,394,000	3,436,000	9,184,000	3,468,000	44,880,000
Equipment/Furniture	647,910	647,910	0	0	0	0	0	0
Total Cost	102,635,298	23,603,298	6,670,000	11,394,000	3,436,000	9,184,000	3,468,000	44,880,000
Funding Sources:								
General Fund	2,474,447	2,474,447	0	0	0	0	0	0
Tax-Supported Bond	32,007,573	10,896,573	0	3,279,000	1,043,000	2,788,000	426,000	13,575,000
Transfer Tax	483,278	483,278	0	0	0	0	0	0
Capital Reserve - General	2,676,000	0	1,606,000	1,070,000	0	0	0	0
Capital Reserve - Excise Tax - Non-Residential	500,000	0	500,000	0	0	0	0	0
State Grant	64,494,000	9,749,000	4,564,000	7,045,000	2,393,000	6,396,000	3,042,000	31,305,000
Total Funding	102,635,298	23,603,298	6,670,000	11,394,000	3,436,000	9,184,000	3,468,000	44,880,000

**Project Title** Downsville Pike Elementary School

**Project ID** SCH035

**Full-time Employees** 0

**Operating Costs** \$(580,000)

**Project Description** The project will build a new elementary school that will replace two existing elementary schools. The new school will be a 4-round, 83,233 sq. ft. facility that would accommodate 688 students.



**Project Assumptions** Project site to be on Board of Education property on Downsville Pike.

**Project Justification** Many County elementary schools are old and beyond the normal expected service life. Modernization of the facilities would save energy and provide current standards for the best education experience for the students. Operating cost savings are expected due to the consolidation of two schools into one.

	Total	Prior Appr.	Budget Year 2026	2027	2028	2029	2030	Future
<b>Project Costs:</b>								
Architect Fees	2,836,000	1,200,000	1,150,000	450,000	36,000	0	0	0
Construction	45,448,000	300,000	22,020,000	21,863,000	1,265,000	0	0	0
Equipment/Furniture	2,857,000	0	0	856,000	2,001,000	0	0	0
<b>Total Cost</b>	<b>51,141,000</b>	<b>1,500,000</b>	<b>23,170,000</b>	<b>23,169,000</b>	<b>3,302,000</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Funding Sources:</b>								
General Fund	932,969	932,969	0	0	0	0	0	0
Tax-Supported Bond	7,775,000	0	6,588,000	1,070,000	117,000	0	0	0
Excise Tax - Schools	1,722,031	567,031	385,000	385,000	385,000	0	0	0
Capital Reserve - General	4,000,000	0	0	4,000,000	0	0	0	0
Capital Reserve - Transfer Tax	917,000	0	0	917,000	0	0	0	0
Capital Reserve - Excise Tax - Schools	1,770,000	0	770,000	1,000,000	0	0	0	0
Capital Reserve - Excise Tax - Non-Residential	500,000	0	500,000	0	0	0	0	0
Capital Reserve - APFO Fees - Schools	1,000,000	0	0	1,000,000	0	0	0	0
State Grant	32,139,000	0	14,670,000	14,669,000	2,800,000	0	0	0
Contributions	385,000	0	257,000	128,000	0	0	0	0
<b>Total Funding</b>	<b>51,141,000</b>	<b>1,500,000</b>	<b>23,170,000</b>	<b>23,169,000</b>	<b>3,302,000</b>	<b>0</b>	<b>0</b>	<b>0</b>

**Project Title** Elementary School 2 (School 2)

**Full-time Employees** 0

**Operating Costs** \$0

**Project Description** A new elementary school is needed that is both modern and designed to accommodate the growing student population, ensuring it has the capacity to meet future educational demands.

**Project Assumptions** Land would have to be acquired for this project and is not included in the cost.

**Project Justification** As the population continues to increase, current schools are reaching or exceeding capacity, which can limit the quality of education and the resources available to students. A modern, larger facility will provide a better learning environment to support student needs while improving energy efficiencies.

	Total	Prior Appr.	Budget Year 2026		Projected Capital Plan				
				2027	2028	2029	2030	Future	
<b>Project Costs:</b>									
Architect Fees	2,919,000	0	0	0	2,500,000	0	400,000	19,000	
Construction	45,449,000	0	0	0	955,000	19,286,000	17,870,000	7,338,000	
Equipment/Furniture	3,296,000	0	0	0	0	0	1,200,000	2,096,000	
<b>Total Cost</b>	<b>51,664,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3,455,000</b>	<b>19,286,000</b>	<b>19,470,000</b>	<b>9,453,000</b>	
<b>Funding Sources:</b>									
General Fund	202,000	0	0	0	0	0	202,000	0	
Tax-Supported Bond	9,305,000	0	0	0	3,455,000	1,295,000	1,308,000	3,247,000	
Excise Tax - Schools	1,155,000	0	0	0	0	385,000	385,000	385,000	
Capital Reserve - General	532,000	0	0	0	0	532,000	0	0	
Capital Reserve - Transfer Tax	2,798,000	0	0	0	0	0	2,798,000	0	
State Grant	32,139,000	0	0	0	0	14,276,000	14,277,000	3,586,000	
Contributions	5,533,000	0	0	0	0	2,798,000	500,000	2,235,000	
<b>Total Funding</b>	<b>51,664,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3,455,000</b>	<b>19,286,000</b>	<b>19,470,000</b>	<b>9,453,000</b>	

**Project Title**                      **Elementary School 3 (School 4)**

**Full-time Employees**        0

**Operating Costs**                \$0

**Project Description**            A new school is needed that is both modern and designed to accommodate the growing student population, ensuring it has the capacity to meet future educational demands.

**Project Assumptions**        Land would have to be acquired for this project and is not included in the cost.

**Project Justification**        As the population continues to increase, current schools are reaching or exceeding capacity, which can limit the quality of education and the resources available to students. A modern, larger facility will provide a better learning environment to support student needs while improving energy efficiencies.

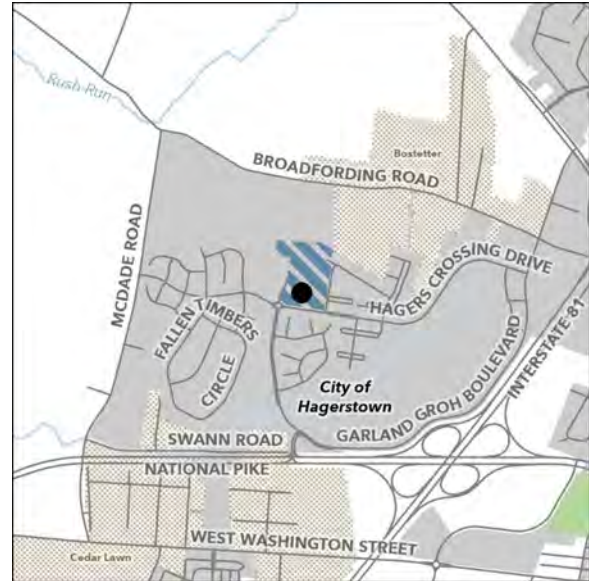
		Prior	Budget Year	Projected Capital Plan				
	Total	Appr.	2026	2027	2028	2029	2030	Future
Project Costs:								
Architect Fees	100,000	0	0	0	0	0	0	100,000
Total Cost	100,000	0	0	0	0	0	0	100,000
Funding Sources:								
Excise Tax - Schools	100,000	0	0	0	0	0	0	100,000
Total Funding	100,000	0	0	0	0	0	0	100,000



**Project Title** Jonathan Hager Elementary School Addition

**Full-time Employees** 0

**Operating Costs** \$0



**Project Description** Construction of a 2-round addition to Jonathan Hager Elementary School, which would add an additional 394 seat capacity to a maximum of 865 students.

**Project Justification** There is ongoing planned development in the vicinity of the West Hagerstown area, which means continuing community growth is expected. This further highlights the need for a school that can accommodate future residents and their children.

	Total	Prior Appr.	Budget Year 2026	Projected Capital Plan				
				2027	2028	2029	2030	Future
Project Costs:								
Architect Fees	1,553,000	0	0	0	0	0	500,000	1,053,000
Construction	20,594,000	0	0	0	0	0	0	20,594,000
Equipment/Furniture	1,439,000	0	0	0	0	0	0	1,439,000
Total Cost	23,586,000	0	0	0	0	0	500,000	23,086,000
Funding Sources:								
General Fund	1,000,000	0	0	0	0	0	500,000	500,000
Tax-Supported Bond	10,261,000	0	0	0	0	0	0	10,261,000
State Grant	12,325,000	0	0	0	0	0	0	12,325,000
Total Funding	23,586,000	0	0	0	0	0	500,000	23,086,000

## Hagerstown Community College Capital Improvement Ten Year Summary Fiscal Year 2026 - 2035

		Total	Prior Appr.	Budget Year 2026	2027	Projected Capital Plan*				Future
Page	Project Costs					2028	2029	2030		
115	ATC Renovation	13,613,000	0	9,883,000	1,200,000	1,200,000	1,330,000	0	0	
116	ARCC Renovation	16,925,000	0	200,000	100,000	0	0	0	0	16,625,000
117	ASA Renovation	17,562,000	0	125,000	0	0	0	0	0	17,437,000
118	Career Programs Roof Replacement	4,953,000	0	0	150,000	0	0	4,379,000		424,000
119	Multi-Roof Project	2,000,000	1,000,000	0	500,000	0	500,000	0	0	
120	Wellness Center	11,100,000	0	0	750,000	10,350,000	0	0	0	
<b>TOTAL</b>		<b>66,153,000</b>	<b>1,000,000</b>	<b>10,208,000</b>	<b>2,700,000</b>	<b>11,550,000</b>	<b>1,830,000</b>	<b>4,379,000</b>		<b>34,486,000</b>
Funding Sources										
	General Fund	437,000	0	0	0	0	0	0	0	437,000
	Tax-Supported Bond	9,102,000	0	1,200,000	1,200,000	1,200,000	1,330,000	1,172,000		3,000,000
	Capital Reserve - Transfer Tax	2,563,000	0	0	0	0	0	0		2,563,000
	State Grant	36,683,000	1,000,000	8,511,000	500,000	0	500,000	3,207,000		22,965,000
	Contributions	17,368,000	0	497,000	1,000,000	10,350,000	0	0		5,521,000
<b>TOTAL</b>		<b>66,153,000</b>	<b>1,000,000</b>	<b>10,208,000</b>	<b>2,700,000</b>	<b>11,550,000</b>	<b>1,830,000</b>	<b>4,379,000</b>		<b>34,486,000</b>

\*Projected Capital Plan projects and funding sources are subject to change in future budget cycles.



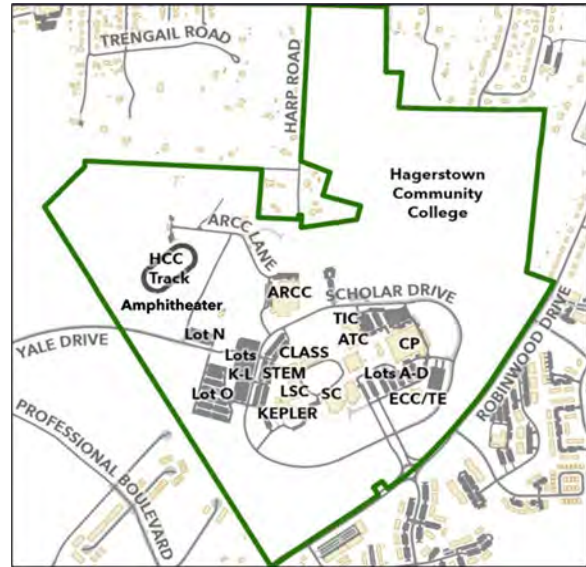
Source: Hagerstown Community College - <https://www.hagerstowncc.edu/docs/facilities-management-and-planning/campus-map-parking>

**Project Title** ATC Renovation

**Project ID** COL032

**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 the addition of 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 65%.

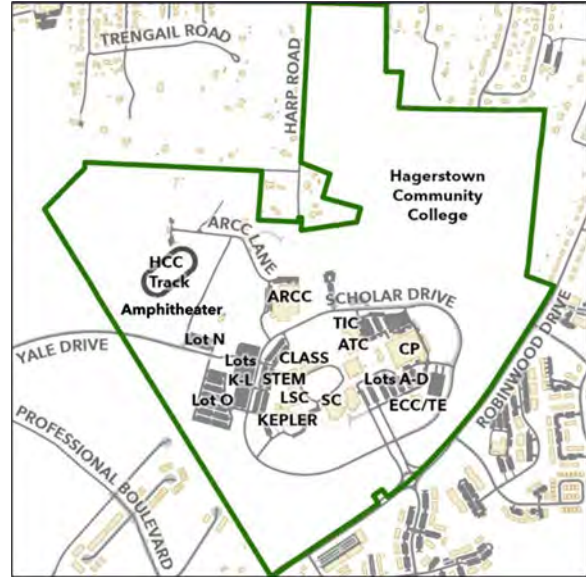
**Project Justification** The last time the LRC had a major renovation was in 1989 and is the last building on campus to be renovated. If the building is to attract students for advanced technology, it will need to be updated. Currently it is outdated and not very welcoming.

	Total	Prior	Budget Year	Projected Capital Plan				
		Appr.	2026	2027	2028	2029	2030	Future
Project Costs:								
Architect Fees	313,000	0	313,000	0	0	0	0	0
Construction	11,392,000	0	8,712,000	1,200,000	1,200,000	280,000	0	0
Equipment/Furniture	1,908,000	0	858,000	0	0	1,050,000	0	0
Total Cost	13,613,000	0	9,883,000	1,200,000	1,200,000	1,330,000	0	0
Funding Sources:								
Tax-Supported Bond	4,930,000	0	1,200,000	1,200,000	1,200,000	1,330,000	0	0
State Grant	8,511,000	0	8,511,000	0	0	0	0	0
Contributions	172,000	0	172,000	0	0	0	0	0
Total Funding	13,613,000	0	9,883,000	1,200,000	1,200,000	1,330,000	0	0

**Project Title** ARCC Renovation

**Full-time Employees** 0

**Operating Costs** \$0



**Project Description** This project will update the Athletic Recreation and Community Center (ARCC) and its athletic fields. The renovation in the arena will consist of new bleachers, flooring, and painting. Other areas of the ARCC will be updating the lobby, locker rooms, restrooms, offices, and classrooms. Ballfields will be made over and the softball field will be relocated. The track will be resurfaced and updated along with the interior where soccer and track meets are held. The outdoor restrooms and storage area along with the press box will be updated and modernized.

**Project Assumptions** State share is approximately 65%. Assumes other funding sources or future county funding beyond the 10-year capital plan.

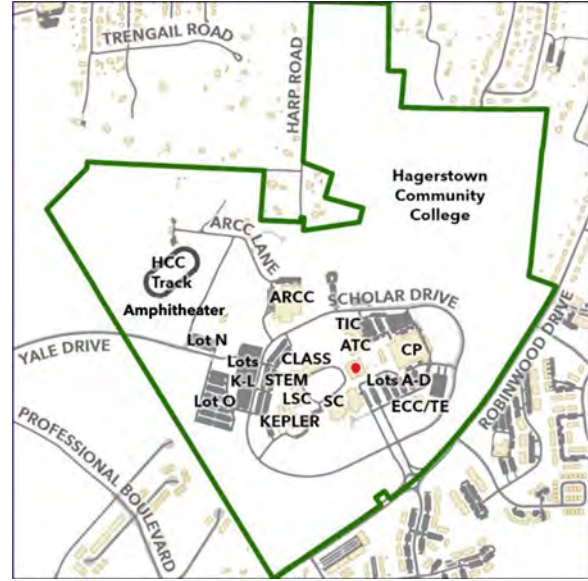
	Total	Prior	Budget Year	Projected Capital Plan				
		Appr.	2026	2027	2028	2029	2030	Future
Project Costs:								
Architect Fees	1,125,000	0	0	0	0	0	0	1,125,000
Construction	14,000,000	0	0	0	0	0	0	14,000,000
Equipment/Furniture	1,500,000	0	0	0	0	0	0	1,500,000
Other	300,000	0	200,000	100,000	0	0	0	0
Total Cost	16,925,000	0	200,000	100,000	0	0	0	16,625,000
Funding Sources:								
State Grant	11,104,000	0	0	0	0	0	0	11,104,000
Contributions	5,821,000	0	200,000	100,000	0	0	0	5,521,000
Total Funding	16,925,000	0	200,000	100,000	0	0	0	16,625,000



**Project Title** ASA Renovation

**Full-time Employees** 0

**Operating Costs** \$0

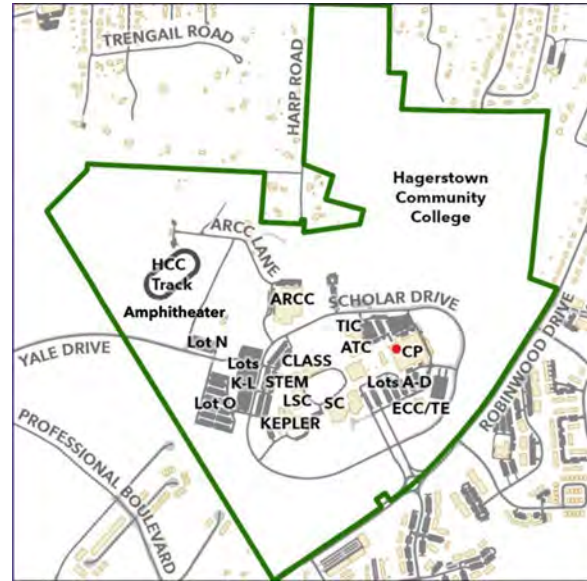


**Project Description** This project will update the Administration and Student Affairs (ASA) building with new HVAC, roof, and new layout that will accommodate areas that have changed over the years.

**Project Assumptions** Assumes state share is 65%.

	Total	Prior	Budget Year	Projected Capital Plan				
		Appr.	2026	2027	2028	2029	2030	Future
Project Costs:								
Architect Fees	1,840,000	0	0	0	0	0	0	1,840,000
Construction	15,597,000	0	0	0	0	0	0	15,597,000
Other	125,000	0	125,000	0	0	0	0	0
Total Cost	17,562,000	0	125,000	0	0	0	0	17,437,000

<b>Funding Sources:</b>								
General Fund	437,000	0	0	0	0	0	0	437,000
Tax-Supported Bond	2,576,000	0	0	0	0	0	0	2,576,000
Capital Reserve - Transfer Tax	2,563,000	0	0	0	0	0	0	2,563,000
State Grant	11,861,000	0	0	0	0	0	0	11,861,000
Contributions	125,000	0	125,000	0	0	0	0	0
<b>Total Funding</b>	<b>17,562,000</b>	<b>0</b>	<b>125,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>17,437,000</b>

**Project Title** Career Programs Renovation and 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.

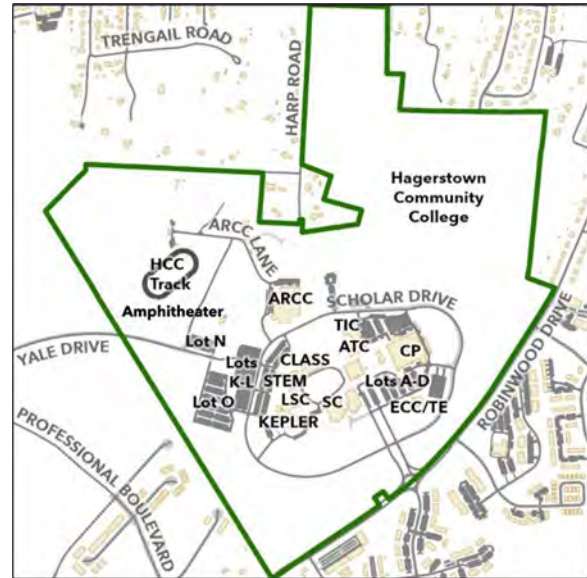
**Project Justification** It is critical at this point in the roof's useful life to be replaced prior to water damage taking place in various parts of the building. This would create additional costs and possibly require significant renovation if this were to occur.

	Total	Prior	Budget Year	Projected Capital Plan				
		Appr.	2026	2027	2028	2029	2030	Future
Project Costs:								
Architect Fees	453,000	0	0	150,000	0	0	303,000	0
Construction	4,000,000	0	0	0	0	0	3,576,000	424,000
Equipment/Furniture	500,000	0	0	0	0	0	500,000	0
Total Cost	4,953,000	0	0	150,000	0	0	4,379,000	424,000
Funding Sources:								
Tax-Supported Bond	1,596,000	0	0	0	0	0	1,172,000	424,000
State Grant	3,207,000	0	0	0	0	0	3,207,000	0
Contributions	150,000	0	0	150,000	0	0	0	0
Total Funding	4,953,000	0	0	150,000	0	0	4,379,000	424,000

**Project Title** Multi-Roof Project

**Full-time Employees** 0

**Operating Costs** \$0



**Project Description** The College has several roof replacement projects that include the Amphitheater, Kepler Theater facility, Learning Resource Center (LRC), Central Plant, Learning Support Center (LSC), and Administration and Student Affairs Building (ASA). Most show signs of age and are beginning to have recurring problems, which HCC's Maintenance Department addresses as necessary. The roofs listed below will be over twenty years old and their warranties will expire by the anticipated project year:

1. Kepler Theater (original building) - Built-up asphalt roof, last replaced in 2004.
2. Student Center (original building) - Built-up asphalt roof, last replaced in 2002.
3. Central Plant - modified bituminous membrane roof, last replaced in 2005.
4. LSC - Membrane roof, last replaced in 2005.
5. ASA - Built-up asphalt roof, last replaced in 2004.
6. Center for Business and Entrepreneurial Studies Wet-Lab Addition - TPO roof, last replaced in 2008.

**Project Assumptions** Assumes 100% state funding.

**Project Justification** Without this project, HCC will continue to make costly repairs to roofs that exceed their lifespan of 20 years with expired warranties. Water damage to floors, ceilings, infrastructure, and equipment, as well as the cost of repairs, will continue to grow.

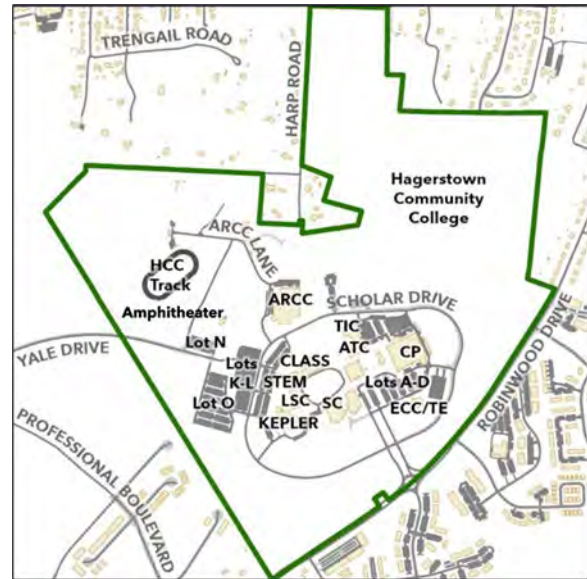
	Total	Prior	Budget Year	Projected Capital Plan				
		Appr.	2026	2027	2028	2029	2030	Future
Project Costs:								
Construction	2,000,000	1,000,000	0	500,000	0	500,000	0	0
Total Cost	2,000,000	1,000,000	0	500,000	0	500,000	0	0
Funding Sources:								
State Grant	2,000,000	1,000,000	0	500,000	0	500,000	0	0
Total Funding	2,000,000	1,000,000	0	500,000	0	500,000	0	0



**Project Title** Wellness Center

**Full-time Employees** 0

**Operating Costs** \$0



**Project Description** This project will create a new 10,000 GSF Wellness Center for student emotional wellness, life skills training, meeting space, a lactation room, and space for the free exercise of religious activities.

**Project Justification** This project is necessary to be in compliance with state law.

	Total	Prior	Budget Year	Projected Capital Plan				
		Appr.	2026	2027	2028	2029	2030	Future
Project Costs:								
Architect Fees	750,000	0	0	750,000	0	0	0	0
Construction	9,600,000	0	0	0	9,600,000	0	0	0
Equipment/Furniture	750,000	0	0	0	750,000	0	0	0
Total Cost	11,100,000	0	0	750,000	10,350,000	0	0	0
Funding Sources:								
Contributions	11,100,000	0	0	750,000	10,350,000	0	0	0
Total Funding	11,100,000	0	0	750,000	10,350,000	0	0	0

**Public Libraries**  
**Capital Improvement Ten Year Summary**  
**Fiscal Year 2026 - 2035**

		Budget Year			Projected Capital Plan*				
		Total	Prior Appr.	2026	2027	2028	2029	2030	Future
Page	Project Costs								
122	Systemic Projects - Library	570,000	60,000	60,000	50,000	50,000	50,000	50,000	250,000
123	Williamsport Library Replacement	17,444,060	7,060	761,000	402,000	1,581,000	10,867,000	3,826,000	0
<b>TOTAL</b>		<b>18,014,060</b>	<b>67,060</b>	<b>821,000</b>	<b>452,000</b>	<b>1,631,000</b>	<b>10,917,000</b>	<b>3,876,000</b>	<b>250,000</b>
<b>Funding Sources</b>									
	General Fund	467,060	57,060	50,000	40,000	40,000	40,000	40,000	200,000
	Excise Tax - Library	110,000	10,000	10,000	10,000	10,000	10,000	10,000	50,000
	Capital Reserve - General	4,482,000	0	761,000	402,000	0	2,171,000	1,148,000	0
	State Grant	12,206,000	0	0	0	1,400,000	8,128,000	2,678,000	0
	Contributions	749,000	0	0	0	181,000	568,000	0	0
<b>TOTAL</b>		<b>18,014,060</b>	<b>67,060</b>	<b>821,000</b>	<b>452,000</b>	<b>1,631,000</b>	<b>10,917,000</b>	<b>3,876,000</b>	<b>250,000</b>

\*Projected Capital Plan projects and funding sources are subject to change in future budget cycles.

**Project Title** Systemic Projects - Library

**Project ID** BLD075

**Full-time Employees** 0

**Operating Costs** \$0

**Project Description** Future systemic projects could include chillers, boilers, rooftop HVAC units, cooling towers, and roof replacements. Projects are building oriented and not operationally related. FY26 - Boonsboro boiler. FY28 - Smithsburg HVAC.

**Project Assumptions** Assumes projects are not grant eligible.

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

	Total	Prior	Budget Year	Projected Capital Plan				
		Appr.	2026	2027	2028	2029	2030	Future
Project Costs:								
Construction	570,000	60,000	60,000	50,000	50,000	50,000	50,000	250,000
Total Cost	570,000	60,000	60,000	50,000	50,000	50,000	50,000	250,000
Funding Sources:								
General Fund	460,000	50,000	50,000	40,000	40,000	40,000	40,000	200,000
Excise Tax - Library	110,000	10,000	10,000	10,000	10,000	10,000	10,000	50,000
Total Funding	570,000	60,000	60,000	50,000	50,000	50,000	50,000	250,000

**Project Title**                      **Williamsport Library Replacement**

**Project ID**                              BLD110

**Full-time Employees**              3

**Operating Costs**                    \$112,000

**Project Description**              The project will construct a new 25,000 sq. ft. library to serve the Town of Williamsport and the surrounding area.

**Project Assumptions**              Project funding assumes 70% State and 30% Local in order to meet grant requirements. Project also assumes fundraising by the library or a scaled back version of the project due to local funding constraints.

**Project Justification**              The current town-owned building is inadequate for 21st century library services and is over 80 years old. The addition was built in 1979, and there is currently not enough space for materials and programming. The electrical does not meet the needs of 21st century technology, and the HVAC and plumbing are in constant need of repair. There are mold issues in the lower level, paint is peeling, and indoor air quality is poor. Also, the building is not ADA-compliant with no designated parking. There are multiple security issues too. The Town of Williamsport cannot afford to keep the building in good repair, but this library is a community memorial which the new facility should perpetuate.

	Total	Prior Appr.	Budget Year 2026	Projected Capital Plan				
				2027	2028	2029	2030	Future
<b>Project Costs:</b>								
Architect Fees	1,234,000	0	740,000	370,000	0	62,000	62,000	0
Construction	15,177,000	0	0	0	1,518,000	10,169,000	3,490,000	0
Hardware/Software	388,000	0	0	0	0	287,000	101,000	0
Engineering and Design	32,000	0	0	32,000	0	0	0	0
Equipment/Furniture	257,000	0	0	0	0	231,000	26,000	0
Inspection	121,000	0	0	0	0	0	121,000	0
Miscellaneous	140,000	0	0	0	42,000	72,000	26,000	0
Other	49,060	7,060	21,000	0	21,000	0	0	0
Utilities	46,000	0	0	0	0	46,000	0	0
<b>Total Cost</b>	<b>17,444,060</b>	<b>7,060</b>	<b>761,000</b>	<b>402,000</b>	<b>1,581,000</b>	<b>10,867,000</b>	<b>3,826,000</b>	<b>0</b>

<b>Funding Sources:</b>								
General Fund	7,060	7,060	0	0	0	0	0	0
Capital Reserve - General	4,482,000	0	761,000	402,000	0	2,171,000	1,148,000	0
State Grant	12,206,000	0	0	0	1,400,000	8,128,000	2,678,000	0
Contributions	749,000	0	0	0	181,000	568,000	0	0
<b>Total Funding</b>	<b>17,444,060</b>	<b>7,060</b>	<b>761,000</b>	<b>402,000</b>	<b>1,581,000</b>	<b>10,867,000</b>	<b>3,826,000</b>	<b>0</b>



# General Government

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## General Government Capital Improvement Ten Year Summary Fiscal Year 2026 - 2035

		Budget Year			Projected Capital Plan*				
		Total	Prior Appr.	2026	2027	2028	2029	2030	Future
Page	Project Costs								
126	Cost of Bond Issuance	1,430,000	90,000	125,000	127,000	129,000	131,000	133,000	695,000
127	Contingency - General Fund	4,697,562	2,354,562	750,000	0	0	0	0	1,593,000
128	Systemic Improvements - Building	16,772,761	2,272,761	1,000,000	1,250,000	1,500,000	1,250,000	1,000,000	8,500,000
129	Facilities Roof Repairs	1,634,317	534,317	200,000	100,000	100,000	100,000	100,000	500,000
130	Circuit Courthouse	106,000,000	2,000,000	0	4,000,000	4,000,000	0	0	96,000,000
131	Information Systems Replacement Program	3,022,349	647,349	350,000	250,000	250,000	250,000	150,000	1,125,000
132	Financial System Management & Upgrades	709,297	559,297	15,000	15,000	15,000	15,000	15,000	75,000
133	Broadband Wireless Network Infrastructure	2,736,000	1,235,000	420,000	266,000	441,000	374,000	0	0
134	Property Management & Demo of Various County Properties	42,575	17,575	25,000	0	0	0	0	0
135	General - Equipment and Vehicle Replacement Program	1,789,338	789,338	100,000	100,000	100,000	100,000	100,000	500,000
<b>TOTAL</b>		<b>138,834,199</b>	<b>10,500,199</b>	<b>2,985,000</b>	<b>6,108,000</b>	<b>6,535,000</b>	<b>2,220,000</b>	<b>1,498,000</b>	<b>108,988,000</b>
<b>Funding Sources</b>									
	General Fund	27,836,199	6,252,199	1,235,000	1,108,000	2,535,000	2,220,000	1,498,000	12,988,000
	Interest	2,000,000	0	1,000,000	1,000,000	0	0	0	0
	Loan	102,000,000	0	0	4,000,000	4,000,000	0	0	94,000,000
	Capital Reserve - General	4,998,000	4,248,000	750,000	0	0	0	0	0
	State Grant	2,000,000	0	0	0	0	0	0	2,000,000
<b>TOTAL</b>		<b>138,834,199</b>	<b>10,500,199</b>	<b>2,985,000</b>	<b>6,108,000</b>	<b>6,535,000</b>	<b>2,220,000</b>	<b>1,498,000</b>	<b>108,988,000</b>

\*Projected Capital Plan projects and funding sources are subject to change in future budget cycles.

**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 advisors, bond counsel, discounts, and rating agency fees.

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

	Total	Prior	Budget Year	Projected Capital Plan				
		Appr.	2026	2027	2028	2029	2030	Future
Project Costs:								
Bond Issuance	1,430,000	90,000	125,000	127,000	129,000	131,000	133,000	695,000
Total Cost	1,430,000	90,000	125,000	127,000	129,000	131,000	133,000	695,000
Funding Sources:								
General Fund	1,430,000	90,000	125,000	127,000	129,000	131,000	133,000	695,000
Total Funding	1,430,000	90,000	125,000	127,000	129,000	131,000	133,000	695,000



**Project Title**      **Contingency - General Fund****Project ID**      ADM002**Full-time Employees**      0**Operating Costs**      \$0

**Project Description**      This project serves as a reserve to provide for emergency or unanticipated expenditures for all categories. For FY26, \$750,000 will be used for one-time deferred maintenance items for Hagerstown Community College.

**Project Justification**      Due to the inherent uncertainty in estimating capital project costs, it is the written policy of the County to maintain project contingency. It is also good management practice to increase the contingency due to the increase in Capital Program requests and rising number of individual projects, as one project overrun, or unanticipated project could use significant capital reserves.

	Total	Prior	Budget Year	Projected Capital Plan				
		Appr.	2026	2027	2028	2029	2030	Future
Project Costs:								
Construction	1,500,000	1,500,000	0	0	0	0	0	0
Contingency	828,462	828,462	0	0	0	0	0	0
Other	2,369,100	26,100	750,000	0	0	0	0	1,593,000
Total Cost	4,697,562	2,354,562	750,000	0	0	0	0	1,593,000
Funding Sources:								
General Fund	3,947,562	2,354,562	0	0	0	0	0	1,593,000
Capital Reserve - General	750,000	0	750,000	0	0	0	0	0
Total Funding	4,697,562	2,354,562	750,000	0	0	0	0	1,593,000

**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.

		Prior	Budget Year	Projected Capital Plan				
	Total	Appr.	2026	2027	2028	2029	2030	Future
<b>Project Costs:</b>								
Construction	16,772,761	2,272,761	1,000,000	1,250,000	1,500,000	1,250,000	1,000,000	8,500,000
<b>Total Cost</b>	<b>16,772,761</b>	<b>2,272,761</b>	<b>1,000,000</b>	<b>1,250,000</b>	<b>1,500,000</b>	<b>1,250,000</b>	<b>1,000,000</b>	<b>8,500,000</b>
<b>Funding Sources:</b>								
General Fund	14,772,761	2,272,761	0	250,000	1,500,000	1,250,000	1,000,000	8,500,000
Interest	2,000,000	0	1,000,000	1,000,000	0	0	0	0
<b>Total Funding</b>	<b>16,772,761</b>	<b>2,272,761</b>	<b>1,000,000</b>	<b>1,250,000</b>	<b>1,500,000</b>	<b>1,250,000</b>	<b>1,000,000</b>	<b>8,500,000</b>

**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 monies availability.

**Project Justification**        Funding is necessary to maintain integrity of County buildings.

		Prior	Budget	Projected Capital Plan				
	Total	Appr.	Year	2027	2028	2029	2030	Future
			2026					
<b>Project Costs:</b>								
Construction	1,634,317	534,317	200,000	100,000	100,000	100,000	100,000	500,000
<b>Total Cost</b>	<b>1,634,317</b>	<b>534,317</b>	<b>200,000</b>	<b>100,000</b>	<b>100,000</b>	<b>100,000</b>	<b>100,000</b>	<b>500,000</b>
<b>Funding Sources:</b>								
General Fund	1,634,317	534,317	200,000	100,000	100,000	100,000	100,000	500,000
<b>Total Funding</b>	<b>1,634,317</b>	<b>534,317</b>	<b>200,000</b>	<b>100,000</b>	<b>100,000</b>	<b>100,000</b>	<b>100,000</b>	<b>500,000</b>

**Project Title**                      **Circuit Courthouse**

**Project ID**                              BLD118

**Full-time Employees**              1

**Operating Costs**                    \$190,000

**Project Description**              Construction of a new Circuit Courthouse.

**Project Assumptions**            The project assumes that a public-private partnership is likely required to execute the project. Prospective site locations and partnership models to be evaluated.

**Project Justification**            The existing Circuit Courthouse is at maximum capacity and the most recent renovation was 20 years ago. The existing Circuit Courthouse in its current configuration has limited potential to be modified and renovated to meet the operational and security needs of the Court system.

		Prior	Budget Year	Projected Capital Plan				
	Total	Appr.	2026	2027	2028	2029	2030	Future
Project Costs:								
Construction	91,000,000	0	0	0	0	0	0	91,000,000
Hardware/Software	1,000,000	0	0	0	0	0	0	1,000,000
Engineering and Design	8,000,000	0	0	4,000,000	4,000,000	0	0	0
Equipment/Furniture	4,000,000	0	0	0	0	0	0	4,000,000
Planning	100,000	100,000	0	0	0	0	0	0
Land Acquisition	1,900,000	1,900,000	0	0	0	0	0	0
Total Cost	106,000,000	2,000,000	0	4,000,000	4,000,000	0	0	96,000,000
Funding Sources:								
Loan	102,000,000	0	0	4,000,000	4,000,000	0	0	94,000,000
Capital Reserve - General	2,000,000	2,000,000	0	0	0	0	0	0
State Grant	2,000,000	0	0	0	0	0	0	2,000,000
Total Funding	106,000,000	2,000,000	0	4,000,000	4,000,000	0	0	96,000,000

**Project Title** Information Systems Replacement Program

**Project ID** COM011

**Full-time Employees** 0

**Operating Costs** \$0

**Project Description** The replacement budget must address a number of subitems in the coming budget years. The County's current backup system no longer address County needs and must be replaced to protect County data. Windows 10 will reach end of life soon and any remaining computing assets not compatible with Windows 11 will need replaced in order to afford the County security against cyber threats. Next, parts of the County keyfob system are obsolete and present a risk for physical access to facilities.

**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.	Budget Year 2026	2027	Projected Capital Plan			
					2028	2029	2030	Future
<b>Project Costs:</b>								
Hardware/Software	3,022,349	647,349	350,000	250,000	250,000	250,000	150,000	1,125,000
<b>Total Cost</b>	<b>3,022,349</b>	<b>647,349</b>	<b>350,000</b>	<b>250,000</b>	<b>250,000</b>	<b>250,000</b>	<b>150,000</b>	<b>1,125,000</b>
<b>Funding Sources:</b>								
General Fund	2,422,349	47,349	350,000	250,000	250,000	250,000	150,000	1,125,000
Capital Reserve - General	600,000	600,000	0	0	0	0	0	0
<b>Total Funding</b>	<b>3,022,349</b>	<b>647,349</b>	<b>350,000</b>	<b>250,000</b>	<b>250,000</b>	<b>250,000</b>	<b>150,000</b>	<b>1,125,000</b>

**Project Title** Financial System Management & Upgrades

**Project ID** COM019

**Full-time Employees** 0

**Operating Costs** \$0

**Project Description** An 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 a more efficient use of time and money as systems, employees, and financial management expand to meet demands in the future.

	Total	Prior Appr.	Budget Year 2026	2027	Projected Capital Plan			
					2028	2029	2030	Future
<b>Project Costs:</b>								
Hardware/Software	709,297	559,297	15,000	15,000	15,000	15,000	15,000	75,000
<b>Total Cost</b>	<b>709,297</b>	<b>559,297</b>	<b>15,000</b>	<b>15,000</b>	<b>15,000</b>	<b>15,000</b>	<b>15,000</b>	<b>75,000</b>
<b>Funding Sources:</b>								
General Fund	279,297	129,297	15,000	15,000	15,000	15,000	15,000	75,000
Capital Reserve - General	430,000	430,000	0	0	0	0	0	0
<b>Total Funding</b>	<b>709,297</b>	<b>559,297</b>	<b>15,000</b>	<b>15,000</b>	<b>15,000</b>	<b>15,000</b>	<b>15,000</b>	<b>75,000</b>

**Project Title**                      **Broadband Wireless Network Infrastructure**

**Project ID**                        COM021

**Full-time Employees**        0

**Operating Costs**                \$0

**Project Description**        This project encompasses replacing and standardizing physical networking infrastructure that support County operations across the enterprise. Key networking equipment becomes obsolete, and no longer receives support and security updates on a schedule set by the vendor. In addition, new technologies allow for faster speeds and better security. Approximately, \$300,000 is for a separate plan to replace aging cabling in several office areas, as existing wiring is either failing or incapable of meeting our needs.

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

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

	Total	Prior	Budget Year	Projected Capital Plan				
		Appr.	2026	2027	2028	2029	2030	Future
Project Costs:								
Hardware/Software	2,736,000	1,235,000	420,000	266,000	441,000	374,000	0	0
Total Cost	2,736,000	1,235,000	420,000	266,000	441,000	374,000	0	0
Funding Sources:								
General Fund	1,518,000	17,000	420,000	266,000	441,000	374,000	0	0
Capital Reserve - General	1,218,000	1,218,000	0	0	0	0	0	0
Total Funding	2,736,000	1,235,000	420,000	266,000	441,000	374,000	0	0

**Project Title**                      **Property Management & Demo of Various County Properties**

**Project ID**                        LDI041

**Full-time Employees**        0

**Operating Costs**                \$0

**Project Description**        Washington County has acquired properties at various locations in the county for future capital improvements. These properties have associated buildings/structures that are expected to be demolished for upcoming county projects.

**Project Justification**        The existing properties are not completely conducive for future county work without demolition of these structures.

		Prior Appr.	Budget Year 2026	Projected Capital Plan				
	Total			2027	2028	2029	2030	Future
<b>Project Costs:</b>								
Construction	42,575	17,575	25,000	0	0	0	0	0
<b>Total Cost</b>	<b>42,575</b>	<b>17,575</b>	<b>25,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Funding Sources:</b>								
General Fund	42,575	17,575	25,000	0	0	0	0	0
<b>Total Funding</b>	<b>42,575</b>	<b>17,575</b>	<b>25,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>



**Project Title** General - Equipment & 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 Assumptions** For FY26: Fire Operations-11525 - Networking/video switch replacement and mast camera replacement for Mobile Command Center 1 (\$42,000 & \$15,000). Permits & Inspections-11630 - Three (3) Chevy Equinoxes (or similar SUV) (\$87,250). Buildings, Grounds, & Facilities-11910 - One (1) one-ton pickup w/ plow (\$74,240), one (1) debris blower (\$15,180), and three (3) zero-turn mowers (\$43,250).

**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	Budget Year	Projected Capital Plan				
		Appr.	2026	2027	2028	2029	2030	Future
Project Costs:								
Hardware/Software	243,000	243,000	0	0	0	0	0	0
Vehicles	1,546,338	546,338	100,000	100,000	100,000	100,000	100,000	500,000
Total Cost	1,789,338	789,338	100,000	100,000	100,000	100,000	100,000	500,000
Funding Sources:								
General Fund	1,789,338	789,338	100,000	100,000	100,000	100,000	100,000	500,000
Total Funding	1,789,338	789,338	100,000	100,000	100,000	100,000	100,000	500,000



# Parks & Recreation

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## Parks & Recreation Capital Improvement Ten Year Summary Fiscal Year 2026 - 2035

		Budget Year			Projected Capital Plan*				
		Total	Prior Appr.	2026	2027	2028	2029	2030	Future
Page	Project Costs								
138	Black Rock Capital Equipment Program	573,176	119,176	100,000	37,000	37,000	40,000	40,000	200,000
139	Black Rock Bunker Rehabilitation	100,000	0	100,000	0	0	0	0	0
140	Hardcourt Playing Surfaces	3,050,000	50,000	1,500,000	500,000	500,000	50,000	50,000	400,000
141	North Central County Park	15,043,000	2,642,000	81,000	500,000	800,000	3,420,000	3,600,000	4,000,000
142	Park Equipment/Surfacing Replacement, Various Locations	1,935,156	421,156	1,339,000	0	0	0	0	175,000
143	Repair/Overlay Parking Lots - Various Locations	718,289	68,289	50,000	200,000	0	100,000	0	300,000
144	Antietam Creek Water Trail	537,793	387,793	50,000	100,000	0	0	0	0
145	MLK Gymnasium Upgrade	3,075,000	1,950,000	1,125,000	0	0	0	0	0
146	Regional Park Walking/Hiking Trail	1,011,100	811,100	200,000	0	0	0	0	0
147	Marty Snook Park Pool Renovation and Accessible Entrance	1,200,000	125,000	800,000	275,000	0	0	0	0
148	Mt. Briar Wetland Preserve Trails and Conservation Area	150,000	0	150,000	0	0	0	0	0
149	Park Entrances and Security Upgrades	300,000	0	100,000	100,000	100,000	0	0	0
150	Pen Mar Interpretive Center/Vending Machine Kiosk	40,000	0	40,000	0	0	0	0	0
151	Marty Snook Park Multimodal Trail and Parking	700,000	0	0	100,000	300,000	300,000	0	0
152	Pen Mar-Fort Ritchie-Cascade Trail Connection	290,000	0	0	50,000	120,000	0	120,000	0
153	Kemps Mill Park Trails	100,000	0	0	0	100,000	0	0	0
154	Conococheague Creek Water Trail	300,000	0	0	0	0	180,000	120,000	0
155	Doubs Woods Disc Golf	50,000	0	0	0	0	0	0	50,000
156	Clear Spring Park Walking Trail	375,000	0	0	0	0	0	0	375,000
157	Pen Mar Park Hotel Sites Redevelopment	650,000	0	0	0	0	0	0	650,000
158	Regional Park Dog Park	80,000	0	0	0	0	0	0	80,000
<b>TOTAL</b>		<b>30,278,514</b>	<b>6,574,514</b>	<b>5,635,000</b>	<b>1,862,000</b>	<b>1,957,000</b>	<b>4,090,000</b>	<b>3,930,000</b>	<b>6,230,000</b>
Funding Sources									
	General Fund	10,520,718	2,411,718	500,000	1,240,000	981,000	708,000	674,000	4,006,000
	Golf Course Fund	100,000	0	100,000	0	0	0	0	0
	Tax-Supported Bond	2,834,000	0	334,000	0	0	0	2,500,000	0
	Transfer Tax	1,689,000	915,000	774,000	0	0	0	0	0
	Capital Reserve - General	5,875,000	250,000	2,393,000	232,000	500,000	2,500,000	0	0
	Federal Grant	3,336,000	2,134,000	0	0	176,000	420,000	456,000	150,000
	State Grant	5,922,696	862,696	1,534,000	390,000	300,000	462,000	300,000	2,074,000
	Contributions	1,100	1,100	0	0	0	0	0	0
<b>TOTAL</b>		<b>30,278,514</b>	<b>6,574,514</b>	<b>5,635,000</b>	<b>1,862,000</b>	<b>1,957,000</b>	<b>4,090,000</b>	<b>3,930,000</b>	<b>6,230,000</b>

\*Projected Capital Plan projects and funding sources are subject to change in future budget cycles.

**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 the Black Rock Golf Course. FY26 - Sprayer. FY29 - Two (2) Greens mowers.

**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	Budget Year	Projected Capital Plan				
		Appr.	2026	2027	2028	2029	2030	Future
Project Costs:								
Equipment/Furniture	573,176	119,176	100,000	37,000	37,000	40,000	40,000	200,000
Total Cost	573,176	119,176	100,000	37,000	37,000	40,000	40,000	200,000
Funding Sources:								
General Fund	573,176	119,176	100,000	37,000	37,000	40,000	40,000	200,000
Total Funding	573,176	119,176	100,000	37,000	37,000	40,000	40,000	200,000

**Project Title** Black Rock Golf Course Bunker Rehabilitation

**Project ID** LDI067

**Full-time Employees** 0

**Operating Costs** \$0



**Project Description** Rehabilitation of existing sand bunkers and installation of new drainage, sand, and potentially liners.

**Project Assumptions** Project assumes the use of Golf Course fund balance reserve funding.

**Project Justification** The bunkers have not been rehabilitated in over 30 years and are hardpacked from soil contamination.

	Total	Prior Appr.	Budget Year 2026	Projected Capital Plan				
				2027	2028	2029	2030	Future
Project Costs:								
Construction	100,000	0	100,000	0	0	0	0	0
Total Cost	100,000	0	100,000	0	0	0	0	0
Funding Sources:								
Golf Course Fund	100,000	0	100,000	0	0	0	0	0
Total Funding	100,000	0	100,000	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, resurfacing, 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 Program Open Space (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	Budget Year	Projected Capital Plan				
		Appr.	2026	2027	2028	2029	2030	Future
Project Costs:								
Construction	3,050,000	50,000	1,500,000	500,000	500,000	50,000	50,000	400,000
Total Cost	3,050,000	50,000	1,500,000	500,000	500,000	50,000	50,000	400,000
Funding Sources:								
General Fund	900,000	50,000	0	350,000	0	50,000	50,000	400,000
Capital Reserve - General	2,150,000	0	1,500,000	150,000	500,000	0	0	0
Total Funding	3,050,000	50,000	1,500,000	500,000	500,000	50,000	50,000	400,000

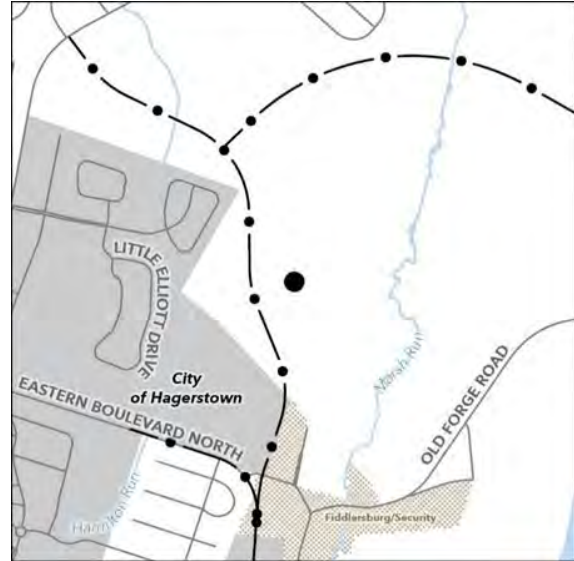
**Project Title** North Central County Park

**Project ID** LDI065

**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. Planning work will provide a phased construction plan with amenities to be constructed. Phase 1 construction work is anticipated to include the entrance road off Eastern Blvd, parking lots, hardcourts, playground, pavilion and turf field, and associated infrastructure. Future phases will include additional road construction, parking lots, grading for soccer/ball fields, lighting, pavilion buildings, restrooms, playground equipment, and other park and recreation amenities to be determined.



**Project Assumptions** This project assumes that Eastern Blvd Extended is constructed. Project assumes state and federal grant assistance. Potential sources include the Land and Water Conservation Fund, Rec Trails, Program Open Space, Greenspace Equity, and State Bonds.

**Project Justification** This project provides additional recreational opportunities in the north end of the County where there is a low park equity and proximity score. The land will be under a 99-year lease with future considerations for ownership.

	Total	Prior	Budget Year	Projected Capital Plan				
		Appr.	2026	2027	2028	2029	2030	Future
Project Costs:								
Construction	14,207,000	2,642,000	0	0	800,000	3,420,000	3,345,000	4,000,000
Engineering and Design	500,000	0	0	500,000	0	0	0	0
Equipment/Furniture	80,000	0	0	0	0	0	80,000	0
Inspection	175,000	0	0	0	0	0	175,000	0
Planning	81,000	0	81,000	0	0	0	0	0
Total Cost	15,043,000	2,642,000	81,000	500,000	800,000	3,420,000	3,600,000	4,000,000

<b>Funding Sources:</b>								
General Fund	5,970,000	1,727,000	43,000	200,000	500,000	500,000	500,000	2,500,000
Tax-Supported Bond	2,500,000	0	0	0	0	0	2,500,000	0
Transfer Tax	915,000	915,000	0	0	0	0	0	0
Capital Reserve - General	2,538,000	0	38,000	0	0	2,500,000	0	0
Federal Grant	420,000	0	0	0	0	120,000	300,000	0
State Grant	2,700,000	0	0	300,000	300,000	300,000	300,000	1,500,000
<b>Total Funding</b>	<b>15,043,000</b>	<b>2,642,000</b>	<b>81,000</b>	<b>500,000</b>	<b>800,000</b>	<b>3,420,000</b>	<b>3,600,000</b>	<b>4,000,000</b>



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

**Project ID** REC037

**Full-time Employees** 0

**Operating Costs** \$0

**Project Description** The project will replace and install playground equipment at designated locations. Priorities include replacing equipment at Marty Snook Park and installing an inclusive playground as well as Pleasant Valley Park and Woodland Way equipment replacement.

**Project Assumptions** Pending POS and/or other funding sources.

**Project Justification** The existing playground structures are 20 plus years old and are showing signs of degradation due to weather and usage.

	Total	Prior	Budget Year	Projected Capital Plan				
		Appr.	2026	2027	2028	2029	2030	Future
Project Costs:								
Equipment/Furniture	1,935,156	421,156	1,339,000	0	0	0	0	175,000
Total Cost	1,935,156	421,156	1,339,000	0	0	0	0	175,000
Funding Sources:								
General Fund	120,409	14,409	88,000	0	0	0	0	18,000
Capital Reserve - General	82,000	0	82,000	0	0	0	0	0
State Grant	1,732,747	406,747	1,169,000	0	0	0	0	157,000
Total Funding	1,935,156	421,156	1,339,000	0	0	0	0	175,000

**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**            Project assumes limited use of Program Open Space (POS) or external funding due to lower priority as a maintenance responsibility of the County.

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

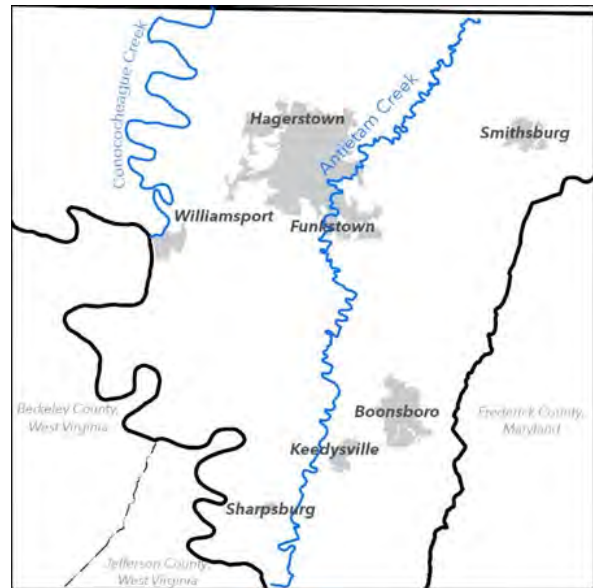
	Total	Prior Appr.	Budget Year 2026	2027	2028	2029	2030	Future
<b>Project Costs:</b>								
Construction	718,289	68,289	50,000	200,000	0	100,000	0	300,000
<b>Total Cost</b>	<b>718,289</b>	<b>68,289</b>	<b>50,000</b>	<b>200,000</b>	<b>0</b>	<b>100,000</b>	<b>0</b>	<b>300,000</b>
<b>Funding Sources:</b>								
General Fund	660,340	10,340	50,000	200,000	0	100,000	0	300,000
State Grant	57,949	57,949	0	0	0	0	0	0
<b>Total Funding</b>	<b>718,289</b>	<b>68,289</b>	<b>50,000</b>	<b>200,000</b>	<b>0</b>	<b>100,000</b>	<b>0</b>	<b>300,000</b>

**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. Currently identified sections for improvement include Antietam Road, Keedysville Road, MD 34, 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	Budget Year	Projected Capital Plan				
		Appr.	2026	2027	2028	2029	2030	Future
Project Costs:								
Construction	515,000	365,000	50,000	100,000	0	0	0	0
Land Acquisiton	22,793	22,793	0	0	0	0	0	0
Total Cost	537,793	387,793	50,000	100,000	0	0	0	0
Funding Sources:								
General Fund	246,793	186,793	50,000	10,000	0	0	0	0
Federal Grant	174,000	174,000	0	0	0	0	0	0
State Grant	117,000	27,000	0	90,000	0	0	0	0
Total Funding	537,793	387,793	50,000	100,000	0	0	0	0

**Project Title** MLK Gymnasium Upgrades

**Project ID** REC048

**Full-time Employees** 0

**Operating Costs** \$(5,000)



**Project Description** Building upgrades to modernize facility and allow for use as a community recreation center.

**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.

	Total	Prior Appr.	Budget Year 2026	2027	Projected Capital Plan				Future
					2028	2029	2030		
<b>Project Costs:</b>									
Architect Fees	250,000	200,000	50,000	0	0	0	0	0	0
Construction	2,675,000	1,650,000	1,025,000	0	0	0	0	0	0
Equipment/Furniture	50,000	50,000	0	0	0	0	0	0	0
Inspection	100,000	50,000	50,000	0	0	0	0	0	0
<b>Total Cost</b>	<b>3,075,000</b>	<b>1,950,000</b>	<b>1,125,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Funding Sources:</b>									
General Fund	19,000	19,000	0	0	0	0	0	0	0
Tax-Supported Bond	334,000	0	334,000	0	0	0	0	0	0
Transfer Tax	774,000	0	774,000	0	0	0	0	0	0
Capital Reserve - General	448,000	250,000	198,000	0	0	0	0	0	0
Federal Grant	1,500,000	1,500,000	0	0	0	0	0	0	0
State Grant	0	181,000	-181,000	0	0	0	0	0	0
<b>Total Funding</b>	<b>3,075,000</b>	<b>1,950,000</b>	<b>1,125,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

**Project Title** Regional Park Walking and Hiking Trail

**Project ID** REC052

**Full-time Employees** 0

**Operating Costs** \$0



**Project Description** Walking and hiking trail at Regional Park.

**Project Assumptions** Project assumes a portion from the federal Land and water Conservation Area Grant, a reallocation of funds from Project Open Space for the Ag Center, and the required local match.

**Project Justification** The need exists for a walking and hiking trail at Regional Park. Currently the wooded area at the park is used for walking and hiking. With the exception of the Disc Golf trails, no others exist in this area. The addition of trails at Regional Park would provide users a safe place to walk and hike.

	Total	Prior	Budget Year	Projected Capital Plan				
		Appr.	2026	2027	2028	2029	2030	Future
Project Costs:								
Construction	986,100	786,100	200,000	0	0	0	0	0
Engineering and Design	25,000	25,000	0	0	0	0	0	0
Total Cost	1,011,100	811,100	200,000	0	0	0	0	0
Funding Sources:								
General Fund	210,000	160,000	50,000	0	0	0	0	0
Federal Grant	460,000	460,000	0	0	0	0	0	0
State Grant	340,000	190,000	150,000	0	0	0	0	0
Contributions	1,100	1,100	0	0	0	0	0	0
Total Funding	1,011,100	811,100	200,000	0	0	0	0	0

**Project Title** Marty Snook Park Pool  
Renovation & Accessible Entrance

**Project ID** REC057

**Full-time Employees** 0

**Operating Costs** \$0



**Project Description** Project includes replacing the existing pool coating, improving ADA access into the pool, installing splash park equipment in the kiddie pool area, expanding the patron fenced-in area, replacing the pump and filtration equipment, renovating the existing restrooms, installing a new roof, renovating the concession area, and providing new awnings.

**Project Assumptions** Pending Program Open Space or other state funding.

**Project Justification** Marty Snook Park pool is over 35 years old and in need of a facility renovation and amenity update to remain relevant with user expectations. Many of the existing facilities and equipment are in need of replacement. The whitecoat is peeling. The kid pool is underutilized. There is a lack of poolside space and shade.

	Total	Prior	Budget Year	Projected Capital Plan				
		Appr.	2026	2027	2028	2029	2030	Future
Project Costs:								
Construction	1,150,000	125,000	750,000	275,000	0	0	0	0
Engineering and Design	50,000	0	50,000	0	0	0	0	0
Total Cost	1,200,000	125,000	800,000	275,000	0	0	0	0
Funding Sources:								
General Fund	318,000	125,000	0	193,000	0	0	0	0
Capital Reserve - General	657,000	0	575,000	82,000	0	0	0	0
State Grant	225,000	0	225,000	0	0	0	0	0
Total Funding	1,200,000	125,000	800,000	275,000	0	0	0	0

**Project Title** Mt. Briar Wetland Preserve Trails and Conservation Area

**Project ID** REC058

**Full-time Employees** 0

**Operating Costs** \$0



**Project Description** Create and sign upland trails within the park and provide a parking area. Plant native meadow grasses and provide tree plantings to improve the park's environmental value as a habitat and conservation area.

**Project Assumptions** Assumes Program Open Space or other grant funding.

**Project Justification** The park is underutilized and does not provide adequate public access. Project would improve the environmental and recreational value of the park and reduce long-term mowing needs.

	Total	Prior	Budget Year	Projected Capital Plan				
		Appr.	2026	2027	2028	2029	2030	Future
Project Costs:								
Construction	150,000	0	150,000	0	0	0	0	0
Total Cost	150,000	0	150,000	0	0	0	0	0
Funding Sources:								
General Fund	15,000	0	15,000	0	0	0	0	0
State Grant	135,000	0	135,000	0	0	0	0	0
Total Funding	150,000	0	150,000	0	0	0	0	0

**Project Title** Park Entrances and Security Upgrades

**Project ID** REC059

**Full-time Employees** 0

**Operating Costs** \$0

**Project Description** Installing electronic gates, signage, new door locks, security cameras, and lighting in County parks. Initial project priority locations include Marty Snook, Regional, and Rose's Mill Parks.

**Project Assumptions** Assumes installation of improvements will be prioritized throughout all County parks based on funding.

**Project Justification** Reduce opening/staffing burden and requirements, improve safety, and reduce park vandalism.

	Total	Prior Appr.	Budget Year 2026	Projected Capital Plan				
				2027	2028	2029	2030	Future
Project Costs:								
Construction	300,000	0	100,000	100,000	100,000	0	0	0
Total Cost	300,000	0	100,000	100,000	100,000	0	0	0
Funding Sources:								
General Fund	300,000	0	100,000	100,000	100,000	0	0	0
Total Funding	300,000	0	100,000	100,000	100,000	0	0	0

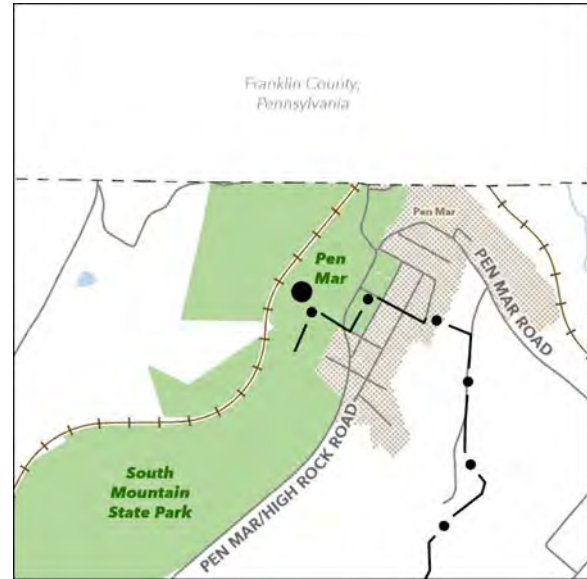


**Project Title** Pen Mar Interpretive Center/  
Vending Machine Kiosk

**Project ID** REC060

**Full-time Employees** 0

**Operating Costs** \$0



**Project Description** Renovate the existing Interpretive Center to provide HVAC, lighting, displays, and the concession building. Create a vending machine kiosk area for patrons and hikers.

**Project Assumptions** Project assumes 90% Program Open Space (POS) funding or reallocating LPPI funds. Work to be completed by Public Works staff and maintenance contractors.

**Project Justification** The existing interpretive center interior needs to be renovated to improve the visitor experience and ensure preservation of items. Since the concession stand is no longer operated, a vending machine kiosk will provide options for patrons and hikers.

	Total	Prior	Budget Year	Projected Capital Plan				
		Appr.	2026	2027	2028	2029	2030	Future
Project Costs:								
Construction	40,000	0	40,000	0	0	0	0	0
Total Cost	40,000	0	40,000	0	0	0	0	0
Funding Sources:								
General Fund	4,000	0	4,000	0	0	0	0	0
State Grant	36,000	0	36,000	0	0	0	0	0
Total Funding	40,000	0	40,000	0	0	0	0	0

**Project Title** Marty Snook Multimodal Trail and Parking

**Full-time Employees** 0

**Operating Costs** \$0



**Project Description** Project will expand the multimodal paved trail at Marty Snook Park and provide designated return loop to the existing trail. Project will look at traffic operations and addressing parking needs.

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

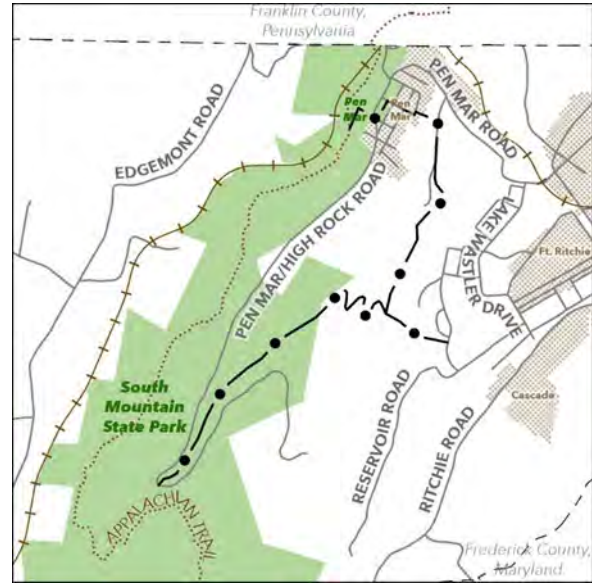
**Project Justification** Expansion of the existing trail network includes multimodal trail, additional facility parking, and improvements. Currently, pedestrians use the park access road and there is no shoulder protection. Sections of the park are beyond capacity for parking.

	Total	Prior	Budget Year	Projected Capital Plan				
		Appr.	2026	2027	2028	2029	2030	Future
Project Costs:								
Construction	600,000	0	0	0	300,000	300,000	0	0
Engineering and Design	100,000	0	0	100,000	0	0	0	0
Total Cost	700,000	0	0	100,000	300,000	300,000	0	0
Funding Sources:								
General Fund	400,000	0	0	100,000	300,000	0	0	0
Federal Grant	300,000	0	0	0	0	300,000	0	0
Total Funding	700,000	0	0	100,000	300,000	300,000	0	0

**Project Title** Pen Mar - Fort Ritchie – Cascade Trail Connection

**Full-time Employees** 0

**Operating Costs** \$0



**Project Description** Improve the bike and pedestrian connectivity between the three communities to the school, residential areas, parks, and natural resources. Desire to create a Fort Ritchie Lake Loop walk.

**Project Assumptions** Assumes Recreation Trail grants, Safe Routes to School, and other grants. Portions will be installed in phases. Fort Ritchie Lake walk dependent upon securing perimeter lake access.

**Project Justification** Three mountain top communities are in close proximity but lack connecting trails, sidewalks to the school, parks, and recreational areas.

	Total	Prior	Budget Year	Projected Capital Plan				
		Appr.	2026	2027	2028	2029	2030	Future
Project Costs:								
Construction	240,000	0	0	0	120,000	0	120,000	0
Engineering and Design	50,000	0	0	50,000	0	0	0	0
Total Cost	290,000	0	0	50,000	120,000	0	120,000	0
Funding Sources:								
General Fund	98,000	0	0	50,000	24,000	0	24,000	0
Federal Grant	192,000	0	0	0	96,000	0	96,000	0
Total Funding	290,000	0	0	50,000	120,000	0	120,000	0

**Project Title**                      **Kemps Mill Park Trails**

**Full-time Employees**        0

**Operating Costs**                \$0



**Project Description**            Construction of a mountain bike course and walking trails. May include potential for future land acquisition and expansion of trail network.

**Project Assumptions**        Assumes Recreation Trail Grant or other grant funding source.

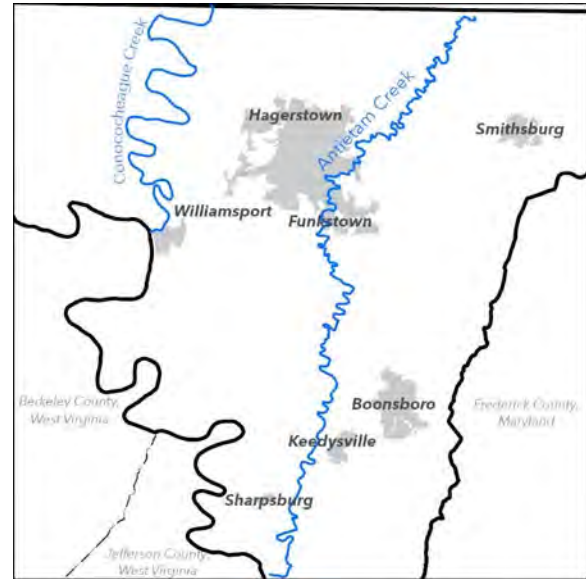
**Project Justification**        County does not have any mountain biking courses. Opportunity to provide for demand and continue to develop additional walking trails for the local community. Potential partnership with MORE (Mid Atlantic Off-Road Enthusiast).

	Total	Prior Appr.	Budget Year 2026	Projected Capital Plan				
				2027	2028	2029	2030	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	20,000	0	0	0	20,000	0	0	0
Federal Grant	80,000	0	0	0	80,000	0	0	0
Total Funding	100,000	0	0	0	100,000	0	0	0

**Project Title** Conococheague Creek Water Trail

**Full-time Employees** 0

**Operating Costs** \$0



**Project Description** Development of the 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.

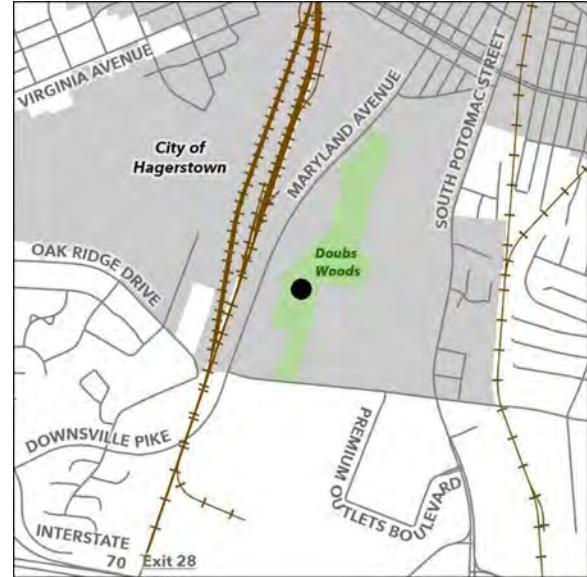
**Project Justification** This boat access would establish the Conococheague Creek Water Trail. This water trail would improve recreational access to Conococheague Creek.

	Total	Prior Appr.	Budget Year 2026	Projected Capital Plan				
				2027	2028	2029	2030	Future
Project Costs:								
Construction	300,000	0	0	0	0	180,000	120,000	0
Total Cost	300,000	0	0	0	0	180,000	120,000	0
Funding Sources:								
General Fund	78,000	0	0	0	0	18,000	60,000	0
Federal Grant	60,000	0	0	0	0	0	60,000	0
State Grant	162,000	0	0	0	0	162,000	0	0
Total Funding	300,000	0	0	0	0	180,000	120,000	0

**Project Title** Doubs Woods Disc Golf

**Full-time Employees** 0

**Operating Costs** \$0



**Project Description** Construction of a 9-hole disc golf course in Doubs Woods.

**Project Assumptions** Pending Program Open Space Funding.

**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	Budget Year	Projected Capital Plan				
		Appr.	2026	2027	2028	2029	2030	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** Clear Spring Park Walking Trail

**Full-time Employees** 0

**Operating Costs** \$5,000



**Project Description** An approximate 0.50-mile walking trail that provides solid surface ADA access to recreational amenities in the park and an alternative surface for leisure areas of the park. Trail connects to public access roads and points in Clear Spring.

**Project Assumptions** Project will apply for and assume external grant funding.

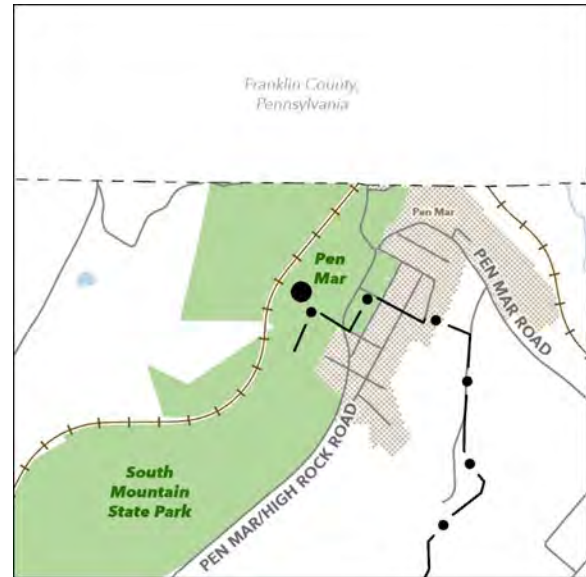
**Project Justification** There is no ADA accessible access to all existing recreational amenities. The path will improve access to existing features within the park and provide a recreational amenity and activity for the community and park patrons. Project is a priority for the Town of Clear Spring.

	Total	Prior	Budget Year	Projected Capital Plan				
		Appr.	2026	2027	2028	2029	2030	Future
Project Costs:								
Architect Fees	75,000	0	0	0	0	0	0	75,000
Construction	300,000	0	0	0	0	0	0	300,000
Total Cost	375,000	0	0	0	0	0	0	375,000
Funding Sources:								
General Fund	255,000	0	0	0	0	0	0	255,000
State Grant	120,000	0	0	0	0	0	0	120,000
Total Funding	375,000	0	0	0	0	0	0	375,000

**Project Title** Pen Mar Park Hotel Sites Redevelopment

**Full-time Employees** 0

**Operating Costs** \$0



**Project Description** Pen Mar Park includes the sites of several hotels which were razed and burned. The project would redevelop the area of the park between Walnut and Chestnut Avenues to provide additional Appalachian and overflow trail parking, remove the closed pit latrines, and provide additional park usable space.

**Project Assumptions** The project assumes community outreach in the planning process to identify use, development, and landscaping of the park. Initial assumptions include that park facilities will remain west of Pen Mar High Rock Road. Project assumes County will apply for state and federal grants including Program Open Space, Heritage Area, Rec Trails, and Land and Water Conservation Fund.

**Project Justification** This part of the park between Walnut and Chestnut Avenue has been largely undeveloped since the former hotels were razed or burned. Many oak trees became diseased and were removed, opening up the space and opportunity for redevelopment.

	Total	Prior	Budget Year	Projected Capital Plan				
		Appr.	2026	2027	2028	2029	2030	Future
Project Costs:								
Construction	500,000	0	0	0	0	0	0	500,000
Engineering and Design	100,000	0	0	0	0	0	0	100,000
Planning	50,000	0	0	0	0	0	0	50,000
Total Cost	650,000	0	0	0	0	0	0	650,000
Funding Sources:								
General Fund	320,000	0	0	0	0	0	0	320,000
Federal Grant	150,000	0	0	0	0	0	0	150,000
State Grant	180,000	0	0	0	0	0	0	180,000
Total Funding	650,000	0	0	0	0	0	0	650,000



**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	Budget Year	Projected Capital Plan				
		Appr.	2026	2027	2028	2029	2030	Future
Project Costs:								
Construction	80,000	0	0	0	0	0	0	80,000
Total Cost	80,000	0	0	0	0	0	0	80,000
Funding Sources:								
General Fund	8,000	0	0	0	0	0	0	8,000
State Grant	72,000	0	0	0	0	0	0	72,000
Total Funding	80,000	0	0	0	0	0	0	80,000

# Public Safety

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## Public Safety Capital Improvement Ten Year Summary Fiscal Year 2026 - 2035

		Total	Prior Appr.	Budget Year 2026	2027	Projected Capital Plan*				Future
Page	Project Costs					2028	2029	2030		
160	Detention Center - Systemic Projects	7,060,230	1,340,230	1,100,000	1,200,000	500,000	500,000	500,000		1,920,000
161	Patrol Services Relocation Renovation	28,215,452	20,215,452	3,500,000	4,500,000	0	0	0		0
162	Emergency Services Air Unit Station Expansion	5,050,000	0	350,000	0	0	0	0		4,700,000
163	Public Safety CAD System Replacement	1,320,765	120,765	1,200,000	0	0	0	0		0
164	Communication Tower(s) - Various Locations	686,806	466,806	0	110,000	0	110,000	0		0
165	Portable Radio Replacement Program - Sheriff	2,647,944	278,944	118,000	200,000	300,000	400,000	500,000		851,000
166	Portable Radio Replacement Program - Emergency Services	9,835,600	3,335,600	300,000	400,000	500,000	600,000	700,000		4,000,000
167	PSTC Tactical Village / Simulation Training Area	24,034,550	5,584,550	200,000	3,750,000	0	0	1,960,000		12,540,000
168	Law Enforcement - Vehicle & Equipment Replacement Program	18,578,317	1,998,317	1,520,000	1,160,000	1,200,000	1,240,000	1,280,000		10,180,000
169	Emergency Services Equipment & Vehicle Program	8,708,030	4,348,030	550,000	550,000	550,000	550,000	355,000		1,805,000
170	Canteen/Rehab Unit Replacement	708,000	186,000	48,000	48,000	48,000	48,000	48,000		282,000
171	Incident Safety Officer Vehicle Replacement Program	214,000	48,000	16,000	16,000	16,000	16,000	16,000		86,000
172	Detention Center Renovation - Women's Facility	21,000,000	0	0	0	5,000,000	5,000,000	3,000,000		8,000,000
173	Police Indoor Firing Range	8,250,000	0	0	0	0	0	0		8,250,000
<b>TOTAL</b>		<b>136,309,694</b>	<b>37,922,694</b>	<b>8,902,000</b>	<b>11,934,000</b>	<b>8,114,000</b>	<b>8,464,000</b>	<b>8,359,000</b>		<b>52,614,000</b>
<b>Funding Sources</b>										
	General Fund	92,941,495	21,324,495	3,652,000	4,372,000	5,279,000	8,411,000	8,359,000		41,544,000
	Tax-Supported Bond	18,394,000	4,805,000	0	1,997,000	2,028,000	0	0		9,564,000
	Transfer Tax	695,127	695,127	0	0	0	0	0		0
	Excise Tax - Non-Residential	73,812	73,812	0	0	0	0	0		0
	Capital Reserve - General	10,731,000	3,000,000	4,050,000	1,315,000	807,000	53,000	0		1,506,000
	Capital Reserve - Excise Tax - Non-Residential	4,200,000	0	1,200,000	3,000,000	0	0	0		0
	Federal Grant	6,767,460	5,767,460	0	1,000,000	0	0	0		0
	State Grant	2,500,000	2,250,000	0	250,000	0	0	0		0
	Contributions	6,800	6,800	0	0	0	0	0		0
<b>TOTAL</b>		<b>136,309,694</b>	<b>37,922,694</b>	<b>8,902,000</b>	<b>11,934,000</b>	<b>8,114,000</b>	<b>8,464,000</b>	<b>8,359,000</b>		<b>52,614,000</b>

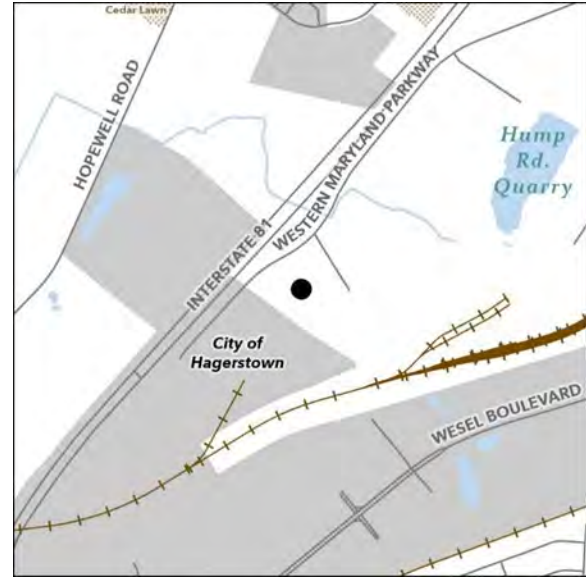
\*Projected Capital Plan projects and funding sources are subject to change in future budget cycles.

**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 such as roofing, HVAC, electrical, flooring, security, and cell/unit renovations 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	Budget Year	Projected Capital Plan				
		Appr.	2026	2027	2028	2029	2030	Future
Project Costs:								
Other	7,060,230	1,340,230	1,100,000	1,200,000	500,000	500,000	500,000	1,920,000
Total Cost	7,060,230	1,340,230	1,100,000	1,200,000	500,000	500,000	500,000	1,920,000
Funding Sources:								
General Fund	6,291,291	571,291	1,100,000	1,200,000	500,000	500,000	500,000	1,920,000
Transfer Tax	695,127	695,127	0	0	0	0	0	0
Excise Tax - Non-Residential	73,812	73,812	0	0	0	0	0	0
Total Funding	7,060,230	1,340,230	1,100,000	1,200,000	500,000	500,000	500,000	1,920,000

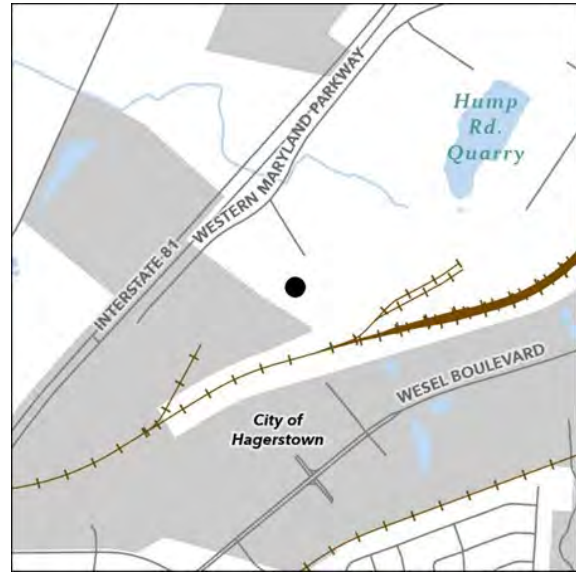
**Project Title** Patrol Services Relocation

**Project ID** BLD113

**Full-time Employees** 0

**Operating Costs** \$0

**Project Description** This project involves the renovation of the 100,000 sq. ft. building at 540 Western MD Parkway. This will allow for the relocation of Patrol Services, the County 911 Center, and Stormwater Management to this facility. The second part involves using the current Patrol building to house the Detention Center Administration, Detention Training, and Detention Programs Unit as well as a Juvenile Offenders unit.



**Project Assumptions** The renovation and relocation of Patrol to this building will allow for the planned expansion of the Female Housing Unit in the Detention Center.

**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 usable space is currently occupied, and the law now requires a private room for citizens to report crime as well as space to hold psychological evaluations for sworn deputies. A separate unit with sight and sound separation from adult inmates is required for Juvenile Offenders who are waiting to be waived or who have been waived to adult status.

	Total	Prior Appr.	Budget Year 2026	2027	Projected Capital Plan				Future
					2028	2029	2030		
<b>Project Costs:</b>									
Architect Fees	1,600,000	1,600,000	0	0	0	0	0	0	0
Construction	14,455,000	6,955,000	3,000,000	4,500,000	0	0	0	0	0
Inspection	500,000	0	500,000	0	0	0	0	0	0
Other	11,660,452	11,660,452	0	0	0	0	0	0	0
<b>Total Cost</b>	<b>28,215,452</b>	<b>20,215,452</b>	<b>3,500,000</b>	<b>4,500,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Funding Sources:</b>									
General Fund	13,098,452	12,410,452	0	688,000	0	0	0	0	0
Tax-Supported Bond	5,617,000	4,805,000	0	812,000	0	0	0	0	0
Capital Reserve - General	6,500,000	3,000,000	3,500,000	0	0	0	0	0	0
Capital Reserve - Excise Tax - Non-Residential	3,000,000	0	0	3,000,000	0	0	0	0	0
<b>Total Funding</b>	<b>28,215,452</b>	<b>20,215,452</b>	<b>3,500,000</b>	<b>4,500,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

**Project Title** Emergency Services Air Unit Station Expansion

**Project ID** BLD123

**Full-time Employees** 0

**Operating Costs** \$25,000



**Project Description** The project involves the construction of a new building onsite and renovations of the existing building. This includes adding space for dedicated food, beverages, and canteen-related storage outside of the apparatus bay. Also includes construction of two additional apparatus bays, additional office space, and sleeping quarters. The existing building is located on York Road.

**Project Assumptions** A portable building is planned to be on site as an interim measure until the new building is constructed.

**Project Justification** This facility will provide a needed local service for a large number of emergency services personnel.

		Prior	Budget Year	Projected Capital Plan				
	Total	Appr.	2026	2027	2028	2029	2030	Future
Project Costs:								
Construction	4,300,000	0	300,000	0	0	0	0	4,000,000
Engineering and Design	550,000	0	50,000	0	0	0	0	500,000
Equipment/Furniture	100,000	0	0	0	0	0	0	100,000
Utilities	100,000	0	0	0	0	0	0	100,000
Total Cost	5,050,000	0	350,000	0	0	0	0	4,700,000
Funding Sources:								
General Fund	3,695,000	0	0	0	0	0	0	3,695,000
Tax-Supported Bond	1,005,000	0	0	0	0	0	0	1,005,000
Capital Reserve - General	350,000	0	350,000	0	0	0	0	0
Total Funding	5,050,000	0	350,000	0	0	0	0	4,700,000

**Project Title**                      **Public Safety CAD System Replacement**

**Project ID**                        COM018

**Full-time Employees**        0

**Operating Costs**                \$0

**Project Description**        This project is for the replacement of the current CAD (Computer-Aided Dispatch) system used by the Emergency Communication Center. A CAD system captures and records 911 call details, creates incident records, helps dispatch the appropriate units to the correct location, and integrates with other communication systems to allow for smoother communication between dispatchers and police, fire, and EMS personnel.

**Project Assumptions**        An independent analysis of the CAD's functionality as well as a comprehensive assessment of the Emergency Communication Center will be completed prior to the replacement of the CAD system.

**Project Justification**        The current CAD system is reaching the end of its useful life with more downtime, slower performance, and increased efforts to maintain functionality.

	Total	Prior	Budget Year	Projected Capital Plan				
		Appr.	2026	2027	2028	2029	2030	Future
Project Costs:								
Hardware/Software	1,200,000	0	1,200,000	0	0	0	0	0
Equipment/Furniture	120,765	120,765	0	0	0	0	0	0
Total Cost	1,320,765	120,765	1,200,000	0	0	0	0	0
Funding Sources:								
General Fund	120,765	120,765	0	0	0	0	0	0
Capital Reserve - Excise Tax - Non-Residential	1,200,000	0	1,200,000	0	0	0	0	0
Total Funding	1,320,765	120,765	1,200,000	0	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 maintenance and upgrade of the public safety communication towers and shelters at various sites and miscellaneous add-on equipment. Including HVAC, UPS, and generator devices.

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

**Project Justification**       Existing towers and shelters for environmental and mechanical equipment are aging and functionally inadequate, becoming obsolete, or costly to maintain.

	Total	Prior	Budget Year	Projected Capital Plan				
		Appr.	2026	2027	2028	2029	2030	Future
Project Costs:								
Construction	686,806	466,806	0	110,000	0	110,000	0	0
Total Cost	686,806	466,806	0	110,000	0	110,000	0	0
Funding Sources:								
General Fund	686,806	466,806	0	110,000	0	110,000	0	0
Total Funding	686,806	466,806	0	110,000	0	110,000	0	0



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

**Project ID**                        EQP060

**Full-time Employees**        0

**Operating Costs**                \$0

**Project Description**        The Portable & Mobile Radio Replacement Program focuses on the investment in portable and mobile (vehicle-based) 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 Sheriff's Office personnel.

**Project Assumptions**       Portable radios have a useful life expectancy of 10-12 years, at which point these radios become increasingly costly to maintain and remain interoperable with the County's UHF Public Safety trunked radio system, which is refreshed every three to five years. All portable radios were replaced in 2024, of which approximately 160 were assigned to the Sheriff's Office. Mobile radios, which are vehicle-mounted, have a slightly longer life expectancy. All the current mobile radios are from 2005-2006 and will need replaced soon.

**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.

		Prior Appr.	Budget Year 2026	Projected Capital Plan				
	Total			2027	2028	2029	2030	Future
<b>Project Costs:</b>								
Equipment/Furniture	2,647,944	278,944	118,000	200,000	300,000	400,000	500,000	851,000
<b>Total Cost</b>	<b>2,647,944</b>	<b>278,944</b>	<b>118,000</b>	<b>200,000</b>	<b>300,000</b>	<b>400,000</b>	<b>500,000</b>	<b>851,000</b>
<b>Funding Sources:</b>								
General Fund	2,647,944	278,944	118,000	200,000	300,000	400,000	500,000	851,000
<b>Total Funding</b>	<b>2,647,944</b>	<b>278,944</b>	<b>118,000</b>	<b>200,000</b>	<b>300,000</b>	<b>400,000</b>	<b>500,000</b>	<b>851,000</b>

**Project Title**                      **Portable & Mobile 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 and mobile (vehicle-based) 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**       Portable radios have a useful life expectancy of 10-12 years, at which point these radios become increasingly costly to maintain and remain interoperable with the County's UHF Public Safety trunked radio system, which is refreshed every three to five years. All portable radios were replaced in 2024, with 770 assigned to Emergency Services. Mobile radios, which are vehicle-mounted, have a slightly longer life expectancy. All the current mobile radios are from 2005-2006 and will need replaced soon.

**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.

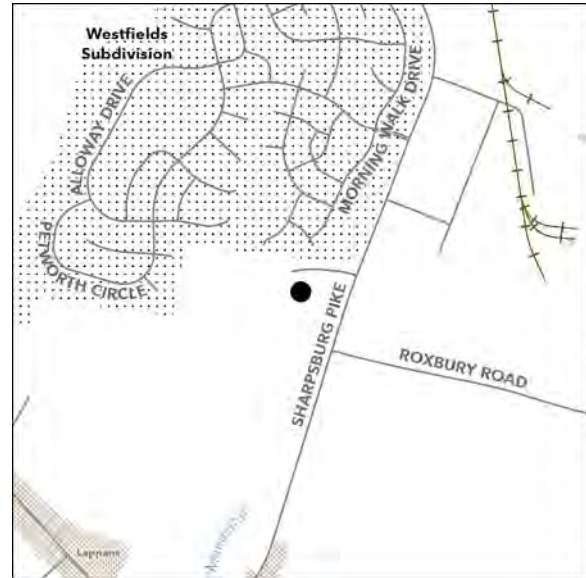
	Total	Prior Appr.	Budget Year 2026	2027	Projected Capital Plan			
					2028	2029	2030	Future
<b>Project Costs:</b>								
Equipment/Furniture	9,835,600	3,335,600	300,000	400,000	500,000	600,000	700,000	4,000,000
<b>Total Cost</b>	<b>9,835,600</b>	<b>3,335,600</b>	<b>300,000</b>	<b>400,000</b>	<b>500,000</b>	<b>600,000</b>	<b>700,000</b>	<b>4,000,000</b>
<b>Funding Sources:</b>								
General Fund	7,495,600	995,600	300,000	400,000	500,000	600,000	700,000	4,000,000
Federal Grant	2,340,000	2,340,000	0	0	0	0	0	0
<b>Total Funding</b>	<b>9,835,600</b>	<b>3,335,600</b>	<b>300,000</b>	<b>400,000</b>	<b>500,000</b>	<b>600,000</b>	<b>700,000</b>	<b>4,000,000</b>

**Project Title** PSTC Tactical Village/Simulation Training Area

**Project ID** LDI063

**Full-time Employees** 0

**Operating Costs** \$0



**Project Description** Construction of a tactical village and simulation training area to support the Public Safety Training Center.

**Project Assumptions** Project assumes construction of a high bay storage/training building, site work, canine agility training area, class B (propane) gas firefighting props, pavilion bathroom complex with outside classroom area, vehicle extrication/trench rescue/confined space training area, outdoor track, pump pad/drafting pit, and drone flying area.

**Project Justification** This facility will provide a needed local service to the large number of police, fire, and emergency service personnel serving in and around Washington County, as well as providing training for those people planning to enter those fields.

	Total	Prior	Budget Year	Projected Capital Plan				
		Appr.	2026	2027	2028	2029	2030	Future
Project Costs:								
Architect Fees	200,000	0	200,000	0	0	0	0	0
Construction	22,084,550	5,334,550	0	3,750,000	0	0	710,000	12,290,000
Engineering and Design	1,500,000	250,000	0	0	0	0	1,250,000	0
Inspection	250,000	0	0	0	0	0	0	250,000
Total Cost	24,034,550	5,584,550	200,000	3,750,000	0	0	1,960,000	12,540,000

<b>Funding Sources:</b>								
General Fund	6,435,000	0	0	0	0	0	1,960,000	4,475,000
Tax-Supported Bond	7,744,000	0	0	1,185,000	0	0	0	6,559,000
Capital Reserve - General	3,021,000	0	200,000	1,315,000	0	0	0	1,506,000
Federal Grant	4,334,550	3,334,550	0	1,000,000	0	0	0	0
State Grant	2,500,000	2,250,000	0	250,000	0	0	0	0
<b>Total Funding</b>	<b>24,034,550</b>	<b>5,584,550</b>	<b>200,000</b>	<b>3,750,000</b>	<b>0</b>	<b>0</b>	<b>1,960,000</b>	<b>12,540,000</b>

**Project Title** Law Enforcement - Vehicle & 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 have 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.	Budget Year 2026	2027	Projected Capital Plan			
					2028	2029	2030	Future
<b>Project Costs:</b>								
Vehicles	18,578,317	1,998,317	1,520,000	1,160,000	1,200,000	1,240,000	1,280,000	10,180,000
<b>Total Cost</b>	<b>18,578,317</b>	<b>1,998,317</b>	<b>1,520,000</b>	<b>1,160,000</b>	<b>1,200,000</b>	<b>1,240,000</b>	<b>1,280,000</b>	<b>10,180,000</b>
<b>Funding Sources:</b>								
General Fund	18,571,517	1,991,517	1,520,000	1,160,000	1,200,000	1,240,000	1,280,000	10,180,000
Contributions	6,800	6,800	0	0	0	0	0	0
<b>Total Funding</b>	<b>18,578,317</b>	<b>1,998,317</b>	<b>1,520,000</b>	<b>1,160,000</b>	<b>1,200,000</b>	<b>1,240,000</b>	<b>1,280,000</b>	<b>10,180,000</b>

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

	Total	Prior Appr.	Budget Year 2026	Projected Capital Plan				
				2027	2028	2029	2030	Future
<b>Project Costs:</b>								
Equipment/Furniture	1,444,269	1,444,269	0	0	0	0	0	0
Vehicles	7,263,761	2,903,761	550,000	550,000	550,000	550,000	355,000	1,805,000
<b>Total Cost</b>	<b>8,708,030</b>	<b>4,348,030</b>	<b>550,000</b>	<b>550,000</b>	<b>550,000</b>	<b>550,000</b>	<b>355,000</b>	<b>1,805,000</b>
<b>Funding Sources:</b>								
General Fund	8,615,120	4,255,120	550,000	550,000	550,000	550,000	355,000	1,805,000
Federal Grant	92,910	92,910	0	0	0	0	0	0
<b>Total Funding</b>	<b>8,708,030</b>	<b>4,348,030</b>	<b>550,000</b>	<b>550,000</b>	<b>550,000</b>	<b>550,000</b>	<b>355,000</b>	<b>1,805,000</b>

**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. The current unit was purchased in 2011, and replacement will be needed by FY2036 at the latest.

**Project Assumptions** The project assumes a 20–25-year life cycle for the existing unit. The anticipated replacement cost will likely be around \$700,000.

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

	Total	Prior Appr.	Budget Year 2026	Projected Capital Plan				
				2027	2028	2029	2030	Future
<b>Project Costs:</b>								
Vehicles	708,000	186,000	48,000	48,000	48,000	48,000	48,000	282,000
<b>Total Cost</b>	<b>708,000</b>	<b>186,000</b>	<b>48,000</b>	<b>48,000</b>	<b>48,000</b>	<b>48,000</b>	<b>48,000</b>	<b>282,000</b>
<b>Funding Sources:</b>								
General Fund	708,000	186,000	48,000	48,000	48,000	48,000	48,000	282,000
<b>Total Funding</b>	<b>708,000</b>	<b>186,000</b>	<b>48,000</b>	<b>48,000</b>	<b>48,000</b>	<b>48,000</b>	<b>48,000</b>	<b>282,000</b>

**Project Title** Incident Safety Officer Vehicle Replacement Program

**Project ID** VEH019

**Full-time Employees** 0

**Operating Costs** \$0

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

**Project Assumptions** The project will provide funding for four (4) ISO vehicles that will be assigned as part of the current program. The Department of Emergency Services (DES) and the Sheriff's Office 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.	Budget Year 2026	2027	Projected Capital Plan			
					2028	2029	2030	Future
<b>Project Costs:</b>								
Vehicles	214,000	48,000	16,000	16,000	16,000	16,000	16,000	86,000
<b>Total Cost</b>	<b>214,000</b>	<b>48,000</b>	<b>16,000</b>	<b>16,000</b>	<b>16,000</b>	<b>16,000</b>	<b>16,000</b>	<b>86,000</b>
<b>Funding Sources:</b>								
General Fund	214,000	48,000	16,000	16,000	16,000	16,000	16,000	86,000
<b>Total Funding</b>	<b>214,000</b>	<b>48,000</b>	<b>16,000</b>	<b>16,000</b>	<b>16,000</b>	<b>16,000</b>	<b>16,000</b>	<b>86,000</b>

**Project Title** Detention Center Renovation – Women's Facility

**Full-time Employees** 0

**Operating Costs** \$0



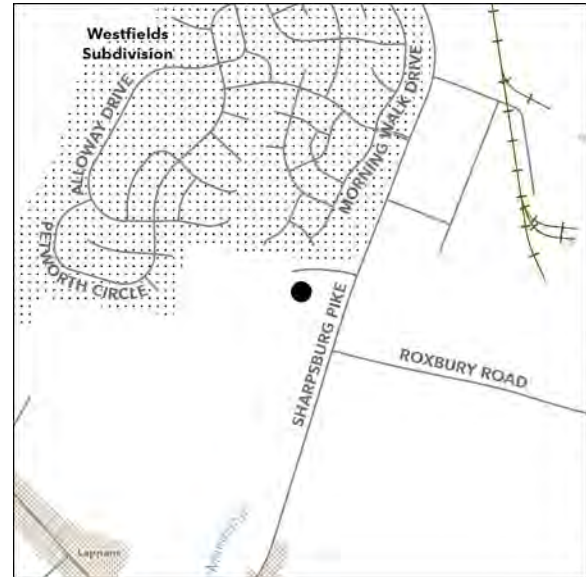
**Project Description** This project involves the renovation and expansion of the current Female Housing Unit to have cells rather than dormitory-style housing.

**Project Assumptions** This project assumes that the Patrol Services relocates to the 540 Western MD Parkway building and thus allows for renovation and expansion of the current Female Housing Unit.

**Project Justification** This project will need to be completed due to the growing population in the jail.

	Total	Prior	Budget Year	Projected Capital Plan				
		Appr.	2026	2027	2028	2029	2030	Future
Project Costs:								
Construction	21,000,000	0	0	0	5,000,000	5,000,000	3,000,000	8,000,000
Total Cost	21,000,000	0	0	0	5,000,000	5,000,000	3,000,000	8,000,000
Funding Sources:								
General Fund	16,112,000	0	0	0	2,165,000	4,947,000	3,000,000	6,000,000
Tax-Supported Bond	4,028,000	0	0	0	2,028,000	0	0	2,000,000
Capital Reserve - General	860,000	0	0	0	807,000	53,000	0	0
Total Funding	21,000,000	0	0	0	5,000,000	5,000,000	3,000,000	8,000,000



**Project Title** Police Indoor Firing Range**Full-time Employees** 0**Operating Costs** \$0**Project Description** Construction of a police indoor firing range at the Public Safety Training Center site.**Project Assumptions** Assumes the use of speed camera revenue of \$250,000 per year to accumulate funds for this project. The project assumes an approximately 20,000 sq. ft. building with a paved parking lot.**Project Justification** This facility will provide a needed local service to the large number of police personnel serving in and around Washington County, as well as providing training for those people planning to enter these fields.

	Total	Prior Appr.	Budget Year 2026	Projected Capital Plan				
				2027	2028	2029	2030	Future
<b>Project Costs:</b>								
Construction	8,250,000	0	0	0	0	0	0	8,250,000
<b>Total Cost</b>	<b>8,250,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8,250,000</b>
<b>Funding Sources:</b>								
General Fund	8,250,000	0	0	0	0	0	0	8,250,000
<b>Total Funding</b>	<b>8,250,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8,250,000</b>



# Railroad Crossings

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## Railroad Crossings Capital Improvement Ten Year Summary Fiscal Year 2026 - 2035

		Total	Prior Appr.	Budget 2026	Projected Capital Plan*				
					2027	2028	2029	2030	Future
Page	Project Costs								
176	Railroad Crossing Improvements	2,490,450	936,450	0	200,000	0	250,000	0	1,104,000
	<b>TOTAL</b>	<b>2,490,450</b>	<b>936,450</b>	<b>0</b>	<b>200,000</b>	<b>0</b>	<b>250,000</b>	<b>0</b>	<b>1,104,000</b>
Funding Sources									
	General Fund	2,490,450	936,450	0	200,000	0	250,000	0	1,104,000
	<b>TOTAL</b>	<b>2,490,450</b>	<b>936,450</b>	<b>0</b>	<b>200,000</b>	<b>0</b>	<b>250,000</b>	<b>0</b>	<b>1,104,000</b>

\*Projected Capital Plan projects and funding sources are subject to change in future budget cycles.

**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	Budget Year	Projected Capital Plan				
		Appr.	2026	2027	2028	2029	2030	Future
Project Costs:								
Construction	2,356,450	802,450	0	200,000	0	250,000	0	1,104,000
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	2,490,450	936,450	0	200,000	0	250,000	0	1,104,000
Funding Sources:								
General Fund	2,490,450	936,450	0	200,000	0	250,000	0	1,104,000
Total Funding	2,490,450	936,450	0	200,000	0	250,000	0	1,104,000

# Road Improvements

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## Road Improvement Capital Improvement Ten Year Summary Fiscal Year 2026 - 2035

		Budget Year		Projected Capital Plan*				
	Total	Prior Appr.	2026	2027	2028	2029	2030	Future
<b>Page</b>	<b>Project Costs</b>							
178	Intersection & Signal Improvements	2,405,611	905,611	0	0	750,000	0	750,000
179	Transportation ADA	2,111,123	611,123	100,000	100,000	100,000	100,000	1,000,000
180	Pavement Maintenance and Rehab Program	80,877,416	9,467,416	5,660,000	6,000,000	6,000,000	3,723,000	44,027,000
181	Longmeadow Road	2,855,000	0	310,000	432,000	518,000	845,000	750,000
182	Eastern Boulevard Extended	10,603,000	0	300,000	1,000,000	1,200,000	1,324,000	6,779,000
183	Eastern Boulevard Widening Phase II	7,672,300	3,250,300	775,000	647,000	1,000,000	2,000,000	0
184	Eastern Blvd at Antietam Drive Improvements	5,506,000	4,506,000	1,000,000	0	0	0	0
185	Wright Road	4,768,000	2,798,000	500,000	799,000	671,000	0	0
186	Robinwood Drive Sidewalk Extension	750,000	0	0	250,000	500,000	0	0
187	Sandstone Drive Spot Improvements	500,000	0	0	0	0	500,000	0
188	Mt Aetna Road Spot Improvements	2,422,000	0	0	0	0	935,000	1,487,000
189	Rockdale Road and Independence Road Spot Improvements	1,025,000	0	0	0	0	0	1,025,000
190	Burnside Bridge Road Spot Improvements	544,000	0	0	0	0	0	544,000
191	E. Oak Ridge Drive/South Pointe Signal	461,000	0	0	0	0	0	461,000
192	Highway Maintenance Shop - Western Section	600,000	374,000	226,000	0	0	0	0
193	Highway - Vehicle & Equipment Replacement Program	19,580,461	2,242,461	1,321,000	1,424,000	1,502,000	1,585,000	1,672,000
194	Highway Western Section - Fuel Tank Replacement	1,151,000	847,000	304,000	0	0	0	0
<b>TOTAL</b>		<b>143,831,911</b>	<b>25,001,911</b>	<b>10,496,000</b>	<b>10,652,000</b>	<b>12,241,000</b>	<b>11,854,000</b>	<b>14,459,000</b>
<b>Funding Sources</b>								
	General Fund	33,855,617	7,670,617	921,000	2,420,000	1,908,000	753,000	2,146,000
	Highway Fund	6,237,000	1,237,000	500,000	500,000	500,000	500,000	500,000
	Interest	7,000,000	0	2,500,000	500,000	500,000	500,000	500,000
	Tax-Supported Bond	62,873,975	9,331,975	4,340,000	4,227,000	5,101,000	6,700,000	6,858,000
	Transfer Tax	19,709,319	2,983,319	1,726,000	1,500,000	1,500,000	1,500,000	1,750,000
	Excise Tax - Roads	1,530,320	270,320	126,000	126,000	126,000	126,000	126,000
	Excise Tax - Roads	319,000	29,000	29,000	29,000	29,000	29,000	29,000
	Excise Tax - Non-Residential	550,000	50,000	50,000	50,000	50,000	50,000	50,000
	Capital Reserve - General	6,201,000	674,000	304,000	1,000,000	2,527,000	1,696,000	0
	Capital Reserve - Excise Tax - Roads	300,000	0	0	300,000	0	0	0
	Residential	2,500,000	0	0	0	0	0	2,500,000
	Federal Grant	1,355,680	1,355,680	0	0	0	0	0
	State Grant	1,400,000	1,400,000	0	0	0	0	0
<b>TOTAL</b>		<b>143,831,911</b>	<b>25,001,911</b>	<b>10,496,000</b>	<b>10,652,000</b>	<b>12,241,000</b>	<b>11,854,000</b>	<b>14,459,000</b>

\*Projected Capital Plan projects and funding sources are subject to change in future budget cycles.

**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 Luran 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.

		Prior	Budget Year	Projected Capital Plan				
	Total	Appr.	2026	2027	2028	2029	2030	Future
<b>Project Costs:</b>								
Construction	2,405,611	905,611	0	0	750,000	0	0	750,000
<b>Total Cost</b>	<b>2,405,611</b>	<b>905,611</b>	<b>0</b>	<b>0</b>	<b>750,000</b>	<b>0</b>	<b>0</b>	<b>750,000</b>
<b>Funding Sources:</b>								
General Fund	1,840,611	905,611	0	0	185,000	0	0	750,000
Capital Reserve - General	565,000	0	0	0	565,000	0	0	0
<b>Total Funding</b>	<b>2,405,611</b>	<b>905,611</b>	<b>0</b>	<b>0</b>	<b>750,000</b>	<b>0</b>	<b>0</b>	<b>750,000</b>



<b>Project Title</b>	<b>Transportation ADA</b>
<b>Project ID</b>	LDI037
<b>Full-time Employees</b>	0
<b>Operating Costs</b>	\$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 conditions 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.	Budget Year 2026	Projected Capital Plan				
				2027	2028	2029	2030	Future
<b>Project Costs:</b>								
Construction	2,111,123	611,123	100,000	100,000	100,000	100,000	100,000	1,000,000
<b>Total Cost</b>	<b>2,111,123</b>	<b>611,123</b>	<b>100,000</b>	<b>100,000</b>	<b>100,000</b>	<b>100,000</b>	<b>100,000</b>	<b>1,000,000</b>
<b>Funding Sources:</b>								
General Fund	2,061,123	611,123	100,000	100,000	50,000	100,000	100,000	1,000,000
Capital Reserve - General	50,000	0	0	0	50,000	0	0	0
<b>Total Funding</b>	<b>2,111,123</b>	<b>611,123</b>	<b>100,000</b>	<b>100,000</b>	<b>100,000</b>	<b>100,000</b>	<b>100,000</b>	<b>1,000,000</b>

**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.

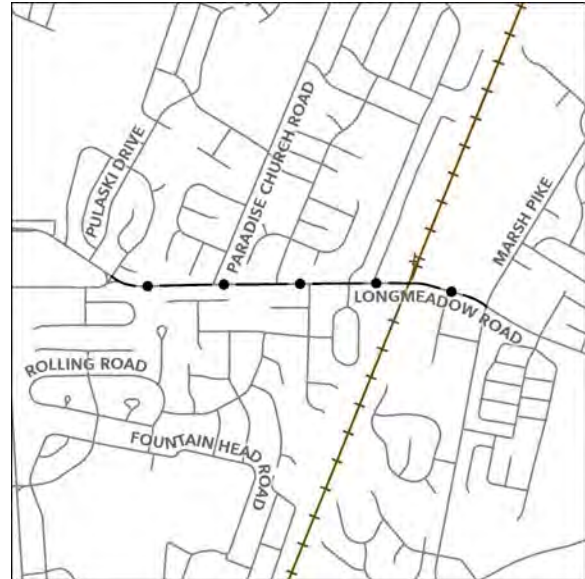
**Project Assumptions** Financial and engineering analysis has determined that at least an \$8M per year investment is necessary to keep up with pavement deterioration.

**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.

		Prior	Budget Year	Projected Capital Plan				
	Total	Appr.	2026	2027	2028	2029	2030	Future
Project Costs:								
Construction	78,127,416	9,217,416	5,410,000	5,750,000	5,750,000	5,750,000	3,473,000	42,777,000
Inspection	2,750,000	250,000	250,000	250,000	250,000	250,000	250,000	1,250,000
Total Cost	80,877,416	9,467,416	5,660,000	6,000,000	6,000,000	6,000,000	3,723,000	44,027,000

<b>Funding Sources:</b>									
General Fund	11,526,248	3,228,248	0	0	0	0	0	8,298,000	
Interest	6,225,000	0	1,725,000	500,000	500,000	500,000	500,000	2,500,000	
Tax-Supported Bond	42,468,025	5,807,025	2,530,000	3,795,000	3,083,000	2,531,000	1,268,000	23,454,000	
Transfer Tax	16,427,143	227,143	1,200,000	1,500,000	1,500,000	1,500,000	1,750,000	8,750,000	
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	550,000	50,000	50,000	50,000	50,000	50,000	50,000	250,000	
Capital Reserve - General	1,976,000	0	0	0	712,000	1,264,000	0	0	
<b>Total Funding</b>	<b>80,877,416</b>	<b>9,467,416</b>	<b>5,660,000</b>	<b>6,000,000</b>	<b>6,000,000</b>	<b>6,000,000</b>	<b>3,723,000</b>	<b>44,027,000</b>	

<b>Project Title</b>	<b>Longmeadow Road</b>
<b>Project ID</b>	RDI037
<b>Full-time Employees</b>	0
<b>Operating Costs</b>	\$3,000



<b>Project Description</b>	The project will provide capacity and safety improvements 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.
<b>Project Assumptions</b>	County funding is shown; however, private developer contributions will be sought as private development projects are initiated in the area.
<b>Project Justification</b>	The 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.

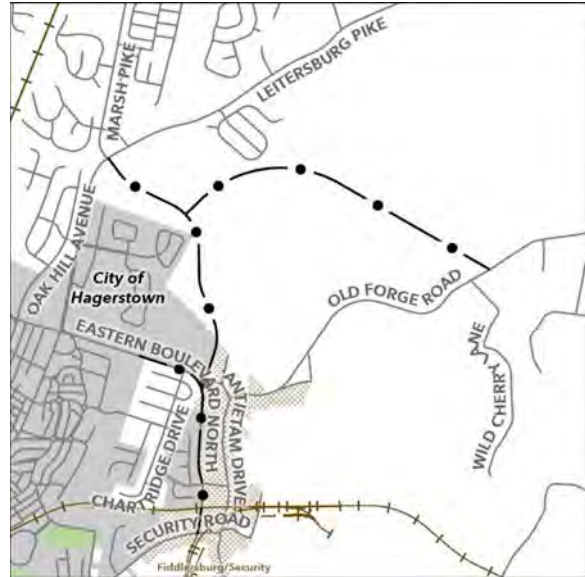
	Total	Prior	Budget Year	Projected Capital Plan				
		Appr.	2026	2027	2028	2029	2030	Future
Project Costs:								
Construction	2,610,000	0	210,000	432,000	518,000	700,000	750,000	0
Engineering and Design	100,000	0	100,000	0	0	0	0	0
Inspection	145,000	0	0	0	0	145,000	0	0
Total Cost	2,855,000	0	310,000	432,000	518,000	845,000	750,000	0
Funding Sources:								
Tax-Supported Bond	2,855,000	0	310,000	432,000	518,000	845,000	750,000	0
Total Funding	2,855,000	0	310,000	432,000	518,000	845,000	750,000	0

**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 Leifersburg 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 the 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). The State Highway Administration may require significant road widening along MD 60.

**Project Justification** The project will relieve Eastern Blvd at Leifersburg 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	Budget Year	Projected Capital Plan				
		Appr.	2026	2027	2028	2029	2030	Future
Project Costs:								
Construction	10,053,000	0	0	1,000,000	1,200,000	1,324,000	6,529,000	0
Engineering and Design	50,000	0	50,000	0	0	0	0	0
Inspection	250,000	0	0	0	0	0	250,000	0
Land Acquisition	50,000	0	50,000	0	0	0	0	0
Utilities	200,000	0	200,000	0	0	0	0	0
Total Cost	10,603,000	0	300,000	1,000,000	1,200,000	1,324,000	6,779,000	0
Funding Sources:								
General Fund	874,000	0	0	0	0	0	874,000	0
Tax-Supported Bond	4,729,000	0	0	0	0	1,324,000	3,405,000	0
Capital Reserve - General	2,500,000	0	300,000	1,000,000	1,200,000	0	0	0
Capital Reserve - Excise	2,500,000	0	0	0	0	0	2,500,000	0
Tax - Non-Residential								
Total Funding	10,603,000	0	300,000	1,000,000	1,200,000	1,324,000	6,779,000	0

<b>Project Title</b>	<b>Eastern Boulevard Widening Phase II</b>
<b>Project ID</b>	RD1044
<b>Full-time Employees</b>	0
<b>Operating Costs</b>	\$2,000



<b>Project Description</b>	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.
<b>Project Assumptions</b>	This project assumes design and construction of an at grade railroad crossing.
<b>Project Justification</b>	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.	Budget Year 2026	Projected Capital Plan				
				2027	2028	2029	2030	Future
<b>Project Costs:</b>								
Construction	6,686,000	2,264,000	775,000	647,000	1,000,000	2,000,000	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
<b>Total Cost</b>	<b>7,672,300</b>	<b>3,250,300</b>	<b>775,000</b>	<b>647,000</b>	<b>1,000,000</b>	<b>2,000,000</b>	<b>0</b>	<b>0</b>
<b>Funding Sources:</b>								
General Fund	395,174	48,174	0	347,000	0	0	0	0
Interest	775,000	0	775,000	0	0	0	0	0
Tax-Supported Bond	4,872,321	1,872,321	0	0	1,000,000	2,000,000	0	0
Transfer Tax	655,805	655,805	0	0	0	0	0	0
Excise Tax - Roads	144,320	144,320	0	0	0	0	0	0
Capital Reserve - General	174,000	174,000	0	0	0	0	0	0
Capital Reserve - Excise	300,000	0	0	300,000	0	0	0	0
Tax - Roads								
Federal Grant	355,680	355,680	0	0	0	0	0	0
<b>Total Funding</b>	<b>7,672,300</b>	<b>3,250,300</b>	<b>775,000</b>	<b>647,000</b>	<b>1,000,000</b>	<b>2,000,000</b>	<b>0</b>	<b>0</b>

**Project Title** Eastern Boulevard at Antietam Drive Improvements

**Project ID** RDI051

**Full-time Employees** 0

**Operating Costs** \$2,000



**Project Description** The project will provide intersection improvements including the installation of a traffic signal. 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.

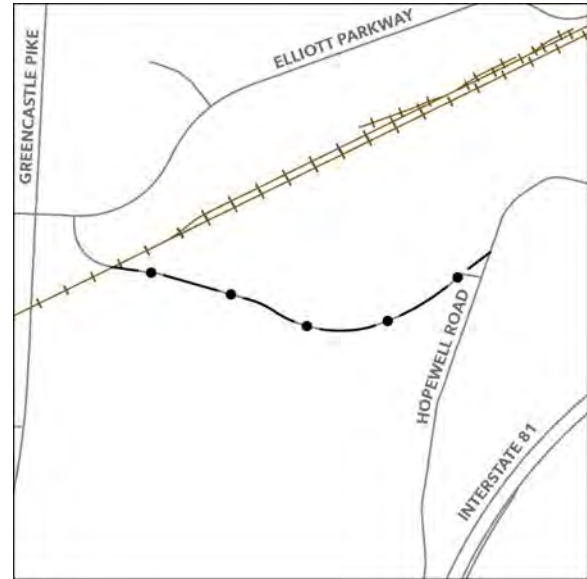
	Total	Prior	Budget Year	Projected Capital Plan				
		Appr.	2026	2027	2028	2029	2030	Future
Project Costs:								
Construction	4,882,000	3,882,000	1,000,000	0	0	0	0	0
Engineering and Design	300,000	300,000	0	0	0	0	0	0
Inspection	122,000	122,000	0	0	0	0	0	0
Land Acquisition	202,000	202,000	0	0	0	0	0	0
Total Cost	5,506,000	4,506,000	1,000,000	0	0	0	0	0
Funding Sources:								
General Fund	1,002,000	1,002,000	0	0	0	0	0	0
Tax-Supported Bond	2,379,629	1,379,629	1,000,000	0	0	0	0	0
Transfer Tax	1,624,371	1,624,371	0	0	0	0	0	0
Capital Reserve - General	500,000	500,000	0	0	0	0	0	0
Total Funding	5,506,000	4,506,000	1,000,000	0	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 by other sources (other projects or private sector investment). ARC grants totaling \$1,000,000 are being secured for this project. Also assumes \$1,400,000 in State Aid.

**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	Budget Year	Projected Capital Plan				
		Appr.	2026	2027	2028	2029	2030	Future
Project Costs:								
Construction	4,518,000	2,698,000	500,000	799,000	521,000	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	4,768,000	2,798,000	500,000	799,000	671,000	0	0	0
Funding Sources:								
General Fund	1,595,000	125,000	0	799,000	671,000	0	0	0
Tax-Supported Bond	773,000	273,000	500,000	0	0	0	0	0
Federal Grant	1,000,000	1,000,000	0	0	0	0	0	0
State Grant	1,400,000	1,400,000	0	0	0	0	0	0
Total Funding	4,768,000	2,798,000	500,000	799,000	671,000	0	0	0

**Project Title** Robinwood Drive Sidewalk Extension

**Full-time Employees** 0

**Operating Costs** \$0



**Project Description** This sidewalk extension will provide an ADA accessible sidewalk from Meadowlark Avenue to Academic Boulevard (ADC Map 22, Grid C-7).

**Project Justification** Pedestrian traffic continues to increase in this area. The sidewalk was added to the north side of the road when Robinwood Drive was widened a few years ago.

	Total	Prior	Budget Year	Projected Capital Plan				
		Appr.	2026	2027	2028	2029	2030	Future
Project Costs:								
Construction	500,000	0	0	0	500,000	0	0	0
Engineering and Design	50,000	0	0	50,000	0	0	0	0
Land Acquisition	200,000	0	0	200,000	0	0	0	0
Total Cost	750,000	0	0	250,000	500,000	0	0	0
Funding Sources:								
General Fund	250,000	0	0	250,000	0	0	0	0
Tax-Supported Bond	500,000	0	0	0	500,000	0	0	0
Total Funding	750,000	0	0	250,000	500,000	0	0	0



**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, Grid H-11) to improve sight distance and horizontal curves.

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

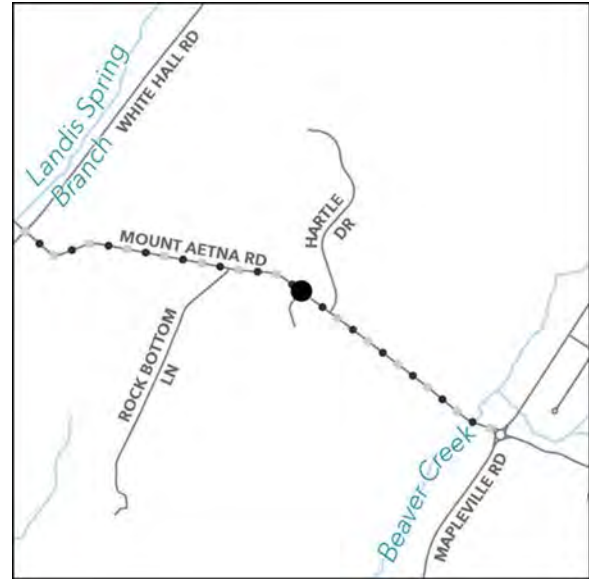
**Project Justification** This project will eliminate two sharp curves and improve sight distance.

	Total	Prior	Budget Year	Projected Capital Plan				
		Appr.	2026	2027	2028	2029	2030	Future
Project Costs:								
Construction	450,000	0	0	0	0	0	450,000	0
Inspection	25,000	0	0	0	0	0	25,000	0
Land Acquisition	25,000	0	0	0	0	0	25,000	0
Total Cost	500,000	0	0	0	0	0	500,000	0
Funding Sources:								
Tax-Supported Bond	500,000	0	0	0	0	0	500,000	0
Total Funding	500,000	0	0	0	0	0	500,000	0

**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.

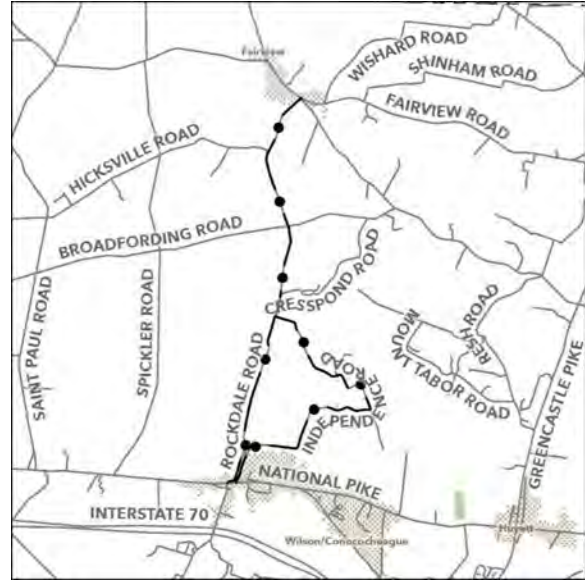
**Project Justification** Mt. Aetna Road has several locations that have been identified as inadequate as defined in the "Road Adequacy Policy." Development in the vicinity has caused an increase in traffic.

	Total	Prior Appr.	Budget Year 2026	Projected Capital Plan				
				2027	2028	2029	2030	Future
Project Costs:								
Construction	2,172,000	0	0	0	0	0	685,000	1,487,000
Land Acquisition	250,000	0	0	0	0	0	250,000	0
Total Cost	2,422,000	0	0	0	0	0	935,000	1,487,000
Funding Sources:								
Tax-Supported Bond	2,422,000	0	0	0	0	0	935,000	1,487,000
Total Funding	2,422,000	0	0	0	0	0	935,000	1,487,000

**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	Budget Year	Projected Capital Plan				
		Appr.	2026	2027	2028	2029	2030	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** 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).

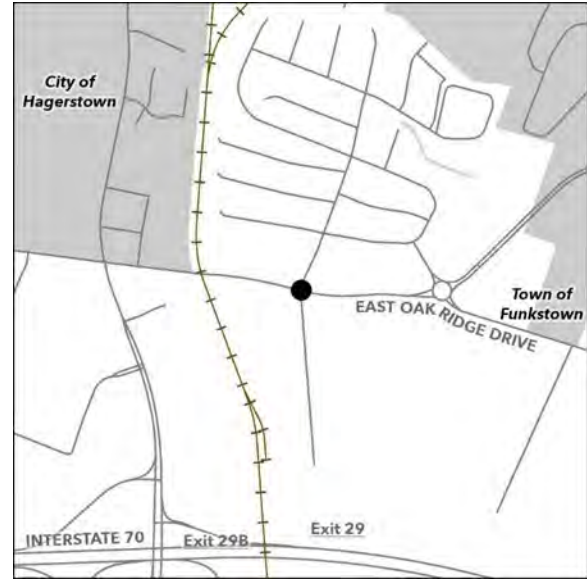
**Project Justification** Burnside Bridge Road at Mills Road intersection has been identified as inadequate as defined in the Road Adequacy Policy.

	Total	Prior	Budget Year	Projected Capital Plan				
		Appr.	2026	2027	2028	2029	2030	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:								
General Fund	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 volumes are increasing in the area, and a traffic signal will be installed once volumes warrant a signal.

	Total	Prior	Budget Year	Projected Capital Plan				
		Appr.	2026	2027	2028	2029	2030	Future
Project Costs:								
Construction	300,000	0	0	0	0	0	0	300,000
Engineering and Design	37,000	0	0	0	0	0	0	37,000
Inspection	50,000	0	0	0	0	0	0	50,000
Land Acquisition	21,000	0	0	0	0	0	0	21,000
Utilities	53,000	0	0	0	0	0	0	53,000
Total Cost	461,000	0	0	0	0	0	0	461,000
Funding Sources:								
General Fund	111,000	0	0	0	0	0	0	111,000
Tax-Supported Bond	350,000	0	0	0	0	0	0	350,000
Total Funding	461,000	0	0	0	0	0	0	461,000

**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 sq. ft. 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	Budget Year	Projected Capital Plan				
		Appr.	2026	2027	2028	2029	2030	Future
Project Costs:								
Construction	500,000	337,000	163,000	0	0	0	0	0
Engineering and Design	100,000	37,000	63,000	0	0	0	0	0
Total Cost	600,000	374,000	226,000	0	0	0	0	0
Funding Sources:								
Transfer Tax	600,000	374,000	226,000	0	0	0	0	0
Total Funding	600,000	374,000	226,000	0	0	0	0	0

**Project Title** Highway - Vehicle & Equipment 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** The 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	Budget Year	Projected Capital Plan				
		Appr.	2026	2027	2028	2029	2030	Future
Project Costs:								
Vehicles	19,580,461	2,242,461	1,321,000	1,424,000	1,502,000	1,585,000	1,672,000	9,834,000
Total Cost	19,580,461	2,242,461	1,321,000	1,424,000	1,502,000	1,585,000	1,672,000	9,834,000
Funding Sources:								
General Fund	13,648,461	1,742,461	821,000	924,000	1,002,000	653,000	1,172,000	7,334,000
Highway Fund	5,500,000	500,000	500,000	500,000	500,000	500,000	500,000	2,500,000
Capital Reserve - General	432,000	0	0	0	0	432,000	0	0
Total Funding	19,580,461	2,242,461	1,321,000	1,424,000	1,502,000	1,585,000	1,672,000	9,834,000

**Project Title** Highway 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 24/7 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 a new pump, and adding controlled access and integrated software systems. The integrated software system will match existing fuel center systems used throughout the County's facilities to provide connectivity to the central section highway shop's software tracking system for accurate 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 will also allow vehicles and employees operating in the western portion of the County, including law enforcement and public safety personnel, to remain in the area of service instead of leaving the coverage area to refuel.

	Total	Prior	Budget Year	Projected Capital Plan				
		Appr.	2026	2027	2028	2029	2030	Future
Project Costs:								
Construction	1,000,000	776,000	224,000	0	0	0	0	0
Engineering and Design	100,000	20,000	80,000	0	0	0	0	0
Inspection	51,000	51,000	0	0	0	0	0	0
Total Cost	1,151,000	847,000	304,000	0	0	0	0	0
Funding Sources:								
General Fund	8,000	8,000	0	0	0	0	0	0
Highway Fund	737,000	737,000	0	0	0	0	0	0
Transfer Tax	402,000	102,000	300,000	0	0	0	0	0
Capital Reserve - General	4,000	0	4,000	0	0	0	0	0
Total Funding	1,151,000	847,000	304,000	0	0	0	0	0



# Solid Waste

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## Solid Waste Capital Improvement Ten Year Summary Fiscal Year 2026 - 2035

		Total	Prior Appr.	Budget Year 2026	2027	Projected Capital Plan*				Future
Page	Project Costs					2028	2029	2030		
196	Contingency - Solid Waste	699,080	89,080	35,000	60,000	60,000	62,000	63,000	330,000	
197	40 West Landfill - Cell 5 Construction	11,190,000	4,412,000	6,778,000	0	0	0	0	0	
198	40 West Landfill Pretreatment Facility	11,120,000	0	0	520,000	5,300,000	5,300,000	0	0	
199	SW Equipment & Vehicle Replacement	1,402,022	242,022	200,000	205,000	205,000	100,000	75,000	375,000	
200	Asphalt Repairs - 40 West	1,756,000	0	0	1,136,000	620,000	0	0	0	
201	Transfer Station Upgrades	2,000,000	0	0	2,000,000	0	0	0	0	
202	40 West Landfill - Cell 8 Construction	13,724,000	0	0	0	0	0	6,404,000	7,320,000	
203	40 West Partial Capping	29,814,000	0	0	0	0	0	0	29,814,000	
<b>TOTAL</b>		<b>71,705,102</b>	<b>4,743,102</b>	<b>7,013,000</b>	<b>3,921,000</b>	<b>6,185,000</b>	<b>5,462,000</b>	<b>6,542,000</b>	<b>37,839,000</b>	
<b>Funding Sources</b>										
	General Fund	33,297	33,297	0	0	0	0	0	0	
	Solid Waste Fund	2,067,805	297,805	235,000	265,000	265,000	162,000	138,000	705,000	
	Self-Supported Bond	69,604,000	4,412,000	6,778,000	3,656,000	5,920,000	5,300,000	6,404,000	37,134,000	
<b>TOTAL</b>		<b>71,705,102</b>	<b>4,743,102</b>	<b>7,013,000</b>	<b>3,921,000</b>	<b>6,185,000</b>	<b>5,462,000</b>	<b>6,542,000</b>	<b>37,839,000</b>	

\*Projected Capital Plan projects and funding sources are subject to change in future budget cycles.

**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 emergencies 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. If 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.

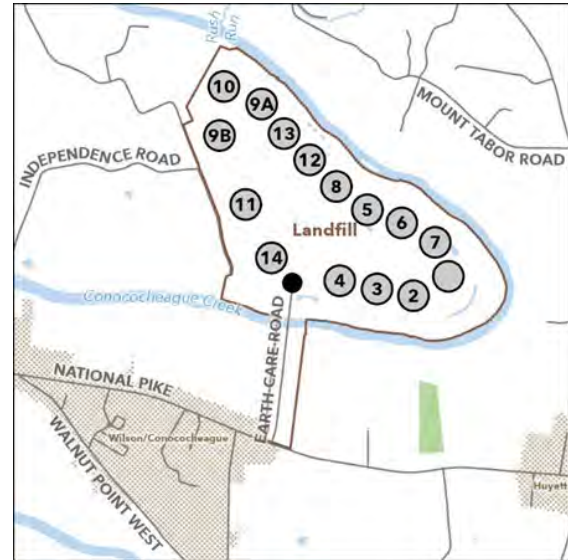
	Total	Prior	Budget Year	Projected Capital Plan				
		Appr.	2026	2027	2028	2029	2030	Future
Project Costs:								
Contingency	699,080	89,080	35,000	60,000	60,000	62,000	63,000	330,000
Total Cost	699,080	89,080	35,000	60,000	60,000	62,000	63,000	330,000
Funding Sources:								
Solid Waste Fund	699,080	89,080	35,000	60,000	60,000	62,000	63,000	330,000
Total Funding	699,080	89,080	35,000	60,000	60,000	62,000	63,000	330,000

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

**Project ID** LDI064

**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	Budget Year	Projected Capital Plan				
		Appr.	2026	2027	2028	2029	2030	Future
Project Costs:								
Construction	10,500,000	3,860,000	6,640,000	0	0	0	0	0
Engineering and Design	440,000	440,000	0	0	0	0	0	0
Inspection	250,000	112,000	138,000	0	0	0	0	0
Total Cost	11,190,000	4,412,000	6,778,000	0	0	0	0	0
Funding Sources:								
Self-Supported Bond	11,190,000	4,412,000	6,778,000	0	0	0	0	0
Total Funding	11,190,000	4,412,000	6,778,000	0	0	0	0	0

**Project Title** 40 West Landfill Pretreatment Facility

**Project ID** TRP027

**Full-time Employees** 0

**Operating Costs** \$152,000



**Project Description** Construct a pretreatment facility at the 40 West Landfill and construct a sewer line from the facility to the existing sewer line along MD Rt. 63 for transport of treated leachate to the WwTP.

**Project Justification** The Valicor Pretreatment Facility cannot treat the amount of leachate the County's Landfills produce during the cold months. Since the Valicor facility is the only pretreatment facility in the area, the County must construct its own facility on the landfill property to treat the leachate and avoid permit violations.

	Total	Prior	Budget Year	Projected Capital Plan				
		Appr.	2026	2027	2028	2029	2030	Future
Project Costs:								
Construction	11,020,000	0	0	520,000	5,250,000	5,250,000	0	0
Inspection	100,000	0	0	0	50,000	50,000	0	0
Total Cost	11,120,000	0	0	520,000	5,300,000	5,300,000	0	0
Funding Sources:								
Self-Supported Bond	11,120,000	0	0	520,000	5,300,000	5,300,000	0	0
Total Funding	11,120,000	0	0	520,000	5,300,000	5,300,000	0	0

<b>Project Title</b>	<b>SW Equipment &amp; Vehicle Replacement Program</b>
<b>Project ID</b>	VEH011
<b>Full-time Employees</b>	0
<b>Operating Costs</b>	\$0

<b>Project Description</b>	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.
<b>Project Assumptions</b>	FY26 - New Ford/Chevy 1500 Pickup Truck - \$50,000. The current truck is a 2003 Chevy 2500 and over 155,000 miles and meets the County's replacement guidelines. FY26 – For future rebuild of CAT 973 Tracked Loader - \$150,000.
<b>Project Justification</b>	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.	Budget Year 2026	2027	Projected Capital Plan				Future
					2028	2029	2030		
<b>Project Costs:</b>									
Vehicles	1,402,022	242,022	200,000	205,000	205,000	100,000	75,000		375,000
<b>Total Cost</b>	<b>1,402,022</b>	<b>242,022</b>	<b>200,000</b>	<b>205,000</b>	<b>205,000</b>	<b>100,000</b>	<b>75,000</b>		<b>375,000</b>
<b>Funding Sources:</b>									
General Fund	33,297	33,297	0	0	0	0	0		0
Solid Waste Fund	1,368,725	208,725	200,000	205,000	205,000	100,000	75,000		375,000
<b>Total Funding</b>	<b>1,402,022</b>	<b>242,022</b>	<b>200,000</b>	<b>205,000</b>	<b>205,000</b>	<b>100,000</b>	<b>75,000</b>		<b>375,000</b>

**Project Title** Asphalt Repairs – 40 West

**Project ID** ASP001

**Full-time Employees** 0

**Operating Costs** \$0



**Project Description** This project involves pavement repairs to the access road at the 40 West Landfill.

**Project Justification** The access road needs significant repairs, including patching, crack sealing, surface treatment, and/or pavement overlay. The road is the main access point and receives a steady volume of traffic, including dump trucks, which increases the wear and tear. Ongoing maintenance and repair will extend the road's useful life and the smooth operation of the 40 West Landfill.

	Total	Prior	Budget Year	Projected Capital Plan				
		Appr.	2026	2027	2028	2029	2030	Future
Project Costs:								
Construction	1,656,000	0	0	1,086,000	570,000	0	0	0
Inspection	100,000	0	0	50,000	50,000	0	0	0
Total Cost	1,756,000	0	0	1,136,000	620,000	0	0	0
Funding Sources:								
Self-Supported Bond	1,756,000	0	0	1,136,000	620,000	0	0	0
Total Funding	1,756,000	0	0	1,136,000	620,000	0	0	0

**Project Title**                      **Transfer Station Upgrades**

**Full-time Employees**        0

**Operating Costs**                \$0

**Project Description**        This project involves upgrading the Hancock, Dargan, and Greensburg Transfer Stations. The upgrades will be made to all walls and dumpster pads, in addition to paving upgrades to meet current safety standards.

**Project Assumptions**        Project design will be done by County staff.

**Project Justification**        The retaining walls at the three referenced stations do not meet OSHA Standards and must be upgraded to ensure both customer and employee safety.

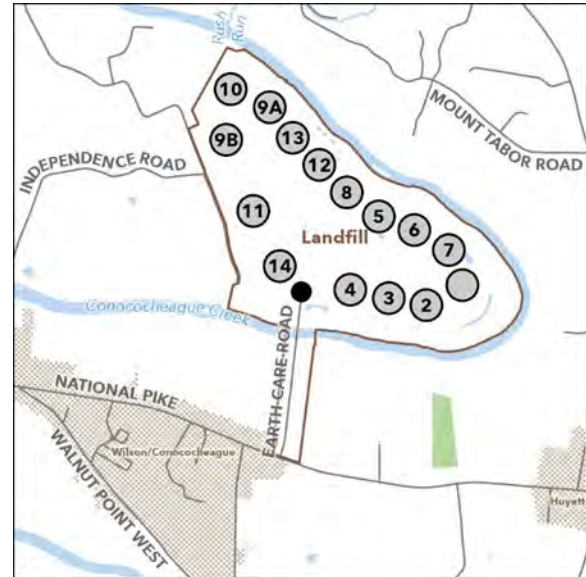
	Total	Prior	Budget Year	Projected Capital Plan				
		Appr.	2026	2027	2028	2029	2030	Future
Project Costs:								
Construction	1,800,000	0	0	1,800,000	0	0	0	0
Inspection	200,000	0	0	200,000	0	0	0	0
Total Cost	2,000,000	0	0	2,000,000	0	0	0	0
Funding Sources:								
Self-Supported Bond	2,000,000	0	0	2,000,000	0	0	0	0
Total Funding	2,000,000	0	0	2,000,000	0	0	0	0



**Project Title** 40 West Landfill - Cell 8 Construction

**Full-time Employees** 0

**Operating Costs** \$0



**Project Description** The design, construction, and inspection of Cell 8 at the 40 West Landfill.

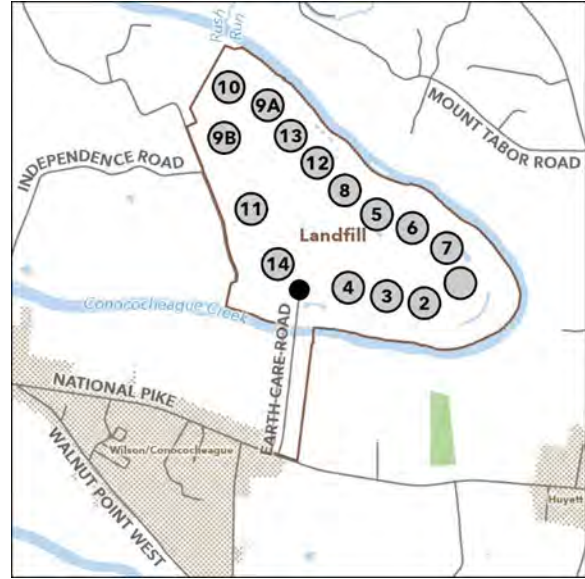
**Project Justification** Cell 8 will be the next cell constructed for the 40 West Landfill after Cell 5 construction is complete. This cell will be needed to continue regular operations.

		Prior	Budget Year	Projected Capital Plan				
		Appr.	2026	2027	2028	2029	2030	Future
Total								
Project Costs:								
Construction	13,000,000	0	0	0	0	0	5,830,000	7,170,000
Engineering and Design	424,000	0	0	0	0	0	424,000	0
Equipment/Furniture	300,000	0	0	0	0	0	150,000	150,000
Total Cost	13,724,000	0	0	0	0	0	6,404,000	7,320,000
Funding Sources:								
Self-Supported Bond	13,724,000	0	0	0	0	0	6,404,000	7,320,000
Total Funding	13,724,000	0	0	0	0	0	6,404,000	7,320,000

**Project Title** 40 West Landfill - Partial Capping

**Full-time Employees** 0

**Operating Costs** \$0



**Project Description** Design, construction, and inspection of the partial closure cap for Phase I of the 40 West Landfill. The cap will cover Cells 1, 2, 3, 6, and 7 and part of Cells 4 and 5.

**Project Justification** The partial closure cap will help reduce leachate production in inactive cells while the remaining landfill cells are constructed and filled.

	Total	Prior Appr.	Budget Year 2026	Projected Capital Plan				
				2027	2028	2029	2030	Future
Project Costs:								
Construction	29,000,000	0	0	0	0	0	0	29,000,000
Engineering and Design	444,000	0	0	0	0	0	0	444,000
Inspection	370,000	0	0	0	0	0	0	370,000
Total Cost	29,814,000	0	0	0	0	0	0	29,814,000
Funding Sources:								
Self-Supported Bond	29,814,000	0	0	0	0	0	0	29,814,000
Total Funding	29,814,000	0	0	0	0	0	0	29,814,000



# Transit

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## Transit Capital Improvement Ten Year Summary Fiscal Year 2026 - 2035

		Total	Prior Appr.	Budget Year 2026	2027	Projected Capital Plan*				Future
Page	Project Costs					2028	2029	2030		
206	1000 W. Washington St. Renovation/Expansion	23,340,000	0	2,823,000	20,517,000	0	0	0	0	0
207	Vehicle Preventive Maintenance	4,495,307	495,307	400,000	400,000	400,000	400,000	400,000	2,000,000	
208	Transportation Development Plan	225,000	125,000	0	0	0	100,000	0	0	
209	Fixed Route Bus Replacement Program	7,268,111	1,418,111	900,000	0	0	0	0	4,950,000	
210	ADA Bus Replacement	632,305	2,305	105,000	0	210,000	0	0	315,000	
<b>TOTAL</b>		<b>35,960,723</b>	<b>2,040,723</b>	<b>4,228,000</b>	<b>20,917,000</b>	<b>610,000</b>	<b>500,000</b>	<b>400,000</b>	<b>7,265,000</b>	
Funding Sources										
	General Fund	2,052,993	134,993	211,000	170,000	107,000	88,000	70,000	1,272,000	
	Federal Grant	33,410,765	1,706,765	3,947,000	20,737,000	488,000	400,000	320,000	5,812,000	
	State Grant	496,965	198,965	70,000	10,000	15,000	12,000	10,000	181,000	
<b>TOTAL</b>		<b>35,960,723</b>	<b>2,040,723</b>	<b>4,228,000</b>	<b>20,917,000</b>	<b>610,000</b>	<b>500,000</b>	<b>400,000</b>	<b>7,265,000</b>	

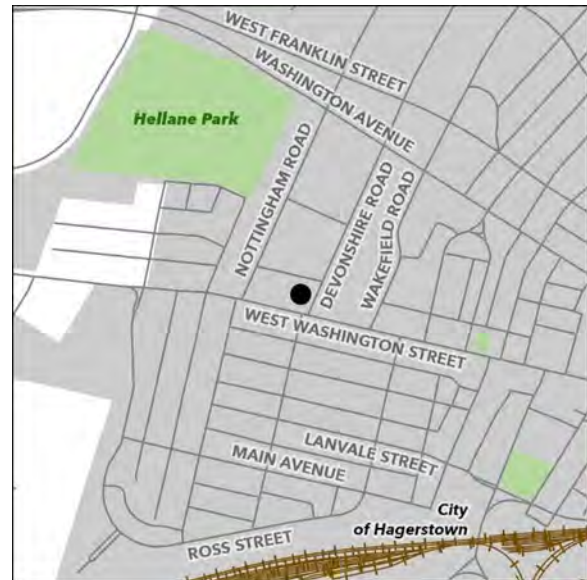
\*Projected Capital Plan projects and funding sources are subject to change in future budget cycles.

**Project Title** 1000 W. Washington St.  
Renovation Project

**Project ID** BLD122

**Full-time Employees** 0

**Operating Costs** \$141,000



**Project Description** This project will expand the current facility by approximately 26,000 sq. ft. for additional space needed for maintenance, administration, and interior bus storage. Will include stormwater management measures, a bus fueling island and staging area, and an additional parking lot.

**Project Assumptions** Project is contingent upon successful RAISE grant application and 100% federal funding. Project to be divided into two grant applications: design and construction.

**Project Justification** Existing facility must be expanded to meet current and future year (2050) administration and operational needs to provide transit services.

	Total	Prior Appr.	Budget Year 2026	2027	Projected Capital Plan				Future
					2028	2029	2030		
<b>Project Costs:</b>									
Construction	18,823,000	0	0	18,823,000	0	0	0	0	0
Engineering and Design	2,823,000	0	2,823,000	0	0	0	0	0	0
Inspection	1,694,000	0	0	1,694,000	0	0	0	0	0
<b>Total Cost</b>	<b>23,340,000</b>	<b>0</b>	<b>2,823,000</b>	<b>20,517,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Funding Sources:</b>									
General Fund	100,000	0	0	100,000	0	0	0	0	0
Federal Grant	23,240,000	0	2,823,000	20,417,000	0	0	0	0	0
<b>Total Funding</b>	<b>23,340,000</b>	<b>0</b>	<b>2,823,000</b>	<b>20,517,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

**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**       In FY26, the project funding assumes 80% Federal, 5% State, and 15% Local. Future funding (FY27 and beyond) assumes 80% Federal, 2.5% State, and 17.5% 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.	Budget Year 2026	2027	Projected Capital Plan				Future
					2028	2029	2030		
<b>Project Costs:</b>									
Equipment/Furniture	4,495,307	495,307	400,000	400,000	400,000	400,000	400,000	400,000	2,000,000
<b>Total Cost</b>	<b>4,495,307</b>	<b>495,307</b>	<b>400,000</b>	<b>400,000</b>	<b>400,000</b>	<b>400,000</b>	<b>400,000</b>	<b>400,000</b>	<b>2,000,000</b>
<b>Funding Sources:</b>									
General Fund	777,923	87,923	60,000	70,000	70,000	70,000	70,000	70,000	350,000
Federal Grant	3,607,384	407,384	320,000	320,000	320,000	320,000	320,000	320,000	1,600,000
State Grant	110,000	0	20,000	10,000	10,000	10,000	10,000	10,000	50,000
<b>Total Funding</b>	<b>4,495,307</b>	<b>495,307</b>	<b>400,000</b>	<b>400,000</b>	<b>400,000</b>	<b>400,000</b>	<b>400,000</b>	<b>400,000</b>	<b>2,000,000</b>

**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 helps guide transportation decisions over the next five years.

**Project Assumptions**        For FY26, the project assumes funding 80% Federal, 5% State, and 15% Local. For FY27 and beyond, the funding assumes 80% Federal, 2.5% State, and 17.5% 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.

		Prior Appr.	Budget Year 2026	Projected Capital Plan				
	Total			2027	2028	2029	2030	Future
<b>Project Costs:</b>								
Other	225,000	125,000	0	0	0	100,000	0	0
<b>Total Cost</b>	<b>225,000</b>	<b>125,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>100,000</b>	<b>0</b>	<b>0</b>
<b>Funding Sources:</b>								
General Fund	30,000	12,000	0	0	0	18,000	0	0
Federal Grant	180,000	100,000	0	0	0	80,000	0	0
State Grant	15,000	13,000	0	0	0	2,000	0	0
<b>Total Funding</b>	<b>225,000</b>	<b>125,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>100,000</b>	<b>0</b>	<b>0</b>



**Project Title** Fixed Route Bus Replacement Program

**Project ID** VEH003

**Full-time Employees** 0

**Operating Costs** \$0

**Project Description** FY26 - Replace two (2) Fixed-Route Transit buses, Units 713 & 714, which will become Unit 726 & 727.  
FY33 - Replace six (6) Fixed-Route Transit buses, Units 715-720, which will become Units 728-733.  
FY35 - Replace five (5) Fixed-Route Transit buses, Units 721-725, which will become Units 734-738.

**Project Assumptions** All out-year procurements will be based on available grant funds from the Maryland Transit Administration (MTA) and local match approval. Dollar figures shown are provided by MTA based on the current small/mid-size bus contract. For FY26, the project funding assumes 80% Federal, 5% State, and 15% Local. For FY27 and beyond, project funding assumes 80% Federal, 2.5% State, and 17.5% Local.

**Project Justification** Following the MTA's 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.	Budget Year 2026	Projected Capital Plan				
				2027	2028	2029	2030	Future
<b>Project Costs:</b>								
Vehicles	7,268,111	1,418,111	900,000	0	0	0	0	4,950,000
<b>Total Cost</b>	<b>7,268,111</b>	<b>1,418,111</b>	<b>900,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4,950,000</b>
<b>Funding Sources:</b>								
General Fund	1,037,003	35,003	135,000	0	0	0	0	867,000
Federal Grant	5,877,143	1,197,143	720,000	0	0	0	0	3,960,000
State Grant	353,965	185,965	45,000	0	0	0	0	123,000
<b>Total Funding</b>	<b>7,268,111</b>	<b>1,418,111</b>	<b>900,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4,950,000</b>

**Project Title** ADA Bus Replacement

**Project ID** VEH005

**Full-time Employees** 0

**Operating Costs** \$0

**Project Description** FY 26 - Replace one (1) ADA Paratransit bus, Unit 508 becomes Unit 511.  
 FY 28 - Replace two (2) ADA Paratransit buses, Units 509 & 510 becomes Units 512 & 513.  
 FY 31 - Replace one (1) ADA Paratransit bus, Unit 511 becomes Unit 514.  
 FY 33 - Replace two (2) ADA Paratransit buses, Units 512 & 513 become Units 515 & 516.

**Project Assumptions** All out-year procurements will be based on available grant funds from Maryland Transit Administration (MTA) and local match approval. Dollar figures shown are provided by MTA based on the current small/mid-size bus contract. For FY26, the project funding assumes 80% Federal, 5% State, and 15% Local. For FY27 and beyond, project funding assumes 80% Federal, 2.5% State, and 17.5% Local.

**Project Justification** Following the MTA's 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	Budget Year	Projected Capital Plan				
		Appr.	2026	2027	2028	2029	2030	Future
Project Costs:								
Vehicles	632,305	2,305	105,000	0	210,000	0	0	315,000
Total Cost	632,305	2,305	105,000	0	210,000	0	0	315,000
Funding Sources:								
General Fund	108,067	67	16,000	0	37,000	0	0	55,000
Federal Grant	506,238	2,238	84,000	0	168,000	0	0	252,000
State Grant	18,000	0	5,000	0	5,000	0	0	8,000
Total Funding	632,305	2,305	105,000	0	210,000	0	0	315,000

# Water Quality

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## Water Quality Capital Improvement Ten Year Summary Fiscal Year 2026 - 2035

				Budget Year	Projected Capital Plan*				
		Total	Prior Appr.	2026	2027	2028	2029	2030	Future
Page	Project Costs								
<u>Water Quality</u>									
<u>Utility Administration</u>									
212	Contingency - Utility Admin	225,400	29,400	0	0	0	0	31,000	165,000
213	General Building Improvements	1,004,795	554,795	200,000	0	0	250,000	0	0
214	Security Updates	170,000	35,000	50,000	85,000	0	0	0	0
215	Lab Equipment Replacement	413,898	149,898	40,000	24,000	25,000	25,000	25,000	125,000
216	Local Limits Study	70,000	0	70,000	0	0	0	0	0
217	Water & Sewer Plan	75,000	0	75,000	0	0	0	0	0
218	WQ Equip/Vehicle Replacement Program	1,498,883	198,883	125,000	125,000	125,000	130,000	130,000	665,000
Utility Administration Total		3,457,976	967,976	560,000	234,000	150,000	405,000	186,000	955,000
<u>Water Utility</u>									
219	Water Meter Replacement	385,009	165,009	50,000	50,000	15,000	15,000	15,000	75,000
220	WQ Main Replacement	2,291,000	691,000	0	0	100,000	0	500,000	1,000,000
221	Sharpsburg Water Treatment Plant	668,856	73,856	25,000	570,000	0	0	0	0
222	General WTP Improvements	1,258,440	168,440	0	290,000	0	0	250,000	550,000
223	Highfield/Sharpsburg Water Storage Tank	336,000	0	0	0	0	0	336,000	0
Wastewater Utility Total		4,939,305	1,098,305	75,000	910,000	115,000	15,000	1,101,000	1,625,000
<u>Wastewater Utility</u>									
224	Contingency - Sewer	461,939	11,939	0	50,000	50,000	50,000	50,000	250,000
225	Replace Grinder Pumps	1,201,069	151,069	125,000	125,000	100,000	100,000	100,000	500,000
226	Pump Station Upgrades - Various Stations	3,959,012	74,012	885,000	0	750,000	0	750,000	1,500,000
227	Collection System Rehabilitation Project	4,056,121	156,121	0	900,000	0	750,000	0	2,250,000
228	Potomac Edison Pump Station & Force Main	100,000	0	100,000	0	0	0	0	0
229	Smithsburg WWTP ENR Upgrade	28,087,469	12,587,469	0	0	0	0	0	15,500,000
230	General WwTP Improvements	1,091,410	191,410	300,000	300,000	0	0	0	300,000
231	Heavy Sewer EQP and VEH Replacement	1,528,416	333,416	600,000	250,000	35,000	35,000	40,000	235,000
Water Utility Total		40,485,436	13,505,436	2,010,000	1,625,000	935,000	935,000	940,000	20,535,000
TOTAL		48,882,717	15,571,717	2,645,000	2,769,000	1,200,000	1,355,000	2,227,000	23,115,000
Funding Sources									
General Fund		54,400	29,400	25,000	0	0	0	0	0
Cascade Fund		12,342	12,342	0	0	0	0	0	0
Utility Admin Fund		2,398,781	383,781	335,000	234,000	150,000	155,000	186,000	955,000
Water Fund		385,009	165,009	50,000	50,000	15,000	15,000	15,000	75,000
Sewer Fund		4,245,723	1,550,723	725,000	425,000	185,000	185,000	190,000	985,000
Self-Supported Bond		33,597,910	5,841,910	1,510,000	1,745,000	825,000	740,000	1,836,000	21,100,000
State Loan		4,488,552	4,488,552	0	0	0	0	0	0
Federal Grant		3,000,000	3,000,000	0	0	0	0	0	0
State Grant		700,000	100,000	0	315,000	25,000	260,000	0	0
TOTAL		48,882,717	15,571,717	2,645,000	2,769,000	1,200,000	1,355,000	2,227,000	23,115,000

\*Projected Capital Plan projects and funding sources are subject to change in future budget cycles.

**Project Title**                      **Contingency - Utility Admin**

**Project ID**                        ADM003

**Full-time Employees**        0

**Operating Costs**                \$0

**Project Description**        The project provides a budgetary reserve for emergencies 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. If 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.	Budget Year 2026	Projected Capital Plan				
				2027	2028	2029	2030	Future
Project Costs:								
Contingency	225,400	29,400	0	0	0	0	31,000	165,000
Total Cost	225,400	29,400	0	0	0	0	31,000	165,000
Funding Sources:								
General Fund	29,400	29,400	0	0	0	0	0	0
Utility Admin Fund	196,000	0	0	0	0	0	31,000	165,000
Total Funding	225,400	29,400	0	0	0	0	31,000	165,000

**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. Also, the current HVAC system on the Water Quality side does not provide heat once the exterior temp drops below freezing.

	Total	Prior Appr.	Budget Year 2026	Projected Capital Plan				
				2027	2028	2029	2030	Future
<b>Project Costs:</b>								
Construction	1,004,795	554,795	200,000	0	0	250,000	0	0
<b>Total Cost</b>	<b>1,004,795</b>	<b>554,795</b>	<b>200,000</b>	<b>0</b>	<b>0</b>	<b>250,000</b>	<b>0</b>	<b>0</b>
<b>Funding Sources:</b>								
Self-Supported Bond	1,004,795	554,795	200,000	0	0	250,000	0	0
<b>Total Funding</b>	<b>1,004,795</b>	<b>554,795</b>	<b>200,000</b>	<b>0</b>	<b>0</b>	<b>250,000</b>	<b>0</b>	<b>0</b>

**Project Title**                      **Security Updates**

**Project ID**                        BLD120

**Full-time Employees**        0

**Operating Costs**                \$0

**Project Description**        Install security cameras at all Water and Sewer facilities to increase security per Maryland Department of the Environment guidelines.

**Project Justification**        Most all Water and Sewer facilities are not continuously manned. This project would reduce the risk of vandalism and criminal activity as well as increase safety for employees and vendors.

	Total	Prior Appr.	Budget Year 2026	Projected Capital Plan				
				2027	2028	2029	2030	Future
<b>Project Costs:</b>								
Hardware/Software	170,000	35,000	50,000	85,000	0	0	0	0
<b>Total Cost</b>	<b>170,000</b>	<b>35,000</b>	<b>50,000</b>	<b>85,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Funding Sources:</b>								
Utility Admin Fund	170,000	35,000	50,000	85,000	0	0	0	0
<b>Total Funding</b>	<b>170,000</b>	<b>35,000</b>	<b>50,000</b>	<b>85,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

**Project Title**                      **Lab Equipment Replacement**

**Project ID**                        EQP063

**Full-time Employees**        0

**Operating Costs**                \$0

**Project Description**        The project will replace/upgrade existing lab testing equipment such as atomic absorption units (for metals testing) and auto analyzers (for inorganic testing). These units last approximately 10-15 years.

**Project Justification**        The goal of the replacement program is to strike a balance for minimizing replacement/upgrade costs versus maintenance costs.

	Total	Prior Appr.	Budget Year 2026	Projected Capital Plan				
				2027	2028	2029	2030	Future
<b>Project Costs:</b>								
Equipment/Furniture	413,898	149,898	40,000	24,000	25,000	25,000	25,000	125,000
<b>Total Cost</b>	<b>413,898</b>	<b>149,898</b>	<b>40,000</b>	<b>24,000</b>	<b>25,000</b>	<b>25,000</b>	<b>25,000</b>	<b>125,000</b>
<b>Funding Sources:</b>								
Utility Admin Fund	413,898	149,898	40,000	24,000	25,000	25,000	25,000	125,000
<b>Total Funding</b>	<b>413,898</b>	<b>149,898</b>	<b>40,000</b>	<b>24,000</b>	<b>25,000</b>	<b>25,000</b>	<b>25,000</b>	<b>125,000</b>



**Project Title** Local Limits Study

**Project ID** STY025

**Full-time Employees** 0

**Operating Costs** \$0

**Project Description** The Maryland Department of the Environment (MDE) requires a Local Limits Study (LLS) when a WwTP completes a major upgrade. The upgrade of our Winebrenner WwTP was completed in 2016. 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. There is also significant potential for ongoing development on the Fort Ritchie property that will need sewer service. The compiled data, along with stream water quality criteria, are used to establish new local limits for the Publicly Owned Treatment Work and determine how they will be implemented in IU permits.

**Project Assumptions** MDE will approve submitted plans and final results.

**Project Justification** MDE is required to enforce Pretreatment Program as laid out in the Pretreatment Delegation Agreement.

	Total	Prior	Budget Year	Projected Capital Plan				
		Appr.	2026	2027	2028	2029	2030	Future
Project Costs:								
Other	70,000	0	70,000	0	0	0	0	0
Total Cost	70,000	0	70,000	0	0	0	0	0
Funding Sources:								
Utility Admin Fund	70,000	0	70,000	0	0	0	0	0
Total Funding	70,000	0	70,000	0	0	0	0	0

**Project Title**                      **Water & Sewer Plan**

**Project ID**                         STY026

**Full-time Employees**        0

**Operating Costs**                \$0

**Project Description**        The current Water and Sewer Plan was prepared and approved in 2009 and needs to be updated.

**Project Justification**        Now that the Comprehensive Plan is nearing completion, the Water and Sewer Plan needs to be updated, so it aligns with the new Comprehensive Plan. Updating the Water and Sewer Plan is also required per the Maryland Department of the Environment.

		Prior	Budget Year	Projected Capital Plan				
	Total	Appr.	2026	2027	2028	2029	2030	Future
<b>Project Costs:</b>								
Engineering and Design	75,000	0	75,000	0	0	0	0	0
<b>Total Cost</b>	<b>75,000</b>	<b>0</b>	<b>75,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Funding Sources:</b>								
General Fund	25,000	0	25,000	0	0	0	0	0
Utility Admin Fund	50,000	0	50,000	0	0	0	0	0
<b>Total Funding</b>	<b>75,000</b>	<b>0</b>	<b>75,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

**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 Assumptions**        FY26 - Purchase of two (2) trucks/SUVs for \$125,000.

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

	Total	Prior Appr.	Budget Year 2026	Projected Capital Plan				
				2027	2028	2029	2030	Future
<b>Project Costs:</b>								
Equipment/Furniture	73,883	73,883	0	0	0	0	0	0
Vehicles	1,425,000	125,000	125,000	125,000	125,000	130,000	130,000	665,000
<b>Total Cost</b>	<b>1,498,883</b>	<b>198,883</b>	<b>125,000</b>	<b>125,000</b>	<b>125,000</b>	<b>130,000</b>	<b>130,000</b>	<b>665,000</b>
<b>Funding Sources:</b>								
Utility Admin Fund	1,498,883	198,883	125,000	125,000	125,000	130,000	130,000	665,000
<b>Total Funding</b>	<b>1,498,883</b>	<b>198,883</b>	<b>125,000</b>	<b>125,000</b>	<b>125,000</b>	<b>130,000</b>	<b>130,000</b>	<b>665,000</b>

**Project Title**                      **WQ Water Meter Replacement**

**Project ID**                         LIN004

**Full-time Employees**        0

**Operating Costs**                \$0

**Project Description**            The County has over 1,500 water meters. The project will replace aging water meters on an as-needed basis in various water distribution systems.

**Project Justification**            Useful life expectancy for a water meter is 10-15 years. Replacement of the aging water meters is needed to maintain accuracy of meter readings and adequate water supply for customers.

	Total	Prior Appr.	Budget Year 2026	Projected Capital Plan				
				2027	2028	2029	2030	Future
<b>Project Costs:</b>								
Construction	385,009	165,009	50,000	50,000	15,000	15,000	15,000	75,000
<b>Total Cost</b>	<b>385,009</b>	<b>165,009</b>	<b>50,000</b>	<b>50,000</b>	<b>15,000</b>	<b>15,000</b>	<b>15,000</b>	<b>75,000</b>
<b>Funding Sources:</b>								
Water Fund	385,009	165,009	50,000	50,000	15,000	15,000	15,000	75,000
<b>Total Funding</b>	<b>385,009</b>	<b>165,009</b>	<b>50,000</b>	<b>50,000</b>	<b>15,000</b>	<b>15,000</b>	<b>15,000</b>	<b>75,000</b>

**Project Title**                **WQ Main Replacement**

**Project ID**                    LIN048

**Full-time Employees**      0

**Operating Costs**            \$0

**Project Description**        The project will replace aging water mains in various water distribution systems. The majority of County water mains are made of ductile iron and an approximate useful life of 50 years. Project priorities in upcoming years include replacing a section of water main that was constructed using asbestos concrete and looping in the Mt. Aetna water distribution system with a new water main from the storage tank to the existing water mains.

**Project Assumptions**       Pending grant funding approval.

**Project Justification**       Replacement is needed due to the age and deterioration of the water mains as well as to make sure the mains are updated with higher quality materials and provide adequate supply in growing areas.

	Total	Prior	Budget Year	Projected Capital Plan				
		Appr.	2026	2027	2028	2029	2030	Future
Project Costs:								
Construction	2,291,000	691,000	0	0	100,000	0	500,000	1,000,000
Total Cost	2,291,000	691,000	0	0	100,000	0	500,000	1,000,000
Funding Sources:								
Self-Supported Bond	2,166,000	591,000	0	0	75,000	0	500,000	1,000,000
State Grant	125,000	100,000	0	0	25,000	0	0	0
Total Funding	2,291,000	691,000	0	0	100,000	0	500,000	1,000,000

**Project Title**                      **Sharpsburg Water Treatment Plant**

**Project ID**                        TRP023

**Full-time Employees**        0

**Operating Costs**                \$0



**Project Description**            The project includes electrical/equipment upgrades required by Federal and State regulations. Also, the backwash pump is the original pump installed when the treatment plant was built and has reached the end of its useful life.

**Project Justification**           Regulations continue to become more restrictive, thus requiring the plant to be upgraded to ensure compliance with drinking water regulations.

	Total	Prior	Budget Year	Projected Capital Plan				
		Appr.	2026	2027	2028	2029	2030	Future
Project Costs:								
Construction	668,856	73,856	25,000	570,000	0	0	0	0
Total Cost	668,856	73,856	25,000	570,000	0	0	0	0
Funding Sources:								
Self-Supported Bond	668,856	73,856	25,000	570,000	0	0	0	0
Total Funding	668,856	73,856	25,000	570,000	0	0	0	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. Also, a study is needed to evaluate PFA levels in County drinking water and determine treatment options, if needed.

**Project Justification** Upgrades and replacements are necessary to ensure continuing operational functionality, a high level of water quality, and compliance with federal and state regulations. Without ongoing upgrades and/or replacements of systems and equipment, the risk increases for health and legal issues.

	Total	Prior Appr.	Budget Year 2026	Projected Capital Plan				
				2027	2028	2029	2030	Future
<b>Project Costs:</b>								
Construction	1,258,440	168,440	0	290,000	0	0	250,000	550,000
<b>Total Cost</b>	<b>1,258,440</b>	<b>168,440</b>	<b>0</b>	<b>290,000</b>	<b>0</b>	<b>0</b>	<b>250,000</b>	<b>550,000</b>
<b>Funding Sources:</b>								
Cascade Fund	12,342	12,342	0	0	0	0	0	0
Self-Supported Bond	1,246,098	156,098	0	290,000	0	0	250,000	550,000
<b>Total Funding</b>	<b>1,258,440</b>	<b>168,440</b>	<b>0</b>	<b>290,000</b>	<b>0</b>	<b>0</b>	<b>250,000</b>	<b>550,000</b>

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

**Full-time Employees**        0

**Operating Costs**                \$0

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

**Project Justification**        The useful life of a water tank coating system is approximately 50 years. Without proper maintenance of the coating and rehabilitation of the tank structures, the life expectancy is shortened.

	Total	Prior Appr.	Budget Year 2026	Projected Capital Plan				
				2027	2028	2029	2030	Future
<b>Project Costs:</b>								
Construction	336,000	0	0	0	0	0	336,000	0
<b>Total Cost</b>	<b>336,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>336,000</b>	<b>0</b>
<b>Funding Sources:</b>								
Self-Supported Bond	336,000	0	0	0	0	0	336,000	0
<b>Total Funding</b>	<b>336,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>336,000</b>	<b>0</b>



**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 emergencies 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. If 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.	Budget Year 2026	Projected Capital Plan				
				2027	2028	2029	2030	Future
<b>Project Costs:</b>								
Contingency	461,939	11,939	0	50,000	50,000	50,000	50,000	250,000
<b>Total Cost</b>	<b>461,939</b>	<b>11,939</b>	<b>0</b>	<b>50,000</b>	<b>50,000</b>	<b>50,000</b>	<b>50,000</b>	<b>250,000</b>
<b>Funding Sources:</b>								
Sewer Fund	461,939	11,939	0	50,000	50,000	50,000	50,000	250,000
<b>Total Funding</b>	<b>461,939</b>	<b>11,939</b>	<b>0</b>	<b>50,000</b>	<b>50,000</b>	<b>50,000</b>	<b>50,000</b>	<b>250,000</b>

**Project Title**                **Replace Grinder Pumps**

**Project ID**                EQP055

**Full-time Employees**    0

**Operating Costs**        \$0

**Project Description**      The County has approximately 3,000 grinder pumps throughout the county. The project will provide the replacement of core units of aging infrastructure as needed and will extend the life of the system as a whole.

**Project Justification**      Some of the existing grinder pumps have reached their useful life expectancy of 10-15 years and need to be replaced.

	Total	Prior Appr.	Budget Year 2026	Projected Capital Plan				
				2027	2028	2029	2030	Future
<b>Project Costs:</b>								
Equipment/Furniture	1,201,069	151,069	125,000	125,000	100,000	100,000	100,000	500,000
<b>Total Cost</b>	<b>1,201,069</b>	<b>151,069</b>	<b>125,000</b>	<b>125,000</b>	<b>100,000</b>	<b>100,000</b>	<b>100,000</b>	<b>500,000</b>
<b>Funding Sources:</b>								
Sewer Fund	1,201,069	151,069	125,000	125,000	100,000	100,000	100,000	500,000
<b>Total Funding</b>	<b>1,201,069</b>	<b>151,069</b>	<b>125,000</b>	<b>125,000</b>	<b>100,000</b>	<b>100,000</b>	<b>100,000</b>	<b>500,000</b>

**Project Title** Pump Station Upgrades - Various Stations

**Project ID** LIN034

**Full-time Employees** 0

**Operating Costs** \$0

**Project Description** The County owns and operates 52 wastewater pumping stations to convey wastewater flows to the treatment plants. Electrical and equipment upgrades are necessary to maintain automatic, reliable 24/7 operations.

**Project Justification** Upgrades for both electrical and equipment are required to address aging issues as some of these pump stations are over 40 years old.

	Total	Prior Appr.	Budget Year 2026	Projected Capital Plan				
				2027	2028	2029	2030	Future
Project Costs:								
Construction	3,959,012	74,012	885,000	0	750,000	0	750,000	1,500,000
Total Cost	3,959,012	74,012	885,000	0	750,000	0	750,000	1,500,000
Funding Sources:								
Sewer Fund	74,012	74,012	0	0	0	0	0	0
Self-Supported Bond	3,885,000	0	885,000	0	750,000	0	750,000	1,500,000
Total Funding	3,959,012	74,012	885,000	0	750,000	0	750,000	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. The collection systems in the County are aging and showing normal deterioration which requires repairs, slip lining, or replacement.

**Project Assumptions**        Grant estimate based on last Inflow & Infiltration (I&I) project. Grant funds estimated at 35%.

**Project Justification**        Repairs and/or replacements are necessary to reduce the amount of 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.

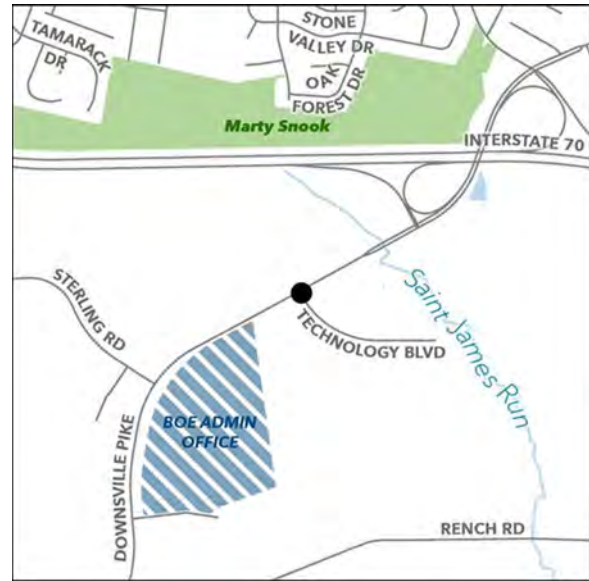
	Total	Prior Appr.	Budget Year 2026	Projected Capital Plan				
				2027	2028	2029	2030	Future
<b>Project Costs:</b>								
Construction	4,056,121	156,121	0	900,000	0	750,000	0	2,250,000
<b>Total Cost</b>	<b>4,056,121</b>	<b>156,121</b>	<b>0</b>	<b>900,000</b>	<b>0</b>	<b>750,000</b>	<b>0</b>	<b>2,250,000</b>
<b>Funding Sources:</b>								
Sewer Fund	140,235	140,235	0	0	0	0	0	0
Self-Supported Bond	3,340,886	15,886	0	585,000	0	490,000	0	2,250,000
State Grant	575,000	0	0	315,000	0	260,000	0	0
<b>Total Funding</b>	<b>4,056,121</b>	<b>156,121</b>	<b>0</b>	<b>900,000</b>	<b>0</b>	<b>750,000</b>	<b>0</b>	<b>2,250,000</b>

**Project Title** Potomac Edison Pump Station & Force Main

**Project ID** LIN049

**Full-time Employees** 0

**Operating Costs** \$0



**Project Description** This pump station is on Downsville Pike. The project will upgrade two existing pumps, controls, and piping that are over 30 years old.

**Project Assumptions** The project is planning to be done in-house by the Department of Water Quality.

**Project Justification** In order to maintain automatic, reliable 24/7 operations, the pumps and their corresponding components will need replaced since they have reached the end of their useful life.

	Total	Prior Appr.	Budget Year 2026	Projected Capital Plan				
				2027	2028	2029	2030	Future
<b>Project Costs:</b>								
Construction	100,000	0	100,000	0	0	0	0	0
<b>Total Cost</b>	<b>100,000</b>	<b>0</b>	<b>100,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Funding Sources:</b>								
Self-Supported Bond	100,000	0	100,000	0	0	0	0	0
<b>Total Funding</b>	<b>100,000</b>	<b>0</b>	<b>100,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

**Project Title** 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 the Maryland Department of the Environment's (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	Budget Year	Projected Capital Plan				
		Appr.	2026	2027	2028	2029	2030	Future
Project Costs:								
Construction	26,443,999	11,443,999	0	0	0	0	0	15,000,000
Engineering and Design	1,643,470	1,143,470	0	0	0	0	0	500,000
Total Cost	28,087,469	12,587,469	0	0	0	0	0	15,500,000
Funding Sources:								
Sewer Fund	840,052	840,052	0	0	0	0	0	0
Self-Supported Bond	19,758,865	4,258,865	0	0	0	0	0	15,500,000
State Loan	4,488,552	4,488,552	0	0	0	0	0	0
Federal Grant	3,000,000	3,000,000	0	0	0	0	0	0
Total Funding	28,087,469	12,587,469	0	0	0	0	0	15,500,000

**Project Title** General WwTP Improvement

**Project ID** TRP026

**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 Assumptions** For FY26, an upgrade to Winebrenner's UV Disinfection System is planned.

**Project Justification** Upgrades and replacements are necessary to ensure continuing operational functionality. Without ongoing upgrades and/or replacements of systems and equipment, the risk increases for health issues, environmental damage, and legal issues.

		Prior	Budget Year	Projected Capital Plan				
	Total	Appr.	2026	2027	2028	2029	2030	Future
<b>Project Costs:</b>								
Construction	941,410	141,410	300,000	250,000	0	0	0	250,000
Engineering and Design	150,000	50,000	0	50,000	0	0	0	50,000
<b>Total Cost</b>	<b>1,091,410</b>	<b>191,410</b>	<b>300,000</b>	<b>300,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>300,000</b>
<b>Funding Sources:</b>								
Self-Supported Bond	1,091,410	191,410	300,000	300,000	0	0	0	300,000
<b>Total Funding</b>	<b>1,091,410</b>	<b>191,410</b>	<b>300,000</b>	<b>300,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>300,000</b>

**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 Assumptions** FY26 - Purchase of a new International Vac-Con Truck, \$600,000.

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

	Total	Prior Appr.	Budget Year 2026	Projected Capital Plan				
				2027	2028	2029	2030	Future
Project Costs:								
Equipment/Furniture	10,000	10,000	0	0	0	0	0	0
Vehicles	1,518,416	323,416	600,000	250,000	35,000	35,000	40,000	235,000
Total Cost	1,528,416	333,416	600,000	250,000	35,000	35,000	40,000	235,000
Funding Sources:								
Sewer Fund	1,528,416	333,416	600,000	250,000	35,000	35,000	40,000	235,000
Total Funding	1,528,416	333,416	600,000	250,000	35,000	35,000	40,000	235,000





Washington County

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