



LIVE. WORK. PLAY.



Washington County

M A R Y L A N D

Fiscal Year 2020 Ten Year Capital Improvement Plan

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Introduction



County Commissioners of Washington County



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



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



WAYNE K. KEEFER, a second-term County Commissioner, was appointed to fill a vacancy on the Board of County Commissioners on March 25, 2016 by Maryland Governor Lawrence J. Hogan, Jr., initially assumed office on April 5, 2016 and was subsequently elected to a full, four-year term in 2018. He is a lifelong resident of Hancock and a 2004 graduate of Hancock Middle-Senior High School. Mr. Keefer holds an A.S. degree in Management from Hagerstown Community College and a B.S. degree in Business Administration and an M.B.A. from Frostburg State University. He has over a decade of experience as a commercial banker and is currently a small business owner and an adjunct instructor with Frostburg State University and the University System of Maryland at Hagerstown.



CORT F. MEINELSCHMIDT, a first-term County Commissioner, was born and raised in Washington County. He served in the United States Navy as rescue swimmer for nearly seven years. On September 30, 2003, the Department of the Navy conferred upon Mr. Meinelschmidt, the Navy and Marine Corps Achievement Medal for "the superior performance of his duties" and "more notably, 15 lives saved." He has worked in the financial services business since 2004 and is currently the CEO of Sentinel Capital Solutions, where he is active in the day-to-day research and trading of Sentinel's investment portfolios. Mr. Meinelschmidt is very active in the community serving on non-profit boards and as a coach to Washington County Special Olympics Swim Team.



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

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VISION

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

MISSION

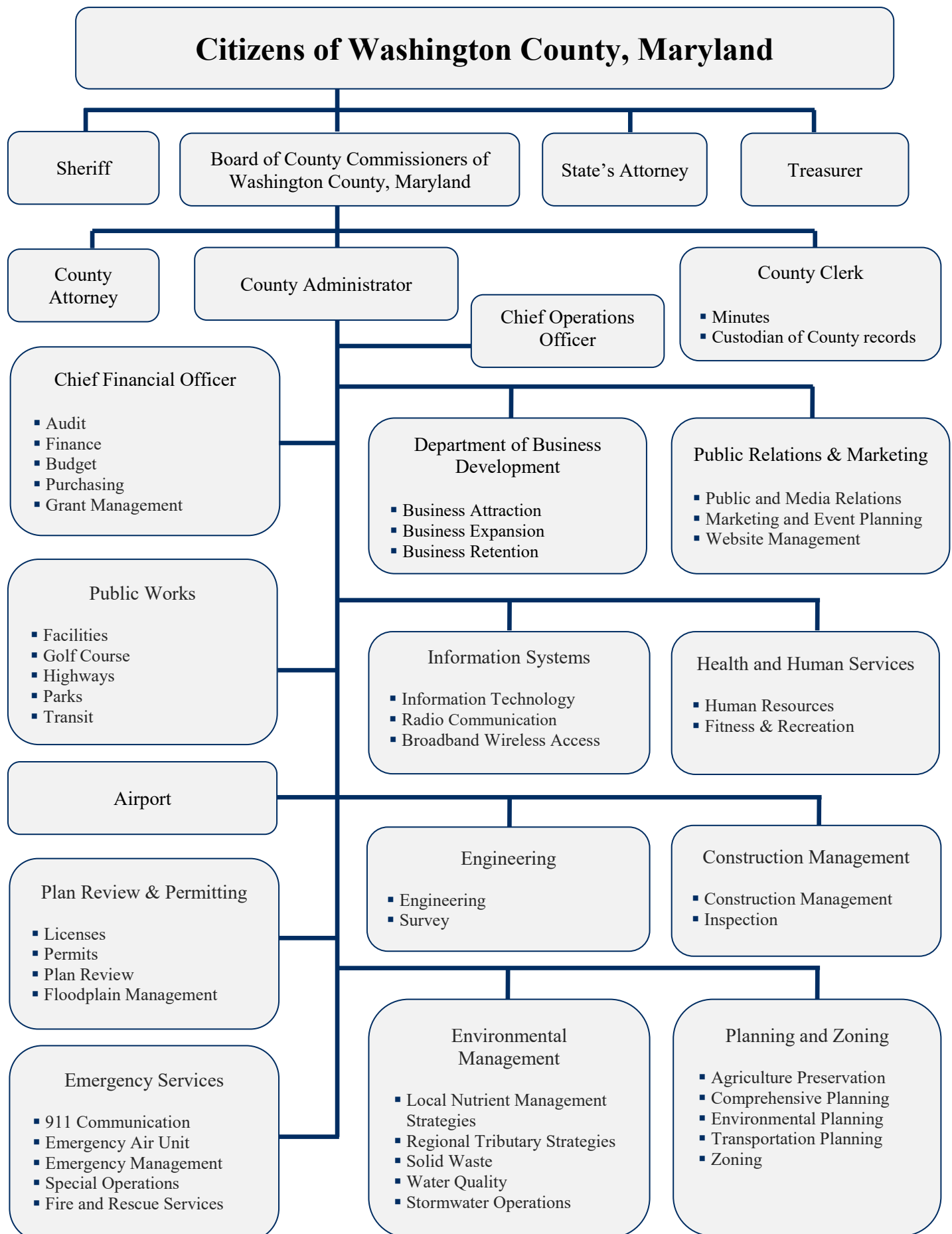
Supporting and strengthening individual and community self-reliance and responsibility;

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

Protecting the environment and cultural resources we share and;

Planning for future urbanization and a culturally diverse population.

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Community Profile

Location

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



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

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

Culture and Recreation

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

Some of Washington County's major local attractions include:



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

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

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



The Maryland Theatre

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

Form of Government

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

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

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

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

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

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

Services

Transportation

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

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

Hospital and Medical Care

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

Meritus Medical Center, which opened in 2010, is a state-of-the-art, Joint Commission-accredited hospital with 257 licensed beds in single-patient rooms. Services offered include a special care nursery, a level III trauma program, a primary stroke center, a wound center, and a cardiac diagnostic laboratory. Hospital services that address outpatient needs include the John R. Marsh Cancer Center, Total Rehab Care, Meritus Endocrinology Specialists, Meritus Home Health, Meritus Medical Laboratory and Equipped for Life.

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

The Washington County Health Department, which provides various health services to the citizens of Washington County, employs a total of 187 full-time and part-time personnel in five divisions.

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

Safety

The Washington County Sheriff's Office, the Maryland State Police, and municipal police agencies provide police protection in Washington County. The Sheriff's Office has 101 sworn personnel and 97 radio dispatched vehicles. The Sheriff's Office is responsible for the operation of the Detention Center, which has a capacity of 450 inmates. In October 2016, a Day Reporting Center opened that provides treatment services to non-violent offenders with drug and/or alcohol addictions. The State Police has 35 troopers assigned to the local barrack, which is located just south of Hagerstown. The Hagerstown Police Department has a full-time force of 110 officers. The Hancock Police Department employs five full-time officers. In addition, the Smithsburg Police Department employs four officers and the Boonsboro Police Department employs five police officers.

The County's Division of Emergency Services ("DES") oversees Emergency Communication/911, Emergency Management, Fire Department Special Operations, Fire Department Support Services, and the Emergency Medical Services Operations Program. DES is led by a full-time career director and five full-time department heads who oversee the daily operational components of Emergency Services in Washington County. The division has 104 full-time and part-time personnel working directly within the division and approximately 40 volunteers who provide dedicated service to the citizens of Washington County.

Environmental Management

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

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

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

Department of Business Development

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

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

The DBD has formed strategic partnerships with such organizations as the Md Department of Commerce, The City of Hagerstown, the Washington County Chamber of Commerce, the Greater Hagerstown Committee, Inc., and Washington County Convention & Visitors Bureau, in order to better serve the needs of business in Washington County. The DBD was actively involved in Washington County 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	147,734
2017	150,926
2020 projected	148,000
2025 projected	157,400
2030 projected	166,000

Sources: U.S. Census Bureau 1980, 1990, 2000, 2010, 2018; Projections by the Maryland Department of Planning 2018

County Income

Per Capita Income	\$ 46,522
Median Household Income	\$ 58,260
Average Household Income	\$ 75,383

Sources: U.S. Dept. of Commerce, Bureau of Economic Analysis (2018); U.S. Census Bureau, 2013-2017 American Community Survey

Housing

2017 Median Selling Price

Washington County	\$ 190,088
Maryland	\$ 293,930

Source: Maryland Association of Realtors.

Households

Number of Households	55,999
Number of Family Households	37,413
Number of Non-family Households	18,586

Source: U.S. Census Bureau, 2013-2017 American Community Survey

Population Statistics

Age:	19 & under	24.30%
	20-64 (workforce age)	59.60%
	65 & older	16.10%
	Median Age	40.6
Gender:	Male	50.80%
	Female	49.20%
Race:	White	82.90%
	Black	10.50%
	Other	6.60%

Source: U.S. Census Bureau, 2013-2017 American Community Survey

Education Facilities in Washington County

Higher Education:

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

Primary Education:

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

Pupil/Teacher Ratio: 16:1

Public Enrollment: 22,682

39 Private Schools

Source: Washington County Board of Education

County Water Quality Systems

	<u>Total # of Services</u>
Full Service Water	1,342
Full Service Sewer	7,224
Collection Service Sewer	3,796
Total	12,362

Source: Washington County Department of Budget and Finance

County Building Permits (000s)

	<u>Number</u>	<u>Value</u>
Residential New	245	\$59,441
Other Permits	1,104	\$138,376
Total	1,349	\$197,817

Source: Washington County Department of Permitting

County Employment Statistics

Civilian Labor Force	76,194
Employed	72,670
Unemployed	3,524
Unemployment Rate	4.63%
State Average	4.14%

Source: MD Department of Labor, Licensing & Regulation 2018

Top 15 Employers in Washington County

	<u>Employer</u>	<u>Employment</u>
1	Washington County Public Schools	3,396
2	Meritus Health, Inc.	2,740
3	Citi	2,300
4	First Data	2,185
5	State of Maryland	2,030
6	Washington County Government	1,401
7	Volvo Group	1,300
8	FedEx Ground	900
9	Hagerstown Community College	890
10	Bowman Group, LLP	745
11	Federal Government	582
12	Merkle Response Services, Inc.	545
13	ARC of Washington County	500
14	Direct Mail Processors	500
15	City of Hagerstown	486

Source: Maryland Department of Commerce

County Business Patterns

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

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

**Top 20 Largest Taxpayers in Washington County
as of June 30, 2018
Ranked by Assessed Value**

	<u>Taxpayer</u>	<u>Assessed Value</u>
1	PR Valley Limited Ptsp	\$ 107,712,977
2	Outlet Village of Hagerstown	100,127,900
3	Potomac Edison	88,841,890
4	FedEx Ground Package System Inc.	71,782,460
5	Liberty Property Limited	71,489,467
6	Bowman Group	68,574,967
7	Washington Real Estate	56,375,700
8	Western Hagerstown Dist. Center	46,368,600
9	Walmart Stores/Wal-Mart R.E./Sam's R.E./Sam's East	45,858,930
10	LCN STP Hagerstown LLC	44,144,200
11	254 Hagerstown/Citigroup/Citicorp	41,815,963
12	2007 East Greencastle Pike	39,647,300
13	Verizon-Maryland	35,899,280
14	Intelsat Global Service LLC	33,707,310
15	Ghattas Enterprises Maugans Ave	33,437,980
16	Cortpark II LLC	32,936,300
17	Lowe's Home Centers Inc	32,046,190
18	Mack Trucks Inc	31,962,370
19	Norfolk Southern Combined Rail	31,496,770
20	GPT Hagerstown Owner LLC	30,418,333

Source: Washington County Treasurer's Office

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

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Capital Improvement Plan Development

Capital Improvement Program

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

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

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

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

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

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

Capital Improvement Plan Process

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

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

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

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

Components of the Capital Program

Capital Project Definition

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

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

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

Capital Project Priority Ranking System

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

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

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

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

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

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

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

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

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

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

Capital Improvement Plan Funding Sources

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

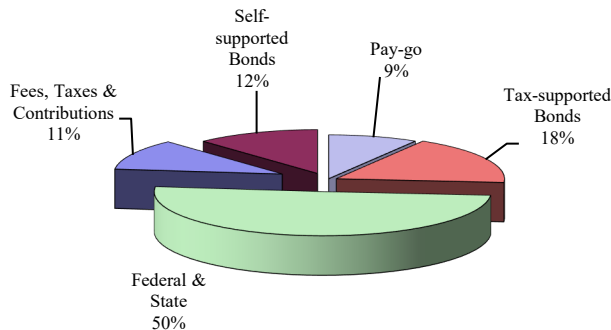
- Tax-Supported Bonds are General Obligation Bonds secured by the full faith and credit of the issuer. General Obligation Bonds issued by the County are secured by a pledge of the County's property taxing power, and must be authorized by legislative authority. The amount to be issued in this fiscal year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

Fiscal Year 2020 Overview

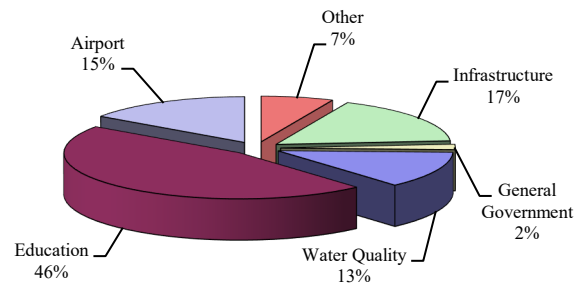
FY20 Capital Improvement Budget Overview

A graphic illustration of planned capital project distribution and funding sources for fiscal year 2020 is shown below. The fiscal year 2020 Capital Improvement Budget is funded mainly from: tax-supported and self-supported bonds, pay-go funds, Federal and State funds, and developer based fees.

Funding Sources



Capital Project Distribution



Operating Impact of Capital Improvement Projects

The operating impact of capital projects are reviewed and considered during the Capital Improvement Plan review process. Estimated new revenues and or operational efficiency savings associated with projects are also taken into consideration. The operating costs of the projects are identified and considered during the ranking evaluation. The operating costs of projects to be completed and in-service during the budget year are identified and justified as part of the operating budget process. Additions or eliminations of personnel, significant start-up costs, as well as operation and maintenance costs of the new facilities are included in the operating budget. These conservative operating cost estimates include: personnel, equipment maintenance, building maintenance, and other major costs anticipated at the completion of the project. An important consideration in the County's Capital Improvement Budget is the fiscal impact on the Operating Budget due to the additional debt service cost. Total debt service cost for fiscal 2020 is approximately \$22.2 million.

The ten-year operating budget impact for major projects approved in the fiscal year 2020 Capital Budget are presented in the project detail schedule located in the next section.

Debt Affordability Analysis

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

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

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

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

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

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

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

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

Ratio and Peer Group Median Comparisons								
Fiscal Year	Debt Per Capita		Debt as a Percent of FMV		Debt Service as a % of General Fund Revenue		Debt Service per Capita as a % of Income Per Capita	
	County Amount	Peer Group Median	County Ratio	Peer Group Median	County Ratio	Peer Group Median	County Ratio	Peer Group Median
2015	917	1,496	1.17%	1.68%	7.04%	8.96%	.24%	.34%
2016	933	1,661	1.16%	1.68%	6.36%	8.06%	.22%	.32%
2017	939	1,573	1.16%	1.56%	6.67%	8.98%	.22%	.33%
2018	952	1,614	1.17%	1.64%	6.59%	8.94%	.21%	.34%
2019 estimated	1,051	1,614	1.27%	1.64%	6.14%	8.94%	.19%	.34%
Policy		1,500		1.50%		8.00%		0.50%

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

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

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

Debt Capacity Analysis – Effect of Debt Issuance on Debt Ratios								
Fiscal Year	Debt Per Capita		Debt as a Percent of FMV		Debt Service as a % 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
2020	1,093	1,614	1.31%	1.64%	6.74%	8.94%	0.21%	0.34%
2021	1,124	1,614	1.33%	1.64%	7.16%	8.94%	0.22%	0.34%
2022	1,147	1,614	1.35%	1.64%	7.03%	8.94%	0.22%	0.34%
2023	1,172	1,614	1.36%	1.64%	7.23%	8.94%	0.22%	0.34%
2024	1,192	1,614	1.38%	1.64%	7.47%	8.94%	0.23%	0.34%
2025	1,206	1,614	1.38%	1.64%	7.65%	8.94%	0.24%	0.34%
2026	1,217	1,614	1.38%	1.64%	7.67%	8.94%	0.24%	0.34%
2027	1,226	1,614	1.38%	1.64%	7.70%	8.94%	0.24%	0.34%
Policy		1,500		1.50%		8.00%		0.50%

Debt Capacity Analysis – Effect of Debt Issuance on Debt Ratios								
Fiscal Year	Debt Per Capita		Debt as a Percent of FMV		Debt Service as a % of General Fund Revenue		Debt Service Per Capita as a % of Income Per Capita	
	Projected	Peer Group Median	Projected	Peer Group Median	Projected	Peer Group Median	Projected	Peer Group Median
2028	1,232	1,614	1.64%	1.56%	7.91%	8.94%	0.24%	0.34%
2029	1,234	1,614	1.64%	1.56%	7.36%	8.94%	0.23%	0.34%
2030	1,243	1,614	1.64%	1.56%	7.37%	8.94%	0.23%	0.34%
2031	1,251	1,614	1.64%	1.56%	7.68%	8.94%	0.24%	0.34%
2032	1,252	1,614	1.64%	1.56%	7.68%	8.94%	0.24%	0.34%
2033	1,251	1,614	1.64%	1.56%	7.69%	8.94%	0.24%	0.34%
2034	1,247	1,614	1.64%	1.56%	7.69%	8.94%	0.24%	0.34%
2035	1,242	1,614	1.64%	1.56%	7.69%	8.94%	0.24%	0.34%
2036	1,235	1,614	1.64%	1.56%	7.61%	8.94%	0.23%	0.34%
2037	1,226	1,614	1.64%	1.56%	7.59%	8.94%	0.23%	0.34%
2038	1,216	1,614	1.64%	1.56%	7.58%	8.94%	0.23%	0.34%
2039	1,204	1,614	1.64%	1.56%	7.56%	8.94%	0.23%	0.34%
Policy		1,500		1.50%		8.00%		0.50%

Credit Ratings

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

The County's current credit ratings are AA+ by Standard & Poor's, AA+ by Fitch and an Aa1 by Moody's Investors Service. The County's credit ratings reflect strong financial management, stable and growing property tax base, strong budgetary performance, strong financial policies, low debt burden, and sound reserve levels.

Changes in Economic Assumptions

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

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

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

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

Final Analysis

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

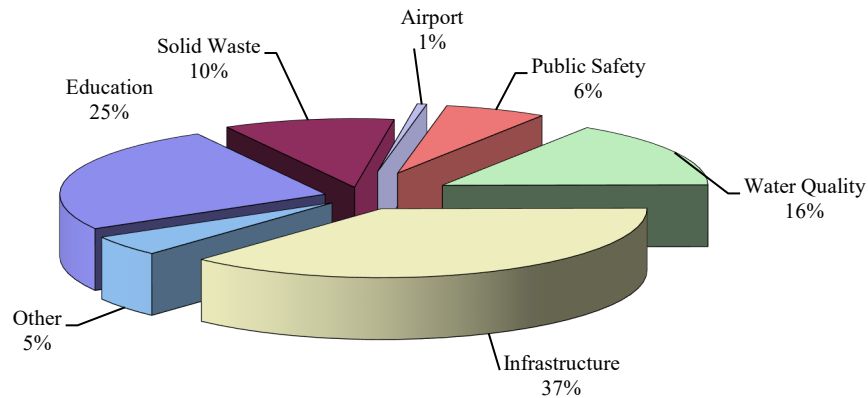
The estimated maximum debt capacity is not intended to be an absolute limit or a recommendation on the amount of debt that can be incurred. It should be used as a guide for better long-term financial planning and improving capital budgeting. Debt capacity estimates can assist long-term capital planning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

Outstanding Debt

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

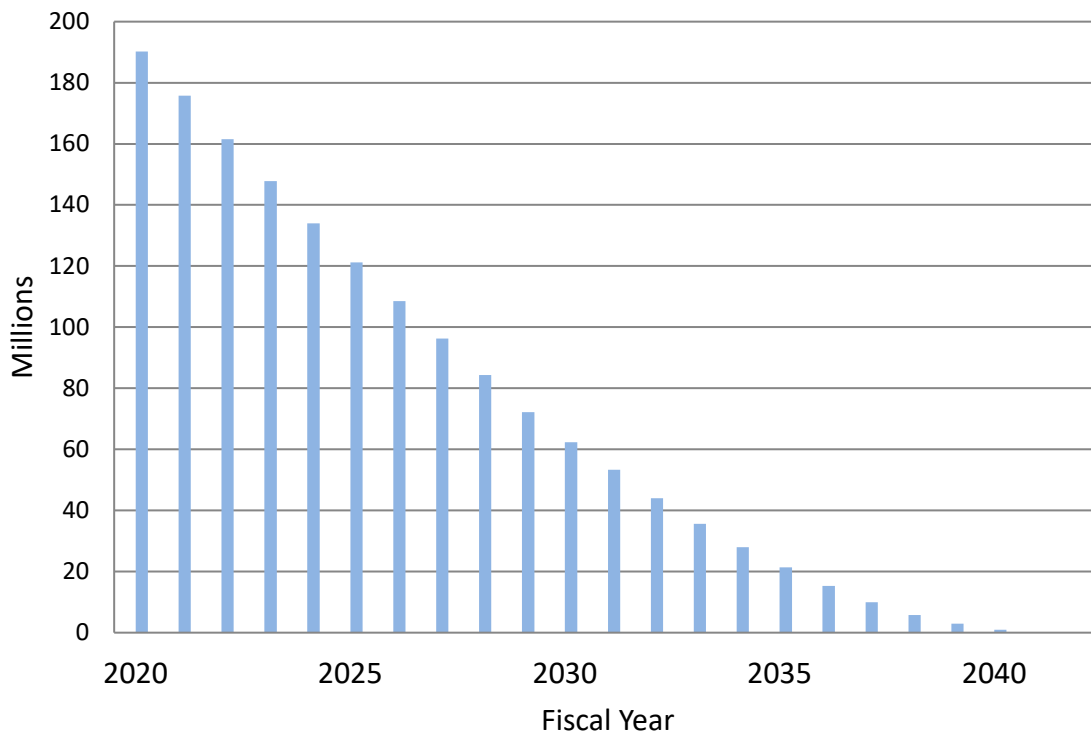
The following graph illustrates the percentage of total debt outstanding at June 30, 2019, by project category:

Percentage of Debt Outstanding by Project Category



The following graph illustrates the current outstanding debt at June 30, 2019.

Outstanding Debt



The table below shows the current outstanding balance at June 30, 2019, and the estimated impact of debt service on the Operating Budget for FY 2020.

Current Debt Balance and FY 2020 Principal and Interest Costs

Description	FY 2019 Balance	FY 2020 Principal	FY 2020 Interest	Total Debt Service
General Fund:				
2010 Ser A Public Improvement Bonds	1,112,246	548,156	25,146	573,302
2010 Ser B Build America Bonds	6,957,113	0	226,879	226,879
2010 Refunding Bonds	3,011,641	1,277,105	77,578	1,354,683
2011 Public Improvement Bonds	7,878,210	490,698	289,345	780,043
2012 Public Improvement Bonds	9,231,944	529,869	271,430	801,299
2012 Refunding Bonds	2,580,910	752,210	103,240	855,450
2013 Public Improvement Bonds	9,640,000	515,000	300,550	815,550
2013 Refunding Bonds	9,021,171	1,231,939	289,920	1,521,859
2014 Public Improvement Bonds	12,020,000	545,000	459,813	1,004,813
2015 Public Improvement Bonds	10,754,204	450,194	391,397	841,591
2015 Refunding Bonds	17,541,060	1,654,968	668,543	2,323,511
2016 Public Improvement Bonds	11,156,773	447,783	367,989	815,772
2016 Refunding Bonds	6,396,940	179,290	215,829	395,119
2017 Public Improvement Bonds	11,616,836	404,935	419,678	824,613
2018 Public Improvement Bonds	12,000,000	376,942	464,617	841,559
2019 Public Improvement Bonds	12,000,000	0	260,702	260,702
MD Water Quality Solid Waste Refinancing	834,934	310,890	8,349	319,239
MD Water Quality Resh Capping Ph 1	2,220,522	267,995	22,206	290,201
Total General Fund Existing Debt	\$ 145,974,504	\$ 9,982,974	\$ 4,863,211	\$ 14,846,185
2020 Planned Debt:	9,990,000			
2020 Public Improvement Bonds				
Total General Fund Debt	\$ 155,964,504	\$ 9,982,974	\$ 4,863,211	\$ 14,846,185
Solid Waste:				
2010 Ser A Public Improvement Bonds	440,270	216,981	9,953	226,934
2010 Ser B Build America Bonds	2,753,894	0	89,807	89,807
2010 Refunding Bonds	803,359	392,895	20,172	413,067
2011 Public Improvement Bonds	2,316,790	144,302	85,089	229,391
2012 Refunding Bonds	11,100	5,460	440	5,900
2013 Refunding Bonds	123,829	18,061	4,080	22,141
2015 Refunding Bonds	1,483,062	142,211	56,478	198,689
2016 Public Improvement Bonds	95,762	3,843	3,159	7,002
2016 Refunding Bonds	921,050	25,815	31,076	56,891
2017 Public Improvement Bonds	1,105,536	38,536	39,939	78,475
2018 Public Improvement Bonds	852,000	26,763	32,988	59,751
2019 Public Improvement Bonds	255,000	0	5,540	5,540
MD Water Quality 40 West Cell 3	811,319	139,906	8,925	148,831
MD Water Quality Solid Waste Refinancing	2,293,826	854,110	22,938	877,048
Total Solid Waste Existing Debt	\$ 14,266,800	\$ 2,008,880	\$ 410,580	\$ 2,419,470
2020 Planned Debt:	500,000			
2020 Public Improvement Bonds				

Current Debt Balance and FY 2020 Principal and Interest Costs

Description	FY 2019 Balance	FY 2020 Principal	FY 2020 Interest	Total Debt Service
Total Solid Waste Debt	\$ 14,766,800	\$ 2,008,880	\$ 410,580	\$ 2,419,470
Airport:				
2012 Refunding Bonds	472,990	97,330	18,920	116,250
Total Airport Existing Debt	\$ 472,990	\$ 97,330	\$ 18,920	\$ 116,250
Water Quality:				
1996 Series A Project & Refunding Bonds	566,145	566,148	1,683,855	2,250,003
2010 Ser A Public Improvement Bonds	192,484	94,863	4,351	99,214
2010 Ser B Build America Bonds	1,203,993	0	39,263	39,263
2012 Public Improvement Bonds	4,358,056	250,131	128,132	378,263
2015 Public Improvement Bonds	3,100,796	129,806	112,853	242,659
2015 Refunding Bonds	780,878	72,821	29,779	102,600
2016 Public Improvement Bonds	7,932,465	318,373	261,641	580,014
2016 Refunding Bonds	2,137,010	59,895	72,101	131,996
2017 Public Improvement Bonds	617,628	21,529	22,313	43,842
2018 Public Improvement Bonds	1,633,000	51,295	63,227	114,522
2019 Public Improvement Bonds	1,055,000	0	22,920	22,920
MD Water Quality Series BNR	414,979	205,740	7,055	212,795
MD Water Quality Pretreat. Refinancing 2004	1,786,063	420,000	7,144	427,144
MD Water Quality Halfway I & I	237,453	28,658	2,375	31,033
MD Water Quality Winebrenner	2,195,498	121,079	17,564	138,643
MD Water Quality Conococheague	1,784,798	65,316	9,257	74,573
Total Water Quality Existing Debt	\$ 29,996,246	\$ 2,405,654	\$ 2,483,830	\$ 4,889,484
2020 Planned Debt:	6,180,000			
2020 Public Improvement Bonds				
Total Water Quality Debt	\$ 36,176,246	\$ 2,405,654	\$ 2,483,830	\$ 4,889,484
Total Existing and 2020 Planned Debt	\$ 207,380,540	\$ 14,494,838	\$ 7,776,541	\$ 22,271,389

Bonded Limit Summary as of June 30, 2019

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, 2019, the unused authorization available for issuance of general obligation bonds was \$69,485,722.

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

Schedule of Legal Debt Margins – Department of Water Quality Estimated as of June 30, 2019	
Assessed Value of Property in Washington County	\$ 13,103,696,000
Debt Limit: % of Assessed Value	10%
Water Quality Borrowing Limitation	1,310,369,600
Water Quality Debt	29,533,831
Debt Margin	1,280,835,769
Ratio of Water Quality Debt to Assessed Value	.23%

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

Description	Fiscal Year		
	2018 Actual	2019 Budget	2020 Budget

Revenue (By Major Type):

Fees	\$ 3,563,596	\$ 2,600,000	\$ 2,900,000
Grants	10,499,706	18,263,000	28,429,000
Other	2,871	1,503,000	3,483,000
Bonds	17,018,802	13,407,000	16,669,000
Subtotal	31,084,975	35,773,000	51,481,000
Transfers	7,071,260	6,231,000	2,413,000
Capital Reserves	0	1,704,000	2,425,000
Total Revenue	38,156,235	43,708,000	56,319,000

Expenditures (By Function):

Education	1,055,737	21,891,000	26,057,000
Public Safety	1,230,009	3,624,000	1,956,000
General Government	2,153,516	1,602,000	1,036,000
Parks and Recreation	98,799	365,000	448,000
Water Quality	13,049,327	1,387,000	6,715,000
Roads/Infrastructure	12,578,565	12,326,000	9,612,000
Solid Waste	1,362,981	283,000	527,000
Transit System	508,542	375,000	1,353,000
Airport	1,207,533	1,815,000	8,615,000
Golf Course	46,904	40,000	0
Total Expenditures	33,291,913	43,708,000	56,319,000

Net Difference	2,571,374	0	0
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Project Detail of Major Projects – Fiscal Year 2020

Project Name	Project Description	Project Budget	Operating Impact
Sharpsburg Elem School Replacement	The project involves construction of 60,054 SF replacement building to support 473 students.	\$10,076,000	\$0
Urban Education Campus-BOE Component	This represents the Board's and State component of the intergovernmental partnership that supports the revitalization of the urban core of Hagerstown.	6,462,000	0
Center for Business and Entrepreneurial Studies	The project includes an extensive first floor renovation along with major building upgrades to create the Center for Business and Entrepreneurial Studies. The current building has large areas of space that was constructed for training in light manufacturing disciplines. As the market has changed, so has the demand for this type of space. The project will make these areas suitable for other purposes, including the creation of a business incubator. The renovation will create a lobby area, modern lab areas, classrooms and shared spaces for business incubation areas.	6,281,000	0
Runway 9/27 Rehabilitation	The project consists of the rehabilitation of 7,000' Runway 9/27.	6,000,000	0
Pavement Maintenance and Rehab Program	This project includes the modification of county-wide pavement maintenance program targeting rehabilitation of county highway pavement, as required. Techniques may include but not be limited to road reclamation, bituminous concrete overlay, crack sealing, and surface treatment. Individual projects will be determined on an annual basis consistent with the County's overall Pavement Management Program.	4,750,000	0
Capacity Management Project	Capacity Management has been expanded to include the following: Phase I – Construct a new regional pump station to service the Maugansville area. The new pump station will pump the sewage to the Cedar Lawn area where it will be discharged into the County's gravity collection system. Gravity lines will be constructed from the new station to Maugansville and Maugans Meadow's pump stations. Once the new station is on-line the existing Maugansville and Maugans Meadow's pump stations will be taken off-line. Phase II – Construct a new gravity line from the regional station to the Garden Spot pump station. At this time, the Garden Spot pump station will be taken off-line. Phase III – Construct a new gravity line from Garden Spot pump station to Freedom Hills pump station. At this time, the Freedom Hill pump station will be taken off-line.	3,180,000	0

Project Name	Project Description	Project Budget	Operating Impact
Smithsburg WWTP ENR Upgrade	The project will upgrade the facility to address Maryland Department of the Environment (MDE) strategy for Enhanced Nutrient Removal (ENR) and expand capacity to address growth needs of the area.	\$2,500,000	\$10,000
Passenger Terminal Hold Room Expansion	The project involves an Airport Passenger Terminal Hold Room expansion to increase passenger capacity.	2,400,000	2,000
Capital Maintenance - BOE	Projects vary depending on the conditions, safety, security, and utility requirements. The Comprehensive Maintenance Plan outlines specific projects over the next five years. Projects which qualify for State funding of 71% of construction costs are included here. Projects are targeted to reduce deferred maintenance.	1,615,000	0
Police & EMS Training Facility	As the need for police, fire, and emergency services continues to grow, the need for a facility for training emergency personnel grows as well. Such a facility would be centralized to the area, easily accessible, and utilized by state, county and local police departments, correctional guards, and security guards. Classroom training for fire and emergency services departments, that predominantly takes place currently in local fire houses, would be held in this facility. With the potential to utilize previously owned County property, the facility would allow for local law enforcement and Fire/EMS programs to migrate from the HCC facilities and have a designated public safety campus. The project would be constructed over several phases ranging from the main building to other necessary training structures.	1,500,000	\$500,000
CVT Instructional Facility Acquisition	The project calls for the purchase of 5 - 10 acres of land with an existing building of approximately 5,000 sq ft. that can be used for the Commercial Vehicle Training, Logistics, forklift training and the drone program. The ideal project should be near the interstate. The building will need to have space for two classrooms, three offices, a dock area and a forklift training area. A parking lot and driving surfaces will be needed to handle the large trucks.	1,400,000	0
Professional Boulevard Extended Phase II	The project involves the extension of Professional Court from a point 200 feet east of the proposed Antietam Creek Bridge (Project 1072) to Yale Drive Extended (Project 1093). The roadway length is approximately 2,700 feet. The project includes construction of a four lane closed section divided roadway that will connect into the roundabout intersection at Yale Drive.	1,235,000	3,000

Project Name	Project Description	Project Budget	Operating Impact
Fixed Route Bus Replacement Program	FY 20 - Replace three (3) fixed-route transit buses, Units 710 -712 which will become 724- 726 FY 22 - Replace two (2) fixed-route transit buses, Units 713 - 714 which will become 727 - 728 FY 28 - Replace nine (9) fixed-route transit buses, Units 715- 723 which will become 729 - 737. FY 30 - Replace three (3) fixed-route transit buses, Unit 724-726 which will become 738-740.	\$978,000	\$0
Stormwater Retrofits	This project includes the construction of SWM systems based on Best Management Practices such as bio-swales, bio-filters, permeable pavements, ponds, wetlands, etc. along roadways, in parks, and on other county properties to satisfy the National Pollutant Discharge Elimination Systems (NPDES) requirements established by the MDE.	894,000	0
Halfway Boulevard Extended	The project involves the construction of a new four-lane open section roadway, including a large culvert, connecting existing Halfway Boulevard to MD Route 63. Intersection improvements at Halfway Boulevard extended and MD Route 63 include a traffic signal.	749,000	2,000
Roxbury Road Bridge W5372	This project involves the replacement of an existing one lane, two span bridge with a two lane multiple span bridge. The existing bridge has flooding issues and is structurally deficient and functionally obsolete.	530,000	0
Highway - Vehicle & Equipment Replacement Program	This project will replace vehicles and heavy/specialized equipment for maintenance and construction activity.	500,000	0
Contingency - General Fund	This project serves as a reserve to provide for emergency or unanticipated expenditures for all categories.	500,000	0
40 West Truck Loading Facility	Rehabilitation and upgrades to the existing leachate pump station at 40 West Landfill to address concerns with aging infrastructure.	500,000	0
Pump Station Upgrades - Various Stations	The project includes electrical and equipment upgrades.	500,000	0

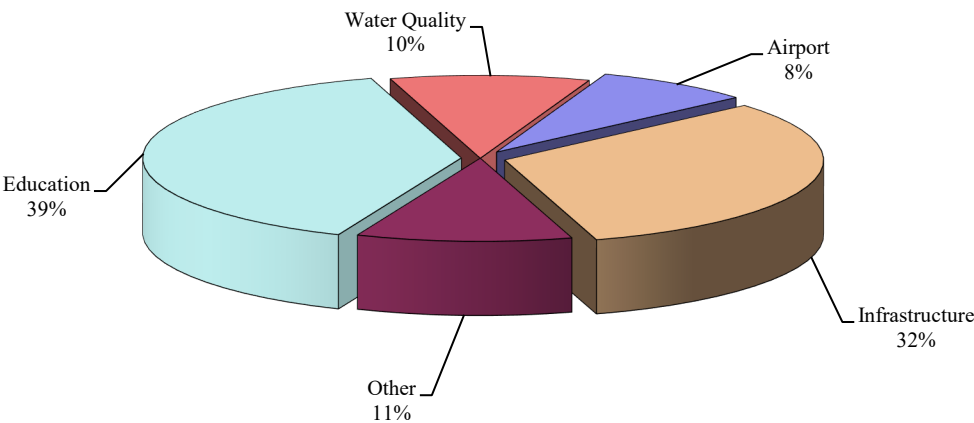
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Ten Year Summary

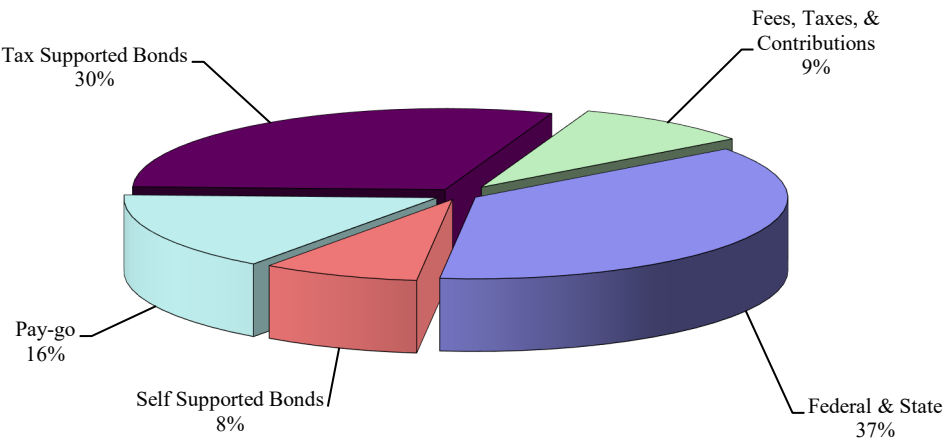
Ten Year Capital Improvement Plan Graphs

The following graphs illustrate the projects by category and the funding sources that are currently scheduled for FY2020 thru FY2029. The ‘Other’ category includes projects for: Parks & Recreation, Transit, General Government, and Public Safety. The ‘Education’ category includes projects for the Board of Education, the Hagerstown Community College, and Public Libraries. The total for all projects represented in the chart is \$365,336,000.

Project Categories for FY2020 thru FY2029



Funding Sources for FY2020 thru FY2029



Capital Improvement Ten Year Summary
Fiscal Year 2020 – 2029

Project	Total	Prior Appr.	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	Future
Project Costs									
Airport	36,429,279	7,182,279	8,615,000	2,415,000	1,328,000	1,763,000	3,029,000	1,608,000	10,489,000
Bridges	14,838,761	2,905,761	1,000,000	1,153,000	1,193,000	1,448,000	704,000	789,000	5,646,000
Drainage	16,825,265	3,595,265	1,128,000	1,012,000	1,543,000	1,321,000	1,621,000	1,313,000	5,292,000
Education	169,005,374	26,006,374	26,057,000	12,797,000	8,856,000	12,617,000	14,582,000	14,375,000	53,715,000
General Government	12,016,277	2,251,277	1,036,000	743,000	753,000	869,000	978,000	1,055,000	4,331,000
Parks & Recreation	6,304,990	370,990	448,000	450,000	300,000	300,000	300,000	346,000	3,790,000
Public Safety	23,421,805	7,986,805	1,956,000	2,133,000	2,320,000	2,262,000	1,078,000	1,016,000	4,670,000
Railroad Crossings	2,044,837	669,837	0	0	295,000	0	0	348,000	732,000
Road Improvement	108,232,239	18,566,239	7,484,000	9,886,000	9,010,000	7,484,000	7,921,000	8,956,000	38,925,000
Solid Waste	7,551,990	120,990	527,000	183,000	128,000	2,050,000	499,000	3,536,000	508,000
Transit	12,215,251	3,451,251	1,353,000	450,000	1,027,000	450,000	450,000	375,000	4,659,000
Water Quality	36,490,711	6,933,711	6,715,000	8,171,000	1,101,000	2,351,000	953,000	2,728,000	7,538,000
TOTAL	445,376,779	80,040,779	56,319,000	39,393,000	27,854,000	32,915,000	32,115,000	36,445,000	140,295,000
Funding Sources									
General Fund	56,667,392	15,867,392	1,500,000	2,400,000	3,400,000	3,500,000	4,000,000	4,500,000	21,500,000
Highway Fund	8,462,000	962,000	500,000	500,000	550,000	600,000	650,000	750,000	3,950,000
Solid Waste Fund	874,322	118,322	27,000	183,000	28,000	58,000	59,000	64,000	337,000
Utility Admin Fund	1,518,350	452,350	96,000	97,000	102,000	102,000	103,000	108,000	458,000
Water Fund	252,839	102,839	15,000	15,000	15,000	15,000	15,000	15,000	60,000
Sewer Fund	4,308,015	2,857,015	174,000	194,000	174,000	174,000	115,000	115,000	505,000
Airport Fund	1,049,220	303,220	101,000	72,000	73,000	111,000	69,000	90,000	230,000
Tax-Supported Bond	126,266,499	16,698,499	9,989,000	11,036,000	11,801,000	11,221,000	9,831,000	10,438,000	45,252,000
Self-Supported Bond	33,161,507	3,496,507	6,680,000	7,565,000	560,000	3,702,000	1,135,000	5,637,000	4,386,000
Transfer Tax	22,100,000	2,100,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	8,000,000
Excise Tax - Schools	4,620,000	770,000	385,000	385,000	385,000	385,000	385,000	385,000	1,540,000
Excise Tax - Roads	1,530,320	270,320	126,000	126,000	126,000	126,000	126,000	126,000	504,000
Excise Tax - Other	319,000	29,000	29,000	29,000	29,000	29,000	29,000	29,000	116,000
Excise Tax - Library	153,900	53,900	10,000	10,000	10,000	10,000	10,000	10,000	40,000
Excise Tax - Non-Residential	550,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	200,000
APFO Fees - Roads	300,000	0	300,000	0	0	0	0	0	0
Capital Reserve - General	5,920,000	1,404,000	2,300,000	1,127,000	689,000	400,000	0	0	0
Capital Reserve - Water	125,000	0	125,000	0	0	0	0	0	0
Federal Grant	50,472,490	13,257,490	9,114,000	5,206,000	3,588,000	1,746,000	3,024,000	1,594,000	12,943,000
State Grant	114,030,925	16,174,925	19,315,000	7,649,000	3,084,000	8,686,000	10,514,000	10,534,000	38,074,000
Contributions	12,695,000	5,073,000	3,483,000	749,000	1,190,000	0	0	0	2,200,000
TOTAL	445,376,779	80,040,779	56,319,000	39,393,000	27,854,000	32,915,000	32,115,000	36,445,000	140,295,000

Project Detail of Major Projects – Fiscal Years 2020-2029

Project Name	Project Description	Ten Year Project Budget
Pavement Maintenance and Rehab Program	This project includes the modification of county-wide pavement maintenance program targeting rehabilitation of county highway pavement, as required. Techniques may include but not be limited to road reclamation, bituminous concrete overlay, crack sealing, and surface treatment. Individual projects will be determined on an annual basis consistent with the County's overall Pavement Management Program.	\$50,250,000
Sharpsburg Elementary School- Replacement	The project involves construction of 60,054 SF replacement building to support 473 students.	16,267,000
Capital Maintenance - BOE	Projects vary depending on the conditions, safety, security, and utility requirements. The Comprehensive Maintenance Plan outlines specific projects over the next five years. Projects which qualify for State funding of 71% of construction costs are included here. Projects are targeted to reduce deferred maintenance.	15,173,000
Stormwater Retrofits	This project includes the construction of SWM systems based on Best Management Practices such as bio-swales, bio-filters, permeable pavements, ponds, wetlands, etc. along roadways, in parks, and on other county properties to satisfy the National Pollutant Discharge Elimination Systems (NPDES) requirements established by the MDE.	9,397,000
Highway - Vehicle & Equipment Replacement Program	This project will replace vehicles and heavy/specialized equipment for maintenance and construction activity.	9,250,000
Urban Education Campus- BOE Component	This represents the Board's and State component of the intergovernmental partnership that supports the revitalization of the urban core of Hagerstown.	8,932,000
Center for Business and Entrepreneurial Studies	The project includes an extensive first floor renovation along with major building upgrades to create the Center for Business and Entrepreneurial Studies. The current building has large areas of space that was constructed for training in light manufacturing disciplines. As the market has changed, so has the demand for this type of space. The project will make these areas suitable for other purposes, including the creation of a business incubator. The renovation will create a lobby area, modern lab areas, classrooms and shared spaces for business incubation areas.	7,690,000

Capital Improvement Ten Year Detail
Fiscal Year 2020 - 2029

Project	Total	Prior Appr.	Budget Year	Ten Year Capital Program					
			FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	Future
Project Costs									
Airport									
Passenger Terminal Hold Room Expansion	5,484,000	1,084,000	2,400,000	2,000,000	0	0	0	0	0
T-Hangar 1, 2, & 3 Replacement	410,000	103,000	0	32,000	33,000	28,000	34,000	35,000	145,000
Airport Roof Replacement Project	349,220	62,220	37,000	15,000	15,000	45,000	35,000	55,000	85,000
Hangar 21 Stairs	40,000	0	40,000	0	0	0	0	0	0
Airport Security System Enhancements	736,000	250,000	138,000	98,000	100,000	150,000	0	0	0
Capital Equipment - Airport	4,771,059	1,531,059	0	20,000	180,000	290,000	120,000	290,000	2,340,000
Land Acquisition-Airport	7,295,000	2,507,000	0	0	0	0	1,140,000	1,228,000	2,420,000
Runway 9/27 Rehabilitation	6,500,000	500,000	6,000,000	0	0	0	0	0	0
Airport Environmental Assessment	2,145,000	1,145,000	0	0	0	1,000,000	0	0	0
Proposed Taxiway S	1,180,000	0	0	0	0	0	0	0	1,180,000
Runway 9 MALSR	1,484,000	0	0	0	0	0	0	0	1,484,000
Snow Removal Equipment Storage Building Expansion	1,950,000	0	0	0	0	250,000	1,700,000	0	0
Taxiway H Rehabilitation	1,250,000	0	0	250,000	1,000,000	0	0	0	0
Taxiway G Rehabilitation	1,920,000	0	0	0	0	0	0	0	1,920,000
Taxiway T Construction	915,000	0	0	0	0	0	0	0	915,000
Airport Total	36,429,279	7,182,279	8,615,000	2,415,000	1,328,000	1,763,000	3,029,000	1,608,000	10,489,000
Bridges									
Bridge Inspection and Inventory	627,500	60,500	175,000	0	22,000	0	171,000	0	199,000
Roxbury Road Bridge W5372	3,144,077	2,614,077	530,000	0	0	0	0	0	0
Bridge Scour Repairs	263,184	31,184	0	0	0	0	0	0	232,000
Halfway Boulevard Bridges W0912	2,112,000	115,000	0	1,007,000	990,000	0	0	0	0
Keefer Road Bridge 15/20	231,000	85,000	0	146,000	0	0	0	0	0
Back Road Culvert 11/03	295,000	0	295,000	0	0	0	0	0	0
Appletown Road Bridge W2184	479,000	0	0	0	0	0	0	0	479,000
Ashton Road Culvert 04/06	399,000	0	0	0	0	0	0	0	399,000
Bowie Road Culvert	305,000	0	0	0	0	0	0	0	305,000
Burnside Bridge Road Culvert 01/03	329,000	0	0	0	0	0	114,000	215,000	0
Draper Road Culvert 04/07	36,000	0	0	0	0	0	0	0	36,000
Draper Road Culvert 04/08	36,000	0	0	0	0	0	0	0	36,000
Frog Eye Road Culvert 11/06	652,000	0	0	0	0	266,000	386,000	0	0
Greenspring Furnace Road Culvert 15/15	398,000	0	0	0	87,000	311,000	0	0	0

Project	Total	Prior Appr.	Budget Year	Ten Year Capital Program					
			FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	Future
Gruber Road Bridge 04/10	10,000	0	0	0	0	0	0	0	10,000
Harpers Ferry Road Culvert 11/02	541,000	0	0	0	0	0	33,000	508,000	0
Henline Road Culvert 05/05	465,000	0	0	0	0	0	0	0	465,000
Hoffman's Inn Road Culvert 05/06	313,000	0	0	0	0	0	0	0	313,000
Kretsinger Road Culvert 14/01	316,000	0	0	0	31,000	285,000	0	0	0
Lanes Road Culvert 15/12	317,000	0	0	0	32,000	285,000	0	0	0
Long Hollow Road Culvert 05/07	316,000	0	0	0	0	0	0	66,000	250,000
Mercersburg Road Culvert 04/16	384,000	0	0	0	0	0	0	0	384,000
Mooreville Road Culvert 15/21	355,000	0	0	0	0	0	0	0	355,000
Remsburg Road Culvert	287,000	0	0	0	0	0	0	0	287,000
Rinehart Road Culvert 14/03	332,000	0	0	0	31,000	301,000	0	0	0
Stone Masonry Bridge Repairs	270,000	0	0	0	0	0	0	0	270,000
Taylors Landing Road Bridge W7101	1,179,000	0	0	0	0	0	0	0	1,179,000
Willow Road Culvert 05/10	323,000	0	0	0	0	0	0	0	323,000
Yarrowsburg Road Bridge W6191	124,000	0	0	0	0	0	0	0	124,000
Bridges Total	14,838,761	2,905,761	1,000,000	1,153,000	1,193,000	1,448,000	704,000	789,000	5,646,000
Drainage									
Stream Restoration at Various Locations	1,731,782	594,782	0	351,000	0	0	381,000	0	405,000
Stormwater Retrofits	12,397,483	3,000,483	894,000	586,000	1,009,000	945,000	962,000	979,000	4,022,000
Chestnut Grove Road Drainage	84,000	0	84,000	0	0	0	0	0	0
Crestwood Drive Culvert	75,000	0	75,000	0	0	0	0	0	0
Drainage Improvements at Various Locations	750,000	0	75,000	75,000	75,000	75,000	75,000	75,000	300,000
Broadfording Church Road Culvert	231,000	0	0	0	231,000	0	0	0	0
Draper Road Drainage Improvements	509,000	0	0	0	0	0	0	259,000	250,000
Harpers Ferry Road Drainage, 3600 Block	376,000	0	0	0	75,000	301,000	0	0	0
Shank Road Drainage	153,000	0	0	0	153,000	0	0	0	0
Trego Mountain Road Drainage	315,000	0	0	0	0	0	0	0	315,000
University Road Culvert	203,000	0	0	0	0	0	203,000	0	0
Drainage Total	16,825,265	3,595,265	1,128,000	1,012,000	1,543,000	1,321,000	1,621,000	1,313,000	5,292,000
Board of Education									
Capital Maintenance - BOE	19,685,882	4,512,882	1,615,000	1,558,000	1,500,000	1,500,000	1,500,000	1,500,000	6,000,000

Project	Total	Prior Appr.	Budget Year		Ten Year Capital Program				
			FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	Future
Sharpsburg Elementary School Replacement	26,728,000	10,461,000	10,076,000	6,191,000	0	0	0	0	0
Elementary School 1	40,203,000	0	0	0	3,565,000	9,030,000	12,571,000	12,181,000	2,856,000
Elementary School 2	34,997,000	0	0	0	0	0	0	0	34,997,000
Urban Education Campus-BOE Component	19,318,000	10,386,000	6,462,000	2,470,000	0	0	0	0	0
Board of Education Total	140,931,882	25,359,882	18,153,000	10,219,000	5,065,000	10,530,000	14,071,000	13,681,000	43,853,000
<u>Hagerstown Community College</u>									
Student Center Parking Lot	696,000	483,000	213,000	0	0	0	0	0	0
Center for Business and Entrepreneurial Studies	7,690,000	0	6,281,000	1,409,000	0	0	0	0	0
ARCC Air Conditioning	2,727,000	0	0	0	0	0	0	305,000	2,422,000
ATC Operations Building	5,400,000	0	0	0	0	0	0	0	5,400,000
Campus Road & Parking Lot Overlays	2,000,000	0	0	0	0	0	0	0	2,000,000
CVT Instructional Facility Acquisition	2,400,000	0	1,400,000	0	1,000,000	0	0	0	0
CVT Renovation/Construction Project	2,500,000	0	0	0	97,000	1,523,000	501,000	379,000	0
LRC Exterior Metal Panel System and Roof Replacement	1,703,000	0	0	1,149,000	0	554,000	0	0	0
Hagerstown Community College Total	25,116,000	483,000	7,894,000	2,558,000	1,097,000	2,077,000	501,000	684,000	9,822,000
<u>Public Libraries</u>									
Systemic Projects - Library	131,492	41,492	0	10,000	10,000	10,000	10,000	10,000	40,000
Hancock Public Library Replacement	2,826,000	122,000	10,000	10,000	2,684,000	0	0	0	0
Public Libraries Total	2,957,492	163,492	10,000	20,000	2,694,000	10,000	10,000	10,000	40,000
<u>General Government</u>									
Cost of Bond Issuance	1,176,600	143,600	99,000	98,000	98,000	99,000	98,000	99,000	442,000
Contingency - General Fund	1,474,305	449,305	500,000	25,000	25,000	50,000	50,000	75,000	300,000
Systemic Improvements - Building	2,310,707	337,707	196,000	197,000	197,000	196,000	196,000	196,000	795,000
Facilities Roof Repairs	1,360,000	0	100,000	130,000	130,000	100,000	100,000	150,000	650,000
Information Systems Replacement Program	1,215,871	305,871	100,000	50,000	70,000	90,000	100,000	100,000	400,000
Financial System Management & Upgrades	550,516	238,516	0	32,000	33,000	34,000	34,000	35,000	144,000
County Wireless Infrastructure	129,422	107,422	11,000	11,000	0	0	0	0	0
Accela Software Upgrade	38,351	8,351	30,000	0	0	0	0	0	0
General - Equipment and Vehicle Replacement Program	3,760,505	660,505	0	200,000	200,000	300,000	400,000	400,000	1,600,000
General Government Total	12,016,277	2,251,277	1,036,000	743,000	753,000	869,000	978,000	1,055,000	4,331,000

Project	Total	Prior Appr.	Budget Year	Ten Year Capital Program					
			FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	Future
<u>Parks & Recreation</u>									
BR Capital Equipment Program	224,000	44,000	0	20,000	20,000	20,000	20,000	20,000	80,000
Ag Center Garage Doors	15,000	0	15,000	0	0	0	0	0	0
Ag Center Kitchen Equipment Replacement	60,000	0	60,000	0	0	0	0	0	0
Tennis Court Resurfacing	272,990	42,990	0	30,000	30,000	30,000	30,000	30,000	80,000
Ag Center Track Upgrades	50,000	0	50,000	0	0	0	0	0	0
Park Equipment/Surfacing Replacement, Various Locations	1,592,000	92,000	150,000	150,000	150,000	150,000	150,000	150,000	600,000
Parking Lot Repair/Overlay, Various Locations	1,245,000	192,000	153,000	100,000	100,000	100,000	100,000	100,000	400,000
Marty Snook Park Fence Upgrades	20,000	0	20,000	0	0	0	0	0	0
Doubs Woods Equipment Storage Building	150,000	0	0	150,000	0	0	0	0	0
North Central County Park	2,676,000	0	0	0	0	0	0	46,000	2,630,000
Parks & Recreation Total	6,304,990	370,990	448,000	450,000	300,000	300,000	300,000	346,000	3,790,000
<u>Public Safety</u>									
Detention Center - Systemic Projects	2,489,571	689,571	0	200,000	200,000	200,000	200,000	200,000	800,000
Police & EMS Training Facility	11,500,000	5,800,000	1,500,000	1,400,000	1,400,000	1,400,000	0	0	0
Communication Tower(s) Various	655,345	141,345	50,000	0	110,000	0	114,000	0	240,000
Motorola Portable Radio Replacement Program	1,250,000	104,000	106,000	108,000	110,000	112,000	114,000	116,000	480,000
Law Enforcement - Vehicle & Equipment Replacement Program	6,104,706	629,706	300,000	400,000	450,000	500,000	550,000	600,000	2,675,000
Emergency Services Equipment & Vehicle Program	1,422,183	622,183	0	25,000	50,000	50,000	100,000	100,000	475,000
Public Safety Total	23,421,805	7,986,805	1,956,000	2,133,000	2,320,000	2,262,000	1,078,000	1,016,000	4,670,000
<u>Railroad Crossings</u>									
Railroad Crossing Improvements	2,044,837	669,837	0	0	295,000	0	0	348,000	732,000
Railroad Crossings Total	2,044,837	669,837	0	0	295,000	0	0	348,000	732,000
<u>Road Improvement</u>									
Transportation ADA	1,111,450	351,450	0	82,000	83,000	84,000	86,000	87,000	338,000
Pavement Maintenance and Rehab Program	58,556,194	8,306,194	4,750,000	4,750,000	4,750,000	5,000,000	5,000,000	5,000,000	21,000,000
Longmeadow Road	810,000	0	0	0	0	0	0	810,000	0
Eastern Boulevard Extended	7,850,000	0	0	0	0	0	0	677,000	7,173,000
Eastern Boulevard Widening Phase II	5,672,300	2,691,300	0	1,854,000	1,127,000	0	0	0	0

Project	Total	Prior Appr.	Budget Year		Ten Year Capital Program				
			FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	Future
Professional Boulevard Extended Phase II	4,309,200	2,824,200	1,235,000	250,000	0	0	0	0	0
Valley Mall Area Road Improvements Phase II	992,000	0	250,000	0	0	0	742,000	0	0
Professional Boulevard Extended Phase III	1,203,000	0	0	0	0	0	900,000	303,000	0
Showalter Road Extended East	2,251,000	510,000	0	0	0	0	0	0	1,741,000
Halfway Boulevard Extended	5,972,000	2,323,000	749,000	2,000,000	900,000	0	0	0	0
Bucky Avenue	355,000	0	0	0	0	0	0	0	355,000
Burnside Bridge Road Spot Improvements	544,000	0	0	0	0	0	0	0	544,000
Colonel Henry Douglas Drive Extended Phase II	800,000	0	0	0	0	0	0	0	800,000
E. Oak Ridge Drive/South Pointe Signal	461,000	0	0	0	0	0	0	111,000	350,000
Mt Aetna Road Spot Improvements	1,399,000	0	0	0	0	0	0	0	1,399,000
Professional Boulevard Extended - Phase IV	800,000	0	0	0	0	0	0	800,000	0
Rockdale Road and Independence Road Spot Improvements	1,225,000	0	0	0	0	0	0	0	1,225,000
Wright Road	2,750,000	0	0	100,000	1,250,000	1,400,000	0	0	0
Highway - Vehicle & Equipment Replacement Program	10,324,095	1,074,095	500,000	850,000	900,000	1,000,000	1,000,000	1,000,000	4,000,000
Highway Western Section - Fuel Tank Replacement	847,000	486,000	0	0	0	0	193,000	168,000	0
Road Improvement Total	108,232,239	18,566,239	7,484,000	9,886,000	9,010,000	7,484,000	7,921,000	8,956,000	38,925,000
<u>Solid Waste</u>									
Contingency - Solid Waste	399,000	87,000	0	0	0	30,000	30,000	35,000	217,000
40 West Truck Loading Facility	500,000	0	500,000	0	0	0	0	0	0
Close Out Cap - Rubblefill	2,092,000	0	0	0	100,000	1,992,000	0	0	0
SW Equipment & Vehicle Replacement	321,990	33,990	27,000	27,000	28,000	28,000	29,000	29,000	120,000
40 West Landfill - Cell 5 Construction	4,083,000	0	0	0	0	0	440,000	3,472,000	171,000
City/County Groundwater Investigation	156,000	0	0	156,000	0	0	0	0	0
Solid Waste Total	7,551,990	120,990	527,000	183,000	128,000	2,050,000	499,000	3,536,000	508,000
<u>Transit</u>									
Vehicle Preventive Maintenance	4,207,251	457,251	375,000	375,000	375,000	375,000	375,000	375,000	1,500,000
Fixed Route Bus Replacement Program	7,558,000	2,994,000	978,000	0	652,000	0	0	0	2,934,000
ADA Bus Replacement	450,000	0	0	75,000	0	75,000	75,000	0	225,000
Transit Total	12,215,251	3,451,251	1,353,000	450,000	1,027,000	450,000	450,000	375,000	4,659,000

Project	Total	Prior Appr.	Budget Year	Ten Year Capital Program					
			FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	Future
<u>Water Quality</u>									
Utility Administration									
General Building Improvements	1,206,310	242,310	0	0	0	0	370,000	594,000	0
Lab Equipment Replacement	288,581	57,581	21,000	22,000	22,000	22,000	23,000	23,000	98,000
WQ Equip/Vehicle Replacement Program	1,137,459	302,459	75,000	75,000	80,000	80,000	80,000	85,000	360,000
Utility Administration Total	2,632,350	602,350	96,000	97,000	102,000	102,000	473,000	702,000	458,000
Wastewater Utility									
Replace Grinder Pumps	818,531	33,531	40,000	60,000	80,000	80,000	80,000	80,000	365,000
Pen Mar/ Highfield/ Cascade Septic Tank Pumping and Replacement	115,000	35,000	40,000	40,000	0	0	0	0	0
Pump Station Upgrades - Various Stations	3,862,557	1,574,557	500,000	0	0	153,000	0	0	1,635,000
Collection System Rehabilitation Project	4,052,235	697,235	0	275,000	560,000	0	0	870,000	1,650,000
Capacity Management Project	8,800,542	1,280,542	3,180,000	4,340,000	0	0	0	0	0
Smithsburg WWTP ENR Upgrade	7,403,387	1,903,387	2,500,000	3,000,000	0	0	0	0	0
Heavy Sewer EQP and VEH Replacement	918,972	332,972	94,000	94,000	94,000	94,000	35,000	35,000	140,000
Potomac Edison Pump Station & Force Main	1,700,000	0	0	0	0	0	0	0	1,700,000
General WwTP Improvements	1,350,000	0	0	0	0	250,000	250,000	300,000	550,000
Wastewater Utility Total	29,021,224	5,857,224	6,354,000	7,809,000	734,000	577,000	365,000	1,285,000	6,040,000
Water Utility									
Sharpsburg Water Meter Cradle Replacement	1,000,000	0	250,000	250,000	250,000	250,000	0	0	0
Water Meter Replacement	252,839	102,839	15,000	15,000	15,000	15,000	15,000	15,000	60,000
Mt Aetna Water System Improvements	729,000	130,000	0	0	0	599,000	0	0	0
Sharpsburg Water Treatment Plant	794,000	204,000	0	0	0	0	0	0	590,000
General WTP Improvements	859,298	37,298	0	0	0	242,000	0	290,000	290,000
Highfield/Sharpsburg Water Storage Tank	336,000	0	0	0	0	0	0	336,000	0
WQ Main Replacement	866,000	0	0	0	0	566,000	100,000	100,000	100,000
Water Utility Total	4,837,137	474,137	265,000	265,000	265,000	1,672,000	115,000	741,000	1,040,000
Water Quality Total	36,490,711	6,933,711	6,715,000	8,171,000	1,101,000	2,351,000	953,000	2,728,000	7,538,000
TOTAL	445,376,779	80,040,779	56,319,000	39,393,000	27,854,000	32,915,000	32,115,000	36,445,000	140,295,000

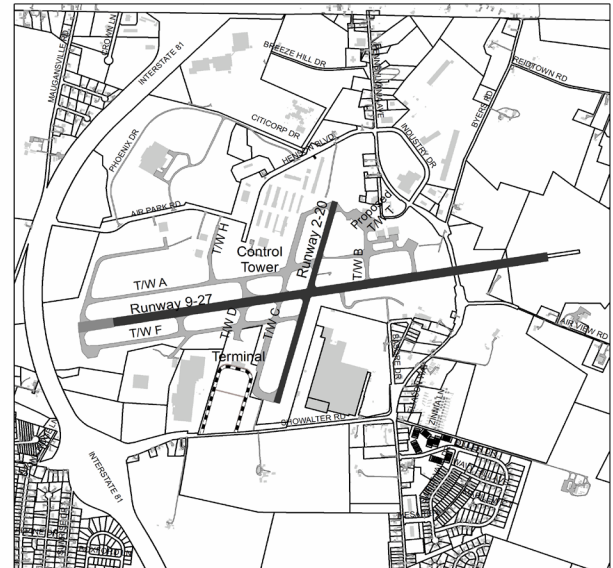
Project	Total	Prior Appr.	Budget Year	Ten Year Capital Program					
			FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	Future
Funding Sources									
General Fund	56,667,392	15,867,392	1,500,000	2,400,000	3,400,000	3,500,000	4,000,000	4,500,000	21,500,000
Highway Fund	8,462,000	962,000	500,000	500,000	550,000	600,000	650,000	750,000	3,950,000
Solid Waste Fund	874,322	118,322	27,000	183,000	28,000	58,000	59,000	64,000	337,000
Utility Admin Fund	1,518,350	452,350	96,000	97,000	102,000	102,000	103,000	108,000	458,000
Water Fund	252,839	102,839	15,000	15,000	15,000	15,000	15,000	15,000	60,000
Sewer Fund	4,308,015	2,857,015	174,000	194,000	174,000	174,000	115,000	115,000	505,000
Airport Fund	1,049,220	303,220	101,000	72,000	73,000	111,000	69,000	90,000	230,000
Tax-Supported Bond	126,266,499	16,698,499	9,989,000	11,036,000	11,801,000	11,221,000	9,831,000	10,438,000	45,252,000
Self-Supported Bond	33,161,507	3,496,507	6,680,000	7,565,000	560,000	3,702,000	1,135,000	5,637,000	4,386,000
Transfer Tax	22,100,000	2,100,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	8,000,000
Excise Tax - Schools	4,620,000	770,000	385,000	385,000	385,000	385,000	385,000	385,000	1,540,000
Excise Tax - Roads	1,530,320	270,320	126,000	126,000	126,000	126,000	126,000	126,000	504,000
Excise Tax - Other	319,000	29,000	29,000	29,000	29,000	29,000	29,000	29,000	116,000
Excise Tax - Library	153,900	53,900	10,000	10,000	10,000	10,000	10,000	10,000	40,000
Excise Tax - Non-Residential	550,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	200,000
APFO Fees - Roads	300,000	0	300,000	0	0	0	0	0	0
Capital Reserve - General	5,920,000	1,404,000	2,300,000	1,127,000	689,000	400,000	0	0	0
Capital Reserve - Water	125,000	0	125,000	0	0	0	0	0	0
Federal Grant	50,472,490	13,257,490	9,114,000	5,206,000	3,588,000	1,746,000	3,024,000	1,594,000	12,943,000
State Grant	114,030,925	16,174,925	19,315,000	7,649,000	3,084,000	8,686,000	10,514,000	10,534,000	38,074,000
Contributions	12,695,000	5,073,000	3,483,000	749,000	1,190,000	0	0	0	2,200,000
TOTAL	445,376,779	80,040,779	56,319,000	39,393,000	27,854,000	32,915,000	32,115,000	36,445,000	140,295,000

Airport

Airport
Capital Improvement Ten Year Summary
Fiscal Year 2020 - 2029

Page	Project	Total	Prior Appr.	Budget Year		Ten Year Capital Program				
				FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	Future
Project Costs										
<u>Airport</u>										
44	Passenger Terminal Hold Room Expansion	5,484,000	1,084,000	2,400,000	2,000,000	0	0	0	0	0
45	T-Hangar 1, 2, & 3 Replacement	410,000	103,000	0	32,000	33,000	28,000	34,000	35,000	145,000
46	Airport Roof Replacement Project	349,220	62,220	37,000	15,000	15,000	45,000	35,000	55,000	85,000
47	Hangar 21 Stairs	40,000	0	40,000	0	0	0	0	0	0
48	Airport Security System Enhancements	736,000	250,000	138,000	98,000	100,000	150,000	0	0	0
49	Capital Equipment - Airport	4,771,059	1,531,059	0	20,000	180,000	290,000	120,000	290,000	2,340,000
50	Land Acquisition-Airport	7,295,000	2,507,000	0	0	0	0	1,140,000	1,228,000	2,420,000
51	Runway 9/27 Rehabilitation	6,500,000	500,000	6,000,000	0	0	0	0	0	0
52	Airport Environmental	2,145,000	1,145,000	0	0	0	1,000,000	0	0	0
53	Proposed Taxiway S	1,180,000	0	0	0	0	0	0	0	1,180,000
54	Runway 9 MALSR	1,484,000	0	0	0	0	0	0	0	1,484,000
55	Snow Removal Equipment Storage Building Expansion	1,950,000	0	0	0	0	250,000	1,700,000	0	0
56	Taxiway H Rehabilitation	1,250,000	0	0	250,000	1,000,000	0	0	0	0
57	Taxiway G Rehabilitation	1,920,000	0	0	0	0	0	0	0	1,920,000
58	Taxiway T Construction	915,000	0	0	0	0	0	0	0	915,000
Airport Total		36,429,279	7,182,279	8,615,000	2,415,000	1,328,000	1,763,000	3,029,000	1,608,000	10,489,000
Funding Sources										
	General Fund	1,245,151	355,151	0	0	59,000	78,000	148,000	92,000	513,000
	Airport Fund	1,049,220	303,220	101,000	72,000	73,000	111,000	69,000	90,000	230,000
	Capital Reserve - General	518,000	0	400,000	118,000	0	0	0	0	0
	Federal Grant	31,259,408	6,012,408	7,600,000	2,025,000	1,062,000	1,386,000	2,664,000	1,294,000	9,216,000
	State Grant	2,347,500	511,500	504,000	200,000	134,000	188,000	148,000	132,000	530,000
	Contributions	10,000	0	10,000	0	0	0	0	0	0
		36,429,279	7,182,279	8,615,000	2,415,000	1,328,000	1,763,000	3,029,000	1,608,000	10,489,000

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



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

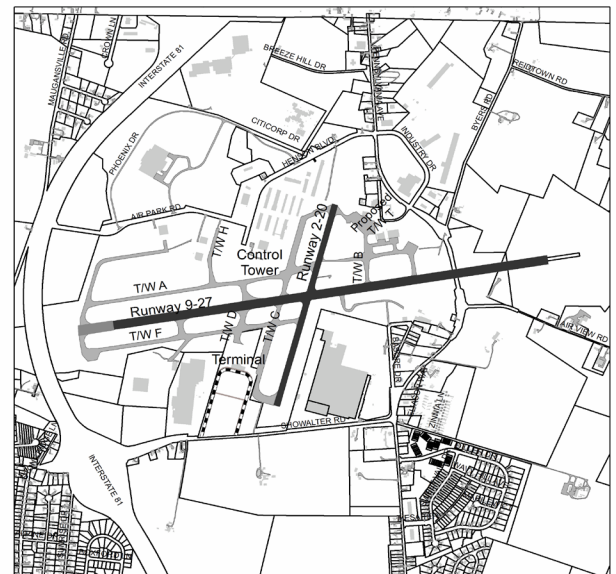
Project Assumptions Grant funding approved:
90% FAA share
5% State share
5% Local share

A FFA discretionary grant has been approved.

Project Justification The current security hold room is configured to accommodate up to 150 passengers. We currently host service from Allegiant using A320 aircraft configured to accommodate 186 passengers. It is our desire to add on to the existing hold room and increase the capacity to plan for current and future needs..

	Total	Prior Appr.	2020	2021	2022	2023	2024	2025	Future
<u>Project Costs:</u>									
Construction	5,282,000	882,000	2,400,000	2,000,000	0	0	0	0	0
Engineering and Design	202,000	202,000	0	0	0	0	0	0	0
Total Cost	5,484,000	1,084,000	2,400,000	2,000,000	0	0	0	0	0
<u>Funding Sources:</u>									
General Fund	54,000	54,000	0	0	0	0	0	0	0
Capital Reserve – General	200,000	0	100,000	100,000	0	0	0	0	0
Federal Grant	4,976,000	976,000	2,200,000	1,800,000	0	0	0	0	0
State Grant	254,000	54,000	100,000	100,000	0	0	0	0	0
Total Funding	5,484,000	1,084,000	2,400,000	2,000,000	0	0	0	0	0

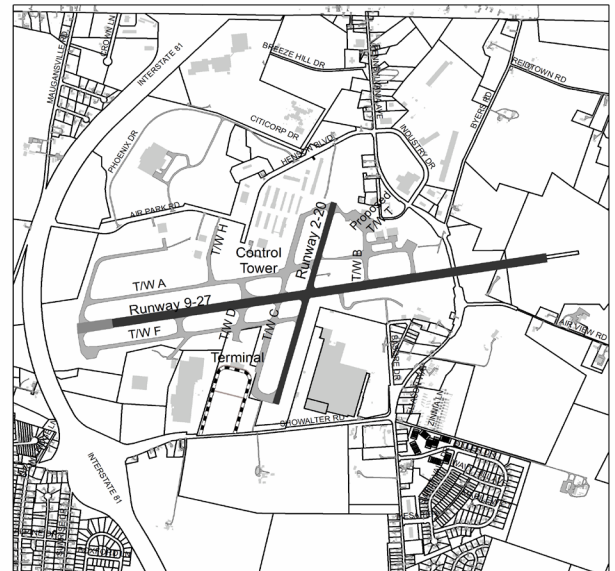
Project Title	T-Hangar 1, 2 and 3 Replacement
Project ID	BLD087
Full-time Employees	0
Operating Costs	\$0



Project Description	This project includes the demolition of existing T-hangars and the construction of new replacement T-hangars 1, 2 and 3. The total building size is 38,400 SF.
Project Assumptions	The project assumes a pre-engineered metal building. It is not anticipated that Federal Aviation Administration funding will be available for this project. Local and airport funds will be contributed each year to build up funds until the total requirement is achieved.
Project Justification	Existing buildings were built between 1963 and 1965 and have exceeded their useful life expectancy. Buildings have stone floors, and wood structural members. Doors are nonelectric manual open which is problematic and creates a continual maintenance problem.

	Total	Prior Appr.	2020	2021	2022	2023	2024	2025	Future
<u>Project Costs:</u>									
Construction	328,000	103,000	0	0	0	11,000	34,000	35,000	145,000
Engineering and Design	82,000	0	0	32,000	33,000	17,000	0	0	0
Total Cost	410,000	103,000	0	32,000	33,000	28,000	34,000	35,000	145,000
<u>Funding Sources:</u>									
Airport Fund	410,000	103,000	0	32,000	33,000	28,000	34,000	35,000	145,000
Total Funding	410,000	103,000	0	32,000	33,000	28,000	34,000	35,000	145,000

Project Title	Airport Roof Replacement Project
Project ID	BLD088
Full-time Employees	0
Operating Costs	\$0



Project Description	Project will replace or refurbish various roof systems at the airport.
Project Assumptions	FY2020 2 nd half of Hangar 18 Roof coating system and Shingle replacement for 14225 Basore Dr. Funding will be provided through Airport Operations Budget.
Project Justification	An ongoing roof replacement/rehabilitation plan is necessary for all airport facilities. Airport will contribute funds on an annual basis to provide for this replacement plan.

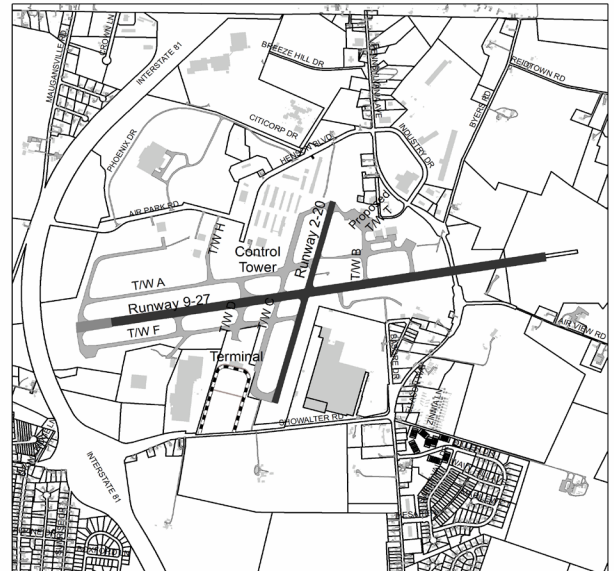
	Total	Prior Appr.	2020	2021	2022	2023	2024	2025	Future
<u>Project Costs:</u>									
Construction	349,220	62,220	37,000	15,000	15,000	45,000	35,000	55,000	85,000
Total Cost	349,220	62,220	37,000	15,000	15,000	45,000	35,000	55,000	85,000
<u>Funding Sources:</u>									
Airport Fund	349,220	62,220	37,000	15,000	15,000	45,000	35,000	55,000	85,000
Total Funding	349,220	62,220	37,000	15,000	15,000	45,000	35,000	55,000	85,000

Project Title Hangar 21 Stairs

Project ID BLD099

Full-time Employees 0

Operating Costs \$0



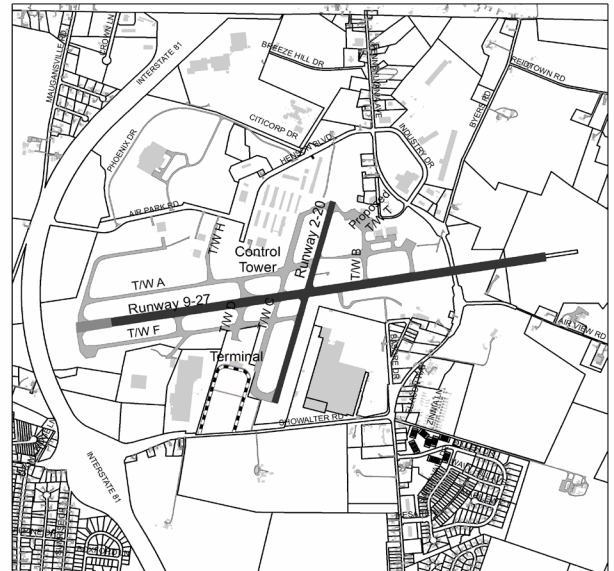
Project Description The project will design and construct an exterior stairway to provide public access to 2nd floor office space.

Project Assumptions Royal Aircraft will pay \$10,000 upon completion of the project.

Project Justification The stairs will provide safe public access to 2nd floor offices to expand Royal Aircraft or provide other potential businesses office space.

	Total	Prior Appr.	2020	2021	2022	2023	2024	2025	Future
<u>Project Costs:</u>									
Construction	40,000	0	40,000	0	0	0	0	0	0
Total Cost	40,000	0	40,000	0	0	0	0	0	0
<u>Funding Sources:</u>									
Airport Fund	30,000	0	30,000	0	0	0	0	0	0
Contributions	10,000	0	10,000	0	0	0	0	0	0
Total Funding	40,000	0	40,000	0	0	0	0	0	0

Project Title	Airport Security System Enhancements
Project ID	COM026
Full-time Employees	0
Operating Costs	\$0



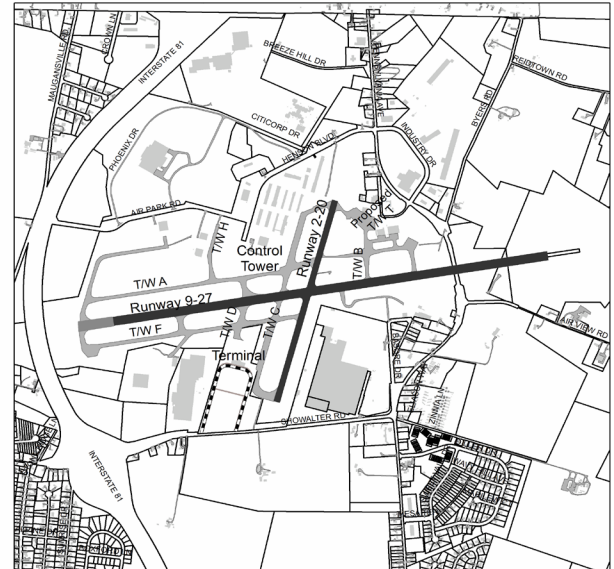
Project Description	The airport has developed a phased security system upgrade and replacement program for the airport security and Virtual Perimeter Monitoring System.
Project Assumptions	Maryland Aviation Administration Funding is anticipated in FY2020: 75% MAA share 25% Local share
Project Justification	Technology, hardware and software is ever-changing and in order to keep up with the changes, constant upgrades and replacements will need to be made.

	Total	Prior Appr.	2020	2021	2022	2023	2024	2025	Future
<u>Project Costs:</u>									
Construction	736,000	250,000	138,000	98,000	100,000	150,000	0	0	0
Total Cost	736,000	250,000	138,000	98,000	100,000	150,000	0	0	0
<u>Funding Sources:</u>									
Airport Fund	185,000	63,000	34,000	25,000	25,000	38,000	0	0	0
State Grant	551,000	187,000	104,000	73,000	75,000	112,000	0	0	0
Total Funding	736,000	250,000	138,000	98,000	100,000	150,000	0	0	0

Project Title **Capital Equipment - Airport****Project ID** EQP031**Full-time Employees** 0**Operating Costs** \$0**Project Description** There are no planned purchases for FY20. Future acquisitions are based on the Airport Equipment Replacement Program**Project Assumptions** Future equipment will be acquired pending FAA grant funding as follows:
90% FAA share
5% MAA share
5% Local shareMaryland Aviation Administration (MAA) Special Project grant funding:
75% MAA share
25% Local share**Project Justification** The Airport maintains an inventory of specialized heavy equipment and vehicles, including lawn maintenance equipment. Each year, the equipment is identified if replacement is necessary based on age and life expectancy. The goal of the replacement program is to balance replacement costs versus maintenance costs. In line with objectives of a well-managed organization, the Airport strives to establish an equipment replacement program that will set the equipment replacement cycle in line with best practices, minimizing maintenance costs.

	Total	Prior Appr.	2020	2021	2022	2023	2024	2025	Future
Project Costs:									
Equipment/Furniture	4,771,059	1,531,059	0	20,000	180,000	290,000	120,000	290,000	2,340,000
Total Cost	4,771,059	1,531,059	0	20,000	180,000	290,000	120,000	290,000	2,340,000
Funding Sources:									
General Fund	281,151	102,151	0	0	9,000	15,000	6,000	31,000	118,000
Capital Reserve - General	5,000	0	0	5,000	0	0	0	0	0
Federal Grant	4,172,408	1,363,408	0	0	162,000	261,000	108,000	189,000	2,089,000
State Grant	312,500	65,500	0	15,000	9,000	14,000	6,000	70,000	133,000
Total Funding	4,771,059	1,531,059	0	20,000	180,000	290,000	120,000	290,000	2,340,000

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



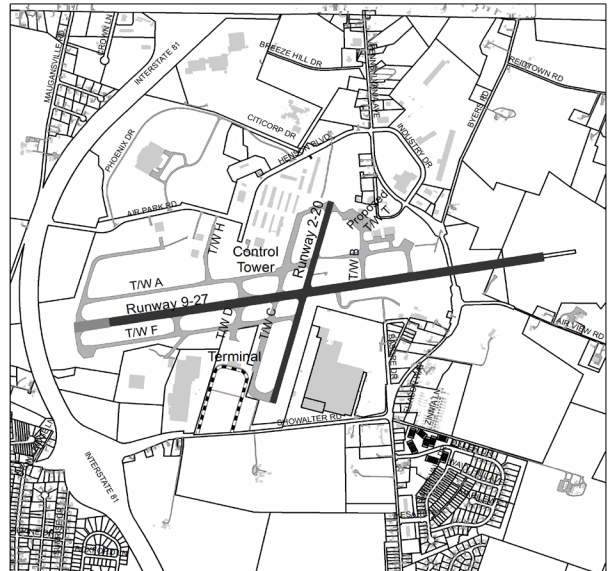
Project Description This project is for land acquisition to promote future economic development of the Airport.

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

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

	Total	Prior Appr.	2020	2021	2022	2023	2024	2025	Future
Project Costs:									
Land Acquisition	7,295,000	2,507,000	0	0	0	0	1,140,000	1,228,000	2,420,000
Total Cost	7,295,000	2,507,000	0	0	0	0	1,140,000	1,228,000	2,420,000
Funding Sources:									
General Fund	363,000	125,000	0	0	0	0	57,000	61,000	120,000
Federal Grant	6,565,000	2,256,000	0	0	0	0	1,026,000	1,105,000	2,178,000
State Grant	367,000	126,000	0	0	0	0	57,000	62,000	122,000
Total Funding	7,295,000	2,507,000	0	0	0	0	1,140,000	1,228,000	2,420,000

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



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

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

It is anticipated that the airport would receive discretionary grants from FAA to fund this project. The project will not start until FAA funding is acquired.

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

	Total	Prior Appr.	2020	2021	2022	2023	2024	2025	Future
Project Costs:									
Construction	6,000,000	0	6,000,000	0	0	0	0	0	0
Engineering and Design	500,000	500,000	0	0	0	0	0	0	0
Total Cost	6,500,000	500,000	6,000,000	0	0	0	0	0	0
Funding Sources:									
General Fund	25,000	25,000	0	0	0	0	0	0	0
Capital Reserve - General	300,000	0	300,000	0	0	0	0	0	0
Federal Grant	5,850,000	450,000	5,400,000	0	0	0	0	0	0
State Grant	325,000	25,000	300,000	0	0	0	0	0	0
Total Funding	6,500,000	500,000	6,000,000	0	0	0	0	0	0

Project Title	Airport Environmental Assessment
Project ID	STY022
Full-time Employees	0
Operating Costs	\$0



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

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

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

	Total	Prior Appr.	2020	2021	2022	2023	2024	2025	Future
<u>Project Costs:</u>									
Planning	2,145,000	1,145,000	0	0	0	1,000,000	0	0	0
Total Cost	2,145,000	1,145,000	0	0	0	1,000,000	0	0	0
<u>Funding Sources:</u>									
General Fund	99,000	49,000	0	0	0	50,000	0	0	0
Airport Fund	75,000	75,000	0	0	0	0	0	0	0
Federal Grant	1,867,000	967,000	0	0	0	900,000	0	0	0
State Grant	104,000	54,000	0	0	0	50,000	0	0	0
Total Funding	2,145,000	1,145,000	0	0	0	1,000,000	0	0	0

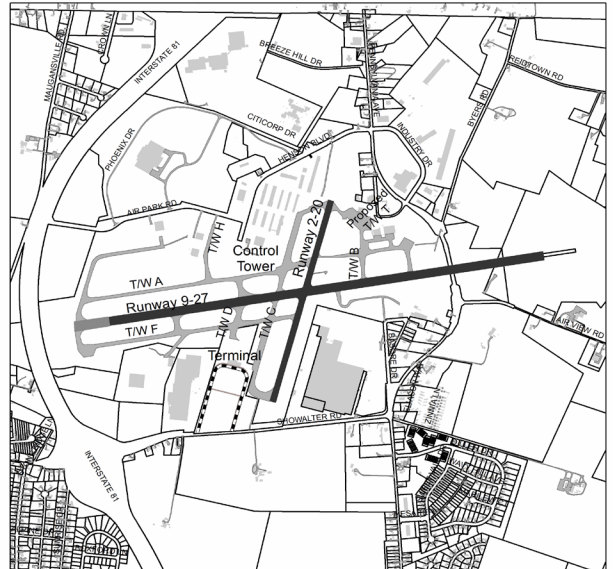
Project Title **Proposed Taxiway S****Full-time Employees** 0**Operating Costs** \$0

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

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

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

	Total	Prior Appr.	2020	2021	2022	2023	2024	2025	Future
Project Costs:									
Engineering and Design	1,180,000	0	0	0	0	0	0	0	1,180,000
Total Cost	1,180,000	0	0	0	0	0	0	0	1,180,000
Funding Sources:									
General Fund	59,000	0	0	0	0	0	0	0	59,000
Federal Grant	1,062,000	0	0	0	0	0	0	0	1,062,000
State Grant	59,000	0	0	0	0	0	0	0	59,000
Total Funding	1,180,000	0	0	0	0	0	0	0	1,180,000

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

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

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

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

	Total	Prior Appr.	2020	2021	2022	2023	2024	2025	Future
<u>Project Costs:</u>									
Construction	1,240,000	0	0	0	0	0	0	0	1,240,000
Engineering and Design	244,000	0	0	0	0	0	0	0	244,000
Total Cost	1,484,000	0	0	0	0	0	0	0	1,484,000
<u>Funding Sources:</u>									
General Fund	74,000	0	0	0	0	0	0	0	74,000
Federal Grant	1,336,000	0	0	0	0	0	0	0	1,336,000
State Grant	74,000	0	0	0	0	0	0	0	74,000
Total Funding	1,484,000	0	0	0	0	0	0	0	1,484,000

Operating Costs	\$1,500
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Project Assumptions	Pending grant funding approval: 90% FAA share 5% MAA share 5% Local share
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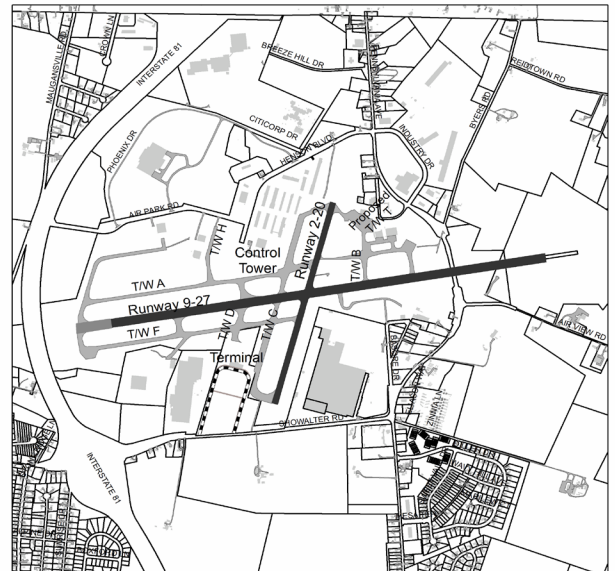
Project Justification	The existing facility is filled to capacity. Future FAA approved Snow Removal Equipment plans allow for the addition of snow removal vehicles. The addition to the facility is required to accommodate the additional vehicles.
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	Total	Prior Appr.	2020	2021	2022	2023	2024	2025	Future
<u>Project Costs:</u>									
Construction	1,700,000	0	0	0	0	0	1,700,000	0	0
Engineering and Design	250,000	0	0	0	0	250,000	0	0	0
Total Cost	1,950,000	0	0	0	0	250,000	1,700,000	0	0
<u>Funding Sources:</u>									
General Fund	98,000	0	0	0	0	13,000	85,000	0	0
Federal Grant	1,755,000	0	0	0	0	225,000	1,530,000	0	0
State Grant	97,000	0	0	0	0	12,000	85,000	0	0
Total Funding	1,950,000	0	0	0	0	250,000	1,700,000	0	0

Project Title **Taxiway H Rehabilitation**

Full-time Employees 0

Operating Costs \$0

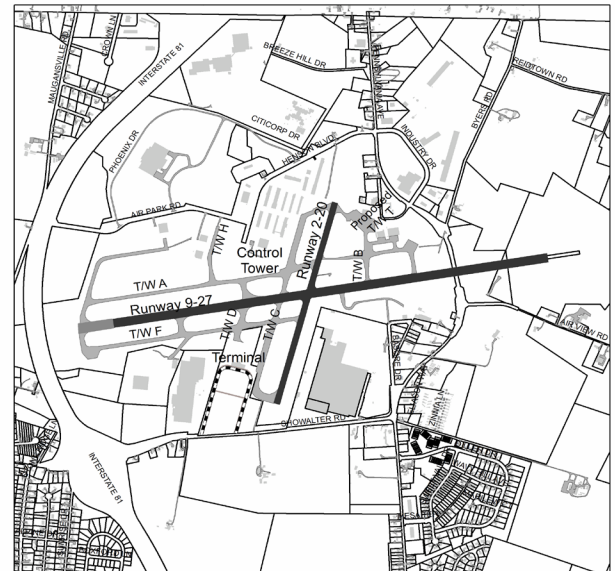


Project Description Taxiway H will be in need of total rehabilitation.

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

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

	Total	Prior Appr.	2020	2021	2022	2023	2024	2025	Future
Project Costs:									
Construction	1,000,000	0	0	0	1,000,000	0	0	0	0
Engineering and Design	250,000	0	0	250,000	0	0	0	0	0
Total Cost	1,250,000	0	0	250,000	1,000,000	0	0	0	0
Funding Sources:									
General Fund	50,000	0	0	0	50,000	0	0	0	0
Capital Reserve - General	13,000	0	0	13,000	0	0	0	0	0
Federal Grant	1,125,000	0	0	225,000	900,000	0	0	0	0
State Grant	62,000	0	0	12,000	50,000	0	0	0	0
Total Funding	1,250,000	0	0	250,000	1,000,000	0	0	0	0

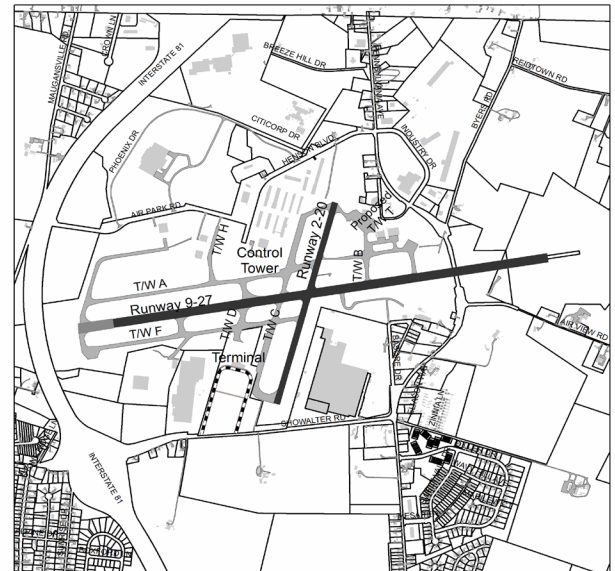
Project Title Taxiway G Rehabilitation**Full-time Employees** 0**Operating Costs** \$0

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

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

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

	Total	Prior Appr.	2020	2021	2022	2023	2024	2025	Future
<u>Project Costs:</u>									
Construction	1,440,000	0	0	0	0	0	0	0	1,440,000
Engineering and Design	480,000	0	0	0	0	0	0	0	480,000
Total Cost	1,920,000	0	0	0	0	0	0	0	1,920,000
<u>Funding Sources:</u>									
General Fund	96,000	0	0	0	0	0	0	0	96,000
Federal Grant	1,728,000	0	0	0	0	0	0	0	1,728,000
State Grant	96,000	0	0	0	0	0	0	0	96,000
Total Funding	1,920,000	0	0	0	0	0	0	0	1,920,000

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

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

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

	Total	Prior Appr.	2020	2021	2022	2023	2024	2025	Future
<u>Project Costs:</u>									
Construction	756,000	0	0	0	0	0	0	0	756,000
Engineering and Design	159,000	0	0	0	0	0	0	0	159,000
Total Cost	915,000	0	0	0	0	0	0	0	915,000
<u>Funding Sources:</u>									
General Fund	46,000	0	0	0	0	0	0	0	46,000
Federal Grant	823,000	0	0	0	0	0	0	0	823,000
State Grant	46,000	0	0	0	0	0	0	0	46,000
Total Funding	915,000	0	0	0	0	0	0	0	915,000

Bridges

Bridges
Capital Improvement Ten Year Summary
Fiscal Year 2020 – 2029

Page	Project	Total	Prior Appr.	Budget Year FY 2020	FY 2021	FY 2022	Ten Year Capital Program			Future
							FY 2023	FY 2024	FY 2025	
Project Costs										
<u>Bridges</u>										
60	Bridge Inspection and Inventory	627,500	60,500	175,000	0	22,000	0	171,000	0	199,000
61	Roxbury Road Bridge W5372	3,144,077	2,614,077	530,000	0	0	0	0	0	0
62	Bridge Scour Repairs	263,184	31,184	0	0	0	0	0	0	232,000
63	Halfway Boulevard Bridges W0912	2,112,000	115,000	0	1,007,000	990,000	0	0	0	0
64	Keefer Road Bridge 15/20	231,000	85,000	0	146,000	0	0	0	0	0
65	Back Road Culvert 11/03	295,000	0	295,000	0	0	0	0	0	0
66	Appletown Road Bridge W2184	479,000	0	0	0	0	0	0	0	479,000
67	Ashton Road Culvert 04/06	399,000	0	0	0	0	0	0	0	399,000
68	Bowie Road Culvert	305,000	0	0	0	0	0	0	0	305,000
69	Burnside Bridge Road Culvert 01/03	329,000	0	0	0	0	0	114,000	215,000	0
70	Draper Road Culvert 04/07	36,000	0	0	0	0	0	0	0	36,000
71	Draper Road Culvert 04/08	36,000	0	0	0	0	0	0	0	36,000
72	Frog Eye Road Culvert 11/06	652,000	0	0	0	0	266,000	386,000	0	0
73	Greenspring Furnace Road Culvert 15/15	398,000	0	0	0	87,000	311,000	0	0	0
74	Gruber Road Bridge 04/10	10,000	0	0	0	0	0	0	0	10,000
75	Harpers Ferry Road Culvert 11/02	541,000	0	0	0	0	0	33,000	508,000	0
76	Henline Road Culvert 05/05	465,000	0	0	0	0	0	0	0	465,000
77	Hoffman's Inn Road Culvert 05/06	313,000	0	0	0	0	0	0	0	313,000
78	Kretsinger Road Culvert 14/01	316,000	0	0	0	31,000	285,000	0	0	0
79	Lanes Road Culvert 15/12	317,000	0	0	0	32,000	285,000	0	0	0
80	Long Hollow Road Culvert 05/07	316,000	0	0	0	0	0	0	66,000	250,000
81	Mercersburg Road Culvert 04/16	384,000	0	0	0	0	0	0	0	384,000
82	Mooreville Road Culvert 15/21	355,000	0	0	0	0	0	0	0	355,000
83	Remsburg Road Culvert	287,000	0	0	0	0	0	0	0	287,000
84	Rinehart Road Culvert 14/03	332,000	0	0	0	31,000	301,000	0	0	0
85	Stone Masonry Bridge Repairs	270,000	0	0	0	0	0	0	0	270,000
86	Taylors Landing Road Bridge W7101	1,179,000	0	0	0	0	0	0	0	1,179,000
87	Willow Road Culvert 05/10	323,000	0	0	0	0	0	0	0	323,000
88	Yarrowsburg Road Bridge W6191	124,000	0	0	0	0	0	0	0	124,000
Bridges Total		14,838,761	2,905,761	1,000,000	1,153,000	1,193,000	1,448,000	704,000	789,000	5,646,000
Funding Sources										
	General Fund	3,318,761	1,277,761	0	0	22,000	0	171,000	0	1,848,000
	Tax Supported Bond	8,060,000	300,000	393,000	332,000	467,000	1,448,000	533,000	789,000	3,798,000
	Capital Reserve - General	175,000	0	175,000	0	0	0	0	0	0
	Federal Grant	3,285,000	1,328,000	432,000	821,000	704,000	0	0	0	0
		14,838,761	2,905,761	1,000,000	1,153,000	1,193,000	1,448,000	704,000	789,000	5,646,000

Project Title **Bridge Inspection & Inventory****Project ID** BRG002**Full-time Employees** 0**Operating Costs** \$1,080

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

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

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

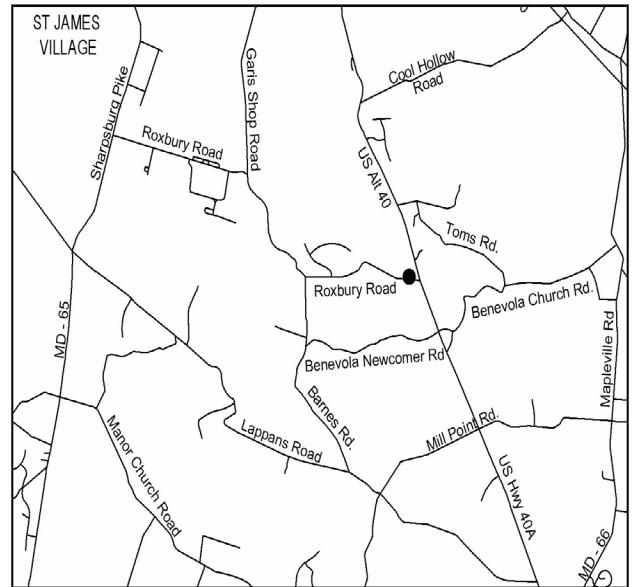
	Total	Prior Appr.	2020	2021	2022	2023	2024	2025	Future
Project Costs:									
Engineering and Design	31,500	31,500	0	0	0	0	0	0	0
Other	596,000	29,000	175,000	0	22,000	0	171,000	0	199,000
Total Cost	627,500	60,500	175,000	0	22,000	0	171,000	0	199,000
Funding Sources:									
General Fund	452,500	60,500	0	0	22,000	0	171,000	0	199,000
Capital Reserve - General	175,000	0	175,000	0	0	0	0	0	0
Total Funding	627,500	60,500	175,000	0	22,000	0	171,000	0	199,000

Project Title **Roxbury Road Bridge W5372**

Project ID BRG020

Full-time Employees 0

Operating Costs \$0



Project Description This project involves the replacement of an existing one lane, two span bridge with a two lane multiple span bridge. The existing bridge has flooding issues and is structurally deficient and functionally obsolete.

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

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

	Total	Prior Appr.	2020	2021	2022	2023	2024	2025	Future
Project Costs:									
Construction	2,675,700	2,145,700	530,000	0	0	0	0	0	0
Engineering and Design	137,177	137,177	0	0	0	0	0	0	0
Inspection	50,200	50,200	0	0	0	0	0	0	0
Land Acquisition	281,000	281,000	0	0	0	0	0	0	0
Total Cost	3,144,077	2,614,077	530,000	0	0	0	0	0	0
Funding Sources:									
General Fund	1,156,077	1,156,077	0	0	0	0	0	0	0
Tax-Supported Bond	228,000	130,000	98,000	0	0	0	0	0	0
Federal Grant	1,760,000	1,328,000	432,000	0	0	0	0	0	0
Total Funding	3,144,077	2,614,077	530,000	0	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.

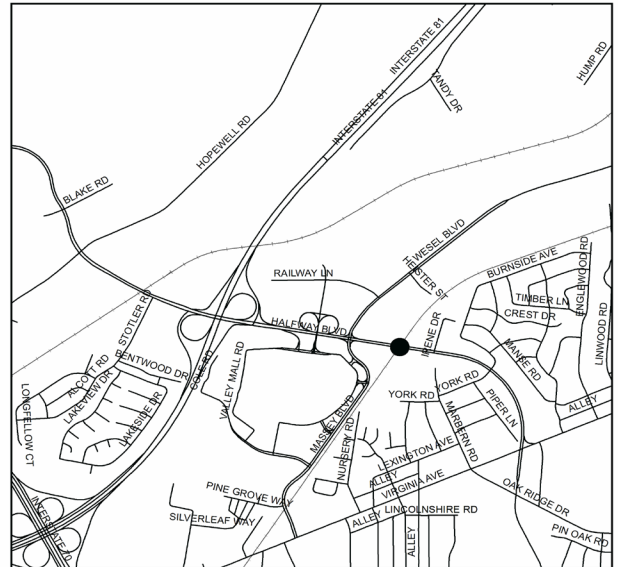
	Total	Prior Appr.	2020	2021	2022	2023	2024	2025	Future
<u>Project Costs:</u>									
Construction	263,184	31,184	0	0	0	0	0	0	232,000
Total Cost	263,184	31,184	0	0	0	0	0	0	232,000
<u>Funding Sources:</u>									
General Fund	263,184	31,184	0	0	0	0	0	0	232,000
Total Funding	263,184	31,184	0	0	0	0	0	0	232,000

Project Title Halfway Boulevard Bridges W0912

Project ID BRG083

Full-time Employees 0

Operating Costs \$0



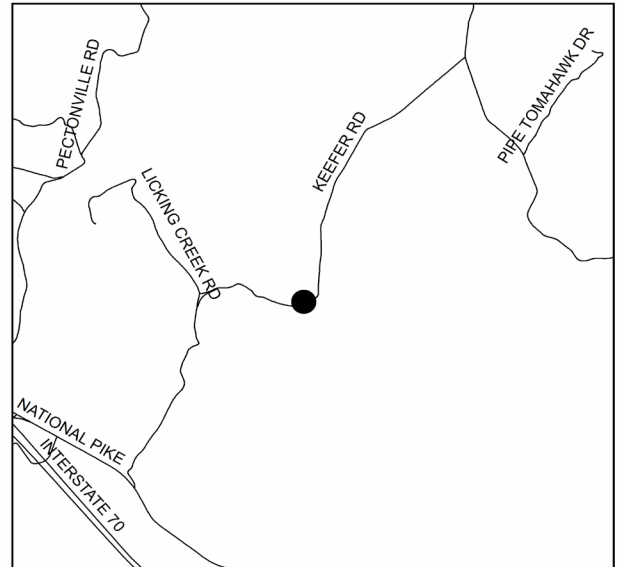
Project Description The project involves repairing the eastbound and westbound bridges of Halfway Boulevard over the Norfolk Southern railroad (ADC Map 20, H-8). The project will include cleaning and painting of steel beams, replacement of bearings and expansion joints, concrete repairs to the substructure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

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

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

	Total	Prior Appr.	2020	2021	2022	2023	2024	2025	Future
Project Costs:									
Construction	1,889,000	0	0	1,007,000	882,000	0	0	0	0
Engineering and Design	115,000	115,000	0	0	0	0	0	0	0
Inspection	108,000	0	0	0	108,000	0	0	0	0
Total Cost	2,112,000	115,000	0	1,007,000	990,000	0	0	0	0
Funding Sources:									
Tax-Supported Bond	587,000	115,000	0	186,000	286,000	0	0	0	0
Federal Grant	1,525,000	0	0	821,000	704,000	0	0	0	0
Total Funding	2,112,000	115,000	0	1,007,000	990,000	0	0	0	0

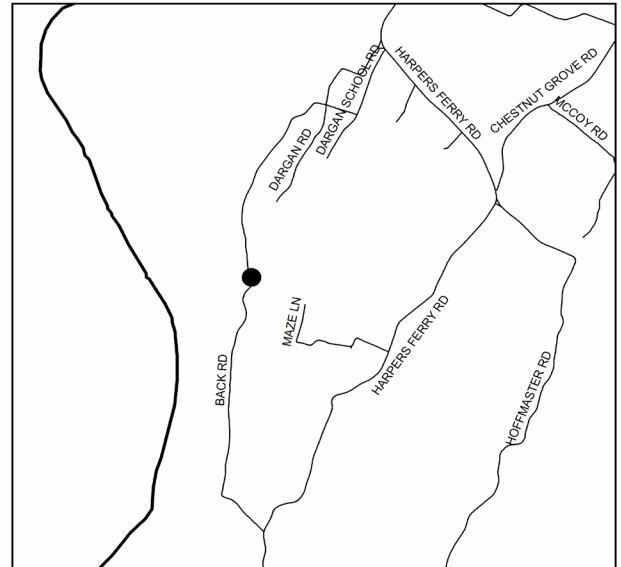
Project Title	Keefer Road Bridge 15/20
Project ID	BRG085
Full-time Employees	0
Operating Costs	\$0



Project Description	This project is located in the 12800 block of Keefer Road (ADC Map 16, Grid J-1). The project will replace a steel stringer/timber deck with a single lane concrete slab bridge and install an appropriate traffic barrier.
Project Assumptions	The project is to be done in conjunction with Mt. Tabor Road Bridge 13/03.
Project Justification	The project is needed to extend the useful life of this structure in a cost effective manner and improve vehicle safety.

	Total	Prior Appr.	2020	2021	2022	2023	2024	2025	Future
<u>Project Costs:</u>									
Construction	195,000	49,000	0	146,000	0	0	0	0	0
Inspection	26,000	26,000	0	0	0	0	0	0	0
Land Acquisition	10,000	10,000	0	0	0	0	0	0	0
Total Cost	231,000	85,000	0	146,000	0	0	0	0	0
<u>Funding Sources:</u>									
General Fund	30,000	30,000	0	0	0	0	0	0	0
Tax-Supported Bond	201,000	55,000	0	146,000	0	0	0	0	0
Total Funding	231,000	85,000	0	146,000	0	0	0	0	0

Project Title	Back Road Culvert 11/03
Project ID	BRG086
Full-time Employees	0
Operating Costs	\$0



Project Description The project is located in the 1800 Block of Back Road. The work consists of replacing the existing concrete slab bridge with a concrete box culvert and headwalls. The project will install the appropriate safety measures including marking and a traffic barrier.

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

	Total	Prior Appr.	2020	2021	2022	2023	2024	2025	Future
<u>Project Costs:</u>									
Construction	232,000	0	232,000	0	0	0	0	0	0
Inspection	31,000	0	31,000	0	0	0	0	0	0
Land Acquisition	11,000	0	11,000	0	0	0	0	0	0
Utilities	21,000	0	21,000	0	0	0	0	0	0
Total Cost	295,000	0	295,000	0	0	0	0	0	0
<u>Funding Sources:</u>									
Tax-Supported Bond	295,000	0	295,000	0	0	0	0	0	0
Total Funding	295,000	0	295,000	0	0	0	0	0	0

Project Title **Appletown Road Bridge W2184**

Full-time Employees 0

Operating Costs \$0



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

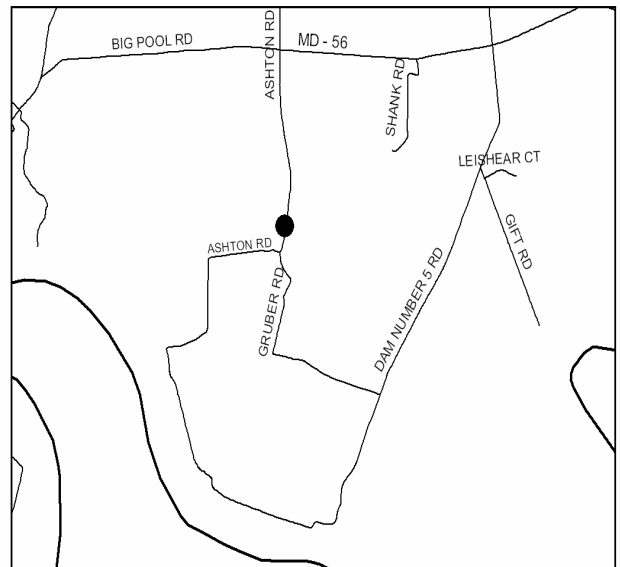
Project Justification This project is needed to replace a structure that is near the end of its useful life. The Bridge Sufficiency Rating is 38.0 out of a maximum possible score of 100. The bridge is classified as structurally deficient and scour critical.

	Total	Prior Appr.	2020	2021	2022	2023	2024	2025	Future
<u>Project Costs:</u>									
Construction	410,000	0	0	0	0	0	0	0	410,000
Inspection	44,000	0	0	0	0	0	0	0	44,000
Land Acquisition	10,000	0	0	0	0	0	0	0	10,000
Utilities	15,000	0	0	0	0	0	0	0	15,000
Total Cost	479,000	0	0	0	0	0	0	0	479,000
<u>Funding Sources:</u>									
General Fund	66,000	0	0	0	0	0	0	0	66,000
Tax-Supported Bond	413,000	0	0	0	0	0	0	0	413,000
Total Funding	479,000	0	0	0	0	0	0	0	479,000

Project Title **Ashton Road Culvert 04/06**

Full-time Employees 0

Operating Costs \$0



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

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

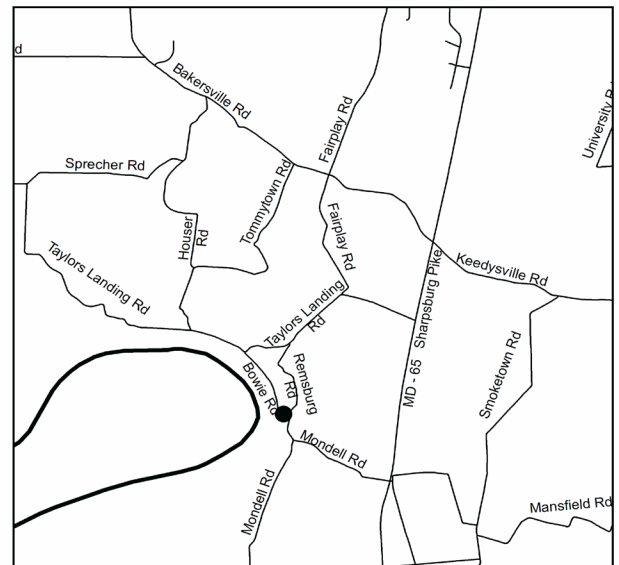
Project Justification The project is needed to replace a structure that is near the end of its useful life and improve vehicle safety.

	Total	Prior Appr.	2020	2021	2022	2023	2024	2025	Future
<u>Project Costs:</u>									
Construction	325,000	0	0	0	0	0	0	0	325,000
Inspection	44,000	0	0	0	0	0	0	0	44,000
Land Acquisition	6,000	0	0	0	0	0	0	0	6,000
Utilities	24,000	0	0	0	0	0	0	0	24,000
Total Cost	399,000	0	0	0	0	0	0	0	399,000
<u>Funding Sources:</u>									
General Fund	30,000	0	0	0	0	0	0	0	30,000
Tax-Supported Bond	369,000	0	0	0	0	0	0	0	369,000
Total Funding	399,000	0	0	0	0	0	0	0	399,000

Project Title **Bowie Road Culvert**

Full-time Employees 0

Operating Costs \$0

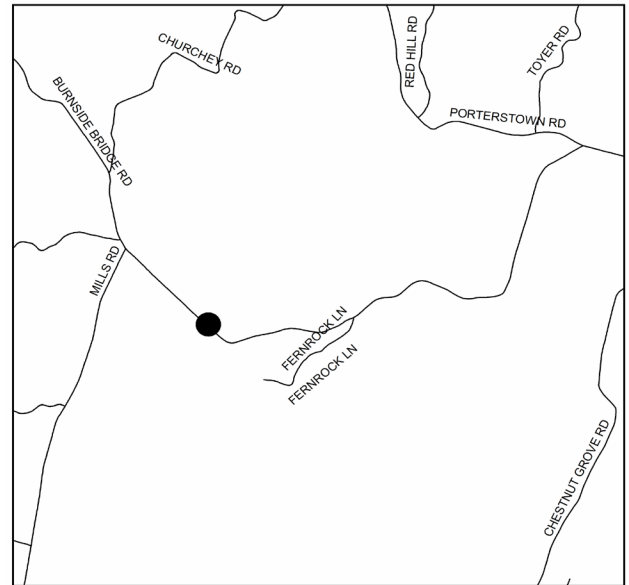


Project Description This project is located in the 6600 Block of Bowie Road (ADC Map 30, Grid H-6). The project will replace the culverts with a precast concrete box culvert and headwalls.

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

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

	Total	Prior Appr.	2020	2021	2022	2023	2024	2025	Future
<u>Project Costs:</u>									
Construction	236,000	0	0	0	0	0	0	0	236,000
Inspection	34,000	0	0	0	0	0	0	0	34,000
Land Acquisition	12,000	0	0	0	0	0	0	0	12,000
Utilities	23,000	0	0	0	0	0	0	0	23,000
Total Cost	305,000	0	0	0	0	0	0	0	305,000
<u>Funding Sources:</u>									
General Fund	244,000	0	0	0	0	0	0	0	244,000
Tax-Supported Bond	61,000	0	0	0	0	0	0	0	61,000
Total Funding	305,000	0	0	0	0	0	0	0	305,000

Project Title **Burnside Bridge Road Culvert 01/03****Full-time Employees** 0**Operating Costs** \$0

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

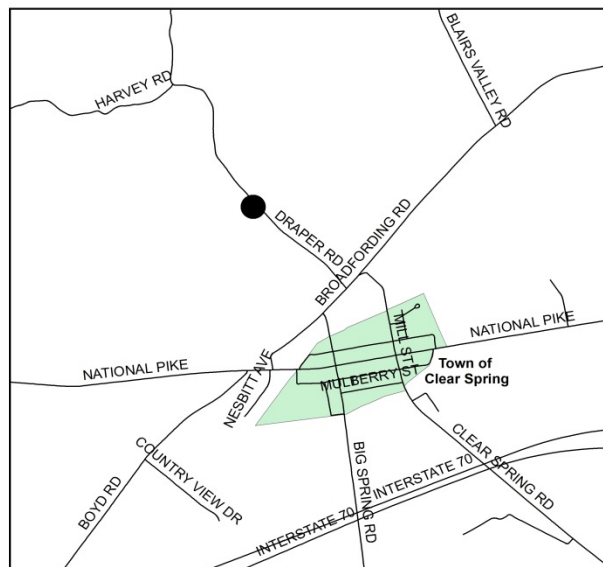
Project Justification The project is needed to replace a structure that is near the end of its useful life and to improve safety.

	Total	Prior Appr.	2020	2021	2022	2023	2024	2025	Future
<u>Project Costs:</u>									
Construction	264,000	0	0	0	0	0	81,000	183,000	0
Inspection	32,000	0	0	0	0	0	0	32,000	0
Land Acquisition	11,000	0	0	0	0	0	11,000	0	0
Utilities	22,000	0	0	0	0	0	22,000	0	0
Total Cost	329,000	0	0	0	0	0	114,000	215,000	0
<u>Funding Sources:</u>									
Tax-Supported Bond	329,000	0	0	0	0	0	114,000	215,000	0
Total Funding	329,000	0	0	0	0	0	114,000	215,000	0

Project Title **Draper Road Culvert 04/07**

Full-time Employees 0

Operating Costs \$0



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

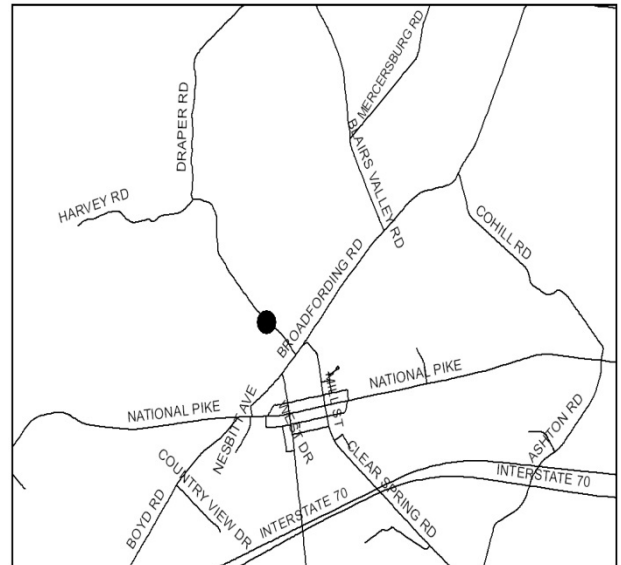
Project Justification The project is needed to replace a structure that is near the end of its useful life. Due to the structure type, no practical long term repair options exist. Traffic barrier upgrades will also improve traffic safety.

	Total	Prior Appr.	2020	2021	2022	2023	2024	2025	Future
Project Costs:									
Land Acquisition	12,000	0	0	0	0	0	0	0	12,000
Utilities	24,000	0	0	0	0	0	0	0	24,000
Total Cost	36,000	0	0	0	0	0	0	0	36,000
Funding Sources:									
Tax-Supported Bond	36,000	0	0	0	0	0	0	0	36,000
Total Funding	36,000	0	0	0	0	0	0	0	36,000

Project Title **Draper Road Culvert 04/08**

Full-time Employees 0

Operating Costs \$0



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

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

	Total	Prior Appr.	2020	2021	2022	2023	2024	2025	Future
Project Costs:									
Land Acquisition	12,000	0	0	0	0	0	0	0	12,000
Utilities	24,000	0	0	0	0	0	0	0	24,000
Total Cost	36,000	0	0	0	0	0	0	0	36,000
Funding Sources:									
Tax-Supported Bond	36,000	0	0	0	0	0	0	0	36,000
Total Funding	36,000	0	0	0	0	0	0	0	36,000

Project Title **Frog Eye Road Culvert 11/06**

Full-time Employees 0

Operating Costs \$0



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

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

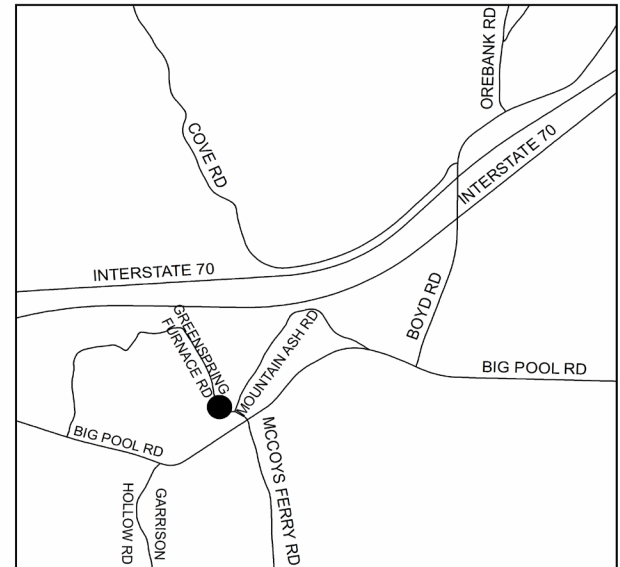
Project Justification The project is needed to replace a structure that is near the end of its useful life and to improve vehicle safety.

	Total	Prior Appr.	2020	2021	2022	2023	2024	2025	Future
<u>Project Costs:</u>									
Construction	568,000	0	0	0	0	232,000	336,000	0	0
Inspection	50,000	0	0	0	0	0	50,000	0	0
Land Acquisition	11,000	0	0	0	0	11,000	0	0	0
Utilities	23,000	0	0	0	0	23,000	0	0	0
Total Cost	652,000	0	0	0	0	266,000	386,000	0	0
<u>Funding Sources:</u>									
Tax-Supported Bond	652,000	0	0	0	0	266,000	386,000	0	0
Total Funding	652,000	0	0	0	0	266,000	386,000	0	0

Project Title Greenspring Furnace Road Culvert 15/15

Full-time Employees 0

Operating Costs \$0

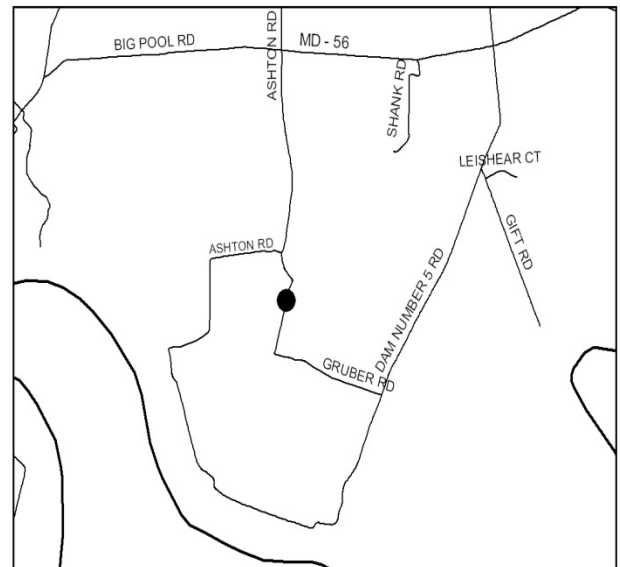


Project Description This project is located on Greenspring Furnace Road (ADC Map 17, Grid G-8). The project will replace the single lane concrete slab with a two cell concrete box culvert with headwalls.

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

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

	Total	Prior Appr.	2020	2021	2022	2023	2024	2025	Future
Project Costs:									
Construction	335,000	0	0	0	55,000	280,000	0	0	0
Inspection	31,000	0	0	0	0	31,000	0	0	0
Land Acquisition	11,000	0	0	0	11,000	0	0	0	0
Utilities	21,000	0	0	0	21,000	0	0	0	0
Total Cost	398,000	0	0	0	87,000	311,000	0	0	0
Funding Sources:									
Tax-Supported Bond	398,000	0	0	0	87,000	311,000	0	0	0
Total Funding	398,000	0	0	0	87,000	311,000	0	0	0

Project Title **Gruber Road Bridge 04/10****Full-time Employees** 0**Operating Costs** \$0

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

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

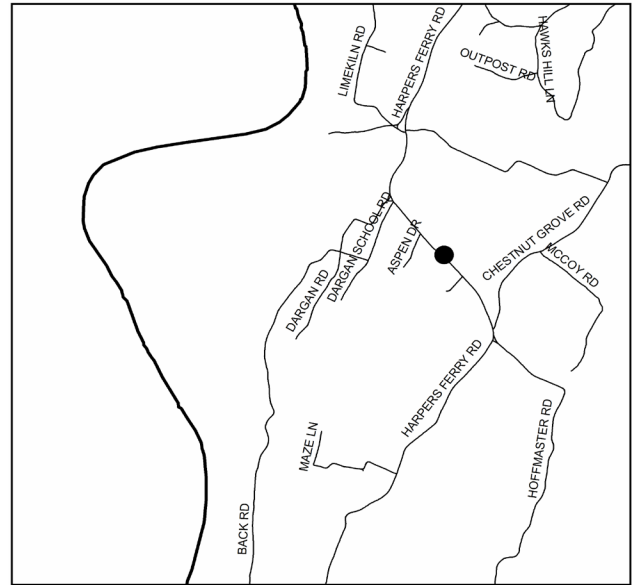
Project Justification The project is needed to replace a superstructure that is near the end of its useful life and improve vehicle safety.

	Total	Prior Appr.	2020	2021	2022	2023	2024	2025	Future
<u>Project Costs:</u>									
Land Acquisition	6,000	0	0	0	0	0	0	0	6,000
Utilities	4,000	0	0	0	0	0	0	0	4,000
Total Cost	10,000	0	0	0	0	0	0	0	10,000
<u>Funding Sources:</u>									
Tax-Supported Bond	10,000	0	0	0	0	0	0	0	10,000
Total Funding	10,000	0	0	0	0	0	0	0	10,000

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

Full-time Employees 0

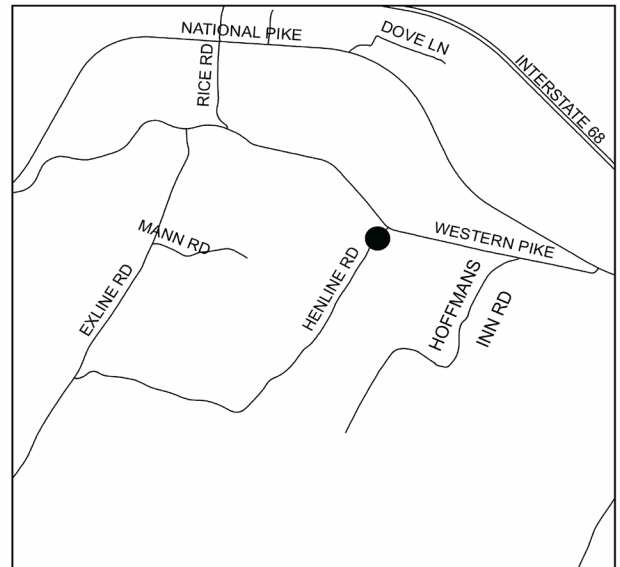
Operating Costs \$0



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

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

	Total	Prior Appr.	2020	2021	2022	2023	2024	2025	Future
<u>Project Costs:</u>									
Construction	468,000	0	0	0	0	0	0	468,000	0
Inspection	40,000	0	0	0	0	0	0	40,000	0
Land Acquisition	11,000	0	0	0	0	0	11,000	0	0
Utilities	22,000	0	0	0	0	0	22,000	0	0
Total Cost	541,000	0	0	0	0	0	33,000	508,000	0
<u>Funding Sources:</u>									
Tax-Supported Bond	541,000	0	0	0	0	0	33,000	508,000	0
Total Funding	541,000	0	0	0	0	0	33,000	508,000	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 replace the concrete slab with a concrete box culvert and headwalls. The project will provide for the installation of an appropriate traffic barrier.

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

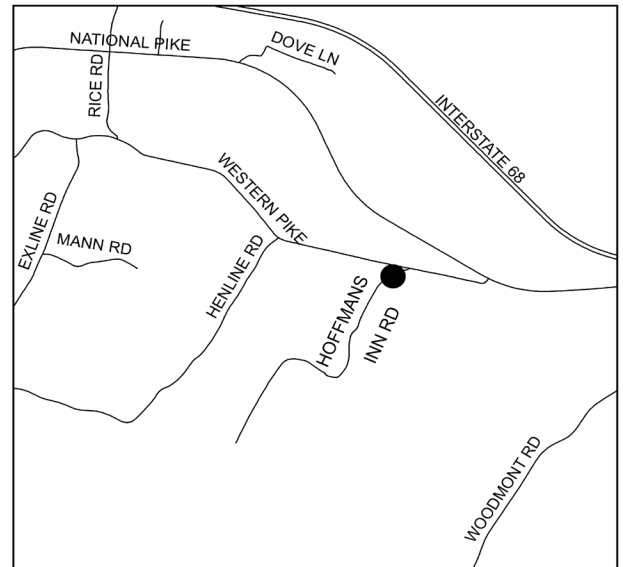
Project Justification The project is needed to replace a structure that is near the end of its useful life and to improve vehicle safety.

	Total	Prior Appr.	2020	2021	2022	2023	2024	2025	Future
Project Costs:									
Construction	389,000	0	0	0	0	0	0	0	389,000
Inspection	42,000	0	0	0	0	0	0	0	42,000
Land Acquisition	11,000	0	0	0	0	0	0	0	11,000
Utilities	23,000	0	0	0	0	0	0	0	23,000
Total Cost	465,000	0	0	0	0	0	0	0	465,000
Funding Sources:									
Tax-Supported Bond	465,000	0	0	0	0	0	0	0	465,000
Total Funding	465,000	0	0	0	0	0	0	0	465,000

Project Title Hoffman's Inn Road Culvert 05/06

Full-time Employees 0

Operating Costs \$0

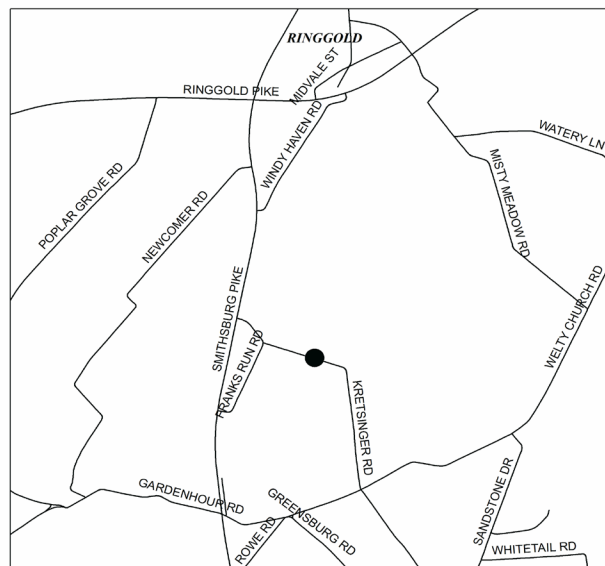


Project Description This project is located in the 2500 block of Hoffman's Inn Road (ADC Map 2, Grid D-8). The project will replace the concrete slab with a concrete box culvert and headwalls. The project will provide for the installation of an appropriate traffic barrier.

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

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

	Total	Prior Appr.	2020	2021	2022	2023	2024	2025	Future
Project Costs:									
Construction	247,000	0	0	0	0	0	0	0	247,000
Inspection	32,000	0	0	0	0	0	0	0	32,000
Land Acquisition	11,000	0	0	0	0	0	0	0	11,000
Utilities	23,000	0	0	0	0	0	0	0	23,000
Total Cost	313,000	0	0	0	0	0	0	0	313,000
Funding Sources:									
General Fund	148,000	0	0	0	0	0	0	0	148,000
Tax-Supported Bond	165,000	0	0	0	0	0	0	0	165,000
Total Funding	313,000	0	0	0	0	0	0	0	313,000

Project Title Kretsinger Road Culvert 14/01**Full-time Employees 0****Operating Costs \$0**

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

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

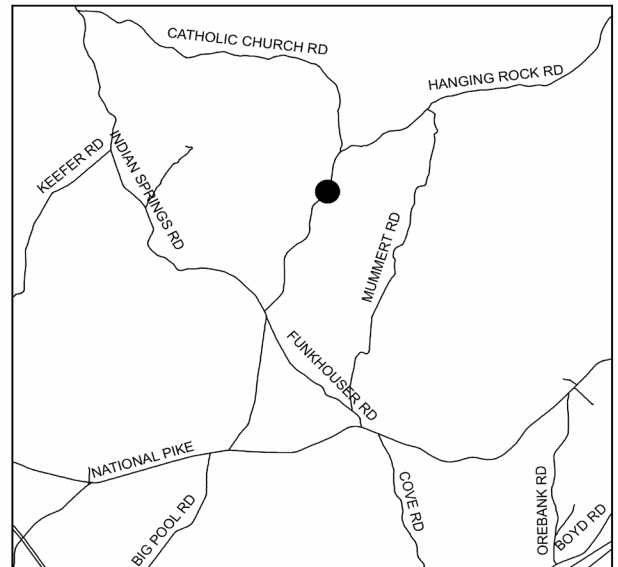
Project Justification The project is needed to replace a structure that is near the end of its useful life and improve vehicle safety.

Project Costs:

	Total	Prior Appr.	2020	2021	2022	2023	2024	2025	Future
Construction	254,000	0	0	0	0	254,000	0	0	0
Inspection	31,000	0	0	0	0	31,000	0	0	0
Land Acquisition	10,000	0	0	0	10,000	0	0	0	0
Utilities	21,000	0	0	0	21,000	0	0	0	0
Total Cost	316,000	0	0	0	31,000	285,000	0	0	0

Funding Sources:

Tax-Supported Bond	316,000	0	0	0	31,000	285,000	0	0	0
Total Funding	316,000	0	0	0	31,000	285,000	0	0	0

Project Title **Lanes Road Culvert 15/12****Full-time Employees** 0**Operating Costs** \$0

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

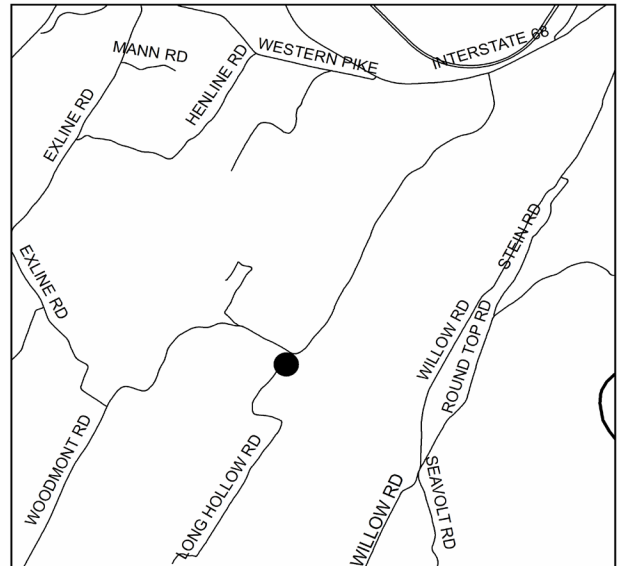
Project Justification The structure needs to be replaced due to its advanced deterioration as it is nearing the end of its useful life. Due to the structure type, no practical long term repair options exist.

	Total	Prior Appr.	2020	2021	2022	2023	2024	2025	Future
<u>Project Costs:</u>									
Construction	254,000	0	0	0	0	254,000	0	0	0
Inspection	31,000	0	0	0	0	31,000	0	0	0
Land Acquisition	11,000	0	0	0	11,000	0	0	0	0
Utilities	21,000	0	0	0	21,000	0	0	0	0
Total Cost	317,000	0	0	0	32,000	285,000	0	0	0
<u>Funding Sources:</u>									
Tax-Supported Bond	317,000	0	0	0	32,000	285,000	0	0	0
Total Funding	317,000	0	0	0	32,000	285,000	0	0	0

Project Title **Long Hollow Road Culvert 05/07**

Full-time Employees 0

Operating Costs \$0

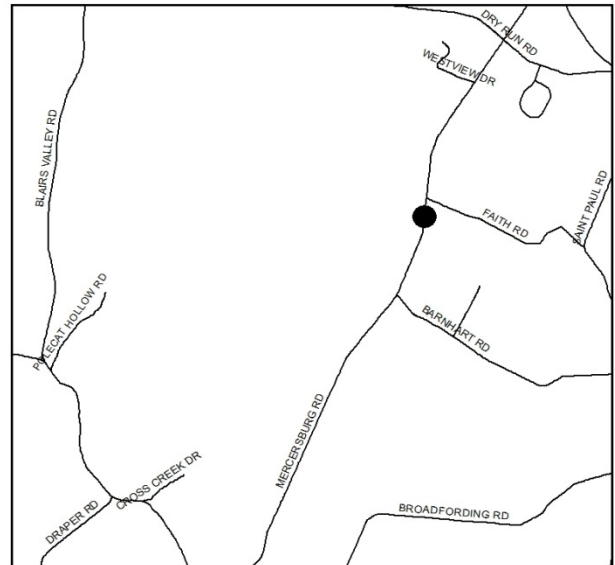


Project Description This project is located in the 13000 block of Long Hollow Road (ADC Map 2, Grid D-12). The project will replace the concrete slab with a concrete box culvert and headwalls. The project will also provide for the installation of an appropriate traffic barrier.

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

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

	Total	Prior Appr.	2020	2021	2022	2023	2024	2025	Future
<u>Project Costs:</u>									
Construction	249,000	0	0	0	0	0	0	33,000	216,000
Inspection	34,000	0	0	0	0	0	0	0	34,000
Land Acquisition	11,000	0	0	0	0	0	0	11,000	0
Utilities	22,000	0	0	0	0	0	0	22,000	0
Total Cost	316,000	0	0	0	0	0	0	66,000	250,000
<u>Funding Sources:</u>									
Tax-Supported Bond	316,000	0	0	0	0	0	0	66,000	250,000
Total Funding	316,000	0	0	0	0	0	0	66,000	250,000

Project Title **Mercersburg Road Culvert 04/16****Full-time Employees** 0**Operating Costs** \$0

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

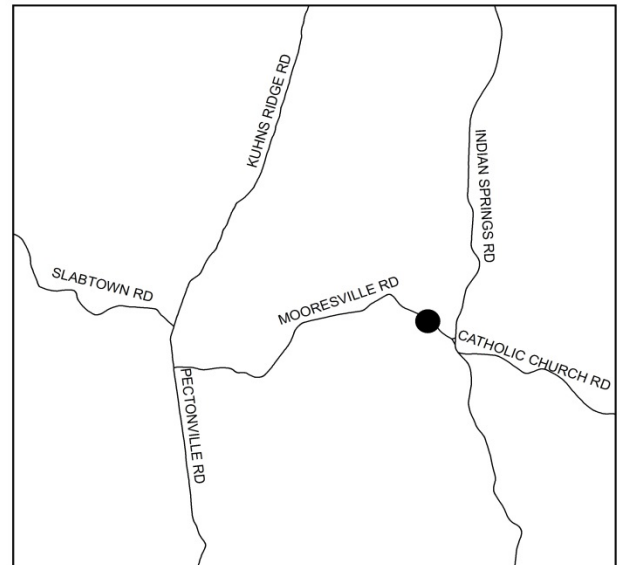
Project Justification The project is needed to replace a structure that is near the end of its useful life and improve vehicle safety.

	Total	Prior Appr.	2020	2021	2022	2023	2024	2025	Future
<u>Project Costs:</u>									
Construction	332,000	0	0	0	0	0	0	0	332,000
Inspection	36,000	0	0	0	0	0	0	0	36,000
Land Acquisition	6,000	0	0	0	0	0	0	0	6,000
Utilities	10,000	0	0	0	0	0	0	0	10,000
Total Cost	384,000	0	0	0	0	0	0	0	384,000
<u>Funding Sources:</u>									
General Fund	16,000	0	0	0	0	0	0	0	16,000
Tax-Supported Bond	368,000	0	0	0	0	0	0	0	368,000
Total Funding	384,000	0	0	0	0	0	0	0	384,000

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

Full-time Employees 0

Operating Costs \$0



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

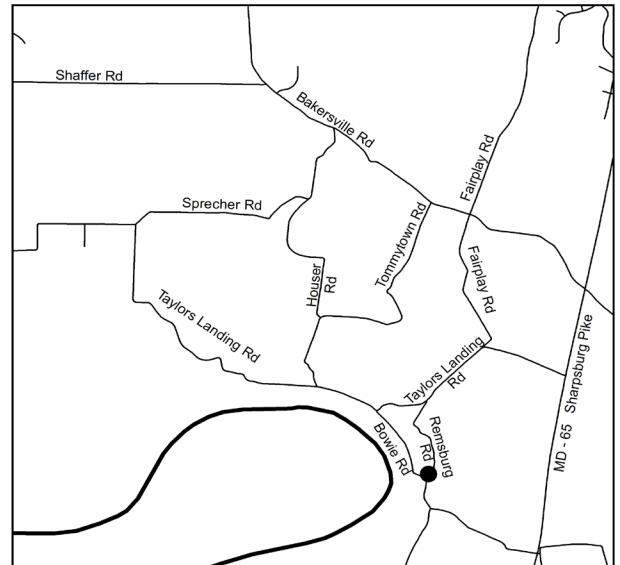
Project Justification The project is needed to replace a structure that is near the end of its useful life. Due to the structure type, no practical long term repair options exist. Traffic barrier upgrades will also improve traffic safety.

	Total	Prior Appr.	2020	2021	2022	2023	2024	2025	Future
<u>Project Costs:</u>									
Construction	277,000	0	0	0	0	0	0	0	277,000
Inspection	42,000	0	0	0	0	0	0	0	42,000
Land Acquisition	12,000	0	0	0	0	0	0	0	12,000
Utilities	24,000	0	0	0	0	0	0	0	24,000
Total Cost	355,000	0	0	0	0	0	0	0	355,000
<u>Funding Sources:</u>									
General Fund	355,000	0	0	0	0	0	0	0	355,000
Total Funding	355,000	0	0	0	0	0	0	0	355,000

Project Title **Rensburg Road Culvert**

Full-time Employees 0

Operating Costs \$0



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

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

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

Project Costs:

	Total	Prior Appr.	2020	2021	2022	2023	2024	2025	Future
Construction	219,000	0	0	0	0	0	0	0	219,000
Inspection	33,000	0	0	0	0	0	0	0	33,000
Land Acquisition	12,000	0	0	0	0	0	0	0	12,000
Utilities	23,000	0	0	0	0	0	0	0	23,000
Total Cost	287,000	0	0	0	0	0	0	0	287,000

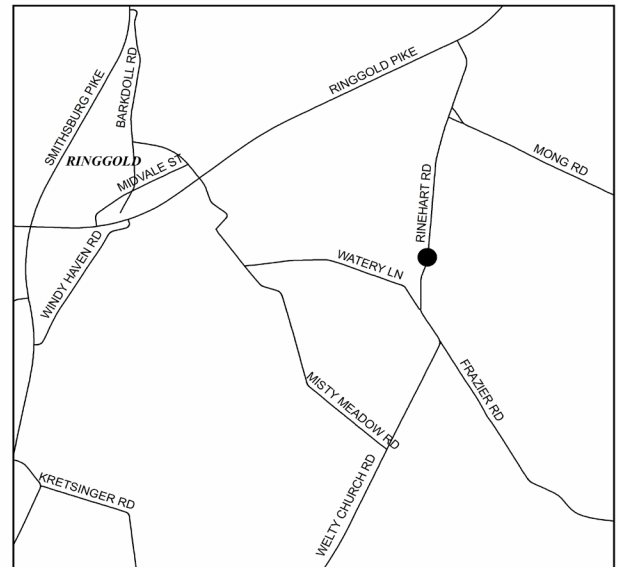
Funding Sources:

General Fund	98,000	0	0	0	0	0	0	0	98,000
Tax-Supported Bond	189,000	0	0	0	0	0	0	0	189,000
Total Funding	287,000	0	0	0	0	0	0	0	287,000

Project Title **Rinehart Road Culvert 14/03**

Full-time Employees 0

Operating Costs \$0



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

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

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

	Total	Prior Appr.	2020	2021	2022	2023	2024	2025	Future
<u>Project Costs:</u>									
Construction	270,000	0	0	0	0	270,000	0	0	0
Inspection	31,000	0	0	0	0	31,000	0	0	0
Land Acquisition	10,000	0	0	0	10,000	0	0	0	0
Utilities	21,000	0	0	0	21,000	0	0	0	0
Total Cost	332,000	0	0	0	31,000	301,000	0	0	0
<u>Funding Sources:</u>									
Tax-Supported Bond	332,000	0	0	0	31,000	301,000	0	0	0
Total Funding	332,000	0	0	0	31,000	301,000	0	0	0

Project Title **Stone Masonry Bridge Repairs**

Full-time Employees 0

Operating Costs \$0

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

Project Assumptions Locations include Clevelandtown Road Structure 06/01 (ADC Map 11, A-6), Netz Road Structure 06/03 (ADC Map 32, F-7), 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).

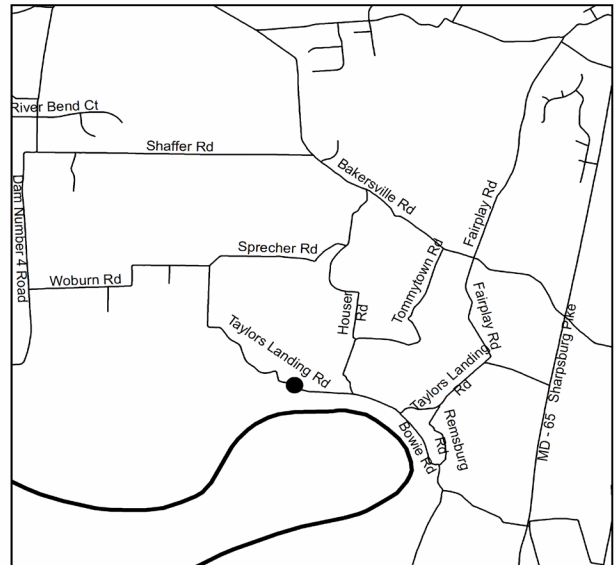
Project Justification This project is needed to extend the useful life of the structures in a cost effective manner and to preserve the structures in a serviceable condition.

	Total	Prior Appr.	2020	2021	2022	2023	2024	2025	Future
<u>Project Costs:</u>									
Construction	200,000	0	0	0	0	0	0	0	200,000
Inspection	55,000	0	0	0	0	0	0	0	55,000
Land Acquisition	15,000	0	0	0	0	0	0	0	15,000
Total Cost	270,000	0	0	0	0	0	0	0	270,000
<u>Funding Sources:</u>									
General Fund	120,000	0	0	0	0	0	0	0	120,000
Tax-Supported Bond	150,000	0	0	0	0	0	0	0	150,000
Total Funding	270,000	0	0	0	0	0	0	0	270,000

Project Title **Taylors Landing Road Bridge W7101**

Full-time Employees 0

Operating Costs \$0



Project Description The project is located in the 17000 block of Taylors Landing Road (ADC Map 30, E-4). The project will replace a deteriorated corrugated metal pipe culvert with a precast concrete arch culvert. An upgraded traffic barrier will be added as well to improve safety.

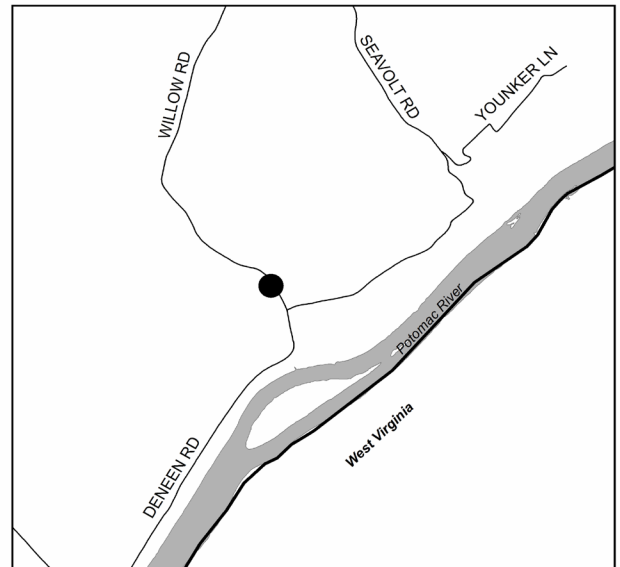
Project Justification The structure needs to be replaced due to its advanced deterioration as it is nearing the end of its useful life. Due to the structure type, no practical long term repair options exist.

	Total	Prior Appr.	2020	2021	2022	2023	2024	2025	Future
<u>Project Costs:</u>									
Construction	1,038,000	0	0	0	0	0	0	0	1,038,000
Inspection	106,000	0	0	0	0	0	0	0	106,000
Land Acquisition	12,000	0	0	0	0	0	0	0	12,000
Utilities	23,000	0	0	0	0	0	0	0	23,000
Total Cost	1,179,000	0	0	0	0	0	0	0	1,179,000
<u>Funding Sources:</u>									
General Fund	189,000	0	0	0	0	0	0	0	189,000
Tax-Supported Bond	990,000	0	0	0	0	0	0	0	990,000
Total Funding	1,179,000	0	0	0	0	0	0	0	1,179,000

Project Title Willow Road Culvert 05/10

Full-time Employees 0

Operating Costs \$0

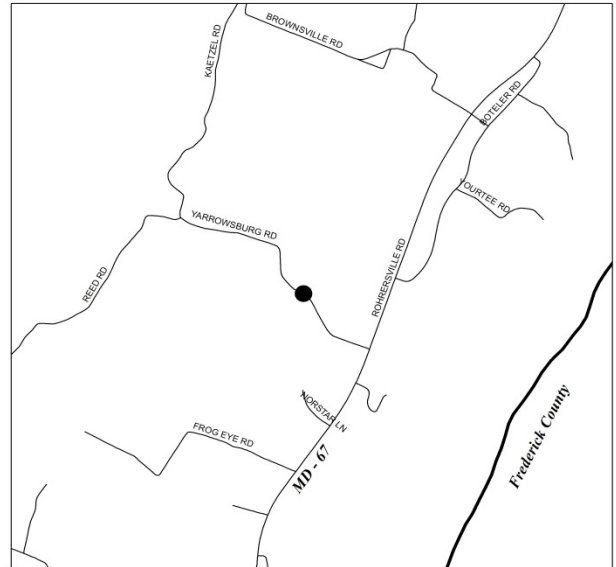


Project Description This project is located in the 12400 block of Willow Road (ADC Map 15, Grid F-4). The project will replace the concrete slab with a concrete box culvert with headwalls.

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

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

	Total	Prior Appr.	2020	2021	2022	2023	2024	2025	Future
Project Costs:									
Construction	246,000	0	0	0	0	0	0	0	246,000
Inspection	42,000	0	0	0	0	0	0	0	42,000
Land Acquisition	12,000	0	0	0	0	0	0	0	12,000
Utilities	23,000	0	0	0	0	0	0	0	23,000
Total Cost	323,000	0	0	0	0	0	0	0	323,000
Funding Sources:									
General Fund	151,000	0	0	0	0	0	0	0	151,000
Tax-Supported Bond	172,000	0	0	0	0	0	0	0	172,000
Total Funding	323,000	0	0	0	0	0	0	0	323,000

Project Title **Yarrowsburg Road Bridge W6191****Full-time Employees** 0**Operating Costs** \$0

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

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

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

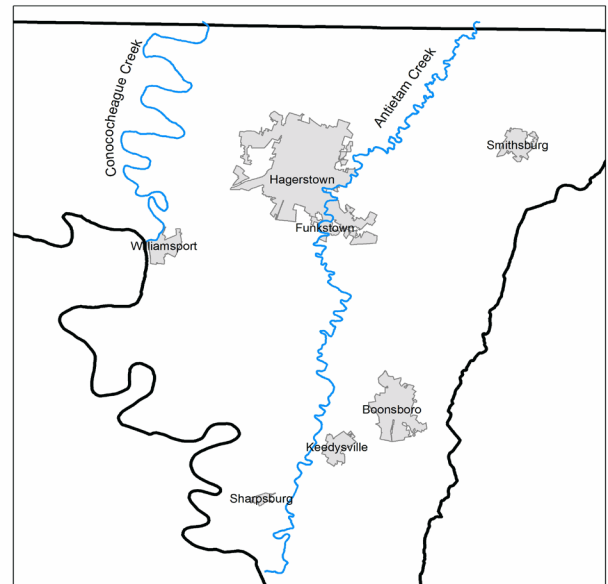
	Total	Prior Appr.	2020	2021	2022	2023	2024	2025	Future
Project Costs:									
Engineering and Design	124,000	0	0	0	0	0	0	0	124,000
Total Cost	124,000	0	0	0	0	0	0	0	124,000
Funding Sources:									
Tax-Supported Bond	124,000	0	0	0	0	0	0	0	124,000
Total Funding	124,000	0	0	0	0	0	0	0	124,000

Drainage

Drainage
Capital Improvement Ten Year Summary
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Page	Project	Total	Prior Appr.	Budget Year		Ten Year Capital Program					Future
				FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025		
Project Costs											
Drainage											
90	Stream Restoration at Various Locations	1,731,782	594,782	0	351,000	0	0	381,000	0	405,000	
91	Stormwater Retrofits	12,397,483	3,000,483	894,000	586,000	1,009,000	945,000	962,000	979,000	4,022,000	
92	Chestnut Grove Road Drainage	84,000	0	84,000	0	0	0	0	0	0	
93	Crestwood Drive Culvert	75,000	0	75,000	0	0	0	0	0	0	
94	Drainage Improvements at Various Locations	750,000	0	75,000	75,000	75,000	75,000	75,000	75,000	300,000	
95	Broadfording Church Road Culvert	231,000	0	0	0	231,000	0	0	0	0	
96	Draper Road Drainage Improvements	509,000	0	0	0	0	0	0	259,000	250,000	
97	Harpers Ferry Road Drainage, 3600 Block	376,000	0	0	0	75,000	301,000	0	0	0	
98	Shank Road Drainage	153,000	0	0	0	153,000	0	0	0	0	
99	Trego Mountain Road Drainage	315,000	0	0	0	0	0	0	0	315,000	
100	University Road Culvert	203,000	0	0	0	0	0	203,000	0	0	
Drainage Total		16,825,265	3,595,265	1,128,000	1,012,000	1,543,000	1,321,000	1,621,000	1,313,000	5,292,000	
Funding Sources											
General Fund		8,932,782	2,501,782	0	0	75,000	75,000	776,000	1,054,000	4,451,000	
Tax Supported Bond		7,312,483	1,093,483	974,000	586,000	1,468,000	1,246,000	845,000	259,000	841,000	
Capital Reserve - General		330,000	0	154,000	176,000	0	0	0	0	0	
State Grant		250,000	0	0	250,000	0	0	0	0	0	
		16,825,265	3,595,265	1,128,000	1,012,000	1,543,000	1,321,000	1,621,000	1,313,000	5,292,000	

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



Project Description	This project will restore stream banks at various locations on Antietam Creek and Conococheague Creek to improve water quality.
Project Assumptions	Stream restoration projects for FY21, FY24, and FY27 are yet to be determined.
Project Justification	Maryland has imposed total maximum daily load requirements (TMDL) on Antietam Creek and Conococheague Creek. This requirement will restrict land development over time unless dealt with by mitigation measures. Stream restoration will improve water quality and allow for future development.

	Total	Prior Appr.	2020	2021	2022	2023	2024	2025	Future
Project Costs:									
Construction	1,731,782	594,782	0	351,000	0	0	381,000	0	405,000
Total Cost	1,731,782	594,782	0	351,000	0	0	381,000	0	405,000
Funding Sources:									
General Fund	1,380,782	594,782	0	0	0	0	381,000	0	405,000
Capital Reserve – General	101,000	0	0	101,000	0	0	0	0	0
State Grant	250,000	0	0	250,000	0	0	0	0	0
Total Funding	1,731,782	594,782	0	351,000	0	0	381,000	0	405,000

Project Title	Stormwater Retrofits
Project ID	DNG039
Full-time Employees	0
Operating Costs	\$0

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

Project Assumptions The project will provide treatment for 20% of the impervious surfaces within the regulated NPDES area estimated to be 3,500 acres, treating 700 acres. County is working with Army Corps of Engineers (ACOE) to inventory county stormwater infrastructure.

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

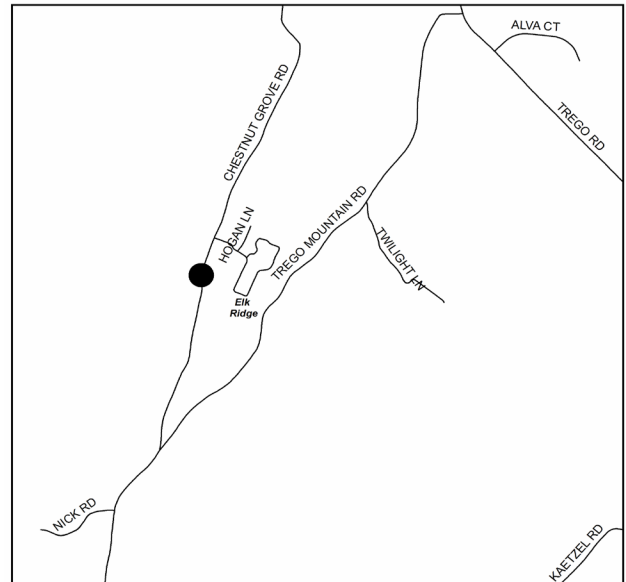
	Total	Prior Appr.	2020	2021	2022	2023	2024	2025	Future
<u>Project Costs:</u>									
Construction	11,765,000	2,868,000	848,000	538,000	961,000	896,000	912,000	928,000	3,814,000
Engineering and Design	361,483	91,483	25,000	26,000	26,000	27,000	27,000	28,000	111,000
Land Acquisition	271,000	41,000	21,000	22,000	22,000	22,000	23,000	23,000	97,000
Total Cost	12,397,483	3,000,483	894,000	586,000	1,009,000	945,000	962,000	979,000	4,022,000
<u>Funding Sources:</u>									
General Fund	6,952,000	1,907,000	0	0	0	0	320,000	979,000	3,746,000
Tax-Supported Bond	5,366,483	1,093,483	815,000	586,000	1,009,000	945,000	642,000	0	276,000
Capital Reserve - General	79,000	0	79,000	0	0	0	0	0	0
Total Funding	12,397,483	3,000,483	894,000	586,000	1,009,000	945,000	962,000	979,000	4,022,000

Project Title **Chestnut Grove Road Drainage**

Project ID DNG078

Full-time Employees 0

Operating Costs \$0



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

Project Justification The project is needed to reduce flooding problems and road maintenance.

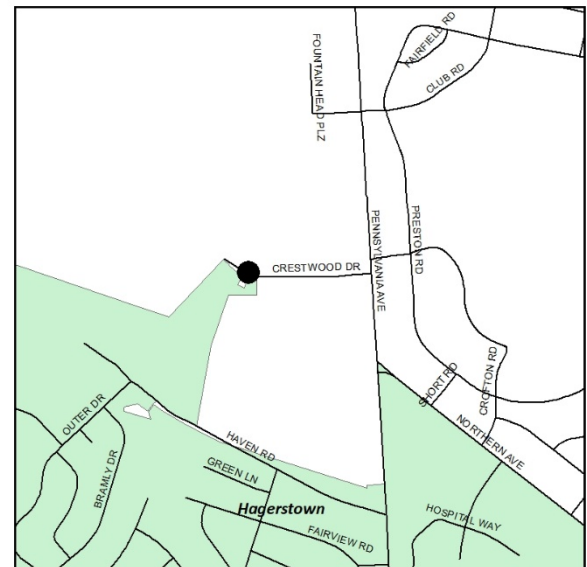
	Total	Prior Appr.	2020	2021	2022	2023	2024	2025	Future
<u>Project Costs:</u>									
Construction	74,000	0	74,000	0	0	0	0	0	0
Inspection	5,000	0	5,000	0	0	0	0	0	0
Land Acquisition	5,000	0	5,000	0	0	0	0	0	0
Total Cost	84,000	0	84,000	0	0	0	0	0	0
<u>Funding Sources:</u>									
Tax-Supported Bond	84,000	0	84,000	0	0	0	0	0	0
Total Funding	84,000	0	84,000	0	0	0	0	0	0

Project Title Crestwood Drive Culvert

Project ID DNG079

Full-time Employees 0

Operating Costs \$0



Project Description This project is located on Crestwood Drive (ADC Map 10 D-12). The project will replace existing drainage pipes and install a larger storm drain network that will improve road and property flooding problems.

Project Assumptions This project is in coordination with upstream channel improvements by the property owner.

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

	Total	Prior Appr.	2020	2021	2022	2023	2024	2025	Future
Project Costs:									
Construction	70,000	0	70,000	0	0	0	0	0	0
Inspection	5,000	0	5,000	0	0	0	0	0	0
Total Cost	75,000	0	75,000	0	0	0	0	0	0
Funding Sources:									
Tax-Supported Bond	75,000	0	75,000	0	0	0	0	0	0
Total Funding	75,000	0	75,000	0	0	0	0	0	0

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).

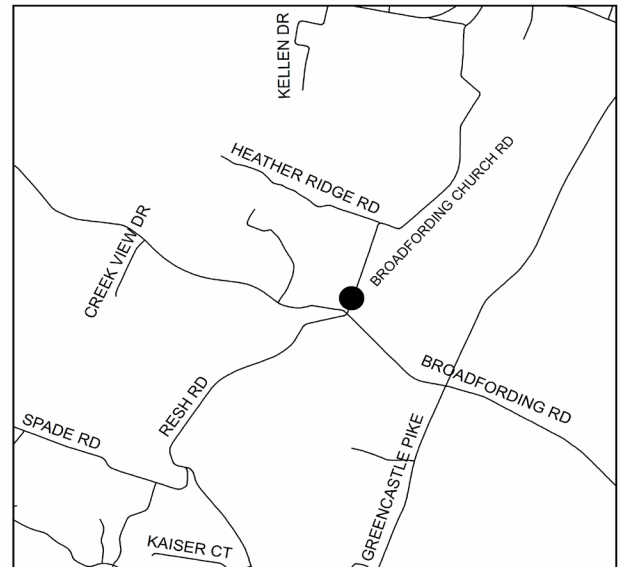
Project Justification These projects are needed to correct drainage issues in County right of way.

	Total	Prior Appr.	2020	2021	2022	2023	2024	2025	Future
<u>Project Costs:</u>									
Construction	700,000	0	65,000	75,000	65,000	75,000	65,000	75,000	280,000
Inspection	25,000	0	5,000	0	5,000	0	5,000	0	10,000
Land Acquisition	25,000	0	5,000	0	5,000	0	5,000	0	10,000
Total Cost	750,000	0	75,000	75,000	75,000	75,000	75,000	75,000	300,000
<u>Funding Sources:</u>									
General Fund	600,000	0	0	0	75,000	75,000	75,000	75,000	300,000
Capital Reserve - General	150,000	0	75,000	75,000	0	0	0	0	0
Total Funding	750,000	0	75,000	75,000	75,000	75,000	75,000	75,000	300,000

Project Title **Broadfording Church Road Culvert**

Full-time Employees 0

Operating Costs \$0



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

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

Project Costs:

	Total	Prior Appr.	2020	2021	2022	2023	2024	2025	Future
Construction	192,000	0	0	0	192,000	0	0	0	0
Inspection	31,000	0	0	0	31,000	0	0	0	0
Land Acquisition	5,000	0	0	0	5,000	0	0	0	0
Utilities	3,000	0	0	0	3,000	0	0	0	0
Total Cost	231,000	0	0	0	231,000	0	0	0	0

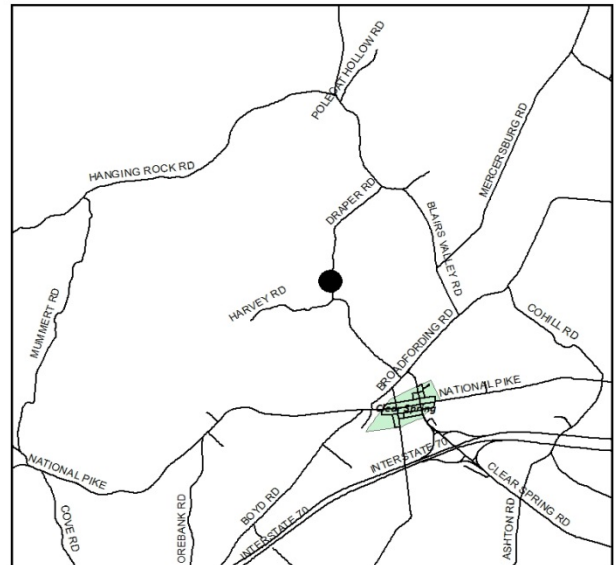
Funding Sources:

Tax-Supported Bond	231,000	0	0	0	231,000	0	0	0	0
Total Funding	231,000	0	0	0	231,000	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, B-11). The project will replace existing drainage pipes and install a larger storm drain network that will correct road and property flooding problems.

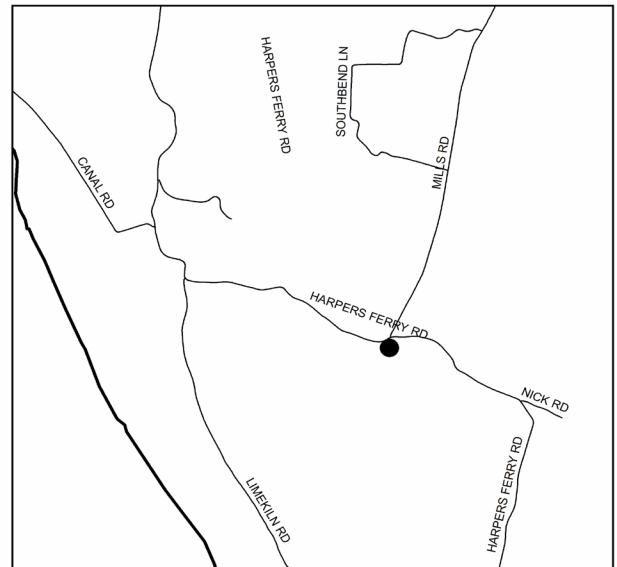
Project Justification This project is needed to replace existing undersized and disconnected storm drain pipes with a larger storm drain and swale network to reduce flooding problems and road maintenance.

	Total	Prior Appr.	2020	2021	2022	2023	2024	2025	Future
<u>Project Costs:</u>									
Construction	425,000	0	0	0	0	0	0	175,000	250,000
Inspection	44,000	0	0	0	0	0	0	44,000	0
Land Acquisition	20,000	0	0	0	0	0	0	20,000	0
Utilities	20,000	0	0	0	0	0	0	20,000	0
Total Cost	509,000	0	0	0	0	0	0	259,000	250,000
<u>Funding Sources:</u>									
Tax-Supported Bond	509,000	0	0	0	0	0	0	259,000	250,000
Total Funding	509,000	0	0	0	0	0	0	259,000	250,000

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

Full-time Employees 0

Operating Costs \$0



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

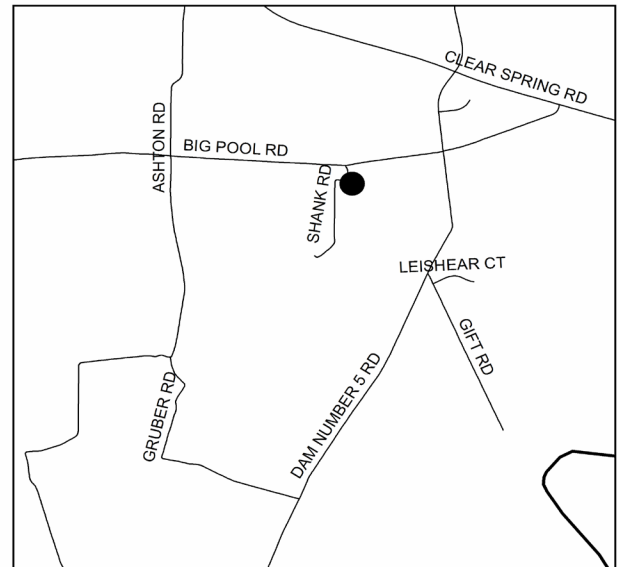
Project Justification The project is needed to provide cost effective road maintenance in this area. The frequency of flooding impacts the delivery of public safety services in that area of the county.

	Total	Prior Appr.	2020	2021	2022	2023	2024	2025	Future
<u>Project Costs:</u>									
Construction	276,000	0	0	0	75,000	201,000	0	0	0
Inspection	38,000	0	0	0	0	38,000	0	0	0
Land Acquisition	10,000	0	0	0	0	10,000	0	0	0
Utilities	52,000	0	0	0	0	52,000	0	0	0
Total Cost	376,000	0	0	0	75,000	301,000	0	0	0
<u>Funding Sources:</u>									
Tax-Supported Bond	376,000	0	0	0	75,000	301,000	0	0	0
Total Funding	376,000	0	0	0	75,000	301,000	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, G-7). The project will stabilize the stream bank and roadway embankment.

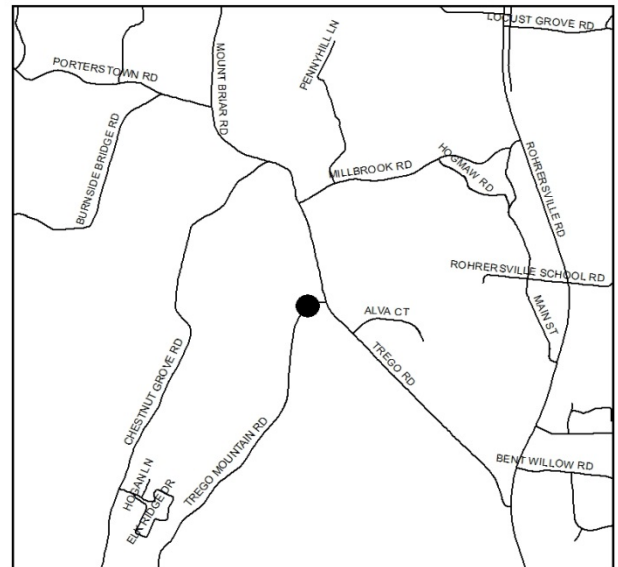
Project Justification The existing retaining wall is collapsing into the adjacent stream. Failure of the wall will cause properties to become inaccessible for emergency services and will cause more costly damage.

	Total	Prior Appr.	2020	2021	2022	2023	2024	2025	Future
<u>Project Costs:</u>									
Construction	130,000	0	0	0	130,000	0	0	0	0
Inspection	21,000	0	0	0	21,000	0	0	0	0
Land Acquisition	2,000	0	0	0	2,000	0	0	0	0
Total Cost	153,000	0	0	0	153,000	0	0	0	0
<u>Funding Sources:</u>									
Tax-Supported Bond	153,000	0	0	0	153,000	0	0	0	0
Total Funding	153,000	0	0	0	153,000	0	0	0	0

Project Title Trego Mountain Road Drainage

Full-time Employees 0

Operating Costs \$0



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

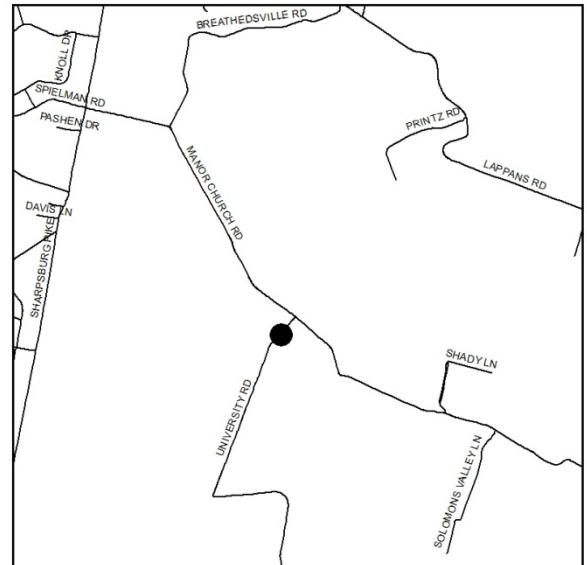
Project Justification The project is needed to replace existing undersized and disconnected storm drain pipes with a larger storm drain and swale network to reduce flooding problems and road maintenance.

	Total	Prior Appr.	2020	2021	2022	2023	2024	2025	Future
Project Costs:									
Construction	252,000	0	0	0	0	0	0	0	252,000
Inspection	33,000	0	0	0	0	0	0	0	33,000
Land Acquisition	10,000	0	0	0	0	0	0	0	10,000
Utilities	20,000	0	0	0	0	0	0	0	20,000
Total Cost	315,000	0	0	0	0	0	0	0	315,000
Funding Sources:									
Tax-Supported Bond	315,000	0	0	0	0	0	0	0	315,000
Total Funding	315,000	0	0	0	0	0	0	0	315,000

Project Title **University Road Culvert**

Full-time Employees 0

Operating Costs \$0



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

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

	Total	Prior Appr.	2020	2021	2022	2023	2024	2025	Future
<u>Project Costs:</u>									
Construction	177,000	0	0	0	0	0	177,000	0	0
Inspection	21,000	0	0	0	0	0	21,000	0	0
Land Acquisition	5,000	0	0	0	0	0	5,000	0	0
Total Cost	203,000	0	0	0	0	0	203,000	0	0
<u>Funding Sources:</u>									
Tax-Supported Bond	203,000	0	0	0	0	0	203,000	0	0
Total Funding	203,000	0	0	0	0	0	203,000	0	0

Education

Education
Capital Improvement Ten Year Summary
Fiscal Year 2020 – 2029

Page	Project	Total	Prior Appr.	Budget Year		Ten Year Capital Program				
				FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	Future
Project Costs										
<u>Education</u>										
Board of Education										
104	Capital Maintenance - BOE	19,685,882	4,512,882	1,615,000	1,558,000	1,500,000	1,500,000	1,500,000	1,500,000	6,000,000
105	Sharpsburg Elementary School Replacement	26,728,000	10,461,000	10,076,000	6,191,000	0	0	0	0	0
106	Elementary School 1	40,203,000	0	0	0	3,565,000	9,030,000	12,571,000	12,181,000	2,856,000
107	Elementary School 2	34,997,000	0	0	0	0	0	0	0	34,997,000
108	Urban Education Campus-BOE Component	19,318,000	10,386,000	6,462,000	2,470,000	0	0	0	0	0
Board of Education Total		140,931,882	25,359,882	18,153,000	10,219,000	5,065,000	10,530,000	14,071,000	13,681,000	43,853,000
Hagerstown Community College										
110	Student Center Parking Lot	696,000	483,000	213,000	0	0	0	0	0	0
111	Center for Business and Entrepreneurial Studies	7,690,000	0	6,281,000	1,409,000	0	0	0	0	0
112	ARCC Air Conditioning	2,727,000	0	0	0	0	0	0	305,000	2,422,000
113	ATC Operations Building	5,400,000	0	0	0	0	0	0	0	5,400,000
114	Campus Road & Parking Lot Overlays	2,000,000	0	0	0	0	0	0	0	2,000,000
115	CVT Instructional Facility Acquisition	2,400,000	0	1,400,000	0	1,000,000	0	0	0	0
116	CVT Renovation/Construction Project	2,500,000	0	0	0	97,000	1,523,000	501,000	379,000	0
117	LRC Exterior Metal Panel System and Roof Replacement	1,703,000	0	0	1,149,000	0	554,000	0	0	0
Hagerstown Community College Total		25,116,000	483,000	7,894,000	2,558,000	1,097,000	2,077,000	501,000	684,000	9,822,000
Public Libraries										
120	Systemic Projects - Library	131,492	41,492	0	10,000	10,000	10,000	10,000	10,000	40,000
121	Hancock Public Library Replacement	2,826,000	122,000	10,000	10,000	2,684,000	0	0	0	0
Public Libraries Total		2,957,492	163,492	10,000	20,000	2,694,000	10,000	10,000	10,000	40,000
Education Total		169,005,374	26,006,374	26,057,000	12,797,000	8,856,000	12,617,000	14,582,000	14,375,000	53,715,000
Funding Sources										
General Fund		2,928,644	644,644	0	0	10,000	0	0	172,000	2,102,000
Tax-Supported Bond		45,230,830	4,423,830	4,043,000	5,024,000	4,215,000	4,169,000	4,116,000	3,994,000	15,246,000
Excise Tax - Schools		4,620,000	770,000	385,000	385,000	385,000	385,000	385,000	385,000	1,540,000
Excise Tax - Library		153,900	53,900	10,000	10,000	10,000	10,000	10,000	10,000	40,000
Transfer Tax		849,000	0	0	0	849,000	0	0	0	0
Capital Reserve - General		1,214,000	1,204,000	0	10,000	0	0	0	0	0
State Grant		103,274,000	13,837,000	18,146,000	6,619,000	2,447,000	8,053,000	10,071,000	9,814,000	34,287,000
Contributions		10,735,000	5,073,000	3,473,000	749,000	940,000	0	0	0	500,000
		169,005,374	26,006,374	26,057,000	12,797,000	8,856,000	12,617,000	14,582,000	14,375,000	53,715,000

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*Board of Education
Capital Improvement Ten Year Summary
Fiscal Year 2020 - 2029*

Page	Project	Total	Prior Appr.	Budget Year		Ten Year Capital Program					Future
				FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025		
Project Costs											
<u>Board of Education</u>											
104	Capital Maintenance - BOE	19,685,882	4,512,882	1,615,000	1,558,000	1,500,000	1,500,000	1,500,000	1,500,000	6,000,000	
105	Sharpsburg Elementary School Replacement	26,728,000	10,461,000	10,076,000	6,191,000	0	0	0	0	0	
106	Elementary School 1	40,203,000	0	0	0	3,565,000	9,030,000	12,571,000	12,181,000	2,856,000	
107	Elementary School 2	34,997,000	0	0	0	0	0	0	0	34,997,000	
108	Urban Education Campus-BOE Component	19,318,000	10,386,000	6,462,000	2,470,000	0	0	0	0	0	
Board of Education Total		140,931,882	25,359,882	18,153,000	10,219,000	5,065,000	10,530,000	14,071,000	13,681,000	43,853,000	
Funding Sources											
General Fund		1,815,052	500,052	0	0	0	0	0	0	1,315,000	
Tax Supported Bond		39,373,830	4,423,830	3,730,000	3,615,000	3,615,000	3,615,000	3,615,000	3,615,000	13,145,000	
Excise Tax - Schools		4,620,000	770,000	385,000	385,000	385,000	385,000	385,000	385,000	1,540,000	
Capital Reserve - General		1,204,000	1,204,000	0	0	0	0	0	0	0	
State Grant		88,139,000	13,389,000	14,038,000	5,512,000	1,065,000	6,530,000	10,071,000	9,681,000	27,853,000	
Contributions		5,780,000	5,073,000	0	707,000	0	0	0	0	0	
		140,931,882	25,359,882	18,153,000	10,219,000	5,065,000	10,530,000	14,071,000	13,681,000	43,853,000	

Project Title	Capital Maintenance - BOE
Project ID	SCH006
Full-time Employees	0
Operating Costs	\$0

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

Project Assumptions FY2020 - Funding is needed for roof replacements at Boonsboro Elementary and South Hagerstown High Schools. The local funds support the 29% local match requirement. State funding is estimated at 71%, pending State approval.

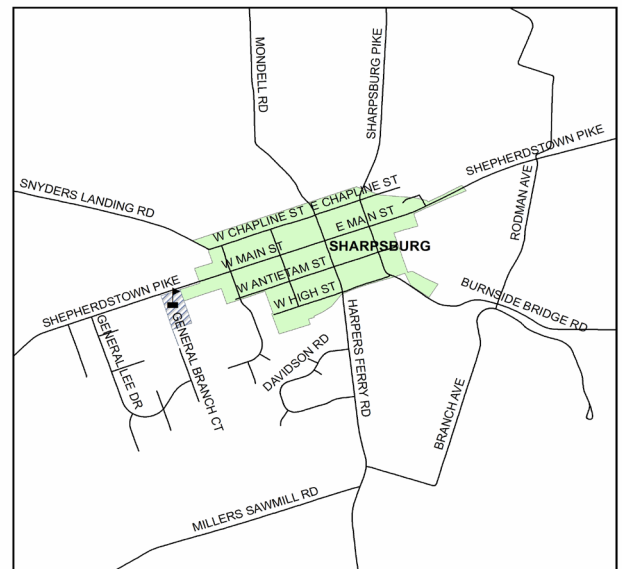
Project Justification The projects consist of large dollar, long-lived systemic projects that qualify for State funding outside the operating budget.

	Total	Prior Appr.	2020	2021	2022	2023	2024	2025	Future
<u>Project Costs:</u>									
Architect Fees	100,000	0	100,000	0	0	0	0	0	0
Construction	17,881,882	2,808,882	1,515,000	1,558,000	1,500,000	1,500,000	1,500,000	1,500,000	6,000,000
Equipment/Furniture	1,704,000	0	1,704,000	0	0	0	0	0	0
Total Cost	19,685,882	4,512,882	1,615,000	1,558,000	1,500,000	1,500,000	1,500,000	1,500,000	6,000,000

Funding Sources:

General Fund	1,815,052	500,052	0	0	0	0	0	0	1,315,000
Tax-Supported Bond	4,451,830	1,243,830	550,000	493,000	435,000	435,000	435,000	435,000	425,000
Capital Reserve - General	1,204,000	1,204,000	0	0	0	0	0	0	0
State Grant	12,215,000	1,565,000	1,065,000	1,065,000	1,065,000	1,065,000	1,065,000	1,065,000	4,260,000
Total Funding	19,685,882	4,512,882	1,615,000	1,558,000	1,500,000	1,500,000	1,500,000	1,500,000	6,000,000

Project Title	Sharpsburg Elementary School Replacement
Project ID	SCH033
Full-time Employees	0
Operating Costs	\$0



Project Description	The project involves construction of 60,054 SF replacement building to support 473 students.
Project Assumptions	State share is 71% of eligible construction costs
Project Justification	Replacement is needed due to the age of the school and growth in the southern part of the county.

	Total	Prior Appr.	2020	2021	2022	2023	2024	2025	Future
<u>Project Costs:</u>									
Architect Fees	1,785,000	1,635,000	100,000	50,000	0	0	0	0	0
Construction	23,783,000	8,826,000	9,426,000	5,531,000	0	0	0	0	0
Equipment/Furniture	1,160,000	0	550,000	610,000	0	0	0	0	0
Total Cost	26,728,000	10,461,000	10,076,000	6,191,000	0	0	0	0	0
<u>Funding Sources:</u>									
Tax-Supported Bond	9,482,000	3,180,000	3,180,000	3,122,000	0	0	0	0	0
Excise Tax - Schools	1,540,000	770,000	385,000	385,000	0	0	0	0	0
State Grant	15,706,000	6,511,000	6,511,000	2,684,000	0	0	0	0	0
Total Funding	26,728,000	10,461,000	10,076,000	6,191,000	0	0	0	0	0

Project Title **Elementary School 1 (Hickory and Fountain Rock Closure)**

Full-time Employees 0

Operating Costs \$(1,249,000)

Project Description New 5-round facility to provide capacity to close 2 aging school facilities.

Project Assumptions To be built on land already owned at CES.

Project Justification Old schools are "open concept" and require use of portable classroom. Not served by public water and sewer systems. Community use spaces will be provided.

	Total	Prior Appr.	2020	2021	2022	2023	2024	2025	Future
<u>Project Costs:</u>									
Architect Fees	2,391,000	0	0	0	1,800,000	200,000	200,000	191,000	0
Construction	35,807,000	0	0	0	1,765,000	8,830,000	11,371,000	10,985,000	2,856,000
Equipment/Furniture	2,005,000	0	0	0	0	0	1,000,000	1,005,000	0
Total Cost	40,203,000	0	0	0	3,565,000	9,030,000	12,571,000	12,181,000	2,856,000
<u>Funding Sources:</u>									
Tax-Supported Bond	15,191,000	0	0	0	3,180,000	3,180,000	3,180,000	3,180,000	2,471,000
Excise Tax - Schools	1,925,000	0	0	0	385,000	385,000	385,000	385,000	385,000
State Grant	23,087,000	0	0	0	0	5,465,000	9,006,000	8,616,000	0
Total Funding	40,203,000	0	0	0	3,565,000	9,030,000	12,571,000	12,181,000	2,856,000

Project Title **Elementary School 2 (Greenbrier and Old Forge Closure)**

Full-time Employees 0

Operating Costs \$(1,249,000)

Project Description New 5-round facility to provide capacity to close 2 aging school facilities.

Project Assumptions An appropriate site for this school will have to be acquired. Costs do not include land.

Project Justification These are "open concept" schools and require the use of 5 portable classrooms. They are not served by public water and sewer systems. Community use spaces will be included.

	Total	Prior Appr.	2020	2021	2022	2023	2024	2025	Future
<u>Project Costs:</u>									
Architect Fees	2,391,000	0	0	0	0	0	0	0	2,391,000
Construction	30,601,000	0	0	0	0	0	0	0	30,601,000
Equipment/Furniture	2,005,000	0	0	0	0	0	0	0	2,005,000
Total Cost	34,997,000	0	0	0	0	0	0	0	34,997,000
<u>Funding Sources:</u>									
Tax-Supported Bond	10,249,000	0	0	0	0	0	0	0	10,249,000
Excise Tax - Schools	1,155,000	0	0	0	0	0	0	0	1,155,000
State Grant	23,593,000	0	0	0	0	0	0	0	23,593,000
Total Funding	34,997,000	0	0	0	0	0	0	0	34,997,000

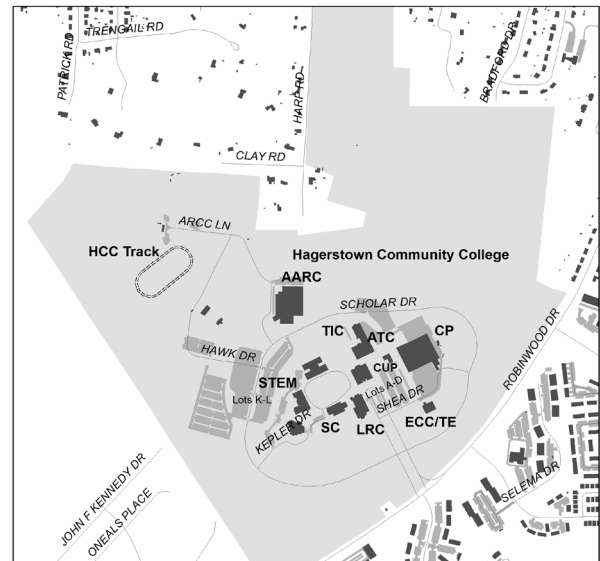
Project Title Urban Education Campus-BOE Component**Full-time Employees 0****Operating Costs \$0****Project Description** This represents the Board's and State component of the intergovernmental partnership that supports the revitalization of the urban core of Hagerstown.**Project Assumptions** State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

	Total	Prior Appr.	2020	2021	2022	2023	2024	2025	Future
<u>Project Costs:</u>									
Construction	19,318,000	10,386,000	6,462,000	2,470,000	0	0	0	0	0
Total Cost	19,318,000	10,386,000	6,462,000	2,470,000	0	0	0	0	0
<u>Funding Sources:</u>									
State Grant	13,538,000	5,313,000	6,462,000	1,763,000	0	0	0	0	0
Contributions	5,780,000	5,073,000	0	707,000	0	0	0	0	0
Total Funding	19,318,000	10,386,000	6,462,000	2,470,000	0	0	0	0	0

Hagerstown Community College
Capital Improvement Ten Year Summary
Fiscal Year 2020 - 2029

		Budget Year			Ten Year Capital Program					
Page	Project	Total	Prior Appr.	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	Future
Project Costs										
<u>Hagerstown Community College</u>										
110	Student Center Parking Lot	696,000	483,000	213,000	0	0	0	0	0	0
111	Center for Business and Entrepreneurial Studies	7,690,000	0	6,281,000	1,409,000	0	0	0	0	0
112	ARCC Air Conditioning	2,727,000	0	0	0	0	0	0	305,000	2,422,000
113	ATC Operations Building	5,400,000	0	0	0	0	0	0	0	5,400,000
114	Campus Road & Parking Lot Overlays	2,000,000	0	0	0	0	0	0	0	2,000,000
115	CVT Instructional Facility Acquisition	2,400,000	0	1,400,000	0	1,000,000	0	0	0	0
116	CVT Renovation/Construction Project	2,500,000	0	0	0	97,000	1,523,000	501,000	379,000	0
117	LRC Exterior Metal Panel System and Roof Replacement	1,703,000	0	0	1,149,000	0	554,000	0	0	0
	Hagerstown Community College Total	25,116,000	483,000	7,894,000	2,558,000	1,097,000	2,077,000	501,000	684,000	9,822,000
Funding Sources										
	General Fund	994,000	35,000	0	0	0	0	0	172,000	787,000
	Tax Supported Bond	5,857,000	0	313,000	1,409,000	600,000	554,000	501,000	379,000	2,101,000
	State Grant	13,850,000	448,000	4,108,000	1,107,000	97,000	1,523,000	0	133,000	6,434,000
	Contributions	4,415,000	0	3,473,000	42,000	400,000	0	0	0	500,000
		25,116,000	483,000	7,894,000	2,558,000	1,097,000	2,077,000	501,000	684,000	9,822,000

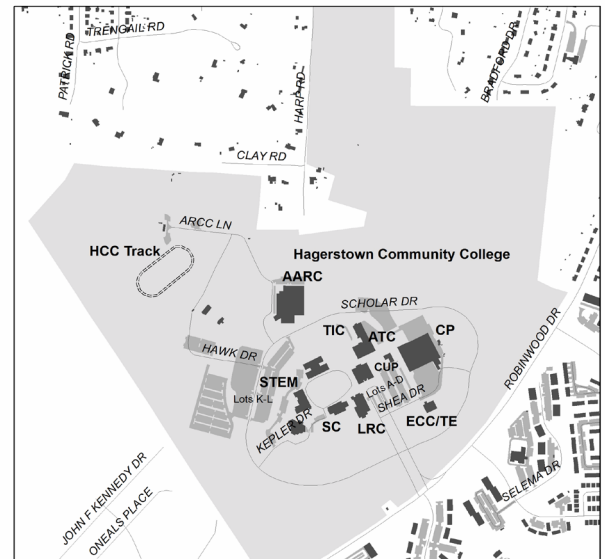
Project Title	Student Center Parking Lot
Project ID	COL024
Full-time Employees	0
Operating Costs	\$178,000



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

	Total	Prior Appr.	2020	2021	2022	2023	2024	2025	Future
<u>Project Costs:</u>									
Construction	639,000	426,000	213,000	0	0	0	0	0	0
Engineering and Design	57,000	57,000	0	0	0	0	0	0	0
Total Cost	696,000	483,000	213,000	0	0	0	0	0	0
<u>Funding Sources:</u>									
General Fund	35,000	35,000	0	0	0	0	0	0	0
Tax-Supported Bond	213,000	0	213,000	0	0	0	0	0	0
State Grant	448,000	448,000	0	0	0	0	0	0	0
Total Funding	696,000	483,000	213,000	0	0	0	0	0	0

Project Title	Center for Business and Entrepreneurial Studies
Project ID	COL026
Full-time Employees	0
Operating Costs	\$0



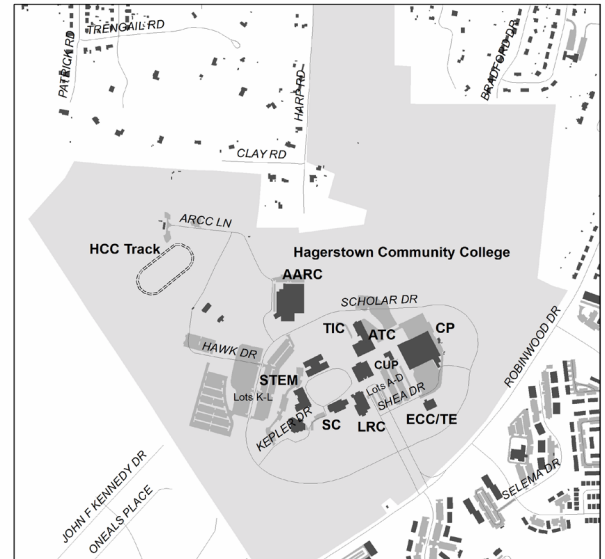
Project Description	The project includes an extensive first floor renovation along with major building upgrades to create the Center for Business and Entrepreneurial Studies. The current building has large areas of space that was constructed for training in light manufacturing disciplines. As the market has changed, so has the demand for this type of space. The project will make these areas suitable for other purposes, including the creation of a business incubator. The renovation will create a lobby area, modern lab areas, classrooms and shared spaces for business incubation areas.
Project Assumptions	Project assumes state funding at 56% of total project costs. County funding at 20% and HCC assumes 24% of total project cost.
Project Justification	This project is important to the community and businesses of Hagerstown in order to provide opportunities for local start up companies in the areas of bio-technology and cyber security.

	Total	Prior Appr.	2020	2021	2022	2023	2024	2025	Future
Project Costs:									
Architect Fees	100,000	0	100,000	0	0	0	0	0	0
Construction	6,490,000	0	5,081,000	1,409,000	0	0	0	0	0
Hardware/Software	262,000	0	262,000	0	0	0	0	0	0
Equipment/Furniture	500,000	0	500,000	0	0	0	0	0	0
Other	338,000	0	338,000	0	0	0	0	0	0
Total Cost	7,690,000	0	6,281,000	1,409,000	0	0	0	0	0
Funding Sources:									
Tax-Supported Bond	1,509,000	0	100,000	1,409,000	0	0	0	0	0
State Grant	4,108,000	0	4,108,000	0	0	0	0	0	0
Contributions	2,073,000	0	2,073,000	0	0	0	0	0	0
Total Funding	7,690,000	0	6,281,000	1,409,000	0	0	0	0	0

Project Title ARCC Air Conditioning

Full-time Employees 0

Operating Costs \$75,000



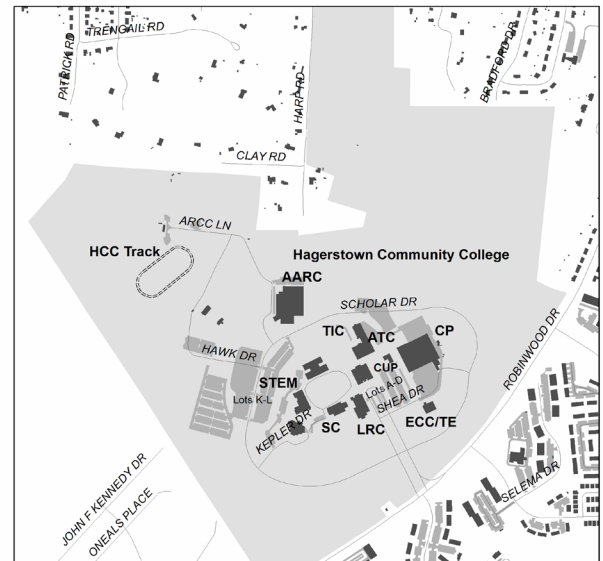
Project Description The ARCC (Athletic Recreation and Community Center) is the largest indoor gathering spot in Washington County, with no other facility approaching its capacity. As the largest indoor gathering spot in Washington County, the ARCC facility is in need of a space where it is climate controlled. A variety of college and community activities are held in the ARCC. These include credit and credit-free courses, educational programs, athletic events and community events. Also housed within the facility is the Washington County Recreation Department (WCRD). Approximately 50 percent of the WCRD programming takes place in the ARCC. Along with the College and WCRD activities, the ARCC also hosts community and regional events, including high school graduations, athletic competitions, home shows and other events. To increase programming for the College, WCRD, and community events, the facility needs to install air conditioning in the arena to accommodate and increase the high level of usage.

Project Assumptions State share approximately 64.5%.

Project Justification Added and upgraded HVAC will improve comfort in the ARCC, making it more conducive to events in the arena. Currently, HCC is losing revenue as events are scheduled elsewhere in the summer or moved because of heat in the arena. Opposing teams have been unwilling to schedule games because of the lack of climate control. Additionally, less fluctuation in temperature and humidity will prolong the life of the hardwood floors and the indoor track, which are very expensive to replace. Improvements to the ARCC will most likely increase enrollment in physical education and leisure studies offerings, along with athletics. A more comfortable arena will help HCC recruit quality athletes for its sports teams, as well as prospective students. Continued growth and development in Washington County will increase the demand for a large venue with multiple use capability, with no solution available. Thus, HCC will miss the opportunity for partnering with the community and revenue generating opportunities.

	Total	Prior Appr.	2020	2021	2022	2023	2024	2025	Future
Project Costs:									
Architect Fees	205,000	0	0	0	0	0	0	205,000	0
Construction	2,522,000	0	0	0	0	0	0	100,000	2,422,000
Total Cost	2,727,000	0	0	0	0	0	0	305,000	2,422,000
Funding Sources:									
General Fund	959,000	0	0	0	0	0	0	172,000	787,000
State Grant	1,768,000	0	0	0	0	0	0	133,000	1,635,000
Total Funding	2,727,000	0	0	0	0	0	0	305,000	2,422,000

Project Title	ATC Operations Building
Full-time Employees	0
Operating Costs	\$2,000

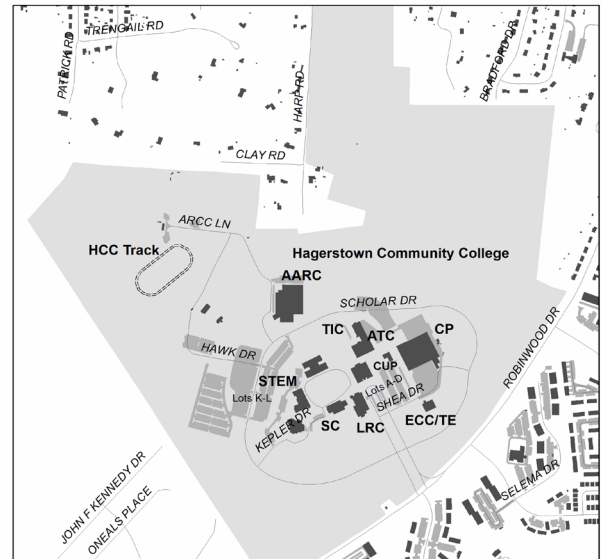


Project Description This project combines two projects that were proposed separately in the January 2016 Facility Master Plan. The decision to merge the two projects of ATC renovation and construction of a campus operations building is being proposed for cost effectiveness and efficiency. The building has not had major renovation since 1989 and a new roof was installed in 2005. This project will support the A.A. S. in Advanced Manufacturing Systems (ADM), as well as the Industrial Technology and Electronics certificates. An addition is planned to house Maintenance, Custodial Services, Grounds, Business and Procurement Services, Mail Center and to provide a much needed area for central receiving. High bays will be installed for that purpose, as well as to accommodate large robotic equipment for the ADM program. The addition will be built over the current ATC parking lot making construction less costly than building on undeveloped land.

Project Assumptions State share approximately 64.5%.

Project Justification Gaps related to robot programming, automation tooling and CNC machines are directly related to changing technology skills that current mechanics lack, which, in turn results in significant loss in uptime and productivity. HCC and its business partners, such as Volvo, must develop and sustain an advanced manufacturing workforce by creating pathways that span learning levels, provides support for student achievement of rigorous outcomes and ensures that students are trained using industry-standard equipment. In addition to critical workforce development, the STC, which has not had major renovations since 1989, will enhance and strengthen all STEM education programs at HCC via improved facilities and programming.

	Total	Prior Appr.	2020	2021	2022	2023	2024	2025	Future
Project Costs:									
Architect Fees	378,000	0	0	0	0	0	0	0	378,000
Construction	4,522,000	0	0	0	0	0	0	0	4,522,000
Equipment/Furniture	500,000	0	0	0	0	0	0	0	500,000
Total Cost	5,400,000	0	0	0	0	0	0	0	5,400,000
Funding Sources:									
Tax-Supported Bond	1,401,000	0	0	0	0	0	0	0	1,401,000
State Grant	3,499,000	0	0	0	0	0	0	0	3,499,000
Contributions	500,000	0	0	0	0	0	0	0	500,000
Total Funding	5,400,000	0	0	0	0	0	0	0	5,400,000

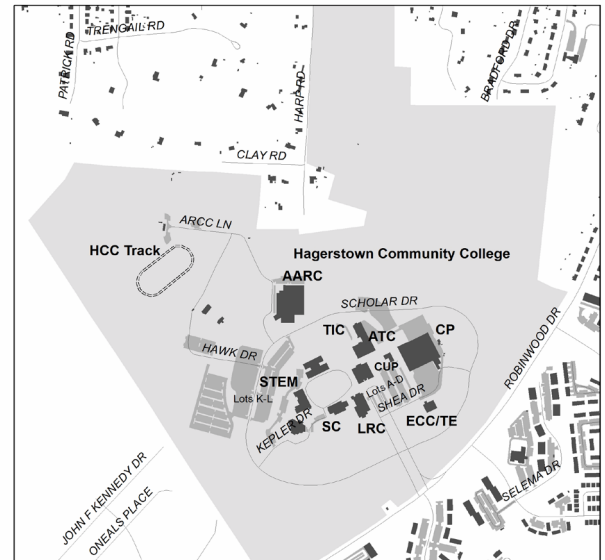
Project Title **Campus Road and Parking Lot Overlays****Full-time Employees** 0**Operating Costs** \$0

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

Project Assumptions State share approximately 64.5%.

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

	Total	Prior Appr.	2020	2021	2022	2023	2024	2025	Future
Project Costs:									
Construction	2,000,000	0	0	0	0	0	0	0	2,000,000
Total Cost	2,000,000	0	0	0	0	0	0	0	2,000,000
Funding Sources:									
Tax-Supported Bond	700,000	0	0	0	0	0	0	0	700,000
State Grant	1,300,000	0	0	0	0	0	0	0	1,300,000
Total Funding	2,000,000	0	0	0	0	0	0	0	2,000,000

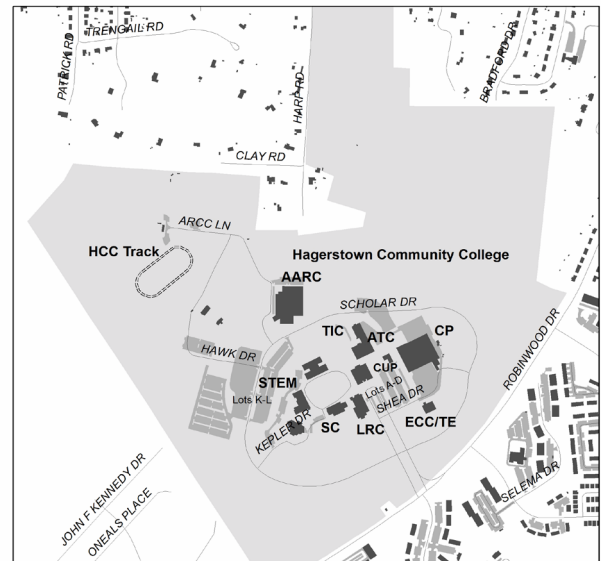
Project Title CVT Instructional Facility Acquisition**Full-time Employees** 0**Operating Costs** \$0

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

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

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

	Total	Prior Appr.	2020	2021	2022	2023	2024	2025	Future
Project Costs:									
Land Acquisition	2,400,000	0	1,400,000	0	1,000,000	0	0	0	0
Total Cost	2,400,000	0	1,400,000	0	1,000,000	0	0	0	0
Funding Sources:									
Tax-Supported Bond	600,000	0	0	0	600,000	0	0	0	0
Contributions	1,800,000	0	1,400,000	0	400,000	0	0	0	0
Total Funding	2,400,000	0	1,400,000	0	1,000,000	0	0	0	0

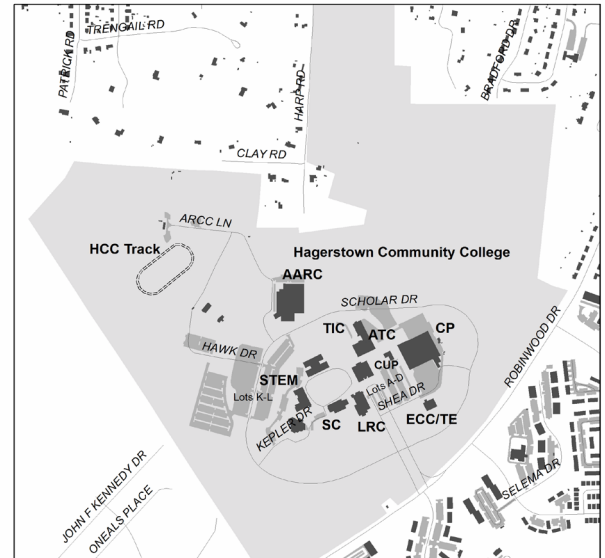
Project Title CVT Renovation/Construction Project**Full-time Employees** 0**Operating Costs** \$25,000

Project Description This building has yet to be identified, therefore the extent of renovations are not yet completely known. Once this building is acquired the facility will provide grounds for the commercial vehicle transportation program, logistics/forklift training and a drone staging area. The CVT Specialist Certificate program is a 16-credit cohort skills-oriented program for those individuals seeking a career in professional truck driving. This program is the largest retraining program for unemployed persons in Washington County. The curriculum consists of classroom, skills, and field instruction and is based on industry recognized skill standards. By providing such training, the facility will support economic development in the service region for not only the transportation industry, but for warehousing and distribution centers along the I-81 and 70 corridors.

Project Assumptions Approximately 64.5% State Support

Project Justification The trucking industry is a vital component to economic growth locally, statewide, and nationally, with trucks hauling 70 percent of all freight tonnage. The College's CVT program supports one of the local Economic Development Commission's workforce development priorities, which states, "The trucking industry continues to exhibit a high demand for CDL-A drivers, a national trend as well as the largest demand occupation locally." The trucking industry locally and nationally is not attracting drivers at the rate to keep up with demand and growth. According to the American Trucking Associations (ATA), the industry is about 30,000 short of qualified drivers. Over the next ten years, that number is set to rise to 200,000 in an industry that averages 115- 120 percent annual turnover rate. Along with nursing and health sciences programs, the CVT program has the highest completion and placement rates at HCC. It is critical that the College have adequate facilities to train students. The College will continue to lease facilities. The current facility is located in the far north end of Hagerstown less than a mile from the Pennsylvania line. Travel times from the main campus can take up to 20- 25 minutes depending on time of day and traffic, and there is no public transportation available to/from the site.

	Total	Prior Appr.	2020	2021	2022	2023	2024	2025	Future
Project Costs:									
Construction	1,850,000	0	0	0	0	1,199,000	448,000	203,000	0
Engineering and Design	150,000	0	0	0	97,000	0	53,000	0	0
Equipment/Furniture	500,000	0	0	0	0	324,000	0	176,000	0
Total Cost	2,500,000	0	0	0	97,000	1,523,000	501,000	379,000	0
Funding Sources:									
Tax-Supported Bond	880,000	0	0	0	0	0	501,000	379,000	0
State Grant	1,620,000	0	0	0	97,000	1,523,000	0	0	0
Total Funding	2,500,000	0	0	0	97,000	1,523,000	501,000	379,000	0

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

Project Description This project calls for the replacement of the original 22,222 SF roof, which is built-up asphalt. There are also several smaller standing seam metal roof sections. The exterior metal panel system is a first generation system that uses a gasket and clip system to attach them to the building structure. These early generation systems have poor insulating properties and have been plagued by water infiltration issues. Many of the roof flashing details integrate with the metal panel system requiring both systems be replaced in conjunction with each other. The main roof sections will be replaced with an Energy Star rated modified bitumen system. The metal roofing sections will be replaced with new standing seam roof systems. Both roof systems will include new flashing details to prevent water infiltration. The metal panel system will be replaced with a new metal panel system that has been engineered to improve the insulating properties and performance.

Project Assumptions State contribution needed in the amount of \$1,096,764, or 65%. County contribution in the amount of \$595,773, or 35%.

Project Justification This project is needed to avoid costly repairs..

	Total	Prior Appr.	2020	2021	2022	2023	2024	2025	Future
Project Costs:									
Construction	1,583,000	0	0	1,029,000	0	554,000	0	0	0
Engineering and Design	120,000	0	0	120,000	0	0	0	0	0
Total Cost	1,703,000	0	0	1,149,000	0	554,000	0	0	0
Funding Sources:									
Tax-Supported Bond	554,000	0	0	0	0	554,000	0	0	0
State Grant	1,107,000	0	0	1,107,000	0	0	0	0	0
Contributions	42,000	0	0	42,000	0	0	0	0	0
Total Funding	1,703,000	0	0	1,149,000	0	554,000	0	0	0

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Public Libraries
Capital Improvement Ten Year Summary
Fiscal Year 2020 - 2029

Page	Project	Total	Prior Appr.	Budget Year		Ten Year Capital Program				
				FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	Future
Project Costs										
<u>Public Libraries</u>										
120	Systemic Projects - Library	131,492	41,492	0	10,000	10,000	10,000	10,000	10,000	40,000
121	Hancock Public Library Replacement	2,826,000	122,000	10,000	10,000	2,684,000	0	0	0	0
Public Libraries Total		2,957,492	163,492	10,000	20,000	2,694,000	10,000	10,000	10,000	40,000
Funding Sources										
General Fund		119,592	109,592	0	0	10,000	0	0	0	0
Transfer Tax		849,000	0	0	0	849,000	0	0	0	0
Excise Tax - Library		153,900	53,900	10,000	10,000	10,000	10,000	10,000	10,000	40,000
Capital Reserve - General		10,000	0	0	10,000	0	0	0	0	0
State Grant		1,285,000	0	0	0	1,285,000	0	0	0	0
Contributions		540,000	0	0	0	540,000	0	0	0	0
		2,957,492	163,492	10,000	20,000	2,694,000	10,000	10,000	10,000	40,000

Project Title

Systemic Projects - Library

Project ID

BLD075

Full-time Employees

0

Operating Costs

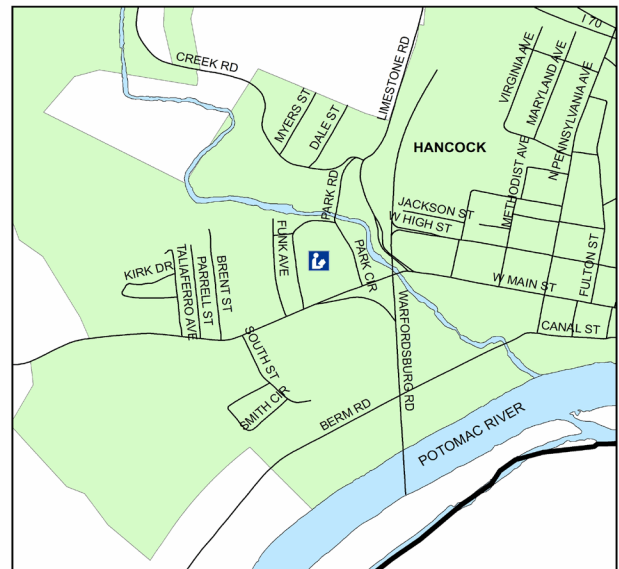
\$0

Project Description

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

	Total	Prior Appr.	2020	2021	2022	2023	2024	2025	Future
Project Costs:									
Construction	131,492	41,492	0	10,000	10,000	10,000	10,000	10,000	40,000
Total Cost	131,492	41,492	0	10,000	10,000	10,000	10,000	10,000	40,000
Funding Sources:									
General Fund	51,492	41,492	0	0	10,000	0	0	0	0
Excise Tax - Library	70,000	0	0	0	0	10,000	10,000	10,000	40,000
Capital Reserve – General	10,000	0	0	10,000	0	0	0	0	0
Total Funding	131,492	41,492	10,000	10,000	10,000	10,000	10,000	10,000	40,000

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



Project Description This project includes the construction of a new public library in the town of Hancock. The project will include enhancements to the proposed site including parking and a stormwater management facility.

Project Assumptions Library will be built with County funding not to exceed \$1 million. This represents the amount due to the Board of Trustees of the Washington County Library. The Library is forward funding the project costs with County reimbursement occurring in 2022. The estimated population served by the proposed facility is 4,358.

Project Justification The existing structure is structurally and functionally deficient. The existing building experiences thermal and moisture protection problems. The building has no fire suppression system and has areas that are not in compliance with ADA requirements.

	Total	Prior Appr.	2020	2021	2022	2023	2024	2025	Future
<u>Project Costs:</u>									
Construction	2,616,000	0	0	0	2,616,000	0	0	0	0
Engineering and Design	210,000	122,000	10,000	10,000	68,000	0	0	0	0
Total Cost	2,826,000	122,000	10,000	10,000	2,684,000	0	0	0	0
<u>Funding Sources:</u>									
General Fund	68,100	68,100	0	0	0	0	0	0	0
Transfer Tax	849,000	0	0	0	849,000	0	0	0	0
Excise Tax - Library	83,900	53,900	10,000	10,000	10,000	0	0	0	0
State Grant	1,285,000	0	0	0	1,285,000	0	0	0	0
Contributions	540,000	0	0	0	540,000	0	0	0	0
Total Funding	2,826,000	122,000	10,000	10,000	2,684,000	0	0	0	0

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General Government

*General Government
Capital Improvement Ten Year Summary
Fiscal Year 2020 - 2029*

Page	Project	Total	Prior Appr.	Budget Year		Ten Year Capital Program					Future
				FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025		
Project Costs											
<u>General Government</u>											
124	Cost of Bond Issuance	1,176,600	143,600	99,000	98,000	98,000	99,000	98,000	99,000	442,000	
125	Contingency - General Fund	1,474,305	449,305	500,000	25,000	25,000	50,000	50,000	75,000	300,000	
126	Systemic Improvements - Building	2,310,707	337,707	196,000	197,000	197,000	196,000	196,000	196,000	795,000	
127	Facilities Roof Repairs	1,360,000	0	100,000	130,000	130,000	100,000	100,000	150,000	650,000	
128	Information Systems Replacment Program	1,215,871	305,871	100,000	50,000	70,000	90,000	100,000	100,000	400,000	
129	Financial System Management & Upgrades	550,516	238,516	0	32,000	33,000	34,000	34,000	35,000	144,000	
130	County Wireless Infrastructure	129,422	107,422	11,000	11,000	0	0	0	0	0	
131	Accela Software Upgrade	38,351	8,351	30,000	0	0	0	0	0	0	
132	General - Equipment and Vehicle Replacement Program	3,760,505	660,505	0	200,000	200,000	300,000	400,000	400,000	1,600,000	
General Government Total		12,016,277	2,251,277	1,036,000	743,000	753,000	869,000	978,000	1,055,000	4,331,000	
Funding Sources											
General Fund		9,727,277	2,051,277	0	250,000	593,000	469,000	978,000	1,055,000	4,331,000	
Tax-Supported Bond		423,000	0	100,000	130,000	130,000	63,000	0	0	0	
Capital Reserve - General		1,866,000	200,000	936,000	363,000	30,000	337,000	0	0	0	
		12,016,277	2,251,277	1,036,000	743,000	753,000	869,000	978,000	1,055,000	4,331,000	

Project Title Cost of Bond Issuance**Project ID** ADM001**Full-time Employees** 0**Operating Costs** \$0

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

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

	Total	Prior Appr.	2020	2021	2022	2023	2024	2025	Future
<u>Project Costs:</u>									
Bond issuance	1,176,600	143,600	99,000	98,000	98,000	99,000	98,000	99,000	442,000
Total Cost	1,176,600	143,600	99,000	98,000	98,000	99,000	98,000	99,000	442,000
<u>Funding Sources:</u>									
General Fund	1,036,600	143,600	0	57,000	98,000	99,000	98,000	99,000	442,000
Capital Reserve - General	140,000	0	99,000	41,000	0	0	0	0	0
Total Funding	1,176,600	143,600	99,000	98,000	98,000	99,000	98,000	99,000	442,000

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.**Project Assumptions** Two potential funding mechanisms have been contemplated to provide for capital maintenance for BOE projects; 1) Energy Service Company (ESCO) or 2) Additional IAC funding. Funding of \$500K can be used for the most cost effective of the two, the one leading to the greater return on investment. This evaluation cannot be determined until proposals are received in connection with the ESCO RFP or until available IAC funding is known. Once all factors are considered, funds will be utilized accordingly.**Project Justification** Due to the inherent uncertainty in estimating capital project costs, it is the written policy of the County to maintain project contingency. It is also good management practice to increase the Contingency due to the increase of Capital Program requests and rising number of individual projects, as one project overrun or unanticipated project could use all available funds. In the event that the capital contingency accounts have excess funds, the annual appropriation for that purpose may be modified to reflect the source of funds as determined through the budget process.

	Total	Prior Appr.	2020	2021	2022	2023	2024	2025	Future
<u>Project Costs:</u>									
Contingency	1,474,305	449,305	500,000	25,000	25,000	50,000	50,000	75,000	300,000
Total Cost	1,474,305	449,305	500,000	25,000	25,000	50,000	50,000	75,000	300,000
<u>Funding Sources:</u>									
General Fund	949,305	449,305	0	0	25,000	50,000	50,000	75,000	300,000
Capital Reserve - General	525,000	0	500,000	25,000	0	0	0	0	0
Total Funding	1,474,305	449,305	500,000	25,000	25,000	50,000	50,000	75,000	300,000

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.

Project Costs:

Construction	2,310,707	337,707	196,000	197,000	197,000	196,000	196,000	196,000	795,000
Total Cost	2,310,707	337,707	196,000	197,000	197,000	196,000	196,000	196,000	795,000

Funding Sources:

General Fund	2,110,707	337,707	0	193,000	197,000	196,000	196,000	196,000	795,000
Capital Reserve - General	200,000	0	196,000	4,000	0	0	0	0	0
Total Funding	2,310,707	337,707	196,000	197,000	197,000	196,000	196,000	196,000	795,000

Project Title **Facilities Roof Repairs**

Project ID BLD100

Full-time Employees 0

Operating Costs \$0

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

Project Assumptions Pending general fund.

Project Justification Funding necessary to maintain integrity of County buildings.

	Total	Prior Appr.	2020	2021	2022	2023	2024	2025	Future
<u>Project Costs:</u>									
Construction	1,360,000	0	100,000	130,000	130,000	100,000	100,000	150,000	650,000
Total Cost	1,360,000	0	100,000	130,000	130,000	100,000	100,000	150,000	650,000
<u>Funding Sources:</u>									
General Fund	900,000	0	0	0	0	0	100,000	150,000	650,000
Tax-Supported Bond	423,000	0	100,000	130,000	130,000	63,000	0	0	0
Capital Reserve - General	37,000	0	0	0	0	37,000	0	0	0
Total Funding	1,360,000	0	100,000	130,000	130,000	100,000	100,000	150,000	650,000

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

Project Description	The Information System Replacement Program focuses on the investment in infrastructure hardware and software that provide the foundation on which the business and enterprise systems reside. The Information Technology area currently maintains more than 40 business applications and additionally includes the County's telecommunications (telephone) system.
Project Assumptions	The systems and software serve the departments and typically reach the end of their useful life-expectancy between 3 and 8 years, at which point the systems become increasingly costly to maintain and difficult to exchange information with other systems. Priorities for determining which applications to replace first are driven by age, criticality of the system to operations, and availability of ongoing support from the applications vendor.
Project Justification	The goal of the Information Systems Replacement Program is to keep the County's existing business systems refreshed or replaced on a reasonably expected system life-cycle so the systems remain useful, operable, and responsive to business needs.

	Total	Prior Appr.	2020	2021	2022	2023	2024	2025	Future
Project Costs:									
Hardware/Software	1,215,871	305,871	100,000	50,000	70,000	90,000	100,000	100,000	400,000
Total Cost	1,215,871	305,871	100,000	50,000	70,000	90,000	100,000	100,000	400,000
Funding Sources:									
General Fund	1,065,871	305,871	0	0	70,000	90,000	100,000	100,000	400,000
Capital Reserve - General	150,000	0	100,000	50,000	0	0	0	0	0
Total Funding	1,215,871	305,871	100,000	50,000	70,000	90,000	100,000	100,000	400,000

Project Title Financial System Management & Upgrades

Project ID COM019

Full-time Employees 0

Operating Costs \$20,000

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

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

	Total	Prior Appr.	2020	2021	2022	2023	2024	2025	Future
Project Costs:									
Hardware/Software	550,516	238,516	0	32,000	33,000	34,000	34,000	35,000	144,000
Total Cost	550,516	238,516	0	32,000	33,000	34,000	34,000	35,000	144,000
Funding Sources:									
General Fund	518,516	238,516	0	0	33,000	34,000	34,000	35,000	144,000
Capital Reserve - General	32,000	0	0	32,000	0	0	0	0	0
Total Funding	550,516	238,516	0	32,000	33,000	34,000	34,000	35,000	144,000

Project Title	County Wireless Infrastructure
Project ID	COM021
Full-time Employees	0
Operating Costs	\$0

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

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

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

	Total	Prior Appr.	2020	2021	2022	2023	2024	2025	Future
<u>Project Costs:</u>									
Hardware/Software	129,422	107,422	11,000	11,000	0	0	0	0	0
Total Cost	129,422	107,422	11,000	11,000	0	0	0	0	0
<u>Funding Sources:</u>									
General Fund	107,422	107,422	0	0	0	0	0	0	0
Capital Reserve - General	22,000	0	11,000	11,000	0	0	0	0	0
Total Funding	129,422	107,422	11,000	11,000	0	0	0	0	0

Project Title **Accela Software Upgrade**

Project ID COM025

Full-time Employees 0

Operating Costs \$0

Project Description Upgrade current Accela Land Management platform version 9.X to version 10.X using consultant assistance and training.

Project Assumptions Consultant assistance will be required.

Project Justification Software support and maintenance requirements dictated by software vendor Accela.

Project Costs:

Hardware/Software

Total Cost

Total	Prior Appr.	2020	2021	2022	2023	2024	2025	Future
38,351	8,351	30,000	0	0	0	0	0	0
38,351	8,351	30,000	0	0	0	0	0	0

Funding Sources:

General Fund

Capital Reserve -
General

Total Funding

8,351	8,351	0	0	0	0	0	0	0
30,000	0	30,000	0	0	0	0	0	0
38,351	8,351	30,000	0	0	0	0	0	0

Project Title	General - Equipment and Vehicle Replacement Program
Project ID	VEH008
Full-time Employees	0
Operating Costs	\$0

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

Project Assumptions

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

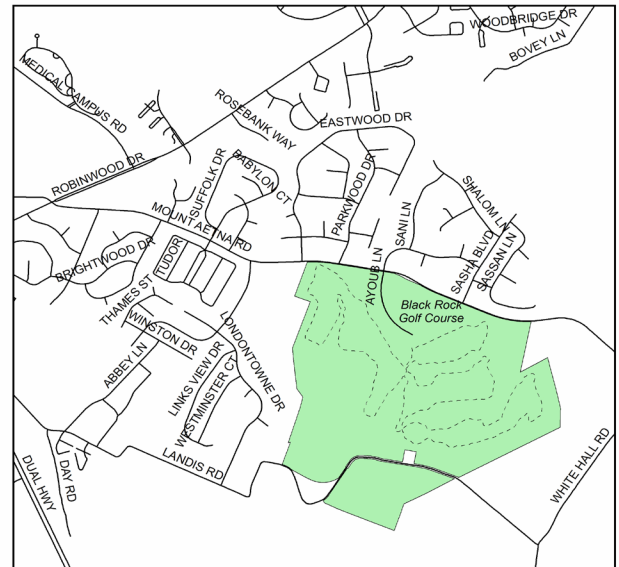
	Total	Prior Appr.	2020	2021	2022	2023	2024	2025	Future
<u>Project Costs:</u>									
Vehicles	3,760,505	660,505	0	200,000	200,000	300,000	400,000	400,000	1,600,000
Total Cost	3,760,505	660,505	0	200,000	200,000	300,000	400,000	400,000	1,600,000
<u>Funding Sources:</u>									
General Fund	3,030,505	460,505	0	0	170,000	0	400,000	400,000	1,600,000
Capital Reserve - General	730,000	200,000	0	200,000	30,000	300,000	0	0	0
Total Funding	3,760,505	660,505	0	200,000	200,000	300,000	400,000	400,000	1,600,000

Parks & Recreation

Parks & Recreation
Capital Improvement Ten Year Summary
Fiscal Year 2020 - 2029

Page	Project	Total	Prior Appr.	Budget Year		Ten Year Capital Program				2025	Future
				FY 2020	FY 2021	FY 2022	FY 2023	FY 2024			
Project Costs											
<u>Parks & Recreation</u>											
134	BR Capital Equipment Program	224,000	44,000	0	20,000	20,000	20,000	20,000	20,000	20,000	80,000
135	Ag Center Garage Doors	15,000	0	15,000	0	0	0	0	0	0	0
136	Ag Center Kitchen Equipment Replacement	60,000	0	60,000	0	0	0	0	0	0	0
137	Tennis Court Resurfacing	272,990	42,990	0	30,000	30,000	30,000	30,000	30,000	30,000	80,000
138	Ag Center Track Upgrades	50,000	0	50,000	0	0	0	0	0	0	0
139	Park Equipment/Surfacing Replacement, Various Locations	1,592,000	92,000	150,000	150,000	150,000	150,000	150,000	150,000	150,000	600,000
140	Parking Lot Repair/Overlay, Various Locations	1,245,000	192,000	153,000	100,000	100,000	100,000	100,000	100,000	100,000	400,000
141	Marty Snook Park Fence Upgrades	20,000	0	20,000	0	0	0	0	0	0	0
142	Doubs Woods Equipment Storage Building	150,000	0	0	150,000	0	0	0	0	0	0
143	North Central County Park	2,676,000	0	0	0	0	0	0	0	46,000	2,630,000
Parks & Recreation Total		6,304,990	370,990	448,000	450,000	300,000	300,000	300,000	300,000	346,000	3,790,000
Funding Sources											
	General Fund	2,059,990	114,990	0	0	75,000	75,000	75,000	75,000	121,000	1,599,000
	Tax-Supported Bond	15,000	0	0	15,000	0	0	0	0	0	0
	Capital Reserve - General	119,000	0	44,000	75,000	0	0	0	0	0	0
	State Grant	4,111,000	256,000	404,000	360,000	225,000	225,000	225,000	225,000	225,000	2,191,000
		6,304,990	370,990	448,000	450,000	300,000	300,000	300,000	300,000	346,000	3,790,000

Project Title	BR Capital Equipment Replacement Program
Project ID	EQP053
Full-time Employees	0
Operating Costs	\$0



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

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

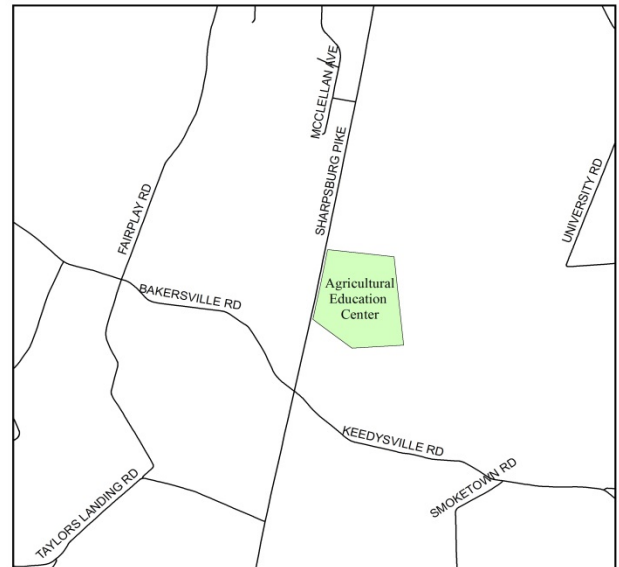
	Total	Prior Appr.	2020	2021	2022	2023	2024	2025	Future
Project Costs:									
Equipment/Furniture	224,000	44,000	0	20,000	20,000	20,000	20,000	20,000	80,000
Total Cost	224,000	44,000	0	20,000	20,000	20,000	20,000	20,000	80,000
Funding Sources:									
General Fund	204,000	44,000	0	0	20,000	20,000	20,000	20,000	80,000
Capital Reserve - General	20,000	0	0	20,000	0	0	0	0	0
Total Funding	224,000	44,000	0	20,000	20,000	20,000	20,000	20,000	80,000

Project Title Ag Center Garage Doors

Project ID BLD101

Full-time Employees 0

Operating Costs \$0



Project Description Replace existing 20 year old original doors in poor condition.

Project Assumptions Pending POS.

Project Justification Existing doors are in poor condition and problematic.

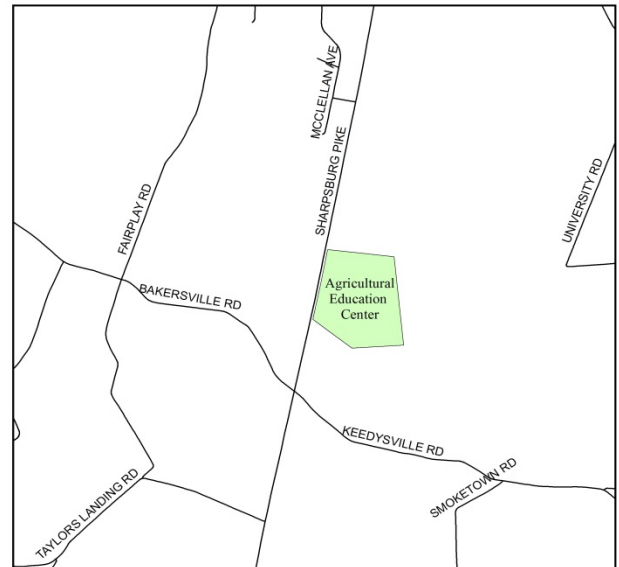
	Total	Prior Appr.	2020	2021	2022	2023	2024	2025	Future
<u>Project Costs:</u>									
Construction	15,000	0	15,000	0	0	0	0	0	0
Total Cost	15,000	0	15,000	0	0	0	0	0	0
<u>Funding Sources:</u>									
Capital Reserve - General	1,000	0	1,000	0	0	0	0	0	0
State Grant	14,000	0	14,000	0	0	0	0	0	0
Total Funding	15,000	0	15,000	0	0	0	0	0	0

Project Title **Ag Center Kitchen Equipment Replacement**

Project ID EQP067

Full-time Employees 0

Operating Costs \$0



Project Description Replace 20 plus year old kitchen equipment and mechanical equipment.

Project Assumptions Pending POS funding.

Project Justification Existing equipment is 20 plus years old, inefficient and in poor condition.

	Total	Prior Appr.	2020	2021	2022	2023	2024	2025	Future
<u>Project Costs:</u>									
Construction	10,000	0	10,000	0	0	0	0	0	0
Equipment/Furniture	50,000	0	50,000	0	0	0	0	0	0
Total Cost	60,000	0	60,000	0	0	0	0	0	0
<u>Funding Sources:</u>									
Capital Reserve - General	6,000	0	6,000	0	0	0	0	0	0
State Grant	54,000	0	54,000	0	0	0	0	0	0
Total Funding	60,000	0	60,000	0	0	0	0	0	0

Project Title	Tennis Courts, Resurfacing
Project ID	LDI046
Full-time Employees	0
Operating Costs	\$0

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

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

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

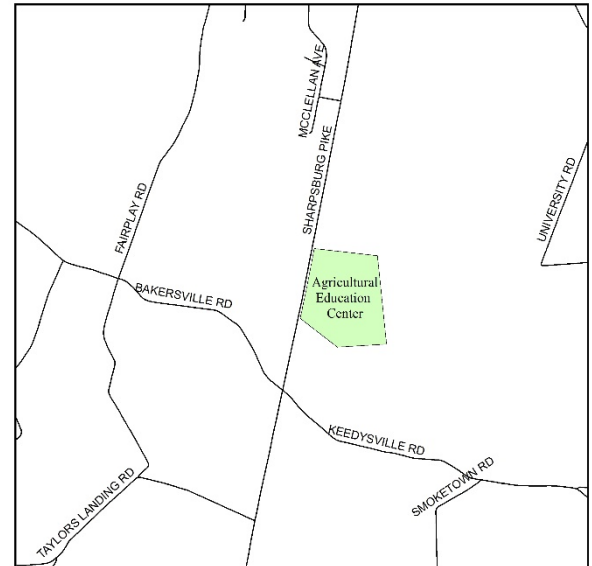
	Total	Prior Appr.	2020	2021	2022	2023	2024	2025	Future
<u>Project Costs:</u>									
Construction	272,990	42,990	0	30,000	30,000	30,000	30,000	30,000	80,000
Total Cost	272,990	42,990	0	30,000	30,000	30,000	30,000	30,000	80,000
<u>Funding Sources:</u>									
General Fund	242,990	42,990	0	0	30,000	30,000	30,000	30,000	80,000
Capital Reserve - General	30,000	0	0	30,000	0	0	0	0	0
Total Funding	272,990	42,990	0	30,000	30,000	30,000	30,000	30,000	80,000

Project Title Ag Center Track Upgrades

Project ID LDI061

Full-time Employees 0

Operating Costs \$0



Project Description Install new jersey barriers and fence around pulling track.

Project Assumptions Pending POS.

Project Justification Project necessary to provide adequate protection and safety to spectators.

	Total	Prior Appr.	2020	2021	2022	2023	2024	2025	Future
<u>Project Costs:</u>									
Construction	50,000	0	50,000	0	0	0	0	0	0
Total Cost	50,000	0	50,000	0	0	0	0	0	0
<u>Funding Sources:</u>									
Capital Reserve - General	5,000	0	5,000	0	0	0	0	0	0
State Grant	45,000	0	45,000	0	0	0	0	0	0
Total Funding	50,000	0	50,000	0	0	0	0	0	0

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

Project ID REC037

Full-time Employees 0

Operating Costs \$0

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

Project Assumptions Pending POS and/or other funding sources.

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

	Total	Prior Appr.	2020	2021	2022	2023	2024	2025	Future
<u>Project Costs:</u>									
Equipment/Furniture	1,592,000	92,000	150,000	150,000	150,000	150,000	150,000	150,000	600,000
Total Cost	1,592,000	92,000	150,000	150,000	150,000	150,000	150,000	150,000	600,000
<u>Funding Sources:</u>									
General Fund	129,000	9,000	0	0	15,000	15,000	15,000	15,000	60,000
Capital Reserve - General	30,000	0	15,000	15,000	0	0	0	0	0
State Grant	1,433,000	83,000	135,000	135,000	135,000	135,000	135,000	135,000	540,000
Total Funding	1,592,000	92,000	150,000	150,000	150,000	150,000	150,000	150,000	600,000

Project Title **Repair/Overlay Parking Lots - Various Locations**

Project ID REC042

Full-time Employees 0

Operating Costs \$0

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

Project Assumptions Pending POS and/or other funding sources.

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

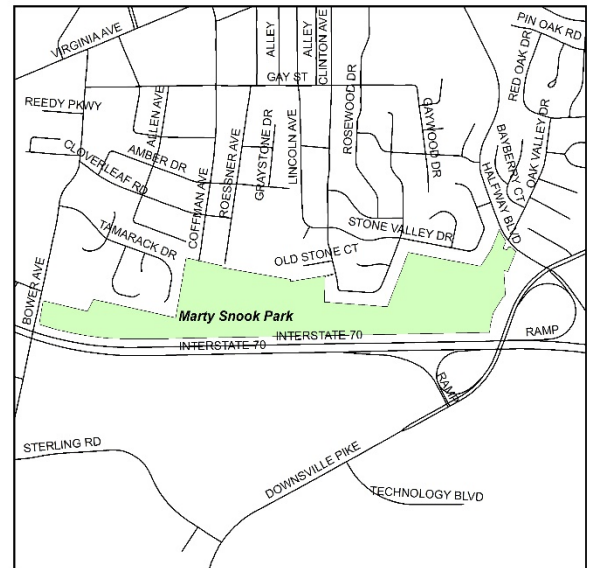
	Total	Prior Appr.	2020	2021	2022	2023	2024	2025	Future
<u>Project Costs:</u>									
Construction	1,245,000	192,000	153,000	100,000	100,000	100,000	100,000	100,000	400,000
Total Cost	1,245,000	192,000	153,000	100,000	100,000	100,000	100,000	100,000	400,000
<u>Funding Sources:</u>									
General Fund	99,000	19,000	0	0	10,000	10,000	10,000	10,000	40,000
Capital Reserve - General	25,000	0	15,000	10,000	0	0	0	0	0
State Grant	1,121,000	173,000	138,000	90,000	90,000	90,000	90,000	90,000	360,000
Total Funding	1,245,000	192,000	153,000	100,000	100,000	100,000	100,000	100,000	400,000

Project Title Marty Snook Park Fence Upgrades

Project ID REC043

Full-time Employees 0

Operating Costs \$0



Project Description Extend backstop and install gates at openings.

Project Assumptions Pending POS.

Project Justification Project necessary to improve safety.

Project Costs:

	Total	Prior Appr.	2020	2021	2022	2023	2024	2025	Future
Construction	20,000	0	20,000	0	0	0	0	0	0
Total Cost	20,000	0	20,000	0	0	0	0	0	0

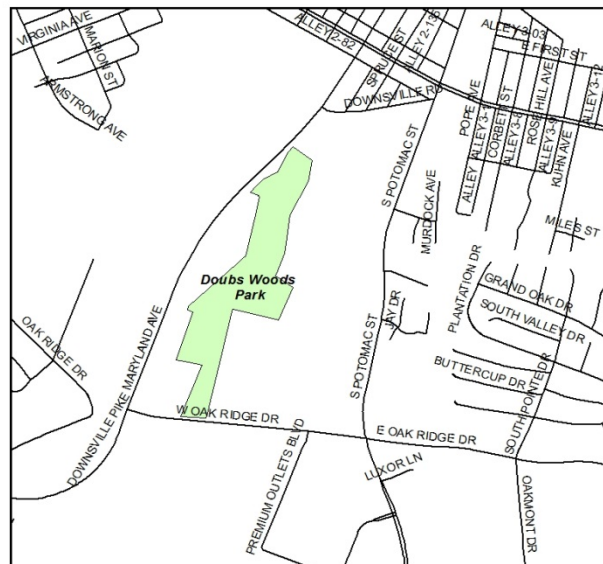
Funding Sources:

Capital Reserve -									
General	2,000	0	2,000	0	0	0	0	0	0
State Grant	18,000	0	18,000	0	0	0	0	0	0
Total Funding	20,000	0	20,000	0	0	0	0	0	0

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

Full-time Employees 0

Operating Costs \$0



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

Project Assumptions Pending POS.

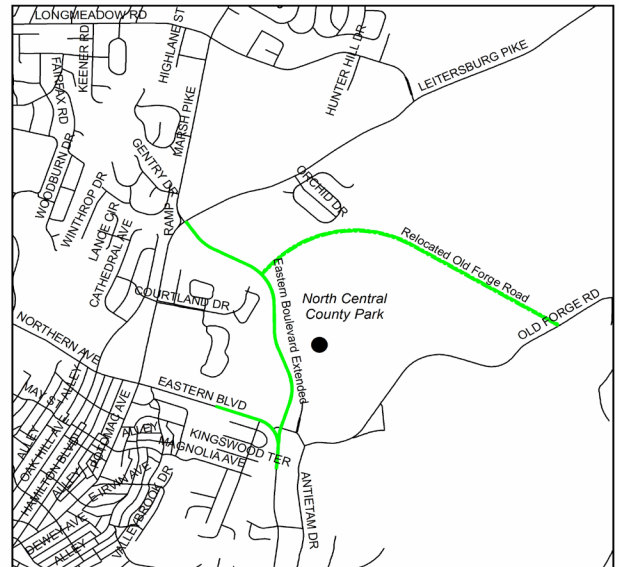
Project Justification Building needed to store department equipment/vehicles presently stored outside.

	Total	Prior Appr.	2020	2021	2022	2023	2024	2025	Future
<u>Project Costs:</u>									
Construction	150,000	0	0	150,000	0	0	0	0	0
Total Cost	150,000	0	0	150,000	0	0	0	0	0
<u>Funding Sources:</u>									
Tax-Supported Bond	15,000	0	0	15,000	0	0	0	0	0
State Grant	135,000	0	0	135,000	0	0	0	0	0
Total Funding	150,000	0	0	150,000	0	0	0	0	0

Project Title **North Central County Park**

Full-time Employees 2

Operating Costs \$81,000



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

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

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

	Total	Prior Appr.	2020	2021	2022	2023	2024	2025	Future
<u>Project Costs:</u>									
Construction	2,553,000	0	0	0	0	0	0	46,000	2,507,000
Inspection	123,000	0	0	0	0	0	0	0	123,000
Total Cost	2,676,000	0	0	0	0	0	0	46,000	2,630,000
<u>Funding Sources:</u>									
General Fund	1,385,000	0	0	0	0	0	0	46,000	1,339,000
State Grant	1,291,000	0	0	0	0	0	0	0	1,291,000
Total Funding	2,676,000	0	0	0	0	0	0	46,000	2,630,000

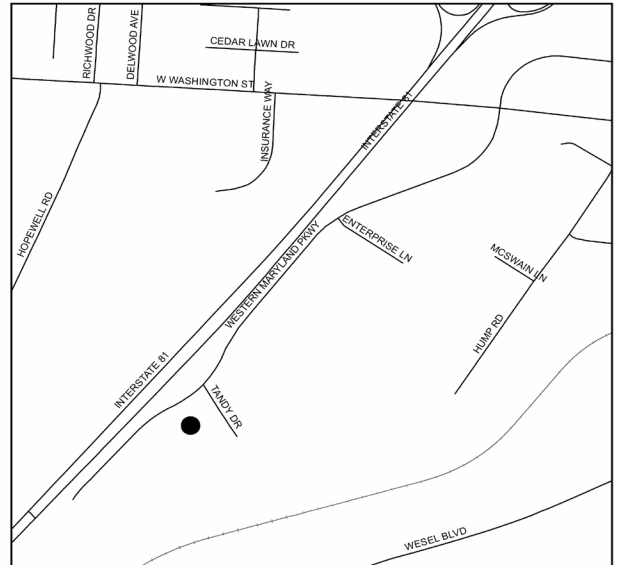
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Public Safety

Public Safety
Capital Improvement Ten Year Summary
Fiscal Year 2020 - 2029

Page	Project	Total	Prior Appr.	Budget Year		Ten Year Capital Program					Future
				FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025		
Project Costs											
<u>Public Safety</u>											
146	Detention Center - Systemic Projects	2,489,571	689,571	0	200,000	200,000	200,000	200,000	200,000	800,000	
147	Police & EMS Training Facility	11,500,000	5,800,000	1,500,000	1,400,000	1,400,000	1,400,000	0	0	0	
148	Communication Tower(s) Various	655,345	141,345	50,000	0	110,000	0	114,000	0	240,000	
149	Motorola Portable Radio Replacement Program	1,250,000	104,000	106,000	108,000	110,000	112,000	114,000	116,000	480,000	
150	Law Enforcement - Vehicle & Equipment Replacement Program	6,104,706	629,706	300,000	400,000	450,000	500,000	550,000	600,000	2,675,000	
151	Emergency Services Equipment & Vehicle Program	1,422,183	622,183	0	25,000	50,000	50,000	100,000	100,000	475,000	
Public Safety Total		23,421,805	7,986,805	1,956,000	2,133,000	2,320,000	2,262,000	1,078,000	1,016,000	4,670,000	
Funding Sources											
	General Fund	18,048,234	4,474,234	1,500,000	1,800,000	1,511,000	1,999,000	1,078,000	1,016,000	4,670,000	
	Tax-Supported Bond	3,412,571	3,412,571	0	0	0	0	0	0	0	
	Transfer Tax	700,000	100,000	0	200,000	200,000	200,000	0	0	0	
	Capital Reserve - General	1,261,000	0	456,000	133,000	609,000	63,000	0	0	0	
		23,421,805	7,986,805	1,956,000	2,133,000	2,320,000	2,262,000	1,078,000	1,016,000	4,670,000	

Project Title	Detention Center - Systemic Projects
Project ID	BLD089
Full-time Employees	0
Operating Costs	\$0

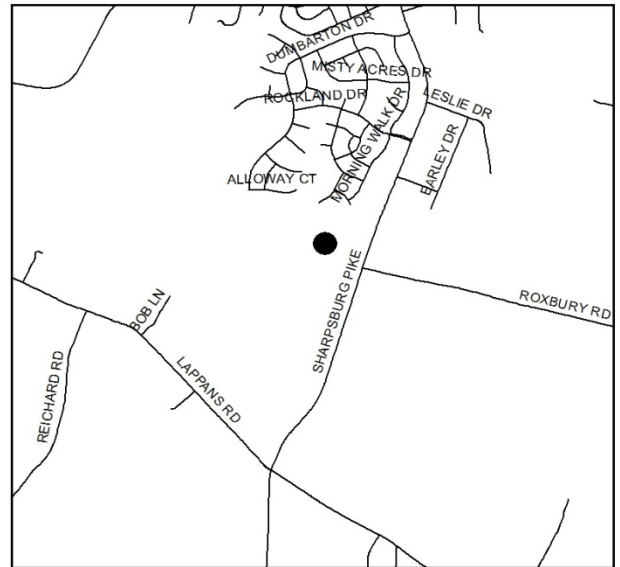


Project Description This project allows for major repairs and/or building improvements as needed for the Detention Center.

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

	Total	Prior Appr.	2020	2021	2022	2023	2024	2025	Future
<u>Project Costs:</u>									
Other	2,489,571	689,571	0	200,000	200,000	200,000	200,000	200,000	800,000
Total Cost	2,489,571	689,571	0	200,000	200,000	200,000	200,000	200,000	800,000
<u>Funding Sources:</u>									
General Fund	1,617,000	417,000	0	0	0	0	200,000	200,000	800,000
Tax-Supported Bond	172,571	172,571	0	0	0	0	0	0	0
Transfer Tax	700,000	100,000	0	200,000	200,000	200,000	0	0	0
Total Funding	2,489,571	689,571	0	200,000	200,000	200,000	200,000	200,000	800,000

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



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

Project Assumptions Assumes the use of speed camera revenue to pay for construction costs for years 2019-2023.

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

	Total	Prior Appr.	2020	2021	2022	2023	2024	2025	Future
<u>Project Costs:</u>									
Construction	9,678,000	4,128,000	1,500,000	1,400,000	1,400,000	1,250,000	0	0	0
Engineering and Design	612,000	612,000	0	0	0	0	0	0	0
Equipment/Furniture	1,060,000	1,060,000	0	0	0	0	0	0	0
Inspection	150,000	0	0	0	0	150,000	0	0	0
Total Cost	11,500,000	5,800,000	1,500,000	1,400,000	1,400,000	1,400,000	0	0	0
<u>Funding Sources:</u>									
General Fund	8,260,000	2,560,000	1,500,000	1,400,000	1,400,000	1,400,000	0	0	0
Tax-Supported Bond	3,240,000	3,240,000	0	0	0	0	0	0	0
Total Funding	11,500,000	5,800,000	1,500,000	1,400,000	1,400,000	1,400,000	0	0	0

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

Project ID COM027

Full-time Employees 0

Operating Costs \$0

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

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

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

Project Costs:

	Total	Prior Appr.	2020	2021	2022	2023	2024	2025	Future
Construction	655,345	141,345	50,000	0	110,000	0	114,000	0	240,000
Total Cost	655,345	141,345	50,000	0	110,000	0	114,000	0	240,000

Funding Sources:

General Fund	495,345	141,345	0	0	0	0	114,000	0	240,000
Capital Reserve - General	160,000	0	50,000	0	110,000	0	0	0	0
Total Funding	655,345	141,345	50,000	0	110,000	0	114,000	0	240,000

Project Title	Motorola Portable Radio Replacement Program
Project ID	EQP060
Full-time Employees	0
Operating Costs	\$0

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

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

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

	Total	Prior Appr.	2020	2021	2022	2023	2024	2025	Future
Project Costs:									
Equipment/Furniture	1,250,000	104,000	106,000	108,000	110,000	112,000	114,000	116,000	480,000
Total Cost	1,250,000	104,000	106,000	108,000	110,000	112,000	114,000	116,000	480,000
Funding Sources:									
General Fund	863,000	104,000	0	0	0	49,000	114,000	116,000	480,000
Capital Reserve - General	387,000	0	106,000	108,000	110,000	63,000	0	0	0
Total Funding	1,250,000	104,000	106,000	108,000	110,000	112,000	114,000	116,000	480,000

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

Project ID VEH006

Full-time Employees 0

Operating Costs \$0

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

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

	Total	Prior Appr.	2020	2021	2022	2023	2024	2025	Future
<u>Project Costs:</u>									
Vehicles	6,104,706	629,706	300,000	400,000	450,000	500,000	550,000	600,000	2,675,000
Total Cost	6,104,706	629,706	300,000	400,000	450,000	500,000	550,000	600,000	2,675,000
<u>Funding Sources:</u>									
General Fund	5,465,706	629,706	0	400,000	111,000	500,000	550,000	600,000	2,675,000
Capital Reserve - General	639,000	0	300,000	0	339,000	0	0	0	0
Total Funding	6,104,706	629,706	300,000	400,000	450,000	500,000	550,000	600,000	2,675,000

Project Title	Emergency Services Equipment & Vehicle Program
Project ID	VEH009
Full-time Employees	0
Operating Costs	\$0

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

Project Assumptions Special Operations - 11430 - Rescue Boat (FY20).

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

	Total	Prior Appr.	2020	2021	2022	2023	2024	2025	Future
<u>Project Costs:</u>									
Vehicles	1,422,183	622,183	0	25,000	50,000	50,000	100,000	100,000	475,000
Total Cost	1,422,183	622,183	0	25,000	50,000	50,000	100,000	100,000	475,000
<u>Funding Sources:</u>									
General Fund	1,347,183	622,183	0	0	0	50,000	100,000	100,000	475,000
Capital Reserve - General	75,000	0	0	25,000	50,000	0	0	0	0
Total Funding	1,422,183	622,183	0	25,000	50,000	50,000	100,000	100,000	475,000

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Railroad Crossings

Railroad Crossings
Capital Improvement Ten Year Summary
Fiscal Year 2020 - 2029

Page	Project	Total	Prior Appr.	Budget Year		Ten Year Capital Program					Future
				FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025		
Project Costs											
<u>Railroad Crossings</u>											
154	Railroad Crossing Improvements	2,044,837	669,837	0	0	295,000	0	0	348,000	732,000	
Railroad Crossings Total		2,044,837	669,837	0	0	295,000	0	0	348,000	732,000	
Funding Sources											
General Fund		2,044,837	669,837	0	0	295,000	0	0	348,000	732,000	
		2,044,837	669,837	0	0	295,000	0	0	348,000	732,000	

Project Title	Railroad Crossing Improvements
Project ID	RRX003
Full-time Employees	0
Operating Costs	\$0

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

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

	Total	Prior Appr.	2020	2021	2022	2023	2024	2025	Future
<u>Project Costs:</u>									
Construction	1,910,837	535,837	0	0	295,000	0	0	348,000	732,000
Land Acquisition	112,000	112,000	0	0	0	0	0	0	0
Utilities	22,000	22,000	0	0	0	0	0	0	0
Total Cost	2,044,837	669,837	0	0	295,000	0	0	348,000	732,000
<u>Funding Sources:</u>									
General Fund	2,044,837	669,837	0	0	295,000	0	0	348,000	732,000
Total Funding	2,044,837	669,837	0	0	295,000	0	0	348,000	732,000

Road Improvements

*Road Improvement
Capital Improvement Ten Year Summary
Fiscal Year 2020 – 2029*

Page	Project	Total	Prior Appr.	Budget Year		Ten Year Capital Program					Future
				FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025		
Project Costs											
Road Improvement											
156	Transportation ADA	1,111,450	351,450	0	82,000	83,000	84,000	86,000	87,000	338,000	
157	Pavement Maintenance and Rehab Program	58,556,194	8,306,194	4,750,000	4,750,000	4,750,000	5,000,000	5,000,000	5,000,000	21,000,000	
158	Longmeadow Road	810,000	0	0	0	0	0	0	810,000	0	
159	Eastern Boulevard Extended	7,850,000	0	0	0	0	0	0	677,000	7,173,000	
160	Eastern Boulevard Widening Phase II	5,672,300	2,691,300	0	1,854,000	1,127,000	0	0	0	0	
161	Professional Boulevard Extended Phase II	4,309,200	2,824,200	1,235,000	250,000	0	0	0	0	0	
162	Valley Mall Area Road Improvements Phase II	992,000	0	250,000	0	0	0	742,000	0	0	
163	Professional Boulevard Extended Phase III	1,203,000	0	0	0	0	0	900,000	303,000	0	
164	Showalter Road Extended East	2,251,000	510,000	0	0	0	0	0	0	1,741,000	
165	Halfway Boulevard Extended	5,972,000	2,323,000	749,000	2,000,000	900,000	0	0	0	0	
166	Bucky Avenue	355,000	0	0	0	0	0	0	0	355,000	
167	Burnside Bridge Road Spot Improvements	544,000	0	0	0	0	0	0	0	544,000	
168	Colonel Henry Douglas Drive Extended Phase II	800,000	0	0	0	0	0	0	0	800,000	
169	E. Oak Ridge Drive/South Pointe Signal	461,000	0	0	0	0	0	0	111,000	350,000	
170	Mt Aetna Road Spot Improvements	1,399,000	0	0	0	0	0	0	0	1,399,000	
171	Professional Boulevard Extended - Phase IV	800,000	0	0	0	0	0	0	800,000	0	
172	Rockdale Road and Independence Road Spot Improvements	1,225,000	0	0	0	0	0	0	0	1,225,000	
173	Wright Road	2,750,000	0	0	100,000	1,250,000	1,400,000	0	0	0	
174	Highway - Vehicle & Equipment Replacement Program	10,324,095	1,074,095	500,000	850,000	900,000	1,000,000	1,000,000	1,000,000	4,000,000	
175	Highway Western Section - Fuel Tank Replacement	847,000	486,000	0	0	0	0	193,000	168,000	0	
Road Improvement Total		108,232,239	18,566,239	7,484,000	9,886,000	9,010,000	7,484,000	7,921,000	8,956,000	38,925,000	
Funding Sources											
	General Fund	6,969,624	3,430,624	0	350,000	483,000	584,000	729,000	605,000	788,000	
	Highway Fund	8,462,000	962,000	500,000	500,000	550,000	600,000	650,000	750,000	3,950,000	
	Tax Supported Bond	61,812,615	7,468,615	4,479,000	4,949,000	5,521,000	4,295,000	4,337,000	5,396,000	25,367,000	
	Transfer Tax	20,551,000	2,000,000	2,000,000	1,800,000	951,000	1,800,000	2,000,000	2,000,000	8,000,000	
	Excise Tax - Roads	1,530,320	270,320	126,000	126,000	126,000	126,000	126,000	126,000	504,000	
	Excise Tax - Other	319,000	29,000	29,000	29,000	29,000	29,000	29,000	29,000	116,000	
	Excise Tax - Non-Residential	550,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	200,000	
	APFO Fees - Roads	300,000	0	300,000	0	0	0	0	0	0	
	Capital Reserve - General	132,000	0	0	82,000	50,000	0	0	0	0	
	Federal Grant	6,155,680	3,155,680	0	2,000,000	1,000,000	0	0	0	0	
	State Grant	1,200,000	1,200,000	0	0	0	0	0	0	0	
	Contributions	250,000	0	0	0	250,000	0	0	0	0	
		108,232,239	18,566,239	7,484,000	9,886,000	9,010,000	7,484,000	7,921,000	8,956,000	38,925,000	

Project Title **Transportation ADA**

Project ID LDI037

Full-time Employees 0

Operating Costs \$0

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

Project Assumptions The project consists of a multi-year plan to achieve full compliance.

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

	Total	Prior Appr.	2020	2021	2022	2023	2024	2025	Future
Project Costs:									
Construction	1,110,450	351,450	0	82,000	83,000	84,000	86,000	87,000	338,000
Total Cost	1,110,450	351,450	0	82,000	83,000	84,000	86,000	87,000	338,000
Funding Sources:									
General Fund	1,029,450	351,450	0	0	83,000	84,000	86,000	87,000	338,000
Capital Reserve - General	82,000	0	0	82,000	0	0	0	0	0
Total Funding	1,111,450	351,450	0	82,000	83,000	84,000	86,000	87,000	338,000

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

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

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

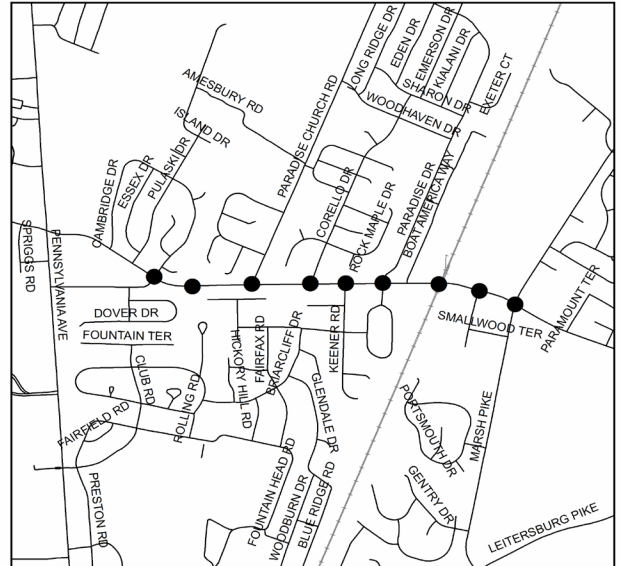
Project Justification The project is needed to launch an aggressive overall highway pavement rehabilitation program to address major pavement deficiencies throughout our existing highway system. This program will result in longer service life of our pavements and improved service using the most cost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

	Total	Prior Appr.	2020	2021	2022	2023	2024	2025	Future
Project Costs:									
Construction	56,006,194	8,256,194	4,500,000	4,500,000	4,500,000	4,750,000	4,750,000	4,750,000	20,000,000
Inspection	2,550,000	50,000	250,000	250,000	250,000	250,000	250,000	250,000	1,000,000
Total Cost	58,556,194	8,306,194	4,750,000	4,750,000	4,750,000	5,000,000	5,000,000	5,000,000	21,000,000
Funding Sources:									
General Fund	2,197,079	2,197,079	0	0	0	0	0	0	0
Highway Fund	800,000	0	0	0	100,000	100,000	100,000	100,000	400,000
Tax-Supported Bond	32,753,115	3,904,115	2,545,000	2,745,000	3,494,000	2,895,000	2,695,000	2,695,000	11,780,000
Transfer Tax	20,551,000	2,000,000	2,000,000	1,800,000	951,000	1,800,000	2,000,000	2,000,000	8,000,000
Excise Tax - Roads	1,386,000	126,000	126,000	126,000	126,000	126,000	126,000	126,000	504,000
Excise Tax - Other	319,000	29,000	29,000	29,000	29,000	29,000	29,000	29,000	116,000
Excise Tax - Non-Residential	550,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	200,000
Total Funding	58,556,194	8,306,194	4,750,000	4,750,000	4,750,000	5,000,000	5,000,000	5,000,000	21,000,000

Project Title Longmeadow Road

Project ID RDI037

Operating Costs \$4,000



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

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

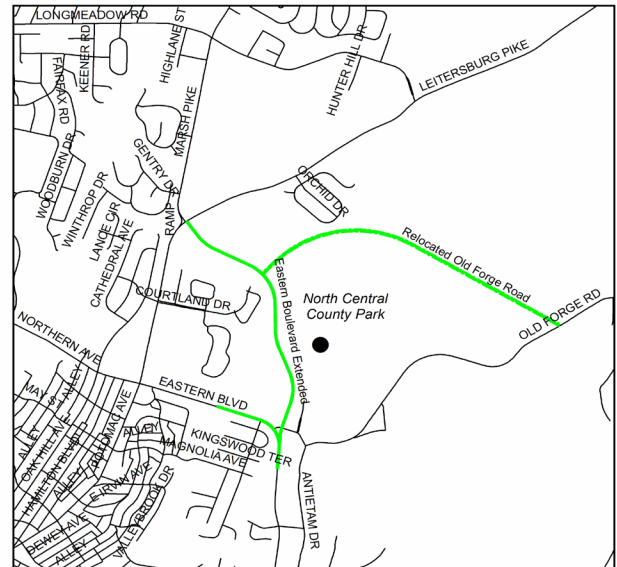
Project Justification Current traffic volume on Longmeadow Road exceeds 12,000 vehicles per day, and is anticipated to continue to climb based on development. The roadway and intersections operate at unacceptable levels of service.

	Total	Prior Appr.	2020	2021	2022	2023	2024	2025	Future
Project Costs:									
Engineering and Design	710,000	0	0	0	0	0	0	710,000	0
Land Acquisition	100,000	0	0	0	0	0	0	100,000	0
Total Cost	810,000	0	0	0	0	0	0	810,000	0
Funding Sources:									
Tax-Supported Bond	810,000	0	0	0	0	0	0	810,000	0
Total Funding	810,000	0	0	0	0	0	0	810,000	0

Project Title Eastern Boulevard Extended

Project ID RDI039

Operating Costs \$4,000



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

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

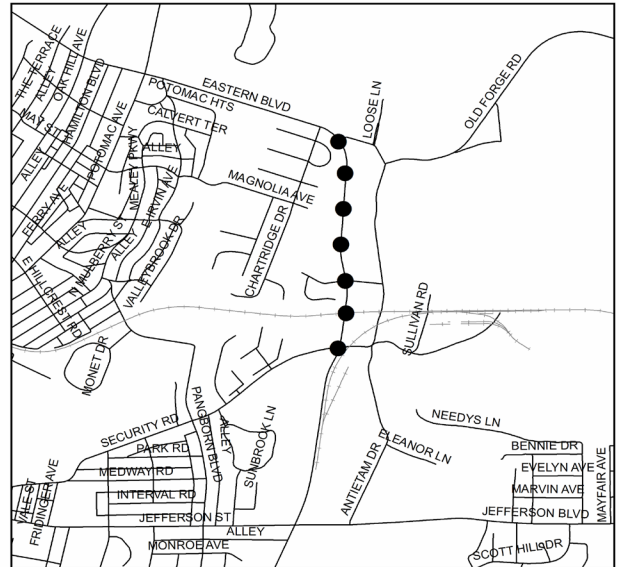
Project Justification The project will relieve Eastern Blvd at Leithersburg Pike intersection congestion. The project provides significant enhancement to the transportation network increasing capacity, improving safety and providing access to developable land including a parcel planned for a future County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

	Total	Prior Appr.	2020	2021	2022	2023	2024	2025	Future
Project Costs:									
Construction	7,350,000	0	0	0	0	0	0	327,000	7,023,000
Engineering and Design	50,000	0	0	0	0	0	0	50,000	0
Inspection	150,000	0	0	0	0	0	0	0	150,000
Land Acquisition	150,000	0	0	0	0	0	0	150,000	0
Utilities	150,000	0	0	0	0	0	0	150,000	0
Total Cost	7,850,000	0	0	0	0	0	0	677,000	7,173,000
Funding Sources:									
Tax-Supported Bond	7,850,000	0	0	0	0	0	0	677,000	7,173,000
Total Funding	7,850,000	0	0	0	0	0	0	677,000	7,173,000

Project Title Eastern Boulevard Widening Phase II

Project ID RDI044

Operating Costs \$2,000



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

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

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

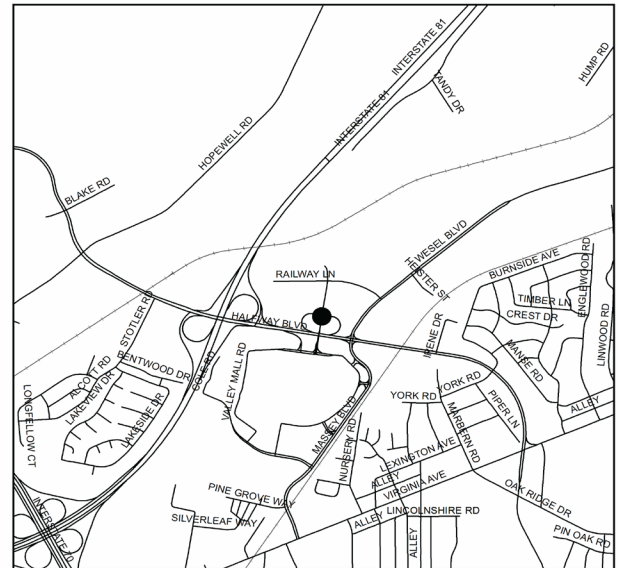
	Total	Prior Appr.	2020	2021	2022	2023	2024	2025	Future
Project Costs:									
Construction	4,686,000	1,855,000	0	1,854,000	977,000	0	0	0	0
Engineering and Design	500,000	500,000	0	0	0	0	0	0	0
Inspection	150,000	0	0	0	150,000	0	0	0	0
Land Acquisition	336,300	336,300	0	0	0	0	0	0	0
Total Cost	5,672,300	2,691,300	0	1,854,000	1,127,000	0	0	0	0
Funding Sources:									
General Fund	195,000	195,000	0	0	0	0	0	0	0
Tax-Supported Bond	4,977,300	1,996,300	0	1,854,000	1,127,000	0	0	0	0
Excise Tax - Roads	144,320	144,320	0	0	0	0	0	0	0
Federal Grant	355,680	355,680	0	0	0	0	0	0	0
Total Funding	5,672,300	2,691,300	0	1,854,000	1,127,000	0	0	0	0

A detailed map of the Eastern Elem area. The map shows a network of streets including Rainbow Blvd, Brynwood St, Eastern Blvd, North, Opal Ct, Conrad Ct, Dual Hwy, Hartsford Rd, C Travis Rd, Coloma Dr, Wilsa Ln, Crestview Ave, Hotell Rd, S Edgewood Dr, Langleigh Dr, Edgewood Dr, Brightwood Dr, Redwood Cir, Redwood Dr, Maplewood Dr, Madison Dr, Thames St, Mount Aetna Rd, Suffola Dr, Babylon Ct, Eastwood Dr, Kellins Dr, Rosewood, Sch F Kennedy Dr, Westside Lane, Rosewood Dr, Schollard Dr, Perler Dr, Hawk Dr, Arcc Ln, Trengill Manor, Harp Rd, Indian Ln, Sunset Acres, and Anietam Creek. Key landmarks include the Ruth Ann Monroe Elem, Meritus Medical Center, and Robinwood Medical Center. A series of black dots forms a path or boundary across the map. The map is oriented with North at the top.

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

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Project Title	Valley Mall Area Road Improvements Phase II
Project ID	RDI062
Full-time Employees	0
Operating Costs	\$0

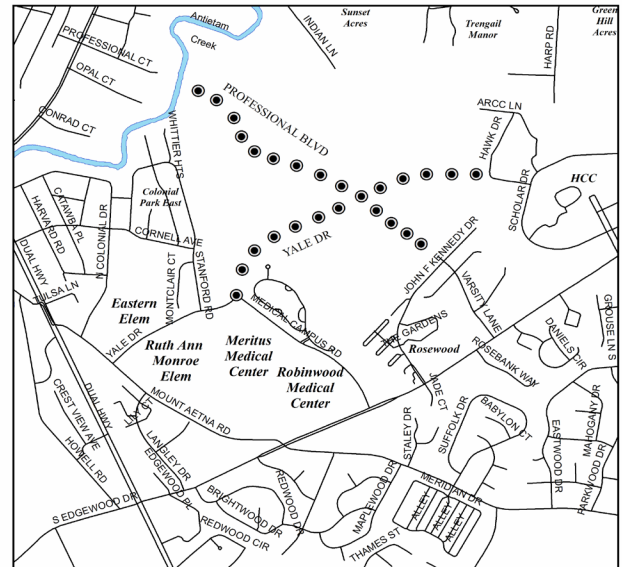


Project Description This project includes intersection reconstruction on Underpass Way at the on/off ramps to/from Halfway Blvd. The project will convert a stop controlled intersection to a roundabout intersection.

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

	Total	Prior Appr.	2020	2021	2022	2023	2024	2025	Future
<u>Project Costs:</u>									
Construction	992,000	0	250,000	0	0	0	742,000	0	0
Total Cost	992,000	0	250,000	0	0	0	742,000	0	0
<u>Funding Sources:</u>									
Tax-Supported Bond	992,000	0	250,000	0	0	0	742,000	0	0
Total Funding	992,000	0	250,000	0	0	0	742,000	0	0

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



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

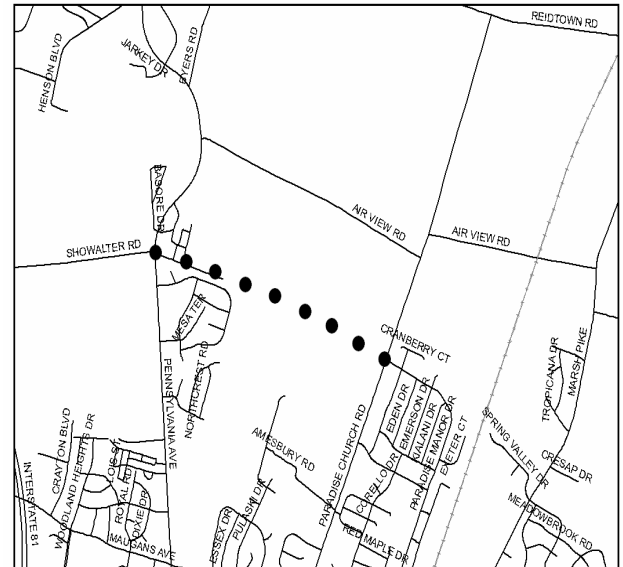
	Total	Prior Appr.	2020	2021	2022	2023	2024	2025	Future
<u>Project Costs:</u>									
Construction	1,103,000	0	0	0	0	0	900,000	203,000	0
Inspection	100,000	0	0	0	0	0	0	100,000	0
Total Cost	1,203,000	0	0	0	0	0	900,000	303,000	0
<u>Funding Sources:</u>									
Tax-Supported Bond	1,203,000	0	0	0	0	0	900,000	303,000	0
Total Funding	1,203,000	0	0	0	0	0	900,000	303,000	0

Project Title Showalter Road Extended East

Project ID RDI068

Full-time Employees 0

Operating Costs \$4,000



Project Description The project involves the extension of Showalter Road from US 11 to Paradise Church Road. The proposed road length is approximately 5,800 LF. Intersection improvements are included at each end of the project.

Project Assumptions The project involves construction of a two lane roadway. No new water and/or sewer network is included in this cost estimate.

Project Justification The project is needed to accommodate increased traffic volumes from ongoing development in this area.

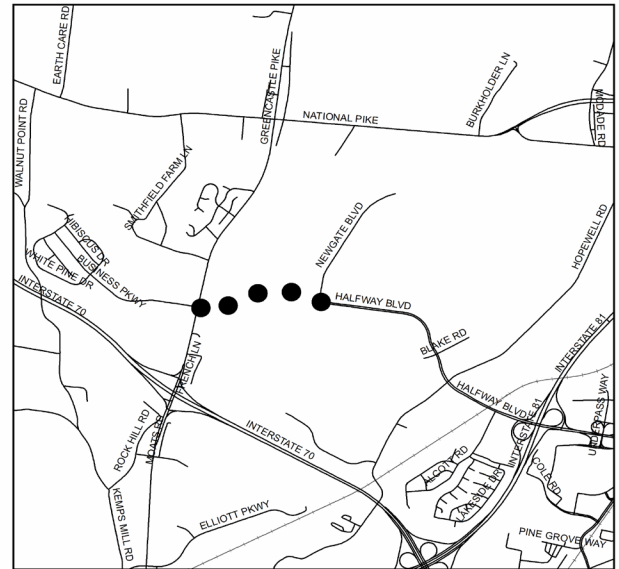
	Total	Prior Appr.	2020	2021	2022	2023	2024	2025	Future
Project Costs:									
Construction	1,010,000	0	0	0	0	0	0	0	1,010,000
Engineering and Design	223,000	102,000	0	0	0	0	0	0	121,000
Land Acquisition	1,018,000	408,000	0	0	0	0	0	0	610,000
Total Cost	2,251,000	510,000	0	0	0	0	0	0	1,741,000
Funding Sources:									
Tax-Supported Bond	2,251,000	510,000	0	0	0	0	0	0	1,741,000
Total Funding	2,251,000	510,000	0	0	0	0	0	0	1,741,000

Project Title **Halfway Boulevard Extended**

Project ID RDI069

Full-time Employees 0

Operating Costs \$2,000



Project Description The project involves the construction of a new four-lane open section roadway, including a large culvert, connecting existing Halfway Boulevard to MD Route 63. Intersection improvements at Halfway Boulevard extended and MD Route 63 include a traffic signal.

Project Assumptions An ARC grant in the amount of \$3,800,000 is being secured for this project. This project is receiving developer contributions for improvements.

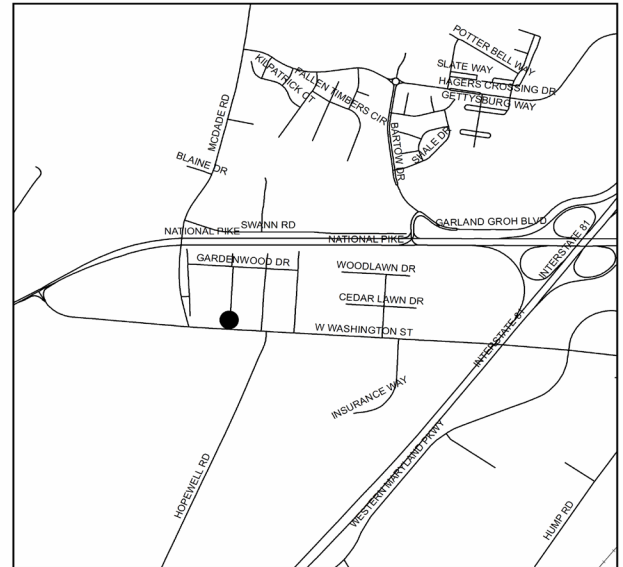
Project Justification Regional traffic is anticipated to significantly increase, requiring more transportation connectivity in this area. The project provides an alternate access route to MD Route 63, Interstate 70 and Interstate 81 for heavy truck traffic from the industrial park and businesses on Halfway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

	Total	Prior Appr.	2020	2021	2022	2023	2024	2025	Future
Project Costs:									
Construction	5,622,000	2,223,000	749,000	2,000,000	650,000	0	0	0	0
Engineering and Design	100,000	100,000	0	0	0	0	0	0	0
Inspection	250,000	0	0	0	250,000	0	0	0	0
Total Cost	5,972,000	2,323,000	749,000	2,000,000	900,000	0	0	0	0
Funding Sources:									
Tax-Supported Bond	1,872,000	523,000	449,000	0	900,000	0	0	0	0
APFO Fees - Roads	300,000	0	300,000	0	0	0	0	0	0
Federal Grant	3,800,000	1,800,000	0	2,000,000	0	0	0	0	0
Total Funding	5,972,000	2,323,000	749,000	2,000,000	900,000	0	0	0	0

Project Title **Bucky Avenue**

Full-time Employees 0

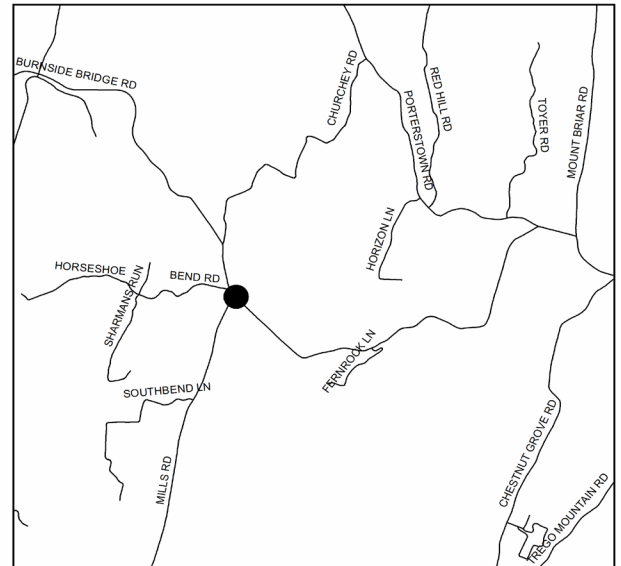
Operating Costs \$0



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

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

	Total	Prior Appr.	2020	2021	2022	2023	2024	2025	Future
<u>Project Costs:</u>									
Construction	236,000	0	0	0	0	0	0	0	236,000
Inspection	71,000	0	0	0	0	0	0	0	71,000
Land Acquisition	24,000	0	0	0	0	0	0	0	24,000
Utilities	24,000	0	0	0	0	0	0	0	24,000
Total Cost	355,000	0	0	0	0	0	0	0	355,000
<u>Funding Sources:</u>									
Tax-Supported Bond	355,000	0	0	0	0	0	0	0	355,000
Total Funding	355,000	0	0	0	0	0	0	0	355,000

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

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

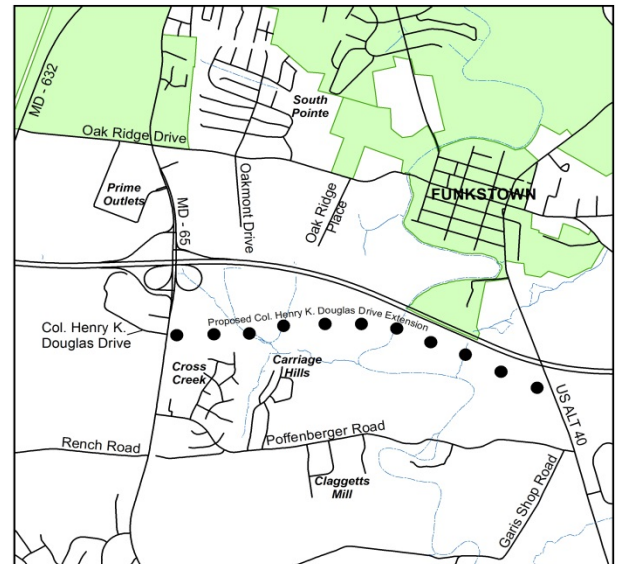
Project Justification Burnside Bridge Road at Mills Road intersection has been identified as inadequate as defined in the Road Adequacy Policy.

	Total	Prior Appr.	2020	2021	2022	2023	2024	2025	Future
<u>Project Costs:</u>									
Construction	295,000	0	0	0	0	0	0	0	295,000
Engineering and Design	89,000	0	0	0	0	0	0	0	89,000
Inspection	71,000	0	0	0	0	0	0	0	71,000
Land Acquisition	30,000	0	0	0	0	0	0	0	30,000
Utilities	59,000	0	0	0	0	0	0	0	59,000
Total Cost	544,000	0	0	0	0	0	0	0	544,000
<u>Funding Sources:</u>									
Tax-Supported Bond	544,000	0	0	0	0	0	0	0	544,000
Total Funding	544,000	0	0	0	0	0	0	0	544,000

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

Full-time Employees 0

Operating Costs \$3,000



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

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

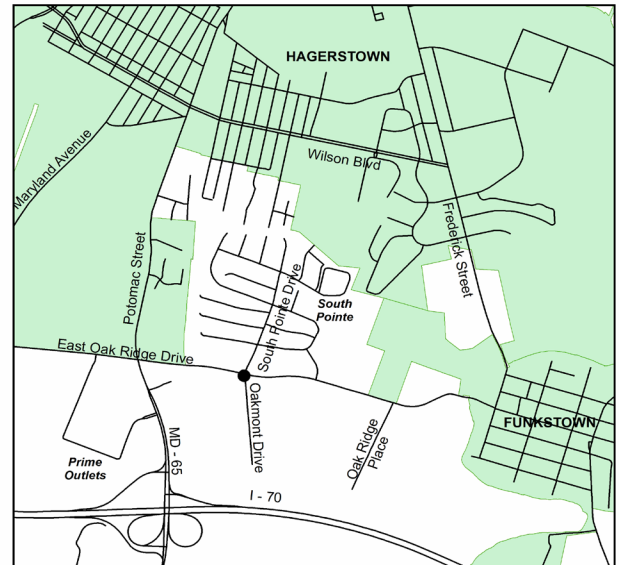
Project Justification Regional traffic is anticipated to significantly increase requiring more transportation connectivity in this area. The project area has been identified as an economic opportunity for the County.

	Total	Prior Appr.	2020	2021	2022	2023	2024	2025	Future
<u>Project Costs:</u>									
Land Acquisition	600,000	0	0	0	0	0	0	0	600,000
Utilities	200,000	0	0	0	0	0	0	0	200,000
Total Cost	800,000	0	0	0	0	0	0	0	800,000
<u>Funding Sources:</u>									
Tax-Supported Bond	800,000	0	0	0	0	0	0	0	800,000
Total Funding	800,000	0	0	0	0	0	0	0	800,000

Project Title E. Oak Ridge Drive/South Pointe Signal

Full-time Employees 0

Operating Costs \$1,000



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

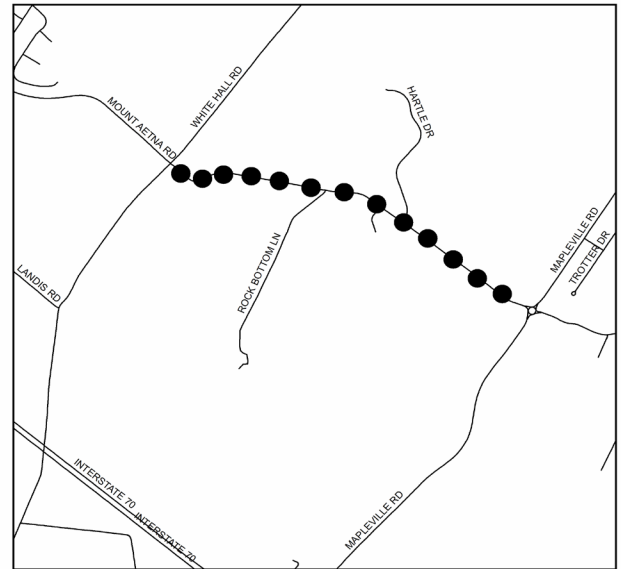
Project Justification Traffic volume increases in this area are making turning movements at this location more difficult and potentially unsafe. Once volumes warrant the signal, safety and traffic flow will be improved.

	Total	Prior Appr.	2020	2021	2022	2023	2024	2025	Future
Project Costs:									
Construction	300,000	0	0	0	0	0	0	0	300,000
Engineering and Design	37,000	0	0	0	0	0	0	37,000	0
Inspection	50,000	0	0	0	0	0	0	0	50,000
Land Acquisition	21,000	0	0	0	0	0	0	21,000	0
Utilities	53,000	0	0	0	0	0	0	53,000	0
Total Cost	461,000	0	0	0	0	0	0	111,000	350,000
Funding Sources:									
Tax-Supported Bond	461,000	0	0	0	0	0	0	111,000	350,000
Total Funding	461,000	0	0	0	0	0	0	111,000	350,000

Project Title Mt Aetna Road Spot Improvements

Full-time Employees 0

Operating Costs \$3,000



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

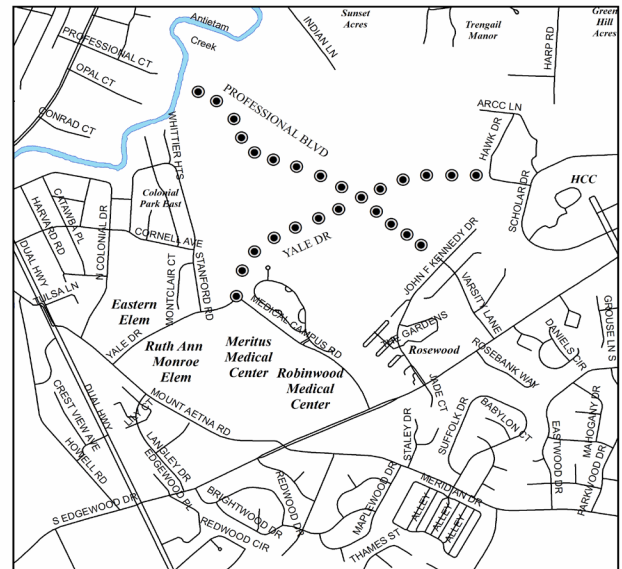
Project Justification Mt Aetna Road has several locations that have been identified as inadequate as defined in the "Road Adequacy Policy". Development in the vicinity has caused an increase in traffic.

	Total	Prior Appr.	2020	2021	2022	2023	2024	2025	Future
Project Costs:									
Construction	1,269,000	0	0	0	0	0	0	0	1,269,000
Inspection	71,000	0	0	0	0	0	0	0	71,000
Land Acquisition	59,000	0	0	0	0	0	0	0	59,000
Total Cost	1,399,000	0	0	0	0	0	0	0	1,399,000
Funding Sources:									
Tax-Supported Bond	1,399,000	0	0	0	0	0	0	0	1,399,000
Total Funding	1,399,000	0	0	0	0	0	0	0	1,399,000

Project Title Professional Boulevard Extended - Phase IV

Full-time Employees 0

Operating Costs \$1,000



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

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

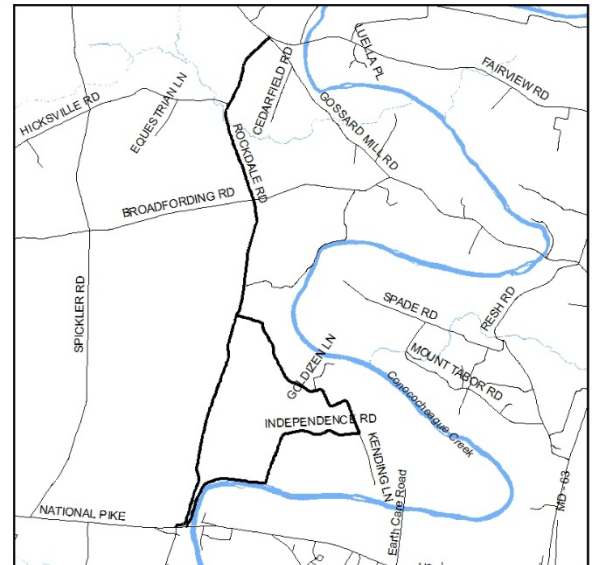
Project Justification Regional traffic is anticipated to significantly increase requiring more transportation connectivity in this area. The project area has been identified as an economic development opportunity for the County.

	Total	Prior Appr.	2020	2021	2022	2023	2024	2025	Future
Project Costs:									
Construction	750,000	0	0	0	0	0	0	750,000	0
Inspection	50,000	0	0	0	0	0	0	50,000	0
Total Cost	800,000	0	0	0	0	0	0	800,000	0
Funding Sources:									
Tax-Supported Bond	800,000	0	0	0	0	0	0	800,000	0
Total Funding	800,000	0	0	0	0	0	0	800,000	0

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.

Project Costs:

	Total	Prior Appr.	2020	2021	2022	2023	2024	2025	Future
Construction	1,000,000	0	0	0	0	0	0	0	1,000,000
Inspection	75,000	0	0	0	0	0	0	0	75,000
Land Acquisition	100,000	0	0	0	0	0	0	0	100,000
Utilities	50,000	0	0	0	0	0	0	0	50,000
Total Cost	1,225,000	0	0	0	0	0	0	0	1,225,000

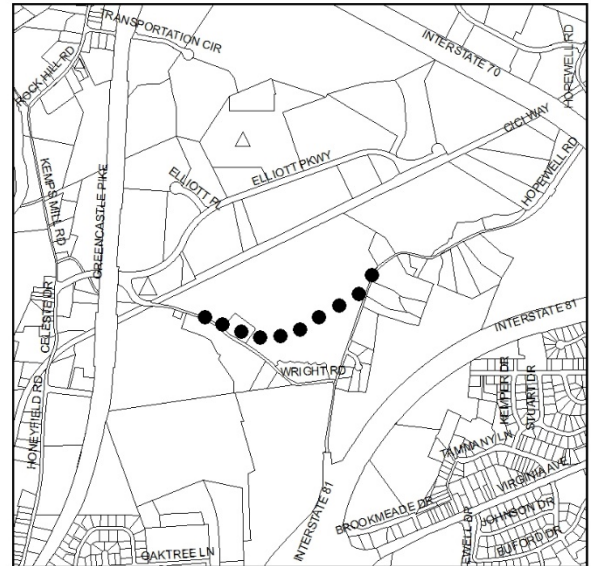
Funding Sources:

Tax-Supported Bond	1,225,000	0	0	0	0	0	0	0	1,225,000
Total Funding	1,225,000	0	0	0	0	0	0	0	1,225,000

Project Title **Wright Road**

Full-time Employees 0

Operating Costs \$1,080



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 three-lane closed section (one lane in each direction with a continuous left turn lane) and will include removal of the one lane culvert in the floodplain on Wright Road at the intersection of Hopewell Road. The project length is approximately 2,000 LF.

Project Assumptions No new water and/or sewer network is included in these costs and must be funded from other sources (other projects or private sector investment). An application for an ARC grant in the amount of \$1,000,000 will be submitted. This project assumes \$250,000 in private development contributions. Project is dependent upon receiving ARC funding and developer contributions.

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

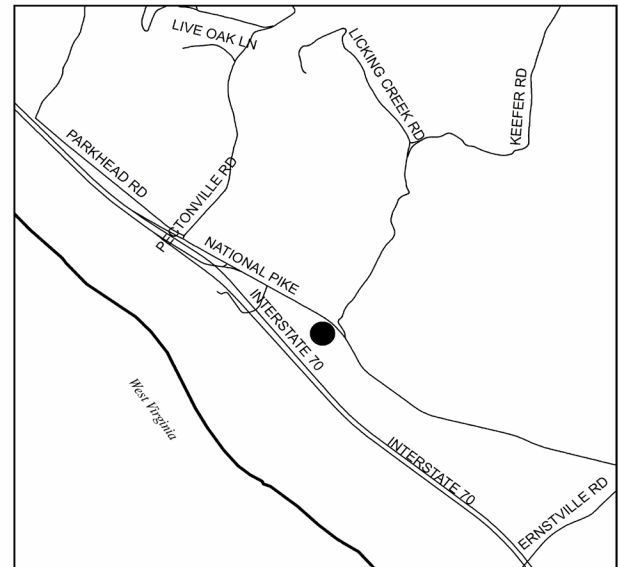
	Total	Prior Appr.	2020	2021	2022	2023	2024	2025	Future
Project Costs:									
Construction	2,500,000	0	0	0	1,250,000	1,250,000	0	0	0
Engineering and Design	100,000	0	0	100,000	0	0	0	0	0
Inspection	150,000	0	0	0	0	150,000	0	0	0
Total Cost	2,750,000	0	0	100,000	1,250,000	1,400,000	0	0	0
Funding Sources:									
Tax-Supported Bond	1,500,000	0	0	100,000	0	1,400,000	0	0	0
Federal Grant	1,000,000	0	0	0	1,000,000	0	0	0	0
Contributions	250,000	0	0	0	250,000	0	0	0	0
Total Funding	2,750,000	0	0	100,000	1,250,000	1,400,000	0	0	0

Project Title	Highway - Equipment and Vehicle Replacement Program
Project ID	EQP042
Full-time Employees	0
Operating Costs	\$0

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

	Total	Prior Appr.	2020	2021	2022	2023	2024	2025	Future
Project Costs:									
Equipment/Furniture	10,324,095	1,074,095	500,000	850,000	900,000	1,000,000	1,000,000	1,000,000	4,000,000
Total Cost	10,324,095	1,074,095	500,000	850,000	900,000	1,000,000	1,000,000	1,000,000	4,000,000
Funding Sources:									
General Fund	3,261,095	400,095	0	350,000	400,000	500,000	643,000	518,000	450,000
Highway Fund	7,013,000	674,000	500,000	500,000	450,000	500,000	357,000	482,000	3,550,000
Capital Reserve - General	50,000	0	0	0	50,000	0	0	0	0
Total Funding	10,324,095	1,074,095	500,000	850,000	900,000	1,000,000	1,000,000	1,000,000	4,000,000

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

	Total	Prior Appr.	2020	2021	2022	2023	2024	2025	Future
Project Costs:									
Construction	776,000	415,000	0	0	0	0	193,000	168,000	0
Engineering and Design	20,000	20,000	0	0	0	0	0	0	0
Inspection	51,000	51,000	0	0	0	0	0	0	0
Total Cost	847,000	486,000	0	0	0	0	193,000	168,000	0
Funding Sources:									
General Fund	198,000	198,000	0	0	0	0	0	0	0
Highway Fund	649,000	288,000	0	0	0	0	193,000	168,000	0
Total Funding	847,000	486,000	0	0	0	0	193,000	168,000	0

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Solid Waste

Solid Waste
Capital Improvement Ten Year Summary
Fiscal Year 2020 - 2029

		Budget			Ten Year Capital Program					
Page	Project	Total	Prior Appr.	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	Future
Project Costs										
Solid Waste										
178	Contingency - Solid Waste	399,000	87,000	0	0	0	30,000	30,000	35,000	217,000
179	40 West Truck Loading Facility	500,000	0	500,000	0	0	0	0	0	0
180	Close Out Cap - Rubblefill	2,092,000	0	0	0	100,000	1,992,000	0	0	0
181	SW Equip/Vehicle Replacement	321,990	33,990	27,000	27,000	28,000	28,000	29,000	29,000	120,000
182	40 West Landfill - Cell 5 Construction	4,083,000	0	0	0	0	0	440,000	3,472,000	171,000
183	City/County Groundwater Investigation	156,000	0	0	156,000	0	0	0	0	0
Solid Waste Total		7,551,990	120,990	527,000	183,000	128,000	2,050,000	499,000	3,536,000	508,000
Funding Sources										
General Fund		2,668	2,668	0	0	0	0	0	0	0
Solid Waste Fund		874,322	118,322	27,000	183,000	28,000	58,000	59,000	64,000	337,000
Self-Supported Bond		6,675,000	0	500,000	0	100,000	1,992,000	440,000	3,472,000	171,000
		7,551,990	120,990	527,000	183,000	128,000	2,050,000	499,000	3,536,000	508,000

Project Title **Contingency - Solid Waste**

Project ID ADM009

Full-time Employees 0

Operating Costs \$0

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

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

	Total	Prior Appr.	2020	2021	2022	2023	2024	2025	Future
<u>Project Costs:</u>									
Contingency	399,000	87,000	0	0	0	30,000	30,000	35,000	217,000
Total Cost	399,000	87,000	0	0	0	30,000	30,000	35,000	217,000
<u>Funding Sources:</u>									
Solid Waste Fund	399,000	87,000	0	0	0	30,000	30,000	35,000	217,000
Total Funding	399,000	87,000	0	0	0	30,000	30,000	35,000	217,000

Project Title	40 West Truck Loading Facility Rehab & Upgrades
Project ID	BLD072
Full-time Employees	0
Operating Costs	\$0

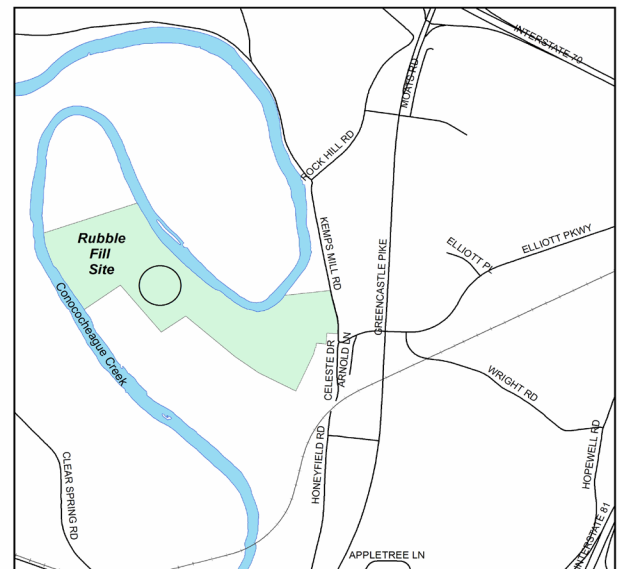


Project Description Rehabilitation and upgrades to the existing leachate pump station at 40 West Landfill to address concerns with aging infrastructure.

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

	Total	Prior Appr.	2020	2021	2022	2023	2024	2025	Future
<u>Project Costs:</u>									
Construction	400,000	0	400,000	0	0	0	0	0	0
Engineering and Design	50,000	0	50,000	0	0	0	0	0	0
Inspection	50,000	0	50,000	0	0	0	0	0	0
Total Cost	500,000	0	500,000	0	0	0	0	0	0
<u>Funding Sources:</u>									
Self-Supported Bond	500,000	0	500,000	0	0	0	0	0	0
Total Funding	500,000	0	500,000	0	0	0	0	0	0

Project Title	Close Out Cap - Rubble Fill
Project ID	CAP003
Full-time Employees	0
Operating Costs	\$0



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

	Total	Prior Appr.	2020	2021	2022	2023	2024	2025	Future
<u>Project Costs:</u>									
Construction	1,730,000	0	0	0	0	1,730,000	0	0	0
Engineering and Design	191,000	0	0	0	100,000	91,000	0	0	0
Inspection	171,000	0	0	0	0	171,000	0	0	0
Total Cost	2,092,000	0	0	0	100,000	1,992,000	0	0	0
<u>Funding Sources:</u>									
Self-Supported Bond	2,092,000	0	0	0	100,000	1,992,000	0	0	0
Total Funding	2,092,000	0	0	0	100,000	1,992,000	0	0	0

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

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

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

	Total	Prior Appr.	2020	2021	2022	2023	2024	2025	Future
<u>Project Costs:</u>									
Vehicles	321,990	33,990	27,000	27,000	28,000	28,000	29,000	29,000	120,000
Total Cost	321,990	33,990	27,000	27,000	28,000	28,000	29,000	29,000	120,000
<u>Funding Sources:</u>									
General Fund	2,668	2,668	0	0	0	0	0	0	0
Solid Waste Fund	319,322	31,322	27,000	27,000	28,000	28,000	29,000	29,000	120,000
Total Funding	321,990	33,990	27,000	27,000	28,000	28,000	29,000	29,000	120,000

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

Full-time Employees 0

Operating Costs \$200,000



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

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

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

	Total	Prior Appr.	2020	2021	2022	2023	2024	2025	Future
<u>Project Costs:</u>									
Construction	3,474,000	0	0	0	0	0	0	3,360,000	114,000
Engineering and Design	440,000	0	0	0	0	0	440,000	0	0
Inspection	169,000	0	0	0	0	0	0	112,000	57,000
Total Cost	4,083,000	0	0	0	0	0	440,000	3,472,000	171,000
<u>Funding Sources:</u>									
Self-Supported Bond	4,083,000	0	0	0	0	0	440,000	3,472,000	171,000
Total Funding	4,083,000	0	0	0	0	0	440,000	3,472,000	171,000

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

Full-time Employees 0

Operating Costs \$0



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

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

	Total	Prior Appr.	2020	2021	2022	2023	2024	2025	Future
Project Costs:									
Engineering and Design	156,000	0	0	156,000	0	0	0	0	0
Total Cost	156,000	0	0	156,000	0	0	0	0	0
Funding Sources:									
Self-Supported Bond	156,000	0	0	156,000	0	0	0	0	0
Total Funding	156,000	0	0	156,000	0	0	0	0	0

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Transit

Transit
Capital Improvement Ten Year Summary
Fiscal Year 2020 - 2029

Page	Project	Total	Prior Appr.	Budget Year		Ten Year Capital Program				
				FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	Future
Project Costs										
	<u>Transit</u>									
186	Vehicle Preventive Maintenance	4,207,251	457,251	375,000	375,000	375,000	375,000	375,000	375,000	1,500,000
187	Fixed Route Bus Replacement Program	7,558,000	2,994,000	978,000	0	652,000	0	0	0	2,934,000
188	ADA Bus Replacement	450,000	0	0	75,000	0	75,000	75,000	0	225,000
	Transit Total	12,215,251	3,451,251	1,353,000	450,000	1,027,000	450,000	450,000	375,000	4,659,000
Funding Sources										
	General Fund	1,039,424	344,424	0	0	102,000	45,000	45,000	37,000	466,000
	Capital Reserve - General	180,000	0	135,000	45,000	0	0	0	0	0
	Federal Grant	9,772,402	2,761,402	1,082,000	360,000	822,000	360,000	360,000	300,000	3,727,000
	State Grant	1,223,425	345,425	136,000	45,000	103,000	45,000	45,000	38,000	466,000

Project Title	Vehicle Preventive Maintenance
Project ID	EQP021
Full-time Employees	0
Operating Costs	\$0

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

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

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

	Total	Prior Appr.	2020	2021	2022	2023	2024	2025	Future
Project Costs:									
Equipment/Furniture	4,207,251	457,251	375,000	375,000	375,000	375,000	375,000	375,000	1,500,000
Total Cost	4,207,251	457,251	375,000	375,000	375,000	375,000	375,000	375,000	1,500,000
Funding Sources:									
General Fund	340,424	44,424	0	0	37,000	37,000	37,000	37,000	148,000
Capital Reserve - General	74,000	0	37,000	37,000	0	0	0	0	0
Federal Grant	3,366,402	366,402	300,000	300,000	300,000	300,000	300,000	300,000	1,200,000
State Grant	426,425	46,425	38,000	38,000	38,000	38,000	38,000	38,000	152,000
Total Funding	4,207,251	457,251	375,000	375,000	375,000	375,000	375,000	375,000	1,500,000

Project Title	Fixed Route Bus Replacement Program
Project ID	VEH003
Full-time Employees	0
Operating Costs	\$0

Project Description	FY 20 - Replace three (3) fixed-route transit buses, Units 710 -712 which will become 724- 726 FY 22 - Replace two (2) fixed-route transit buses, Units 713 - 714 which will become 727 - 728 FY 28 - Replace nine (9) fixed-route transit buses, Units 715- 723 which will become 729 - 737. FY 30 - Replace three (3) fixed-route transit buses, Unit 724-726 which will become 738-740.
Project Assumptions	All out-year procurements will be based on available grant funds from MTA and local match approval. Dollar figures shown are provided by MTA based on the current small/mid-size bus contract. The project funding assumes 80% Federal, 10% State, 10% Local.
Project Justification	Following the Maryland Transit Administration (MTA) useful life criteria, MTA provides grant funding to replace existing vehicles when they reach the end of the useful life criteria. Out years are projected based on the current useful life schedule.

	Total	Prior Appr.	2020	2021	2022	2023	2024	2025	Future
<u>Project Costs:</u>									
Vehicles	7,558,000	2,994,000	978,000	0	652,000	0	0	0	2,934,000
Total Cost	7,558,000	2,994,000	978,000	0	652,000	0	0	0	2,934,000
<u>Funding Sources:</u>									
General Fund	659,000	300,000	0	0	65,000	0	0	0	294,000
Capital Reserve - General	98,000	0	98,000	0	0	0	0	0	0
Federal Grant	6,046,000	2,395,000	782,000	0	522,000	0	0	0	2,347,000
State Grant	755,000	299,000	98,000	0	65,000	0	0	0	293,000
Total Funding	7,558,000	2,994,000	978,000	0	652,000	0	0	0	2,934,000

Project Title	ADA Bus Replacement
Project ID	VEH005
Full-time Employees	0
Operating Costs	\$0

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

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

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

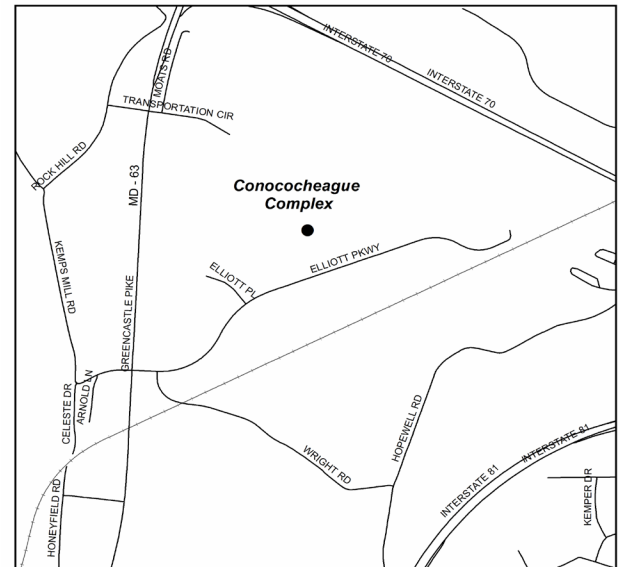
	Total	Prior Appr.	2020	2021	2022	2023	2024	2025	Future
<u>Project Costs:</u>									
Vehicles	450,000	0	0	75,000	0	75,000	75,000	0	225,000
Total Cost	450,000	0	0	75,000	0	75,000	75,000	0	225,000
<u>Funding Sources:</u>									
General Fund	40,000	0	0	0	0	8,000	8,000	0	24,000
Capital Reserve - General	8,000	0	0	8,000	0	0	0	0	0
Federal Grant	360,000	0	0	60,000	0	60,000	60,000	0	180,000
State Grant	42,000	0	0	7,000	0	7,000	7,000	0	21,000
Total Funding	450,000	0	0	75,000	0	75,000	75,000	0	225,000

Water Quality

*Water Quality
Capital Improvement Ten Year Summary
Fiscal Year 2020 - 2029*

Page	Project	Total	Prior Appr.	Budget		Ten Year Capital Program				
				FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	Future
Project Costs										
<u>Water Quality</u>										
190	General Building Improvements	1,206,310	242,310	0	0	0	0	370,000	594,000	0
191	Lab Equipment Replacement	288,581	57,581	21,000	22,000	22,000	22,000	23,000	23,000	98,000
192	WQ Equip/Vehicle Replacement Program	1,137,459	302,459	75,000	75,000	80,000	80,000	80,000	85,000	360,000
193	Replace Grinder Pumps	818,531	33,531	40,000	60,000	80,000	80,000	80,000	80,000	365,000
194	Pen Mar/ Highfield/ Cascade Septic Tank Pumping and Replacement	115,000	35,000	40,000	40,000	0	0	0	0	0
195	Pump Station Upgrades - Various Stations	3,862,557	1,574,557	500,000	0	0	153,000	0	0	1,635,000
196	Collection System Rehabilitation Project	4,052,235	697,235	0	275,000	560,000	0	0	870,000	1,650,000
197	Capacity Management Project	8,800,542	1,280,542	3,180,000	4,340,000	0	0	0	0	0
198	Smithsburg WWTP ENR Upgrade	7,403,387	1,903,387	2,500,000	3,000,000	0	0	0	0	0
199	Heavy Sewer EQP and VEH Replacement	918,972	332,972	94,000	94,000	94,000	94,000	35,000	35,000	140,000
200	Potomac Edison Pump Station & Force Main	1,700,000	0	0	0	0	0	0	0	1,700,000
201	General WwTP Improvements	1,350,000	0	0	0	0	250,000	250,000	300,000	550,000
202	Sharpsburg Water Meter Cradle Replacement	1,000,000	0	250,000	250,000	250,000	250,000	0	0	0
203	Water Meter Replacement	252,839	102,839	15,000	15,000	15,000	15,000	15,000	15,000	60,000
204	Mt Aetna Water System Improvements	729,000	130,000	0	0	0	599,000	0	0	0
205	Sharpsburg Water Treatment Plant	794,000	204,000	0	0	0	0	0	0	590,000
206	General WTP Improvements	859,298	37,298	0	0	0	242,000	0	290,000	290,000
207	Highfield/Sharpsburg Water Storage Tank	336,000	0	0	0	0	0	0	336,000	0
208	WQ Main Replacement	866,000	0	0	0	0	566,000	100,000	100,000	100,000
Water Quality Total		36,490,711	6,933,711	6,715,000	8,171,000	1,101,000	2,351,000	953,000	2,728,000	7,538,000
Funding Sources										
General Fund		350,000	0	0	0	175,000	175,000	0	0	0
Utility Admin Fund		1,518,350	452,350	96,000	97,000	102,000	102,000	103,000	108,000	458,000
Water Fund		252,839	102,839	15,000	15,000	15,000	15,000	15,000	15,000	60,000
Sewer Fund		4,308,015	2,857,015	174,000	194,000	174,000	174,000	115,000	115,000	505,000
Self-Supported Bond		26,486,507	3,496,507	6,180,000	7,565,000	460,000	1,710,000	695,000	2,165,000	4,215,000
Capital Reserve - General		125,000	0	0	125,000	0	0	0	0	0
Capital Reserve - Water		125,000	0	125,000	0	0	0	0	0	0
State Grant		1,625,000	25,000	125,000	175,000	175,000	175,000	25,000	325,000	600,000
Contributions		1,700,000	0	0	0	0	0	0	0	1,700,000
		36,490,711	6,933,711	6,715,000	8,171,000	1,101,000	2,351,000	953,000	2,728,000	7,538,000

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 and associated paving on the Conococheague Complex.

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

	Total	Prior Appr.	2020	2021	2022	2023	2024	2025	Future
<u>Project Costs:</u>									
Construction	1,156,310	192,310	0	0	0	0	370,000	594,000	0
Other	50,000	50,000	0	0	0	0	0	0	0
Total Cost	1,206,310	242,310	0	0	0	0	370,000	594,000	0
<u>Funding Sources:</u>									
Utility Admin Fund	92,310	92,310	0	0	0	0	0	0	0
Self-Supported Bond	1,114,000	150,000	0	0	0	0	370,000	594,000	0
Total Funding	1,206,310	242,310	0	0	0	0	370,000	594,000	0

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

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

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

	Total	Prior Appr.	2020	2021	2022	2023	2024	2025	Future
Project Costs:									
Equipment/Furniture	288,581	57,581	21,000	22,000	22,000	22,000	23,000	23,000	98,000
Total Cost	288,581	57,581	21,000	22,000	22,000	22,000	23,000	23,000	98,000
Funding Sources:									
Utility Admin Fund	288,581	57,581	21,000	22,000	22,000	22,000	23,000	23,000	98,000
Total Funding	288,581	57,581	21,000	22,000	22,000	22,000	23,000	23,000	98,000

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 most costly to maintain. In line with the objectives of a well managed organization, Water Quality wants to establish an equipment and fleet replacement program that will, in time, set the vehicle and equipment replacement cycle in line with best practices, minimizing operating and maintenance costs.

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

	Total	Prior Appr.	2020	2021	2022	2023	2024	2025	Future
<u>Project Costs:</u>									
Equipment/Furniture	96,510	96,510	0	0	0	0	0	0	0
Vehicles	1,040,949	205,949	75,000	75,000	80,000	80,000	80,000	85,000	360,000
Total Cost	1,137,459	302,459	75,000	75,000	80,000	80,000	80,000	85,000	360,000
<u>Funding Sources:</u>									
Utility Admin Fund	1,137,459	302,459	75,000	75,000	80,000	80,000	80,000	85,000	360,000
Total Funding	1,137,459	302,459	75,000	75,000	80,000	80,000	80,000	85,000	360,000

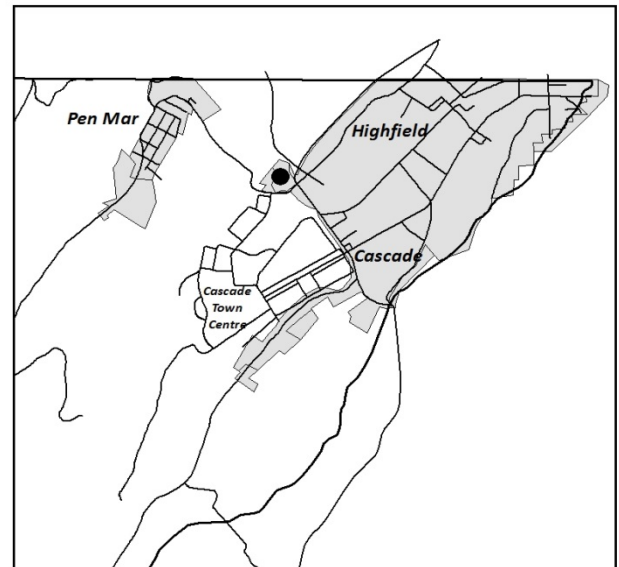
Project Title	Replace Grinder Pumps
Project ID	EQP055
Full-time Employees	0
Operating Costs	\$0

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

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

	Total	Prior Appr.	2020	2021	2022	2023	2024	2025	Future
Project Costs:									
Equipment/Furniture	818,531	33,531	40,000	60,000	80,000	80,000	80,000	80,000	365,000
Total Cost	818,531	33,531	40,000	60,000	80,000	80,000	80,000	80,000	365,000
Funding Sources:									
Sewer Fund	818,531	33,531	40,000	60,000	80,000	80,000	80,000	80,000	365,000
Total Funding	818,531	33,531	40,000	60,000	80,000	80,000	80,000	80,000	365,000

Project Title	Pen Mar / Highfield / Cascade Septic Tank Pumping and Replacement
Project ID	EQP065
Full-time Employees	0
Operating Costs	\$0



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

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

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

	Total	Prior Appr.	2020	2021	2022	2023	2024	2025	Future
<u>Project Costs:</u>									
Construction	115,000	35,000	40,000	40,000	0	0	0	0	0
Total Cost	115,000	35,000	40,000	40,000	0	0	0	0	0
<u>Funding Sources:</u>									
Sewer Fund	115,000	35,000	40,000	40,000	0	0	0	0	0
Total Funding	115,000	35,000	40,000	40,000	0	0	0	0	0

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

Project Description The project includes electrical and equipment upgrades.

Project Justification Upgrades are required to address aging equipment issues.

	Total	Prior Appr.	2020	2021	2022	2023	2024	2025	Future
<u>Project Costs:</u>									
Construction	3,862,557	1,574,557	500,000	0	0	153,000	0	0	1,635,000
Total Cost	3,862,557	1,574,557	500,000	0	0	153,000	0	0	1,635,000
<u>Funding Sources:</u>									
Sewer Fund	4,683	4,683	0	0	0	0	0	0	0
Self-Supported Bond	3,857,874	1,569,874	500,000	0	0	153,000	0	0	1,635,000
Total Funding	3,862,557	1,574,557	500,000	0	0	153,000	0	0	1,635,000

Project Title	Collection System Rehabilitation Project
Project ID	LIN040
Full-time Employees	0
Operating Costs	\$0

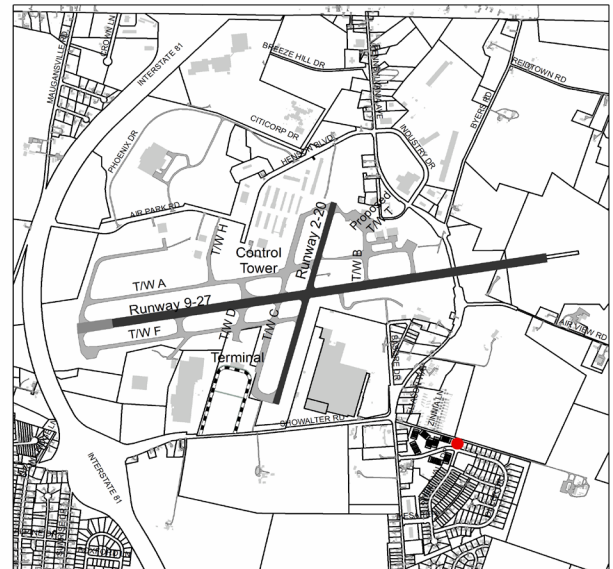
Project Description This project will rehabilitate existing sewer lines.

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

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

	Total	Prior Appr.	2020	2021	2022	2023	2024	2025	Future
<u>Project Costs:</u>									
Construction	4,052,235	697,235	0	275,000	560,000	0	0	870,000	1,650,000
Total Cost	4,052,235	697,235	0	275,000	560,000	0	0	870,000	1,650,000
<u>Funding Sources:</u>									
Sewer Fund	340,235	340,235	0	0	0	0	0	0	0
Self-Supported Bond	2,687,000	357,000	0	225,000	460,000	0	0	570,000	1,075,000
State Grant	1,025,000	0	0	50,000	100,000	0	0	300,000	575,000
Total Funding	4,052,235	697,235	0	275,000	560,000	0	0	870,000	1,650,000

Project Title	Capacity Management Project
Project ID	LIN042
Full-time Employees	0
Operating Costs	\$0

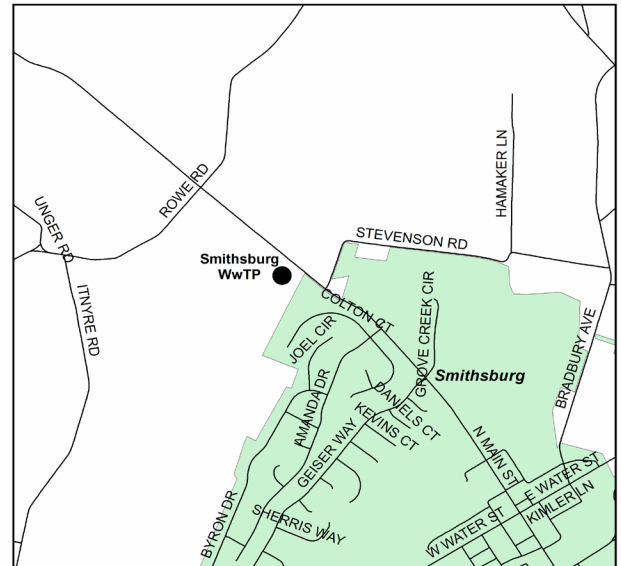


Project Description	Capacity Management has been expanded to include the following: Phase I – Construct a new regional pump station to service the Maugansville area. The new pump station will pump the sewage to the Cedar Lawn area where it will be discharged into the County's gravity collection system. Gravity lines will be constructed from the new station to Maugansville and Maugans Meadow's pump stations. Once the new station is on-line the existing Maugansville and Maugans Meadow's pump stations will be taken off-line. Phase II – Construct a new gravity line from the regional station to the Garden Spot pump station. At this time, the Garden Spot pump station will be taken off-line. Phase III – Construct a new gravity line from Garden Spot pump station to Freedom Hills pump station. At this time, the Freedom Hill pump station will be taken off-line.
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Project Justification	Currently the Maugansville Collection area is approaching its design capacity. This project will redirect flow from this area to another drainage area providing capacity relief and facilitating economic growth in the drainage area.
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	Total	Prior Appr.	2020	2021	2022	2023	2024	2025	Future
Project Costs:									
Construction	8,280,542	760,542	3,180,000	4,340,000	0	0	0	0	0
Land Acquisition	520,000	520,000	0	0	0	0	0	0	0
Total Cost	8,800,542	1,280,542	3,180,000	4,340,000	0	0	0	0	0
Funding Sources:									
Sewer Fund	760,542	760,542	0	0	0	0	0	0	0
Self-Supported Bond	8,040,000	520,000	3,180,000	4,340,000	0	0	0	0	0
Total Funding	8,800,542	1,280,542	3,180,000	4,340,000	0	0	0	0	0

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



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

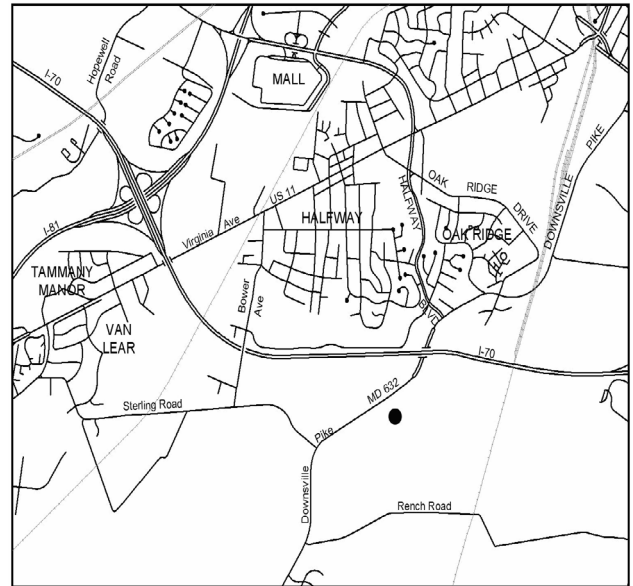
	Total	Prior Appr.	2020	2021	2022	2023	2024	2025	Future
<u>Project Costs:</u>									
Construction	6,259,917	1,059,917	2,200,000	3,000,000	0	0	0	0	0
Engineering and Design	1,143,470	843,470	300,000	0	0	0	0	0	0
Total Cost	7,403,387	1,903,387	2,500,000	3,000,000	0	0	0	0	0
<u>Funding Sources:</u>									
Sewer Fund	1,350,052	1,350,052	0	0	0	0	0	0	0
Self-Supported Bond	6,053,335	553,335	2,500,000	3,000,000	0	0	0	0	0
Total Funding	7,403,387	1,903,387	2,500,000	3,000,000	0	0	0	0	0

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 most costly to maintain. In line with the objectives of a well-managed organization, Water Quality strives to establish an equipment and fleet replacement program that will, in time, set the vehicle and equipment replacement cycle in line with best practices, minimizing operating and maintenance costs.

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

	Total	Prior Appr.	2020	2021	2022	2023	2024	2025	Future
<u>Project Costs:</u>									
Equipment/Furniture	47,000	3,000	4,000	4,000	4,000	4,000	5,000	5,000	18,000
Other	85,000	85,000	0	0	0	0	0	0	0
Vehicles	786,972	244,972	90,000	90,000	90,000	90,000	30,000	30,000	122,000
Total Cost	918,972	332,972	94,000	94,000	94,000	94,000	35,000	35,000	140,000
<u>Funding Sources:</u>									
Sewer Fund	918,972	332,972	94,000	94,000	94,000	94,000	35,000	35,000	140,000
Total Funding	918,972	332,972	94,000	94,000	94,000	94,000	35,000	35,000	140,000

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

	Total	Prior Appr.	2020	2021	2022	2023	2024	2025	Future
<u>Project Costs:</u>									
Construction	1,700,000	0	0	0	0	0	0	0	1,700,000
Total Cost	1,700,000	0	0	0	0	0	0	0	1,700,000
<u>Funding Sources:</u>									
Contributions	1,700,000	0	0	0	0	0	0	0	1,700,000
Total Funding	1,700,000	0	0	0	0	0	0	0	1,700,000

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

	Total	Prior Appr.	2020	2021	2022	2023	2024	2025	Future
Project Costs:									
Construction	1,250,000	0	0	0	0	250,000	250,000	250,000	500,000
Engineering and Design	100,000	0	0	0	0	0	0	50,000	50,000
Total Cost	1,350,000	0	0	0	0	250,000	250,000	300,000	550,000
Funding Sources:									
Self-Supported Bond	1,350,000	0	0	0	0	250,000	250,000	300,000	550,000
Total Funding	1,350,000	0	0	0	0	250,000	250,000	300,000	550,000

Project Title	Sharpsburg Water Meter Cradle Replacement
Project ID	EQP068
Full-time Employees	0
Operating Costs	\$0

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

	Total	Prior Appr.	2020	2021	2022	2023	2024	2025	Future
<u>Project Costs:</u>									
Construction	1,000,000	0	250,000	250,000	250,000	250,000	0	0	0
Total Cost	1,000,000	0	250,000	250,000	250,000	250,000	0	0	0
<u>Funding Sources:</u>									
General Fund	350,000	0	0	0	175,000	175,000	0	0	0
Capital Reserve – General	125,000	0	0	125,000	0	0	0	0	0
Capital Reserve -Water	125,000	0	125,000	0	0	0	0	0	0
State Grant	400,000	0	125,000	125,000	75,000	75,000	0	0	0
Total Funding	1,000,000	0	250,000	250,000	250,000	250,000	0	0	0

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

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

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

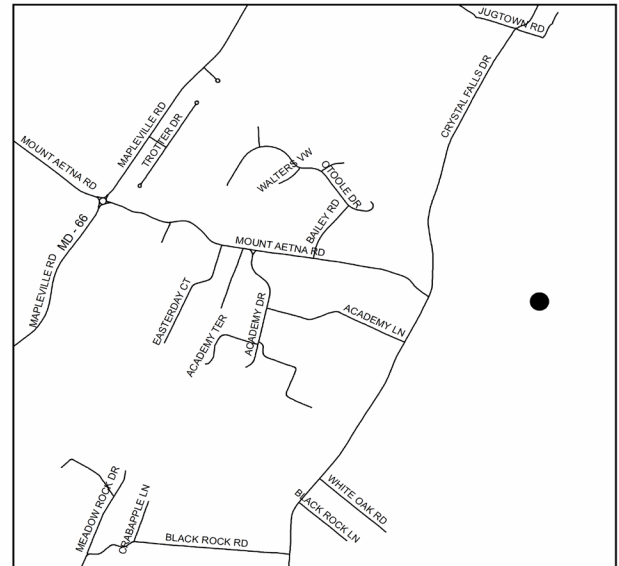
	Total	Prior Appr.	2020	2021	2022	2023	2024	2025	Future
<u>Project Costs:</u>									
Construction	252,839	102,839	15,000	15,000	15,000	15,000	15,000	15,000	60,000
Total Cost	252,839	102,839	15,000	15,000	15,000	15,000	15,000	15,000	60,000
<u>Funding Sources:</u>									
Water Fund	252,839	102,839	15,000	15,000	15,000	15,000	15,000	15,000	60,000
Total Funding	252,839	102,839	15,000	15,000	15,000	15,000	15,000	15,000	60,000

Project Title Mt Aetna Water System Improvements

Project ID LIN043

Full-time Employees 0

Operating Costs \$0



Project Description The project includes general plant and system improvements.

Project Assumptions Will seek grant funding from MDE.

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

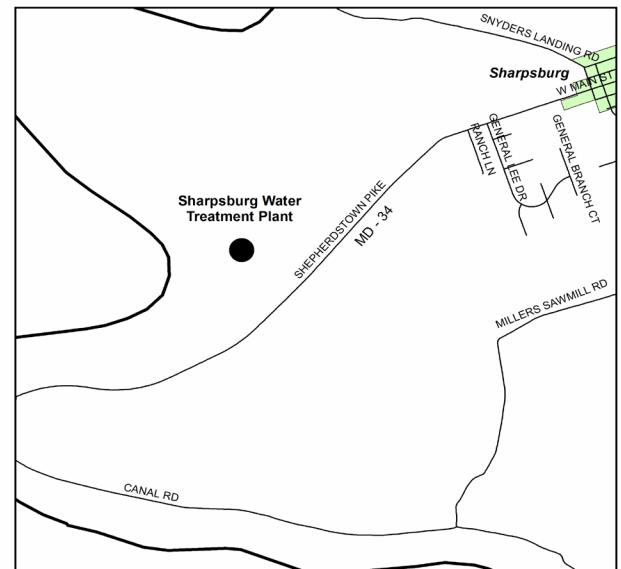
Project Costs:

	Total	Prior Appr.	2020	2021	2022	2023	2024	2025	Future
Construction	729,000	130,000	0	0	0	599,000	0	0	0
Total Cost	729,000	130,000	0	0	0	599,000	0	0	0

Funding Sources:

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

Project Title	Sharpsburg Water Treatment Plant
Project ID	TRP023
Full-time Employees	0
Operating Costs	\$0



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

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

	Total	Prior Appr.	2020	2021	2022	2023	2024	2025	Future
<u>Project Costs:</u>									
Construction	794,000	204,000	0	0	0	0	0	0	590,000
Total Cost	794,000	204,000	0	0	0	0	0	0	590,000
<u>Funding Sources:</u>									
Self-Supported Bond	794,000	204,000	0	0	0	0	0	0	590,000
Total Funding	794,000	204,000	0	0	0	0	0	0	590,000

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

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

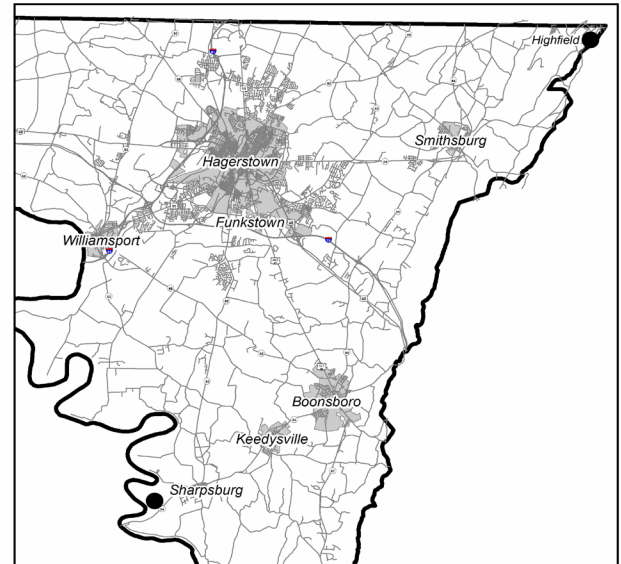
Project Justification Upgrades are required to address aging equipment, maintain a high level of water quality, and address Federal and State regulations.

	Total	Prior Appr.	2020	2021	2022	2023	2024	2025	Future
<u>Project Costs:</u>									
Construction	859,298	37,298	0	0	0	242,000	0	290,000	290,000
Total Cost	859,298	37,298	0	0	0	242,000	0	290,000	290,000
<u>Funding Sources:</u>									
Self-Supported Bond	859,298	37,298	0	0	0	242,000	0	290,000	290,000
Total Funding	859,298	37,298	0	0	0	242,000	0	290,000	290,000

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

Full-time Employees 0

Operating Costs \$0



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

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

	Total	Prior Appr.	2020	2021	2022	2023	2024	2025	Future
<u>Project Costs:</u>									
Construction	336,000	0	0	0	0	0	0	336,000	0
Total Cost	336,000	0	0	0	0	0	0	336,000	0
<u>Funding Sources:</u>									
Self-Supported Bond	336,000	0	0	0	0	0	0	336,000	0
Total Funding	336,000	0	0	0	0	0	0	336,000	0

Project Title

WQ Main Replacement

Full-time Employees

0

Operating Costs

\$0

Project Description

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

Project Assumptions

Pending grant funding approval.

Project Justification

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

	Total	Prior Appr.	2020	2021	2022	2023	2024	2025	Future
Project Costs:									
Construction	866,000	0	0	0	0	566,000	100,000	100,000	100,000
Total Cost	866,000	0	0	0	0	566,000	100,000	100,000	100,000
Funding Sources:									
Self-Supported Bond	741,000	0	0	0	0	516,000	75,000	75,000	75,000
State Grant	125,000	0	0	0	0	50,000	25,000	25,000	25,000
Total Funding	866,000	0	0	0	0	566,000	100,000	100,000	100,000