

COMMUNITY INVESTMENT PLAN FOR FISCAL YEARS 2016 TO 2021

	Fiscal Year						Prior Allocation	Balance to Complete	Total Project Cost
	2016	2017	2018	2019	2020	2021			
<b>ROADS:</b>									
Johnsville Road Sidewalk	\$29,200	\$189,800	\$0	\$0	\$0	\$0	\$0	\$0	\$219,000
Market Street Extension	0	0	0	0	0	63,000	1,208,005	996,450	2,267,455
Pavement Management Program	10,675,000	11,168,000	11,680,000	12,207,000	12,658,000	13,110,000	0	0	71,498,000
Pavement Preservation	1,110,000	1,150,000	1,220,000	1,300,000	1,350,000	1,400,000	0	0	7,530,000
Public Works Unallocated	375,045	0	0	0	0	0	0	0	375,045
Ramp and Sidewalk Upgrades	0	120,000	120,000	144,000	144,000	144,000	0	0	672,000
Small Drainage Structures	81,000	84,000	87,000	90,000	93,000	95,000	0	0	530,000
Storm Drain Inspection	0	0	0	180,000	180,000	180,000	0	0	540,000
Unpaved Roads	400,000	0	0	0	0	0	0	0	400,000
<b>ROADS TOTAL</b>	<b>\$12,670,245</b>	<b>\$12,711,800</b>	<b>\$13,107,000</b>	<b>\$13,921,000</b>	<b>\$14,425,000</b>	<b>\$14,992,000</b>	<b>\$1,208,005</b>	<b>\$996,450</b>	<b>\$84,031,500</b>
<b>SOURCES OF FUNDING:</b>									
Transfer from General Fund	\$800,000	\$850,000	\$920,000	\$1,180,000	\$1,230,000	\$1,280,000	\$0	\$0	\$6,260,000
Property Tax	0	0	0	0	0	0	758,005	0	758,005
Bonds	6,312,480	10,410,600	10,911,000	11,465,000	11,919,000	12,436,000	450,000	996,450	64,900,530
Reallocated Bonds	3,400,712	0	0	0	0	0	0	0	3,400,712
Reallocated GF Transfer	400,000	0	0	0	0	0	0	0	400,000
Land Sales	336,919	0	0	0	0	0	0	0	336,919
Reallocated Property Tax	38,126	0	0	0	0	0	0	0	38,126
Highway Administration	176,000	176,000	176,000	176,000	176,000	176,000	0	0	1,056,000
Highway User Revenue	1,206,008	1,100,000	1,100,000	1,100,000	1,100,000	1,100,000	0	0	6,706,008
Grants (MDE, CDBG)	0	175,200	0	0	0	0	0	0	175,200
<b>ROADS TOTAL</b>	<b>\$12,670,245</b>	<b>\$12,711,800</b>	<b>\$13,107,000</b>	<b>\$13,921,000</b>	<b>\$14,425,000</b>	<b>\$14,992,000</b>	<b>\$1,208,005</b>	<b>\$996,450</b>	<b>\$84,031,500</b>

# Johnsville Road Sidewalk

District Location: 5

Sheree Lima, Management and Budget Project Coordinator (410) 386-2082

8587

Length: Approximately 790 feet

Limits: Opposite Victor Drive to Bartholow Road

This project provides funding for construction of a sidewalk along Johnsville Road in Freedom. The project will provide sidewalk connection to Eldersburg Elementary School, Liberty High School, residential neighborhoods, and the commercial corridor along MD 32 (Sykesville Road) via Bartholow Road. It is anticipated that 80 percent of design and construction costs would be funded by the Safe Routes to School Program that is administered by the Maryland Department of Transportation.

*Project is contingent on receiving grant funding.*

	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	Prior Allocation	Balance to Complete	Total Project Cost
Engineering/Design	29,200								29,200
Land Acquisition									0
Site Work									0
Construction		146,000							146,000
Equipment/Furnishings									0
Other		43,800							43,800
<b>EXPENDITURES</b>									
<b>TOTAL</b>	<b>29,200</b>	<b>189,800</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>219,000</b>

<b>SOURCES OF FUNDS</b>									
Transfer from General Fund									0
Property Tax									0
Bonds	29,200	14,600							43,800
Grants (MDE, CDBG)		175,200							175,200

<b>PROJECTED OPERATING IMPACTS</b>						
	0	0	0	0	0	0

# Market Street Extension

District Location: 3

Heidi K. Pepin, Senior Budget Analyst (410) 386-2082

8318

Functional Classification: Collector  
 Average Daily Traffic: TBD  
 Length: Approximately 1,400 ft  
 Limits: MD 140 to Old Westminster Pike

This project provides planned funding for the construction of a more direct connection to MD 140 from Old Westminster Pike, focusing on the goal of creating a safe, efficient and redundant roadway network. By providing a more direct access route to MD 140 from Old Westminster Pike, this connector will reduce traffic on Old Baltimore Road and the local streets that extend from Old Westminster Pike to Old Baltimore Road. The connection to MD 140 will be located at the existing traffic signal at Market Street/Old Baltimore Road.

	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	Prior Allocation	Balance to Complete	Total Project Cost
Engineering/Design									0
Land Acquisition						63,000	1,208,005		1,271,005
Site Work								76,650	76,650
Construction								766,500	766,500
Equipment/Furnishings									0
Other								153,300	153,300
<b>EXPENDITURES</b>									
<b>TOTAL</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>63,000</b>	<b>1,208,005</b>	<b>996,450</b>	<b>2,267,455</b>
<b>SOURCES OF FUNDS</b>									
Transfer from General Fund									0
Local Income Tax									0
Property Tax							758,005		758,005
Bonds						63,000	450,000	996,450	1,509,450
<b>PROJECTED OPERATING IMPACTS</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>			

# Pavement Management Program

Heidi K. Pepin, Senior Budget Analyst (410) 386-2082

8585

This project provides ongoing funding for the maintenance, repair or rehabilitation of the County's 900 miles of paved roads. A pavement management software program is used to collect condition information and to recommend the most cost-effective repair. Repair strategies include: patching, overlay, mill and overlay, full depth reclamation, and reconstruction. Drainage structures will be replaced or added where necessary.

Approximately thirty-five percent of the County's road network is considered mainline or collector and arterial roads. These roads typically carry a higher traffic volume. Sixty-five percent are lower volume roads, including neighborhood roads.

	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	Prior Allocation	Balance to Complete	Total Project Cost
Engineering/Design	70,000	70,000	80,000	80,000	90,000	90,000			<b>480,000</b>
Land Acquisition									<b>0</b>
Site Work									<b>0</b>
Construction	10,105,000	10,570,000	11,050,000	11,550,000	11,970,000	12,400,000			<b>67,645,000</b>
Equipment/Furnishings									<b>0</b>
Other	500,000	528,000	550,000	577,000	598,000	620,000			<b>3,373,000</b>
<b>EXPENDITURES</b>									
<b>TOTAL</b>	<b>10,675,000</b>	<b>11,168,000</b>	<b>11,680,000</b>	<b>12,207,000</b>	<b>12,658,000</b>	<b>13,110,000</b>	<b>0</b>	<b>0</b>	<b>71,498,000</b>

<b>SOURCES OF FUNDS</b>									
Transfer from General Fund	400,000	800,000	800,000	800,000	800,000	800,000			<b>4,400,000</b>
Bonds	6,202,280	10,192,000	10,704,000	11,231,000	11,682,000	12,134,000			<b>62,145,280</b>
Reallocated Bonds	3,400,712								<b>3,400,712</b>
Reallocated GF Transfer	400,000								<b>400,000</b>
Highway Administration	176,000	176,000	176,000	176,000	176,000	176,000			<b>1,056,000</b>
Highway User Revenue	96,008								<b>96,008</b>

<b>PROJECTED OPERATING IMPACTS</b>									
	0	0	0	0	0	0			0

# Pavement Preservation

Heidi K. Pepin, Senior Budget Analyst (410) 386-2082

8586

This project provides ongoing funding to place a maintenance seal coat, such as microsurface, on various roads. Pavement preservation is applied to roads while they are still in good condition and before the onset of serious damage. Annual funding addresses approximately 30-40 miles.

	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	Prior Allocation	Balance to Complete	Total Project Cost
Engineering/Design									0
Land Acquisition									0
Site Work									0
Construction	1,110,000	1,150,000	1,220,000	1,300,000	1,350,000	1,400,000			7,530,000
Equipment/Furnishings									0
Other									0
<b>EXPENDITURES</b>									

<b>TOTAL</b>	<b>1,110,000</b>	<b>1,150,000</b>	<b>1,220,000</b>	<b>1,300,000</b>	<b>1,350,000</b>	<b>1,400,000</b>	<b>0</b>	<b>0</b>	<b>7,530,000</b>
--------------	------------------	------------------	------------------	------------------	------------------	------------------	----------	----------	------------------

<b>SOURCES OF FUNDS</b>									
Transfer from General Fund		50,000	120,000	200,000	250,000	300,000			920,000
Local Income Tax									0
Property Tax									0
Highway User Revenue	1,110,000	1,100,000	1,100,000	1,100,000	1,100,000	1,100,000			6,610,000

<b>PROJECTED OPERATING IMPACTS</b>									
	0	0	0	0	0	0			0

# Public Works Unallocated

Heidi K. Pepin, Senior Budget Analyst (410) 386-2082

9902

This project provides a source of funding in the event a capital project needs funds to cover costs over budget, and for unanticipated expenses or emergencies. The Unallocated project is similar in nature to the Reserve for Contingency in the General Fund. Any transfers from the project must be approved by the Board of County Commissioners through a capital budget resolution.

	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	Prior Allocation	Balance to Complete	Total Project Cost
Engineering/Design									0
Land Acquisition									0
Site Work									0
Construction									0
Equipment/Furnishings									0
Other	375,045								375,045
<b>EXPENDITURES</b>									
<b>TOTAL</b>	<b>375,045</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>375,045</b>
<b>SOURCES OF FUNDS</b>									
Transfer from General Fund									0
Local Income Tax									0
Land Sales	336,919								336,919
Reallocated Property Tax	38,126								38,126
<b>PROJECTED OPERATING IMPACTS</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>			

# Ramp and Sidewalk Upgrades

Heidi K. Pepin, Senior Budget Analyst (410) 386-2082

Proj #

This project provides planned funding to upgrade or replace non-compliant sidewalk ramps for ADA accessibility. Non-compliant ramps and sidewalks are also addressed as part of the Pavement Management program. This funding allows for acceleration of the replacement and upgrade process.

	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	Prior Allocation	Balance to Complete	Total Project Cost
Engineering/Design									0
Land Acquisition									0
Site Work		10,000	10,000	12,000	12,000	12,000			56,000
Construction		100,000	100,000	120,000	120,000	120,000			560,000
Equipment/Furnishings									0
Other		10,000	10,000	12,000	12,000	12,000			56,000
<b>EXPENDITURES</b>									
<b>TOTAL</b>	<b>0</b>	<b>120,000</b>	<b>120,000</b>	<b>144,000</b>	<b>144,000</b>	<b>144,000</b>	<b>0</b>	<b>0</b>	<b>672,000</b>
<b>SOURCES OF FUNDS</b>									
Transfer from General Fund									0
Local Income Tax									0
Property Tax									0
Bonds		120,000	120,000	144,000	144,000	144,000			672,000
<b>PROJECTED OPERATING IMPACTS</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>			

# Small Drainage Structures

Heidi K. Pepin, Senior Budget Analyst (410) 386-2082

9847

This project provides ongoing funding to repair or replace deteriorated drainage structures including culvert pipes, headwalls, and ancillary drainage features. Some recently completed project sites include Salem Bottom Road pipe culvert replacement, Piney Run Court drainage system, and White Rock Road culvert replacement/repairs.

The Department of Public Works is working towards including all pipe culverts and drainage structures into the Geographic Information System (GIS). Once the locations are identified and mapped, field condition assessments can be made to help determine the most cost effective approach in replacing and repairing these drainage structures.

	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	Prior Allocation	Balance to Complete	Total Project Cost
Engineering/Design									0
Land Acquisition									0
Site Work									0
Construction	81,000	84,000	87,000	90,000	93,000	95,000			530,000
Equipment/Furnishings									0
Other									0
<b>EXPENDITURES</b>									

<b>TOTAL</b>	<b>81,000</b>	<b>84,000</b>	<b>87,000</b>	<b>90,000</b>	<b>93,000</b>	<b>95,000</b>	<b>0</b>	<b>0</b>	<b>530,000</b>
--------------	---------------	---------------	---------------	---------------	---------------	---------------	----------	----------	----------------

<b>SOURCES OF FUNDS</b>									
Transfer from General Fund									0
Local Income Tax									0
Property Tax									0
Bonds	81,000	84,000	87,000	90,000	93,000	95,000			530,000

<b>PROJECTED OPERATING IMPACTS</b>									
	0	0	0	0	0	0			0



# Storm Drain Inspection

Heidi K. Pepin, Senior Budget Analyst (410) 386-2082

Proj #

This project provides planned funding to gather video camera data of the older metal storm drain pipes to assess the condition and determine if repairs or replacement are needed. Subsequent funding will be included to address repair or replacement of existing storm drain pipes and structures.

The County maintains about 180 miles (or 950,000 feet) of storm drain infrastructure, mostly located in neighborhoods where curbing and inlets exist. Many of the storm drain systems were constructed in the late 1960s and 1970s and may be reaching the end of their useful life.



	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	Prior Allocation	Balance to Complete	Total Project Cost
Engineering/Design				180,000	180,000	180,000			<b>540,000</b>
Land Acquisition									<b>0</b>
Site Work									<b>0</b>
Construction									<b>0</b>
Equipment/Furnishings									<b>0</b>
Other									<b>0</b>
<b>EXPENDITURES</b>									

<b>TOTAL</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>180,000</b>	<b>180,000</b>	<b>180,000</b>	<b>0</b>	<b>0</b>	<b>540,000</b>
--------------	----------	----------	----------	----------------	----------------	----------------	----------	----------	----------------

<b>SOURCES OF FUNDS</b>									
Transfer from General Fund				180,000	180,000	180,000			<b>540,000</b>
Local Income Tax									<b>0</b>
Property Tax									<b>0</b>
Bonds									<b>0</b>

<b>PROJECTED OPERATING IMPACTS</b>									
	0	0	0	0	0	0			

# Unpaved Roads

Heidi K. Pepin, Senior Budget Analyst (410) 386-2082

8507

This project provides funding for making improvements to unpaved roads.

	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	Prior Allocation	Balance to Complete	Total Project Cost
Engineering/Design									0
Land Acquisition									0
Site Work									0
Construction	400,000								400,000
Equipment/Furnishings									0
Other									0
<b>EXPENDITURES</b>									
<b>TOTAL</b>	<b>400,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>400,000</b>
<b>SOURCES OF FUNDS</b>									
Transfer from General Fund	400,000								400,000
Local Income Tax									0
Property Tax									0
Reallocated GF Transfer									0
<b>PROJECTED OPERATING IMPACTS</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>			