

**COMMUNITY INVESTMENT PLAN FOR FISCAL YEARS 2014 TO 2019**

**Preliminary Recommended**

	Fiscal Year						Prior Allocation	Balance to Complete	Total Project Cost
	2014	2015	2016	2017	2018	2019			
<b>ROADS:</b>									
Old Washington Road (MD 32) Sidewalk	\$0	\$0	\$0	\$0	\$13,000	\$139,000	\$0	\$0	\$152,000
Pavement Management Program	10,960,000	11,410,000	11,885,000	12,380,000	12,900,000	13,430,000	0	0	72,965,000
Pavement Preservation	1,130,000	1,160,000	1,195,000	1,225,000	1,260,000	1,290,000	0	0	7,260,000
Small Drainage Structures	76,000	79,000	81,000	84,000	87,000	90,000	0	0	497,000
Storm Drain Inspection	0	0	0	0	0	130,000	0	260,000	390,000
<b>ROADS TOTAL</b>	<b>\$12,166,000</b>	<b>\$12,649,000</b>	<b>\$13,161,000</b>	<b>\$13,689,000</b>	<b>\$14,260,000</b>	<b>\$15,079,000</b>	<b>\$0</b>	<b>\$260,000</b>	<b>\$81,264,000</b>
<b>SOURCES OF FUNDING:</b>									
Transfer from General Fund	\$1,430,000	\$1,460,000	\$1,495,000	\$1,525,000	\$1,560,000	\$1,720,000	\$0	\$260,000	\$9,450,000
Bonds	10,060,000	10,513,000	10,990,000	11,488,000	12,024,000	12,544,000	0	0	67,619,000
Highway Administration	176,000	176,000	176,000	176,000	176,000	176,000	0	0	1,056,000
Highway User Revenue	500,000	500,000	500,000	500,000	500,000	500,000	0	0	3,000,000
Grants (MDE, CDBG)	0	0	0	0	0	139,000	0	0	139,000
<b>ROADS TOTAL</b>	<b>\$12,166,000</b>	<b>\$12,649,000</b>	<b>\$13,161,000</b>	<b>\$13,689,000</b>	<b>\$14,260,000</b>	<b>\$15,079,000</b>	<b>\$0</b>	<b>\$260,000</b>	<b>\$81,264,000</b>

# Old Washington Road (MD 32) Sidewalk

District Location: 3

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

Proj #

Length: approximately 2,160 feet  
 Limits: Kate Wagner Road to Washington Lane

This project provides planned funding for construction of sidewalks along Old Washington Road (MD 32) in Westminster. The project would provide a sidewalk connection with residential neighborhoods south of Westminster and the facilities of Westminster High School, Carroll Community College, Robert Moton Elementary School, and Carroll County YMCA. It is anticipated that 100 percent of construction costs are to be funded by the Maryland State Highway Administration sidewalk retrofit program.

*Funding for this project is contingent on State funding.*

	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	Prior Allocation	Balance to Complete	Total Project Cost
Engineering/Design					13,000				13,000
Land Acquisition									0
Site Work									0
Construction						126,000			126,000
Equipment/Furnishings									0
Other						13,000			13,000
<b>EXPENDITURES</b>									
<b>TOTAL</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13,000</b>	<b>139,000</b>	<b>0</b>	<b>0</b>	<b>152,000</b>

<b>SOURCES OF FUNDS</b>									
Transfer from General Fund									0
Property Tax									0
Bonds					13,000				13,000
Grants (MDE, CDBG)						139,000			139,000

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







# Storm Drain Inspection

Robin Hooper, 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 current condition and determine if repairs or replacement are needed.

The County maintains about 130 miles of storm drain infrastructure, mostly located in neighborhoods where curbing and inlets exist. Many of the storm drain systems were constructed in the late 1960's and 1970's and may be reaching the end of their useful life.

	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	Prior Allocation	Balance to Complete	Total Project Cost
Engineering/Design						130,000		260,000	<b>390,000</b>
Land Acquisition									<b>0</b>
Site Work									<b>0</b>
Construction									<b>0</b>
Equipment/Furnishings									<b>0</b>
Other									<b>0</b>

**EXPENDITURES**

<b>TOTAL</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>130,000</b>	<b>0</b>	<b>260,000</b>	<b>390,000</b>
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**SOURCES OF FUNDS**

Transfer from General Fund						130,000		260,000	<b>390,000</b>
Property Tax									<b>0</b>
Bonds									<b>0</b>
Highway User Revenue									<b>0</b>

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