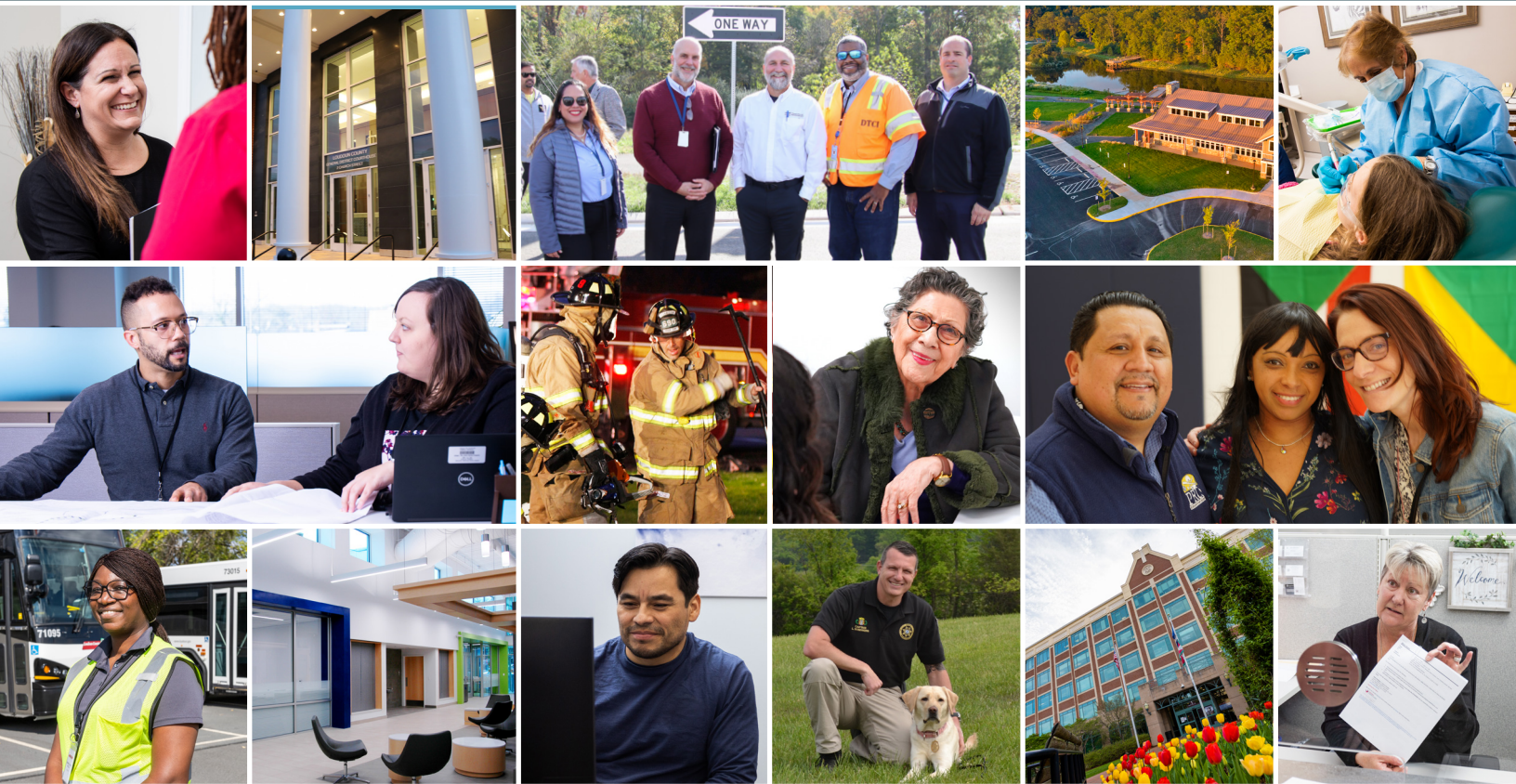


FY 2025

PROPOSED BUDGET

Vol. 2



Loudoun County Board of Supervisors

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Special acknowledgement for the Office of Public Affairs and Communications and the Office of Mapping and Geographic Information for their assistance.

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Distinguished Budget Presentation Award

The Government Finance Officers Association of the United States and Canada (GFOA) presented an award for Distinguished Budget Presentation to Loudoun County, Virginia, for the annual budget for the fiscal year beginning July 1, 2023. In order to receive this award, a government unit must publish a budget document that meets program criteria as a policy document, as an operation guide, as a financial plan and as a communication device.

The award is valid for a period of one year. The County believes that its current budget continues to conform to program requirements, and this budget will be submitted to GFOA to determine its eligibility for another award.



GOVERNMENT FINANCE OFFICERS ASSOCIATION

Distinguished Budget Presentation Award

PRESENTED TO

**Loudoun County
Virginia**

For the Fiscal Year Beginning

July 01, 2023

Christopher P. Morill

Executive Director

Loudoun County Board of Supervisors' Vision

While appreciating and acknowledging our rich history, Loudoun County strives to be a prosperous, inclusive, equitable and sustainable community where residents feel free to live, work, learn and play.



History of Loudoun County

Loudoun County constitutes a part of the five-million-acre Northern Neck of Virginia Proprietary granted by King Charles II of England to seven noblemen in 1649. This grant, later known as the Fairfax Proprietary, lay between the Potomac and Rappahannock Rivers. Between 1653 and 1730, Westmoreland, Stafford, and Prince William Counties were formed within the Proprietary, and in 1742 the remaining land was designated Fairfax County. Fairfax County was divided in 1757 by an act of the Virginia House of Burgesses. The western portion was named Loudoun for John Campbell, the fourth earl of Loudoun, a Scottish nobleman who served as commander-in-chief for all British armed forces in North America and titular governor of Virginia from 1756 to 1759. Leesburg has served continuously as the county seat since 1757. The Town of Leesburg has served continuously as the County Seat since 1757 and is believed to derive its name from Francis Lightfoot Lee, a signer of the Declaration of Independence.

Settling of the Loudoun area began between 1725 and 1730 while it was still owned by Lord Fairfax. Permanent settlers came from Pennsylvania, New Jersey, and Maryland. During the same period, settlers from eastern Virginia came to lower Loudoun and established large tobacco plantations.

During the War of 1812, Loudoun County served briefly as temporary refuge for the President and important state papers. The Constitution and other state papers were brought to Rokeby, near Leesburg, for safekeeping when the British burned Washington. President Madison established headquarters at Belmont, where he was the guest of Ludwell Lee.

For more than two centuries, agriculture was the dominant way of life in Loudoun County, which had a relatively constant population of about 20,000. That began to change in the early 1960s, when Dulles International Airport was built in the southeastern part of the County.

Today, Loudoun County is a growing, dynamic county of approximately 450,000 people. Loudoun is known for its beautiful scenery, rich history, comfortable neighborhoods, and high-quality public services.



Table of Contents

Volume 1

Introduction

Board of Supervisors.....	i-1
Office of Management and Budget Staff.....	i-2
Government Finance Officers Association Award	i-3
Board of Supervisors' Vision Statement	i-4
History of Loudoun County	i-5
Table of Contents	i-6

Executive Summary

Transmittal Letter from the County Administrator	E-2
Guide to the FY 2025 Proposed Budget.....	E-6
Proposed Budget Overview	E-14
History of Expenditures and FTE by Department	E-26

Resource Requests

Summary of Proposed Resource Requests.....	R-2
Resource Request by Functional Area	R-8

General Fund Revenue

General Fund Revenue and Trends	G-2
General Fund Revenue Summary	G-3
General Property Taxes	G-4
Local Non-Property Taxes.....	G-10
Other Local Sources of Revenue.....	G-20
Commonwealth Aid	G-33
Federal Aid.....	G-35
School Fund	G-36
Forecast Discussion and Analysis.....	G-40

General Government Administration

General Government Administration Summary.....	1-1
Board of Supervisors.....	1-2
Commissioner of the Revenue.....	1-6
County Administrator	1-10
County Attorney	1-18
Elections and Voter Registration	1-22
Finance and Procurement	1-28
General Services	1-34
Human Resources.....	1-42



Table of Contents

Information Technology	1-48
Treasurer	1-54

Public Safety and Judicial Administration

Public Safety and Judicial Administration Summary.....	2-1
Animal Services.....	2-2
Clerk of the Circuit Court	2-8
Commonwealth’s Attorney	2-12
Community Corrections.....	2-18
Courts	2-22
Fire and Rescue.....	2-28
Juvenile Court Service Unit.....	2-36
Sheriff’s Office	2-42

Health and Welfare

Health and Welfare Summary	3-1
Extension Services	3-2
Family Services	3-8
Health	3-14
Mental Health, Substance Abuse, and Developmental Services	3-20

Parks, Recreation, and Culture

Parks, Recreation, and Culture Summary	4-1
Library Services.....	4-2
Parks, Recreation and Community Services	4-8

Community Development

Community Development Summary	5-1
Building and Development	5-2
Economic Development.....	5-8
Mapping and Geographic Information	5-12
Planning and Zoning	5-18
Transportation and Capital Infrastructure.....	5-22
Housing and Community Development	5-28

Miscellaneous

Non–Departmental Expenditures.....	6-2
Landfill Fee Waivers.....	6-8
Nonprofit Organizations	6-10
Regional Organizations and Intergovernmental Contributions.....	6-14
Revolving Loan Fund.....	6-16



Table of Contents

Volume 2

Capital Improvement Program

Capital Improvement Program Executive Summary.....	7-2
Previously Authorized Projects and Projects Identified for Future Development.....	8-2
County Capital Projects	9-1
Transportation Capital Projects	10-1
School Capital Projects	11-1

Debt Service Fund

Debt Service Fund.....	12-2
------------------------	------

Other Appropriated Funds

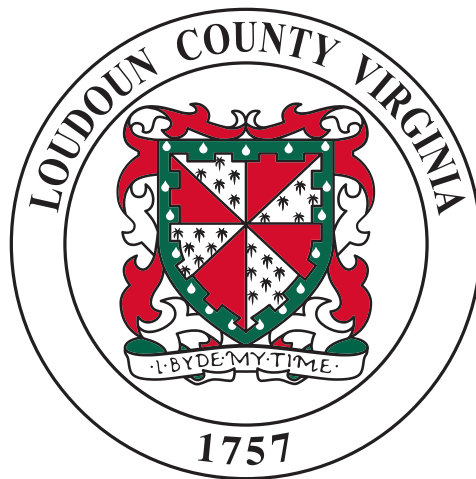
Capital Asset Preservation Program	13-2
Children's Services Act Fund.....	13-6
County OPEB Trust Fund.....	13-8
Disposable Plastic Bag Tax Fund.....	13-10
Dulles Town Center Community Development Authority Fund.....	13-12
EMS Transport Fund	13-14
Greenlea Tax District Fund	13-18
Housing Fund.....	13-20
Legal Resource Center Fund (Law Library)	13-24
Major Equipment Replacement Fund.....	13-28
Metro Parking Garage Fund	13-30
Public Facilities Fund	13-34
Rental Assistance Program Fund	13-42
Restricted Use Transient Occupancy Tax Fund (TOT).....	13-46
Route 28 Special Improvements Fund.....	13-52
State and Federal Grant Fund.....	13-56
Tall Oaks Water and Sewer Special Revenue Fund.....	13-62
Transportation District Fund	13-64



Capital Improvement Program Executive Summary

Contents

Guide to the FY 2025 – FY 2030 Proposed Capital Improvement Program	7-2
Summary of the Capital Budget	7-8
Factors Affecting the FY 2025 – FY 2030 Proposed CIP	7-12
Summary of New County Projects and Other Changes	7-16
Schedule of Appropriations	7-20
Operating Impact Analysis	7-44
County Projects by Election District	7-48
Comparison Tables (FY 2024 Adopted and FY 2025 Proposed)	7-54
Schedule of Financing and Referenda	7-102





Guide to the FY 2025 – FY 2030 Proposed Capital Improvement Program

The Capital Improvement Program (CIP) is one of the definitive products of the County's process for forecasting and planning its future capital facility growth, in conjunction with department service plans, the Capital Needs Assessment, and the 2019 Comprehensive Plan. This planning process addresses the County's projected capital needs associated with new development together with the CIP funding plan and budget.

The CIP provides a six-year forecast of the County Government and School Division's land, facility, and equipment needs, with a financing plan to implement each need. The CIP plans for the land acquisition, design, construction, and capital equipment procurement for each project. Potential projects are evaluated in relation to each other and compared to articulated Board and department priorities to ensure that the highest priority projects receive funding, with essential improvements planned in a manner commensurate with the County's ability to pay.

The CIP is developed biennially, with the six-year period moving out an additional two years every other fiscal year. The FY 2025 budget process represents the start of a new biennial period, FY 2025 through FY 2030. The CIP is a multi-year plan that does not constitute or require an appropriation of funds beyond those for the adopted fiscal year, FY 2025. The FY 2026 to FY 2030 timeframe contains projects with planned funding that should be considered for future appropriations in subsequent budgets. Funding decisions concerning the CIP are made in conjunction with decisions regarding the County's operating budget, as the two are critically related. Final authority to spend funds for purposes specified in the County's operating and capital budgets is accomplished through the adoption of an appropriations resolution by the Board of Supervisors.

The FY 2025 Proposed CIP abides by all County fiscal policies and debt ratios. Projects approved for FY 2025 will receive funding appropriations as part of the FY 2025 Adopted Budget; projects proposed for the FY 2026 to FY 2030 timeframe provide only planned appropriations and are subject to change in subsequent budget development processes.

Concepts

Structure of this Document

The CIP is divided into five sections: Executive Summary, Previously Authorized and Future Projects, County Projects, Transportation Projects, and School Projects. Project pages provide pertinent information in an easy-to-read format.

Capital Budget Development Calendar

Slightly different than the overall budget development calendar, the CIP development calendar incorporates work sessions with the Finance/Government Operations and Economic Development Committee (FGOEDC).

Summary of CIP

The CIP Executive Summary includes a high-level discussion, supported by charts, of year-over-year changes and other relevant information.



Guide to the FY 2025 – FY 2030 Proposed CIP

Structure of this Document

Previously Authorized and Future Projects

This section provides a general overview of projects that had prior year funding that are still considered “active” and projects that would be considered for funding prioritization in the next biennial capital budget process, or “Future Fiscal Years.”

Projects

The capital projects in the CIP are organized into three categories: County Projects, Transportation Projects, and School Projects.

County Projects

- **Administration** includes land acquisition funds, general contingency, and staffing and contractual support. Most projects support the administration and management of the CIP.
- **General Government** includes general capital projects such as government offices, warehouses, support space, storm water management, projects at the County Landfill, and the County’s Renovation Program. Most projects are associated with and managed by the Department of General Services and/or the Department of Transportation and Capital Infrastructure.
- **Health and Welfare** includes capital projects for the County’s human service agencies. Most projects are managed by the Department of Transportation and Capital Infrastructure.
- **Information Technology** encompasses all information technology systems acquisition and construction projects. Most projects are associated with and managed by the Department of Information Technology.
- **Parks, Recreation, and Culture** includes recreational capital projects such as libraries, parks, recreation centers, community centers, senior centers, and teen centers. The section also includes a renovation program specifically for use by the Department of Parks, Recreation, and Community Services to maintain its assets, including fields. Most projects are managed by the Department of Transportation and Capital Infrastructure.
- **Public Safety** includes capital projects in support of the County’s public safety facilities (not systems). Most projects are managed by the Department of Transportation and Capital Infrastructure.
- **Town** projects include all capital projects for which the County contributes funds to incorporated towns.

Transportation Projects

These projects include preliminary engineering, right-of-way acquisition, utility relocation, and construction of roads, interchanges, roundabouts, intersection improvements, trails, sidewalks, traffic signals, park and ride lots, and the procurement of transit buses. The Transportation section of the document is divided into the following programs: intersection improvement program, road projects; sidewalks and trails projects; and transit projects.



Guide to the FY 2025 – FY 2030 Proposed CIP

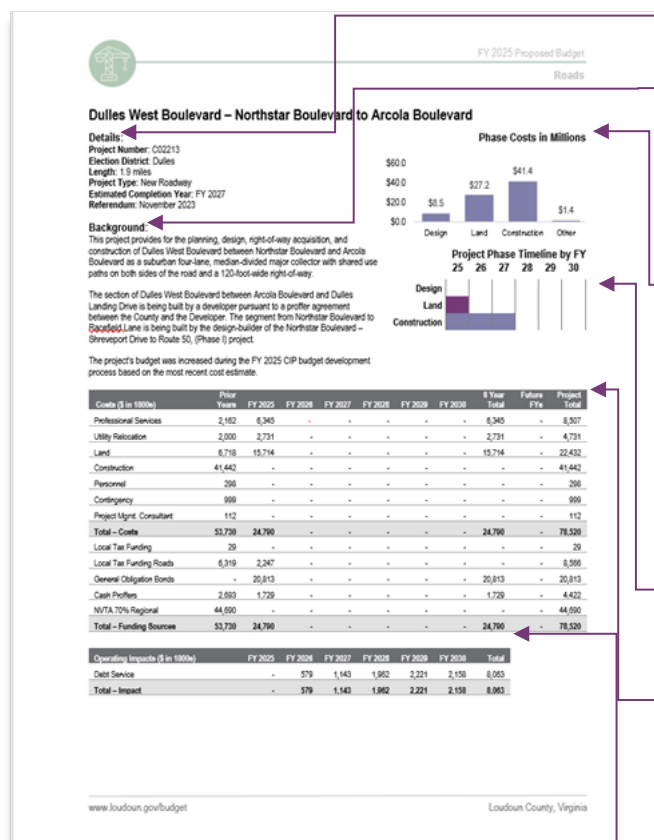
School Projects

These projects include design and construction funding for Loudoun County Public Schools (LCPS). The LCPS CIP is adopted by the School Board and recommended for approval by the Board of Supervisors. The School Projects section of the document is divided into the following programs: elementary schools, middle schools, high schools, and other school projects.

Informative Project Pages

Each capital project has its own project page with planned timing of appropriations, estimates of funding sources and expenditures, narratives with background information, phase costs and duration by fiscal year, and identifies anticipated operating impacts in future years. Due to the wide variety of project types, these project pages differ slightly throughout the document, but the overall structure remains consistent with the description below.

Project pages include expenditure categories, such as planning; professional services; land acquisition; utility relocation; construction; furniture, fixtures, and equipment (FF&E); owner costs; and personnel.



Details provides high-level information quickly, including relevant election district(s), estimated completion year, referendum year if applicable, length/square footage, location, and project type.

Background provides the scope of the project and any relevant information, including total estimated cost, timing of project development, and broader context.

Phase Costs in Millions displays the total cost for each phase of a project (design, land, construction, and furniture, fixtures, and equipment/other). *Design* includes planning and professional services; *Land* includes land acquisition and utility relocation; *Other* includes contingency funding, personnel, project management consultant, and furniture, fixtures, and equipment for vertical projects.

Project Phase Timeline by FY displays the approximate start and completion dates for each phase of a project (design, land, and construction).

Financial Table(s) provide appropriations and funding sources for each fiscal year, including prior years' allocations and future fiscal years (FFY) beyond the six-year CIP planning period (FY 2031 to FY 2034). Any projected operating and maintenance and personnel costs and anticipated revenues will be included in an **Operating Impacts** table below the main table. This table will also provide projected debt service payments for principal and interest expenses related to debt issued for the project.



Guide to the FY 2025 – FY 2030 Proposed CIP

Definitions

The following pertain to Phase Costs, Project Phase Timeline, and Table information:

- **Planning:** Includes activities, such as initial scoping, high-level cost, and schedule estimation, which occurs prior to a project beginning design
- **Design:** Preliminary and final design of the facility or improvements are programmed in the financial table in the professional services budget line
- **Land:** Acquisition of land and right-of-way and utility relocations
- **Construction:** Site preparation and construction of the improvement
- **Furniture, Fixtures, and Equipment (FF&E):** Purchase of furniture, equipment, and fire apparatus (for fire stations) related to the opening and initial operation of the facility
- **Other:** Transfer of payments to other entities, County staffing costs, and Project Management consultant costs

For year-over-year escalations due to inflation, the following factors are *generally* used in the FY 2025 Proposed CIP. During the FY 2025 budget development process, staff considered the factors within project estimates, and reviewed economic data, including regional construction indices, to determine if the inflation factors being used when developing capital project estimates were sound. Projects that were re-estimated during the FY 2025 budget development process include planning contingencies ranging from 5 to 40 percent to account for uncertainty in the market, rather than inflation escalators. These planning contingency percentages are based on knowledge of the market, experience with similar projects, and understanding of the parameters of that specific project. Staff will continue to monitor the project costs and will adjust the escalation and contingency amounts for the production phases in future budget development processes.

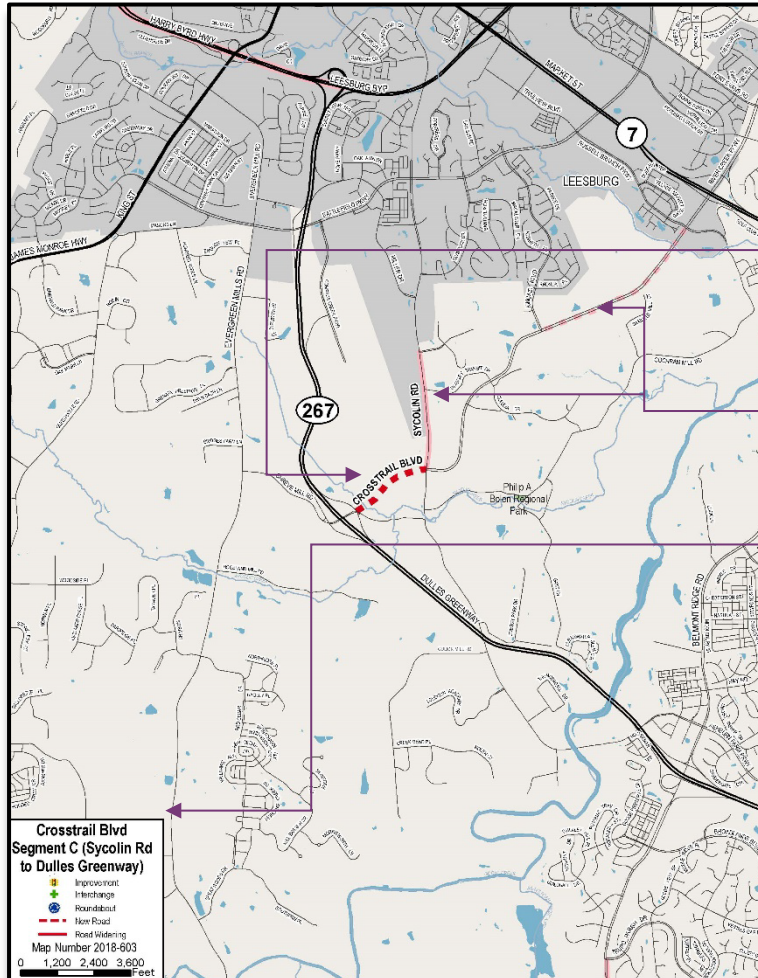
Project Phase	Inflation Factor	Project Phase	Inflation Factor
Planning	Up to 4%	Furniture, Fixtures, and Equipment	Up to 5%
Design	Up to 4%	Owner Costs	Up to 4%
Land Acquisition	Up to 5%	Personnel	3%
Utility Relocation	Up to 5%	Operations and Maintenance	3%
Construction	Up to 5.5%		
	For projects in which the construction cost is less than \$10 million, 10% of total project cost. For projects in which the construction cost is between \$10 - \$15 million, 7.5% of total project cost. For projects in which the construction cost is greater than \$15 million, 5% of total project cost.		
Project Contingency	Up to 40% for transportation projects in the conceptual stage.		



Guide to the FY 2025 – FY 2030 Proposed CIP

Transportation Maps

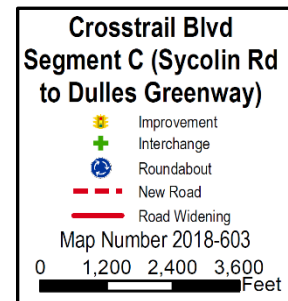
For transportation projects, corresponding maps show the location of planned transportation improvements. The map displays the project's surrounding area and includes other projects and major landmarks and roads.



Project is in the center, full color, and is represented by the symbol in the map legend that identifies the project type.

Other projects in the vicinity have some transparency to distinguish from the project being discussed.

Legend explains how each transportation project is represented on the maps with various symbols:





Guide to the FY 2025 – FY 2030 Proposed CIP

Budget Development Calendar

The calendar describes the County's internal capital budget process, which highlights the monthly activities required of County departments, as well as the external (or public) process, which highlights the role of the Board of Supervisors, its standing committees, and the public in the development process.

	Internal Process		External (Public) Process
2023	OMB ¹ kicks-off the Capital Budget Process. Departments begin evaluating project needs using capital planning tools. Re-estimate process begins.	May – June	
	Departments submit project requests .	July	FGOEDC receives FY 2025 economic outlook information.
	OMB and DTIC ¹ prioritize project requests, build cost estimates and funding schedules for County Administrator's review.	August – November	FGOEDC and Board provide preliminary budget guidance .
	OMB develops preliminary funding scenarios for County Administrator's consideration.	December	FGOEDC is briefed on final budget guidance .
2024	Staff finalizes funding scenario(s) and produces budget document.	January	Board issues final budget guidance .
	Departments prepare for work sessions with Board.	February	County Administrator presents FY 2025 Proposed Budget . FGOEDC begins work sessions on CIP.
	Departments participate in work sessions on the operating and capital budgets.	March	Board holds work sessions to discuss FY 2025 Proposed Budget.
	OMB produces adopted budget and budget story documents.	April	Board adopts FY 2025 Budget.

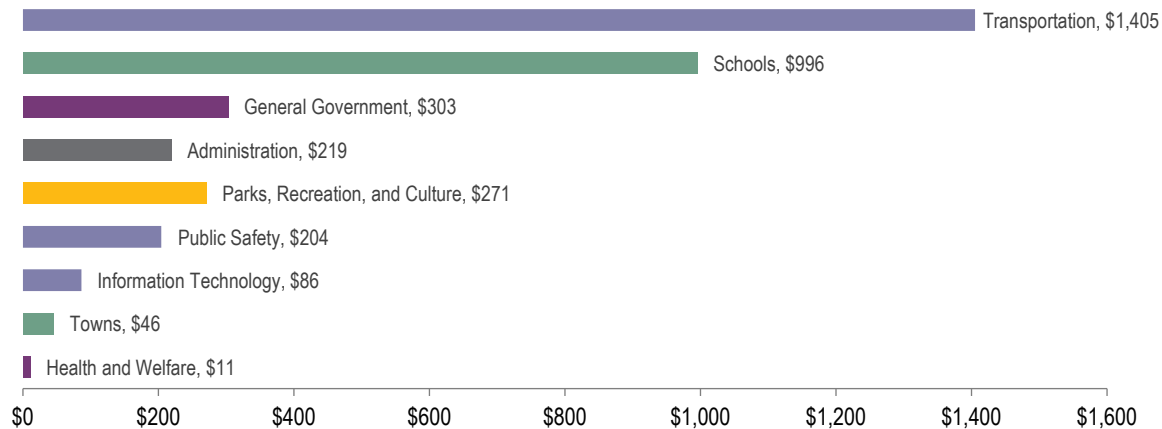
¹ OMB is the Office of Management and Budget, and DTIC is the Department of Transportation and Capital Infrastructure.



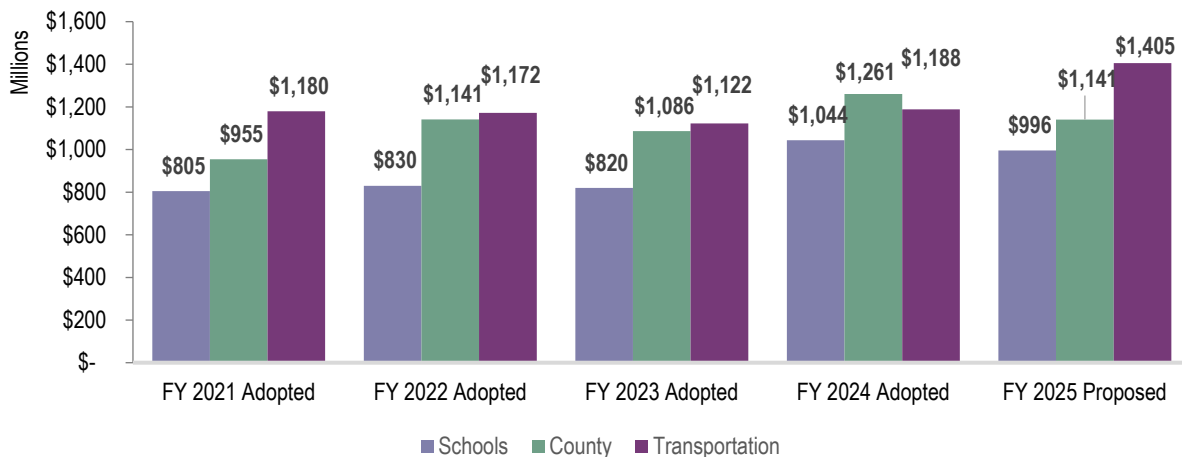
Summary of the Capital Budget

The FY 2025 – FY 2030 Proposed CIP includes expenditures totaling \$3.5 billion during the six-year planning period. County projects total \$1.1 billion, transportation projects total \$1.4 billion, and school construction and renovation projects total \$996 million.

Six-Year Total Expenditures by Function (in millions)



Overall expenditures in the six-year planning period have generally increased over the last five capital budgets. Transportation projects have historically been the largest portion of the CIP. The graph below displays the six-year funding levels for the FY 2025 Proposed Budget with the four previously adopted CIP totals.¹



¹ Previously, Town projects were dispersed between various sections of the CIP, including *Transportation*. Beginning with the FY 2021 Adopted CIP, all Town projects, including those related to transportation, are included in the *County* category.

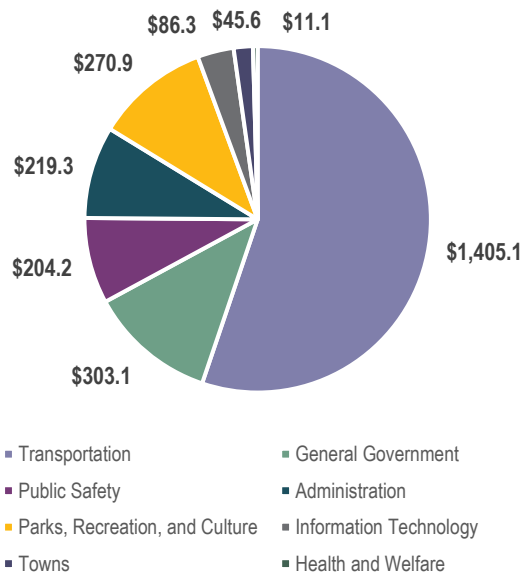


Summary of the Capital Budget

Projects within the Six-Year Program

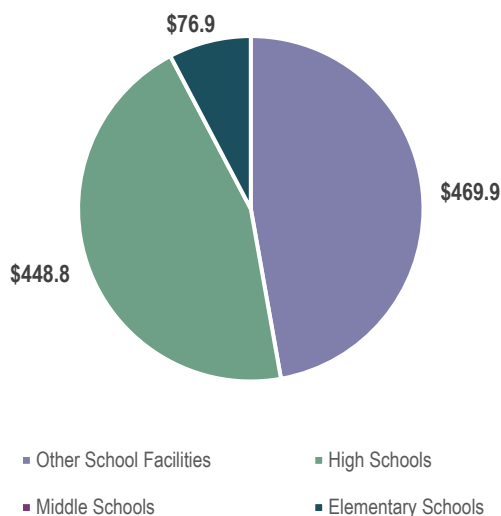
New project requests are eligible to be added to the six-year CIP timeframe if they can be accommodated using available financial resources and represent high priorities that should be addressed in the six-year timeline. Typically, new projects are included in the later years of the CIP unless otherwise prioritized. Projects in FY 2025 are adopted for funding appropriations; projects in the later years are considered for planned appropriations in future budget development processes.

County and Transportation Projects (in millions)



County and transportation projects total \$2.5 billion over the six-year planning period. The majority of funding is dedicated to Transportation projects.

School Projects (in millions)



School projects total \$996 million over the six-year planning period. Within the *Other School Facilities* category, funding for school renovation and renewal projects is included.



Summary of the Capital Budget

Funding Sources within the Six-Year Program

Local Tax Funding

The Board of Supervisors' fiscal policy establishes a goal of 10 percent "pay-as-you-go" cash funding in the CIP. This 10 percent cash funding can be comprised of local tax funding, which denotes funds transferred from the General Fund or the use of the prior fiscal year's fund balance for one-time expenditures in the Capital Projects Fund. By policy, an equivalent of what the County would have generated by levying a Commercial & Industrial (C&I) real property tax must be transferred through the Transportation District Fund for use in the Capital Projects Fund on transportation projects; prior to FY 2022 this amount had roughly equated to two cents of the real property tax rate but is higher from FY 2023 onward. Two cents of the real property tax rate remains committed to transportation projects in FY 2025. A detailed description of the County's requirements related to the Northern Virginia Transportation Authority (NVTA) is provided in the *Transportation District Fund* page of the Other Funds section of Volume 2.

	FY 2025	6 Year Total
Local Tax Funding	\$103,354,362	\$552,301,645
Local Tax Funding – Roads	30,000,000	198,600,000
Total	\$133,354,362	\$750,901,645

Debt Financing

The CIP relies on the strategic use of debt financing to fund capital projects. The use of debt is managed by an annual debt issuance guideline and debt ratios prescribed in the Board's fiscal policy. Projects using general obligation bond financing must be authorized through voter referendum questions during the election before bonds can be sold and funding secured. The County uses other debt financing instruments for capital projects that do not require voter approval. Projects with the ability to charge user fees can use revenue bonds as a financing source, where the user fees help offset the principal and interest costs of the debt used to construct the facility.

	FY 2025	6 Year Total
General Obligation Bonds	\$669,836,260	\$1,950,687,271
Appropriation-Backed Bonds	48,781,935	339,845,318
Total	\$718,618,196	\$2,290,532,589

Intergovernmental Assistance

The CIP leverages intergovernmental funds to reduce the tax burden on taxpayers in the form of Smart Scale, Revenue Sharing, and federal pass-through grants for transportation and transit projects from the Virginia Department of Transportation. The State passed HB 2313, which raised taxes in Northern Virginia to accumulate funds for regional road projects. The revenues are split 70 percent as regional funds, which are allocated at the discretion of NVTA towards regional road projects, and 30 percent as local funds to be used at the discretion of the County for local road or transit projects within the County. A portion of the County's 30 percent local funds are allocated to the Towns of Leesburg and Purcellville based upon the estimated percentage of revenues generated within the towns.

	FY 2025	6 Year Total
Revenue Sharing	\$3,948,000	\$20,370,000
NVTA 70%	36,750,000	146,750,000
NVTA 30%	23,963,505	122,755,445
Smart Scale	2,362,685	29,753,776
Other Federal Grants	10,991,000	54,318,813



Summary of the Capital Budget

	FY 2025	6 Year Total
Other State Grants	0	13,172,187
CMAQ	0	2,228,000
RSTP	0	45,014,425
Total	\$78,015,190	\$434,362,646

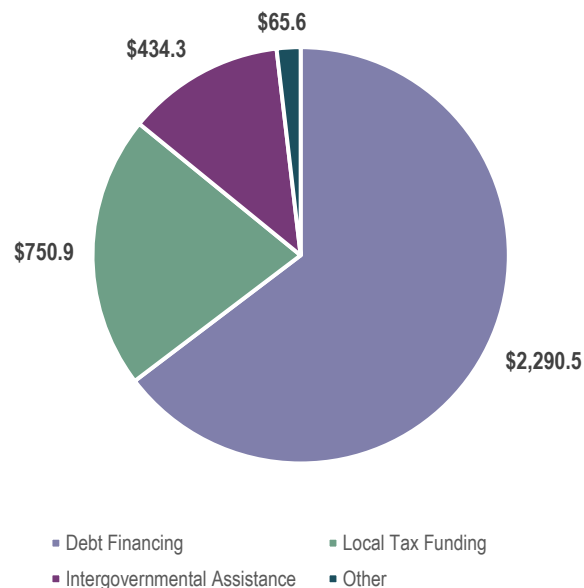
Other

The CIP uses cash proffers during the six-year capital plan. Proffers typically consist of cash, dedicated land, and/or in-kind services that are voluntarily granted to the County by the development community to partially offset the future capital facility costs associated with new development. Proffer contributions are gained from rezonings (e.g., a change of land use, typically resulting in the allowance of higher residential densities). This change in development of land may result in land use patterns that generate new capital facility costs to the County. A detailed description of these proffer related expenditures is provided in the *Public Facilities Fund* page of the Other Funds section of Volume 2.

User fees help offset capital project costs. User fees in the CIP are typically related to revenues generated from the fees collected at the County landfill. These fees are used to pay debt service on debt issued for landfill cell development and/or closures or to acquire capital vehicles in support of landfill operations.

	FY 2025	6 Year Total
Proffers (Cash)	\$14,933,646	\$25,735,995
Landfill Fees	8,347,366	39,917,623
Total	\$23,281,012	\$65,653,618

Six-Year Total Funding Sources (in millions)



Leveraging non-local tax funding sources including debt and state and federal funds, lessens the impact of capital facility construction costs on taxpayers.



Factors Affecting the FY 2025 – FY 2030 Proposed CIP

CIP Development Criteria

The CIP development process includes evaluating the funding needs of existing projects and the ability to add new projects based on the estimated available revenue and debt capacity. New projects can include projects that were previously identified as priorities for future year funding that would move into the six-year period, or projects that have come up off-cycle that the Board collectively has directed staff to include in the CIP. The criteria below are utilized to build the CIP proposal:

- Address scope and funding adjustments of existing projects before adding new projects.
- Program new projects in the later part of the six-year CIP period, unless there is a compelling reason to do otherwise.
- Maximize and leverage the use of non-local revenue sources, especially for Transportation projects.
- Fully incorporate enrollment-driven facility needs from the School Board's adopted CIP.
- Adequately fund CIP contingencies and land acquisition accounts to support existing CIP projects.
- Adequately fund capital renovation and renewal programs to maintain existing capital facilities for their long-term use and viability.
- Align budgets of recurring projects with Board direction and priorities.
- Accommodate Board-requested projects as funding capacity exists, or request offsets of existing capital projects to accommodate them.
- Fund Town requests only if County projects and Board priority projects will not be impacted.

Strategic Leveraging of Local Revenue and Debt

Like all budgets, the County's capital budget is constrained by the availability of revenues. Though staff maximize the use of non-County revenues (e.g., cash proffers, federal and state aid), the availability of local funds is still the greatest driver in determining what projects can and cannot be funded in the six-year period. On October 18, 2022, the Board adopted revisions to the Fiscal Policy that increased the County's Annual Debt Issuance Guidance (ADIG) to \$325 million for FY 2024, to \$350 million for FY 2025, and to \$400 million for FY 2026 and beyond. Debt financing makes up 65 percent of the total six-year period funding. Once special revenue sources have been programmed and debt capacity maximized, local tax funding (LTF) is used to balance the expenditures. Staff has traditionally assumed conservative growth in LTF in the development of the CIP. LTF makes up 21 percent of the six-year period funding, compared to the Fiscal Policy floor of 10 percent pay-go funding. It is also important to note the dynamics of the use of LTF in the capital budget and the impact that has on available revenue for the operating budget. Local tax funding increases of the CIP, CAPP, and debt service are prioritized first with available revenue each year, with the remaining going to fund priorities of the operating budget. Large year-over-year increases in the LTF needs of the capital budget reduce the revenue available to the operating budget for both the County Government and School Division.

There are many projects that move in and out of the six-year period, but there are also many recurring projects in the plan. These projects appear in all three major categories of the CIP and consume on average a third of available revenue on an annual basis. Because these projects have been identified as priorities, they limit the amount of revenue available for new projects.



Factors Affecting the Amended CIP

Finally, the future fiscal years of the CIP are over-programmed, meaning that the project expenditures planned in future fiscal years likely exceed the available revenue. While over-programming is a reasonable strategy to utilize in building a long-term capital program – as projects advance into the six-year period based on a variety of factors – not all priority projects can enter the six-year period at the same time. The Board has identified many projects for future development that would move into the six-year period as funding capacity exists, and staff utilizes the Board’s CIP development criteria to develop the most responsive capital budget proposal within a constrained revenue environment. Projects on the horizon are contained in the *Projects Identified for Future Development* section. As stated, the available revenue limits the ability to advance all of those projects into the six-year period. Project overprogramming is appropriate to the extent that it can be managed by the varying speeds at which projects advance through the six-year period, and as high contingency cost estimates are reduced and refined as more planning is completed and they move closer to the year of appropriation. Typically, projects identified for future development are not advanced into the six-year period during an amendment year of the CIP.

Evolving Board Priorities

Over the past decade, the CIP has grown substantially. Transportation projects have been the largest expenditure category in recent years, with County projects also continuing to increase. The FY 2025 – FY 2030 Proposed CIP continues the priorities identified by the Board of Supervisors in prior years, with areas of focus beyond road projects. The Proposed CIP maintains the adopted funding plan for County and transportation projects. While some existing project production schedules have been revised, no County projects have been delayed or deferred to accommodate new projects. Increases in costs for existing projects have generally limited the ability of new projects in the CIP.

School Board’s Adopted CIP

The School Board’s adopted FY 2025 - FY 2030 CIP could not be fully accommodated in the County’s Proposed CIP. The full increases requested in the capital facility renewals and alterations project in FY 2026 – FY 2030 could not be accommodated. Changes from the Adopted FY 2024 CIP include increases to the capital facility renewals and alterations project in FY 2025, FY 2026 and FY 2029; the addition of an Eastern Transportation Facility, and a School Replacement Program project; and delay of ES-34 Dulles North Elementary School.

Project Cost Changes and Cost Estimation Methodology

As part of the annual CIP development process, staff reviews and updates cost estimation methodologies, including assumptions for inflation throughout the duration of the project and the amount of contingency needed. Initial cost estimates are based on historical data plus additional costs for any known unique characteristics of a project. The cost of land acquisition, design, other professional services, and furniture, fixtures and equipment are typically calculated as a general percentage of the “hard” costs when the project is at the beginning stages of development. As the first year of appropriation approaches, that cost is refined. During the project’s planning phase (before design or engineering begins), cost estimates are highly uncertain and can vary from -50 percent to +200 percent compared to the final project cost. Estimates are more accurately refined once the design phase begins. Consultants assist with the development of cost estimates for existing and new projects.

For the development of the FY 2025 – FY 2030 Proposed CIP, staff re-estimated projects in the capital budget, following the parameters below.



Factors Affecting the Amended CIP

1. Projects were re-estimated if the existing estimate for the project was two or more years old or if the project had reached a significant milestone by the fall of 2023, such as:
 - a. Reaching the 30% milestone (roads) or 35% milestone (facilities).
 - b. When a design consultant provides an estimate at 30%/60%/90% design milestones (roads) or 35%/65%/95% design milestone (facilities), necessitating a second look at the initial estimate.
2. Enhancing year-over-year inflation estimation assumptions. During the FY 2025 budget development process, staff reviewed regional construction indices and determined that the escalators applied to previously estimated projects remained sufficient for those projects. For projects that received a new estimate this year, planning contingency was included to account for price fluctuations. These will continue to be monitored in future budget development cycles.
3. Review of planning contingency budgets. Planning contingency, or the amount factored into each phase of production to account for general uncertainty within each phase, was carefully evaluated. Generally, planning contingency estimates begin high and gradually decrease as a project moves further along the production process. In some cases, project budgets were adjusted up or down to reflect more, or less uncertainty, in addition to being re-estimated for scope or related schedule changes.

The result of the re-estimation effort was an increased overall cost for some projects, predominantly roads projects, and limited the ability to add new projects within the six-year period. Staff continues to focus on programming as many additional revenue sources as possible, such as federal infrastructure grants, NVT 70 percent, Smart Scale, Revenue Sharing, Congestion Mitigation and Air Quality, Regional Surface Transportation Program, and cash proffers.

County and School Renovation, Alteration, and Replacements

As County and LCPS facilities age and new building construction slows, the County will need to budget greater amounts for renovation, alteration, and/or replacement of existing structures. To address this need, LCPS and County Government staff have collaborated to develop appropriate budget amounts and methodologies. Although these longer-term projections are based on general industry standards or estimates, staff anticipates that new construction driven by school population growth will likely taper off over the long term and that renovations, additions, and replacements will continue to increase as a larger share of future LCPS CIP requests. After FY 2030, LCPS anticipates that renovation needs will outpace new construction. Similarly, as new County facilities become operational and are built out, the renovation needs of existing facilities will continue to grow. Loudoun is just beginning to enter this phase of capital planning. Toward the end of the six-year CIP planning period, the need to accommodate continued growth will overlap with the increasing demand for renovation, placing additional pressure on available resources.

While long-term capital maintenance (such as replacements of roofing and other building-related systems, repaving, and mechanical, electrical, and plumbing work) is funded through the County and LCPS's respective Capital Asset Preservation Programs (CAPP), more extensive renovations and facility alterations have typically been budgeted as individual projects in the CIP.

LCPS and County staff have worked to consolidate various existing and planned renovation and alteration projects, which increase the usability and longevity of existing facilities, into a renovation, alteration, and renewal program. A combination of cash and long-term debt fund this program.



Factors Affecting the Amended CIP

Staff and Contractual Support to County Projects

The FY 2025-2030 Proposed CIP continues to incorporate County staffing and professional management consulting costs related to the development, implementation, and monitoring of the CIP project schedules and budgets. For County staff who work directly on projects, such as design engineers, land acquisition managers, project managers, and construction/civil engineers, charges are funded through individual project budgets, thereby more accurately reflecting the true cost of a project. The costs of the County's program management consultants (discussed below) are also directly charged to project budgets. Direct staffing and program management charges for FY 2025 total \$15.2 million. These charges are supported with cash, proffers, debt, and local tax funding. Support positions, including staff who provide more indirect or general CIP support such as budgeting or procurement, are budgeted through a central project, Capital Support Positions, and funded with local tax funding in the amount of \$4.1 million for FY 2025.

The FY 2025 Proposed Budget includes the movement of 1.00 FTE, (Construction Field Representative) which was budgeted as a direct staff position in the Department of Transportation and Capital Infrastructure, from the capital staffing budget to the operating budget. The position was reclassified to a Senior Planner. In addition, the Department of Finance and Budget was reorganized in FY 2024, creating the Department of Finance and Procurement and the Office of Management and Budget. The Office of Management and Budget is within the department of County Administration.

A contract for program management contractual support began in 2020 to assist in capital project scheduling, project development performance, engineering support, design quality assurance, project oversight (including cost estimating), and providing general staff augmentation to meet schedule and budget goals. As with direct staff costs, the cost of the program management contract is budgeted in individual project budgets.

	FY 2025	FTE
Direct Positions	\$9,489,000	53.00
Support Positions	4,145,000	24.00
Program Management	5,725,000	0.00
Total	\$19,359,000	77.00

The table below shows capital staffing by department.

Department	FY 2025 Support Positions	FY 2025 Direct Positions	Total Capital Staffing in FY 2025
Department of Transportation and Capital Infrastructure	6.00	52.00	58.00
Department of Finance and Procurement	9.00	0.00	9.00
County Administration	8.00	0.00	8.00
Department of Information Technology	0.00	1.00	1.00
Office of the County Attorney	1.00	0.00	1.00
Total – All Departments	24.00	53.00	77.00



Summary of New County Projects and Other Changes

The proposed CIP is the first year of the new six-year period, FY 2025 through FY 2030. There are changes to existing projects and new projects have been added. Changes to the CIP reflect rephasing or other schedule changes, and Board member requests and department priorities. Planned projects funded exclusively in the Future Fiscal Years are presented in the *Projects Identified for Future Development* section. Tables that compare the FY 2024 Adopted CIP to the FY 2025 Proposed CIP can be found later in the *CIP Executive Summary*.

Accelerated and New Projects

Projects in this category are new to the CIP (“New”) or projects that had previously been planned in the CIP, but funding has been accelerated to an earlier year (“Acceleration”). New projects are typically introduced into the later years of the CIP and work their way to the front of the six-year period for appropriation. Projects may be added sooner than the outyears of the CIP if, for example, they meet a critical Board priority or department service need or have special revenue considerations.

Project	Functional Area	Category	Source
Bolen Park Turf Field Conversion	Parks, Recreation, and Culture	New	Department Priority
Cascades Library and Senior Center Complex Renovation	Parks, Recreation, and Culture	New	Board Priority
Eastern Loudoun Community Arts Center	Parks, Recreation, and Culture	New	Board Priority
Indoor Sports Facility	Parks, Recreation, and Culture	New	Board Priority
Public Safety – Core Radio System Upgrade	Information Technology	New	Department Priority
Public Safety – Replacement Communication Equipment	Information Technology	New	Department Priority
Fire and Rescue Station #02 / #14 – Purcellville Addition	Public Safety	New	Department Priority
Town of Round Hill - Airmont Water Storage Tank	Towns	New	Board Priority
Route 7 – Route 690 Interchange Phase II	Roads	New	Department Priority
Route 15 – Hogback Mountain Road Roundabout	Roads	New	Department Priority
Eastern Transportation Facility	Schools	New	LCPS Priority
School Replacement Program	Schools	New	LCPS Priority

Changes to Phasing, Purposeful Delay, or Project Deferral

Projects in this category are presented with a change to the project schedule, caused by new phasing, purposeful delay, or a deferral (meaning, the project no longer appears in the six-year period). This section also includes other major updates to projects. As a result of overprogramming and revenue constraints, some projects and their overall impacts were compared to other planned projects in the CIP and were deferred until funding could be better identified.



Summary of New County Projects and Other Changes

Project	Functional Area	Change
Croson Lane Widening – Claiborne Parkway to Old Ryan Road	Roads	The construction phase was delayed one year.
Evergreen Mills Road – Hogeland Mill Road – Bridge and Safety Improvements	Roads	The construction phase was delayed one year.
Evergreen Mills Road – Revolution Sportsplex – Westbound Left-Turn Lane	Roads	The construction phase was accelerated one year.
Lake Drive Improvements	Roads	The land acquisition phase was delayed one year.
Route 7 Eastbound Widening – Loudoun County Parkway to Route 28	Roads	The land acquisition phase was delayed one year.
Route 7 Improvements – Route 9 to Dulles Greenway – Long Term Improvements	Roads	The scope for the Route 7 Improvements, Phase 3: Route 9 to Dulles Greenway, Segment 3 was incorporated into this project, which resulted in a change to the production schedule.
Route 15 – Braddock Road Roundabout	Roads	The land acquisition phase was delayed one year, and construction delayed three years.
Route 15 – Lovettsville Road Intersection Improvement	Roads	The construction phase was delayed one year.
Route 50 North Collector Road – Tall Cedars Parkway to Route 28	Roads	The construction phase was delayed by three years.
Ryan Road Widening – Evergreen Mills Road to Beaverdam Drive	Roads	The land acquisition and construction phases were delayed one year.
Shellhorn Road – MWAA Property Boundary to Moran Road	Roads	The construction phase was accelerated one year.
Village of Waterford Preserving the Landmark Infrastructure Improvements	Roads	The project was moved from the Sidewalks, Traffic Signals, and Traffic Calming section of the CIP to the Roads section. The scope of work was broadened from a traffic calming project.
Harmony Middle School Shared Use Path	Sidewalks and Trails	The construction phase was delayed one year.
General Government Office Building – Phase 1	General Government	The construction phase was extended by one year.
Shenandoah Building Renovation	General Government	The scope of work was broadened and the construction phase was extended by one year.

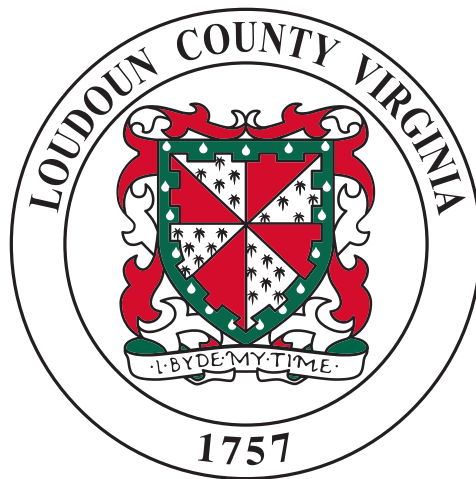
Project Name Changes

The projects in this category were renamed during the FY 2025 CIP budget development process for easier identification. These projects do not have a change in scope, production, or phasing.



Summary of New County Projects and Other Changes

Original Project Name	Revised Project Name	Functional Area
Old Ox Road Widening – Shaw Road to Oakgrove Road	Old Ox Road Widening – Route 28 to Rock Hill Road	Roads
Route 7 Improvements, Phase 3: Route 9 to Dulles Greenway, Segment 3	Route 7 Improvements – Route 9 to Dulles Greenway – Long Term Improvements	Roads
Cascades Library Renovation	Cascades Library and Senior Center Complex Renovation	Parks, Recreation, and Culture
Cascades Senior Center Renovation	Cascades Library and Senior Center Complex Renovation	Parks, Recreation, and Culture
LCPS Facility Renewals and Alterations	Capital Renewal and Alteration	Schools
School Bus Replacement and Acquisition	School Bus Replacement and Associated Infrastructure	Schools





Schedule of Appropriations

The following tables include appropriations and revenue information for each CIP category.

- County Projects
 - Administration
 - General Government
 - Health and Welfare
 - Information Technology
 - Parks, Recreation, and Culture
 - Public Safety
 - Towns
- Transportation Projects
 - Intersection Improvement Program
 - Roads
 - Sidewalks and Trails
 - Transit
- School Projects
 - Elementary Schools
 - Middle Schools
 - High Schools
 - Other School Projects

Concepts

Appropriated v. Planned

The FY 2025 budget year will be the only appropriated year of funding for the six-year period. The years beyond FY 2025 are planned appropriations and are shown for illustrative purposes only; the Board appropriates one fiscal year at a time.

Future Fiscal Years

Beyond the six-year period, the CIP includes a four-year planning period referred to as *Future Fiscal Years*. These years are not shown individually because they are so far into the future; they are used for high-level, future-year planning only.

Prior Years

The appropriations schedule includes a column of data labeled *Prior Years*. The data contained within this column represents the original budget from the inception of the project through December of FY 2024.



Schedule of Appropriations

Capital Improvement Program										
Costs (\$ in 1000s)	Prior Years	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	6 Year Total	Future FYs	Project Total
General Capital Projects	614,513	189,893	290,047	200,678	161,453	137,785	160,876	1,140,731	569,571	2,324,915
Transportation Capital Projects	566,930	249,516	144,206	241,682	188,207	483,064	98,502	1,405,176	674,126	2,646,232
School Capital Projects	274,330	513,860	48,360	66,170	85,163	175,620	106,370	995,543	539,140	1,809,013
Total – Costs	1,455,772	953,269	482,613	508,530	434,823	796,469	365,747	3,541,450	1,782,837	6,780,060
Funding Sources (\$ in 1000s)										
Local Tax Funding	394,151	103,354	96,580	93,813	65,961	99,399	93,195	552,302	294,545	1,240,998
Local Tax Funding Roads	113,115	30,000	31,100	32,400	33,700	35,000	36,400	198,600	117,242	428,957
General Obligation Bonds	431,608	669,836	219,287	215,150	209,719	488,548	148,146	1,950,687	1,094,921	3,477,217
Appropriation-Backed Bonds	152,823	48,782	51,713	74,069	48,043	70,798	46,441	339,845	193,537	686,205
Cash Proffers	53,420	14,934	3,827	4,309	32	1,635	1,000	25,736	-	79,156
Revenue Sharing	12,653	3,948	4,172	5,000	7,250	-	-	20,370	-	33,023
RSTP	-	-	-	758	17,600	22,508	4,148	45,014	-	45,014
Smart Scale	23,092	2,363	10,810	6,618	7,139	-	2,824	29,754	-	52,846
Other State Grants	28,768	-	3,000	10,172	-	-	-	13,172	-	41,940
CMAQ	2,633	-	-	1,585	561	82	-	2,228	-	4,861
Other Federal Grants	3,345	10,991	-	18,328	10,000	-	15,000	54,319	-	57,664
NVTA 70% Regional	111,190	36,750	19,000	22,200	13,800	55,000	-	146,750	25,000	282,940
NVTA 30% Local	91,664	23,964	30,815	16,862	16,733	19,609	14,773	122,755	43,370	257,789
Local Gas Tax	262	-	-	-	-	-	-	-	-	262
Fees (Landfill and Transit)	36,721	8,347	12,309	7,266	4,285	3,890	3,821	39,918	14,223	90,861
Land Sale Proceeds	326	-	-	-	-	-	-	-	-	326
Total – Funding Sources	1,455,772	953,269	482,613	508,530	434,823	796,469	365,747	3,541,450	1,782,837	6,780,060



Schedule of Appropriations

County Capital Improvement Program										
County Capital Projects Fund										
Costs (\$ in 1000s)	Prior Years	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	6 Year Total	Future FYs	Project Total
Administration	185,142	38,052	30,421	37,473	36,130	39,793	37,461	219,330	249,917	654,389
General Government	232,124	67,269	65,677	43,288	36,572	51,860	38,441	303,107	145,336	680,566
Health and Welfare	-	1,797	206	9,131	-	-	-	11,134	-	11,134
Information Technology	36,670	12,001	15,258	19,540	14,601	19,100	5,818	86,317	23,620	146,608
Parks, Recreation, and Culture	41,939	24,326	160,093	32,183	23,612	14,984	15,250	270,449	130,100	442,488
Public Safety	69,920	29,893	11,025	53,926	46,107	4,849	58,418	204,218	8,679	282,817
Towns	48,719	15,555	7,367	5,137	4,930	7,199	5,488	45,676	11,919	106,314
Transportation	566,930	249,516	144,206	241,682	188,207	483,064	98,502	1,405,176	674,126	2,646,232
Total – Costs	1,181,443	439,409	434,253	442,360	349,660	620,849	259,377	2,545,907	1,243,697	4,971,047
Funding Sources (\$ in 1000s)										
Local Tax Funding	344,053	99,351	86,580	73,813	58,961	79,399	58,895	456,999	254,545	1,055,596
Local Tax Funding Roads	113,115	30,000	31,100	32,400	33,700	35,000	36,400	198,600	117,242	428,957
General Obligation Bonds	248,109	169,729	191,207	179,830	142,996	359,378	88,146	1,131,287	619,921	1,999,317
Appropriation-Backed Bonds	112,092	39,032	41,433	63,219	36,603	44,348	34,371	259,005	169,397	540,494
Cash Proffers	53,420	14,934	3,827	4,309	32	1,635	1,000	25,736	-	79,156
Revenue Sharing	12,653	3,948	4,172	5,000	7,250	-	-	20,370	-	33,023
RSTP	-	-	-	758	17,600	22,508	4,148	45,014	-	45,014
Smart Scale	23,092	2,363	10,810	6,618	7,139	-	2,824	29,754	-	52,846
CMAQ	2,633	-	-	1,585	561	82	-	2,228	-	4,861
Other Federal Grants	3,345	10,991	-	18,328	10,000	-	15,000	54,319	-	57,664
NVTA 70% Regional	111,190	36,750	19,000	22,200	13,800	55,000	-	146,750	25,000	282,940
NVTA 30% Local	91,664	23,964	30,815	16,862	16,733	19,609	14,773	122,755	43,370	257,789
Local Gas Tax	262	-	-	-	-	-	-	-	-	262
Fees (Landfill and Transit)	36,721	8,347	12,309	7,266	4,285	3,890	3,821	39,918	14,223	90,861
Land Sale Proceeds	326	-	-	-	-	-	-	-	-	326
Total – Funding Sources	1,181,443	439,409	434,253	442,360	349,660	620,849	259,377	2,545,907	1,243,697	4,971,047



Schedule of Appropriations

Capital Improvement Program Summary										
County Projects										
Costs (\$ in 1000s)	Prior Years	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	6 Year Total	Future FYs	Project Total
Administration	185,142	38,052	30,421	37,473	36,130	39,793	37,461	219,330	249,917	654,389
General Government	232,124	67,269	65,677	43,288	36,572	51,860	38,441	303,107	145,336	680,566
Health and Welfare	-	1,797	206	9,131	-	-	-	11,134	-	11,134
Information Technology	36,670	12,001	15,258	19,540	14,601	19,100	5,818	86,317	23,620	146,608
Parks, Recreation, and Culture	41,939	24,326	160,093	32,183	23,612	14,984	15,250	270,449	130,100	442,488
Public Safety	69,920	29,893	11,025	53,926	46,107	4,849	58,418	204,218	8,679	282,817
Towns	48,719	15,555	7,367	5,137	4,930	7,199	5,488	45,676	11,919	106,314
Total – Costs	614,513	189,893	290,047	200,678	161,453	137,785	160,876	1,140,731	569,571	2,324,815
Funding Sources (\$ in 1000s)										
Local Tax Funding	327,173	89,306	84,274	72,775	54,573	79,295	52,278	432,501	245,657	1,005,331
Local Tax Funding Roads	10,573	-	-	-	-	-	-	-	-	10,573
General Obligation Bonds	75,913	31,206	138,049	38,281	61,062	5,053	63,918	337,569	128,376	541,857
Appropriation-Backed Bonds	110,835	39,032	41,433	63,219	36,603	44,348	34,371	259,005	169,397	539,237
Cash Proffers	7,591	8,146	3,615	500	-	-	1,000	13,261	-	20,852
Other State Grants	-	-	3,000	8,500	-	-	-	11,500	-	11,500
Other Federal Grants	160	2,000	-	5,000	-	-	-	7,000	-	7,160
NVTA 30% Local	45,005	11,856	7,367	5,137	4,930	5,199	5,488	39,977	11,919	96,901
Local Gas Tax	217	-	-	-	-	-	-	-	-	217
Fees (Landfill and Transit)	36,721	8,347	12,309	7,266	4,285	3,890	3,821	39,918	14,223	90,861
Land Sale Proceeds	326	-	-	-	-	-	-	-	-	326
Total – Funding Sources	614,513	189,893	290,047	200,678	161,453	137,785	160,876	1,140,731	569,571	2,324,815



Schedule of Appropriations

County Capital Improvement Program by Functional Area										
County Projects: Administration										
Costs (\$ in 1000s)	Prior Years	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	6 Year Total	Future FYs	Project Total
Capital Project Management	33,370	5,000	5,000	5,000	5,000	5,000	5,000	30,000	20,000	83,370
Capital Support Positions	4	4,145	4,321	4,473	4,630	4,793	4,961	27,323	21,647	48,974
CIP Contingency	60,687	21,907	18,100	19,000	21,000	21,000	22,000	123,007	92,000	275,694
CIP Contingency - Schools	21,310	-	-	-	-	-	-	-	-	21,310
Land Acquisition - County Projects	30,514	4,500	3,000	5,500	5,500	5,500	5,500	29,500	11,000	71,014
Land Acquisition - School Projects	32,634	-	-	-	-	-	-	-	98,270	130,904
Scoping and Preliminary Engineering	6,622	3,500	-	3,500	-	3,500	-	10,500	7,000	24,122
Total – Costs	185,142	38,052	30,421	37,473	36,130	39,793	37,461	219,330	249,917	654,389
Funding Sources (\$ in 1000s)										
Local Tax Funding	150,579	38,052	30,421	37,473	36,130	39,793	37,461	219,330	176,044	545,953
Local Tax Funding Roads	10,573	-	-	-	-	-	-	-	-	10,573
General Obligation Bonds	12,624	-	-	-	-	-	-	-	-	12,624
Appropriation-Backed Bonds	10,768	-	-	-	-	-	-	-	73,873	84,641
Cash Proffers	8	-	-	-	-	-	-	-	-	8
NVTA 30% Local	373	-	-	-	-	-	-	-	-	373
Local Gas Tax	217	-	-	-	-	-	-	-	-	217
Total – Funding Sources	185,142	38,052	30,421	37,473	36,130	39,793	37,461	219,330	249,917	654,389



Schedule of Appropriations

Capital Improvement Program										
County Projects: General Government										
Costs (\$ in 1000s)	Prior Years	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	6 Year Total	Future FYs	Project Total
Projects										
County Renovation Program	12,617	13,588	17,932	18,889	20,502	20,970	21,803	113,683	96,201	222,501
DTCI Office Building Renovation	3,000	3,000	-	-	-	-	-	3,000	-	6,000
EV Charging Stations for County Facilities	1,000	2,002	-	5,000	-	3,000	-	10,002	-	11,002
General Government Office Building - Phase I	82,671	2,780	24,595	-	-	-	-	27,375	-	110,046
Landfill - Cell Capping	-	-	-	4,250	-	-	-	4,250	7,600	11,850
Landfill - Cell Liner	-	-	8,210	-	-	11,710	-	19,920	-	19,920
Landfill - Debt Service	25,148	3,987	3,679	3,596	3,515	3,370	3,271	21,418	12,543	59,108
Landfill - Infrastructure Improvements	11,573	4,360	420	250	770	520	550	6,870	1,680	20,123
Shenandoah Building Renovation	12,000	26,988	-	-	-	-	-	26,988	-	38,988
Storm Water Management	63,198	7,855	8,241	8,653	9,086	9,540	10,017	53,392	21,562	138,153
Union Street School	6,114	158	-	-	-	-	-	158	-	6,273
Water/Wastewater Program	14,802	2,552	2,600	2,650	2,700	2,750	2,800	16,052	5,750	36,604
Total – Costs	232,124	67,269	65,677	43,288	36,572	51,860	38,441	303,107	145,336	680,566
Funding Sources (\$ in 1000s)										
Local Tax Funding	101,136	21,121	17,845	18,415	11,786	22,622	12,817	104,606	49,589	255,332
Appropriation-Backed Bonds	93,911	35,801	35,523	12,607	20,502	25,348	21,803	151,583	81,524	327,018
Cash Proffers	29	-	-	-	-	-	-	-	-	29
Other Federal Grants	-	2,000	-	5,000	-	-	-	7,000	-	7,000
Fees (Landfill and Transit)	36,721	8,347	12,309	7,266	4,285	3,890	3,821	39,918	14,223	90,861
Land Sale Proceeds	326	-	-	-	-	-	-	-	-	326
Total – Funding Sources	232,124	67,269	65,677	43,288	36,572	51,860	38,441	303,107	145,336	680,566



Schedule of Appropriations

Capital Improvement Program										
County Projects: Health and Welfare										
Costs (\$ in 1000s)	Prior Years	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	6 Year Total	Future FYs	Project Total
Projects										
MHSADS Group Home Replacements	-	1,797	206	9,131	-	-	-	11,134	-	11,134
Total – Costs	-	1,797	206	9,131	-	-	-	11,134	-	11,134
Funding Sources (\$ in 1000s)										
Local Tax Funding	-	-	206	802	-	-	-	1,008	-	1,008
Appropriation-Backed Bonds	-	1,797	-	8,329	-	-	-	10,126	-	10,126
Total – Funding Sources	-	1,797	206	9,131	-	-	-	11,134	-	11,134



Schedule of Appropriations

Capital Improvement Program										
County Projects: Information Technology										
Costs (\$ in 1000s)	Prior Years	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	6 Year Total	Future FYs	Project Total
Projects										
Backup Emergency Communications Center	4,440	3,395	-	-	-	-	-	3,395	-	7,835
Conference Rooms Update	1,702	1,376	-	-	-	-	-	1,376	-	3,078
GeoHub Servers	480	160	160	-	-	-	-	320	-	800
Information Technology Contingency	7,024	-	1,500	-	1,500	-	1,500	4,500	3,000	14,524
Integrated Tax Revenue and Assessment System Replacement	6,860	-	701	4,440	-	-	-	5,141	-	12,001
Public Safety - Core Radio System Upgrade	-	-	1,500	-	-	-	-	1,500	3,000	4,500
Public Safety - Radio System Console Replacement	-	4,000	4,500	-	-	-	-	8,500	-	8,500
Public Safety - Radio Tower Expansion Program	8,719	100	3,897	100	4,101	100	4,318	12,616	9,620	30,955
Public Safety - Replacement Communication Equipment	-	-	3,000	15,000	9,000	19,000	-	46,000	8,000	54,000
Public Safety - School Radio Coverage Program	7,445	2,970	-	-	-	-	-	2,970	-	10,415
Total – Costs	36,670	12,001	15,258	19,540	14,601	19,100	5,818	86,317	23,620	146,608
Funding Sources (\$ in 1000s)										
Local Tax Funding	32,740	12,001	13,758	4,540	1,500	100	1,500	33,398	12,620	78,759
Appropriation-Backed Bonds	3,930	-	1,500	15,000	13,101	19,000	4,318	52,919	11,000	67,849
Total – Funding Sources	36,670	12,001	15,258	19,540	14,601	19,100	5,818	86,317	23,620	146,608



Schedule of Appropriations

Capital Improvement Program										
County Projects: Parks, Recreation, and Culture										
Costs (\$ in 1000s)	Prior Years	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	6 Year Total	Future FYs	Project Total
Projects										
Bolen Park Turf Field Conversion	-	-	-	192	2,808	-	-	3,000	-	3,000
Cascades Library and Senior Center Complex Renovation	-	-	-	-	1,000	-	-	1,000	-	1,000
Dulles Adult Day Center	-	5,101	1,168	635	10,468	-	-	17,371	-	17,371
Dulles South Community Park	3,990	-	19,034	-	-	-	-	19,034	-	23,024
Eastern Loudoun Community Arts Center	80	-	-	-	-	-	500	500	86,000	86,580
Indoor Sports Facility	-	1,000	-	-	-	-	-	1,000	-	1,000
Linear Parks and Trails System (LPAT)	350	-	-	2,500	5,000	5,000	6,500	19,000	38,100	57,450
LPAT Signature Project	3,245	12,846	-	-	-	-	-	12,846	-	16,091
Potomack Lakes Parking and Field Improvements	-	-	-	-	836	4,234	-	5,070	-	5,070
PRCS Renovation Program	5,250	2,252	2,500	2,750	3,000	5,750	8,250	24,502	6,000	35,752
Sterling Neighborhood Park	32	2,532	840	26,106	-	-	-	29,478	-	29,509
Western Loudoun Recreation Complex	22,758	1,100	124,787	-	-	-	-	125,887	-	148,645
Westpark Improvements	6,234	496	11,764	-	-	-	-	12,260	-	18,495
Total – Costs	41,939	25,326	160,093	32,183	23,112	14,984	15,250	270,949	130,100	442,988
Funding Sources (\$ in 1000s)										
Local Tax Funding	12,031	8,851	17,211	3,577	2,144	10,750	500	43,033	3,000	58,065
General Obligation Bonds	20,866	8,330	136,267	28,106	17,968	4,234	6,500	201,405	124,100	346,371
Appropriation-Backed Bonds	1,500	-	-	-	3,000	-	8,250	11,250	3,000	15,750
Cash Proffers	7,382	8,146	3,615	500	-	-	-	12,261	-	19,643
Other State Grants	-	-	3,000	-	-	-	-	3,000	-	3,000
Other Federal Grants	160	-	-	-	-	-	-	-	-	160
Total – Funding Sources	41,939	25,326	160,093	32,183	23,112	14,984	15,250	270,449	130,100	442,988



Schedule of Appropriations

Capital Improvement Program										
County Projects: Public Safety										
Costs (\$ in 1000s)	Prior Years	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	6 Year Total	Future FYs	Project Total
Projects										
Adult Detention Center Expansion - Phase III	260	1,552	4,410	39,253	-	-	-	45,215	-	45,475
Brambleton Sheriff Station	-	-	-	-	9,199	819	22,058	32,076	-	32,076
Fire and Rescue - Capital Apparatus	39,317	3,580	3,688	3,799	3,913	4,030	4,151	23,161	8,679	71,157
Fire and Rescue - Station #02/#14 - Purcellville Addition	-	-	1,145	10,175	-	-	-	11,320	-	11,320
Fire and Rescue - Station #08 - Philomont Station Replacement	4,035	21,027	-	-	-	-	-	21,027	-	25,062
Fire and Rescue - Station #28 - Leesburg South Station	26,308	3,734	-	-	-	-	-	3,734	-	30,042
Fire and Rescue - Station #29 - Loudoun Gateway Station	-	-	-	-	11,038	-	32,209	43,247	-	43,247
Fire and Rescue - Training Academy Expansion	-	-	1,782	699	21,957	-	-	24,438	-	24,438
Total – Costs	69,920	29,893	11,025	53,926	46,107	4,849	58,418	204,218	8,679	282,817
Funding Sources (\$ in 1000s)										
Local Tax Funding	26,686	5,583	4,833	7,968	3,013	4,030	-	25,427	4,404	56,517
General Obligation Bonds	42,423	22,876	1,782	10,175	43,094	819	57,418	136,164	4,276	182,862
Appropriation-Backed Bonds	726	1,434	4,410	27,283	-	-	-	33,127	-	33,853
Cash Proffers	85	-	-	-	-	-	1,000	1,000	-	1,085
Other State Grants	-	-	-	8,500	-	-	-	8,500	-	8,500
Total – Funding Sources	69,920	29,893	11,025	53,926	46,107	4,849	58,418	204,218	8,679	282,817



Schedule of Appropriations

Capital Improvement Program										
County Projects: Towns										
Costs (\$ in 1000s)	Prior Years	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	6 Year Total	Future FYs	Project Total
Projects										
Town of Leesburg - Evergreen Mill Rd. Widening	10,500	5,000	-	-	-	-	-	5,000	-	15,500
Town of Leesburg - NVTA Local Distribution	25,026	3,434	3,621	3,818	4,027	4,246	4,481	23,627	9,728	58,381
Town of Leesburg - Veteran's Park	4,000	-	-	-	-	2,000	-	2,000	-	6,000
Town of Leesburg - W&OD Trail Lighting	-	500	-	-	-	-	-	500	-	500
Town of Lovettsville - Pedestrian Improvements	1,076	210	90	-	-	-	-	300	-	1,376
Town of Lovettsville - South Loudoun and South Locust Streetscape Improvements	730	270	1,000	-	-	-	-	1,270	-	2,000
Town of Purcellville - Berlin Turnpike Traffic Signal	-	700	-	-	-	-	-	700	-	700
Town of Purcellville - Hirst Road to W&OD Shared-Use Path	538	667	-	-	-	-	-	667	-	1,205
Town of Purcellville - Nursery Avenue Sidewalk Improvements, Phase 1 and Phase 2	-	227	1,103	465	-	-	-	1,795	-	1,795
Town of Purcellville - NVTA Local Distribution	5,349	767	809	854	903	953	1,007	5,293	2,191	12,833
Town of Round Hill - Airmont Water Storage Tank	-	3,699	-	-	-	-	-	3,699	-	3,699
Town of Round Hill - Southern Gateway Pedestrian Trail	1,500	81	744	-	-	-	-	825	-	2,325
Total – Costs	48,719	15,555	7,367	5,137	4,930	7,199	5,488	45,676	11,919	106,314
Funding Sources (\$ in 1000s)										
Local Tax Funding	4,000	3,699	-	-	-	2,000	-	5,699	-	9,699
Cash Proffers	87	-	-	-	-	-	-	-	-	87
NVTA 30% Local	44,632	11,856	7,367	5,137	4,930	5,199	5,488	39,977	11,919	96,528
Total – Funding Sources	48,719	15,555	7,367	5,137	4,930	7,199	5,488	45,676	11,919	106,314



Schedule of Appropriations

Capital Improvement Program										
Transportation Projects										
Costs (\$ in 1000s)	Prior Years	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	6 Year Total	Future FYs	Project Total
Projects										
Intersection Improvement Program	50,183	14,239	16,235	16,235	16,235	16,435	16,435	95,814	65,740	211,737
Roads	442,970	199,748	90,245	193,710	140,011	445,699	57,438	1,126,851	530,855	2,100,676
Sidewalks and Trails	43,202	28,591	28,740	23,540	22,659	12,520	15,344	131,394	46,080	220,677
Transit	30,574	6,937	8,985	8,197	9,303	8,410	9,285	51,117	31,451	113,142
Total – Costs	566,930	249,516	144,206	241,682	188,207	483,064	98,502	1,405,176	674,126	2,646,232
Funding Sources (\$ in 1000s)										
Local Tax Funding	16,880	10,045	2,305	1,038	4,388	104	6,617	24,497	8,888	50,265
Local Tax Funding Roads	102,543	30,000	31,100	32,400	33,700	35,000	36,400	198,600	117,242	418,384
General Obligation Bonds	172,196	138,524	53,158	141,549	81,934	354,325	24,228	793,719	491,545	1,457,460
Appropriation-Backed Bonds	1,257	-	-	-	-	-	-	-	-	1,257
Cash Proffers	45,830	6,788	212	3,809	32	1,635	-	12,475	-	58,305
Revenue Sharing	12,653	3,948	4,172	5,000	7,250	-	-	20,370	-	33,023
RSTP	-	-	-	758	17,600	22,508	4,148	45,014	-	45,014
Smart Scale	23,092	2,363	10,810	6,618	7,139	-	2,824	29,754	-	52,846
Other State Grants	28,768	-	-	1,672	-	-	-	1,672	-	30,440
CMAQ	2,633	-	-	1,585	561	82	-	2,228	-	4,861
Other Federal Grants	3,185	8,991	-	13,328	10,000	-	15,000	47,319	-	50,504
NVTA 70% Regional	111,190	36,750	19,000	22,200	13,800	55,000	-	146,750	25,000	282,940
NVTA 30% Local	46,658	12,108	23,448	11,725	11,803	14,410	9,285	82,778	31,451	160,888
Local Gas Tax	45	-	-	-	-	-	-	-	-	45
Total – Funding Sources	566,930	249,516	144,206	241,682	188,207	483,064	98,502	1,405,176	674,126	2,646,232



Schedule of Appropriations

Capital Improvement Program										
Transportation Projects: Intersection Improvement Program										
Costs (\$ in 1000s)	Prior Years	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	6 Year Total	Future FYs	Project Total
Projects										
Intersection Improvement Program	40,712	76	361	2,353	286	8,139	16,435	27,651	65,740	134,102
IIP - Algonkian Parkway / Hardwood Forest Drive / Noble Terrace	235	584	1,511	-	-	-	-	2,095	-	2,330
IIP - Ashburn Farm Parkway / Golden Meadow Circle / Summerwood Circle	440	-	-	79	-	1,662	-	1,741	-	2,181
IIP - Ashburn Road / Faulkner Parkway	1,000	2,900	-	-	-	-	-	2,900	-	3,900
IIP - Ashburn Village Boulevard / Shellhorn Road	510	361	-	1,527	-	-	-	1,888	-	2,398
IIP - Atlantic Boulevard / Century Boulevard / Majestic Drive	61	172	-	-	-	-	-	172	-	233
IIP - Claiborne Parkway / Dulles Greenway WB Ramps	435	843	1,620	-	-	-	-	2,463	-	2,898
IIP - Claiborne Parkway / Marshfield Drive	400	839	3,182	-	-	-	-	4,021	-	4,421
IIP - East Church Road / Lincoln Ave / Belfort Street	640	357	-	1,979	-	6,634	-	8,969	-	9,609
IIP - Gloucester Parkway / Loudoun County Parkway	300	-	204	658	-	-	-	862	-	1,162
IIP - Leesburg Pike / Potomac View Road	437	129	734	2,590	-	-	-	3,454	-	3,891
IIP - Leesburg Pike / Sterling Boulevard / Cardinal Glen Circle	-	1,000	615	560	4,884	-	-	7,058	-	7,058
IIP - Leesburg Pike at Augusta Drive, Cedar Drive and Lakeland Drive	565	1,100	2,098	266	9,744	-	-	13,208	-	13,773
IIP - Old Ox Road / Douglas Court	350	679	1,543	-	-	-	-	2,222	-	2,572
IIP - Old Ox Road / Dulles Summit Court	126	190	268	-	-	-	-	458	-	584
IIP - Pacific Boulevard / Business Court / Indian Creek Drive	115	611	-	1,291	-	-	-	1,902	-	2,017
IIP - Pacific Boulevard / Relocation Drive	485	-	81	-	1,321	-	-	1,402	-	1,887
IIP - Sterling Boulevard / Glenn Drive	500	951	1,118	-	-	-	-	2,068	-	2,568
IIP - Sterling Boulevard / Shaw Road	350	-	712	2,004	-	-	-	2,716	-	3,066
IIP - Sterling Boulevard / West Laurel Avenue	680	649	-	1,298	-	-	-	1,947	-	2,627
IIP - Sterling Boulevard / Williamsburg Road / Chase Heritage Circle	315	145	-	1,630	-	-	-	1,774	-	2,089
IIP - Sugarland Road / East Church Road	570	1,265	2,188	-	-	-	-	3,454	-	4,024
IIP - Tall Cedars Parkway / Nations Street	362	447	-	-	-	-	-	447	-	809
IIP - Waxpool Road / Ashburn Road	595	941	-	-	-	-	-	941	-	1,536
Total - Costs	50,183	14,239	16,235	16,235	16,235	16,435	16,435	95,814	65,740	211,737



Schedule of Appropriations

Capital Improvement Program										
Transportation Projects: Intersection Improvement Program										
Costs (\$ in 1000s)	Prior Years	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	6 Year Total	Future FYs	Project Total
Local Tax Funding	2,977	4	-	-	-	-	3,444	3,448	6,888	13,313
Local Tax Funding Roads	6,910	882	11,966	14,181	2,293	-	-	29,322	19,879	56,111
General Obligation Bonds	40,221	13,353	2,000	-	7,371	12,435	12,991	48,150	38,973	127,344
Cash Proffers	75	-	-	-	-	-	-	-	-	75
RSTP	-	-	-	-	4,071	4,000	-	8,071	-	8,071
NVTA 30% Local	-	-	2,269	2,054	2,500	-	-	6,823	-	6,823
Total – Funding Sources	50,183	14,239	16,235	16,235	16,235	16,435	16,435	95,814	65,740	211,737



Schedule of Appropriations

Capital Improvement Program										
Transportation Projects: Roads										
Costs (\$ in 1000s)	Prior Years	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	6 Year Total	Future FYs	Project Total
Projects										
Arcola Mills Drive - Belmont Ridge Road to Stone Springs Boulevard	4,544	20,382	2,590	-	-	44,815	-	67,787	-	72,331
Braddock Road / Trailhead Drive Roundabout	1,218	-	2,200	735	8,160	-	-	11,095	-	12,313
Braddock Road Widening - Paul VI Eastern Entrance to Loudoun County Parkway	4,222	7,201	3,541	27,930	-	-	-	38,672	-	42,894
Croscon Lane Widening - Claiborne Parkway to Old Ryan Road	6,856	1,223	-	18,861	-	-	-	20,084	-	26,940
Crosstrail Boulevard Segment C - Sycolin Road to Dulles Greenway	85,078	36,945	-	-	-	-	-	36,945	-	122,023
Dulles West Boulevard - Northstar Boulevard to Arcola Boulevard	54,502	26,508	-	-	-	-	-	26,508	-	81,010
Evergreen Mills Road / Hogeland Mill Road - Bridge and Safety Improvements	-	769	-	390	-	681	3,816	5,656	-	5,656
Evergreen Mills Road / Reservoir Road / Watson Road Intersection Improvement	24,034	-	6,773	-	-	-	-	6,773	-	30,807
Evergreen Mills Road / Revolution Sportsplex - Westbound Left-Turn Lane	-	231	186	694	-	-	-	1,111	-	1,111
Farmwell Road Intersection Improvements	18,886	4,440	667	20,778	-	-	-	25,885	-	44,771
Intelligent Transportation System (ITS)	2,501	-	2,500	-	4,000	-	4,148	10,648	-	13,149
Lake Drive Improvements	2,765	7,240	10,062	-	-	-	-	17,302	-	20,067
Northstar Boulevard Widening - Tall Cedars Parkway to Braddock Road	3,789	2,714	790	2,294	33,279	-	-	39,077	-	42,866
Old Ox Road Widening - Route 28 to Rock Hill Road	19,376	-	-	-	-	30,000	-	30,000	-	49,376
Prentice Drive - Loudoun County Parkway to Lockridge Road	29,655	-	-	-	-	133,420	-	133,420	-	163,075
Route 7 / Route 287 Interchange Improvements	7,239	9,171	7,594	-	-	-	-	16,765	-	24,005
Route 7 Eastbound Widening - Loudoun County Parkway to Route 28	1,612	-	-	911	819	8,825	-	10,555	-	12,167
Route 7 Improvements - Route 9 to Dulles Greenway - Long Term Improvements	13,416	-	-	20,000	3,019	104,897	-	127,916	-	141,332
Route 15 / Braddock Road Roundabout	5,796	-	-	2,343	-	20,291	-	22,634	-	28,430
Route 15 / Hogback Mountain Road Roundabout	-	-	-	-	2,689	-	1,465	4,155	10,143	14,298
Route 15 / Lovettsville Road Intersection Improvement	3,073	-	-	-	5,750	-	-	5,750	-	8,824
Route 15 / Spinks Ferry Road / Newvalley Church Road Roundabout	9,958	-	14,507	-	-	-	-	14,507	-	24,465
Route 15 Lucketts Bypass	2,000	-	-	-	-	-	-	-	-	2,000
Route 15 Widening - Whites Ferry to Montresor Road	9,766	5,924	5,231	44,597	-	-	-	55,752	-	65,518



Schedule of Appropriations

Capital Improvement Program										
Transportation Projects: Roads										
Costs (\$ in 1000s)	Prior Years	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	6 Year Total	Future FYs	Project Total
Route 50 / Everfield Drive Roundabout	1,218	-	872	5,734	-	-	-	6,606	-	7,824
Route 50 / Loudoun County Parkway Interchange	500	18,765	16,500	-	22,764	56,677	15,000	129,706	168,335	298,541
Route 50 North Collector Road - Tall Cedars Parkway to Route 28	8,510	-	-	-	23,394	27,936	33,008	84,338	352,377	445,225
Route 7 / Route 690 Interchange - Phase II	-	-	-	-	3,580	-	-	3,580	-	3,580
Ryan Road Widening - Evergreen Mills Road to Beaverdam Drive	2,732	2,849	3,503	2,200	27,191	-	-	35,743	-	38,475
Shellhorn Road - MWAA Property Boundary to Moran Road	11,454	41,799	-	-	-	-	-	41,799	-	53,253
Sycolin Road Widening - Loudoun Center Place to Crosstrail Boulevard	15,085	-	1,650	-	5,365	18,158	-	25,173	-	40,258
Village of Waterford Preserving the Landmark Infrastructure Improvements	500	2,500	5,000	-	-	-	-	7,500	-	8,000
Waxpool Road / Loudoun County Parkway Intersection Improvements	12,054	7,686	-	-	-	-	-	7,686	-	19,740
Westwind Drive - Loudoun County Parkway to Old Ox Road	80,629	3,399	6,079	46,243	-	-	-	55,721	-	136,350
Total – Costs	442,970	199,748	90,245	193,710	140,011	445,699	57,438	1,126,851	530,855	2,100,676
Funding Sources (\$ in 1000s)										
Local Tax Funding	11,428	9,748	2,305	1,038	4,388	104	2,171	19,754	-	31,183
Local Tax Funding Roads	86,492	22,254	7,489	8,603	19,893	32,500	26,900	117,638	78,957	283,088
General Obligation Bonds	113,732	118,818	47,374	140,718	74,563	336,079	9,219	726,771	426,898	1,267,401
Cash Proffers	45,200	6,532	212	3,809	32	1,635	-	12,219	-	57,420
Revenue Sharing	12,653	3,948	4,172	5,000	7,250	-	-	20,370	-	33,023
RSTP	-	-	-	758	10,084	14,299	4,148	29,289	-	29,289
Smart Scale	23,092	775	7,594	-	-	-	-	8,369	-	31,461
Other State Grants	15,743	-	-	-	-	-	-	-	-	15,743
CMAQ	2,633	-	-	1,585	-	82	-	1,667	-	4,300
Other Federal Grants	2,000	-	-	10,000	10,000	-	15,000	35,000	-	37,000
NVTA 70% Regional	111,190	36,750	19,000	22,200	13,800	55,000	-	146,750	25,000	282,940
NVTA 30% Local	18,806	923	2,099	-	-	6,000	-	9,022	-	27,829
Total – Funding Sources	442,970	199,748	90,245	193,710	140,011	445,699	57,438	1,126,851	530,855	2,100,676



Schedule of Appropriations

Capital Improvement Program										
Transportation Projects: Sidewalks and Trails										
Costs (\$ in 1000s)	Prior Years	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	6 Year Total	Future FYs	Project Total
Projects										
Contingency - Sidewalk and Trails	4,650	1,000	1,000	1,000	1,000	1,000	1,000	6,000	2,000	12,650
Contingency - Traffic Calming	896	500	500	500	500	500	500	3,000	1,000	4,896
Contingency - Traffic Signal	3,916	1,000	1,000	1,000	1,000	1,000	1,000	6,000	2,000	11,916
Franklin Park to Purcellville Trail	1,545	-	3,394	1,877	2,600	-	-	7,871	-	9,416
Harmony Middle School Shared Use Path	2,325	-	1,300	-	-	-	-	1,300	-	3,625
River Creek Parkway Sidewalk	1,058	1,507	-	-	-	-	-	1,507	-	2,564
Route 7 Shared Use Path	10,652	990	8,526	-	-	-	-	9,516	-	20,168
Shellhorn Road / Central Station Drive / Hartley Place Intersection Improvements	-	268	-	-	-	-	-	268	-	268
Sidewalk and Trail Program	11,170	567	79	130	2,261	2,199	257	5,493	32,472	49,136
Sterling Boulevard / W&OD Trail Overpass	1,933	10,489	-	-	-	-	-	10,489	-	12,422
STP - Ashburn Road - Within Ashburn Village to Gloucester Parkway	-	-	-	-	-	682	4,186	4,868	1,384	6,252
STP - Ashburn Village Boulevard - Farmwell Road to Michener Drive	100	335	-	-	-	-	-	335	-	435
STP - Ashburn Village Boulevard - Tippecanoe Terrace to the W&OD Trail Crossing	65	1,014	188	-	-	-	-	1,202	-	1,267
STP - Benedict Drive - Potomac View Road to existing sidewalk east of Bartholomew Fair Drive	-	340	582	832	-	-	-	1,754	-	1,754
STP - Blossom Drive -Victoria Station Drive to Magnolia Road	106	1,176	-	1,322	-	-	-	2,498	-	2,604
STP - Cascades Parkway - Church Road to Victoria Station Drive	-	689	-	2,509	1,438	-	-	4,636	-	4,636
STP - Cascades Parkway - Nokes Boulevard/Potomac View Road to Woodshire Drive	185	-	1,074	3,389	3,944	-	-	8,407	-	8,592
STP - Cascades Parkway - Victoria Station Drive/Loudoun Park Lane to Nokes Boulevard/Potomac View Road	-	-	1,216	-	1,191	-	2,824	5,232	-	5,232
STP - Church Road - Magnolia Road to west of West Holly Avenue	80	1,107	665	-	-	-	-	1,772	-	1,852
STP - Claiborne Parkway - Broadlands Boulevard to Vestals Gap Drive	425	-	617	612	-	-	-	1,229	-	1,654
STP - Claude Moore Drive - Old Ryan Road to Existing Sidewalk East of Mooreview Parkway	300	500	759	-	-	-	-	1,259	-	1,559
STP - Davis Drive - Sterling Boulevard to W Church Road	-	-	-	-	979	5,075	2,035	8,089	-	8,089
STP - East Maple Avenue - Enterprise Street to Sterling Boulevard	165	826	-	-	-	-	-	826	-	991
STP - Millstream Drive - Village Center Plaza/Loudoun Park and Ride to Stone Carver Drive	-	373	652	-	-	-	-	1,025	-	1,025
STP - Pacific Boulevard - Waxpool Road to W&OD Trail Connection	615	87	1,568	-	1,292	-	-	2,947	-	3,562



Schedule of Appropriations

Capital Improvement Program										
Transportation Projects: Sidewalks and Trails										
Costs (\$ in 1000s)	Prior Years	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	6 Year Total	Future FYs	Project Total
STP - Potomac View Road - Cascades Parkway to First Baptist Church Driveway	205	603	-	1,672	-	-	-	2,275	-	2,480
STP - Potomac View Road - Leesburg Pike to Existing Sidewalk South of Palisade Parkway	-	-	-	-	-	718	1,425	2,142	2,549	4,691
STP - Potomac View Road - South of River Meadows Terrace to Route 7	550	-	1,569	1,790	-	-	-	3,359	-	3,909
STP - Route 7 and Countryside Boulevard Shared Use Paths and Sidewalks	-	1,588	-	4,741	3,348	-	-	9,676	-	9,676
STP - Shellhorn Road - Blossom Hill Terrace to Ashburn Village Boulevard	450	1,296	977	-	-	-	-	2,273	-	2,723
STP - Sterling Boulevard - Shaw Road to Davis Drive	-	-	-	-	-	1,346	2,117	3,463	3,675	7,138
STP - Sterling Boulevard - W&OD to Shaw Road	465	1,134	2,013	1,000	2,105	-	-	6,251	-	6,716
STP - Waxpool Road - Claiborne Parkway to Faulkner Parkway	347	203	1,063	1,166	-	-	-	2,432	-	2,779
Traffic Sign Replacement Program	1,000	1,001	-	-	1,000	-	-	2,001	1,000	4,001
Total – Costs	43,202	28,591	28,740	23,540	22,659	12,520	15,344	131,394	46,080	220,677
Funding Sources (\$ in 1000s)										
Local Tax Funding	2,474	293	-	-	-	-	1,002	1,295	2,000	5,769
Local Tax Funding Roads	9,140	6,865	11,645	9,616	11,514	2,500	9,500	51,639	18,406	79,186
General Obligation Bonds	18,243	6,352	3,784	832	-	5,811	2,018	18,797	25,674	62,715
Appropriation-Backed Bonds	1,257	-	-	-	-	-	-	-	-	1,257
Cash Proffers	555	256	-	-	-	-	-	256	-	810
RSTP	-	-	-	-	3,445	4,209	-	7,654	-	7,654
Smart Scale	-	1,588	3,216	6,618	7,139	-	2,824	21,385	-	21,385
Other State Grants	-	-	-	1,672	-	-	-	1,672	-	1,672
CMAQ	-	-	-	-	561	-	-	561	-	561
Other Federal Grants	1,185	8,991	-	3,328	-	-	-	12,319	-	13,504
NVTA 30% Local	10,303	4,247	10,095	1,474	-	-	-	15,816	-	26,119
Local Gas Tax	45	-	-	-	-	-	-	-	-	45
Total – Funding Sources	43,202	28,591	28,740	23,540	22,659	12,520	15,344	131,394	46,080	220,677



Schedule of Appropriations

Capital Improvement Program										
Transportation Projects: Transit										
Costs (\$ in 1000s)	Prior Years	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	6 Year Total	Future FYs	Project Total
Projects										
Bus Shelter Program	507	844	1,942	2,049	2,049	2,049	1,492	10,426	1,177	12,110
Bus Stop Installation for New Routes	1,000	-	1,000	-	1,000	-	1,000	3,000	1,000	5,000
Metro Capital Contribution	29,067	6,093	6,043	6,148	6,253	6,361	6,793	37,691	29,274	96,032
Total – Costs	30,574	6,937	8,985	8,197	9,303	8,410	9,285	51,117	31,451	113,142
Funding Sources (\$ in 1000s)										
Other State Grants	13,025	-	-	-	-	-	-	-	-	13,025
NVTA 30% Local	17,549	6,937	8,985	8,197	9,303	8,410	9,285	51,117	31,451	100,117
Total – Funding Sources	30,574	6,937	8,985	8,197	9,303	8,410	9,285	51,117	31,451	113,142



Schedule of Appropriations

Capital Improvement Program Summary										
School Projects										
Costs (\$ in 1000s)	Prior Years	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	6 Year Total	Future FYs	Project Total
Projects										
Elementary Schools	-	-	-	-	7,690	69,170	-	76,860	-	76,860
High Schools	43,924	448,770	-	-	-	-	-	448,770	-	492,694
Other School Facilities	230,405	65,090	48,360	66,170	77,473	106,450	106,370	469,913	539,140	1,239,458
Total – Costs	274,330	513,860	48,360	66,170	85,163	175,620	106,370	995,543	539,140	1,809,013
Funding Sources (\$ in 1000s)										
Local Tax Funding	50,099	4,003	10,000	20,000	7,000	20,000	34,300	95,303	40,000	185,402
General Obligation Bonds	183,500	500,107	28,080	35,320	66,723	129,170	60,000	819,400	475,000	1,477,900
Appropriation-Backed Bonds	40,731	9,750	10,280	10,850	11,440	26,450	12,070	80,840	24,140	145,711
Total – Funding Sources	274,330	513,860	48,360	66,170	85,163	175,620	106,370	995,543	539,140	1,809,013



Schedule of Appropriations

Capital Improvement Program										
School Projects: Elementary Schools										
Costs (\$ in 1000s)	Prior Years	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	6 Year Total	Future FYs	Project Total
Projects										
ES-34 Dulles North	-	-	-	-	7,690	69,170	-	76,860	-	76,860
Total – Costs	-	-	-	-	7,690	69,170	-	76,860	-	76,860
Funding Sources (\$ in 1000s)										
General Obligation Bonds	-	-	-	-	7,690	69,170	-	76,860	-	76,860
Total – Funding Sources	-	-	-	-	7,690	69,170	-	76,860	-	76,860



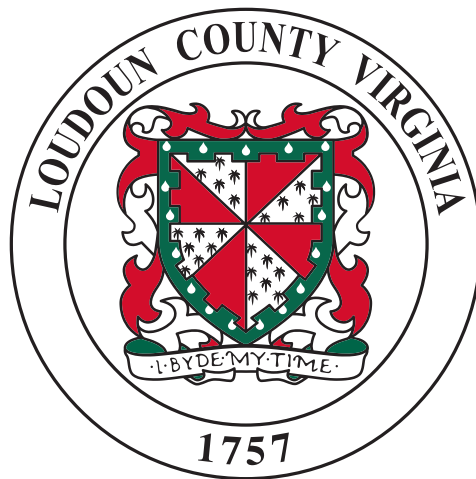
Schedule of Appropriations

Capital Improvement Program										
School Projects: High Schools										
Costs (\$ in 1000s)	Prior Years	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	6 Year Total	Future FYs	Project Total
Projects										
High School (HS-14) Dulles North	21,755	249,250	-	-	-	-	-	249,250	-	271,005
Park View High School Replacement	22,169	199,520	-	-	-	-	-	199,520	-	221,689
Total – Costs	43,924	448,770	-	-	-	-	-	448,770	-	492,694
Funding Sources (\$ in 1000s)										
General Obligation Bonds	43,924	448,770	-	-	-	-	-	448,770	-	492,694
Total – Funding Sources	43,924	448,770	-	-	-	-	-	448,770	-	492,694



Schedule of Appropriations

Capital Improvement Program										
School Projects: Other Schools										
Costs (\$ in 1000s)	Prior Years	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	6 Year Total	Future FYs	Project Total
Projects										
Banneker ES Renovation/Addition	3,895	35,060	-	-	-	-	-	35,060	-	38,955
Capital Renewal and Alteration	164,820	18,270	20,000	55,320	66,033	80,000	80,000	319,623	515,000	999,443
Eastern Transportation Facility	-	-	-	-	-	-	3,280	3,280	-	3,280
School Bus Radio Replacements and UHF System Upgrade	10,420	-	-	-	-	14,380	-	14,380	-	24,800
School Bus Replacement and Associated Infrastructure	42,776	9,750	10,280	10,850	11,440	12,070	12,070	66,460	24,140	133,376
School Replacement Program	-	-	-	-	-	-	11,020	11,020	-	11,020
Student Welcome Center at Sterling ES	7,710	-	-	-	-	-	-	-	-	7,710
Valley Service Center Traffic Signal	785	-	-	-	-	-	-	-	-	785
Waterford ES Renovation and Addition	-	2,010	18,080	-	-	-	-	20,090	-	20,090
Total – Costs	230,405	65,090	48,360	66,170	77,473	106,450	106,370	469,913	539,140	1,239,458
Funding Sources (\$ in 1000s)										
Local Tax Funding	50,099	4,003	10,000	20,000	7,000	20,000	34,300	95,303	40,000	185,402
General Obligation Bonds	139,575	51,337	28,080	35,320	59,033	60,000	60,000	293,770	475,000	908,345
Appropriation-Backed Bonds	40,731	9,750	10,280	10,850	11,440	26,450	12,070	80,840	24,140	145,711
Total – Funding Sources	230,405	65,090	48,360	66,170	77,473	106,450	106,370	469,913	539,140	1,239,458





Operating Impact Analysis

The costs associated with opening and operating new or renovated facilities are a factor in calculating the total impact of a capital project. During the Capital Improvement Program (CIP) budget development process, personnel (FTE), operating, utility, and maintenance needs are identified based on the specific type of facility and the services that will be provided. Estimated recurring operating costs, such as personnel and maintenance contracts, and initial one-time costs, such as computer equipment, training, and uniforms are identified, and cost estimates are developed. To provide a greater level of accuracy in estimating future operating costs, personnel costs and operating costs are escalated by three percent annually.

The operating impacts analysis table displays the estimated operating impacts related to a capital project that is anticipated to open or be completed during the six-year CIP period. The table provides an analysis of:

- The number and cost of personnel required to staff new or expanded facilities.
- Recurring operating costs and one-time opening costs related to a new or expanded facility, which includes utility and maintenance costs for both the program department and the centralized internal maintenance or services costs that will be provided by the Department of General Services and the Department of Information Technology.
- Annual debt service payments related to the capital project (as applicable).

The Operating Impact Analysis table provides summary-level information that includes the estimated impact of staffing and operating a new facility, and the incremental increase above current staffing levels and operations for a facility that was renovated or expanded. The estimated number of new personnel required to operate a facility is shown in the year in which the personnel are projected to be hired. In some cases, such as public safety, personnel may be hired a year before the facility's opening date to complete required training, set up operations, and complete necessary pre-opening activities. However, the summary table does not include additional personnel that may be needed to centrally manage an expanding County facility inventory by the Department of General Services (DGS). A Maintenance Technician is requested by DGS for every new 45,000 square feet added to the County to ensure the continuity of service level for preventative maintenance across all County facilities.

County capital projects that have an operating impact will have an operating impacts table in their respective CIP budget document page, which lists the project's estimated operating, personnel, and debt service cost impacts. Project pages for school projects only include the debt service costs in the impact table. The table in this section of the Executive Summary provides the data aggregated and summarized by functional area.



Operating Impact Analysis

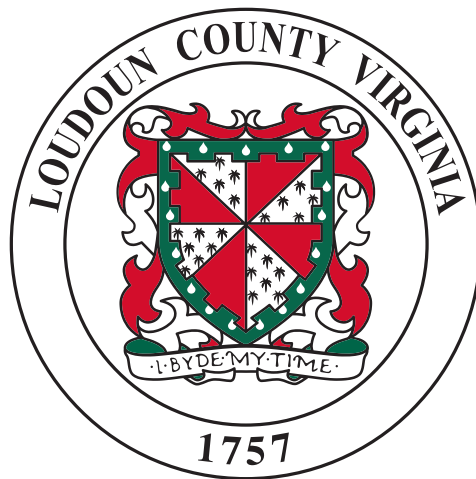
Project/Category (\$ in 1000s)	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	6-Year Total
Overall Operating Impacts Summary							
FTE	47.00	1.00	17.00	6.00	161.00	0.00	232.00
Personnel	6,228	6,462	8,941	9,648	23,302	24,001	78,583
O&M	1,364	644	1,229	1,427	4,814	3,970	13,449
Capital	-	48	-	98	271	-	418
Debt	-	29,437	66,734	103,446	139,246	175,190	514,053
Revenues	-	-	-	-	65	65	130
Total – Overall Operating Impacts Summary	Total	7,593	36,591	76,904	165,570	203,096	606,373

Project/Category (\$ in 1000s)	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	6-Year Total
County Projects							
General Government	FTE	0.00	0.00	0.00	0.00	0.00	1.00
	Personnel	-	-	-	-	-	-
	O&M	-	-	-	-	-	-
	Capital	-	-	-	-	-	-
	Debt	-	3,658	8,487	11,467	15,316	57,599
	Total	-	3,658	8,487	11,467	15,316	57,599
Health and Welfare	FTE	0.00	0.00	0.00	0.00	0.00	0.00
	Personnel	-	-	-	-	-	-
	O&M	-	-	-	-	-	-
	Capital	-	-	-	-	-	-
	Debt	-	71	178	424	663	2,313
	Total	-	71	178	424	663	2,313
Parks, Recreation, and Culture	FTE	0.00	1.00	0.00	6.00	114.00	121.00
	Personnel	-	46	48	488	6,857	14,502
	O&M	-	108	155	544	2,434	5,748
	Capital	-	48	-	98	271	418
	Debt	-	1,658	5,418	9,185	14,667	48,487
	Revenues	-	-	-	-	65	130
	Total	-	1,861	5,621	10,315	24,165	69,025
Public Safety	FTE	47.00	0.00	17.00	0.00	47.00	111.00
	Personnel	6,228	6,415	8,893	9,160	16,445	64,081
	O&M	1,229	310	754	467	1,865	5,471
	Capital	-	-	-	-	-	-
	Debt	-	1,675	3,872	5,669	9,888	33,028
	Total	7,458	8,401	13,519	15,297	28,198	102,579
	FTE	47.00	1.00	17.00	6.00	161.00	232.00
	Pers.	6,228	6,461	8,941	9,648	23,302	78,581
	O&M	1,229	418	909	1,011	4,299	11,218
	Capital	-	48	-	98	271	417



Operating Impact Analysis

Project/Category (\$ in 1000s)		FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	6-Year Total
	Debt	-	7,062	17,955	26,745	40,534	49,131	141,427
	Revenues	-	-	-	-	65	65	130
Total – County Projects	Total	7,457	13,989	27,805	37,502	68,341	76,419	231,513
Transportation Projects								
	FTE	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Intersection Improvement Program	Debt	-	1,341	1,630	2,156	2,839	4,006	11,972
	Total	-	1,341	1,630	2,156	2,839	4,006	11,972
	FTE	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Roads	Debt	-	4,508	11,787	20,215	31,138	45,011	112,660
	Total	-	4,508	11,787	20,215	31,138	45,011	112,660
	FTE	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Sidewalks and Trails	Debt	-	1,139	1,490	1,533	1,493	2,034	7,688
	Total	-	1,139	1,490	1,533	1,493	2,034	7,688
	FTE	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Transit	O&M	135	226	320	416	516	618	2,230
	Total	135	226	320	416	516	618	2,230
	FTE	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	O&M	135	226	320	416	516	618	2,230
	Total	135	226	320	416	516	618	2,230
Total – Transportation Projects	Debt	-	6,988	14,907	23,904	35,470	51,051	132,320
	Total	135	7,214	15,227	24,320	35,986	51,669	134,416
School Projects								
	FTE	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Elementary Schools	Debt	-	-	-	-	531	2,436	2,967
	Total	-	-	-	-	531	2,436	2,967
	FTE	0.00	0.00	0.00	0.00	0.00	0.00	0.00
High Schools	Debt	-	10,208	24,552	38,575	42,011	43,133	158,480
	Total	-	10,208	24,552	38,575	42,011	43,133	158,480
	FTE	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Other LCPS	Debt	-	6,519	10,950	16,379	23,540	33,444	90,832
	Total	-	6,519	10,950	16,379	23,540	33,444	90,832
	FTE	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	Debt	-	16,727	35,502	54,954	66,082	79,013	252,278
	Total	-	16,727	35,502	54,954	66,082	79,013	252,278
Total – Schools Projects	Total	-	16,727	35,502	54,954	66,082	79,013	252,278





County Projects by Election District

The table below lists both County capital projects and County-supported or managed transportation projects funded in the current six-year funding plan by the Election District and Functional area. Excluded from this list are projects that either do not have a location by their nature, such as those in the Administrative and Information Technology functional areas; those that fund the procurement of large assets, such as the Fire Apparatus and Transit Bus projects; or School projects.

Algonkian	Functional Area
IIP - Algonkian Parkway / Hardwood Forest Drive / Noble Terrace	Intersection Improvement Program
IIP - Leesburg Pike / Potomac View Road	Intersection Improvement Program
IIP - Leesburg Pike / Sterling Boulevard / Cardinal Glen Circle	Intersection Improvement Program
IIP - Leesburg Pike at Augusta Drive, Cedar Drive and Lakeland Drive	Intersection Improvement Program
Potomack Lakes Parking and Field Improvements	Parks, Recreation, and Culture
Cascades Library and Senior Center Complex Renovation	Parks, Recreation, and Culture
Lake Drive Improvements	Roads
Route 7 Eastbound Widening – Loudoun County Parkway to Route 28	Roads
STP - Potomac View Road - South of River Meadows Terrace to Route 7	Sidewalks and Trails
STP - Route 7 and Countryside Boulevard Shared-Use Paths and Sidewalks	Sidewalks and Trails
Ashburn	Functional Area
IIP - Ashburn Farm Parkway / Golden Meadow Circle / Summerwood Circle	Intersection Improvement Program
IIP - Claiborne Parkway / Dulles Greenway WB Ramps	Intersection Improvement Program
IIP - Claiborne Parkway / Marshfield Drive	Intersection Improvement Program
Ryan Road Widening - Evergreen Mills Road to Beaverdam Drive	Roads
River Creek Parkway Sidewalk	Sidewalks and Trails
STP - Ashburn Road - Within Ashburn Village to Gloucester Parkway	Sidewalks and Trails
STP - Ashburn Village Boulevard - Farmwell Road to Michener Drive	Sidewalks and Trails
Broad Run	Functional Area
IIP - Ashburn Village Boulevard / Shellhorn Road	Intersection Improvement Program
IIP - Atlantic Boulevard / Century Boulevard / Majestic Drive	Intersection Improvement Program

**County Projects by Election District**

Broad Run	Functional Area
IIP - Gloucester Parkway / Loudoun County Parkway	Intersection Improvement Program
IIP - Old Ox Road / Douglas Court	Intersection Improvement Program
IIP - Old Ox Road / Dulles Summit Court	Intersection Improvement Program
IIP - Sterling Boulevard / Glenn Drive	Intersection Improvement Program
IIP - Waxpool Road / Ashburn Road	Intersection Improvement Program
Fire and Rescue Station #29 – Loudoun Gateway Station	Public Safety
Croson Lane Widening – Claiborne Parkway to Old Ryan Road	Roads
Farmwell Road Intersection Improvements	Roads
Waxpool Road – Loudoun County Parkway Intersection Improvements	Roads
Shellhorn Road / Central Station Drive / Hartley Place Intersection Improvements	Sidewalks and Trails
STP - Ashburn Road - Within Ashburn Village to Gloucester Parkway	Sidewalks and Trails
STP - Ashburn Village Boulevard - Tippecanoe Terrace to the W&OD Trail Crossing	Sidewalks and Trails
STP - Claiborne Parkway - Broadlands Boulevard to Vestals Gap Drive	Sidewalks and Trails
STP - Claude Moore Drive - Old Ryan Road to Existing Sidewalk East of Mooreview Parkway	Sidewalks and Trails
STP - Davis Drive - Sterling Boulevard to W. Church Road	Sidewalks and Trails
STP - Pacific Boulevard - Waxpool Road to W&OD Trail Connection	Sidewalks and Trails
STP - Shellhorn Road - Blossom Hill Terrace to Ashburn Village Boulevard	Sidewalks and Trails
STP - Sterling Boulevard - Shaw Road to Davis Drive	Sidewalks and Trails
STP - Waxpool Road - Claiborne Parkway to Faulkner Parkway	Sidewalks and Trails
Catoctin	Functional Area
MHSADS Group Home Replacements	Health and Welfare
Western Loudoun Recreation Center	Parks, Recreation, and Culture
Fire and Rescue – Station #08 Philomont Station Replacement	Public Safety
Fire and Rescue – Station #02/#14 Purcellville Addition	Public Safety
Route 7 / Route 287 Interchange Improvements	Roads
Route 7 / Route 690 Interchange – Phase II	Roads
Evergreen Mills Road / Hogeland Mill Road – Bridge and Safety Improvements	Roads
Evergreen Mills Road / Revolution Sportsplex - Westbound Left-Turn Lane	Roads
Route 7 Improvements - Route 9 to Dulles Greenway – Long Term Improvements	Roads
Route 15 / Lovettsville Road Intersection Improvements	Roads



County Projects by Election District

Catoctin	Functional Area
Route 15 / Lucketts Bypass	Roads
Route 15 / Spinks Ferry Road / Newvalley Church Road Roundabout	Roads
Route 15 Widening – Whites Ferry Road to Montresor Road	Roads
Village of Waterford Preserving the Landmark Infrastructure Improvements	Roads
Harmony Middle School Shared Use Path	Sidewalks and Trails
Franklin Park to Purcellville Trail	Sidewalks and Trails
Town of Lovettsville - Pedestrian Improvements	Towns
Town of Lovettsville - South Loudoun and South Locust Streetscape Improvements	Towns
Town of Purcellville – Berlin Turnpike Traffic Signal	Towns
Town of Purcellville – Hirst Road to W&OD Shared Use Path	Towns
Town of Purcellville – Nursery Avenue Sidewalk Improvements, Phase 1 & 2	Towns
Town of Round Hill – Airmont Water Storage Tank	Towns
Town of Round Hill – Southern Gateway Pedestrian Trail	Towns
Dulles	Functional Area
IIP - Ashburn Road / Faulkner Parkway	Intersection Improvement Program
IIP - Old Ox Road / Dulles Summit Court	Intersection Improvement Program
IIP - Tall Cedars Parkway / Nations Street	Intersection Improvement Program
Dulles Adult Day Center	Parks, Recreation, and Culture
Arcola Mills Drive – Belmont Ridge Road to Stone Springs Boulevard	Roads
Dulles West Boulevard - Northstar Boulevard to Arcola Boulevard	Roads
Route 50 / Loudoun County Parkway Interchange	Roads
Braddock Road Widening – Paul VI Eastern Entrance to Loudoun County Parkway	Roads
Northstar Boulevard – Tall Cedars Parkway to Braddock Road	Roads
Route 50 / North Collector Road – Tall Cedars Parkway to Route 28	Roads
STP - Millstream Drive - Village Center Plaza / Loudoun Park and Ride to Stone Carber Drive	Sidewalks and Trails
Leesburg	Functional Area
Shenandoah Building Renovation	General Government
Union Street School	General Government
DTCI Office Building Renovation	General Government
General Government Office Building – Phase I	General Government
Westpark Improvements	Parks, Recreation, and Culture

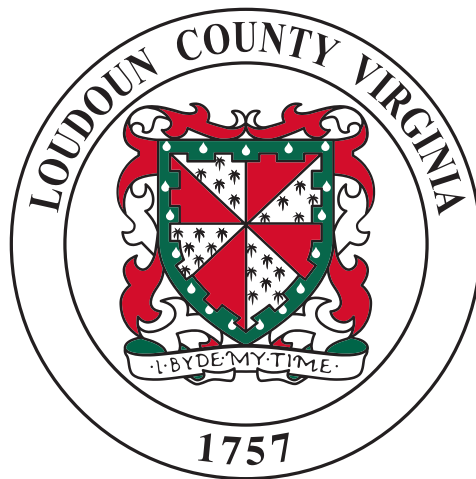
**County Projects by Election District**

Leesburg	Functional Area
Bolen Park Turf Field Conversion	Parks, Recreation, and Culture
Adult Detention Center Expansion – Phase III	Public Safety
Fire and Rescue – Training Academy Expansion	Public Safety
Route 7 Improvements - Route 9 to Dulles Greenway – Long Term Improvements	Roads
Crosstrail Boulevard Segment C - Sycolin Road to Dulles Greenway	Roads
Sycolin Road – Loudoun Center Place to Crosstrail Boulevard	Roads
Town of Leesburg – Evergreen Mill Road Widening	Towns
Town of Leesburg – Veterans Park	Towns
Town of Leesburg – W&OD Trail Lighting	Towns
Little River	Functional Area
Dulles South Community Park	Parks, Recreation, and Culture
Fire and Rescue – Station #28 Leesburg South Station	Public Safety
Braddock Road / Trailhead Drive Roundabout	Roads
Evergreen Mills Road / Reservoir Road / Watson Road Intersection Improvement	Roads
Route 15 / Braddock Road Roundabout	Roads
Route 15 / Hogback Mountain Road Roundabout	Roads
Route 50 / Everfield Drive Roundabout	Roads
Landfill – Cell Capping	General Government
Landfill – Cell Liner	General Government
Landfill – Infrastructure Improvements	General Government
Sterling	Functional Area
IIP - Algonkian Parkway / Hardwood Forest Drive / Noble Terrace	Intersection Improvement Program
IIP - East Church Road / Lincoln Avenue / Belfort Street	Intersection Improvement Program
Sterling Neighborhood Park	Parks, Recreation, and Culture
Old Ox Road Widening - Shaw Road to Oakgrove Road	Roads
Prentice Drive – Loudoun County Parkway to Lockridge Road	Roads
Shellhorn Road – MWAA Property Boundary to Moran Road	Roads
Westwind Drive – Loudoun County Parkway to Old Ox Road	Roads
Route 7 Shared Use Path	Sidewalks and Trails
Sterling Boulevard / W&OD Trail Overpass	Sidewalks and Trails
STP - Benedict Drive - Potomac View Road to existing sidewalk east of Bartholomew Fair Drive	Sidewalks and Trails



County Projects by Election District

Sterling	Functional Area
STP - Blossom Drive - Victoria Station Drive to Magnolia Road	Sidewalks and Trails
STP - Cascades Parkway - Church Road to Victoria Station Drive	Sidewalks and Trails
STP - Cascades Parkway - Nokes Boulevard / Potomac View Road to Woodshire Drive	Sidewalks and Trails
STP - Cascades Parkway - Victoria Station Drive / Loudoun Park Lane to Nokes Boulevard / Potomac View Road	Sidewalks and Trails
STP - Church Road - Magnolia Road to west of West Holly Avenue	Sidewalks and Trails
STP - East Maple Avenue - Enterprise Street to Sterling Boulevard	Sidewalks and Trails
STP - Potomac View Road - Cascades Parkway to First Baptist Church Driveway	Sidewalks and Trails
STP - Potomac View Road - Leesburg Pike to Existing Sidewalk South of Palisade Parkway	Sidewalks and Trails





Comparison Tables (FY 2025 Proposed and FY 2024 Adopted)

- The following tables compare the funding plan for the FY 2024 Adopted CIP to the funding plan for the FY 2025 Proposed CIP. Details about the reasons for changes are included in the *Summary of New Projects and Other Changes*.
- Project data from FY 2024 Adopted are shown in gray; project data from FY 2025 Proposed are shown in white; and changes between FY 2024 and FY 2025 are highlighted in yellow in the FY 2025 Proposed section.
- Data shown in the Prior Year column represents budget adjustments that have been executed since the project's inception through December of FY 2024.



Comparison Tables

ADMINISTRATION PROJECTS	Prior Years	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	6-Year Total	Future Fiscal Years	Project Total	Project Change
Capital Project Management											
Proposed FY 2025 CIP	33,370	5,000	5,000	5,000	5,000	5,000	5,000	30,000	20,000	83,370	-8,660
Local Tax Funding	33,131	5,000	5,000	5,000	5,000	5,000	5,000	30,000	20,000	83,131	-8,660
NVTA 30% Local	239	0	0	0	0	0	0	0	0	239	0
Adopted FY 2024 CIP	45,205	5,265	5,423	5,586	5,754	5,927	6,105	34,060	12,765	92,030	
Local Tax Funding	44,966	5,265	5,423	5,586	5,754	5,927	6,105	34,060	12,765	91,791	
NVTA 30% Local	239	0	0	0	0	0	0	0	0	239	
Capital Support Positions											
Proposed FY 2025 CIP	4	4,145	4,321	4,473	4,630	4,793	4,961	27,323	21,647	48,974	575
Local Tax Funding	4	4,145	4,321	4,473	4,630	4,793	4,961	27,323	21,647	48,974	575
Adopted FY 2024 CIP	14,382	3,825	3,940	4,058	4,180	4,306	4,435	24,744	9,273	48,399	
Local Tax Funding	14,382	3,825	3,940	4,058	4,180	4,306	4,435	24,744	9,273	48,399	
CIP Contingency											
Proposed FY 2025 CIP	60,687	21,907	18,100	19,000	21,000	21,000	22,000	123,007	92,000	275,694	-94,534
Local Tax Funding	49,763	21,907	18,100	19,000	21,000	21,000	22,000	123,007	92,000	264,770	-102,943
Local Tax Funding Roads	10,573	0	0	0	0	0	0	0	0	10,573	8,325
Local Gas Tax	217	0	0	0	0	0	0	0	0	217	0
Adopted FY 2024 CIP	200,136	21,500	18,100	19,000	21,000	21,630	22,279	123,509	46,583	370,228	
Local Tax Funding	197,622	21,500	18,100	19,000	21,000	21,630	22,279	123,509	46,583	367,713	
Local Tax Funding Roads	2,247	0	0	0	0	0	0	0	0	2,247	
Local Gas Tax	217	0	0	0	0	0	0	0	0	217	
Land Sale Proceeds	50	0	0	0	0	0	0	0	0	50	
CIP Contingency - Schools											
Proposed FY 2025 CIP	21,310	0	0	0	0	0	0	0	0	21,310	-3,690
Local Tax Funding	21,310	0	0	0	0	0	0	0	0	21,310	-3,690
Adopted FY 2024 CIP	25,000	0	0	0	0	0	0	0	0	25,000	
Local Tax Funding	25,000	0	0	0	0	0	0	0	0	25,000	
Land Acquisition - County Projects											
Proposed FY 2025 CIP	30,514	4,500	3,000	5,500	5,500	5,500	5,500	29,500	11,000	71,014	-127,628



Comparison Tables

ADMINISTRATION PROJECTS	Prior Years	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	6-Year Total	Future Fiscal Years	Project Total	Project Change
Local Tax Funding	30,506	4,500	3,000	5,500	5,500	5,500	5,500	29,500	11,000	71,006	-127,637
Adopted FY 2024 CIP	158,143	4,500	3,000	5,500	5,500	5,500	5,500	29,500	11,000	198,643	
Local Tax Funding	158,143	4,500	3,000	5,500	5,500	5,500	5,500	29,500	11,000	198,643	
Land Acquisition - School Projects											
Proposed FY 2025 CIP	32,634	0	0	0	0	0	0	0	98,270	130,904	-109,158
Local Tax Funding	9,243	0	0	0	0	0	0	0	24,397	33,640	-150,982
Appropriation-Backed Bonds	10,768	0	0	0	0	0	0	0	73,873	84,641	29,201
Adopted FY 2024 CIP	141,792	0	3,000	8,750	29,510	13,750	5,000	60,010	38,260	240,062	
Local Tax Funding	132,612	0	0	8,750	0	0	5,000	13,750	38,260	184,622	
Appropriation-Backed Bonds	9,180	0	3,000	0	29,510	13,750	0	46,260	0	55,440	
Scoping and Preliminary Engineering											
Proposed FY 2025 CIP	6,622	2,500	0	3,500	0	3,500	0	9,500	7,000	23,122	-17,585
Local Tax Funding	6,622	2,500	0	3,500	0	3,500	0	9,500	7,000	23,122	-17,585
Adopted FY 2024 CIP	6,702	3,824	3,939	4,057	4,179	4,304	4,433	24,736	9,269	40,707	
Local Tax Funding	6,702	3,824	3,939	4,057	4,179	4,304	4,433	24,736	9,269	40,707	



Comparison Tables

GENERAL GOVERNMENT PROJECTS	Prior Years	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	6-Year Total	Future Fiscal Years	Project Total	Project Change
County Renovation Program											
Proposed FY 2025 CIP	12,617	13,588	17,932	18,889	20,502	20,970	21,803	113,683	96,201	222,501	89,104
Local Tax Funding	8,442	6,903	7,004	7,112	0	7,332	0	28,351	22,277	59,070	-22,240
Appropriation-Backed Bonds	4,145	6,685	10,928	11,777	20,502	13,638	21,803	85,332	73,924	163,401	111,344
Cash Proffers	29	0	0	0	0	0	0	0	0	29	0
Adopted FY 2024 CIP	29,273	13,588	17,929	18,883	20,493	8,197	8,386	87,476	16,648	133,397	
Local Tax Funding	22,664	6,903	7,001	7,106	7,218	7,338	7,467	43,033	15,613	81,310	
Appropriation-Backed Bonds	6,579	6,685	10,928	11,777	13,275	859	919	44,443	1,035	52,057	
Cash Proffers	29	0	0	0	0	0	0	0	0	29	
DTCI Office Building Renovation											
Proposed FY 2025 CIP	3,000	3,000	0	0	0	0	0	3,000	0	6,000	0
Appropriation-Backed Bonds	3,000	3,000	0	0	0	0	0	3,000	0	6,000	0
Adopted FY 2024 CIP	3,000	3,000	0	0	0	0	0	3,000	0	6,000	
Appropriation-Backed Bonds	3,000	3,000	0	0	0	0	0	3,000	0	6,000	
EV Charging Stations for County Facilities											
Proposed FY 2025 CIP	1,000	2,002	0	5,000	0	3,000	0	10,002	0	11,002	2,002
Local Tax Funding	1,000	2	0	0	0	3,000	0	3,002	0	4,002	2
Other Federal Grants	0	2,000	0	5,000	0	0	0	7,000	0	7,000	2,000
Adopted FY 2024 CIP	1,000	2,000	0	3,000	0	3,000	0	8,000	0	9,000	
Local Tax Funding	1,000	0	0	0	0	3,000	0	3,000	0	4,000	
Other Federal Grants	0	2,000	0	3,000	0	0	0	5,000	0	5,000	
General Government Office Building - Phase I											
Proposed FY 2025 CIP	82,671	2,780	24,595	0	0	0	0	27,375	0	110,046	20,455
Local Tax Funding	1,390	1,083	0	0	0	0	0	1,083	0	2,473	334
Appropriation-Backed Bonds	81,281	1,697	24,595	0	0	0	0	26,292	0	107,573	20,121
Adopted FY 2024 CIP	82,478	7,113	0	0	0	0	0	7,113	0	89,591	
Local Tax Funding	1,197	942	0	0	0	0	0	942	0	2,139	
Appropriation-Backed Bonds	81,281	6,171	0	0	0	0	0	6,171	0	87,452	
Landfill - Cell Capping											
Proposed FY 2025 CIP	0	0	0	4,250	0	0	0	4,250	7,600	11,850	1,280



Comparison Tables

GENERAL GOVERNMENT PROJECTS	Prior Years	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	6-Year Total	Future Fiscal Years	Project Total	Project Change
Appropriation-Backed Bonds	0	0	0	830	0	0	0	830	7,600	8,430	2,670
Fees (Landfill and Transit)	0	0	0	3,420	0	0	0	3,420	0	3,420	-1,390
Adopted FY 2024 CIP	0	0	0	5,760	0	0	0	5,760	4,810	10,570	
Appropriation-Backed Bonds	0	0	0	5,760	0	0	0	5,760	0	5,760	
Fees (Landfill and Transit)	0	0	0	0	0	0	0	0	4,810	4,810	
Landfill - Cell Liner											
Proposed FY 2025 CIP	0	0	8,210	0	0	11,710	0	19,920	0	19,920	-1,220
Appropriation-Backed Bonds	0	0	0	0	0	11,710	0	11,710	0	11,710	-390
Fees (Landfill and Transit)	0	0	8,210	0	0	0	0	8,210	0	8,210	-830
Adopted FY 2024 CIP	0	0	6,670	0	0	8,140	0	14,810	6,330	21,140	
Appropriation-Backed Bonds	0	0	0	0	0	6,920	0	6,920	5,180	12,100	
Fees (Landfill and Transit)	0	0	6,670	0	0	1,220	0	7,890	1,150	9,040	
Landfill - Debt Service											
Proposed FY 2025 CIP	25,148	3,987	3,679	3,596	3,515	3,370	3,271	21,418	12,543	59,108	3,598
Fees (Landfill and Transit)	25,148	3,987	3,679	3,596	3,515	3,370	3,271	21,418	12,543	59,108	3,598
Adopted FY 2024 CIP	24,981	4,374	4,034	3,945	4,167	4,279	3,644	24,442	6,087	55,510	
Fees (Landfill and Transit)	24,981	4,374	4,034	3,945	4,167	4,279	3,644	24,442	6,087	55,510	
Landfill - Infrastructure Improvements											
Proposed FY 2025 CIP	11,573	4,360	420	250	770	520	550	6,870	1,680	20,123	4,670
Fees (Landfill and Transit)	11,573	4,360	420	250	770	520	550	6,870	1,680	20,123	4,670
Adopted FY 2024 CIP	11,573	1,170	0	700	0	1,270	0	3,140	740	15,453	
Fees (Landfill and Transit)	11,573	1,170	0	700	0	1,270	0	3,140	740	15,453	
Shenandoah Building Renovation											
Proposed FY 2025 CIP	12,000	26,988	0	0	0	0	0	26,988	0	38,988	26,988
Local Tax Funding	12,000	2,569	0	0	0	0	0	2,569	0	14,569	2,569
Adopted FY 2024 CIP	12,000	0	0	0	0	0	0	0	0	12,000	
Local Tax Funding	12,000	0	0	0	0	0	0	0	0	12,000	
Storm Water Management											
Proposed FY 2025 CIP	63,198	7,855	8,241	8,653	9,086	9,540	10,017	53,392	21,562	138,153	-5,469
Local Tax Funding	62,872	7,855	8,241	8,653	9,086	9,540	10,017	53,392	21,562	137,826	-5,795
Adopted FY 2024 CIP	68,673	7,849	8,241	8,653	9,086	9,540	10,017	53,386	21,562	143,621	



Comparison Tables

GENERAL GOVERNMENT PROJECTS	Prior Years	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	6-Year Total	Future Fiscal Years	Project Total	Project Change
Local Tax Funding	68,673	7,849	8,241	8,653	9,086	9,540	10,017	53,386	21,562	143,621	
Union Street School											
Proposed FY 2025 CIP	6,114	158	0	0	0	0	0	158	0	6,273	-955
Local Tax Funding	629	158	0	0	0	0	0	158	0	788	-955
Appropriation-Backed Bonds	5,485	0	0	0	0	0	0	0	0	5,485	0
Adopted FY 2024 CIP	7,070	158	0	0	0	0	0	158	0	7,228	
Local Tax Funding	1,585	158	0	0	0	0	0	158	0	1,743	
Appropriation-Backed Bonds	5,485	0	0	0	0	0	0	0	0	5,485	
Water/Wastewater Program											
Proposed FY 2025 CIP	14,802	2,552	2,600	2,650	2,700	2,750	2,800	16,052	5,750	36,604	-1,498
Local Tax Funding	14,802	2,552	2,600	2,650	2,700	2,750	2,800	16,052	5,750	36,604	-1,498
Adopted FY 2024 CIP	16,302	2,550	2,600	2,650	2,700	2,750	2,800	16,050	5,750	38,102	
Local Tax Funding	16,302	2,550	2,600	2,650	2,700	2,750	2,800	16,050	5,750	38,102	



Comparison Tables

HEALTH AND WELFARE PROJECTS	Prior Years	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	6-Year Total	Future Fiscal Years	Project Total	Project Change
MHSADS Group Home Replacements											
Proposed FY 2025 CIP	0	1,797	206	9,131	0	0	0	11,134	0	11,134	0
Local Tax Funding	0	0	206	802	0	0	0	1,008	0	1,008	-106
Appropriation-Backed Bonds	0	1,797	0	8,329	0	0	0	10,126	0	10,126	10,126
Adopted FY 2024 CIP	0	3,122	0	8,012	0	0	0	11,134	0	11,134	
Local Tax Funding	0	312	0	802	0	0	0	1,114	0	1,114	
General Obligation Bonds	0	2,810	0	7,210	0	0	0	10,020	0	10,020	



Comparison Tables

INFORMATION TECHNOLOGY PROJECTS	Prior Years	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	6-Year Total	Future Fiscal Years	Project Total	Project Change
Backup Emergency Communications Center											
Proposed FY 2025 CIP	4,440	3,395	0	0	0	0	0	3,395	0	7,835	0
Local Tax Funding	4,440	3,395	0	0	0	0	0	3,395	0	7,835	0
Adopted FY 2024 CIP	4,440	3,395	0	0	0	0	0	3,395	0	7,835	
Local Tax Funding	4,440	3,395	0	0	0	0	0	3,395	0	7,835	
Conference Rooms Update											
Proposed FY 2025 CIP	1,702	1,376	0	0	0	0	0	1,376	0	3,078	0
Local Tax Funding	1,702	1,376	0	0	0	0	0	1,376	0	3,078	0
Adopted FY 2024 CIP	1,702	1,376	0	0	0	0	0	1,376	0	3,078	
Local Tax Funding	1,702	1,376	0	0	0	0	0	1,376	0	3,078	
GeoHub Servers											
Proposed FY 2025 CIP	480	160	160	0	0	0	0	320	0	800	0
Local Tax Funding	480	160	160	0	0	0	0	320	0	800	0
Adopted FY 2024 CIP	480	160	160	0	0	0	0	320	0	800	
Local Tax Funding	480	160	160	0	0	0	0	320	0	800	
Information Technology Contingency											
Proposed FY 2025 CIP	7,024	0	1,500	0	1,500	0	1,500	4,500	3,000	14,524	-9,302
Local Tax Funding	7,024	0	1,500	0	1,500	0	1,500	4,500	3,000	14,524	-9,302
Adopted FY 2024 CIP	8,363	1,739	1,791	1,845	1,900	1,957	2,016	11,248	4,215	23,826	
Local Tax Funding	8,363	1,739	1,791	1,845	1,900	1,957	2,016	11,248	4,215	23,826	
Integrated Tax Revenue and Assessment System Replacement											
Proposed FY 2025 CIP	6,860	0	701	4,440	0	0	0	5,141	0	12,001	5,141
Local Tax Funding	6,860	0	701	4,440	0	0	0	5,141	0	12,001	5,141
Adopted FY 2024 CIP	6,860	0	0	0	0	0	0	0	0	6,860	
Local Tax Funding	6,860	0	0	0	0	0	0	0	0	6,860	
Public Safety - Core Radio System Upgrade											
Proposed FY 2025 CIP	0	0	1,500	0	0	0	0	1,500	3,000	4,500	4,500
Appropriation-Backed Bonds	0	0	1,500	0	0	0	0	1,500	3,000	4,500	4,500
Adopted FY 2024 CIP	0	0	0	0	0	0	0	0	0	0	



Comparison Tables

INFORMATION TECHNOLOGY PROJECTS	Prior Years	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	6-Year Total	Future Fiscal Years	Project Total	Project Change
Public Safety - Radio System Console Replacement											
Proposed FY 2025 CIP	0	4,000	4,500	0	0	0	0	8,500	0	8,500	8,500
Local Tax Funding	0	4,000	4,500	0	0	0	0	8,500	0	8,500	8,500
Adopted FY 2024 CIP	0	0	0	0	0	0	0	0	0	0	0
Public Safety - Radio Tower Expansion Program											
Proposed FY 2025 CIP	8,719	100	3,897	100	4,101	100	4,318	12,616	9,620	30,955	12,087
Local Tax Funding	5,889	100	3,897	100	0	100	0	4,197	9,620	19,706	3,668
Appropriation-Backed Bonds	2,830	0	0	0	4,101	0	4,318	8,419	0	11,249	8,419
Adopted FY 2024 CIP	8,719	0	3,185	0	3,379	0	3,585	10,149	0	18,868	
Local Tax Funding	5,889	0	3,185	0	3,379	0	3,585	10,149	0	16,038	
Appropriation-Backed Bonds	2,830	0	0	0	0	0	0	0	0	2,830	
Public Safety - Replacement Communication Equipment											
Proposed FY 2025 CIP	0	0	3,000	15,000	9,000	19,000	0	46,000	8,000	54,000	54,000
Local Tax Funding	0	0	3,000	0	0	0	0	3,000	0	3,000	3,000
Appropriation-Backed Bonds	0	0	0	15,000	9,000	19,000	0	43,000	8,000	51,000	51,000
Adopted FY 2024 CIP	0	0	0	0	0	0	0	0	0	0	0
Public Safety - School Radio Coverage Program											
Proposed FY 2025 CIP	7,445	2,970	0	0	0	0	0	2,970	0	10,415	0
Local Tax Funding	6,345	2,970	0	0	0	0	0	2,970	0	9,315	0
Appropriation-Backed Bonds	1,100	0	0	0	0	0	0	0	0	1,100	0
Adopted FY 2024 CIP	7,445	2,970	0	0	0	0	0	2,970	0	10,415	
Local Tax Funding	6,345	2,970	0	0	0	0	0	2,970	0	9,315	
Appropriation-Backed Bonds	1,100	0	0	0	0	0	0	0	0	1,100	



Comparison Tables

PARKS, RECREATION, AND CULTURE PROJECTS	Prior Years	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	6-Year Total	Future Fiscal Years	Project Total	Project Change
Bolen Park Turf Field Conversion											
Proposed FY 2025 CIP	0	0	0	192	2,808	0	0	3,000	0	3,000	3,000
Local Tax Funding	0	0	0	192	308	0	0	500	0	500	500
General Obligation Bonds	0	0	0	0	2,500	0	0	2,500	0	2,500	2,500
Adopted FY 2024 CIP	0	0	0	0	0	0	0	0	0	0	0
Cascades Library and Senior Center Complex											
Proposed FY 2025 CIP	0	0	0	0	1,000	0	0	1,000	0	1,000	1,000
Local Tax Funding	0	0	0	0	1,000	0	0	1,000	0	1,000	1,000
Adopted FY 2024 CIP	0	0	0	0	0	0	0	0	0	0	0
Dulles Adult Day Center											
Proposed FY 2025 CIP	0	5,101	1,168	635	10,468	0	0	17,371	0	17,371	17,371
Local Tax Funding	0	5,101	1,168	135	0	0	0	6,404	0	6,404	6,404
General Obligation Bonds	0	0	0	0	10,468	0	0	10,468	0	10,468	10,468
Cash Proffers	0	0	0	500	0	0	0	500	0	500	500
Adopted FY 2024 CIP	0	0	0	0	0	0	0	0	0	0	0
Dulles South Community Park											
Proposed FY 2025 CIP	3,990	0	19,034	0	0	0	0	19,034	0	23,024	0
Local Tax Funding	0	0	13,318	0	0	0	0	13,318	0	13,318	13,318
General Obligation Bonds	0	0	2,716	0	0	0	0	2,716	0	2,716	-15,818
Cash Proffers	3,990	0	3,000	0	0	0	0	3,000	0	6,990	2,500
Adopted FY 2024 CIP	3,990	0	0	19,034	0	0	0	19,034	0	23,024	
General Obligation Bonds	0	0	0	18,534	0	0	0	18,534	0	18,534	
Cash Proffers	3,990	0	0	500	0	0	0	500	0	4,490	
Eastern Loudoun Community Arts Center											
Proposed FY 2025 CIP	80	0	0	0	0	0	500	500	86,000	86,580	86,580
Local Tax Funding	80	0	0	0	0	0	500	500	0	580	580
General Obligation Bonds	0	0	0	0	0	0	0	0	86,000	86,000	86,000
Adopted FY 2024 CIP	0	0	0	0	0	0	0	0	0	0	0
Indoor Sports Facility											
Proposed FY 2025 CIP	0	1,000	0	0	0	0	0	1,000	0	1,000	1,000



Comparison Tables

PARKS, RECREATION, AND CULTURE PROJECTS	Prior Years	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	6-Year Total	Future Fiscal Years	Project Total	Project Change
Local Tax Funding	0	1,000	0	0	0	0	0	1,000	0	1,000	1,000
Adopted FY 2024 CIP	0	0	0	0	0	0	0	0	0	0	
Linear Parks and Trails System (LPAT)											
Proposed FY 2025 CIP	350	0	0	2,500	5,000	5,000	6,500	19,000	38,100	57,450	-9,900
Local Tax Funding	350	0	0	0	0	5,000	0	5,000	0	5,350	-47,000
General Obligation Bonds	0	0	0	2,500	5,000	0	6,500	14,000	38,100	52,100	37,100
Adopted FY 2024 CIP	350	0	0	5,000	10,000	10,000	12,000	37,000	30,000	67,350	
Local Tax Funding	350	0	0	0	0	10,000	12,000	22,000	30,000	52,350	
General Obligation Bonds	0	0	0	5,000	10,000	0	0	15,000	0	15,000	
LPAT Signature Project											
Proposed FY 2025 CIP	3,245	12,846	0	0	0	0	0	12,846	0	16,091	3,703
Local Tax Funding	18	0	0	0	0	0	0	0	0	18	-3,215
General Obligation Bonds	0	7,230	0	0	0	0	0	7,230	0	7,230	-925
Cash Proffers	3,067	5,616	0	0	0	0	0	5,616	0	8,683	7,683
Other Federal Grants	160	0	0	0	0	0	0	0	0	160	160
Adopted FY 2024 CIP	3,067	9,321	0	0	0	0	0	9,321	0	12,388	
Local Tax Funding	2,067	1,166	0	0	0	0	0	1,166	0	3,233	
General Obligation Bonds	0	8,155	0	0	0	0	0	8,155	0	8,155	
Cash Proffers	1,000	0	0	0	0	0	0	0	0	1,000	
Potomack Lakes Parking and Field Improvements											
Proposed FY 2025 CIP	0	0	0	0	836	4,234	0	5,070	0	5,070	1,085
Local Tax Funding	0	0	0	0	836	0	0	836	0	836	-3,149
General Obligation Bonds	0	0	0	0	0	4,234	0	4,234	0	4,234	4,234
Adopted FY 2024 CIP	0	0	0	0	800	3,185	0	3,985	0	3,985	
Local Tax Funding	0	0	0	0	800	3,185	0	3,985	0	3,985	
PRCS Renovation Program											
Proposed FY 2025 CIP	5,250	2,252	2,500	2,750	3,000	5,750	8,250	24,502	6,000	35,752	8,002
Local Tax Funding	3,750	2,252	2,500	2,750	0	5,750	0	13,252	3,000	20,002	-6,248
Appropriation-Backed Bonds	1,500	0	0	0	3,000	0	8,250	11,250	3,000	15,750	14,250
Adopted FY 2024 CIP	5,250	2,250	2,500	2,750	3,000	3,000	3,000	16,500	6,000	27,750	
Local Tax Funding	3,750	2,250	2,500	2,750	3,000	3,000	3,000	16,500	6,000	26,250	



Comparison Tables

PARKS, RECREATION, AND CULTURE PROJECTS	Prior Years	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	6-Year Total	Future Fiscal Years	Project Total	Project Change
Appropriation-Backed Bonds	1,500	0	0	0	0	0	0	0	0	1,500	
Sterling Neighborhood Park											
Proposed FY 2025 CIP	32	2,532	840	26,106	0	0	0	29,478	0	29,509	14,513
Local Tax Funding	32	2	225	500	0	0	0	727	0	759	727
General Obligation Bonds	0	0	0	25,606	0	0	0	25,606	0	25,606	10,641
Cash Proffers	0	2,530	615	0	0	0	0	3,145	0	3,145	3,145
Adopted FY 2024 CIP	32	10,140	0	4,825	0	0	0	14,965	0	14,997	
Local Tax Funding	32	0	0	0	0	0	0	0	0	32	
General Obligation Bonds	0	10,140	0	4,825	0	0	0	14,965	0	14,965	
Western Loudoun Recreation Complex											
Proposed FY 2025 CIP	22,758	1,100	124,787	0	0	0	0	125,887	0	148,645	74,836
Local Tax Funding	1,786	0	0	0	0	0	0	0	0	1,786	-5,430
General Obligation Bonds	20,866	1,100	124,787	0	0	0	0	125,887	0	146,753	80,160
Cash Proffers	106	0	0	0	0	0	0	0	0	106	106
Adopted FY 2024 CIP	14,159	0	58,434	1,216	0	0	0	59,650	0	73,809	
Local Tax Funding	0	0	6,000	1,216	0	0	0	7,216	0	7,216	
General Obligation Bonds	14,159	0	52,434	0	0	0	0	52,434	0	66,593	
Westpark Improvements											
Proposed FY 2025 CIP	6,234	496	11,764	0	0	0	0	12,260	0	18,495	1,003
Local Tax Funding	6,016	496	0	0	0	0	0	496	0	6,512	1,280
General Obligation Bonds	0	0	8,764	0	0	0	0	8,764	0	8,764	-3,496
Adopted FY 2024 CIP	5,232	0	12,260	0	0	0	0	12,260	0	17,492	
Local Tax Funding	5,232	0	0	0	0	0	0	0	0	5,232	
General Obligation Bonds	0	0	12,260	0	0	0	0	12,260	0	12,260	



Comparison Tables

PUBLIC SAFETY PROJECTS	Prior Years	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	6-Year Total	Future Fiscal Years	Project Total	Project Change
Adult Detention Center Expansion - Phase III											
Proposed FY 2025 CIP	260	1,552	4,410	39,253	0	0	0	45,215	0	45,475	118
Local Tax Funding	260	118	0	3,470	0	0	0	3,588	0	3,848	-2,978
Appropriation-Backed Bonds	0	1,434	4,410	27,283	0	0	0	33,127	0	33,127	3,096
Other State Grants	0	0	0	8,500	0	0	0	8,500	0	8,500	0
Adopted FY 2024 CIP	260	5,724	0	38,244	1,129	0	0	45,097	0	45,357	
Local Tax Funding	260	0	0	5,941	625	0	0	6,566	0	6,826	
Appropriation-Backed Bonds	0	5,724	0	23,803	504	0	0	30,031	0	30,031	
Other State Grants	0	0	0	8,500	0	0	0	8,500	0	8,500	
Brambleton Sheriff Station											
Proposed FY 2025 CIP	0	0	0	0	9,199	819	22,058	32,076	0	32,076	4,784
Local Tax Funding	0	0	0	0	3,013	0	0	3,013	0	3,013	-18,300
General Obligation Bonds	0	0	0	0	6,186	819	22,058	29,063	0	29,063	23,084
Adopted FY 2024 CIP	0	0	0	0	8,992	0	0	8,992	18,300	27,292	
Local Tax Funding	0	0	0	0	3,013	0	0	3,013	18,300	21,313	
General Obligation Bonds	0	0	0	0	5,979	0	0	5,979	0	5,979	
Fire and Rescue - Capital Apparatus											
Proposed FY 2025 CIP	39,317	3,580	3,688	3,799	3,913	4,030	4,151	23,161	8,679	71,157	-1
Local Tax Funding	26,142	3,580	3,688	3,799	0	4,030	0	15,097	4,404	45,643	-12,341
General Obligation Bonds	12,449	0	0	0	3,913	0	4,151	8,064	4,276	24,789	12,340
Appropriation-Backed Bonds	726	0	0	0	0	0	0	0	0	726	0
Adopted FY 2024 CIP	39,317	3,581	3,688	3,799	3,913	4,030	4,151	23,162	8,679	71,158	
Local Tax Funding	26,142	3,581	3,688	3,799	3,913	4,030	4,151	23,162	8,679	57,983	
General Obligation Bonds	12,449	0	0	0	0	0	0	0	0	12,449	
Appropriation-Backed Bonds	726	0	0	0	0	0	0	0	0	726	
Fire and Rescue - Training Academy Expansion											
Proposed FY 2025 CIP	0	0	1,782	699	21,957	0	0	24,438	0	24,438	3,846
Local Tax Funding	0	0	0	699	0	0	0	699	0	699	699
General Obligation Bonds	0	0	1,782	0	21,957	0	0	23,739	0	23,739	3,147
Adopted FY 2024 CIP	0	0	3,343	0	16,902	348	0	20,593	0	20,593	
General Obligation Bonds	0	0	3,343	0	16,902	348	0	20,593	0	20,593	



Comparison Tables

PUBLIC SAFETY PROJECTS	Prior Years	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	6-Year Total	Future Fiscal Years	Project Total	Project Change
Fire and Rescue - Station #02/#14 - Purcellville Addition											
Proposed FY 2025 CIP	0	0	1,145	10,175	0	0	0	11,320	0	11,320	11,320
Local Tax Funding	0	0	1,145	0	0	0	0	1,145	0	1,145	1,145
General Obligation Bonds	0	0	0	10,175	0	0	0	10,175	0	10,175	10,175
Adopted FY 2024 CIP	0	0	0	0	0	0	0	0	0	0	0
Fire and Rescue - Station #08 - Philomont Station Replacement											
Proposed FY 2025 CIP	4,035	21,027	0	0	0	0	0	21,027	0	25,062	3,206
Local Tax Funding	220	1,601	0	0	0	0	0	1,601	0	1,821	1,601
General Obligation Bonds	3,815	19,426	0	0	0	0	0	19,426	0	23,241	1,605
Adopted FY 2024 CIP	4,035	15,640	2,181	0	0	0	0	17,821	0	21,856	
Local Tax Funding	220	0	0	0	0	0	0	0	0	220	
General Obligation Bonds	3,815	15,640	2,181	0	0	0	0	17,821	0	21,636	
Fire and Rescue - Station #28 - Leesburg South Station											
Proposed FY 2025 CIP	26,308	3,734	0	0	0	0	0	3,734	0	30,042	347
Local Tax Funding	65	284	0	0	0	0	0	284	0	349	347
General Obligation Bonds	26,158	3,450	0	0	0	0	0	3,450	0	29,608	0
Cash Proffers	85	0	0	0	0	0	0	0	0	85	0
Adopted FY 2024 CIP	26,245	3,450	0	0	0	0	0	3,450	0	29,695	
Local Tax Funding	2	0	0	0	0	0	0	0	0	2	
General Obligation Bonds	26,158	3,450	0	0	0	0	0	3,450	0	29,608	
Cash Proffers	85	0	0	0	0	0	0	0	0	85	
Fire and Rescue - Station #29 - Loudoun Gateway Station											
Proposed FY 2025 CIP	0	0	0	0	11,038	0	32,209	43,247	0	43,247	13,565
General Obligation Bonds	0	0	0	0	11,038	0	31,209	42,247	0	42,247	36,795
Cash Proffers	0	0	0	0	0	0	1,000	1,000	0	1,000	0
Adopted FY 2024 CIP	0	0	0	0	9,776	19,277	629	29,682	0	29,682	
Local Tax Funding	0	0	0	0	3,324	19,277	629	23,230	0	23,230	
General Obligation Bonds	0	0	0	0	5,452	0	0	5,452	0	5,452	
Cash Proffers	0	0	0	0	1,000	0	0	1,000	0	1,000	



Comparison Tables

TOWN PROJECTS	Prior Years	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	6-Year Total	Future Fiscal Years	Project Total	Project Change
Town of Leesburg - Evergreen Mill Rd. Widening											
Proposed FY 2025 CIP	10,500	5,000	0	0	0	0	0	5,000	0	15,500	0
NVTA 30% Local	10,500	5,000	0	0	0	0	0	5,000	0	15,500	0
Adopted FY 2024 CIP	10,500	5,000	0	0	0	0	0	5,000	0	15,500	
NVTA 30% Local	10,500	5,000	0	0	0	0	0	5,000	0	15,500	
Town of Leesburg - NVTA Local Distribution											
Proposed FY 2025 CIP	25,026	3,434	3,621	3,818	4,027	4,246	4,481	23,627	9,728	58,381	3,312
NVTA 30% Local	25,026	3,434	3,621	3,818	4,027	4,246	4,481	23,627	9,728	58,381	3,312
Adopted FY 2024 CIP	24,797	3,199	3,368	3,552	3,744	3,943	4,048	21,854	8,417	55,068	
NVTA 30% Local	24,797	3,199	3,368	3,552	3,744	3,943	4,048	21,854	8,417	55,068	
Town of Leesburg - Veteran's Park											
Proposed FY 2025 CIP	4,000	0	0	0	0	2,000	0	2,000	0	6,000	0
Local Tax Funding	4,000	0	0	0	0	2,000	0	2,000	0	6,000	0
Adopted FY 2024 CIP	4,000	0	0	0	0	2,000	0	2,000	0	6,000	
Local Tax Funding	4,000	0	0	0	0	2,000	0	2,000	0	6,000	
Town of Leesburg - W&OD Trail Lighting											
Proposed FY 2025 CIP	0	500	0	0	0	0	0	500	0	500	0
NVTA 30% Local	0	500	0	0	0	0	0	500	0	500	0
Adopted FY 2024 CIP	0	500	0	0	0	0	0	500	0	500	
NVTA 30% Local	0	500	0	0	0	0	0	500	0	500	
Town of Lovettsville - Pedestrian Improvements											
Proposed FY 2025 CIP	1,076	210	90	0	0	0	0	300	0	1,376	0
NVTA 30% Local	1,076	210	90	0	0	0	0	300	0	1,376	0
Adopted FY 2024 CIP	1,076	210	90	0	0	0	0	300	0	1,376	
NVTA 30% Local	1,076	210	90	0	0	0	0	300	0	1,376	
Town of Purcellville - Berlin Turnpike Traffic Signal											
Proposed FY 2025 CIP	0	700	0	0	0	0	0	700	0	700	0
NVTA 30% Local	0	700	0	0	0	0	0	700	0	700	0
Adopted FY 2024 CIP	0	700	0	0	0	0	0	700	0	700	



Comparison Tables

TOWN PROJECTS	Prior Years	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	6-Year Total	Future Fiscal Years	Project Total	Project Change
NVTA 30% Local	0	700	0	0	0	0	0	700	0	700	
Town of Purcellville - Hirst Road to W&OD Shared-Use Path											
Proposed FY 2025 CIP	538	667	0	0	0	0	0	667	0	1,205	0
NVTA 30% Local	538	667	0	0	0	0	0	667	0	1,205	0
Adopted FY 2024 CIP	538	667	0	0	0	0	0	667	0	1,205	
NVTA 30% Local	538	667	0	0	0	0	0	667	0	1,205	
Town of Purcellville - NVTA Local Distribution											
Proposed FY 2025 CIP	5,349	767	809	854	903	953	1,007	5,293	2,191	12,833	1,227
NVTA 30% Local	5,349	767	809	854	903	953	1,007	5,293	2,191	12,833	1,227
Adopted FY 2024 CIP	5,290	666	702	740	781	823	845	4,557	1,759	11,606	
NVTA 30% Local	5,290	666	702	740	781	823	845	4,557	1,759	11,606	
Town of Round Hill - Southern Gateway Pedestrian Trail											
Proposed FY 2025 CIP	1,500	81	744	0	0	0	0	825	0	2,325	0
Cash Proffers	87	0	0	0	0	0	0	0	0	87	0
NVTA 30% Local	1,413	81	744	0	0	0	0	825	0	2,238	0
Adopted FY 2024 CIP	1,500	81	744	0	0	0	0	825	0	2,325	
Cash Proffers	87	0	0	0	0	0	0	0	0	87	
NVTA 30% Local	1,413	81	744	0	0	0	0	825	0	2,238	
Town of Lovettsville - South Loudoun and South Locust Streetscape Improvements											
Proposed FY 2025 CIP	730	270	1,000	0	0	0	0	1,270	0	2,000	0
NVTA 30% Local	730	270	1,000	0	0	0	0	1,270	0	2,000	0
Adopted FY 2024 CIP	730	270	1,000	0	0	0	0	1,270	0	2,000	
NVTA 30% Local	730	270	1,000	0	0	0	0	1,270	0	2,000	
Town of Purcellville - Nursery Avenue Sidewalk Improvements, Phase 1 and Phase 2											
Proposed FY 2025 CIP	0	227	1,103	465	0	0	0	1,795	0	1,795	0
NVTA 30% Local	0	227	1,103	465	0	0	0	1,795	0	1,795	0
Adopted FY 2024 CIP	0	227	1,103	465	0	0	0	1,795	0	1,795	
NVTA 30% Local	0	227	1,103	465	0	0	0	1,795	0	1,795	



Comparison Tables

TOWN PROJECTS	Prior Years	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	6-Year Total	Future Fiscal Years	Project Total	Project Change
Town of Round Hill - Airmont Water Storage Tank											
Proposed FY 2025 CIP	0	3,699	0	0	0	0	0	3,699	0	3,699	3,699
Local Tax Funding	0	3,699	0	0	0	0	0	3,699	0	3,699	3,699
Adopted FY 2024 CIP	0	0	0	0	0	0	0	0	0	0	



Comparison Tables

INTERSECTION IMPROVEMENT PROGRAM PROJECTS	Prior Years	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	6-Year Total	Future Fiscal Years	Project Total	Project Change
Intersection Improvement Program											
Proposed FY 2025 CIP	40,712	76	361	2,353	286	8,139	16,435	27,651	65,740	134,102	-46,091
Local Tax Funding	0	4	0	0	0	0	3,444	3,448	6,888	10,336	-1,492
Local Tax Funding Roads	6,220	72	361	2,353	286	0	0	3,072	19,879	29,171	-9,930
General Obligation Bonds	34,492	0	0	0	0	8,139	12,991	21,130	38,973	94,595	-19,846
Adopted FY 2024 CIP	51,513	14,235	16,235	16,235	16,235	16,435	16,435	95,810	32,870	180,193	
Local Tax Funding	1,496	0	0	0	0	0	3,444	3,444	6,888	11,828	
Local Tax Funding Roads	9,781	810	11,966	14,181	2,364	0	0	29,321	0	39,102	
General Obligation Bonds	40,236	13,426	2,000	0	7,371	12,435	12,991	48,222	25,982	114,441	
RSTP	0	0	0	0	4,000	2,000	0	6,000	0	6,000	
CMAQ	0	0	0	0	0	2,000	0	2,000	0	2,000	
NVTA 30% Local	0	0	2,269	2,054	2,500	0	0	6,823	0	6,823	
IIP - Algonkian Parkway / Hardwood Forest Drive / Noble Terrace											
Proposed FY 2025 CIP	235	584	1,511	0	0	0	0	2,095	0	2,330	2,330
Local Tax Funding Roads	0	0	1,511	0	0	0	0	1,511	0	1,511	1,511
General Obligation Bonds	235	584	0	0	0	0	0	584	0	819	819
Adopted FY 2024 CIP	0	0	0	0	0	0	0	0	0	0	
IIP - Ashburn Farm Parkway / Golden Meadow Circle / Summerwood Circle											
Proposed FY 2025 CIP	440	0	0	79	0	1,662	0	1,741	0	2,181	2,181
Local Tax Funding Roads	0	0	0	79	0	0	0	79	0	79	79
General Obligation Bonds	440	0	0	0	0	1,662	0	1,662	0	2,102	2,102
Adopted FY 2024 CIP	0	0	0	0	0	0	0	0	0	0	
IIP - Ashburn Road / Faulkner Parkway											
Proposed FY 2025 CIP	1,000	2,900	0	0	0	0	0	2,900	0	3,900	3,900
Local Tax Funding	957	0	0	0	0	0	0	0	0	957	957
General Obligation Bonds	0	2,900	0	0	0	0	0	2,900	0	2,900	2,900
Cash Proffers	43	0	0	0	0	0	0	0	0	43	43
Adopted FY 2024 CIP	0	0	0	0	0	0	0	0	0	0	



Comparison Tables

INTERSECTION IMPROVEMENT PROGRAM PROJECTS	Prior Years	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	6-Year Total	Future Fiscal Years	Project Total	Project Change
IIP - Ashburn Village Boulevard / Shellhorn Road											
Proposed FY 2025 CIP	510	361	0	1,527	0	0	0	1,888	0	2,398	2,398
Local Tax Funding Roads	0	0	0	1,527	0	0	0	1,527	0	1,527	1,527
General Obligation Bonds	510	361	0	0	0	0	0	361	0	871	871
Adopted FY 2024 CIP	0	0	0	0	0	0	0	0	0	0	0
IIP - Atlantic Boulevard / Century Boulevard / Majestic Drive											
Proposed FY 2025 CIP	61	172	0	0	0	0	0	172	0	233	233
General Obligation Bonds	61	172	0	0	0	0	0	172	0	233	233
Adopted FY 2024 CIP	0	0	0	0	0	0	0	0	0	0	0
IIP - Claiborne Parkway / Dulles Greenway WB Ramps											
Proposed FY 2025 CIP	435	843	1,620	0	0	0	0	2,463	0	2,898	2,898
Local Tax Funding Roads	415	0	1,620	0	0	0	0	1,620	0	2,035	2,035
General Obligation Bonds	20	843	0	0	0	0	0	843	0	863	863
Adopted FY 2024 CIP	0	0	0	0	0	0	0	0	0	0	0
IIP - Claiborne Parkway / Marshfield Drive											
Proposed FY 2025 CIP	400	839	3,182	0	0	0	0	4,021	0	4,421	4,421
Local Tax Funding	400	0	0	0	0	0	0	0	0	400	400
Local Tax Funding Roads	0	0	31	0	0	0	0	31	0	31	31
General Obligation Bonds	0	839	2,000	0	0	0	0	2,839	0	2,839	2,839
NVTA 30% Local	0	0	1,151	0	0	0	0	1,151	0	1,151	1,151
Adopted FY 2024 CIP	0	0	0	0	0	0	0	0	0	0	0
IIP - East Church Road / Lincoln Ave / Belfort Street											
Proposed FY 2025 CIP	640	357	0	1,979	0	6,634	0	8,969	0	9,609	9,609
Local Tax Funding Roads	0	0	0	1,222	0	0	0	1,222	0	1,222	1,222
General Obligation Bonds	640	357	0	0	0	2,634	0	2,991	0	3,631	3,631
RSTP	0	0	0	0	0	4,000	0	4,000	0	4,000	4,000
NVTA 30% Local	0	0	0	757	0	0	0	757	0	757	757
Adopted FY 2024 CIP	0	0	0	0	0	0	0	0	0	0	0



Comparison Tables

INTERSECTION IMPROVEMENT PROGRAM PROJECTS	Prior Years	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	6-Year Total	Future Fiscal Years	Project Total	Project Change
IIP - Gloucester Parkway / Loudoun County Parkway											
Proposed FY 2025 CIP	300	0	204	658	0	0	0	862	0	1,162	1,162
Local Tax Funding Roads	0	0	204	658	0	0	0	862	0	862	862
General Obligation Bonds	300	0	0	0	0	0	0	0	0	300	300
Adopted FY 2024 CIP	0	0	0	0	0	0	0	0	0	0	0
IIP - Leesburg Pike / Potomac View Road											
Proposed FY 2025 CIP	437	129	734	2,590	0	0	0	3,454	0	3,891	3,891
Local Tax Funding Roads	0	0	734	2,590	0	0	0	3,324	0	3,324	3,324
General Obligation Bonds	437	129	0	0	0	0	0	129	0	566	566
Adopted FY 2024 CIP	0	0	0	0	0	0	0	0	0	0	0
IIP - Leesburg Pike / Sterling Boulevard / Cardinal Glen Circle											
Proposed FY 2025 CIP	0	1,000	615	560	4,884	0	0	7,058	0	7,058	7,058
Local Tax Funding Roads	0	0	615	560	0	0	0	1,174	0	1,174	1,174
General Obligation Bonds	0	1,000	0	0	0	0	0	1,000	0	1,000	1,000
RSTP	0	0	0	0	4,071	0	0	4,071	0	4,071	4,071
NVTA 30% Local	0	0	0	0	813	0	0	813	0	813	813
Adopted FY 2024 CIP	0	0	0	0	0	0	0	0	0	0	0
IIP - Leesburg Pike at Augusta Drive, Cedar Drive and Lakeland Drive											
Proposed FY 2025 CIP	565	1,100	2,098	266	9,744	0	0	13,208	0	13,773	13,773
Local Tax Funding Roads	0	0	2,098	266	686	0	0	3,050	0	3,050	3,050
General Obligation Bonds	565	1,100	0	0	7,371	0	0	8,471	0	9,036	9,036
NVTA 30% Local	0	0	0	0	1,687	0	0	1,687	0	1,687	1,687
Adopted FY 2024 CIP	0	0	0	0	0	0	0	0	0	0	0
IIP - Old Ox Road / Douglas Court											
Proposed FY 2025 CIP	350	679	1,543	0	0	0	0	2,222	0	2,572	2,572
Local Tax Funding	319	0	0	0	0	0	0	0	0	319	319
Local Tax Funding Roads	0	0	1,543	0	0	0	0	1,543	0	1,543	1,543
General Obligation Bonds	0	679	0	0	0	0	0	679	0	679	679
Cash Proffers	31	0	0	0	0	0	0	0	0	31	31



Comparison Tables

INTERSECTION IMPROVEMENT PROGRAM PROJECTS	Prior Years	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	6-Year Total	Future Fiscal Years	Project Total	Project Change
Adopted FY 2024 CIP	0	0	0	0	0	0	0	0	0	0	
IIP - Old Ox Road / Dulles Summit Court											
Proposed FY 2025 CIP	126	190	268	0	0	0	0	458	0	584	584
Local Tax Funding	120	0	0	0	0	0	0	0	0	120	120
Local Tax Funding Roads	0	0	268	0	0	0	0	268	0	268	268
General Obligation Bonds	6	190	0	0	0	0	0	190	0	196	196
Adopted FY 2024 CIP	0	0	0	0	0	0	0	0	0	0	
IIP - Pacific Boulevard / Business Court / Indian Creek Drive											
Proposed FY 2025 CIP	115	611	0	1,291	0	0	0	1,902	0	2,017	2,017
Local Tax Funding Roads	0	0	0	1,291	0	0	0	1,291	0	1,291	1,291
General Obligation Bonds	115	611	0	0	0	0	0	611	0	726	726
Adopted FY 2024 CIP	0	0	0	0	0	0	0	0	0	0	
IIP - Pacific Boulevard / Relocation Drive											
Proposed FY 2025 CIP	485	0	81	0	1,321	0	0	1,402	0	1,887	1,887
Local Tax Funding Roads	0	0	81	0	1,321	0	0	1,402	0	1,402	1,402
General Obligation Bonds	485	0	0	0	0	0	0	0	0	485	485
Adopted FY 2024 CIP	0	0	0	0	0	0	0	0	0	0	
IIP - Sterling Boulevard / Glenn Drive											
Proposed FY 2025 CIP	500	951	1,118	0	0	0	0	2,068	0	2,568	2,568
Local Tax Funding	500	0	0	0	0	0	0	0	0	500	500
Local Tax Funding Roads	0	810	0	0	0	0	0	810	0	810	810
General Obligation Bonds	0	141	0	0	0	0	0	141	0	141	141
NVTA 30% Local	0	0	1,118	0	0	0	0	1,118	0	1,118	1,118
Adopted FY 2024 CIP	0	0	0	0	0	0	0	0	0	0	
IIP - Sterling Boulevard / Shaw Road											
Proposed FY 2025 CIP	350	0	712	2,004	0	0	0	2,716	0	3,066	3,066
Local Tax Funding Roads	0	0	712	2,004	0	0	0	2,716	0	2,716	2,716
General Obligation Bonds	350	0	0	0	0	0	0	0	0	350	350
Adopted FY 2024 CIP	0	0	0	0	0	0	0	0	0	0	
IIP - Sterling Boulevard / Williamsburg Road / Chase Heritage Circle											



Comparison Tables

INTERSECTION IMPROVEMENT PROGRAM PROJECTS	Prior Years	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	6-Year Total	Future Fiscal Years	Project Total	Project Change
Proposed FY 2025 CIP	315	145	0	1,630	0	0	0	1,774	0	2,089	2,089
Local Tax Funding Roads	0	0	0	1,630	0	0	0	1,630	0	1,630	1,630
General Obligation Bonds	315	145	0	0	0	0	0	145	0	460	460
Adopted FY 2024 CIP	0	0	0	0	0	0	0	0	0	0	0
IIP - Sterling Boulevard / West Laurel Avenue											
Proposed FY 2025 CIP	680	649	0	1,298	0	0	0	1,947	0	2,627	2,627
General Obligation Bonds	680	649	0	0	0	0	0	649	0	1,330	1,330
NVTA 30% Local	0	0	0	1,298	0	0	0	1,298	0	1,298	1,298
Adopted FY 2024 CIP	0	0	0	0	0	0	0	0	0	0	0
IIP - Sugarland Road / East Church Road											
Proposed FY 2025 CIP	570	1,265	2,188	0	0	0	0	3,454	0	4,024	4,024
Local Tax Funding Roads	0	0	2,188	0	0	0	0	2,188	0	2,188	2,188
General Obligation Bonds	570	1,265	0	0	0	0	0	1,265	0	1,835	1,835
Adopted FY 2024 CIP	0	0	0	0	0	0	0	0	0	0	0
IIP - Tall Cedars Parkway / Nations Street											
Proposed FY 2025 CIP	362	447	0	0	0	0	0	447	0	809	809
Local Tax Funding	362	0	0	0	0	0	0	0	0	362	362
General Obligation Bonds	0	447	0	0	0	0	0	447	0	447	447
Adopted FY 2024 CIP	0	0	0	0	0	0	0	0	0	0	0
IIP - Waxpool Road / Ashburn Road											
Proposed FY 2025 CIP	595	941	0	0	0	0	0	941	0	1,536	1,536
Local Tax Funding	320	0	0	0	0	0	0	0	0	320	320
Local Tax Funding Roads	275	0	0	0	0	0	0	0	0	275	275
General Obligation Bonds	0	941	0	0	0	0	0	941	0	941	941
Adopted FY 2024 CIP	0	0	0	0	0	0	0	0	0	0	0



Comparison Tables

ROAD PROJECTS	Prior Years	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	6-Year Total	Future Fiscal Years	Project Total	Project Change
Arcola Mills Drive - Belmont Ridge Road to Stone Springs Boulevard											
Proposed FY 2025 CIP	4,544	20,382	2,590	0	0	44,815	0	67,787	0	72,331	14,691
Local Tax Funding Roads	3,865	0	0	0	0	13,440	0	13,440	0	17,305	96
General Obligation Bonds	0	0	0	0	0	30,584	0	30,584	0	30,584	14,974
Cash Proffers	679	0	0	0	0	686	0	686	0	1,366	-500
Revenue Sharing	0	2,366	2,590	0	0	0	0	4,956	0	4,956	0
NVTA 70% Regional	0	18,000	0	0	0	0	0	18,000	0	18,000	0
Adopted FY 2024 CIP	4,544	20,366	3,276	0	29,454	0	0	53,096	0	57,640	
Local Tax Funding Roads	3,865	0	0	0	13,344	0	0	13,344	0	17,209	
General Obligation Bonds	0	0	0	0	15,610	0	0	15,610	0	15,610	
Cash Proffers	679	0	686	0	500	0	0	1,186	0	1,866	
Revenue Sharing	0	2,366	2,590	0	0	0	0	4,956	0	4,956	
NVTA 70% Regional	0	18,000	0	0	0	0	0	18,000	0	18,000	
Braddock Road / Trailhead Drive Roundabout											
Proposed FY 2025 CIP	1,218	0	2,200	735	8,160	0	0	11,095	0	12,313	3,713
Local Tax Funding	3	0	0	735	0	0	0	735	0	738	738
Local Tax Funding Roads	1,215	0	462	0	754	0	0	1,216	0	2,431	517
General Obligation Bonds	0	0	1,738	0	5,156	0	0	6,894	0	6,894	208
Revenue Sharing	0	0	0	0	2,250	0	0	2,250	0	2,250	2,250
Adopted FY 2024 CIP	1,215	0	2,200	0	5,185	0	0	7,385	0	8,600	
Local Tax Funding Roads	1,215	0	0	0	699	0	0	699	0	1,914	
General Obligation Bonds	0	0	2,200	0	4,486	0	0	6,686	0	6,686	
Braddock Road Widening - Paul VI Eastern Entrance to Loudoun County Parkway											
Proposed FY 2025 CIP	4,222	7,201	3,541	27,930	0	0	0	38,672	0	42,894	220
Local Tax Funding	754	58	0	0	0	0	0	58	0	812	-103
Local Tax Funding Roads	1,476	1,593	1,783	2,058	0	0	0	5,434	0	6,910	3,058
General Obligation Bonds	0	5,550	1,758	10,372	0	0	0	17,680	0	17,680	-2,735
Cash Proffers	1,991	0	0	500	0	0	0	500	0	2,491	0
Revenue Sharing	0	0	0	5,000	0	0	0	5,000	0	5,000	0



Comparison Tables

ROAD PROJECTS	Prior Years	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	6-Year Total	Future Fiscal Years	Project Total	Project Change
Other Federal Grants	0	0	0	10,000	0	0	0	10,000	0	10,000	0
Adopted FY 2024 CIP	4,218	1,193	1,348	35,915	0	0	0	38,456	0	42,674	
Local Tax Funding	750	0	165	0	0	0	0	165	0	915	
Local Tax Funding Roads	1,476	1,193	1,183	0	0	0	0	2,376	0	3,852	
General Obligation Bonds	0	0	0	20,415	0	0	0	20,415	0	20,415	
Cash Proffers	1,991	0	0	500	0	0	0	500	0	2,491	
Revenue Sharing	0	0	0	5,000	0	0	0	5,000	0	5,000	
Other Federal Grants	0	0	0	10,000	0	0	0	10,000	0	10,000	
Croscon Lane Widening - Claiborne Parkway to Old Ryan Road											
Proposed FY 2025 CIP	6,856	1,223	0	18,861	0	0	0	20,084	0	26,940	364
Local Tax Funding	1	523	0	0	0	0	0	523	0	524	523
Local Tax Funding Roads	497	0	0	0	0	0	0	0	0	497	0
General Obligation Bonds	0	0	0	17,546	0	0	0	17,546	0	17,546	-159
Cash Proffers	2,204	700	0	1,315	0	0	0	2,015	0	4,218	0
Revenue Sharing	4,154	0	0	0	0	0	0	0	0	4,154	0
Adopted FY 2024 CIP	6,856	700	19,020	0	0	0	0	19,720	0	26,576	
Local Tax Funding	1	0	0	0	0	0	0	0	0	1	
Local Tax Funding Roads	497	0	0	0	0	0	0	0	0	497	
General Obligation Bonds	0	0	17,705	0	0	0	0	17,705	0	17,705	
Cash Proffers	2,204	700	1,315	0	0	0	0	2,015	0	4,218	
Revenue Sharing	4,154	0	0	0	0	0	0	0	0	4,154	
Crosstrail Boulevard Segment C - Sycolin Road to Dulles Greenway											
Proposed FY 2025 CIP	85,078	36,945	0	0	0	0	0	36,945	0	122,023	11,849
Local Tax Funding	63	2,811	0	0	0	0	0	2,811	0	2,874	2,871
Local Tax Funding Roads	29,915	0	0	0	0	0	0	0	0	29,915	0
General Obligation Bonds	17,875	34,108	0	0	0	0	0	34,108	0	51,983	8,953
Cash Proffers	495	26	0	0	0	0	0	26	0	521	26
NVTA 70% Regional	36,730	0	0	0	0	0	0	0	0	36,730	0
Adopted FY 2024 CIP	85,018	25,155	0	0	0	0	0	25,155	0	110,173	
Local Tax Funding	3	0	0	0	0	0	0	0	0	3	



Comparison Tables

ROAD PROJECTS	Prior Years	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	6-Year Total	Future Fiscal Years	Project Total	Project Change
Local Tax Funding Roads	29,915	0	0	0	0	0	0	0	0	29,915	
General Obligation Bonds	17,875	25,155	0	0	0	0	0	25,155	0	43,030	
Cash Proffers	495	0	0	0	0	0	0	0	0	495	
NVTA 70% Regional	36,730	0	0	0	0	0	0	0	0	36,730	
Dulles West Boulevard - Northstar Boulevard to Arcola Boulevard											
Proposed FY 2025 CIP	54,502	26,508	0	0	0	0	0	26,508	0	81,010	8,834
Local Tax Funding	29	1,718	0	0	0	0	0	1,718	0	1,747	1,718
Local Tax Funding Roads	6,319	2,247	0	0	0	0	0	2,247	0	8,566	722
General Obligation Bonds	0	20,813	0	0	0	0	0	20,813	0	20,813	3,893
Cash Proffers	355	1,729	0	0	0	0	0	1,729	0	2,084	-609
NVTA 70% Regional	47,800	0	0	0	0	0	0	0	0	47,800	3,110
Adopted FY 2024 CIP	53,730	18,446	0	0	0	0	0	18,446	0	72,176	
Local Tax Funding	29	0	0	0	0	0	0	0	0	29	
Local Tax Funding Roads	6,319	1,526	0	0	0	0	0	1,526	0	7,844	
General Obligation Bonds	0	16,920	0	0	0	0	0	16,920	0	16,920	
Cash Proffers	2,693	0	0	0	0	0	0	0	0	2,693	
NVTA 70% Regional	44,690	0	0	0	0	0	0	0	0	44,690	
Evergreen Mills Road / Hogeland Mill Road - Bridge and Safety Improvements											
Proposed FY 2025 CIP	0	769	0	390	0	681	3,816	5,656	0	5,656	5,656
General Obligation Bonds	0	570	0	0	0	681	0	1,251	0	1,251	1,251
Cash Proffers	0	199	0	0	0	0	0	199	0	199	199
Adopted FY 2024 CIP	0	0	0	0	0	0	0	0	0	0	
Evergreen Mills Road / Reservoir Road / Watson Road Intersection Improvement											
Proposed FY 2025 CIP	24,034	0	6,773	0	0	0	0	6,773	0	30,807	1,999
Local Tax Funding	47	0	0	0	0	0	0	0	0	47	-3
Local Tax Funding Roads	1,261	0	0	0	0	0	0	0	0	1,261	0
General Obligation Bonds	6,495	0	6,773	0	0	0	0	6,773	0	13,268	1,999
Cash Proffers	1,613	0	0	0	0	0	0	0	0	1,613	3
NVTA 70% Regional	14,000	0	0	0	0	0	0	0	0	14,000	0



Comparison Tables

ROAD PROJECTS	Prior Years	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	6-Year Total	Future Fiscal Years	Project Total	Project Change
NVTA 30% Local	617	0	0	0	0	0	0	0	0	617	0
Adopted FY 2024 CIP	24,034	0	4,774	0	0	0	0	4,774	0	28,808	
Local Tax Funding	51	0	0	0	0	0	0	0	0	51	
Local Tax Funding Roads	1,261	0	0	0	0	0	0	0	0	1,261	
General Obligation Bonds	6,495	0	4,774	0	0	0	0	4,774	0	11,269	
Cash Proffers	1,610	0	0	0	0	0	0	0	0	1,610	
NVTA 70% Regional	14,000	0	0	0	0	0	0	0	0	14,000	
NVTA 30% Local	617	0	0	0	0	0	0	0	0	617	
Evergreen Mills Road / Revolution Sportsplex - Westbound Left-Turn Lane											
Proposed FY 2025 CIP	0	231	186	694	0	0	0	1,111	0	1,111	1,111
Adopted FY 2024 CIP	0	0	0	0	0	0	0	0	0	0	
Farmwell Road Intersection Improvements											
Proposed FY 2025 CIP	18,886	4,440	667	20,778	0	0	0	25,885	0	44,771	6,584
Local Tax Funding	1	231	655	0	0	0	0	887	0	888	887
Local Tax Funding Roads	550	0	0	0	0	0	0	0	0	550	0
General Obligation Bonds	5,082	2,795	0	20,778	0	0	0	23,573	0	28,655	4,271
Cash Proffers	1,254	1,414	12	0	0	0	0	1,426	0	2,680	1,426
Revenue Sharing	8,499	0	0	0	0	0	0	0	0	8,499	0
NVTA 30% Local	3,500	0	0	0	0	0	0	0	0	3,500	0
Adopted FY 2024 CIP	18,886	19,302	0	0	0	0	0	19,302	0	38,188	
Local Tax Funding	1	0	0	0	0	0	0	0	0	1	
Local Tax Funding Roads	550	0	0	0	0	0	0	0	0	550	
General Obligation Bonds	5,082	19,302	0	0	0	0	0	19,302	0	24,384	
Cash Proffers	1,254	0	0	0	0	0	0	0	0	1,254	
Revenue Sharing	8,499	0	0	0	0	0	0	0	0	8,499	
NVTA 30% Local	3,500	0	0	0	0	0	0	0	0	3,500	
Intelligent Transportation System (ITS)											
Proposed FY 2025 CIP	2,501	0	2,500	0	4,000	0	4,148	10,648	0	13,149	151
Local Tax Funding	1,204	0	0	0	0	0	0	0	0	1,204	3
Local Tax Funding Roads	1,277	0	0	0	0	0	0	0	0	1,277	0
Cash Proffers	20	0	0	0	0	0	0	0	0	20	0



Comparison Tables

ROAD PROJECTS	Prior Years	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	6-Year Total	Future Fiscal Years	Project Total	Project Change
RSTP	0	0	0	0	4,000	0	4,148	8,148	0	8,148	2,148
NVTA 70% Regional	0	0	2,500	0	0	0	0	2,500	0	2,500	0
Adopted FY 2024 CIP	2,497	0	2,500	0	4,000	4,000	0	10,500	0	12,997	
Local Tax Funding	1,201	0	0	0	0	0	0	0	0	1,201	
Local Tax Funding Roads	1,277	0	0	0	0	0	0	0	0	1,277	
Cash Proffers	20	0	0	0	0	0	0	0	0	20	
RSTP	0	0	0	0	4,000	2,000	0	6,000	0	6,000	
CMAQ	0	0	0	0	0	2,000	0	2,000	0	2,000	
NVTA 70% Regional	0	0	2,500	0	0	0	0	2,500	0	2,500	
Lake Drive Improvements											
Proposed FY 2025 CIP	2,765	7,240	10,062	0	0	0	0	17,302	0	20,067	10,073
Local Tax Funding	2,765	551	0	0	0	0	0	551	0	3,316	551
General Obligation Bonds	0	6,689	10,062	0	0	0	0	16,751	0	16,751	9,522
Adopted FY 2024 CIP	2,765	0	7,229	0	0	0	0	7,229	0	9,994	
Local Tax Funding	2,765	0	0	0	0	0	0	0	0	2,765	
General Obligation Bonds	0	0	7,229	0	0	0	0	7,229	0	7,229	
Northstar Boulevard Widening - Tall Cedars Parkway to Braddock Road											
Proposed FY 2025 CIP	3,789	2,714	790	2,294	33,279	0	0	39,077	0	42,866	2,692
Local Tax Funding	13	102	0	0	0	0	0	102	0	115	102
Local Tax Funding Roads	1,834	0	0	0	1,443	0	0	1,443	0	3,277	653
General Obligation Bonds	0	1,225	0	1,458	16,836	0	0	19,520	0	19,520	3,231
Cash Proffers	1,942	595	0	836	0	0	0	1,430	0	3,372	-1,295
Revenue Sharing	0	792	790	0	5,000	0	0	6,582	0	6,582	0
Other Federal Grants	0	0	0	0	10,000	0	0	10,000	0	10,000	0
Adopted FY 2024 CIP	3,789	1,387	1,626	0	33,373	0	0	36,386	0	40,175	
Local Tax Funding	13	0	0	0	0	0	0	0	0	13	
Local Tax Funding Roads	1,840	0	0	0	784	0	0	784	0	2,624	
General Obligation Bonds	0	0	0	0	16,289	0	0	16,289	0	16,289	
Cash Proffers	1,936	595	836	0	1,300	0	0	2,731	0	4,667	
Revenue Sharing	0	792	790	0	5,000	0	0	6,582	0	6,582	
Other Federal Grants	0	0	0	0	10,000	0	0	10,000	0	10,000	



Comparison Tables

ROAD PROJECTS	Prior Years	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	6-Year Total	Future Fiscal Years	Project Total	Project Change
Old Ox Road Widening - Route 28 to Rock Hill Road											
Proposed FY 2025 CIP	19,376	0	0	0	0	30,000	0	30,000	0	49,376	26
Cash Proffers	19,350	0	0	0	0	0	0	0	0	19,350	0
NVTA 70% Regional	0	0	0	0	0	30,000	0	30,000	0	30,000	30,000
Adopted FY 2024 CIP	19,350	0	0	0	0	30,000	0	30,000	0	49,350	
Local Tax Funding Roads	0	0	0	0	0	15,000	0	15,000	0	15,000	
General Obligation Bonds	0	0	0	0	0	15,000	0	15,000	0	15,000	
Cash Proffers	19,350	0	0	0	0	0	0	0	0	19,350	
Prentice Drive - Loudoun County Parkway to Lockridge Road											
Proposed FY 2025 CIP	29,655	0	0	0	0	133,420	0	133,420	0	163,075	0
Local Tax Funding	2	0	0	0	0	0	0	0	0	2	0
Local Tax Funding Roads	13,663	0	0	0	0	1,584	0	1,584	0	15,246	1,584
General Obligation Bonds	8,068	0	0	0	0	130,887	0	130,887	0	138,955	-2,533
Cash Proffers	603	0	0	0	0	949	0	949	0	1,552	949
NVTA 30% Local	7,319	0	0	0	0	0	0	0	0	7,319	0
Adopted FY 2024 CIP	29,655	0	0	0	0	133,420	0	133,420	0	163,075	
Local Tax Funding	2	0	0	0	0	0	0	0	0	2	
Local Tax Funding Roads	13,663	0	0	0	0	0	0	0	0	13,663	
General Obligation Bonds	8,068	0	0	0	0	133,420	0	133,420	0	141,488	
Cash Proffers	603	0	0	0	0	0	0	0	0	603	
NVTA 30% Local	7,319	0	0	0	0	0	0	0	0	7,319	
Route 7 Eastbound Widening - Loudoun County Parkway to Route 28											
Proposed FY 2025 CIP	1,612	0	0	911	819	8,825	0	10,555	0	12,167	6,888
Local Tax Funding	0	0	0	303	167	0	0	470	0	470	470
General Obligation Bonds	0	0	0	0	0	8,825	0	8,825	0	8,825	5,766
Cash Proffers	1,612	0	0	608	0	0	0	608	0	2,221	0
Adopted FY 2024 CIP	1,612	0	296	312	0	3,058	0	3,667	0	5,279	
General Obligation Bonds	0	0	0	0	0	3,058	0	3,058	0	3,058	
Cash Proffers	1,612	0	296	312	0	0	0	608	0	2,221	



Comparison Tables

ROAD PROJECTS	Prior Years	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	6-Year Total	Future Fiscal Years	Project Total	Project Change
Route 7 / Route 287 Interchange Improvements											
Proposed FY 2025 CIP	7,239	9,171	7,594	0	0	0	0	16,765	0	24,005	8,407
Local Tax Funding	11	187	0	0	0	0	0	187	0	199	198
Local Tax Funding Roads	4,210	6,000	0	0	0	0	0	6,000	0	10,210	6,000
General Obligation Bonds	0	2,209	0	0	0	0	0	2,209	0	2,209	2,209
Cash Proffers	24	0	0	0	0	0	0	0	0	24	0
Smart Scale	2,994	775	7,594	0	0	0	0	8,369	0	11,363	0
Adopted FY 2024 CIP	7,229	8,369	0	0	0	0	0	8,369	0	15,598	
Local Tax Funding	1	0	0	0	0	0	0	0	0	1	
Local Tax Funding Roads	4,210	0	0	0	0	0	0	0	0	4,210	
Cash Proffers	24	0	0	0	0	0	0	0	0	24	
Smart Scale	2,994	8,369	0	0	0	0	0	8,369	0	11,363	
Route 7 / Route 690 Interchange - Phase II											
Proposed FY 2025 CIP	0	0	0	0	3,580	0	0	3,580	0	3,580	3,580
General Obligation Bonds	0	0	0	0	3,580	0	0	3,580	0	3,580	3,580
Adopted FY 2024 CIP	0	0	0	0	0	0	0	0	0	0	
Route 7 Improvements - Route 9 to Dulles Greenway - Long Term Improvements											
Proposed FY 2025 CIP	13,416	0	0	20,000	3,019	104,897	0	127,916	0	141,332	96,648
Local Tax Funding	10	0	0	0	0	0	0	0	0	10	10
Local Tax Funding Roads	123	0	0	0	0	0	0	0	0	123	-179
General Obligation Bonds	9,676	0	0	0	0	101,124	0	101,124	0	110,800	96,817
RSTP	0	0	0	0	3,019	3,773	0	6,792	0	6,792	0
NVTA 70% Regional	0	0	0	20,000	0	0	0	20,000	0	20,000	0
NVTA 30% Local	3,607	0	0	0	0	0	0	0	0	3,607	0
Adopted FY 2024 CIP	13,406	0	23,019	3,773	4,486	0	0	31,278	0	44,684	
Local Tax Funding Roads	123	0	0	0	179	0	0	179	0	302	
General Obligation Bonds	9,676	0	0	0	4,307	0	0	4,307	0	13,983	
RSTP	0	0	3,019	3,773	0	0	0	6,792	0	6,792	
NVTA 70% Regional	0	0	20,000	0	0	0	0	20,000	0	20,000	
NVTA 30% Local	3,607	0	0	0	0	0	0	0	0	3,607	
Route 15 / Braddock Road Roundabout											



Comparison Tables

ROAD PROJECTS	Prior Years	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	6-Year Total	Future Fiscal Years	Project Total	Project Change
Proposed FY 2025 CIP	5,796	0	0	2,343	0	20,291	0	22,634	0	28,430	21,751
General Obligation Bonds	5,781	0	0	0	0	2,619	0	2,619	0	8,400	7,310
RSTP	0	0	0	758	0	7,590	0	8,348	0	8,348	8,348
CMAQ	0	0	0	1,585	0	82	0	1,667	0	1,667	-3,333
NVTA 70% Regional	0	0	0	0	0	10,000	0	10,000	0	10,000	10,000
Adopted FY 2024 CIP	1,089	0	5,510	0	80	0	0	5,590	0	6,679	
Local Tax Funding Roads	0	0	510	0	80	0	0	590	0	590	
General Obligation Bonds	1,089	0	0	0	0	0	0	0	0	1,089	
CMAQ	0	0	5,000	0	0	0	0	5,000	0	5,000	
Route 15 / Hogback Mountain Road Roundabout											
Proposed FY 2025 CIP	0	0	0	0	2,689	0	1,465	4,155	10,143	14,298	14,298
Local Tax Funding Roads	0	0	0	0	0	0	1,465	1,465	10,143	11,609	11,609
General Obligation Bonds	0	0	0	0	2,689	0	0	2,689	0	2,689	2,689
Adopted FY 2024 CIP	0	0	0	0	0	0	0	0	0	0	
Route 15 / Lovettsville Road Intersection Improvement											
Proposed FY 2025 CIP	3,073	0	0	0	5,750	0	0	5,750	0	8,824	1,263
Local Tax Funding	5	0	0	0	374	0	0	374	0	379	379
Local Tax Funding Roads	36	0	0	0	1,847	0	0	1,847	0	1,883	1,605
General Obligation Bonds	2,972	0	0	0	3,497	0	0	3,497	0	6,469	-753
Cash Proffers	0	0	0	0	32	0	0	32	0	32	32
NVTA 30% Local	61	0	0	0	0	0	0	0	0	61	0
Adopted FY 2024 CIP	3,069	242	4,250	0	0	0	0	4,492	0	7,561	
Local Tax Funding Roads	36	242	0	0	0	0	0	242	0	278	
General Obligation Bonds	2,972	0	4,250	0	0	0	0	4,250	0	7,221	
NVTA 30% Local	61	0	0	0	0	0	0	0	0	61	
Route 15 Lucketts Bypass											
Proposed FY 2025 CIP	2,000	0	0	0	0	0	0	0	0	2,000	0
Local Tax Funding	2,000	0	0	0	0	0	0	0	0	2,000	0
Adopted FY 2024 CIP	2,000	0	0	0	0	0	0	0	0	2,000	
Local Tax Funding	2,000	0	0	0	0	0	0	0	0	2,000	



Comparison Tables

ROAD PROJECTS	Prior Years	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	6-Year Total	Future Fiscal Years	Project Total	Project Change
Route 15 / Spinks Ferry Road / Newvalley Church Road Roundabout											
Proposed FY 2025 CIP	9,958	0	14,507	0	0	0	0	14,507	0	24,465	18
Local Tax Funding	2,911	0	0	0	0	0	0	0	0	2,911	18
Local Tax Funding Roads	6,886	0	0	0	0	0	0	0	0	6,886	0
General Obligation Bonds	0	0	14,507	0	0	0	0	14,507	0	14,507	0
Cash Proffers	161	0	0	0	0	0	0	0	0	161	0
Adopted FY 2024 CIP	9,940	0	14,507	0	0	0	0	14,507	0	24,447	
Local Tax Funding	2,893	0	0	0	0	0	0	0	0	2,893	
Local Tax Funding Roads	6,886	0	0	0	0	0	0	0	0	6,886	
General Obligation Bonds	0	0	14,507	0	0	0	0	14,507	0	14,507	
Cash Proffers	161	0	0	0	0	0	0	0	0	161	
Route 15 Widening - Whites Ferry to Montresor Road											
Proposed FY 2025 CIP	9,766	5,924	5,231	44,597	0	0	0	55,752	0	65,518	13,177
Local Tax Funding Roads	0	5,001	0	0	0	0	0	5,001	0	5,001	0
General Obligation Bonds	0	0	3,132	44,597	0	0	0	47,729	0	47,729	15,755
NVTA 70% Regional	9,766	0	0	0	0	0	0	0	0	9,766	0
NVTA 30% Local	0	923	2,099	0	0	0	0	3,022	0	3,022	-2,578
Adopted FY 2024 CIP	9,766	8,502	2,099	31,974	0	0	0	42,575	0	52,341	
Local Tax Funding Roads	0	5,001	0	0	0	0	0	5,001	0	5,001	
General Obligation Bonds	0	0	0	31,974	0	0	0	31,974	0	31,974	
NVTA 70% Regional	9,766	0	0	0	0	0	0	0	0	9,766	
NVTA 30% Local	0	3,501	2,099	0	0	0	0	5,600	0	5,600	
Route 50 / Everfield Drive Roundabout											
Proposed FY 2025 CIP	1,218	0	872	5,734	0	0	0	6,606	0	7,824	2
Local Tax Funding Roads	0	0	672	5,184	0	0	0	5,856	0	5,856	5,157
General Obligation Bonds	857	0	0	0	0	0	0	0	0	857	-5,016
Cash Proffers	358	0	200	550	0	0	0	750	0	1,108	-142
Adopted FY 2024 CIP	1,215	0	1,422	5,185	0	0	0	6,607	0	7,822	
Local Tax Funding Roads	0	0	0	699	0	0	0	699	0	699	
General Obligation Bonds	715	0	672	4,486	0	0	0	5,158	0	5,873	



Comparison Tables

ROAD PROJECTS	Prior Years	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	6-Year Total	Future Fiscal Years	Project Total	Project Change
Cash Proffers	500	0	750	0	0	0	0	750	0	1,250	
Route 50 / Loudoun County Parkway Interchange											
Proposed FY 2025 CIP	500	18,765	16,500	0	22,764	56,677	15,000	129,706	168,335	298,541	17,658
Local Tax Funding Roads	0	0	0	0	679	2,439	0	3,118	27,870	30,988	27,540
General Obligation Bonds	0	0	0	0	20,085	48,238	0	68,323	140,464	208,787	-17,897
Other Federal Grants	0	0	0	0	0	0	15,000	15,000	0	15,000	0
NVTA 70% Regional	0	18,750	16,500	0	0	0	0	35,250	0	35,250	0
NVTA 30% Local	500	0	0	0	0	6,000	0	6,000	0	6,500	6,000
Adopted FY 2024 CIP	500	18,750	16,500	0	32,559	3,625	35,331	106,765	173,618	280,883	
Local Tax Funding Roads	0	0	0	0	679	2,439	331	3,449	0	3,449	
General Obligation Bonds	0	0	0	0	31,880	1,186	20,000	53,066	173,618	226,684	
Other Federal Grants	0	0	0	0	0	0	15,000	15,000	0	15,000	
NVTA 70% Regional	0	18,750	16,500	0	0	0	0	35,250	0	35,250	
NVTA 30% Local	500	0	0	0	0	0	0	0	0	500	
Route 50 North Collector Road - Tall Cedars Parkway to Route 28											
Proposed FY 2025 CIP	8,510	0	0	0	23,394	27,936	33,008	84,338	352,377	445,225	197,657
Local Tax Funding	86	0	0	0	0	0	2,171	2,171	0	2,257	2,171
Local Tax Funding Roads	226	0	0	0	11,000	11,879	21,618	44,497	40,943	85,667	85,441
General Obligation Bonds	8,198	0	0	0	9,329	13,121	9,219	31,669	286,434	326,301	110,046
RSTP	0	0	0	0	3,065	2,936	0	6,001	0	6,001	0
NVTA 70% Regional	0	0	0	0	0	0	0	0	25,000	25,000	0
Adopted FY 2024 CIP	8,510	0	8,224	2,936	25,000	0	6,483	42,643	196,416	247,568	
Local Tax Funding	86	0	0	0	0	0	0	0	0	86	
Local Tax Funding Roads	226	0	0	0	0	0	0	0	0	226	
General Obligation Bonds	8,198	0	5,159	0	0	0	6,483	11,642	196,416	216,255	
RSTP	0	0	3,065	2,936	0	0	0	6,001	0	6,001	
NVTA 70% Regional	0	0	0	0	25,000	0	0	25,000	0	25,000	
Ryan Road Widening - Evergreen Mills Road to Beaverdam Drive											
Proposed FY 2025 CIP	2,732	2,849	3,503	2,200	27,191	0	0	35,743	0	38,475	3,329



Comparison Tables

ROAD PROJECTS	Prior Years	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	6-Year Total	Future Fiscal Years	Project Total	Project Change
Local Tax Funding	328	157	0	0	0	0	0	157	0	485	157
Local Tax Funding Roads	2,025	0	0	0	0	0	0	0	0	2,025	0
General Obligation Bonds	0	1,902	2,711	0	13,391	0	0	18,004	0	18,004	3,172
Cash Proffers	241	0	0	0	0	0	0	0	0	241	0
Revenue Sharing	0	790	792	0	0	0	0	1,582	0	1,582	0
NVTA 70% Regional	0	0	0	2,200	13,800	0	0	16,000	0	16,000	0
NVTA 30% Local	138	0	0	0	0	0	0	0	0	138	0
Adopted FY 2024 CIP	2,732	790	3,131	18,000	10,493	0	0	32,414	0	35,146	
Local Tax Funding	328	0	0	0	0	0	0	0	0	328	
Local Tax Funding Roads	2,025	0	0	0	0	0	0	0	0	2,025	
General Obligation Bonds	0	0	2,339	2,000	10,493	0	0	14,832	0	14,832	
Cash Proffers	241	0	0	0	0	0	0	0	0	241	
Revenue Sharing	0	790	792	0	0	0	0	1,582	0	1,582	
NVTA 70% Regional	0	0	0	16,000	0	0	0	16,000	0	16,000	
NVTA 30% Local	138	0	0	0	0	0	0	0	0	138	
Shellhorn Road - MWA Property Boundary to Moran Road											
Proposed FY 2025 CIP	11,454	41,799	0	0	0	0	0	41,799	0	53,253	5,727
Local Tax Funding	63	638	0	0	0	0	0	638	0	701	638
Local Tax Funding Roads	266	0	0	0	0	0	0	0	0	266	0
General Obligation Bonds	5,110	40,579	0	0	0	0	0	40,579	0	45,688	7,596
Cash Proffers	3,122	582	0	0	0	0	0	582	0	3,705	-2,508
NVTA 70% Regional	2,894	0	0	0	0	0	0	0	0	2,894	0
Adopted FY 2024 CIP	11,454	1,701	34,371	0	0	0	0	36,072	0	47,526	
Local Tax Funding	63	0	0	0	0	0	0	0	0	63	
Local Tax Funding Roads	266	0	0	0	0	0	0	0	0	266	
General Obligation Bonds	5,110	111	32,871	0	0	0	0	32,982	0	38,092	
Cash Proffers	3,122	1,590	1,500	0	0	0	0	3,090	0	6,212	
NVTA 70% Regional	2,894	0	0	0	0	0	0	0	0	2,894	
Sycolin Road Widening - Loudoun Center Place to Crosstrail Boulevard											
Proposed FY 2025 CIP	15,085	0	1,650	0	5,365	18,158	0	25,173	0	40,258	7,398



Comparison Tables

ROAD PROJECTS	Prior Years	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	6-Year Total	Future Fiscal Years	Project Total	Project Change
Local Tax Funding	0	0	0	0	1,847	0	0	1,847	0	1,847	1,847
Local Tax Funding Roads	0	0	0	0	3,518	3,158	0	6,676	0	6,676	3,812
NVTA 70% Regional	0	0	0	0	0	15,000	0	15,000	0	15,000	15,000
Adopted FY 2024 CIP	0	15,100	0	2,865	14,895	0	0	32,860	0	32,860	
Local Tax Funding Roads	0	0	0	2,865	0	0	0	2,865	0	2,865	
General Obligation Bonds	0	0	0	0	14,895	0	0	14,895	0	14,895	
Smart Scale	0	15,100	0	0	0	0	0	15,100	0	15,100	
Village of Waterford Preserving the Landmark Infrastructure Improvements											
Proposed FY 2025 CIP	500	2,500	5,000	0	0	0	0	7,500	0	8,000	5,642
Local Tax Funding	500	2,500	1,650	0	0	0	0	4,150	0	4,650	2,292
Adopted FY 2024 CIP	500	0	0	0	0	472	1,386	1,858	0	2,358	
Local Tax Funding	500	0	0	0	0	472	1,386	1,858	0	2,358	
Waxpool Road / Loudoun County Parkway Intersection Improvements											
Proposed FY 2025 CIP	12,054	7,686	0	0	0	0	0	7,686	0	19,740	1,130
Local Tax Funding	0	6	0	0	0	0	0	6	0	6	-32
Local Tax Funding Roads	42	6,805	0	0	0	0	0	6,805	0	6,847	287
General Obligation Bonds	3,659	0	0	0	0	0	0	0	0	3,659	0
Cash Proffers	2,785	875	0	0	0	0	0	875	0	3,660	875
Smart Scale	277	0	0	0	0	0	0	0	0	277	0
CMAQ	2,633	0	0	0	0	0	0	0	0	2,633	-658
Other Federal Grants	2,000	0	0	0	0	0	0	0	0	2,000	0
Adopted FY 2024 CIP	12,049	6,560	0	0	0	0	0	6,560	0	18,610	
Local Tax Funding	38	0	0	0	0	0	0	0	0	38	
Local Tax Funding Roads	0	6,560	0	0	0	0	0	6,560	0	6,560	
General Obligation Bonds	3,659	0	0	0	0	0	0	0	0	3,659	
Cash Proffers	2,785	0	0	0	0	0	0	0	0	2,785	
Smart Scale	277	0	0	0	0	0	0	0	0	277	
CMAQ	3,291	0	0	0	0	0	0	0	0	3,291	
Other Federal Grants	2,000	0	0	0	0	0	0	0	0	2,000	



Comparison Tables

ROAD PROJECTS	Prior Years	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	6-Year Total	Future Fiscal Years	Project Total	Project Change
Westwind Drive - Loudoun County Parkway to Old Ox Road											
Proposed FY 2025 CIP	80,629	3,399	6,079	46,243	0	0	0	55,721	0	136,350	9,673
Local Tax Funding	587	233	0	0	0	0	0	233	0	820	332
Local Tax Funding Roads	10,807	377	1,036	277	0	0	0	1,689	0	12,496	1,689
General Obligation Bonds	39,959	2,378	5,043	45,966	0	0	0	53,387	0	93,347	7,240
Cash Proffers	6,390	411	0	0	0	0	0	411	0	6,801	411
Smart Scale	19,821	0	0	0	0	0	0	0	0	19,821	0
NVTA 30% Local	3,064	0	0	0	0	0	0	0	0	3,064	0
Adopted FY 2024 CIP	80,530	0	3,380	42,767	0	0	0	46,147	0	126,677	
Local Tax Funding	488	0	0	0	0	0	0	0	0	488	
Local Tax Funding Roads	10,807	0	0	0	0	0	0	0	0	10,807	
General Obligation Bonds	39,959	0	3,380	42,767	0	0	0	46,147	0	86,106	
Cash Proffers	6,390	0	0	0	0	0	0	0	0	6,390	
Smart Scale	19,821	0	0	0	0	0	0	0	0	19,821	
NVTA 30% Local	3,064	0	0	0	0	0	0	0	0	3,064	



Comparison Tables

SIDEWALKS AND TRAILS	Prior Years	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	6-Year Total	Future Fiscal Years	Project Total	Project Change
Contingency - Sidewalk and Trails											
Proposed FY 2025 CIP	4,650	1,000	1,000	1,000	1,000	1,000	1,000	6,000	2,000	12,650	-3,790
Local Tax Funding	103	0	0	0	0	0	0	0	0	103	0
Local Tax Funding Roads	3,262	1,000	1,000	1,000	1,000	1,000	1,000	6,000	2,000	11,262	-3,630
NVTA 30% Local	1,279	0	0	0	0	0	0	0	0	1,279	-166
Adopted FY 2024 CIP	8,440	1,000	1,000	1,000	1,000	1,000	1,000	6,000	2,000	16,440	
Local Tax Funding	103	0	0	0	0	0	0	0	0	103	
Local Tax Funding Roads	6,892	1,000	1,000	1,000	1,000	1,000	1,000	6,000	2,000	14,892	
NVTA 30% Local	1,445	0	0	0	0	0	0	0	0	1,445	
Contingency - Traffic Calming											
Proposed FY 2025 CIP	896	500	500	500	500	500	500	3,000	1,000	4,896	-3,804
Local Tax Funding	92	0	0	0	0	0	0	0	0	92	-748
Local Tax Funding Roads	760	500	500	500	500	500	500	3,000	1,000	4,760	-3,100
Adopted FY 2024 CIP	4,700	500	500	500	500	500	500	3,000	1,000	8,700	
Local Tax Funding	840	0	0	0	0	0	0	0	0	840	
Local Tax Funding Roads	3,860	500	500	500	500	500	500	3,000	1,000	7,860	
Contingency - Traffic Signal											
Proposed FY 2025 CIP	3,916	1,000	1,000	1,000	1,000	1,000	1,000	6,000	2,000	11,916	-4,015
Local Tax Funding	358	0	0	0	0	0	0	0	0	358	-900
Local Tax Funding Roads	3,499	1,000	1,000	1,000	1,000	1,000	1,000	6,000	2,000	11,499	-3,115
NVTA 30% Local	19	0	0	0	0	0	0	0	0	19	0
Local Gas Tax	40	0	0	0	0	0	0	0	0	40	0
Adopted FY 2024 CIP	7,930	1,000	1,000	1,000	1,000	1,000	1,000	6,000	2,000	15,930	
Local Tax Funding	1,258	0	0	0	0	0	0	0	0	1,258	
Local Tax Funding Roads	6,614	1,000	1,000	1,000	1,000	1,000	1,000	6,000	2,000	14,614	
NVTA 30% Local	19	0	0	0	0	0	0	0	0	19	
Local Gas Tax	40	0	0	0	0	0	0	0	0	40	
Franklin Park to Purcellville Trail											
Proposed FY 2025 CIP	1,545	0	3,394	1,877	2,600	0	0	7,871	0	9,416	-922
Local Tax Funding	545	0	0	0	0	0	0	0	0	545	0



Comparison Tables

SIDEWALKS AND TRAILS	Prior Years	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	6-Year Total	Future Fiscal Years	Project Total	Project Change
General Obligation Bonds	0	0	1,394	0	0	0	0	1,394	0	1,394	616
Smart Scale	0	0	2,000	1,877	2,600	0	0	6,477	0	6,477	462
Other Federal Grants	1,000	0	0	0	0	0	0	0	0	1,000	-2,000
Adopted FY 2024 CIP	1,545	0	2,778	0	0	6,015	0	8,793	0	10,338	
Local Tax Funding	545	0	0	0	0	0	0	0	0	545	
General Obligation Bonds	0	0	778	0	0	0	0	778	0	778	
Smart Scale	0	0	0	0	0	6,015	0	6,015	0	6,015	
Other Federal Grants	1,000	0	2,000	0	0	0	0	2,000	0	3,000	
Harmony Middle School Shared Use Path											
Proposed FY 2025 CIP	2,325	0	1,300	0	0	0	0	1,300	0	3,625	-3,171
Local Tax Funding	71	0	0	0	0	0	0	0	0	71	0
General Obligation Bonds	0	0	1,300	0	0	0	0	1,300	0	1,300	-2,171
Cash Proffers	72	0	0	0	0	0	0	0	0	72	0
NVTA 30% Local	2,183	0	0	0	0	0	0	0	0	2,183	0
Adopted FY 2024 CIP	2,325	4,471	0	0	0	0	0	4,471	0	6,796	
Local Tax Funding	71	0	0	0	0	0	0	0	0	71	
General Obligation Bonds	0	3,471	0	0	0	0	0	3,471	0	3,471	
Cash Proffers	72	0	0	0	0	0	0	0	0	72	
Other State Grants	0	1,000	0	0	0	0	0	1,000	0	1,000	
NVTA 30% Local	2,183	0	0	0	0	0	0	0	0	2,183	
River Creek Parkway Sidewalk											
Proposed FY 2025 CIP	1,058	1,507	0	0	0	0	0	1,507	0	2,564	183
Local Tax Funding	20	115	0	0	0	0	0	115	0	134	115
General Obligation Bonds	1,038	1,392	0	0	0	0	0	1,392	0	2,430	68
Adopted FY 2024 CIP	1,057	1,324	0	0	0	0	0	1,324	0	2,381	
Local Tax Funding	19	0	0	0	0	0	0	0	0	19	
General Obligation Bonds	1,038	1,324	0	0	0	0	0	1,324	0	2,362	
Route 7 Shared Use Path											
Proposed FY 2025 CIP	10,652	990	8,526	0	0	0	0	9,516	0	20,168	613
Local Tax Funding	335	56	0	0	0	0	0	56	0	391	78
Local Tax Funding Roads	791	0	0	0	0	0	0	0	0	791	0



Comparison Tables

SIDEWALKS AND TRAILS	Prior Years	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	6-Year Total	Future Fiscal Years	Project Total	Project Change
General Obligation Bonds	8,600	678	0	0	0	0	0	678	0	9,278	-526
Appropriation-Backed Bonds	257	0	0	0	0	0	0	0	0	257	0
Cash Proffers	0	256	0	0	0	0	0	256	0	256	256
NVTA 30% Local	668	0	8,526	0	0	0	0	8,526	0	9,194	805
Adopted FY 2024 CIP	10,630	1,204	7,721	0	0	0	0	8,925	0	19,555	
Local Tax Funding	313	0	0	0	0	0	0	0	0	313	
Local Tax Funding Roads	791	0	0	0	0	0	0	0	0	791	
General Obligation Bonds	8,600	1,204	0	0	0	0	0	1,204	0	9,804	
Appropriation-Backed Bonds	257	0	0	0	0	0	0	0	0	257	
NVTA 30% Local	668	0	7,721	0	0	0	0	7,721	0	8,389	
Shellhorn Road / Central Station Drive / Hartley Place Intersection Improvements											
Proposed FY 2025 CIP	0	268	0	0	0	0	0	268	0	268	268
Adopted FY 2024 CIP	0	0	0	0	0	0	0	0	0	0	
Sidewalk and Trail Program											
Proposed FY 2025 CIP	11,170	567	79	130	2,261	2,199	257	5,493	32,472	49,136	-54,887
Local Tax Funding	0	0	0	0	0	0	257	257	2,000	2,257	-1,785
Local Tax Funding Roads	148	566	79	130	2,261	0	0	3,036	11,022	14,206	-20,111
General Obligation Bonds	4,663	0	0	0	0	2,199	0	2,199	19,450	26,313	-17,701
Cash Proffers	249	0	0	0	0	0	0	0	0	249	0
NVTA 30% Local	6,110	0	0	0	0	0	0	0	0	6,110	-7,290
Adopted FY 2024 CIP	15,448	12,435	12,020	12,020	12,020	10,020	10,020	68,535	20,040	104,023	
Local Tax Funding	1,037	0	0	0	0	0	1,002	1,002	2,004	4,043	
Local Tax Funding Roads	185	3,546	12,020	10,546	8,020	0	0	34,132	0	34,317	
General Obligation Bonds	7,866	3,073	0	0	0	6,020	9,018	18,111	18,036	44,014	
Cash Proffers	249	0	0	0	0	0	0	0	0	249	
RSTP	0	0	0	0	3,445	2,000	0	5,445	0	5,445	
CMAQ	0	0	0	0	555	2,000	0	2,555	0	2,555	
NVTA 30% Local	6,110	5,816	0	1,474	0	0	0	7,290	0	13,400	
STP - Ashburn Road - Within Ashburn Village to Gloucester Parkway											
Proposed FY 2025 CIP	0	0	0	0	0	682	4,186	4,868	1,384	6,252	6,252



Comparison Tables

SIDEWALKS AND TRAILS	Prior Years	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	6-Year Total	Future Fiscal Years	Project Total	Project Change
Local Tax Funding Roads	0	0	0	0	0	0	2,168	2,168	1,384	3,552	3,552
General Obligation Bonds	0	0	0	0	0	0	2,018	2,018	0	2,018	2,018
RSTP	0	0	0	0	0	682	0	682	0	682	682
Adopted FY 2024 CIP	0	0	0	0	0	0	0	0	0	0	
STP - Ashburn Village Boulevard - Farmwell Road to Michener Drive											
Proposed FY 2025 CIP	100	335	0	0	0	0	0	335	0	435	435
Local Tax Funding Roads	0	335	0	0	0	0	0	335	0	335	335
General Obligation Bonds	100	0	0	0	0	0	0	0	0	100	100
Adopted FY 2024 CIP	0	0	0	0	0	0	0	0	0	0	
STP - Ashburn Village Boulevard - Tippecanoe Terrace to the W&OD Trail Crossing											
Proposed FY 2025 CIP	65	1,014	188	0	0	0	0	1,202	0	1,267	1,267
Local Tax Funding Roads	0	0	188	0	0	0	0	188	0	188	188
General Obligation Bonds	65	0	0	0	0	0	0	0	0	65	65
NVTA 30% Local	0	1,014	0	0	0	0	0	1,014	0	1,014	1,014
Adopted FY 2024 CIP	0	0	0	0	0	0	0	0	0	0	
STP - Benedict Drive - Potomac View Road to existing sidewalk east of Bartholomew Fair Drive											
Proposed FY 2025 CIP	0	340	582	832	0	0	0	1,754	0	1,754	1,754
General Obligation Bonds	0	340	582	832	0	0	0	1,754	0	1,754	1,754
Adopted FY 2024 CIP	0	0	0	0	0	0	0	0	0	0	
STP - Blossom Drive -Victoria Station Drive to Magnolia Road											
Proposed FY 2025 CIP	106	1,176	0	1,322	0	0	0	2,498	0	2,604	2,604
General Obligation Bonds	106	78	0	0	0	0	0	78	0	184	184
Other Federal Grants	0	0	0	1,014	0	0	0	1,014	0	1,014	1,014
NVTA 30% Local	0	1,097	0	308	0	0	0	1,405	0	1,405	1,405
Adopted FY 2024 CIP	0	0	0	0	0	0	0	0	0	0	
STP - Cascades Parkway - Church Road to Victoria Station Drive											
Proposed FY 2025 CIP	0	689	0	2,509	1,438	0	0	4,636	0	4,636	4,636
Local Tax Funding Roads	0	689	0	2,509	1,438	0	0	4,636	0	4,636	4,636



Comparison Tables

SIDEWALKS AND TRAILS	Prior Years	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	6-Year Total	Future Fiscal Years	Project Total	Project Change
Adopted FY 2024 CIP	0	0	0	0	0	0	0	0	0	0	
STP - Cascades Parkway - Nokes Boulevard/Potomac View Road to Woodshire Drive											
Proposed FY 2025 CIP	185	0	1,074	3,389	3,944	0	0	8,407	0	8,592	8,592
Local Tax Funding Roads	0	0	1,074	1,075	2,209	0	0	4,358	0	4,358	4,358
RSTP	0	0	0	0	1,735	0	0	1,735	0	1,735	1,735
Other Federal Grants	185	0	0	2,314	0	0	0	2,314	0	2,499	2,499
Adopted FY 2024 CIP	0	0	0	0	0	0	0	0	0	0	
STP - Cascades Parkway - Victoria Station Drive/Loudoun Park Lane to Nokes Boulevard/Potomac View Road											
Proposed FY 2025 CIP	0	0	1,216	0	1,191	0	2,824	5,232	0	5,232	5,232
Smart Scale	0	0	1,216	0	1,191	0	2,824	5,232	0	5,232	5,232
Adopted FY 2024 CIP	0	0	0	0	0	0	0	0	0	0	
STP - Church Road - Magnolia Road to west of West Holly Avenue											
Proposed FY 2025 CIP	80	1,107	665	0	0	0	0	1,772	0	1,852	1,852
Local Tax Funding	80	0	0	0	0	0	0	0	0	80	80
Local Tax Funding Roads	0	0	665	0	0	0	0	665	0	665	665
NVTA 30% Local	0	1,107	0	0	0	0	0	1,107	0	1,107	1,107
Adopted FY 2024 CIP	0	0	0	0	0	0	0	0	0	0	
STP - Claiborne Parkway - Broadlands Boulevard to Vestals Gap Drive											
Proposed FY 2025 CIP	425	0	617	612	0	0	0	1,229	0	1,654	1,654
Local Tax Funding Roads	0	0	109	612	0	0	0	721	0	721	721
General Obligation Bonds	425	0	508	0	0	0	0	508	0	933	933
Adopted FY 2024 CIP	0	0	0	0	0	0	0	0	0	0	
STP - Claude Moore Drive - Old Ryan Road to Existing Sidewalk East of Mooreview Parkway											
Proposed FY 2025 CIP	300	500	759	0	0	0	0	1,259	0	1,559	1,559
Local Tax Funding Roads	0	0	759	0	0	0	0	759	0	759	759
General Obligation Bonds	300	500	0	0	0	0	0	500	0	800	800
Adopted FY 2024 CIP	0	0	0	0	0	0	0	0	0	0	



Comparison Tables

SIDEWALKS AND TRAILS	Prior Years	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	6-Year Total	Future Fiscal Years	Project Total	Project Change
STP - Davis Drive - Sterling Boulevard to W Church Road											
Proposed FY 2025 CIP	0	0	0	0	979	5,075	2,035	8,089	0	8,089	8,089
Local Tax Funding Roads	0	0	0	0	0	0	2,035	2,035	0	2,035	2,035
General Obligation Bonds	0	0	0	0	0	1,548	0	1,548	0	1,548	1,548
RSTP	0	0	0	0	979	3,527	0	4,506	0	4,506	4,506
Adopted FY 2024 CIP	0	0	0	0	0	0	0	0	0	0	0
STP - East Maple Avenue - Enterprise Street to Sterling Boulevard											
Proposed FY 2025 CIP	165	826	0	0	0	0	0	826	0	991	991
Local Tax Funding	50	0	0	0	0	0	0	0	0	50	50
General Obligation Bonds	115	0	0	0	0	0	0	0	0	115	115
NVTA 30% Local	0	826	0	0	0	0	0	826	0	826	826
Adopted FY 2024 CIP	0	0	0	0	0	0	0	0	0	0	0
STP - Millstream Drive - Village Center Plaza/Loudoun Park and Ride to Stone Carver Drive											
Proposed FY 2025 CIP	0	373	652	0	0	0	0	1,025	0	1,025	1,025
Local Tax Funding Roads	0	373	652	0	0	0	0	1,025	0	1,025	1,025
Adopted FY 2024 CIP	0	0	0	0	0	0	0	0	0	0	0
STP - Pacific Boulevard - Waxpool Road to W&OD Trail Connection											
Proposed FY 2025 CIP	615	87	1,568	0	1,292	0	0	2,947	0	3,562	3,562
Local Tax Funding Roads	0	0	1,568	0	0	0	0	1,568	0	1,568	1,568
General Obligation Bonds	615	87	0	0	0	0	0	87	0	702	702
RSTP	0	0	0	0	731	0	0	731	0	731	731
CMAQ	0	0	0	0	561	0	0	561	0	561	561
Adopted FY 2024 CIP	0	0	0	0	0	0	0	0	0	0	0
STP - Potomac View Road - Cascades Parkway to First Baptist Church Driveway											
Proposed FY 2025 CIP	205	603	0	1,672	0	0	0	2,275	0	2,480	2,480
General Obligation Bonds	205	603	0	0	0	0	0	603	0	808	808
Other State Grants	0	0	0	1,672	0	0	0	1,672	0	1,672	1,672
Adopted FY 2024 CIP	0	0	0	0	0	0	0	0	0	0	0



Comparison Tables

SIDEWALKS AND TRAILS	Prior Years	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	6-Year Total	Future Fiscal Years	Project Total	Project Change
STP - Potomac View Road - Leesburg Pike to Existing Sidewalk South of Palisade Parkway											
Proposed FY 2025 CIP	0	0	0	0	0	718	1,425	2,142	2,549	4,691	4,691
Local Tax Funding	0	0	0	0	0	0	745	745	0	745	745
Local Tax Funding Roads	0	0	0	0	0	0	680	680	0	680	680
General Obligation Bonds	0	0	0	0	0	718	0	718	2,549	3,266	3,266
Adopted FY 2024 CIP	0	0	0	0	0	0	0	0	0	0	0
STP - Potomac View Road - South of River Meadows Terrace to Route 7											
Proposed FY 2025 CIP	550	0	1,569	1,790	0	0	0	3,359	0	3,909	3,909
Local Tax Funding	460	0	0	0	0	0	0	0	0	460	460
Local Tax Funding Roads	0	0	0	1,790	0	0	0	1,790	0	1,790	1,790
General Obligation Bonds	90	0	0	0	0	0	0	0	0	90	90
NVTA 30% Local	0	0	1,569	0	0	0	0	1,569	0	1,569	1,569
Adopted FY 2024 CIP	0	0	0	0	0	0	0	0	0	0	0
STP - Route 7 and Countryside Boulevard Shared Use Paths and Sidewalks											
Proposed FY 2025 CIP	0	1,588	0	4,741	3,348	0	0	9,676	0	9,676	9,676
Smart Scale	0	1,588	0	4,741	3,348	0	0	9,676	0	9,676	9,676
Adopted FY 2024 CIP	0	0	0	0	0	0	0	0	0	0	0
STP - Shellhorn Road - Blossom Hill Terrace to Ashburn Village Boulevard											
Proposed FY 2025 CIP	450	1,296	977	0	0	0	0	2,273	0	2,723	2,723
Local Tax Funding Roads	0	0	977	0	0	0	0	977	0	977	977
General Obligation Bonds	450	1,296	0	0	0	0	0	1,296	0	1,746	1,746
Adopted FY 2024 CIP	0	0	0	0	0	0	0	0	0	0	0
STP - Sterling Boulevard - Shaw Road to Davis Drive											
Proposed FY 2025 CIP	0	0	0	0	0	1,346	2,117	3,463	3,675	7,138	7,138
Local Tax Funding Roads	0	0	0	0	0	0	2,117	2,117	0	2,117	2,117
General Obligation Bonds	0	0	0	0	0	1,346	0	1,346	3,675	5,021	5,021
Adopted FY 2024 CIP	0	0	0	0	0	0	0	0	0	0	0
STP - Sterling Boulevard - W&OD to Shaw Road											



Comparison Tables

SIDEWALKS AND TRAILS	Prior Years	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	6-Year Total	Future Fiscal Years	Project Total	Project Change
Proposed FY 2025 CIP	465	1,134	2,013	1,000	2,105	0	0	6,251	0	6,716	6,716
Local Tax Funding	315	0	0	0	0	0	0	0	0	315	315
Local Tax Funding Roads	0	1,134	2,013	1,000	2,105	0	0	6,251	0	6,251	6,251
General Obligation Bonds	150	0	0	0	0	0	0	0	0	150	150
Adopted FY 2024 CIP	0	0	0	0	0	0	0	0	0	0	0
STP - Waxpool Road - Claiborne Parkway to Faulkner Parkway											
Proposed FY 2025 CIP	347	203	1,063	1,166	0	0	0	2,432	0	2,779	2,779
Local Tax Funding Roads	125	0	1,063	0	0	0	0	1,063	0	1,188	1,188
General Obligation Bonds	222	0	0	0	0	0	0	0	0	222	222
NVTA 30% Local	0	203	0	1,166	0	0	0	1,369	0	1,369	1,369
Adopted FY 2024 CIP	0	0	0	0	0	0	0	0	0	0	0
Sterling Boulevard / W&OD Trail Overpass											
Proposed FY 2025 CIP	1,933	10,489	0	0	0	0	0	10,489	0	12,422	1,498
Local Tax Funding	45	121	0	0	0	0	0	121	0	166	121
Local Tax Funding Roads	556	0	0	0	0	0	0	0	0	556	0
General Obligation Bonds	1,099	1,377	0	0	0	0	0	1,377	0	2,476	-7,614
Cash Proffers	233	0	0	0	0	0	0	0	0	233	0
Other Federal Grants	0	8,991	0	0	0	0	0	8,991	0	8,991	8,991
Adopted FY 2024 CIP	1,933	8,991	0	0	0	0	0	8,991	0	10,924	
Local Tax Funding	45	0	0	0	0	0	0	0	0	45	
Local Tax Funding Roads	556	0	0	0	0	0	0	0	0	556	
General Obligation Bonds	1,099	8,991	0	0	0	0	0	8,991	0	10,090	
Cash Proffers	233	0	0	0	0	0	0	0	0	233	
Traffic Sign Replacement Program											
Proposed FY 2025 CIP	1,000	1,001	0	0	1,000	0	0	2,001	1,000	4,001	1
Local Tax Funding Roads	0	1,000	0	0	1,000	0	0	2,000	1,000	3,000	0
Appropriation-Backed Bonds	1,000	0	0	0	0	0	0	0	0	1,000	0
Adopted FY 2024 CIP	1,000	1,000	0	0	1,000	0	0	2,000	1,000	4,000	
Local Tax Funding Roads	0	1,000	0	0	1,000	0	0	2,000	1,000	3,000	
Appropriation-Backed Bonds	1,000	0	0	0	0	0	0	0	0	1,000	



Comparison Tables

TRANSIT PROJECTS	Prior Years	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	6-Year Total	Future Fiscal Years	Project Total	Project Change
Metro Capital Contribution											
Proposed FY 2025 CIP	29,067	6,093	6,043	6,148	6,253	6,361	6,793	37,691	29,274	96,032	16,572
NVTA 30% Local	16,042	6,093	6,043	6,148	6,253	6,361	6,793	37,691	29,274	83,007	8,569
Adopted FY 2024 CIP	25,557	6,237	6,366	6,499	6,635	6,776	6,921	39,434	14,470	79,461	
Other Federal Grants	5,023	0	0	0	0	0	0	0	0	5,023	
NVTA 30% Local	20,534	6,237	6,366	6,499	6,635	6,776	6,921	39,434	14,470	74,438	
Bus Stop Installation for New Routes											
Proposed FY 2025 CIP	1,000	0	1,000	0	1,000	0	1,000	3,000	1,000	5,000	0
NVTA 30% Local	1,000	0	1,000	0	1,000	0	1,000	3,000	1,000	5,000	0
Adopted FY 2024 CIP	1,000	0	1,000	0	1,000	0	1,000	3,000	1,000	5,000	
NVTA 30% Local	1,000	0	1,000	0	1,000	0	1,000	3,000	1,000	5,000	
Bus Shelter Program											
Proposed FY 2025 CIP	507	844	1,942	2,049	2,049	2,049	1,492	10,426	1,177	12,110	0
NVTA 30% Local	507	844	1,942	2,049	2,049	2,049	1,492	10,426	1,177	12,110	0
Adopted FY 2024 CIP	507	844	1,942	2,049	2,049	2,049	1,492	10,426	1,177	12,110	
NVTA 30% Local	507	844	1,942	2,049	2,049	2,049	1,492	10,426	1,177	12,110	



Comparison Tables

ELEMENTARY SCHOOL PROJECTS	Prior Years	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	6-Year Total	Future Fiscal Years	Project Total	Project Change
ES-34 Dulles North											
Proposed FY 2025 CIP	0	0	0	0	7,690	69,170	0	76,860	0	76,860	0
General Obligation Bonds	0	0	0	0	7,690	69,170	0	76,860	0	76,860	2,519
Adopted FY 2024 CIP	0	0	7,685	69,175	0	0	0	76,860	0	76,860	
Local Tax Funding	0	0	2,519	0	0	0	0	2,519	0	2,519	
General Obligation Bonds	0	0	5,166	69,175	0	0	0	74,341	0	74,341	



Comparison Tables

HIGH SCHOOL PROJECTS	Prior Years	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	6-Year Total	Future Fiscal Years	Project Total	Project Change
High School (HS-14) Dulles North											
Proposed FY 2025 CIP	21,755	249,250	0	0	0	0	0	249,250	0	271,005	5
General Obligation Bonds	21,755	249,250	0	0	0	0	0	249,250	0	271,005	5
Adopted FY 2024 CIP	21,755	249,245	0	0	0	0	0	249,245	0	271,000	
General Obligation Bonds	21,755	249,245	0	0	0	0	0	249,245	0	271,000	
Park View High School Replacement											
Proposed FY 2025 CIP	22,169	199,520	0	0	0	0	0	199,520	0	221,689	-4
General Obligation Bonds	22,169	199,520	0	0	0	0	0	199,520	0	221,689	-4
Adopted FY 2024 CIP	22,169	199,524	0	0	0	0	0	199,524	0	221,693	
General Obligation Bonds	22,169	199,524	0	0	0	0	0	199,524	0	221,693	



Comparison Tables

OTHER SCHOOL PROJECTS	Prior Years	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	6-Year Total	Future Fiscal Years	Project Total	Project Change
Banneker ES Renovation/Addition											
Proposed FY 2025 CIP	3,895	35,060	0	0	0	0	0	35,060	0	38,955	7
General Obligation Bonds	3,895	35,060	0	0	0	0	0	35,060	0	38,955	7
Adopted FY 2024 CIP	3,895	35,053	0	0	0	0	0	35,053	0	38,948	
General Obligation Bonds	3,895	35,053	0	0	0	0	0	35,053	0	38,948	
Capital Renewal and Alteration											
Proposed FY 2025 CIP	164,820	18,270	20,000	55,320	66,033	80,000	80,000	319,623	515,000	999,443	374,399
Local Tax Funding	33,700	4,003	10,000	20,000	7,000	20,000	20,000	81,003	40,000	154,703	3
General Obligation Bonds	131,120	14,267	10,000	35,320	59,033	60,000	60,000	238,620	475,000	844,740	374,396
Adopted FY 2024 CIP	163,779	17,210	18,092	55,320	66,033	64,610	80,000	301,265	160,000	625,044	
Local Tax Funding	33,700	4,000	10,000	20,000	7,000	20,000	20,000	81,000	40,000	154,700	
General Obligation Bonds	130,079	13,210	8,092	35,320	59,033	44,610	60,000	220,265	120,000	470,344	
Eastern Transportation Facility											
Proposed FY 2025 CIP	0	0	0	0	0	0	3,280	3,280	0	3,280	3,280
Local Tax Funding	0	0	0	0	0	0	3,280	3,280	0	3,280	3,280
Adopted FY 2024 CIP	0	0	0	0	0	0	0	0	0	0	
School Bus Radio Replacements and UHF System Upgrade											
Proposed FY 2025 CIP	10,420	0	0	0	0	14,380	0	14,380	0	24,800	5
Appropriation-Backed Bonds	10,420	0	0	0	0	14,380	0	14,380	0	24,800	5
Adopted FY 2024 CIP	10,420	0	0	0	0	14,375	0	14,375	0	24,795	
Appropriation-Backed Bonds	10,420	0	0	0	0	14,375	0	14,375	0	24,795	
School Bus Replacement and Associated Infrastructure											
Proposed FY 2025 CIP	42,776	9,750	10,280	10,850	11,440	12,070	12,070	66,460	24,140	133,376	10
Local Tax Funding	9,549	0	0	0	0	0	0	0	0	9,549	0
General Obligation Bonds	2,916	0	0	0	0	0	0	0	0	2,916	0
Appropriation-Backed Bonds	30,311	9,750	10,280	10,850	11,440	12,070	12,070	66,460	24,140	120,911	10
Adopted FY 2024 CIP	42,776	9,745	10,280	10,845	11,440	12,070	12,070	66,450	24,140	133,366	
Local Tax Funding	9,549	0	0	0	0	0	0	0	0	9,549	
General Obligation Bonds	2,916	0	0	0	0	0	0	0	0	2,916	



Comparison Tables

OTHER SCHOOL PROJECTS	Prior Years	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	6-Year Total	Future Fiscal Years	Project Total	Project Change
Appropriation-Backed Bonds	30,311	9,745	10,280	10,845	11,440	12,070	12,070	66,450	24,140	120,901	
School Replacement Program											
Proposed FY 2025 CIP	0	0	0	0	0	0	11,020	11,020	0	11,020	11,020
Local Tax Funding	0	0	0	0	0	0	11,020	11,020	0	11,020	11,020
Adopted FY 2024 CIP	0	0	0	0	0	0	0	0	0	0	
Student Welcome Center at Sterling ES											
Proposed FY 2025 CIP	7,710	0	0	0	0	0	0	0	0	7,710	0
Local Tax Funding	6,850	0	0	0	0	0	0	0	0	6,850	0
General Obligation Bonds	860	0	0	0	0	0	0	0	0	860	0
Adopted FY 2024 CIP	7,710	0	0	0	0	0	0	0	0	7,710	
Local Tax Funding	6,850	0	0	0	0	0	0	0	0	6,850	
General Obligation Bonds	860	0	0	0	0	0	0	0	0	860	
Valley Service Center Traffic Signal											
Proposed FY 2025 CIP	785	0	0	0	0	0	0	0	0	785	0
General Obligation Bonds	785	0	0	0	0	0	0	0	0	785	0
Adopted FY 2024 CIP	785	0	0	0	0	0	0	0	0	785	
General Obligation Bonds	785	0	0	0	0	0	0	0	0	785	
Waterford ES Renovation and Addition											
Proposed FY 2025 CIP	0	2,010	18,080	0	0	0	0	20,090	0	20,090	5
General Obligation Bonds	0	2,010	18,080	0	0	0	0	20,090	0	20,090	5
Adopted FY 2024 CIP	0	2,009	18,077	0	0	0	0	20,085	0	20,085	
General Obligation Bonds	0	2,009	18,077	0	0	0	0	20,085	0	20,085	



Schedule of Financing and Referenda

General Obligation Bond Financing

The following projects are scheduled for general obligation bond financing requiring referendum in the FY 2025 – FY 2030 capital planning period. The referendum requires voter approval for the use of general obligation bond financing of public facilities. Following this table is a summary of previously authorized bond referenda by Loudoun County voters.

Anticipated General Obligation Bond Financing

Referendum Date	Project	Amount
November 2024		
General Government	Braddock Road / Trailhead Drive Roundabout	\$6,894,000
	Braddock Road Widening – Paul VI Eastern Entrance to Loudoun County Parkway	17,680,000
	Crosstrail Boulevard Segment C – Sycolin to Dulles Greenway	8,953,000
	Dulles South Community Park	2,716,000
	Dulles West Blvd – Northstar Blvd to Arcola Blvd	3,893,000
	Evergreen Mills Road / Reservoir Road / Watson Road Intersection Improvement	6,488,000
	Fire and Rescue Capital Apparatus	8,064,000
	Fire and Rescue – Station #08- Philomont Station Replacement	1,605,000
	Franklin Park to Purcellville Trail	1,394,000
	Lake Drive Improvements	16,751,000
	Northstar Boulevard Widening – Tall Cedars Parkway to Braddock Road	19,520,000
	Route 7/ Route 287 Interchange	2,209,000
	Route 15 Widening – White Ferry to Montessor Road	47,729,000
	Ryan Road Widening - Evergreen Mills Road to Beaverdam Drive	18,004,000
	Sycolin Road – Loudoun Center Place to Crosstrail Blvd	1,650,000
	Western Loudoun Recreation Center	42,307,000
	Westpark Improvements	8,764,000
	Subtotal – General Government	\$214,621,000
	Schools	LCPS Facility Renewals and Alterations
	Subtotal – Schools	\$10,000,000
Total		\$ 224,621,000
November 2025		
General Government	Croson Lane Widening - Claiborne to Old Ryan Road	\$17,546,000
	Farmwell Road Intersections Improvements	2,415,000
	Fire and Rescue – Station #02/#14- Purcellville Addition	10,175,000

**Schedule of Financing and Referenda**

	Linear Parks and Trail System	14,000,000
	Sterling Neighborhood Park	10,641,000
	Westwind Drive – Loudoun County Pkwy to Old Ox Road	7,241,000
	Subtotal – General Government	\$62,018,000
Schools	Capital Renewal and Alteration	\$35,320,000
	Subtotal – Schools	\$35,320,000
Total		\$97,338,000
November 2026		
General Government	Bolen Park Turf Field Conversion	\$2,500,500
	Brambleton Sheriff Station	29,063,000
	Fire and Rescue – Station #29- Loudoun Gateway Station	42,247,000
	Fire and Rescue – Training Academy Expansion	15,859,000
	Route 7 / Route 690 Interchange – Phase II	3,580,000
	Route 15 / Hogback Mountain Road	2,689,000
	Route 50 / Loudoun County Pkwy Interchange	68,323,000
	Subtotal – General Government	\$164,261,500
Schools	ES-34 Dulles North	\$76,860,000
	Capital Renewal and Alteration	\$59,033,000
	Subtotal – Schools	\$135,893,000
Total		\$300,154,500
November 2027		
General Government	Arcola Mills – Segment 1- Belmont Ridge to Stone Springs	\$30,584,500
	Evergreen Mill Road / Hogeland Mill Road – Bridge and Safety Improvements	108,000
	Potomac Lakes Parking and Field Improvements	4,234,000
	Prentice Drive – Loudoun County Parkway to Lockridge Road	127,000,000
	Route 7 Eastbound Widening – Loudoun County Pkwy to Route 28	8,825,000
	Route 7 Improvements – Route 9 to Dulles Greenway – Long Term Improvements	97,734,000
	Route 15 / Braddock Road Roundabout	2,619,000
	Subtotal – General Government	\$271,104,500
Schools	Capital Renewal and Alteration	\$60,000,000
	Subtotal – Schools	\$60,000,000
Total		\$331,104,500
November 2028		
General Government		\$0
	Subtotal – General Government	\$0



Schedule of Financing and Referenda

Schools	Capital Renewal and Alteration	\$60,000,000
Subtotal – Schools		\$60,000,000
Total		\$60,000,000
Total Planned Referendum Authority November 2024-2028		\$1,013,218,000



Schedule of Financing and Referenda

Previously Approved General Obligation Bond Financing

Referendum Date	Project	Amount
November 2023		
General Government	Crosstrail Blvd - Segment C – Sycolin Road to Dulles Greenway	\$33,048,000
	Dulles Adult Day Center	15,964,000
	Dulles West Boulevard – Northstar Boulevard to Arcola Boulevard	16,920,000
	Evergreen Mills Road/Revolution Sportsplex: Westbound Left-Turn Lane	5,182,000
	Evergreen Mills Road/Hogeland Mill Road: Bridge and Safety Improvements	1,143,000
	Fire and Rescue – Station #28 – Leesburg South Station	11,333,000
	Fields Farm Park	8,668,000
	Harmony Middle School Shared-Use Path	3,471,000
	Intersection Improvement Program	13,373,000
	Linear Parks and Trail Signature Project	8,644,000
	Route 7 Shared Use Path	4,604,000
	Route 9 / Route 287 Roundabout	5,730,000
	Route 15 / Braddock Road Roundabout	4,692,000
	Sterling Neighborhood Park	14,965,000
	Westwind Drive – Loudoun County Parkway to Old Ox Road	68,456,000
	Subtotal – General Government	\$216,193,000
Schools	Banneker ES Renovation & Addition	\$38,948,000
	HS-14, Dulles North	87,436,000
	Capital Renewal and Alteration	15,994,000
	Park View High School Replacement	183,548,000
	School Security Improvements	16,700,000
	Waterford ES Renovation and Addition	20,085,000
	Subtotal – Schools	\$362,711,000
Total		\$578,904,000
November 2022		
General Government	Crosstrail Blvd - Segment C – Sycolin Road to Dulles Greenway	\$9,982,000
	Fire and Rescue - Station #04 - Round Hill Station Replacement	8,121,000
	Route 15 / Braddock Road Roundabout	1,089,000
	Route 50 / Everfield Roundabout	5,873,000
	Route 7 Improvements Phase 3 - Route 9 & Dulles Greenway, Segment 2 ¹	13,066,000
	Route 7 Improvements Phase 2 - Route 7 & Route 690 Interchange ²	11,461,000

¹ Subsequent to the November 2022 referendum, this project was renamed as Route 7 Improvements – Route 9 to Dulles Greenway – Long Term Improvements.

² Subsequent to the November 2022 referendum, this project was renamed as Route 7 / Route 690 (Hillsboro Road) Interchange.



Schedule of Financing and Referenda

Referendum Date	Project	Amount
	Sterling Boulevard / W&OD Trail Overpass	9,843,000
	Western Loudoun Recreation Center	66,593,000
	Subtotal – General Government	\$126,028,000
Schools	HS-14, Dulles North	\$183,564,000
	Capital Renewal and Alteration	42,985,000
	Park View and William Obediah Robey HS Additions ³	38,145,000
	School Security Improvements	2,875,000
	Valley Service Center Traffic Signal	655,000
	Subtotal – Schools	\$268,224,000
Total		\$394,252,000
November 2021		
General Government	Evergreen Mills Road (Reservoir Road to Watson Road) ⁴	\$6,780,000
	Farmwell Road Intersection Improvements	7,005,000
	Fire Rescue Basic Training Facility	6,515,000
	Fire and Rescue Station #28 - Leesburg South	675,000
	Route 9 / Route 287 Roundabout	7,767,000
	Shellhorn Road (Loudoun County Parkway to Dulles Airport Property) ⁵	1,327,000
	Shellhorn Road (Dulles Airport Property to Moran Road) ⁶	41,847,000
	Waxpool Road / Loudoun County Parkway Intersection Improvements	3,517,000
	Subtotal – General Government	\$75,433,000
Schools	ES-32 Dulles South Elementary School	\$57,911,000
	Capital Renewal and Alteration	39,425,000
	Valley Service Center Replacement and Bus Parking	37,690,000
	Subtotal – Schools	\$135,026,000
Total		\$210,459,000
November 2020		
General Government	Braddock Road, Segment 1 (Royal Hunter to Gum Spring)	\$1,832,000
	Braddock Road, Segment 1B (Whitman Farm to Paul IV)	2,000,000
	Fire Rescue Training Academy Expansion	7,880,000
	Fire and Rescue Station #08 - Philomont Fire Rescue Station	21,636,000
	Loudoun County Parkway Widening (Ryan to Shellhorn)	2,708,000

³ Subsequent to the November 2022 referendum, this project was renamed as Park View and William Obediah Robey High School Replacement.

⁴ Subsequent to the November 2021 referendum, this project was renamed as Evergreen Mills Road / Reservoir Road / Watson Road Intersection.

⁵ Subsequent to the November 2021 referendum, this project was renamed as Shellhorn Road – East of Loudoun County Parkway to Bullpen Drive / Thumb Drive.

⁶ Subsequent to the November 2021 referendum, this project was renamed as Shellhorn Road – MWAA Property to Moran Road.

**Schedule of Financing and Referenda**

Referendum Date	Project	Amount
	Philip A. Bolen Park Phase II	3,310,000
	River Creek Parkway Sidewalk	2,362,000
	Route 15 Improvements (Montessoro to Point of Rocks Bridge) ⁷	36,407,000
	Route 50 / North Collector Road (Tall Cedars to Route 28)	67,137,000
	Route 50 and Trailhead Roundabout	4,275,000
	Scott Jenkins Park Phase III	515,000
	Sidewalk and Trail Program	34,489,000
	Subtotal – General Government	\$184,551,000
Schools	Douglas School Renewal	\$9,320,000
	Capital Renewal and Alteration	49,280,000
	School Security Improvements	64,295,000
	Student Welcome Center at Sterling Elementary School	860,000
	Subtotal – Schools	\$123,755,000
Total		\$308,306,000
November 2019		
General Government	Fields Farm Park	\$29,185,000
	Fire and Rescue Basic Training Facility	5,270,000
	Fire and Rescue - Station #28 - Leesburg South Station	17,600,000
	Lovettsville District Park Phases I & II	4,680,000
	Philip Bolen Park Phase II	6,175,000
	Route 7 Improvements Phase 2- Route 7 & Route 690 Interchange ⁸	17,220,000
	Route 50 / Trailhead Roundabout	8,570,000
	Route 7 Pedestrian Improvements	5,200,000
	Scott Jenkins Park Phase III	1,755,000
	Sterling Boulevard / W&OD Trail Overpass	8,245,000
	Westwind Drive - Loudoun County Parkway to Old Ox Road	17,650,000
	Subtotal – General Government	\$121,550,000
Schools	Middle School Classroom Additions	\$5,170,000
	Middle School (MS-14), Dulles North	88,770,000
	Subtotal – Schools	\$93,940,000
Total		\$215,490,000

⁷ Subsequent to the November 2020 referendum, this project was segmented into two separate projects: Route 15 / Spinks Ferry Road / Newvalley Church Road Roundabout and Route 15 / Lovettsville Road Intersection Improvements.

⁸ Subsequent to the November 2019 referendum, this project was renamed Route 7 / Route 690 (Hillsboro Road) Interchange.



Schedule of Financing and Referenda

Appropriation Backed Financing

The following projects are planned to be financed through appropriation-backed financing during the FY 2025 – FY 2030 capital planning period. Appropriation backed financings do not require a referendum. Following this table is a summary of previously authorized financings.

Anticipated Appropriation Backed Financing

Appropriation Year	Project	Amount
FY 2025	Adult Detention Center Expansion Phase III	\$1,434,000
	County Renovation Program	6,685,000
	County Renovation Program - DTCI Renovations	3,000,000
	Eastern Services Center	10,350,000
	General Government Office Space - Phase I	1,696,935
	MHSADS Group Home Replacements	1,797,000
	School Bus Replacement and Associated Infrastructure	9,750,000
	Shenandoah Building Renovation	24,419,000
	Subtotal – FY 2025	\$59,131,935
FY 2026	Adult Detention Center Expansion Phase III	\$4,410,000
	County Renovation Program	10,928,000
	General Government Office Building - Phase I	24,595,000
	Public Safety - Core Radio System Upgrade	1,500,000
	School Bus Replacement and Associated Infrastructure	10,280,000
	Subtotal – FY 2026	\$51,713,000
FY 2027	Adult Detention Center Expansion - Phase III	\$27,283,334
	County Renovation Program	11,777,000
	Landfill Cell Capping	830,000
	MHSADS Group Home Replacements	8,329,149
	Public Safety - Replacement Communication Equipment	15,000,000
	School Bus Replacement and Associated Infrastructure	10,850,000
	Subtotal – FY 2027	\$74,069,483
FY 2028	County Renovation Program	\$20,501,706
	PRCS Renovation Program	3,000,000
	Public Safety - Radio Tower Expansion Program	4,100,960
	Public Safety - Replacement Communication Equipment	9,000,000
	School Bus Replacement and Associated Infrastructure	11,440,000
	Subtotal – FY 2028	\$48,042,666

**Schedule of Financing and Referenda**

Appropriation Year	Project	Amount
FY 2029	County Renovation Program	\$13,637,680
	Landfill – Cell Liner	11,710,000
	Public Safety – Replacement Communication Equipment	19,000,000
	School Bus Radio Replacement and UHF System Upgrade	14,380,000
	School Bus Replacement and Associated Infrastructure	12,070,000
	Subtotal – FY 2029	\$70,797,680
FY 2030	County Renovation Program	\$21,802,594
	PRCS Renovation Program	8,250,000
	Public Safety- Radio Tower Expansion Program	4,317,958
	School Bus Replacement and Associated Infrastructure	12,070,000
	Subtotal – FY 2030	\$46,440,552
Total Appropriation Backed Bond Financing for FY 2025 – FY 2030		\$350,195,316

Previously Approved Appropriation Backed Financing

Appropriation Year	Project	Amount
FY 2024	Arcola Quarters for the Enslaved	\$12,013,000
	County Renovation Program	2,434,000
	County Renovation Program – DIT Renovations	5,500,000
	County Renovation Program – DTCI Renovations	3,000,000
	Consolidated Shops and Warehouse Facility	2,461,000
	Eastern Services Center	17,250,000
	General Government Office Space - Phase I	73,440,000
	MHSADS Crisis Receiving and Stabilization Center	16,332,000
	School Bus Replacement and Acquisition	5,366,000
	Union Street School	5,485,000
	Subtotal – FY 2024	\$143,281,000
FY 2023	County Renovation Program	\$572,000
	Courts Complex Phase IV Renovation	23,430,000
	General Government Office Space- Phase I	7,841,000
	School Bus Replacement and Acquisition	8,755,000
	Subtotal – FY 2023	\$40,598,000
FY 2022	County Renovation Program - Government Center	\$535,000
	County Renovation Program - Waterford Space	2,000,000
	County Renovation Program - Shenandoah Building	4,000,000



Schedule of Financing and Referenda

Appropriation Year	Project	Amount
	County Renovation Program	4,145,000
	DS Group Residence - Eastern Loudoun	1,665,000
	Fire and Rescue Storage Sheds	525,000
	Oracle Upgrades - Hosting Solution	5,202,000
	Public Safety - Handheld Radio Replacements	11,251,000
	Public Safety - Radio Tower Expansion Program	2,830,000
	Public Safety - Redundant Master/Prime Site	1,008,000
	Public Safety - School Radio Coverage Program	1,100,000
	PRCS Renovation Program	1,500,000
	PRCS Renovation Program	1,000,000
	Land Acquisition (Various LCPS Projects)	5,275,000
	School Bus Replacement and Acquisition	800,000
	School Bus Radio Replacements and UHF Upgrades	10,420,000
	Subtotal – FY 2022	\$53,256,000
FY 2021	Ashburn Recreation and Community Center	\$5,437,000
	Children's Science Center	13,928,000
	Consolidated Shops & Warehouse	3,500,000
	County Landfill Sequence 1A Cap	1,790,000
	County Landfill Reclamation Project	7,920,000
	County Renovation Program - Government Center	500,000
	Courts Complex Phase III (Expansion)	8,111,000
	DS Group Residence - Eastern Loudoun	560,000
	Fire and Rescue Storage Sheds	75,000
	Broadband Infrastructure - Schools	875,000
	School Bus Replacement and Acquisition	7,865,000
	Subtotal – FY 2021	\$50,561,000
FY 2020	Consolidated Shops & Warehouse	\$4,000,000
	County Landfill Sequence 1A Cap	1,500,000
	County Landfill Sequence V Closure	5,060,000
	Broadband Infrastructure – Schools	875,000
	Land Acquisition (Various LCPS Projects)	3,905,000
	School Bus Replacement and Acquisition	7,525,000
	Subtotal – FY 2020	\$22,865,000
Total Appropriation Backed Bond Financing for FY 2020-2024		\$331,766,000



Schedule of Financing and Referenda

Notice of Intent

Notice evidencing the intent to reimburse certain capital improvements expenditures incurred in anticipation of financing such costs with the issuance of bonds pursuant to Income Tax Regulation Section 1.150-2 (the "Reimbursement Regulations"):

The Board of Supervisors of the County of Loudoun, Virginia (the "County"), has determined in connection with adoption of the County's Capital Improvement Program that it is necessary and desirable to undertake certain capital improvements consisting of the projects and estimated costs described in this proposed Capital Improvement Program with financing as indicated on the **Schedule of Major Financing — Fiscal Years 2025 – 2030** in the maximum amount of \$2,434,570,000. This schedule is provided for convenience in this section and in the Debt Service Fund Section of this document.

Statement of Intent. The County presently intends, at one time or from time to time, to finance the indicated projects with either tax-exempt or taxable bonds (the "Bonds") and to reimburse itself, if needed, under the Reimbursement Regulations, for capital expenditures paid by the County (including expenditures previously paid by the County to the extent permitted by law) for the projects with its own funds prior to the date the Bonds are issued. The County intends that adoption of this Notice as part of the adoption of the Capital Improvement Program be considered as "official intent" within the meaning of the Reimbursement Regulations promulgated under the Internal Revenue Code of 1986, as amended.

Effective Date. This intent shall be in full force and effect with adoption of the Capital Improvement Program, and shall apply to all projects described in the Capital Improvement Program as of the date of adoption thereof, as well as any projects added to the Capital Improvement Program as part of any amendments thereto.

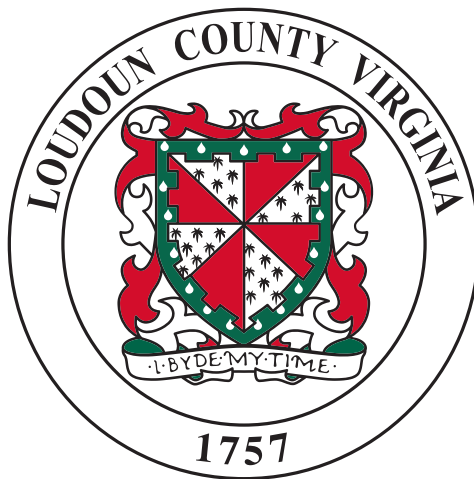
Public Inspection. The Office Director of the Office of Management and Budget shall keep this intent continuously available for inspection by the general public during the County's normal business hours.



Capital Improvement Program Previously Authorized and Future Projects

Contents

Previously Authorized County Projects	8-2
Projects Identified for Future Development	8-8





Previously Authorized Projects

Previously Authorized Projects are CIP projects that are being administered by Loudoun County, were fully funded in fiscal years prior to FY 2025, have a construction phase in the scope, and are currently in development. Previously authorized projects do not include Information Technology projects; Landfill projects; General Government Renovation projects; Town administered projects; individual intersection improvements or individual sidewalk and trail improvements that originated from the Intersection Improvement Program or the Sidewalk and Trail Program; VDOT administered projects; and Loudoun County Public School projects. Additional project status information can be obtained from the CIP Project Status Report, which is provided to the Board of Supervisors' Finance/Government Operations and Economic Development Committee meeting on a quarterly basis.

General Government	Oracle Project Number	Final Year in Adopted Budget	Page Number
Eastern Services Center	C02557	FY 2024	9-21
This project provides funding to acquire and renovate office space to serve as an Eastern Community Services Center.			
Village of Paeonian Springs Wastewater Modernization	C02494	FY 2024	9-31
This project provides funding to allow County staff and Loudoun Water to determine the technical requirements of the improvements for water and wastewater concerns and finalize a project scope.			
Health and Welfare	Oracle Project Number	Final Year in Adopted Budget	Page Number
Eastern Loudoun Group Home	C02201	FY 2024	9-36
This project provides funding for the design and construction of a single-level house in eastern Loudoun to serve adults with a mental illness or developmental disability diagnosis and provide staff office space in the home.			
MHSADS Crisis Receiving and Stabilization Center	C02556	FY 2024	9-37
This project provides funding for the design and construction of a Crisis Receiving and Stabilization Center (CSRC) at the existing Friendship House site. This project also funds the relocation of the existing psychosocial rehabilitation programs.			
Parks, Recreation, and Culture	Oracle Project Number	Final Year in Adopted Budget	Page Number
Arcola Quarters for The Enslaved	C02399	FY 2024	9-58
This project provides funding to design and construct a historic interpretive park on an existing parcel in the Dulles District.			
Ashburn Recreation & Community Center	C02142	FY 2022	9-59
This project provides funding for the design and construction of a recreation and community center on a 20.9-acre parcel along Broadlands Boulevard.			
Bles District Park Facility Improvements	C02230	n/a	n/a
This project provides funding for park improvements to include additional parking spaces, safety netting, an updated playground with new equipment, a picnic pavilion, and a canoe/kayak launch. The project originated from the Board Business Meeting held on June 21, 2018, Item 13e.			
Brambleton West Park Improvements	C02252	FY 2024	9-59

**Previously Authorized Projects**

This project provides funding for the design and construction of a press box and stadium seating for an existing diamond field at the Brambleton Community Park.

Lovettsville Community Center Replacement	C00245	FY 2018	10-44
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This project provides funding for the design and construction of a new community center in the Town of Lovettsville to replace the existing building.

Potomack Lakes Sportsplex – Field Improvements	C02233	FY 2022	9-70
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This project provides funding for the conversion of two Bermuda athletic fields into synthetic turf at the Potomack Lakes Sportsplex.

Public Safety	Oracle Project Number	Final Year in Adopted Budget	Page Number
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Aldie Fire & Rescue Station #7	C00140	FY 2020	10-74
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This project provides funding for the design and construction of a new Aldie Fire Station on a County owned site to replace the existing Aldie Fire & Rescue Company #7 Station.

Courts Complex - Phase IV	C02329	FY 2024	9-74
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This project funds the renovation of the existing courthouse facility. The renovation will improve approximately 72,500 square feet of space including modifications to the Circuit Court courtrooms, shared hearing rooms, small courtroom, Circuit Court Judicial offices, Circuit Court support areas, Juvenile and Domestic Relations (J&DR) courtrooms, J&DR Court Clerk's Office, Court support areas, Juvenile Court services area, Court Administrator's Office, and the Circuit Court Clerk's Office.

Fire and Rescue – Basic Training Facility	C02214	FY 2024	9-75
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This project provides funding to design and construct a recruit training facility on the existing Fire-Rescue Training Center property.

Fire and Rescue – Station #04 – Round Hill Station Replacement	C02215	FY 2024	9-77
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This project provides funding to design and construct a replacement 19,800-square-foot Round Hill Fire and Rescue Station.

Juvenile Detention Center	C00146	FY 2018	10-66
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This project provides funding for the design and construction of a new 40-bed Juvenile Detention Center on the Government Support Center site off Sycolin Road in Leesburg.

Lovettsville Fire & Rescue Station #12 Replacement	C02103	FY 2018	10-59
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This project provides funding for the design and construction of a new 18,500-square-foot fire station to replace the existing Lovettsville Fire and Rescue Company #12 Station.

Sterling Fire & Rescue Station #11 Replacement	C02042	FY 2016	10-67
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This project provides funding for the design and construction of a new 22,000-square-foot fire station to replace the existing Sterling Volunteer Fire and Rescue Company #11 Station.

Transportation	Oracle Project Number	Final Year in Adopted Budget	Page Number
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Arcola Boulevard – Route 50 to Route 606	C02182	FY 2022	10-17
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Previously Authorized Projects

This project provides funding to accelerate the construction of Arcola Boulevard between Arcola Mills Drive and Old Ox Road (Route 606) through an agreement with Arcola Center.

Belmont Ridge Road – Truro Parish Drive to Croson Lane	C02043	FY 2020	11-15
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This project provides funding for the planning, design, right-of-way acquisition, and construction of two additional lanes to Belmont Ridge Road between Truro Parish Drive and Croson Lane.

Braddock / Summerall Supreme Drive	C02121	FY 2018	11-22
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This project provides funding for the installation of a traffic signal, turn lanes, and the widening from two lanes to four lanes at the intersection of Braddock Road (Route 620) and Supreme / Summerall Drive.

Electronic Farebox Equipment Replacement	C02531	FY 2024	10-118
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This project provides funding for the complete replacement of the electronic fare collection equipment on 125 transit buses, fare collection computer, network switch, probe, and vaulting equipment that supports the regional fare collection system.

Local Fixed-Route Bus Stop Improvements	C02237	FY 2020	11-144
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This project provides funding for the design and construction of bus stop improvements throughout the County to bring bus stops into ADA compliance.

Loudoun County Parkway- Dulles West Blvd to Route 50	C02234	FY 2020	11-51
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This project provides funding for the planning, design, right-of-way acquisition, and construction of a southbound turning lane along Loudoun County Parkway from Dulles West to Route 50, continuing onto Route 50 westbound.

Moorefield Boulevard Improvements	C02205	FY 2021	10-55
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This project provides funding for the planning, design, right-of-way acquisition, and construction of Moorefield Boulevard improvements at the Moorefield Fire and Rescue Station entrance/Old Ryan Road.

Northstar Boulevard – Route 50 to Tall Cedars Parkway	C02082	FY 2020	11-57
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This project provides funding for the planning, design, right-of-way acquisition, and construction of a minor arterial roadway from Little River Turnpike (Route 50) to Tall Cedars Parkway (Route 2200). The project entails the construction of a controlled-access, four-lane divided roadway, within a 120-foot right-of-way.

Northstar Boulevard – Shreveport Drive to Route 50	C02044	FY 2020	11-59
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This project provides funding for the planning, design, right-of-way acquisition, and construction of a minor arterial roadway between Shreveport Drive (Route 621) and Route 50. The project entails the construction of a controlled-access, four-lane divided roadway, within a 120-foot right-of-way, and intersection improvements at the future Dulles West Boulevard.

Oakgrove Road – Pedestrian Improvements	C02264	FY 2020	11-121
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This project provides funding for the planning, design, right-of-way acquisition, and construction of traffic calming measures and new sidewalk on the west side of Oakgrove Road between Trefoil Lane and Caraway Terrace.

Prentice Drive – Loudoun County Parkway to	C02124	FY 2022	10-51
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**Previously Authorized Projects**

**Shellhorn & Lockridge
West**

This project provides funding for the planning, design, right-of-way acquisition, and construction of Prentice Drive (Route 1071) from Loudoun County Parkway (Route 607) to Shellhorn Road (Route 643) at its intersection with Metro Center Drive, and a new road (Lockridge West) between Prentice Drive and Waxpool Road.

Route 7/Blue Ridge Mountain/ Raven Rocks Intersection Improvements	C02394	FY 2022	10-53
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This project provides funding for the planning and preliminary design of safety, operational, and access improvements in the vicinity of the intersection of Route 7 with Route 601 Blue Ridge Mountain / Raven Rocks Road.

Route 7 Improvements – Route 9 to Dulles Greenway – Short Term Improvements	C02314	FY 2024	10-51
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This project provides for the design, right-of-way acquisition, utility relocation, and construction of an acceleration lane on eastbound Route 7 at the Route 9 Interchange.

Route 7/Route 690 (Hillsboro Rd) Interchange	C00196	FY 2024	10-55
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This project provides for the design, land acquisition, utility relocation, and construction of a compressed, urban diamond interchange at Route 7 at Hillsboro Road (Route 690) west of Purcellville, with roundabouts at the ramp termini.

Route 7 Pedestrian Crossings	C02202	FY 2022	11-123
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This project provides funding for improvements to three pedestrian crossings on Route 7: Bartholomew Fair Drive, Potomac View Drive, Lakeland Drive, and the design, right-of-way acquisition, and construction of a shared-use path on the north side of Route 7 between the pedestrian crossings.

Route 9 / Route 287 Roundabout	C02095	FY 2024	10-57
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This project provides for the design, right-of-way acquisition, and construction of a hybrid two-lane roundabout with approaches on Charles Town Pike (Route 9) at Berlin Turnpike (Route 287).

Route 15 Widening – Battlefield Parkway to Whites Ferry Road	C02212	FY 2024	10-67
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This project provides funding for the planning, design, right-of-way acquisition, and widening of Route 15 from two to four lanes from Battlefield Parkway in the Town of Leesburg to Whites Ferry Road.

Route 50 / Trailhead Drive Roundabout	C02269	FY 2021	10-89
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This project provides funding for the planning, design, right-of-way acquisition, and construction of a roundabout at the intersection of Route 50 and Trailhead Drive (Route 3395).

Shaw Road	C02116	FY 2018	11-82
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This project provides funding for the design and construction of improvements to Shaw Road from the Sterling Technology property to the Dulles Electric Supply property to widen the road from two to four lanes and to solve existing roadway drainage issues.

Shellhorn Road – East of Loudoun County Parkway to Bullpen Drive / Thumb Drive	C02363	FY 2024	10-79
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Previously Authorized Projects

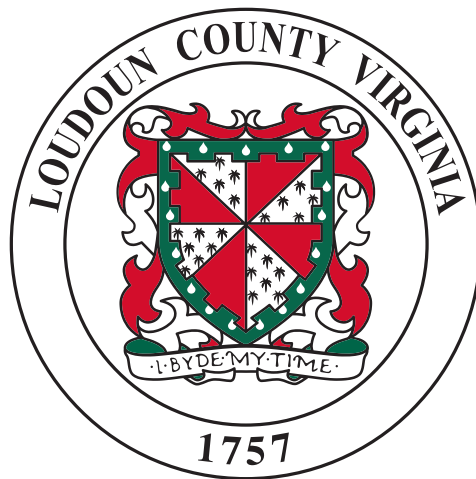
This project provides for the design, right-of-way acquisition, utility relocation, and construction of Shellhorn Road from a point approximately 1,500 feet east of Loudoun County Parkway (the eastern limit of the improvements proffered by Project Nova – Sentinel Data Centers - SDC) to Bullpen Drive/Thumb Drive (the western limit of the improvements proffered by Silver District West (SDW)).

Sterling Boulevard Extension	C02046	FY 2018	11-86
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This project provides funding for the design, right-of-way acquisition, and construction of Sterling Boulevard from Pacific Boulevard to Moran Road.

Waxpool Road at Pacific Blvd	C00178	FY 2014	11-27
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This project provides funding for the design and construction of intersection improvements and turn lanes at Waxpool Road and Pacific Boulevard and Broderick Drive.





Projects Identified for Future Development

This section tracks future projects for purposes of managing the growth and priorities of the CIP. Projects identified during the annual budget development processes, and after adoption of the Capital Needs Assessment, are added to the future development list. All projects whose funding was previously planned completely within the Future Fiscal Years (four years beyond the six-year planning period) are included on the list so that the FFY within the funding plan is for projects whose appropriations begin in FY 2025 through FY 2030. Projects that are triggered by the Capital Needs Assessment through FY 2034 have been added to the list, with the exception of fire apparatus, transit buses, parking spaces, recreation trails, and Schools.

This list of projects will allow staff to develop capital budgets more strategically and in a more transparent and data-driven way. During subsequent budget processes, prioritizing these projects will be the basis of capital budget guidance sought from the Board of Supervisors during the fall.

These projects are planned for years outside of the current six-year plan (FY 2025 – FY 2030). Noted in this section is the source for the project's origination and a high-level cost estimate (if available), adjusted for inflation and the uncertainty of estimating project costs so far into the future.

A project does not need to first appear in this section to be considered for prioritization in a future CIP.

Project	Functional Area	Election District	Source	Cost Range
Government Support Facilities (272,553 Sq. Ft.)	General Government	Undetermined	Capital Needs Assessment	No Estimate Available
Traffic Signal Storage Facility	General Government	Undetermined	Department Priority	\$5,000,000 - \$5,300,000
Recycling Drop-Off Center	General Government	Undetermined	Capital Needs Assessment	No Estimate Available
Satellite Maintenance Facility (2)	General Government	Undetermined	Capital Needs Assessment	No Estimate Available
Adolescent Independent Living Residence	Health and Welfare	Undetermined	Capital Needs Assessment	No Estimate Available
Developmental Services Residential Facility (49 Beds)	Health and Welfare	Undetermined	Capital Needs Assessment	No Estimate Available
Group Home	Health and Welfare	Undetermined	Capital Needs Assessment	No Estimate Available
Mental Health Residential Facility (38 Beds)	Health and Welfare	Undetermined	Capital Needs Assessment	No Estimate Available
Adult Day Center	Parks, Recreation, and Culture	Ashburn Planning Subarea	Capital Needs Assessment	No Estimate Available
Bolen Park Amphitheater	Parks, Recreation, and Culture	Catoctin	Department Priority	No Estimate Available
Community Center (4)	Parks, Recreation, and Culture	Ashburn, Dulles, Potomac Planning Subareas	Capital Needs Assessment	No Estimate Available
Community Parkland (730.17 Acres)	Parks, Recreation, and Culture	Undetermined	Capital Needs Assessment	No Estimate Available
District Park (5)	Parks, Recreation, and Culture	Undetermined	Capital Needs Assessment	\$31,600,000 - \$33,100,000



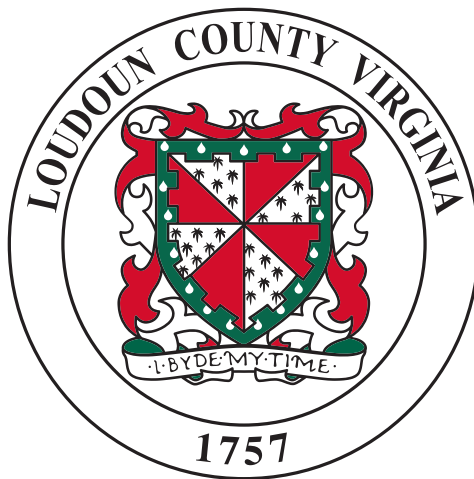
Projects Identified for Future Development

Project	Functional Area	Election District	Source	Cost Range
Recreation Center (2)	Parks, Recreation, and Culture	Undetermined	Capital Needs Assessment	No Estimate Available
Regional Park	Parks, Recreation, and Culture	Undetermined	Capital Needs Assessment	No Estimate Available
Senior Center (3)	Parks, Recreation, and Culture	Ashburn, Dulles Planning Subareas	Capital Needs Assessment	No Estimate Available
STEM Library	Parks, Recreation, and Culture	Catoctin	Board Priority	\$64,400,000 - \$67,600,000
Teen Center	Parks, Recreation, and Culture	Undetermined	Board Priority	\$16,900,000 - \$17,700,000
Western Loudoun Library	Parks, Recreation, and Culture	Undetermined	Board Priority	\$41,700,000 - \$43,800,000
Courts Evidence Storage Facility	Public Safety	Undetermined	Department Priority	\$15,200,000 - \$16,000,000
Fire and Rescue - Station #05/#17-Hamilton Station Replacement	Public Safety	Catoctin	Department Priority	\$28,600,000 - \$30,000,000
Fire and Rescue Training Tower	Public Safety	Leesburg	Department Priority	\$2,300,000 - \$2,400,000
Fire Station – East (2)	Public Safety	Ashburn Planning Subarea	Capital Needs Assessment	\$30,700,000 - \$33,400,000
Juvenile Detention Center – Phase II	Public Safety	Leesburg	Department Priority	No Estimate Available
Arcola Boulevard Widening	Roads	Dulles	Countywide Transportation Plan	No Estimate Available
Arcola Mills Drive – Stone Springs Blvd to Loudoun County Parkway	Roads	Little River	Board Priority	\$46,300,000 - \$48,600,000
Belmont Ridge Road – Arcola Mills Drive to Shreveport Drive	Roads	Little River	Board Priority	\$57,700,000 - \$60,600,000
Belmont Ridge Road Corridor Safety & Operational Study	Roads	Countywide	Board Priority	No Estimate Available
Braddock Road, Segment 2B – Loudoun County Parkway to Bull Run Post Office Road	Roads	Dulles	Board Priority	\$23,400,000 - \$24,600,000
Braddock Road, Segment 3 – Bull Run Post Office Rd to Fairfax County Line	Roads	Dulles	Countywide Transportation Plan	\$45,800,000 - \$48,100,000
Davis Drive Bridge	Roads	Sterling	Board Priority	\$46,700,000 - \$49,000,000
Davis Drive Extension Innovation to Rock Hill Connector	Roads	Sterling	Countywide Transportation Plan	\$50,100,000 – \$52,570,000
Dulles Greenway Interchange at Loudoun County Parkway Improvements	Roads	Broad Run	Board Priority	\$15,200,000 - \$16,000,000
Evergreen Mills / Watson Road Corridor Improvements	Roads	Leesburg, Little River	Board Priority	\$12,000,000 - \$16,000,000
Pacific Boulevard Extension from Old Ox Road to Route 28	Roads	Dulles	Board Priority	\$36,000,000 - \$39,600,000
Route 15 Improvements, Montresor to POR, Phase 4	Roads	Catoctin	Board Priority	\$46,600,000 - \$48,900,000
Route 15 Improvements, Montresor to POR, Phase 5	Roads	Catoctin	Board Priority	\$58,000,000 – \$60,800,000



Projects Identified for Future Development

Project	Functional Area	Election District	Source	Cost Range
Route 15 Improvements, Montresor to POR, Phase 6	Roads	Catoctin	Board Priority	\$73,560,000 – \$77,200,000
Route 15 Improvements, Montresor to POR, Phase 7	Roads	Catoctin	Board Priority	\$51,700,000 – \$54,300,000
Route 15 South Corridor Improvements	Roads	Catoctin, Little River	Board Priority	\$44,000,000 - \$54,200,000
Route 50 – Arcola Boulevard – Gum Spring Road Interchange	Roads	Dulles	Countywide Transportation Plan	No Estimate Available
Route 50 – Northstar Boulevard Interchange	Roads	Dulles	Board Priority	No Estimate Available
Route 50 – Tall Cedars Parkway North Collector Road Interchange	Roads	Dulles	Countywide Transportation Plan	No Estimate Available
Route 50 Widening from Loudoun County Parkway to Tall Cedars Parkway	Roads	Dulles	Board Priority	\$97,700,000 - \$102,600,000
Route 606 Widening	Roads	Countywide	Countywide Transportation Plan	No Estimate Available
Route 7 Improvements, Phase 4 – Route 9 to Route 704	Roads	Catoctin	Board Priority	\$68,300,000 - \$71,700,000
Route 7 Improvements, Phase 5 – Route 704 to Route 287	Roads	Catoctin	Board Priority	\$73,000,000 - \$76,700,000
Route 7 Improvements, Phase 6 – Route 287 to Route 690	Roads	Catoctin	Board Priority	\$96,400,000 - \$101,200,000
Route 9 Long Term Improvements	Roads	Catoctin	Board Priority	\$155,900,000 - \$186,900,000
Route 9 Mid-Term Improvements	Roads	Catoctin	Board Priority	\$10,970,000 - \$14,700,000
Route 9 Short-Term Improvements	Roads	Catoctin	Board Priority	\$545,000 - \$2,360,000
Russel Branch Corridor Improvements	Roads	Broad Run	Board Priority	\$12,320,000 - \$16,350,000
Safety Audit Improvements: Evergreen Mills Road, North of Fleetwood Rd/Creighton Rd	Roads	Little River	Board Priority	\$21,800,000 - \$22,900,000
Ashburn Road – Parallel Pedestrian Bridge over Beaverdam Run	Sidewalks and Trails	Broad Run	Board Priority	\$5,000,000 - \$10,000,000
Belmont Ridge Road Bicycle and Pedestrian Crossing of Dulles Greenway	Sidewalks and Trails	Ashburn	Board Priority	\$18,290,000 - \$19,204,500
Belmont Ridge Road Corridor Safety and Operational Improvements	Sidewalks and Trails	Broad Run / Little River	Board Priority	\$1,588,000 - \$1,667,400
Claiborne Parkway Bicycle and Pedestrian Crossing of Route 7	Sidewalks and Trails	Ashburn / Broad Run	Board Priority	\$15,530,000 - \$16,306,500
Montresor Road Pedestrian Facility	Sidewalks and Trails	Catoctin	Board Priority	No Estimate Available
Route 7 Corridor: Route 28 to Fairfax County Line	Sidewalks and Trails	Algonkian, Broad Run, Sterling	Department Priority	\$515,100,000 - \$540,900,000
Sycolin Road Bicycle and Pedestrian Crossing of Dulles Greenway	Sidewalks and Trails	Ashburn	Board Priority	\$13,210,000 - \$13,870,500
Transit Bus Maintenance Facility	Transit	Undetermined	Capital Needs Assessment	No Estimate Available





Capital Improvement Program County Projects

Contents

County Projects Summary	9-1
Administration	9-2
General Government	9-10
Health and Welfare	9-28
Information Technology	9-32
Parks, Recreation, and Culture	9-44
Public Safety	9-60
Towns	9-70



County Projects

Capital Improvement Program Summary										
County Projects										
Costs (\$ in 1000s)	Prior Years	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	6 Year Total	Future FYs	Project Total
Administration	185,142	38,052	30,421	37,473	36,130	39,793	37,461	219,330	249,917	654,389
General Government	232,124	67,269	65,677	43,288	36,572	51,860	38,441	303,107	145,336	680,566
Health and Welfare	-	1,797	206	9,131	-	-	-	11,134	-	11,134
Information Technology	36,670	12,001	15,258	19,540	14,601	19,100	5,818	86,317	23,620	146,608
Parks, Recreation, and Culture	41,939	25,326	160,093	32,183	23,112	14,984	15,250	270,949	130,100	442,988
Public Safety	69,920	29,893	11,025	53,926	46,107	4,849	58,418	204,218	8,679	282,817
Towns	48,719	15,555	7,367	5,137	4,930	7,199	5,488	45,676	11,919	106,314
Total – Costs	614,513	189,893	290,047	200,678	161,453	137,785	160,876	1,140,731	569,571	2,324,815
Funding Sources (\$ in 1000s)										
Local Tax Funding	327,173	89,306	84,274	72,775	54,573	79,295	52,278	432,501	245,657	1,005,331
Local Tax Funding Roads	10,573	-	-	-	-	-	-	-	-	10,573
General Obligation Bonds	75,913	31,206	138,049	38,281	61,062	5,053	63,918	337,569	128,376	541,857
Appropriation-Backed Bonds	110,835	39,032	41,433	63,219	36,603	44,348	34,371	259,005	169,397	539,237
Cash Proffers	7,591	8,146	3,615	500	-	-	1,000	13,261	-	20,852
Other State Grants	-	-	3,000	8,500	-	-	-	11,500	-	11,500
Other Federal Grants	160	2,000	-	5,000	-	-	-	7,000	-	7,160
NVTA 30% Local	45,005	11,856	7,367	5,137	4,930	5,199	5,488	39,977	11,919	96,901
Local Gas Tax	217	-	-	-	-	-	-	-	-	217
Fees (Landfill and Transit)	36,721	8,347	12,309	7,266	4,285	3,890	3,821	39,918	14,223	90,861
Land Sale Proceeds	326	-	-	-	-	-	-	-	-	326
Total – Funding Sources	614,513	189,893	290,047	200,678	161,453	137,785	160,876	1,140,731	569,571	2,324,815



Capital Improvement Program Administration

Contents

Administration Summary	9-3
Capital Project Management	9-4
Capital Support Positions	9-5
CIP Contingency	9-6
Land Acquisition	9-7
Scoping and Preliminary Engineering	9-8



Administration

Capital Improvement Program										
Administration Projects										
Costs (\$ in 1000s)	Prior Years	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	6 Year Total	Future FYs	Project Total
Capital Project Management	33,370	5,000	5,000	5,000	5,000	5,000	5,000	30,000	20,000	83,370
Capital Support Positions	4	4,145	4,321	4,473	4,630	4,793	4,961	27,323	21,647	48,974
CIP Contingency	60,687	21,907	18,100	19,000	21,000	21,000	22,000	123,007	92,000	275,694
CIP Contingency - Schools	21,310	-	-	-	-	-	-	-	-	21,310
Land Acquisition - County Projects	30,514	4,500	3,000	5,500	5,500	5,500	5,500	29,500	11,000	71,014
Land Acquisition - School Projects	32,634	-	-	-	-	-	-	-	98,270	130,904
Scoping and Preliminary Engineering	6,622	2,500	-	3,500	-	3,500	-	9,500	7,000	23,122
Total – Costs	185,142	38,052	30,421	37,473	36,130	39,793	37,461	219,330	249,917	654,389
Funding Sources (\$ in 1000s)										
Local Tax Funding	150,579	38,052	30,421	37,473	36,130	39,793	37,461	219,330	176,044	545,953
Local Tax Funding Roads	10,573	-	-	-	-	-	-	-	-	10,573
General Obligation Bonds	12,624	-	-	-	-	-	-	-	-	12,624
Appropriation-Backed Bonds	10,768	-	-	-	-	-	-	-	73,873	84,641
Cash Proffers	8	-	-	-	-	-	-	-	-	8
NVTA 30% Local	373	-	-	-	-	-	-	-	-	373
Local Gas Tax	217	-	-	-	-	-	-	-	-	217
Total – Funding Sources	185,142	38,052	30,421	37,473	36,130	39,793	37,461	219,330	249,917	654,389



Administration

Capital Project Management

Details:

Project Number: C02011

Election District: Countywide

Square Feet: n/a

Location: Countywide

Estimated Completion Year: Ongoing

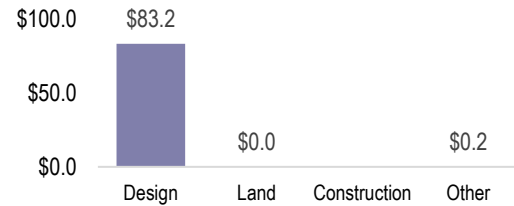
Referendum: n/a

Background:

Due to the high volume of design and construction projects, this account includes annual allocations of local tax funding to hire consulting services from private firms to assist with project planning, such as scoping, cost estimation, and scheduling. Funds are moved out of this project throughout the year into projects in the Capital Projects Fund as necessary.

The Prior Years amount reflected in the financial table includes the Adopted fiscal year budget appropriations, Fund Balance transfers, and transfers out of the account into other capital projects.

Phase Costs in Millions



Project Phase Timeline by FY

	25	26	27	28	29	30
Design						
Land						
Construction						

Costs (\$ in 1000s)	Prior Years	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	6 Year Total	Future FYs	Project Total
Professional Services	33,052	5,000	5,000	5,000	5,000	5,000	5,000	30,000	20,000	83,052
Planning	142	-	-	-	-	-	-	-	-	142
Land	2	-	-	-	-	-	-	-	-	2
Personnel	175	-	-	-	-	-	-	-	-	175
Total – Costs	33,370	5,000	5,000	5,000	5,000	5,000	5,000	30,000	20,000	83,370
Local Tax Funding	33,131	5,000	5,000	5,000	5,000	5,000	5,000	30,000	20,000	83,131
NVTA 30% Local	239	-	-	-	-	-	-	-	-	239
Total – Funding Sources	33,370	5,000	5,000	5,000	5,000	5,000	5,000	30,000	20,000	83,370



Administration

Capital Support Positions

Details:

Project Number: C02247

Election District: Countywide

Square Feet: n/a

Location: Countywide

Estimated Completion Year: Ongoing

Referendum: n/a

Background:

This project provides funding for County staffing who support the development, implementation, and monitoring of the CIP. Support positions include staff who work in the Department of Transportation and Capital Infrastructure, Department of Finance and Procurement, County Administration, Department of Information Technology, and Office of the County Attorney who provide more indirect or general CIP support, such as budgeting, or procurement. This project serves as the central account for budgeting purposes for support positions and funds are moved from the account throughout the year into the appropriate department support project.

County staff and consultants who provide direct support, such as design engineers, land acquisition managers, project managers, and construction/civil engineers are funded through individual project budgets and are not included in this project.

The Prior Years amount reflected in the financial table includes the Adopted fiscal year budget appropriations and transfers out of the account into individual capital projects.

Phase Costs in Millions



Project Phase Timeline by FY

	25	26	27	28	29	30
Design						
Land						
Construction						

Costs (\$ in 1000s)	Prior Years	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	6 Year Total	Future FYs	Project Total
Personnel	4	4,145	4,321	4,473	4,630	4,793	4,961	27,323	21,647	48,974
Total – Costs	4	4,145	4,321	4,473	4,630	4,793	4,961	27,323	21,647	48,974
Local Tax Funding	4	4,145	4,321	4,473	4,630	4,793	4,961	27,323	21,647	48,974
Total – Funding Sources	4	4,145	4,321	4,473	4,630	4,793	4,961	27,323	21,647	48,974



Administration

CIP Contingency

Details

Project Number: C00030, C02560

Election District: Countywide

Square Feet: n/a

Location: Countywide

Estimated Completion Year: Ongoing

Referendum: n/a

Phase Costs in Millions



Background

This project provides funding to maintain a sustainable capital project contingency for the County and Loudoun County Public Schools (LCPS) commensurate with a capital financing plan of \$3.5 billion dollars.

The LCPS Contingency account was added to the CIP during the FY 2024 budget development process and was funded with Fiscal Year 2022 Fund Balance in FY 2023.

The Prior Years amount reflected in the financial table includes the Adopted fiscal year budget appropriations, Fund Balance transfers, and transfers out of the account into other capital projects and to LCPS.

Project Phase Timeline by FY

	25	26	27	28	29	30
Design						
Land						
Construction						

Costs (\$ in 1000s)	Prior Years	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	6 Year Total	Future FYs	Project Total
Contingency - County	60,665	21,907	18,100	19,000	21,000	21,000	22,000	123,007	92,000	275,672
Furniture, Fixt. & Equip - County	22	-	-	-	-	-	-	-	-	22
Contingency - LCPS	5,962	-	-	-	-	-	-	-	-	5,962
Payments to Other - LCPS	15,348	-	-	-	-	-	-	-	-	15,348
Total - Costs	81,997	21,907	18,100	19,000	21,000	21,000	22,000	123,007	92,000	297,004
Local Tax Funding	71,073	21,907	18,100	19,000	21,000	21,000	22,000	123,007	92,000	286,073
Local Tax Funding Roads	10,573	-	-	-	-	-	-	-	-	10,573
NVTA 30% Local	134	-	-	-	-	-	-	-	-	134
Local Gas Tax	217	-	-	-	-	-	-	-	-	217
Total - Funding Sources	81,997	21,907	18,100	19,000	21,000	21,000	22,000	123,007	92,000	297,004



Administration

Land Acquisition Fund

Details:

Project Number: C02248, C00036

Election District: Countywide

Location: Countywide

Estimated Completion Year: n/a

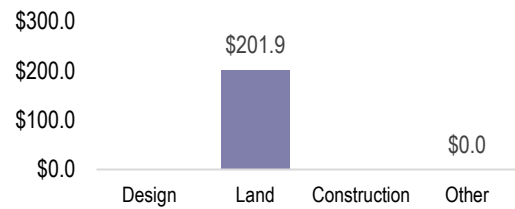
Referendum: n/a

Background:

This project provides funding for the land acquisition needed to construct the facilities in the Capital Plan. The County also utilizes existing property owned by the County and Loudoun County Public Schools, as well as proffered property that has been dedicated to the County.

The Prior Years amount reflected in the financial table includes the Adopted fiscal year budget appropriations, Fund Balance transfers, and transfers out of the account into other capital projects.

Phase Costs in Millions



Project Phase Timeline by FY

	25	26	27	28	29	30
Design						
Land						
Construction						

Costs (\$ in 1000s)	Prior Years	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	6 Year Total	Future FYs	Project Total
Land - County	30,503	4,500	3,000	5,500	5,500	5,500	5,500	29,500	11,000	71,003
Personnel - County	12	-	-	-	-	-	-	-	-	12
Land - School	19,364	-	-	-	-	-	-	-	98,270	117,634
Payments to Other - School	13,271	-	-	-	-	-	-	-	-	13,271
Total - Costs	63,149	4,500	3,000	5,500	5,500	5,500	5,500	29,500	109,270	201,919
Local Tax Funding	39,749	4,500	3,000	5,500	5,500	5,500	5,500	29,500	35,397	104,646
General Obligation Bonds	12,624	-	-	-	-	-	-	-	-	12,624
Appropriation-Backed Bonds	10,768	-	-	-	-	-	-	-	73,873	84,641
Cash Proffers	8	-	-	-	-	-	-	-	-	8
Total - Funding Sources	63,149	4,500	3,000	5,500	5,500	5,500	5,500	29,500	109,270	201,919



Administration

Scoping and Preliminary Engineering

Details:

Project Number: C02388

Election District: Countywide

Square Feet: n/a

Location: Countywide

Estimated Completion Year: Ongoing

Referendum: n/a

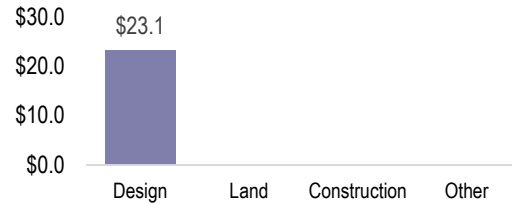
Background:

This project provides funding to initiate project scoping and preliminary engineering of capital projects. The funding is used to commence engineering and environmental analysis of capital projects that are funded for design in future years, and to better position a project's eligibility for federal, state, and regional funding opportunities that require "shovel ready or near ready" status.

This project serves as the central account for budgeting purposes. Funds are moved out of this project throughout the year into other capital projects as necessary. The Prior Years amount reflected in the financial table includes the Adopted fiscal year budget appropriations and transfers out of the account into other capital projects.

Funding was reallocated from this project in FY 2025 to the Indoor Sports Facility project to provide the funding needed to commence the preliminary design work.

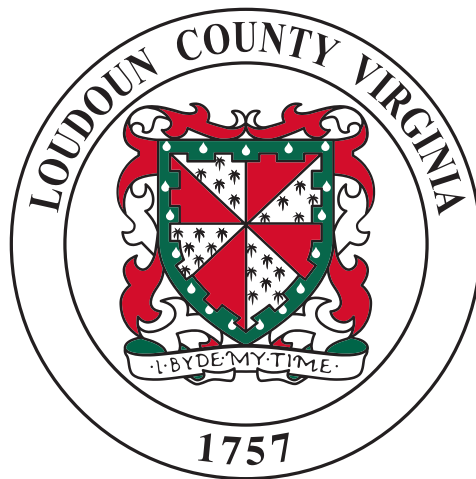
Phase Costs in Millions



Project Phase Timeline by FY

	25	26	27	28	29	30
Design						
Land						
Construction						

Costs (\$ in 1000s)	Prior Years	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	6 Year Total	Future FYs	Project Total
Professional Services	6,622	2,500	-	3,500	-	3,500	-	9,500	7,000	23,122
Total – Costs	6,622	2,500	-	3,500	-	3,500	-	9,500	7,000	23,122
Local Tax Funding	6,622	2,500	-	3,500	-	3,500	-	9,500	7,000	23,122
Total – Funding Sources	6,622	2,500	-	3,500	-	3,500	-	9,500	7,000	23,122





Capital Improvement Program

General Government

Contents

General Government Summary	9-11
County Renovation Program	9-12
DTCI Office Building Renovation	9-16
EV Charging Stations for County Facilities	9-17
General Government Office Building- Phase 1	9-18
Landfill – Cell Capping	9-19
Landfill – Cell Liner	9-20
Landfill – Infrastructure Improvements	9-21
Shenandoah Building Renovation	9-22
Southern Services Center	9-23
Storm Water Management	9-24
Union Street School	9-25
Water/Wastewater Program	9-26



General Government

Capital Improvement Program										
General Government Projects										
Costs (\$ in 1000s)	Prior Years	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	6 Year Total	Future FYs	Project Total
County Renovation Program	12,617	13,588	17,932	18,889	20,502	20,970	21,803	113,683	96,201	222,501
DTCI Office Building Renovation	3,000	3,000	-	-	-	-	-	3,000	-	6,000
EV Charging Stations for County Facilities	1,000	2,002	-	5,000	-	3,000	-	10,002	-	11,002
General Government Office Building - Phase I	82,671	2,780	24,595	-	-	-	-	27,375	-	110,046
Landfill - Cell Capping	-	-	-	4,250	-	-	-	4,250	7,600	11,850
Landfill - Cell Liner	-	-	8,210	-	-	11,710	-	19,920	-	19,920
Landfill - Debt Service	25,148	3,987	3,679	3,596	3,515	3,370	3,271	21,418	12,543	59,108
Landfill - Infrastructure Improvements	11,573	4,360	420	250	770	520	550	6,870	1,680	20,123
Shenandoah Building Renovation	12,000	26,988	-	-	-	-	-	26,988	-	38,988
Storm Water Management	63,198	7,855	8,241	8,653	9,086	9,540	10,017	53,392	21,562	138,153
Union Street School	6,114	158	-	-	-	-	-	158	-	6,273
Water/Wastewater Program	14,802	2,552	2,600	2,650	2,700	2,750	2,800	16,052	5,750	36,604
Total – Costs	232,124	67,269	65,677	43,288	36,572	51,860	38,441	303,107	145,336	680,566
Funding Sources (\$ in 1,000s)										
Local Tax Funding	101,136	21,121	17,845	18,415	11,786	22,622	12,817	104,606	49,589	255,332
Appropriation-Backed Bonds	93,911	35,801	35,523	12,607	20,502	25,348	21,803	151,583	81,524	327,018
Cash Proffers	29	-	-	-	-	-	-	-	-	29
Other Federal Grants	-	2,000	-	5,000	-	-	-	7,000	-	7,000
Fees (Landfill and Transit)	36,721	8,347	12,309	7,266	4,285	3,890	3,821	39,918	14,223	90,861
Land Sale Proceeds	326	-	-	-	-	-	-	-	-	326
Total – Funding Sources	232,124	67,269	65,677	43,288	36,572	51,860	38,441	303,107	145,336	680,566



General Government

County Renovation Program

Details:

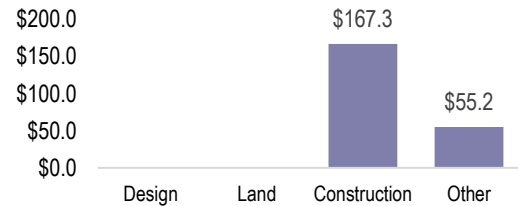
Project Number: C02268
Election District: Countywide
Square Feet: Varies
Location: Countywide
Completion Year: Ongoing
Referendum: n/a

Background:

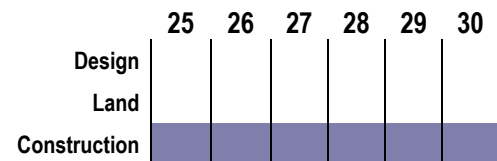
This project provides funding for the renovation needs of the County's buildings and leased spaces, which also include renovation projects resulting from changes in program department requirements.

This project serves as the central account for budgeting purposes for the renovation program. Once specific projects are identified and estimated, funds are moved from this project account into the individual capital renovation project.

Phase Costs in Millions



Project Phase Timeline by FY



Costs (\$ in 1000s)	Prior Years	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	6 Year Total	Future FYs	Project Total
Construction	12,103	9,464	13,491	9,854	14,069	16,164	17,431	80,474	74,715	167,292
Personnel	513	551	570	590	611	632	654	3,608	2,854	6,975
Contingency	-	3,574	3,871	8,445	5,822	4,173	3,717	29,601	18,632	48,233
Total – Costs	12,617	13,588	17,932	18,889	20,502	20,970	21,803	113,683	96,201	222,501
Local Tax Funding	8,442	6,903	7,004	7,112	-	7,332	-	28,351	22,277	59,070
Appropriation-Backed Bonds	4,145	6,685	10,928	11,777	20,502	13,638	21,803	85,332	73,924	163,401
Cash Proffers	29	-	-	-	-	-	-	-	-	29
Total – Funding Sources	12,617	13,588	17,932	18,889	20,502	20,970	21,803	113,683	96,201	222,501

Operating Impacts (\$ in 1000s)	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	Total
Debt Service	-	669	1,914	3,045	5,017	6,250	16,896
Total – Impact	-	669	1,914	3,045	5,017	6,250	16,896



General Government

County Renovation Program (Prioritized Projects List)

Prioritized Project (Project ID ¹) Description	Election District	Est. Beginning FY	Est. Ending FY	Project Total (\$ in 1000s)
Ridgetop Circle Vacated Spaces - (C02633) Provides for the renovation of Level 1 of the Ridgetop Circle building for the Health Department. The renovation includes demolition and renovation including (but not limited to) new walls, ceiling, MEP & equipment, flooring, paint, bathrooms, pantry, utility rooms and furniture. This space will also include medical assessment rooms and a lab in addition to standard office space.	Sterling	FY 2025	FY 2025	\$4,330
Government Center Phase 1 - 4th Floor - (C02635) Provides for the renovation of Office of Management and Budget workplace due to program needs.	Leesburg	FY 2025	FY 2026	\$659
Government Center Phase 2 - 3rd Floor - (C02634) Provides for the renovation of Department of Finance and Procurement workplace due to program needs.	Leesburg	FY 2025	FY 2026	\$738
Government Center Phase 3 - 4th Floor - (C02632) Provides for the renovation of Human Resources due to program needs.	Leesburg	FY 2025	FY 2026	\$1,022
Government Center Restrooms - 1st Floor - (C02638) Provides for the renovation of restrooms located on the first floor of the Government Center. The restrooms are outdated and are not up to current ADA standards based on the ADA BMI completed in FY 2023.	Leesburg	FY 2025	FY 2025	\$615
Moorefield Station Monument Sign and Front Entrance (LCFR) - (C02637) Provides for the design and construction of an exterior monument sign and safety wall for Moorefield Fire Station. The current station monument sign is located at the old entrance. The old monument sign needs to be removed and replaced with a more welcoming sign at the new entrance. The project also replaces a jersey barrier wall with concrete security planters.	Broad Run	FY 2025	FY 2025	\$900
Claude Moore Restroom / Concession Renovations - (C02636) Project is a part of Park Recreation and Culture's yearly allocations of public facing aging facility renovation projects. Provides for renovation of the restroom and concessions building to be brought up to current ADA standards.	Sterling	FY 2025	FY 2026	\$1,200
LCSO Admin Substations - Eastern Loudoun Provides updates to the facility to current ADA, code, energy efficiency and finish standards. The project will include new lighting and plumbing fixtures, mechanical system upgrade, furniture and finishes for floors, walls, and ceiling. The budget is based on completing Level 2 with basic office, cubicle, conference room and support areas, construction, and potential patch/repair of ceiling/flooring, replace light with LED fixtures and relocation or replacement of MEP fixtures.	Various Eastern Loudoun	FY 2026	FY 2027	\$2,567
MHSADS Group Home Renovation - Primula/Kennedy Provides for the renovation of one group home per year based on the life expectancy of the interior finishes and changing program needs.	District TBD	FY 2026	FY 2027	\$1,622
Government Center Phase 5 - 5th Floor Provides for the renovation of County Administration due to program needs.	Leesburg	FY 2026	FY 2027	\$643
Government Center Phase 6 - 4th Floor Provides for the renovation for Housing from 106 Catoclin due to program needs.	Leesburg	FY 2026	FY 2027	\$2,050
DED One Loudoun Expansion Phase 2 Provides for the expansion of space due to program growth.	Broad Run	FY 2026	FY 2027	\$1,026
801 Sycolin Road - 1st Floor Provides for the renovation of the 1 st floor of 801 Sycolin after the Sycolin Deli and Loudoun County Credit Union vacate their spaces on the 1st floor in FY2024. The space will be used for either Loudoun County Fire and Rescue or the Office of Emergency Management.	Leesburg	FY 2026	FY 2027	\$1,401
Government Center Restrooms - 2nd Floor Provides for the renovation of restrooms located on the second floor of the Government Center. The restrooms are outdated and are not up to current ADA standards based on the ADA BMI completed in FY23.	Leesburg	FY 2026	FY 2026	\$748
LCFR Kitchen Renovation - Loudoun Heights Provides for the renovation of the kitchen in the Loudoun Heights facility to current standards. This project is part of the Facility Equalization Strategy.	Broad Run	FY 2026	FY 2027	\$873
801 Sycolin Road - 3rd floor LCFR Expansion Provides for the renovation of 10,285 SF of floor space to be expanded to 20,832 SF. Project will include demolition, new construction, MEP upgrades and furniture.	Leesburg	FY 2026	FY 2026	\$2,561

Project IDs have been provided for those prioritized projects receiving funding in FY 2025 or that have previously received funding.



General Government

Prioritized Project (Project ID ²) Description	Election District	Est. Beginning FY	Est. Ending FY	Project Total (\$ in 1000s)
PRCS-742 Miller Drive	Leesburg	FY 2027	FY 2028	\$908
Provides for the renovation of space after sport divisions exits 742 Miller drive to 750 Miller drive				
MHSADS Group Home Renovation-TBD	TBD	FY2027	FY 2028	\$908
Provides for the renovation of one group home based on the life expectancy of the interior finishes and changing program needs.				
Library Renovation- TBD	TBD	FY 2027	FY 2028	\$908
Provides for the renovation of one library based on the life expectancy of the interior finishes and changing program needs.				
PRCS- Restroom Renovations- Potomack Lakes	Algonkian	FY 2027	FY 2028	\$1,415
Provides for the renovation of Restrooms to bring them to current ADA standards.				
PRCS- Restroom Renovations- Franklin Park	Catoctin	FY 2027	FY 2028	\$908
Provides for the renovation of Restrooms to bring them to current ADA standards.				
Library Renovation- TBD	TBD	FY 2027	FY 2028	\$998
Provides for the renovation of library based on the life expectancy of the interior finishes and changing program needs.				
Government Center Restrooms- 3rd Floor	Leesburg	FY 2027	FY 2027	\$843
Provides for the renovation of restrooms located on the third floor of the Government Center. The restrooms are outdated and are not up to current ADA standards based on the ADA BMI completed in FY23.				
LCFR Kitchen Renovation- Training Academy	Leesburg	FY2027	FY2028	\$692
Provides for the update of cabinets, counters, finishes and appliances in Training Academy Kitchen.				
750 Miller Drive Vacant Spaces	Leesburg	FY 2027	FY2028	\$2,276
Provides for the build out of unprogrammed space in 750 Miller Drive.				
MHSADS Group Home Renovation-TBD	TBD	FY2028	FY 2029	\$565
Provides for the renovation of one group home based on the life expectancy of the interior finishes and changing program needs.				
803 Sycolin Road- 3rd Floor	Leesburg	FY 2028	FY 2029	\$4,081
Provides for the renovation based on the life expectancy of the interior finishes and changing program needs.				
LCFR Kitchen Renovation- TBD	TBD	FY 2028	FY 2029	\$1,133
Provides for the update of cabinets, appliances, and finishes for a Fire Station.				
PRCS- Restroom Renovations- Bles Park	Algonkian	FY 2028	FY 2029	\$1,133
Provides for the renovation of Restrooms at Bles Park to bring them up to current ADA standards.				
MHSADS Group Home Renovation – TBD	TBD	FY 2028	FY 2029	\$645
Provides for the renovation of one group home per year based on the life expectancy of the interior finishes and changing program needs.				
Library Renovation	TBD	FY 2028	FY 2029	\$1,133
Provides for the renovation of the library based on the life expectancy of the interior finishes and changing program needs.				
Government Center Restrooms- 4th Floor	Leesburg	FY 2028	FY 2028	\$965
Provides for the renovation of restrooms located on the fourth floor of the Government Center. The restrooms are outdated and are not up to current ADA standards based on the ADA BMI completed in FY23.				
LCSO Red Rum to 750 Miller HR Training/Museum Storage/ VCE Space	Leesburg	FY 2028	FY 2029	\$4,414
Provides for relocation to a County owned facility.				
803 Sycolin Road- 2nd Floor	Leesburg	FY 2029	FY2030	\$5,064
Provides for the renovation based on the life expectancy of the interior finishes and changing program needs				

Project IDs have been provided for those prioritized projects receiving funding in FY 2025 or that have previously received funding.

**General Government**

Prioritized Project (Project ID ³) Description	Election District	Est. Beginning FY	Est. Ending FY	Project Total (\$ in 1000s)
LCFR Kitchen Renovation-TBD	TBD	FY 2029	FY 2030	\$1,296
Provides for the Update and Renovate finishes, furniture and layout based on the life expectancy of the interior finishes and changing program needs				
PRCS- Restroom Renovation- TBD	TBD	FY 2029	FY 2030	\$1,296
Provides for the renovation of Restrooms to bring them up to current ADA standards				
MHSADS Group Home Renovation- TBD	TBD	FY 2029	FY 2030	\$733
Provides for the renovation of group home on the life expectancy of the interior finishes and changing program needs.				
Library Renovation- TBD	TBD	FY 2029	FY 2030	\$1,296
Provides for the renovation of library based on the life expectancy of the interior finishes and changing program needs.				
Government Center Restrooms- 5th Floor	Leesburg	FY 2029	FY 2029	\$1,205
Provides for the renovation of restrooms located on the fifth floor of the Government Center. The restrooms are outdated and are not up to current ADA standards based on the ADA BMI completed in FY23.				
Renovation of Lawson Rd Facility or Move	Leesburg	FY 2029	FY 2030	\$2,985
Provides for the Update and Renovate finishes, furniture and layout based on the life expectancy of the interior finishes and changing program needs				
LCSO – Facility Renovation- Western Loudoun	TBD	FY 2029	FY 2030	\$2,290
Provides for the Update and Renovate finishes, furniture and layout based on the life expectancy of the interior finishes and changing program needs				
803 Sycolin Road – 1st Floor	Leesburg	FY 2030	FY 2031	\$5,621
Provides for the Update and Renovate finishes, furniture and layout based on the life expectancy of the interior finishes and changing program needs				
LCFR Kitchen Renovation- TBD	TBD	FY 2030	FY 2031	\$1,482
Update cabinets, counters, finishes and appliances – Location TBD				
801 Sycolin Road- 2nd Floor	Leesburg	FY 2030	FY 2031	\$5,621
Provides for the renovation of LCFR space and the Emergency Communication Center.				
PRCS - 742 Miller Drive	Leesburg	FY 2030	FY 2031	\$4,706
Provides for a refresh renovation of the PRCS facilities located at 742 Miller Drive.				

Project IDs have been provided for those prioritized projects receiving funding in FY 2025 or that have previously received funding.



General Government

DTCI Office Building Renovation

Details:

Project Number: C02555

Election District: Leesburg

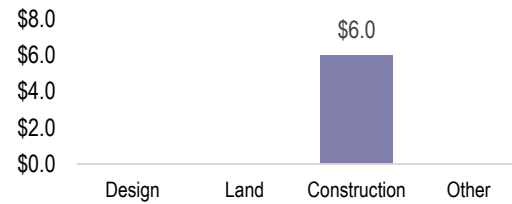
Square Feet: n/a

Location: 101 Blue Seal Drive SE, Leesburg, VA

Estimated Completion Year: FY 2026

Referendum: n/a

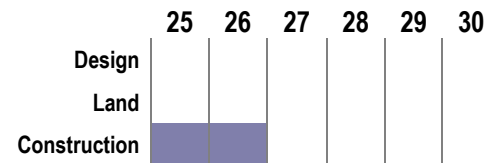
Phase Costs in Millions



Background:

This project provides for the renovation of the Department of Transportation and Capital Infrastructure's building located at 101 Blue Seal Drive in Leesburg. The project will be developed in multiple phases to maintain operational continuity.

Project Phase Timeline by FY



Costs (\$ in 1000s)	Prior Years	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	6 Year Total	Future FYs	Project Total
Construction	3,000	3,000	-	-	-	-	-	3,000	-	6,000
Total – Costs	3,000	3,000	-	-	-	-	-	3,000	-	6,000
Appropriation-Backed Bonds	3,000	3,000	-	-	-	-	-	3,000	-	6,000
Total – Funding Sources	3,000	3,000	-	-	-	-	-	3,000	-	6,000

Operating Impacts (\$ in 1000s)	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	Total
Debt Service	-	300	293	285	278	270	1,425
Total – Impact	-	300	293	285	278	270	1,425



General Government

Electric Vehicle Charging Stations for County Facilities

Details

Project Number: C02489

Election District: Countywide

Location: Countywide

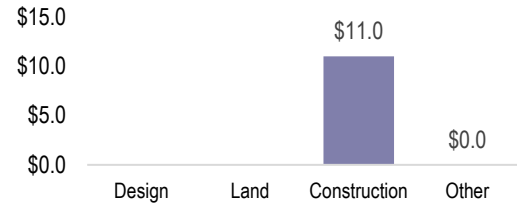
Estimated Completion Year: Ongoing

Referendum: n/a

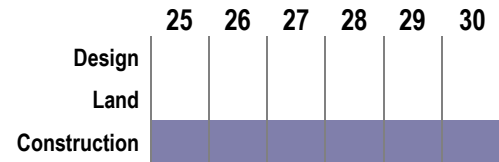
Background

This project provides funding for the planning, design, and construction of Electric Vehicle (EV) charging stations at County facilities. Installation will be provided in phases, based on several factors including public facing facilities, a distribution of facilities throughout the County, availability of adequate power, county vehicle fleet needs, and complexity of installation at each unique site.

Phase Costs in Millions



Project Phase Timeline by FY



Costs (\$ in 1000s)	Prior Years	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	6 Year Total	Future FYs	Project Total
Construction	1,000	2,000	-	5,000	-	3,000	-	10,000	-	11,000
Personnel	-	2	-	-	-	-	-	2	-	2
Total – Costs	1,000	2,002	-	5,000	-	3,000	-	10,002	-	11,002
Local Tax Funding	1,000	2	-	-	-	3,000	-	3,002	-	4,002
Other Federal Grants	-	2,000	-	5,000	-	-	-	7,000	-	7,000
Total – Funding Sources	1,000	2,002	-	5,000	-	3,000	-	10,002	-	11,002



General Government

General Government Office Building – Phase I

Details:

Project Number: C02490

Election District: Leesburg

Square Feet: 125,000

Location: Off Kincaid Boulevard adjacent to the Loudoun County Animal Services Facility

Estimated Completion Year: FY 2028

Referendum: n/a

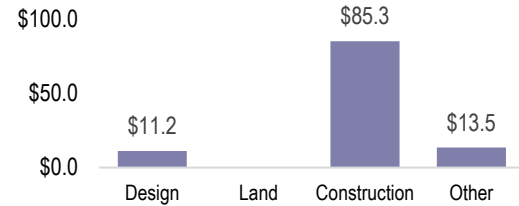
Background:

This project provides for the design and construction of a 125,000 square foot County government office space at the Government Support Center. The facility will be located adjacent to the Loudoun County Animal Services Facility off Kincaid Boulevard. The sitework required for all future phases of development for this facility is included in the Phase I budget.

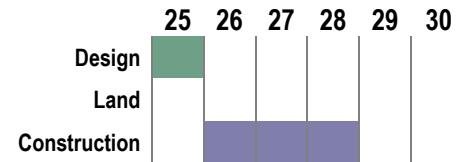
The development of new County government office space will allow the County to move current operations out of leased space, at a significant long-term cost savings to the County, and develop additional space required to accommodate future growth.

The project's budget was increased, and the development schedule was updated during the FY 2025 CIP budget development process based on the most recent cost estimate.

Phase Costs in Millions



Project Phase Timeline by FY



Costs (\$ in 1000s)	Prior Years	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	6 Year Total	Future FYs	Project Total
Professional Services	8,608	2,639	-	-	-	-	-	2,639	-	11,247
Owner Costs	1,407	-	-	-	-	-	-	-	-	1,407
Construction	65,423	-	19,845	-	-	-	-	19,845	-	85,268
Furniture, Fixtures & Equip	-	-	4,750	-	-	-	-	4,750	-	4,750
Personnel	2,146	86	-	-	-	-	-	86	-	2,231
Contingency	3,927	-	-	-	-	-	-	-	-	3,927
Project Mgmt. Consultant	1,160	55	-	-	-	-	-	55	-	1,215
Total – Costs	82,671	2,780	24,595	-	-	-	-	27,375	-	110,046
Local Tax Funding	1,390	1,083	-	-	-	-	-	1,083	-	2,473
Appropriation-Backed Bonds	81,281	1,697	24,595	-	-	-	-	26,292	-	107,573
Total – Funding Sources	82,671	2,780	24,595	-	-	-	-	27,375	-	110,046

Operating Impacts (\$ in 1000s)	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	Total
Debt Service	-	1,089	3,614	5,463	7,424	9,161	26,752
Total – Impact	-	1,089	3,614	5,463	7,424	9,161	26,752



General Government

Landfill – Cell Capping

Details:

Project Number: C02391

Election District: Little River

Location: Loudoun County Landfill

Completion Year: Ongoing

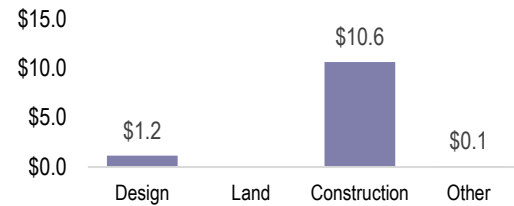
Referendum: n/a

Background:

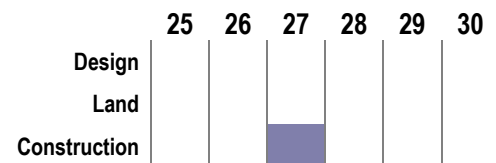
This ongoing project consists of the construction of erosion and sediment controls, fine grading, and installation of a permanent synthetic cap over landfill cells which have been filled to capacity, per approved permit conditions. Closure operations and maintenance costs include maintenance of closed, lined, and capped disposal space, erosion control features and environmental monitoring in accordance with approved permit conditions, closure plan requirements, and state regulations.

The Department of General Services manages the Loudoun County Solid Waste Management Facility (Landfill). The capping project is primarily funded through landfill fees as recommended by the annual Landfill Disposal Operations Financial Analysis.

Phase Costs in Millions



Project Phase Timeline by FY



Costs (\$ in 1000s)	Prior Years	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	6 Year Total	Future FYs	Project Total
Professional Services	-	-	-	-	-	-	-	-	1,150	1,150
Construction	-	-	-	4,250	-	-	-	4,250	6,380	10,630
Furniture, Fixtures & Equip	-	-	-	-	-	-	-	-	70	70
Total – Costs	-	-	-	4,250	-	-	-	4,250	7,600	11,850
Appropriation-Backed Bonds	-	-	-	830	-	-	-	830	7,600	8,430
Fees (Landfill)	-	-	-	3,420	-	-	-	3,420	-	3,420
Total – Funding Sources	-	-	-	4,250	-	-	-	4,250	7,600	11,850

Operating Impacts (\$ in 1000s)	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	Total
Debt Service	-	-	-	82	80	78	239
Total – Impact	-	-	-	82	80	78	239



General Government

Landfill – Cell Liner

Details:

Project Number: n/a

Election District: Little River

Acreage: n/a

Location: Loudoun County Landfill

Estimated Completion Year: Ongoing

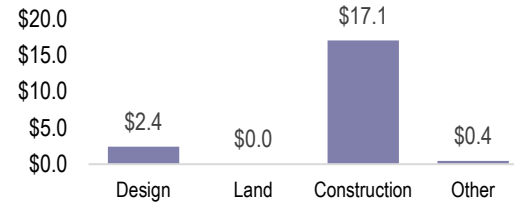
Referendum: n/a

Background:

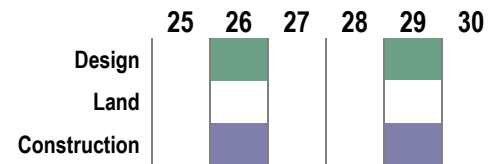
This ongoing project funds the engineering, design, and permitting of the bottom liner system of all future disposal cells at the Loudoun County Solid Waste Management Facility (Landfill).

The Department of General Services manages the Landfill. Operating costs for landfill disposal operations are offset by fees collected for service at the facility in keeping with the Loudoun County Board of Supervisors' policy of revenue neutrality for landfill operations.

Phase Costs in Millions



Project Phase Timeline by FY



Costs (\$ in 1000s)	Prior Years	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	6 Year Total	Future FYs	Project Total
Professional Services	-	-	1,120	-	-	1,290	-	2,410	-	2,410
Construction	-	-	6,950	-	-	10,120	-	17,070	-	17,070
Furniture, Fixtures & Equip	-	-	140	-	-	300	-	440	-	440
Total – Costs	-	-	8,210	-	-	11,710	-	19,920	-	19,920
Appropriation-Backed Bonds	-	-	-	-	-	11,710	-	11,710	-	11,710
Fees (Landfill)	-	-	8,210	-	-	-	-	8,210	-	8,210
Total – Funding Sources	-	-	8,210	-	-	11,710	-	19,920	-	19,920

Operating Impacts (\$ in 1000s)	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	Total
Debt Service	-	-	-	-	-	469	469
Total – Impact	-	-	-	-	-	469	469



General Government

Landfill – Infrastructure Improvements

Details:

Project Number: C02390

Election District: Little River

Location: Loudoun County Landfill

Completion Year: Ongoing

Referendum: n/a

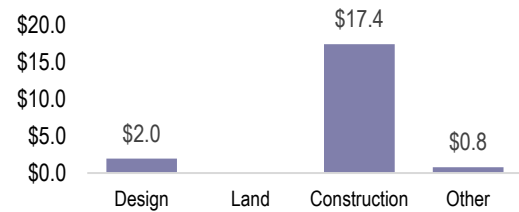
Background:

This ongoing project provides for improvements to the infrastructure of the Loudoun County Solid Waste Management Facility (Landfill). The existing infrastructure consists of legacy structures and features that do not safely or efficiently handle the number of customers or volume of waste and recycling materials delivered to the facility daily. Additionally, as the landfill cells are filled and the facility grows, the gas control system and the stormwater management system must be continuously improved to handle additional site-wide gas generation and stormwater flow.

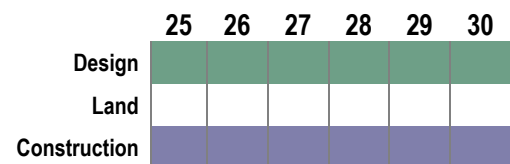
This project includes separating residential from commercial traffic with the addition of commercial only scales; convenience center improvements include: grade separation, acquisition of compactor containers, entrance realignment and roadway improvements; additional improvements will include: stormwater management system, landfill gas and odor control system, and the relocation of the wheel washing facility. This project will be phased over a multi-year period utilizing contracted services.

The Department of General Services manages the Landfill. The infrastructure project is funded through landfill fees as recommended by the annual Landfill Disposal Operations Financial Analysis.

Phase Costs in Millions



Project Phase Timeline by FY



Costs (\$ in 1000s)	Prior Years	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	6 Year Total	Future FYs	Project Total
Professional Services	1,045	70	84	50	154	104	110	572	336	1,953
Construction	9,985	4,272	315	187	577	390	412	6,153	1,259	17,397
Furniture, Fixtures & Equip	543	18	21	13	39	26	28	145	85	773
Total – Costs	11,573	4,360	420	250	770	520	550	6,870	1,680	20,123
Fees (Landfill)	11,573	4,360	420	250	770	520	550	6,870	1,680	20,123
Total – Funding Sources	11,573	4,360	420	250	770	520	550	6,870	1,680	20,123



General Government

Shenandoah Building Renovation

Details:

Project Number: C02396

Election District: Leesburg

Square Feet: 76,000

Location: 102 Heritage Way NE, Leesburg, VA

Completion Year: FY 2027

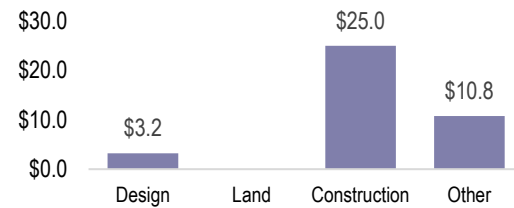
Referendum: n/a

Background:

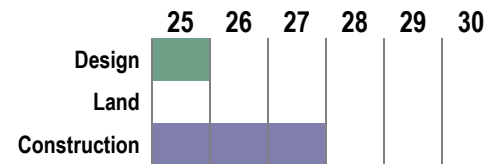
This project provides for the renovation of the Shenandoah Office Building located at 102 Heritage Way in Leesburg. It includes replacement and upgrades to mechanical, electrical, plumbing, security, elevators, roof, and fire protection systems.

The project's budget was increased, and the development schedule was updated during the FY 2025 CIP budget development process based on a broadened scope of work and the most recent cost estimate. The scope was increased to include replacement of all major components in the building after determination of the need through a building condition study.

Phase Costs in Millions



Project Phase Timeline by FY



Costs (\$ in 1000s)	Prior Years	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	6 Year Total	Future FYs	Project Total
Professional Services	1,000	2,225	-	-	-	-	-	2,225	-	3,225
Owner Costs	-	5,371	-	-	-	-	-	5,371	-	5,371
Construction	11,000	13,988	-	-	-	-	-	13,988	-	24,988
Furniture, Fixtures & Equip	-	2,835	-	-	-	-	-	2,835	-	2,835
Personnel	-	1,561	-	-	-	-	-	1,561	-	1,561
Project Mgmt. Consultant	-	1,008	-	-	-	-	-	1,008	-	1,008
Total – Costs	12,000	26,988	-	-	-	-	-	26,988	-	38,988
Local Tax Funding	12,000	2,569	-	-	-	-	-	2,569	-	14,569
Appropriation-Backed Bonds	-	24,419	-	-	-	-	-	24,419	-	24,419
Total – Funding Sources	12,000	26,988	-	-	-	-	-	26,988	-	38,988

Operating Impacts (\$ in 1000s)	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	Total
Debt Service	-	1,599	2,666	2,592	2,517	2,443	11,818
Total – Impact	-	1,599	2,666	2,592	2,517	2,443	11,818



General Government

Southern Services Center

Details:

Project Number: n/a

Election District: n/a

Square Feet: TBD

Location: n/a

Estimated Completion Year: TBD

Referendum: n/a

Phase Costs in Millions

\$1.5

\$1.0

\$0.5

\$0.0

Design Land Construction Other

Background:

This project proposes to provide funding to acquire and renovate office space to serve as a Southern Community Services Center.

The Board directed staff to develop a Government Office Space Transition Strategy, which includes the construction of new County government facilities and/or the acquisition of existing office or commercial buildings in specific areas of the County that provide synergy between the County seat in Leesburg and population densities in eastern Loudoun. The Board direction also provided for the identification of an appropriate Community Service Center in the Southern Loudoun/Dulles South area sufficient to deliver satellite public services with the potential to serve as an anchor tenant in a new development.

Project Phase Timeline by FY

	23	24	25	26	27	28
Design						
Land						
Construction						

Costs (\$ in 1000s)	Prior Years	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	6 Year Total	Future FYs	Project Total
Construction	-	-	-	-	-	-	-	-	-	-
Total – Costs	-	-	-	-	-	-	-	-	-	-
Appropriation-Backed Bonds	-	-	-	-	-	-	-	-	-	-
Total – Funding Sources	-	-	-	-	-	-	-	-	-	-



General Government

Storm Water Management

Details:

Project Number: C00003
Election District: Countywide
Square Feet: n/a
Location: Countywide
Completion Year: Ongoing
Referendum: n/a

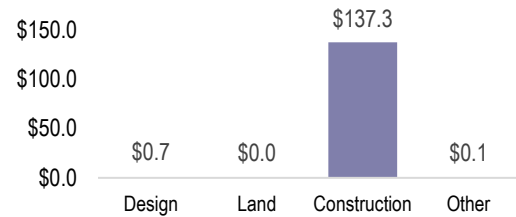
Background:

This project provides funding to meet storm water management programmatic needs, partially restore the older sections of the system, address ongoing growth, and administer the repair and maintenance of the entire system countywide. The funding also provides for the restoration and management of storm water infrastructure that the County has identified in the storm water management strategic plan.

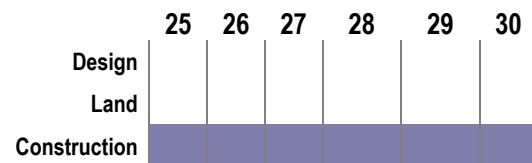
As part of its standard operations, the County routinely updates its storm water infrastructure inventory as facilities are added through new development. The County's storm water management program meets the Environmental Protection Agency's (EPA) Phase II storm water discharge permit requirements that mandate the repair, maintenance, and restoration of County-owned storm water infrastructure.

Beginning in FY 2019, and extending over a ten-year period, additional funding will be needed to support the County's State and Federal Total Maximum Daily Load (TMDL) and Municipal Separate Storm Sewer System (MS4) Chesapeake Bay requirements. The TMDL was issued by the EPA and is a mandate for all states in the Chesapeake Bay watershed.

Phase Costs in Millions



Project Phase Timeline by FY



Costs (\$ in 1000s)	Prior Years	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	6 Year Total	Future FYs	Project Total
Professional Services	684	-	-	-	-	-	-	-	-	684
Planning	1	-	-	-	-	-	-	-	-	1
Utility Relocation	89	-	-	-	-	-	-	-	-	89
Owner Costs	1	-	-	-	-	-	-	-	-	1
Construction	62,386	7,849	8,241	8,653	9,086	9,540	10,017	53,386	21,562	137,334
Furniture, Fixtures & Equip	38	-	-	-	-	-	-	-	-	38
Personnel	-	6	-	-	-	-	-	6	-	6
Total – Costs	63,198	7,855	8,241	8,653	9,086	9,540	10,017	53,392	21,562	138,153
Local Tax Funding	62,872	7,855	8,241	8,653	9,086	9,540	10,017	53,392	21,562	137,826
Land Sale Proceeds	326	-	-	-	-	-	-	-	-	326
Total – Funding Sources	63,198	7,855	8,241	8,653	9,086	9,540	10,017	53,392	21,562	138,153



General Government

Union Street School

Details:

Project Number: C02487

Election District: Leesburg

Square Feet: 5,000

Location: 20 Union Street NW, Leesburg, VA

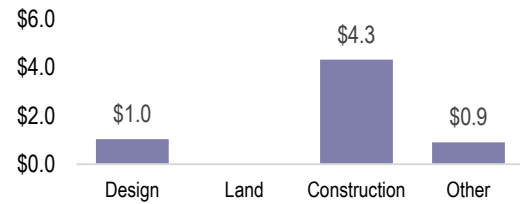
Estimated Completion Year: FY 2025

Referendum: n/a

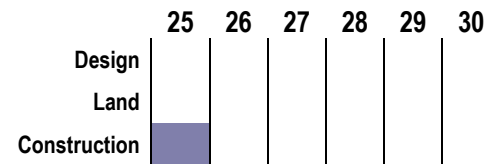
Background:

This project provides for the renovation of the Union Street School and to convert it for public access and adaptive reuse. The project scope includes renovation of the 1880's 2-story structure, site improvements, entryway addition with elevator, restroom addition, mechanical, electrical, plumbing, fire protection, and ADA accessibility upgrades.

Phase Costs in Millions



Project Phase Timeline by FY



Costs (\$ in 1000s)	Prior Years	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	6 Year Total	Future FYs	Project Total
Professional Services	1,039	-	-	-	-	-	-	-	-	1,039
Construction	4,330	-	-	-	-	-	-	-	-	4,330
Furniture, Fixtures & Equip	-	144	-	-	-	-	-	144	-	144
Personnel	160	-	-	-	-	-	-	-	-	160
Contingency	499	14	-	-	-	-	-	14	-	513
Project Mgmt. Consultant	87	-	-	-	-	-	-	-	-	87
Total – Costs	6,114	158	-	-	-	-	-	158	-	6,273
Local Tax Funding	629	158	-	-	-	-	-	158	-	788
Appropriation-Backed Bonds	5,485	-	-	-	-	-	-	-	-	5,485
Total – Funding Sources	6,114	158	-	-	-	-	-	158	-	6,273



General Government

Water/Wastewater Program

Details:

Project Number: C02091

Election District: Countywide

Location: Countywide

Completion Year: Ongoing

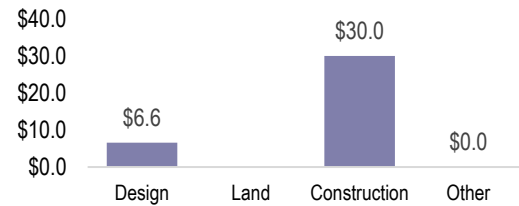
Referendum: n/a

Background:

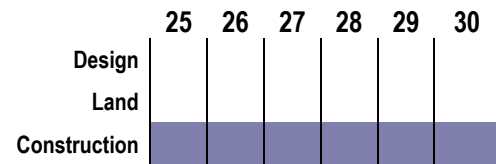
This project provides funding to support at-risk communities throughout the County experiencing issues with inadequate water and/or wastewater systems by funding feasibility studies, design, construction costs, and utility connections, based on a community's ability to pay.

In 2015, the Board of Supervisors approved the Water and Wastewater Projects Funding Policy, which established the Water/Wastewater Program.

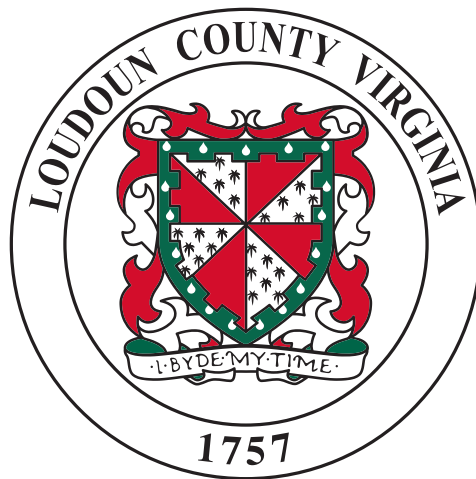
Phase Costs in Millions



Project Phase Timeline by FY



Costs (\$ in 1000s)	Prior Years	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	6 Year Total	Future FYs	Project Total
Professional Services	6,388	-	-	-	-	-	-	-	-	6,388
Planning	214	-	-	-	-	-	-	-	-	214
Construction	8,200	2,550	2,600	2,650	2,700	2,750	2,800	16,050	5,750	30,000
Personnel	-	2	-	-	-	-	-	2	-	2
Total – Costs	14,802	2,552	2,600	2,650	2,700	2,750	2,800	16,052	5,750	36,604
Local Tax Funding	14,802	2,552	2,600	2,650	2,700	2,750	2,800	16,052	5,750	36,604
Total – Funding Sources	14,802	2,552	2,600	2,650	2,700	2,750	2,800	16,052	5,750	36,604





Capital Improvement Program Health and Welfare

Contents

Health and Welfare Summary	9-29
MHSADS Group Home Replacements	9-30



Health and Welfare

Capital Improvement Program										
Health and Welfare Projects										
Costs (\$ in 1000s)	Prior Years	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	6 Year Total	Future FYs	Project Total
MHSADS Group Home Replacements	-	1,797	206	9,131	-	-	-	11,134	-	11,134
Total – Costs	-	1,797	206	9,131	-	-	-	11,134	-	11,134
Funding Sources (\$ in 1000s)										
Local Tax Funding	-	-	206	802	-	-	-	1,008	-	1,008
Appropriation-Backed Bonds	-	1,797	-	8,329	-	-	-	10,126	-	10,126
Total – Funding Sources	-	1,797	206	9,131	-	-	-	11,134	-	11,134



Health and Welfare

MHSADS Group Home Replacements

Details

Project Number: C02606

Election District: Catoclin

Square Feet: 9,6000

Location: 161 & 220 W Main Street, Purcellville

Estimated Completion Year: FY 2029

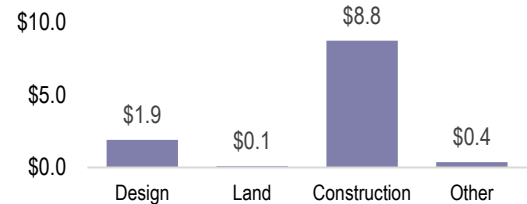
Referendum: n/a

Background:

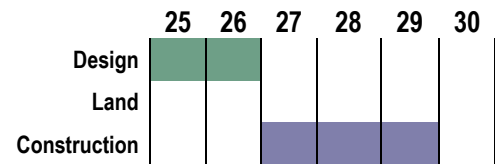
This project provides funding for the design and construction of two residential homes in the Purcellville area as replacements for two existing group homes that are reaching the end of their useful, functional, and structural lives. The homes will consist of four or five bedrooms that are ADA-compliant and will also provide on-site office space for MHSADS program staff.

The Department of Mental Health, Substance Abuse, and Developmental Services' (MHSADS) Residential Group Home Programs provide long-term, person-centered, intervention and support to empower individuals with a mental illness or a developmental disability diagnosis to live meaningful and successful lives in the Loudoun community. The County-owned homes provide adults with opportunities to develop and implement skills to improve their mental and physical health, community connections and independence. Each program is operated 24 hours a day, seven days a week.

Phase Costs in Millions

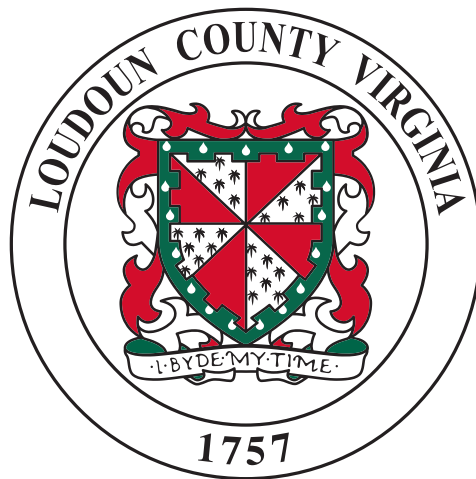


Project Phase Timeline by FY



Costs (\$ in 1000s)	Prior Years	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	6 Year Total	Future FYs	Project Total
Professional Services	-	1,700	206	-	-	-	-	1,906	-	1,906
Owner Costs	-	97	-	-	-	-	-	97	-	97
Construction	-	-	-	8,756	-	-	-	8,756	-	8,756
Furniture, Fixtures & Equip	-	-	-	375	-	-	-	375	-	375
Total – Costs	-	1,797	206	9,131	-	-	-	11,134	-	11,134
Local Tax Funding	-	-	206	802	-	-	-	1,008	-	1,008
Appropriation-Backed Bonds	-	1,797	-	8,329	-	-	-	10,126	-	10,126
Total – Funding Sources	-	1,797	206	9,131	-	-	-	11,134	-	11,134

Operating Impact (\$ in 1000s)	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	Total
Debt Service	-	71	178	424	663	977	2,313
Total – Impact	-	71	178	424	663	977	2,313





Capital Improvement Program Information Technology

Contents

Information Technology Summary	9-33
Backup Emergency Communications Center	9-34
Conference Rooms Update	9-35
GeoHub Servers	9-36
Information Technology Contingency	9-37
Integrated Tax Revenue and Assessment System Replacement	9-38
Public Safety – Core Radio System Upgrade	9-39
Public Safety – Radio System Console Replacement	9-40
Public Safety – Radio Tower Expansion Program	9-41
Public Safety – Replacement Communication Equipment	9-42
Public Safety – School Radio Coverage Program	9-43



Information Technology

County Capital Improvement Program by Functional Area										
Information Technology Projects										
Costs (\$ in 1000s)	Prior Years	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	6 Year Total	Future FYs	Project Total
Backup Emergency Communications Center	4,440	3,395	-	-	-	-	-	3,395	-	7,835
Conference Rooms Update	1,702	1,376	-	-	-	-	-	1,376	-	3,078
GeoHub Servers	480	160	160	-	-	-	-	320	-	800
Information Technology Contingency	7,024	-	1,500	-	1,500	-	1,500	4,500	3,000	14,524
Integrated Tax Revenue and Assessment System Replacement	6,860	-	701	4,440	-	-	-	5,141	-	12,001
Public Safety – Core Radio System Upgrade	-	-	1,500	-	-	-	-	1,500	3,000	4,500
Public Safety - Radio System Console Replacement	-	4,000	4,500	-	-	-	-	8,500	-	8,500
Public Safety - Radio Tower Expansion Program	8,719	100	3,897	100	4,101	100	4,318	12,616	9,620	30,955
Public Safety – Replacement Communication Equipment	-	-	3,000	15,000	9,000	19,000	-	46,000	8,000	54,000
Public Safety - School Radio Coverage Program	7,445	2,970	-	-	-	-	-	2,970	-	10,415
Total – Costs	36,670	12,001	15,258	19,540	14,601	19,100	5,818	86,317	23,620	146,608
Funding Sources (\$ in 1000s)										
Local Tax Funding	32,740	12,001	13,758	4,540	1,500	100	1,500	33,398	12,620	78,759
Appropriation-Backed Bonds	3,930	-	1,500	15,000	13,101	19,000	4,318	52,919	11,000	67,849
Total – Funding Sources	36,670	12,001	15,258	19,540	14,601	19,100	5,818	86,317	23,620	146,608



Information Technology

Backup Emergency Communications Center

Details:

Project Number: C02484

Election District: Countywide

Square Feet: n/a

Location: n/a

Estimated Completion Year: FY 2025

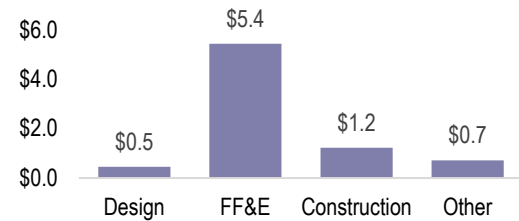
Referendum: n/a

Background:

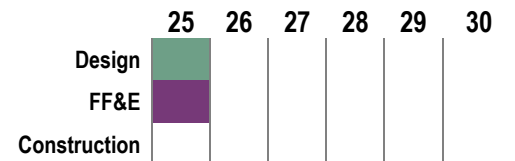
This project provides funding for relocation of the Backup Emergency Communications Center (ECC) to a modern, technically redundant, and secure facility. This migration could be a step whereby the technology and operations are moved to a data center.

The existing ECC facility is aging and has been identified on the County's Technology Roadmap as a key backup facility that must be migrated to a modern data center due to the critical nature of the work performed in the facility.

Phase Costs in Millions



Project Phase Timeline by FY



Costs (\$ in 1000s)	Prior Years	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	6 Year Total	Future FYs	Project Total
Professional Services	225	232	-	-	-	-	-	232	-	457
Construction	1,225	-	-	-	-	-	-	-	-	1,225
Furniture, Fixtures & Equip	2,586	2,854	-	-	-	-	-	2,854	-	5,440
Contingency	404	309	-	-	-	-	-	309	-	713
Total – Costs	4,440	3,395	-	-	-	-	-	3,395	-	7,835
Local Tax Funding	4,440	3,395	-	-	-	-	-	3,395	-	7,835
Total – Funding Sources	4,440	3,395	-	-	-	-	-	3,395	-	7,835



Information Technology

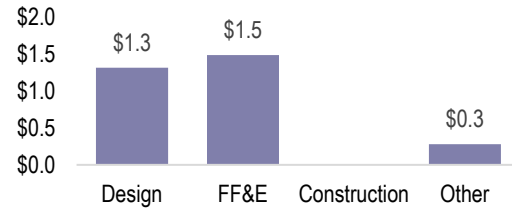
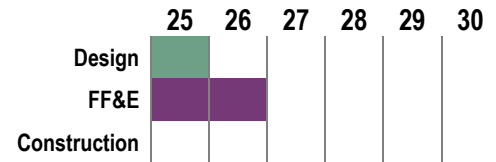
Conference Rooms Update

Details:

Project Number: C02546
Election District: Countywide
Square Feet: n/a
Location: Countywide
Completion Year: FY 2026
Referendum: n/a

Background:

This project provides funding for the purchase of replacement conference room equipment to ensure compatibility with the County's collaboration platforms and to provide a consistent look and feel for multimodal collaboration for approximately 140 conference rooms throughout the County.

Phase Costs in Millions**Project Phase Timeline by FY**

Costs (\$ in 1000s)	Prior Years	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	6 Year Total	Future FYs	Project Total
Professional Services	657	657	-	-	-	-	-	657	-	1,314
Furniture, Fixtures & Equip	890	594	-	-	-	-	-	594	-	1,484
Contingency	155	125	-	-	-	-	-	125	-	280
Total – Costs	1,702	1,376	-	-	-	-	-	1,376	-	3,078
Local Tax Funding	1,702	1,376	-	-	-	-	-	1,376	-	3,078
Total – Funding Sources	1,702	1,376	-	-	-	-	-	1,376	-	3,078



Information Technology

GeoHub Servers

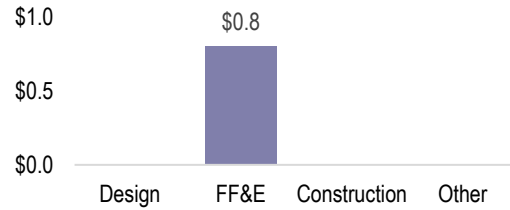
Details:

Project Number: C02381
Election District: Countywide
Square Feet: n/a
Location: Countywide
Completion Year: FY 2026
Referendum: n/a

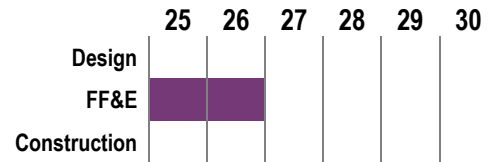
Background:

This project provides funding for the purchase of equipment to host virtual servers in support of the expansion of the County's Geographic Information System (GIS) web infrastructure.

Phase Costs in Millions



Project Phase Timeline by FY



Costs (\$ in 1000s)	Prior Years	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	6 Year Total	Future FYs	Project Total
Furniture, Fixtures & Equip	480	160	160	-	-	-	-	320	-	800
Total – Costs	480	160	160	-	-	-	-	320	-	800
Local Tax Funding	480	160	160	-	-	-	-	320	-	800
Total – Funding Sources	480	160	160	-	-	-	-	320	-	800



Information Technology

Information Technology Contingency

Details:

Project Number: C02242

Election District: Countywide

Square Feet: n/a

Location: Countywide

Estimated Completion Year: Ongoing

Referendum: n/a

Phase Costs in Millions



Background:

This project provides funding to maintain a sustainable Information Technology (IT) contingency commensurate with the Capital Financing Plan. Funds are moved out of this project throughout the year into other IT projects as necessary.

The Prior Years amount reflected in the financial table includes the Adopted fiscal year budget appropriations, Fund Balance transfers, and transfers out of the account into other capital projects.

Project Phase Timeline by FY

	25	26	27	28	29	30
Design						
FF&E						
Other						

Costs (\$ in 1000s)	Prior Years	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	6 Year Total	Future FYs	Project Total
Contingency	7,024	-	1,500	-	1,500	-	1,500	4,500	3,000	14,524
Total – Costs	7,024	-	1,500	-	1,500	-	1,500	4,500	3,000	14,524
Local Tax Funding	7,024	-	1,500	-	1,500	-	1,500	4,500	3,000	14,524
Total – Funding Sources	7,024	-	1,500	-	1,500	-	1,500	4,500	3,000	14,524



Information Technology

Integrated Tax Revenue and Assessment System Replacement

Details:

Project Number: C02378

Election District: Countywide

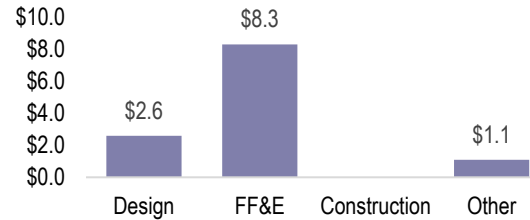
Square Feet: n/a

Location: Countywide

Estimated Completion Year: FY 2030

Referendum: n/a

Phase Costs in Millions



Background:

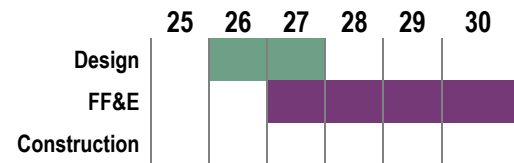
This project provides funding to replace the County's current Payment Card Industry (PCI) Tax and Revenue system. A new tax and assessment system will provide increased operational efficiencies, a reduction in manual processes and workarounds, and a reduction in the amount of support required to maintain the application. The new system will align with a cloud-first strategy for enterprise applications and will allow migration to a stable cloud-based enterprise application.

The annual cost for incremental operations and maintenance related to this project will be incorporated into the Department of Information Technology's base operating budget.

The project's name was changed from *PCI Replacement System* to *Integrated Tax Revenue and Assessment System Replacement* during the FY 2024 budget development process to better represent the purpose of the project.

The project's budget was increased, and the development schedule revised during the FY 2025 CIP budget development process based on the most recent cost estimate.

Project Phase Timeline by FY



Costs (\$ in 1000s)	Prior Years	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	6 Year Total	Future FYs	Project Total
Professional Services	1,925	-	225	440	-	-	-	665	-	2,590
Furniture, Fixtures & Equip	4,320	-	-	4,000	-	-	-	4,000	-	8,320
Contingency	615	-	476	-	-	-	-	476	-	1,091
Total – Costs	6,860	-	701	4,440	-	-	-	5,141	-	12,001
Local Tax Funding	6,860	-	701	4,440	-	-	-	5,141	-	12,001
Total – Funding Sources	6,860	-	701	4,440	-	-	-	5,141	-	12,001



Information Technology

Public Safety – Core Radio System Upgrade

Details:

Project Number: n/a

Election District: Countywide

Square Feet: n/a

Location: Countywide

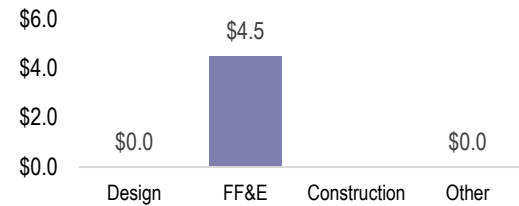
Estimated Completion Year: FY 2032

Referendum: n/a

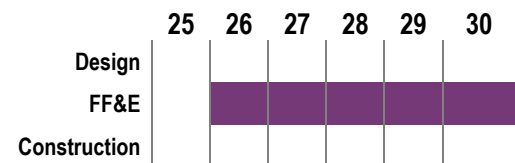
Background:

This project provides funding to replace components of the public safety radio system which have reached the end of their life cycle. The original equipment was installed in 2010 and has a lifespan of approximately 15 years. The project encompasses prime site virtualization that replaces trunking comparators and transmitters at the County's tower locations.

Phase Costs in Millions



Project Phase Timeline by FY



Costs (\$ in 1000s)	Prior Years	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	6 Year Total	Future FYs	Project Total
Furniture, Fixtures & Equip	-	-	1,500	-	-	-	-	1,500	3,000	4,500
Total – Costs	-	-	1,500	-	-	-	-	1,500	3,000	4,500
Appropriation-Backed Bonds	-	-	1,500	-	-	-	-	1,500	3,000	4,500
Total – Funding Sources	-	-	1,500	-	-	-	-	1,500	3,000	4,500

Operating Impacts (\$ in 1000s)	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	Total
Debt Service	-	-	290	279	269	258	1,096
Total – Impact	-	-	290	279	269	258	1,096



Information Technology

Public Safety - Radio System Console Replacement

Details:

Project Number: C02642

Election District: Countywide

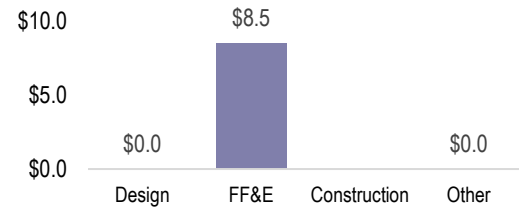
Square Feet: n/a

Location: Countywide

Estimated Completion Year: FY 2028

Referendum: n/a

Phase Costs in Millions

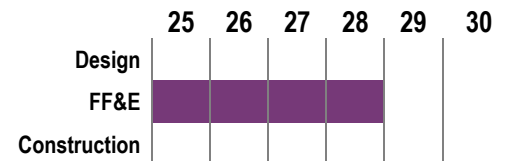


Background:

This project provides funding for the replacement of the radio console equipment in the Backup Emergency Communications Center and the Primary Emergency Center. The consoles provide the 911 dispatchers with mission-critical communications to Loudoun County's first responders.

The project's budget was increased during the FY 2025 CIP budget development process to include additional replacement consoles needed to be compatible with Motorola's planned upgrade in 2028.

Project Phase Timeline by FY



Costs (\$ in 1000s)	Prior Years	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	6 Year Total	Future FYs	Project Total
Furniture, Fixtures & Equip	-	4,000	4,500	-	-	-	-	8,500	-	8,500
Total – Costs	-	4,000	4,500	-	-	-	-	8,500	-	8,500
Local Tax Funding	-	4,000	4,500	-	-	-	-	8,500	-	8,500
Total – Funding Sources	-	4,000	4,500	-	-	-	-	8,500	-	8,500



Information Technology

Public Safety - Radio Tower Expansion Program

Details:

Project Number: C02218

Election District: Countywide

Square Feet: n/a

Location: Countywide

Estimated Completion Year: FY 2038

Referendum: n/a

Background:

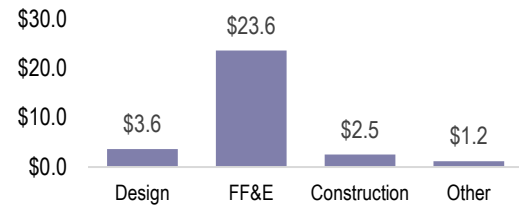
This project provides funding for the installation of additional Public Safety Radio Towers and components that are needed to provide required radio coverage for First Responders based on the findings of a coverage study that was managed by the Department of Information and Technology.

The first phase of this project identified the need for nine additional towers in various locations throughout the County. The second phase includes the installation of the new towers as identified in the coverage study which began in FY 2021 and continues every two years.

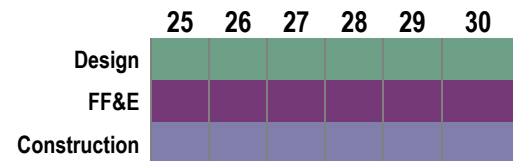
Due to population growth within the County, it is anticipated that additional Public Safety Radio Towers are needed to provide the required radio coverage for First Responders. Future funding for this program will be re-evaluated based on updated requirements.

The project's budget was increased during the FY 2025 CIP budget development process to include consulting services for the determination of the most advantageous locations for the placement of the Towers.

Phase Costs in Millions



Project Phase Timeline by FY



Costs (\$ in 1000s)	Prior Years	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	6 Year Total	Future FYs	Project Total
Professional Services	2,114	100	179	100	190	100	202	871	641	3,626
Construction	-	-	500	-	500	-	500	1,500	1,045	2,545
Furniture, Fixtures & Equip	6,308	-	3,066	-	3,250	-	3,445	9,761	7,522	23,591
Contingency	297	-	152	-	161	-	171	484	412	1,193
Total – Costs	8,719	100	3,897	100	4,101	100	4,318	12,616	9,620	30,955
Local Tax Funding	5,889	100	3,897	100	-	100	-	4,197	9,620	19,706
Appropriation-Backed Bonds	2,830	-	-	-	4,101	-	4,318	8,419	-	11,249
Total – Funding Sources	8,719	100	3,897	100	4,101	100	4,318	12,616	9,620	30,955

Operating Impacts (\$ in 1000s)	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	Total
Debt Service	-	-	-	-	790	761	1,551
Total – Impact	-	-	-	-	790	761	1,551



Information Technology

Public Safety – Replacement Communication Equipment

Details:

Project Number: n/a

Election District: Countywide

Square Feet: n/a

Location: Countywide

Estimated Completion Year: FY 2032

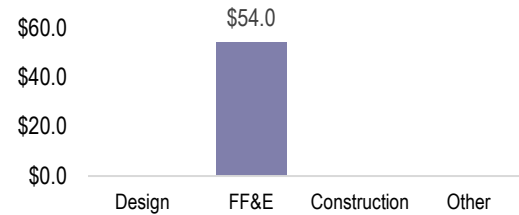
Referendum: n/a

Background:

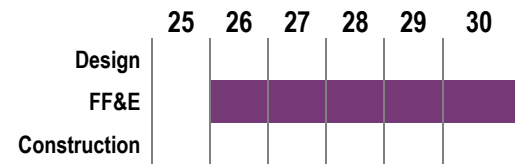
This project provides for the replacement of field deployed mobile and portable radios and 911 call handling equipment.

Based on guidance from the Cybersecurity and Infrastructure Security Agency (CISA), the Department of Information Technology has set the lifecycle for critical public safety equipment at 10 years for mobile radios, 7 years for portable radios, and 7 years for 911 call handling equipment.

Phase Costs in Millions



Project Phase Timeline by FY



Costs (\$ in 1000s)	Prior Years	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	6 Year Total	Future FYs	Project Total
Furniture, Fixtures & Equip	-	-	3,000	15,000	9,000	19,000	-	46,000	8,000	54,000
Total – Costs	-	-	3,000	15,000	9,000	19,000	-	46,000	8,000	54,000
Local Tax Funding	-	-	3,000	-	-	-	-	3,000	-	3,000
Appropriation- Backed Bonds	-	-	-	15,000	9,000	19,000	-	43,000	8,000	51,000
Total – Funding Sources	-	-	3,000	15,000	9,000	19,000	-	46,000	8,000	54,000

Operating Impacts (\$ in 1000s)	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	Total
Debt Service	-	-	-	2,895	4,523	8,011	15,429
Total – Impact	-	-	-	2,895	4,523	8,011	15,429



Information Technology

Public Safety – School Radio Coverage Program

Details:

Project Number: C02217

Election District: Countywide

Square Feet: n/a

Location: Countywide

Estimated Completion Year: FY 2026

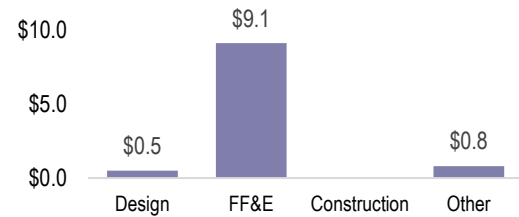
Referendum: n/a

Background:

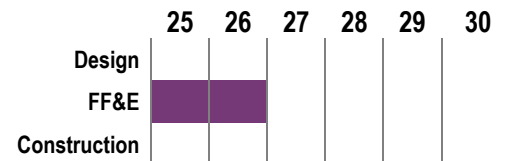
This project provides funding to purchase and install Bi-Directional Amplifiers (BDAs) in public school buildings to provide Public Safety radio coverage for the school resource officers and first responders. The funding will also be used to purchase the technology to provide monitoring capabilities for 82 BDAs in LCPS schools and County facilities.

Funding is based on a coverage study that was administered by the Department of Information and Technology, which identified the location of schools that needed boosters, and determined the proper replacement schedule of existing BDAs.

Phase Costs in Millions



Project Phase Timeline by FY



Costs (\$ in 1000s)	Prior Years	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	6 Year Total	Future FYs	Project Total
Professional Services	500	-	-	-	-	-	-	-	-	500
Furniture, Fixtures & Equip	6,415	2,700	-	-	-	-	-	2,700	-	9,115
Contingency	530	270	-	-	-	-	-	270	-	800
Total – Costs	7,445	2,970	-	-	-	-	-	2,970	-	10,415
Local Tax Funding	6,345	2,970	-	-	-	-	-	2,970	-	9,315
Appropriation-Backed Bonds	1,100	-	-	-	-	-	-	-	-	1,100
Total – Funding Sources	7,445	2,970	-	-	-	-	-	2,970	-	10,415



Capital Improvement Program Parks, Recreation, and Culture

Contents

Parks, Recreation, and Culture Summary	9-45
Bolen Park Turf Field Conversion	9-46
Cascades Library and Senior Center Complex Renovation	9-47
Dulles Adult Day Center	9-48
Dulles South Community Park	9-49
Eastern Loudoun Community Arts Center	9-50
Indoor Sports Facility	9-51
Linear Parks and Trails System	9-52
LPAT Signature Project	9-53
Potomack Lakes Parking and Field Improvements	9-54
PRCS Renovation Program	9-55
Sterling Neighborhood Park	9-56
Western Loudoun Recreation Complex	9-57
Westpark Improvements	9-58



Parks, Recreation, and Culture

Capital Improvement Program										
Parks, Recreation, and Culture Projects										
Costs (\$ in 1000s)	Prior Years	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	6 Year Total	Future FYs	Project Total
Bolen Park Turf Field Conversion	-	-	-	192	2,808	-	-	3,000	-	3,000
Cascades Library and Senior Center Complex Renovation	-	-	-	-	1,000	-	-	1,000	-	1,000
Dulles Adult Day Center	-	5,101	1,168	635	10,468	-	-	17,371	-	17,371
Dulles South Community Park	3,990	-	19,034	-	-	-	-	19,034	-	23,024
Eastern Loudoun Community Arts Center	80	-	-	-	-	-	500	500	86,000	86,580
Indoor Sports Facility	-	1,000	-	-	-	-	-	1,000	-	1,000
Linear Parks and Trails System (LPAT)	350	-	-	2,500	5,000	5,000	6,500	19,000	38,100	57,450
LPAT Signature Project	3,245	12,846	-	-	-	-	-	12,846	-	16,091
Potomack Lakes Parking and Field Improvements	-	-	-	-	836	4,234	-	5,070	-	5,070
PRCS Renovation Program	5,250	2,252	2,500	2,750	3,000	5,750	8,250	24,502	6,000	35,752
Sterling Neighborhood Park	32	2,532	840	26,106	-	-	-	29,478	-	29,509
Western Loudoun Recreation Complex	22,758	1,100	124,787	-	-	-	-	125,887	-	148,645
Westpark Improvements	6,234	496	11,764	-	-	-	-	12,260	-	18,495
Total – Costs	41,939	25,326	160,093	32,183	23,112	14,984	15,250	270,949	130,100	442,988
Funding Sources (\$ in 1000s)										
Local Tax Funding	12,031	8,851	17,211	3,577	2,144	10,750	500	43,033	3,000	58,065
General Obligation Bonds	20,866	8,330	136,267	28,106	17,968	4,234	6,500	201,405	124,100	346,371
Appropriation-Backed Bonds	1,500	-	-	-	3,000	-	8,250	11,250	3,000	15,750
Cash Proffers	7,382	8,146	3,615	500	-	-	-	12,261	-	19,643
Other State Grants	-	-	3,000	-	-	-	-	3,000	-	3,000
Other Federal Grants	160	-	-	-	-	-	-	-	-	160
Total – Funding Sources	41,939	25,326	160,093	32,183	23,112	14,984	15,250	270,949	130,100	442,988



Parks, Recreation, and Culture

Bolen Park Turf Field Conversion

Details:

Project Number: C02631

Election District: Leesburg

Square Feet: n/a

Location: Phil Bolen Park

Estimated Completion Year: FY 2028

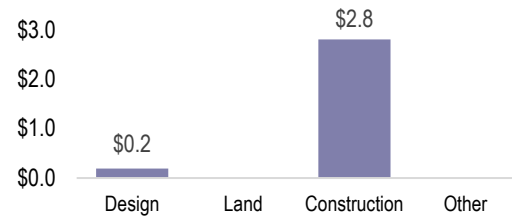
Referendum: November 2026

Background:

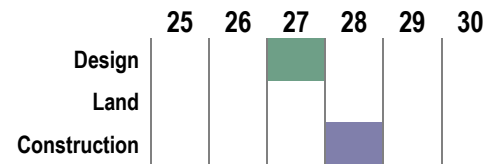
This project provides for the conversion of the championship field within Bolen Park from natural grass to artificial turf.

DC Sports Facilities Entertainment, LLC contributed \$500,000 to be utilized for this project in the fall of FY 2024.

Phase Costs in Millions



Project Phase Timeline by FY



Costs (\$ in 1000s)	Prior Years	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	6 Year Total	Future FYs	Project Total
Professional Services	-	-	-	192	-	-	-	192	-	192
Construction	-	-	-	-	2,808	-	-	2,808	-	2,808
Total – Costs	-	-	-	192	2,808	-	-	3,000	-	3,000
Local Tax Funding	-	-	-	192	308	-	-	500	-	500
General Obligation Bonds	-	-	-	-	2,500	-	-	2,500	-	2,500
Total – Funding Sources	-	-	-	192	2,808	-	-	3,000	-	3,000

Operating Impacts (\$ in 1000s)	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	Total
Debt Service	-	-	-	-	250	244	494
Total – Impact	-	-	-	-	250	244	494



Parks, Recreation, and Culture

Cascades Library and Senior Center Complex Renovation

Phase Costs in Millions

Details:

Project Number: n/a

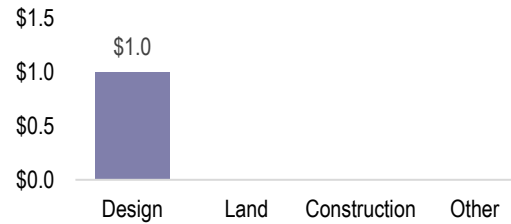
Election District: Algonkian

Square Feet: n/a

Location: 21030 & 21060 Whitfield Place, Sterling

Estimated Completion Year: FY2028

Referendum: n/a



Background:

This project provides funding for the development of a conceptual design for the renovation of the Cascades Library and Cascades Senior Center Complex.

Project Phase Timeline by FY

	25	26	27	28	29	30
Design						
Land						
Construction						

Costs (\$ in 1000s)	Prior Years	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	6 Year Total	Future FYs	Project Total
Planning	-	-	-	-	1,000	-	-	1,000	-	1,000
Total – Costs	-	-	-	-	1,000	-	-	1,000	-	1,000
Local Tax Funding	-	-	-	-	1,000	-	-	1,000	-	1,000
Total – Funding Sources	-	-	-	-	1,000	-	-	1,000	-	1,000



Parks, Recreation, and Culture

Dulles Adult Day Center

Details:

Project Number: C02672

Election District: Dulles

Square Feet: 7,000

Location: n/a

Estimated Completion Year: FY 2029

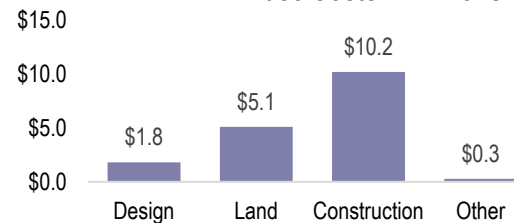
Referendum: November 2023

Background:

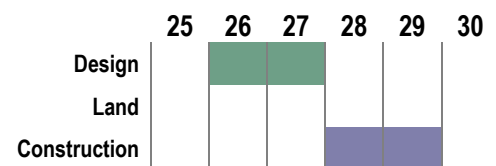
This project provides for land acquisition, design, and construction of an adult day center within the Dulles area. Facility amenities will include a kitchen, dining room, quiet room, restrooms, small and large activity rooms, clinic, staff offices, storage, screened porch, and a fenced-in courtyard.

The facility will provide a safe and engaging environment through professionally designed programs that meet the specific needs of each participant. Services include physical activities, medication administration, nutritious meals, health monitoring, mentally stimulating activities, assistance with personal care needs, and limited transportation services.

Phase Costs in Millions



Project Phase Timeline by FY



Costs (\$ in 1000s)	Prior Years	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	6 Year Total	Future FYs	Project Total
Professional Services	-	-	1,168	577	-	-	-	1,745	-	1,745
Owner Costs	-	-	-	58	-	-	-	58	-	58
Land	-	5,097	-	-	-	-	-	5,097	-	5,097
Construction	-	-	-	-	10,194	-	-	10,194	-	10,194
Furniture, Fixtures & Equip	-	-	-	-	274	-	-	274	-	274
Personnel	-	4	-	-	-	-	-	4	-	4
Total – Costs	-	5,101	1,168	635	10,468	-	-	17,371	-	17,371
Local Tax Funding	-	5,101	1,168	135	-	-	-	6,404	-	6,404
General Obligation Bonds	-	-	-	-	10,468	-	-	10,468	-	10,468
Cash Proffers	-	-	-	500	-	-	-	500	-	500
Total – Funding Sources	-	5,101	1,168	635	10,468	-	-	17,371	-	17,371

Operating Impacts (\$ in 1000s)	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	Total
FTE	0.00	0.00	0.00	0.00	8.00	0.00	8.00
Personnel \$	-	-	-	-	530	546	1,076
O&M	-	-	-	-	155	159	314
Capital	-	-	-	-	49	-	49
Debt Service	-	-	-	-	419	1,038	1,457
Revenues	-	-	-	-	65	65	130
Total – Impact	-	-	-	-	1,088	1,678	2,766



Parks, Recreation, and Culture

Dulles South Community Park

Details:

Project Number: C02497

Election District: Little River

Acreage: 34.3

Location: Adjacent to Lightridge High School

Estimated Completion Year: FY 2028

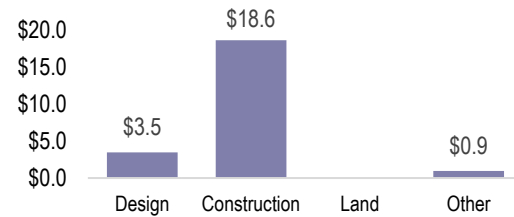
Referendum: November 2024

Background:

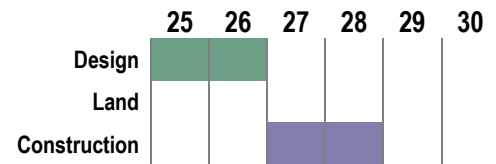
This project provides funding for the design and construction of a community park on a 34.3-acre County owned site adjacent to Lightridge High School, which will include passive and/or active (programmed and un-programmed) recreation. The park will include athletic field lighting, fencing, site utilities, parking, and site access from the public road. It will also include landscaping, public restrooms, concessions, groundwater wells, irrigation, playground, storage, picnic pavilions, bleachers, and signage.

Passive areas may include playgrounds, picnic areas, trails, wooded areas, and streams. Active areas may include two to four diamond fields and/or three to four large rectangle and/or cricket fields. The athletic fields may be natural grass and/or synthetic turf.

Phase Costs in Millions



Project Phase Timeline by FY



Costs (\$ in 1000s)	Prior Years	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	6 Year Total	Future FYs	Project Total
Professional Services	2,831	-	-	-	-	-	-	-	-	2,831
Planning	630	-	-	-	-	-	-	-	-	630
Owner Costs	400	-	-	-	-	-	-	-	-	400
Construction	-	-	18,614	-	-	-	-	18,614	-	18,614
Furniture, Fixtures & Equip	-	-	420	-	-	-	-	420	-	420
Contingency	129	-	-	-	-	-	-	-	-	129
Total – Costs	3,990	-	19,034	-	-	-	-	19,034	-	23,024
Local Tax Funding	-	-	13,318	-	-	-	-	13,318	-	13,318
General Obligation Bonds	-	-	2,716	-	-	-	-	2,716	-	2,716
Cash Proffers	3,990	-	3,000	-	-	-	-	3,000	-	6,990
Total – Funding Sources	3,990	-	19,034	-	-	-	-	19,034	-	23,024

Operating Impacts (\$ in 1000s)	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	Total
FTE	0.00	0.00	0.00	1.00	0.00	0.00	1.00
Personnel \$	-	-	-	65	67	69	200
O&M	-	-	-	269	277	286	832
Capital	-	-	-	46	-	-	46
Debt Service	-	-	109	268	261	255	893
Total – Impact	-	-	109	648	605	609	1,972

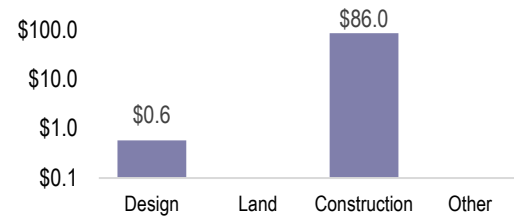
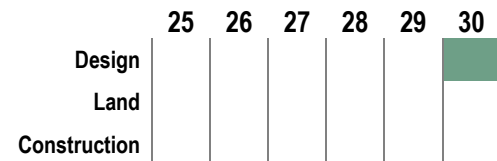


Parks, Recreation, and Culture

Eastern Loudoun Community Arts Center

Details:**Project Number:** C02629**Election District:** TBD**Square Feet:** TBD**Location:** TBD**Estimated Completion Year:** TBD**Referendum:** n/a**Background:**

This project provides funding for the development of a community arts center in Eastern Loudoun County. The final facility programming and design of the facility will be determined following the planning phase.

Phase Costs in Millions**Project Phase Timeline by FY**

Costs (\$ in 1000s)	Prior Years	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	6 Year Total	Future FYs	Project Total
Professional Services	-	-	-	-	-	-	500	500	-	500
Planning	80	-	-	-	-	-	-	-	-	80
Construction	-	-	-	-	-	-	-	-	86,000	86,000
Total – Costs	80	-	-	-	-	-	500	500	86,000	86,580
Local Tax Funding	80	-	-	-	-	-	500	500	-	580
General Obligation Bonds	-	-	-	-	-	-	-	-	86,000	86,000
Total – Funding Sources	80	-	-	-	-	-	500	500	86,000	86,580



Parks, Recreation, and Culture

Indoor Sports Facility

Details:

Project Number: C02673

Election District: TBD

Square Feet: TBD

Location: TBD

Estimated Completion Year: TBD

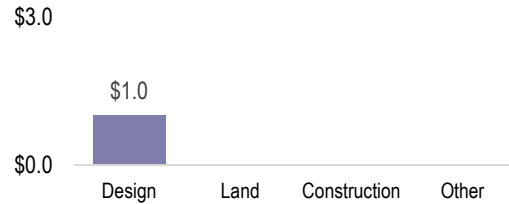
Referendum: n/a

Background:

This project provides funding for preliminary planning and design. The funding will be used to develop the program for the facility, including size, purpose, program, and project cost. The Board's direction is that this type of facility should be developed as a public-private partnership.

Funding was reallocated from the Scoping and Preliminary Engineering project during the FY 2025 CIP budget development process to this project to provide the funding needed to commence the preliminary design work.

Phase Costs in Millions



Project Phase Timeline by FY

	25	26	27	28	29	30
Design	■					
Land						
Construction						

Costs (\$ in 1000s)	Prior Years	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	6 Year Total	Future FYs	Project Total
Professional Services	-	1,000	-	-	-	-	-	1,000	-	1,000
Total – Costs	-	1,000	-	-	-	-	-	1,000	-	1,000
Local Tax Funding	-	1,000	-	-	-	-	-	1,000	-	1,000
Total – Funding Sources	-	1,000	-	-	-	-	-	1,000	-	1,000



Parks, Recreation, and Culture

Linear Parks and Trails System

Details:

Project Number: C02336

Election District: Countywide

Square Feet: n/a

Location: n/a

Estimated Completion Year: Ongoing

Referendum: November 2025

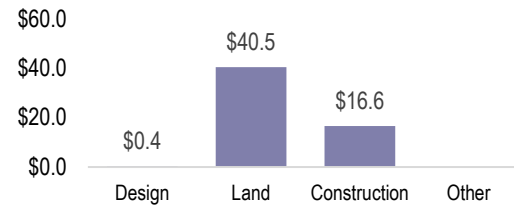
Background:

In 2019, the Board of Supervisors directed the Loudoun County Parks, Recreation and Open Space (PROS) Board to develop a detailed implementation plan for an interconnected, countywide linear parks and trails system.

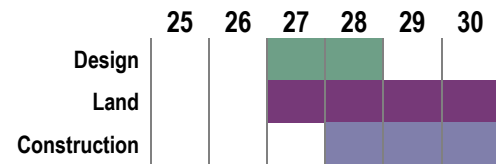
Following the completion of the Linear Parks and Trails Strategic Plan in the summer of 2021, funding was allocated to this project for the design, acquisition, and construction of the Linear Parks and Trails System (LPAT) network. Components of the plan tied to the LPAT Signature Project are funded in the *LPAT Signature Project*.

The project's budget was decreased during the FY 2025 CIP budget development process. Funding for this program will be re-evaluated based upon updated development schedules and estimates.

Phase Costs in Millions



Project Phase Timeline by FY



Costs (\$ in 1000s)	Prior Years	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	6 Year Total	Future FYs	Project Total
Planning	350	-	-	-	-	-	-	-	-	350
Land	-	-	-	2,500	4,355	4,500	5,000	16,355	24,100	40,455
Construction	-	-	-	-	645	500	1,500	2,645	14,000	16,645
Total – Costs	350	-	-	2,500	5,000	5,000	6,500	19,000	38,100	57,450
Local Tax Funding	350		-	-	-	5,000	-	5,000	-	5,350
General Obligation Bonds	-	-	-	2,500	5,000	-	6,500	14,000	38,100	52,100
Total – Funding Sources	350	-	-	2,500	5,000	5,000	6,500	19,000	38,100	57,450

Operating Impacts (\$ in 1000s)	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	Total
Debt Service	-	-	-	250	394	734	1,378
Total – Impact	-	-	-	250	394	734	1,378



Parks, Recreation, and Culture

LPAT Signature Project

Details:

Project Number: C02553

Election District: Countywide

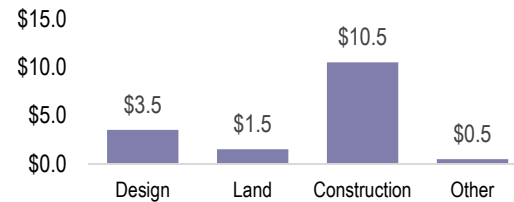
Acreage: n/a

Location: n/a

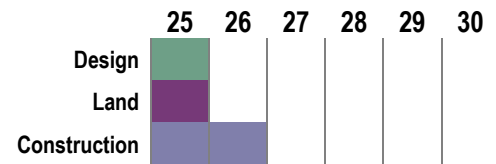
Estimated Completion Year: FY 2026

Referendum: November 2023

Phase Costs in Millions



Project Phase Timeline by FY



Background:

This project provides for the design, acquisition, and construction of the improvements identified as part of the signature project described in the Linear Parks and Trails Strategic Plan. Project elements include the construction of pedestrian bridges in the Goose Creek and Broad Run Stream Valleys, restoration of the historic Toll House, parking/access points, trails, benches/seating areas, and trailhead restroom facilities. The project will also provide for a canoe/kayak launch in the Goose Creek Stream Valley and wayfinding signage for connectivity to major regional trail networks. Funding is also included to construct a pedestrian bridge (with associated abutments and trail connections) over Horsepen Run to complete connectivity to the Potomac Heritage Trail in or proximate to Algonkian Regional Park.

The project's budget was increased during the FY 2025 CIP budget development process based on the most recent cost estimate.

Costs (\$ in 1000s)	Prior Years	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	6 Year Total	Future FYs	Project Total
Professional Services	2,469	500	-	-	-	-	-	500	-	2,969
Planning	262	-	-	-	-	-	-	-	-	262
Owner Costs	220	82	-	-	-	-	-	82	-	302
Land	10	1,524	-	-	-	-	-	1,524	-	1,534
Construction	-	10,521	-	-	-	-	-	10,521	-	10,521
Furniture, Fixtures & Equip	-	219	-	-	-	-	-	219	-	219
Personnel	90	-	-	-	-	-	-	-	-	90
Contingency	146	-	-	-	-	-	-	-	-	146
Project Mgmt. Consultant	48	-	-	-	-	-	-	-	-	48
Total – Costs	3,245	12,846	-	-	-	-	-	12,846	-	16,091
Local Tax Funding	18	-	-	-	-	-	-	-	-	18
General Obligation Bonds	-	7,230	-	-	-	-	-	7,230	-	7,230
Cash Proffers	3,067	5,616	-	-	-	-	-	5,616	-	8,683
Other Federal Grants	160	-	-	-	-	-	-	-	-	160
Total – Funding Sources	3,245	12,846	-	-	-	-	-	12,846	-	16,091

Operating Impacts (\$ in 1000s)	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	Total
FTE	0.00	1.00	0.00	0.00	0.00	0.00	1.00
Personnel \$	-	46	48	49	51	52	246
O&M	-	108	112	115	118	122	574
Capital	-	48	-	-	-	-	48
Debt Service	-	290	714	696	678	660	3,039
Total – Impact	-	492	873	860	847	834	3,907



Parks, Recreation, and Culture

Potomack Lakes Parking and Field Improvements

Details:

Project Number: n/a

Election District: Algonkian

Acreage: n/a

Location: Potomack Lakes Sportsplex

Estimated Completion Year: FY 2030

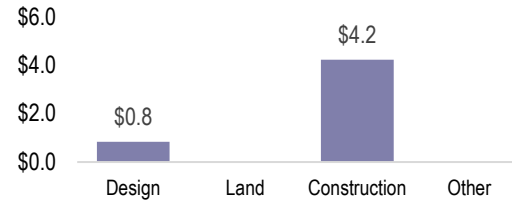
Referendum: November 2027

Background:

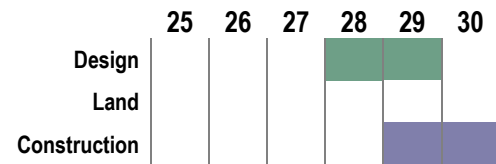
This project provides for the design and construction of additional parking at the Potomack Lakes Sportsplex to address capacity issues in the park. This project also provides funding for the conversion of an existing natural grass field to a synthetic turf field.

This project's budget was increased during the FY 2025 CIP budget development process based on the most recent cost estimate.

Phase Costs in Millions



Project Phase Timeline by FY



Costs (\$ in 1000s)	Prior Years	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	6 Year Total	Future FYs	Project Total
Professional Services	-	-	-	-	836	-	-	836	-	836
Construction	-	-	-	-	-	4,234	-	4,234	-	4,234
Total – Costs	-	-	-	-	836	4,234	-	5,070	-	5,070
Local Tax Funding	-	-	-	-	836	-	-	836	-	836
General Obligation Bonds	-	-	-	-	-	4,234	-	4,234	-	4,234
Total – Funding Sources	-	-	-	-	836	4,234	-	5,070	-	5,070

Operating Impacts (\$ in 1000s)	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	Total
Debt Service	-	-	-	-	-	252	252
Total – Impact	-	-	-	-	-	252	252



Parks, Recreation, and Culture

PRCS Renovation Program

Details:

Project Number: C02398

Election District: Countywide

Square Feet: Varies

Location: Multiple Locations

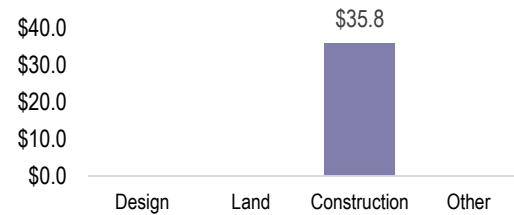
Estimated Completion Year: Ongoing

Referendum: n/a

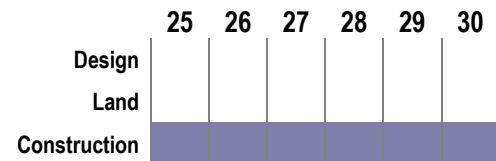
Background:

This project provides for large-scale maintenance projects for capital facilities, upkeep and improvement of athletic fields, and the replacement of playgrounds throughout the County. The projects are typically larger in scale and require long-term planning. The program is managed by the Department of Parks, Recreation, and Community Services.

Phase Costs in Millions



Project Phase Timeline by FY



Costs (\$ in 1000s)	Prior Years	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	6 Year Total	Future FYs	Project Total
Construction	5,250	2,250	2,500	2,750	3,000	5,750	8,250	24,500	6,000	35,750
Personnel	-	2	-	-	-	-	-	2	-	2
Total – Costs	5,250	2,252	2,500	2,750	3,000	5,750	8,250	24,502	6,000	35,752
Local Tax Funding	3,750	2,252	2,500	2,750	-	5,750	-	13,252	3,000	20,002
Appropriation-Backed Bonds	1,500	-	-	-	3,000	-	8,250	11,250	3,000	15,750
Total – Funding Sources	5,250	2,252	2,500	2,750	3,000	5,750	8,250	24,502	6,000	35,752

Operating Impacts (\$ in 1000s)	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	Total
Debt Service	-	-	-	-	300	293	593
Total – Impact	-	-	-	-	300	293	593



Parks, Recreation, and Culture

Sterling Neighborhood Park

Details:

Project Number: C02353

Election District: Sterling

Acreage: 12 acres

Location: n/a

Estimated Completion Year: FY 2028

Referendum: November 2023 & November 2025

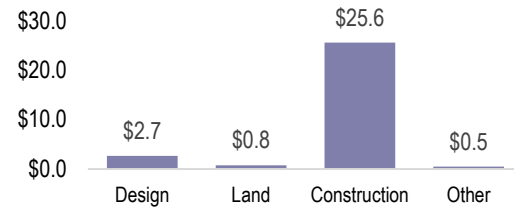
Background:

This project provides for land acquisition, design, and construction of a neighborhood park in the Sterling area. The park will include passive and/or active (programmed and un-programmed) recreation. Passive areas may include playgrounds, picnic areas, trails, wooded areas, and streams. Active areas may include rectangle fields and baseball/softball diamond fields. The athletic fields may be natural grass and/or synthetic turf.

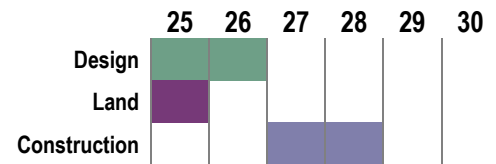
The Park's facilities may also include a pool, athletic field lighting, restrooms, fencing, parking, site access from the public road, landscaping, concessions, irrigation, staff offices, a playground, storage, scorekeeper and umpire areas, maintenance facilities, picnic pavilions, bleachers, and signage.

The project's budget was increased during the FY 2025 CIP budget development process based on the most recent cost estimate.

Phase Costs in Millions



Project Phase Timeline by FY



Costs (\$ in 1000s)	Prior Years	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	6 Year Total	Future FYs	Project Total
Professional Services	31	1,608	840	-	-	-	-	2,448	-	2,479
Owner Costs	-	173	-	-	-	-	-	173	-	173
Land	1	749	-	-	-	-	-	749	-	750
Construction	-	-	-	25,610	-	-	-	25,610	-	25,610
Furniture, Fixtures & Equip	-	-	-	496	-	-	-	496	-	496
Personnel	-	2	-	-	-	-	-	2	-	2
Total – Costs	32	2,532	840	26,106	-	-	-	29,478	-	29,509
Local Tax Funding	32	2	225	500	-	-	-	727	-	759
General Obligation Bonds	-	-	-	25,606	-	-	-	25,606	-	25,606
Cash Proffers	-	2,530	615	-	-	-	-	3,145	-	3,145
Total – Funding Sources	32	2,532	840	26,106	-	-	-	29,478	-	29,509

Operating Impacts (\$ in 1000s)	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	Total
FTE	0.00	0.00	0.00	5.00	0.00	0.00	5.00
Personnel \$	-	-	-	375	386	397	1,158
O&M	-	-	-	115	118	122	354
Capital	-	-	-	51	-	-	51
Debt Service	-	-	-	1,022	2,535	2,471	6,028
Total – Impact	-	-	-	1,563	3,039	2,990	7,592



Parks, Recreation, and Culture

Western Loudoun Recreation Complex

Details:

Project Number: C02554

Election District: Catoclin

Square Feet: 83,000 / 142 acres

Location: 36716 Main Street, Purcellville

Estimated Completion Year: FY 2029

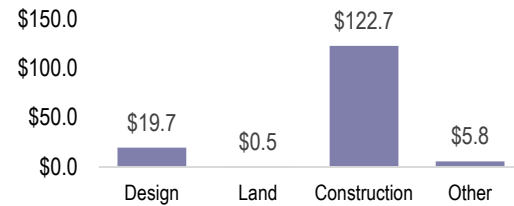
Referendum: November 2022 & November 2024

Background:

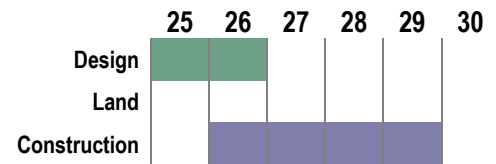
This project provides for the design and construction of a new recreation facility and park complex on a 142-acres County owned parcel to the west of Purcellville. The recreation facility will include meeting/classrooms, administrative office space, gymnasium, kitchen, fitness center, multi-purpose rooms, indoor running track, an aquatics center with a competition pool, leisure pool, spa, spectator seating areas, wet classrooms, splash play area, and associated locker rooms. Site amenities may include sports courts, rock-climbing wall, outdoor fitness area, and a diving area. In addition, the park will include up to ten athletic fields some of which may be synthetic turf, scorekeeper and umpire areas, athletic field lighting, fencing, public restrooms, concession facilities, picnic pavilions, bleachers, staff offices, meeting rooms, storage rooms, and a maintenance facility.

The scope of work and budget included in the Fields Farm Park project, which was included in the FY 2024 Adopted Budget (p.9-62) has been incorporated into the Western Loudoun Recreation Complex project. This site will be developed to incorporate the future Purcellville Library Replacement, which will be named *Western Loudoun Library*.

Phase Costs in Millions



Project Phase Timeline by FY



Costs (\$ in 1000s)	Prior Years	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	6 Year Total	Future FYs	Project Total
Professional Services	16,176	462	-	-	-	-	-	462	-	16,638
Planning	1,886	-	-	-	-	-	-	-	-	1,886
Owner Costs	1,017	138	-	-	-	-	-	138	-	1,155
Land	-	500	-	-	-	-	-	500	-	500
Construction	-	-	122,687	-	-	-	-	122,687	-	122,687
Furniture, Fixtures & Equip	-	-	2,100	-	-	-	-	2,100	-	2,100
Personnel	896	-	-	-	-	-	-	-	-	896
Payments to Other	1,560	-	-	-	-	-	-	-	-	1,560
Contingency	815	-	-	-	-	-	-	-	-	815
Project Mgmt. Consultant	409	-	-	-	-	-	-	-	-	409
Total – Costs	22,758	1,100	124,787	-	-	-	-	125,887	-	148,645
Local Tax Funding	1,786	-	-	-	-	-	-	-	-	1,786
General Obligation Bonds	20,866	1,100	124,787	-	-	-	-	125,887	-	146,753
Cash Proffers	106	-	-	-	-	-	-	-	-	106
Total – Funding Sources	22,758	1,100	124,787	-	-	-	-	125,887	-	148,645

Operating Impacts (\$ in 1000s)	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	Total
FTE	0.00	0.00	0.00	0.00	106.00	0.00	106.00
Personnel \$	-	-	-	-	5,824	5,999	11,823
O&M	-	-	-	-	1,720	1,771	3,491
Capital	-	-	-	-	222	-	222
Debt Service	-	1,368	4,244	6,079	8,982	10,788	31,461
Total – Impact	-	1,368	4,244	6,079	16,748	18,558	46,998



Parks, Recreation, and Culture

Westpark Improvements

Details:

Project Number: C02486

Election District: Leesburg

Acreage: 134 acres

Location: Former Westpark Golf Course Property

Estimated Completion Year: FY 2027

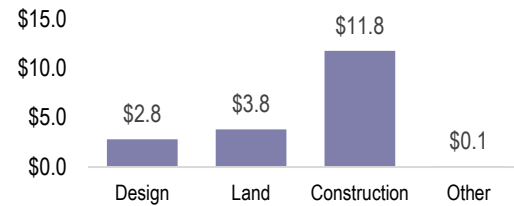
Referendum: November 2024

Background:

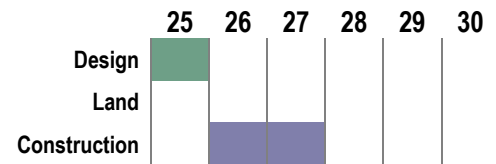
This project provides funding to develop the former Westpark Golf Course property into a passive park with significant environmental features focused on best management practices (BMPs), and the creation of a bank of wetland/nutrient credits that can benefit other County projects as well as the Municipal Separate Storm Sewer Systems (MS-4) Program and County commitments under that program.

The passive park elements will include previous trails and interpretive signage denoting the BMPs used in the project.

Phase Costs in Millions

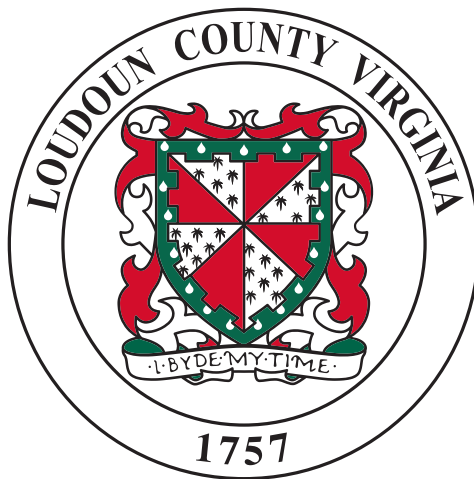


Project Phase Timeline by FY



Costs (\$ in 1000s)	Prior Years	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	6 Year Total	Future FYs	Project Total
Professional Services	1,984	-	-	-	-	-	-	-	-	1,984
Planning	102	-	-	-	-	-	-	-	-	102
Utility Relocation	233	-	-	-	-	-	-	-	-	233
Owner Costs	-	496	-	-	-	-	-	496	-	496
Land	3,820	-	-	-	-	-	-	-	-	3,820
Construction	-	-	11,764	-	-	-	-	11,764	-	11,764
Personnel	25	-	-	-	-	-	-	-	-	25
Contingency	57	-	-	-	-	-	-	-	-	57
Project Mgmt. Consultant	14	-	-	-	-	-	-	-	-	14
Total – Costs	6,234	496	11,764	-	-	-	-	12,260	-	18,495
Local Tax Funding	6,016	496	-	-	-	-	-	496	-	6,512
General Obligation Bonds	-	-	8,764	-	-	-	-	8,764	-	8,764
Cash Proffers	218	-	-	-	-	-	-	-	-	218
Other State Grants	-	-	3,000	-	-	-	-	3,000	-	3,000
Total – Funding Sources	6,234	496	11,764	-	-	-	-	12,260	-	18,495

Operating Impacts (\$ in 1000s)	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	Total
O&M	-	-	44	45	46	48	183
Debt Service	-	-	350	869	847	825	2,893
Total – Impact	-	-	394	914	894	873	3,075





Capital Improvement Program

Public Safety

Contents

Public Safety Summary	9-61
Adult Detention Center Expansion-Phase III	9-62
Brambleton Sheriff Station	9-63
Fire and Rescue - Capital Apparatus	9-64
Fire and Rescue - Station #02/#14 - Purcellville Addition	9-65
Fire and Rescue - Station #08 - Philomont Station Replacement	9-66
Fire and Rescue - Station #28 - Leesburg South Station	9-67
Fire and Rescue - Station #29 - Loudoun Gateway Station	9-68
Fire and Rescue - Training Academy Expansion	9-69



Public Safety

Capital Improvement Program										
Public Safety Projects										
Costs (\$ in 1000s)	Prior Years	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	6 Year Total	Future FYs	Project Total
Adult Detention Center Expansion - Phase III	260	1,552	4,410	39,253	-	-	-	45,215	-	45,475
Brambleton Sheriff Station	-	-	-	-	9,199	819	22,058	32,076	-	32,076
Fire and Rescue - Capital Apparatus	39,317	3,580	3,688	3,799	3,913	4,030	4,151	23,161	8,679	71,157
Fire and Rescue - Station #02/#14 - Purcellville Addition	-	-	1,145	10,175	-	-	-	11,320	-	11,320
Fire and Rescue - Station #08 - Philomont Station Replacement	4,035	21,027	-	-	-	-	-	21,027	-	25,062
Fire and Rescue - Station #28 - Leesburg South Station	26,308	3,734	-	-	-	-	-	3,734	-	30,042
Fire and Rescue - Station #29 - Loudoun Gateway Station	-	-	-	-	11,038	-	32,209	43,247	-	43,247
Fire and Rescue - Training Academy Expansion	-	-	1,782	699	21,957	-	-	24,438	-	24,438
Total – Costs	69,920	29,893	11,025	53,926	46,107	4,849	58,418	204,218	8,679	282,817
Funding Sources (\$ in 1000s)										
Local Tax Funding	26,686	5,583	4,833	7,968	3,013	4,030	-	25,427	4,404	56,517
General Obligation Bonds	42,423	22,876	1,782	10,175	43,094	819	57,418	136,164	4,276	182,862
Appropriation-Backed Bonds	726	1,434	4,410	27,283	-	-	-	33,127	-	33,853
Cash Proffers	85	-	-	-	-	-	1,000	1,000	-	1,085
Other State Grants	-	-	-	8,500	-	-	-	8,500	-	8,500
Total – Funding Sources	69,920	29,893	11,025	53,926	46,107	4,849	58,418	204,218	8,679	282,817



Public Safety

Adult Detention Center Expansion - Phase III

Details:

Project Number: C02094

Election District: Leesburg

Square Feet: 40,000

Location: Adult Detention Center

Estimated Completion Year: FY 2028

Referendum: n/a

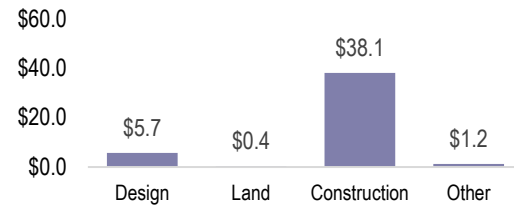
Background:

This project provides funding to design and construct a 40,000 square foot addition and partial remodel to the existing Adult Detention Center located at 42035 Loudoun Center Place, Leesburg, VA.

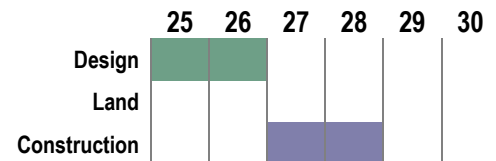
The addition and remodel may include mental health units, re-entry units, kitchen expansion, laundry expansion, classroom expansion, medical area renovation, administrative office space, records storage, and storage and maintenance expansion.

A mandatory needs assessment and planning study has been completed and approved by the Board of Regional and Local Jails. The funding plan from the FY2023 Adopted CIP (pg. 9-62) was modified to align with the project scope that was submitted as a part of this planning study.

Phase Costs in Millions



Project Phase Timeline by FY



Costs (\$ in 1000s)	Prior Years	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	6 Year Total	Future FYs	Project Total
Professional Services	260	1,070	4,410	-	-	-	-	5,480	-	5,740
Owner Costs	-	364	-	-	-	-	-	364	-	364
Construction	-	-	-	38,124	-	-	-	38,124	-	38,124
Furniture, Fixtures & Equip	-	-	-	1,129	-	-	-	1,129	-	1,129
Personnel	-	72	-	-	-	-	-	72	-	72
Project Mgmt. Consultant	-	46	-	-	-	-	-	46	-	46
Total – Costs	260	1,552	4,410	39,253	-	-	-	45,215	-	45,475
Local Tax Funding	260	118	-	3,470	-	-	-	3,588	-	3,588
Appropriation-Backed Bonds	-	1,434	4,410	27,283	-	-	-	33,127	-	33,127
Other State Grants	-	-	-	8,500	-	-	-	8,500	-	8,500
Total – Funding Sources	260	1,552	4,410	39,253	-	-	-	45,215	-	45,475

Operating Impact (\$ in 1000s)	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	Total
Debt Service	-	142	579	1,112	2,722	3,201	7,756
Total – Impact	-	142	579	1,112	2,722	3,201	7,756



Public Safety

Brambleton Sheriff Station

Details:

Project Number: n/a

Election District: TBD

Square Feet: 19,000

Location: Brambleton Area

Estimated Completion Year: FY 2031

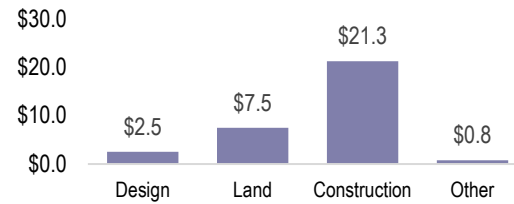
Referendum: November 2026

Background:

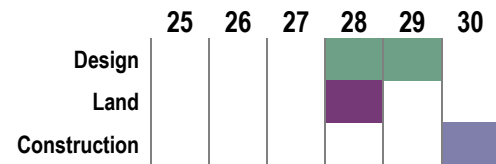
This project provides funding for the design and construction of a new Sheriff Station in the Brambleton area. The station will include offices, work rooms, a community room, interview rooms, processing areas, evidence storage, and equipment storage.

The site for the facility has not yet been identified.

Phase Costs in Millions



Project Phase Timeline by FY



Costs (\$ in 1000s)	Prior Years	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	6 Year Total	Future FYs	Project Total
Professional Services	-	-	-	-	1,708	819	-	2,527	-	2,527
Owner Costs	-	-	-	-	247	-	-	247	-	247
Land	-	-	-	-	7,244	-	-	7,244	-	7,244
Construction	-	-	-	-	-	-	21,279	21,279	-	21,279
Furniture, Fixtures & Equip	-	-	-	-	-	-	779	779	-	779
Total – Costs	-	-	-	-	9,199	819	22,058	32,076	-	32,076
Local Tax Funding	-	-	-	-	3,013	-	-	3,013	-	3,013
General Obligation Bonds	-	-	-	-	6,186	819	22,058	29,063	-	29,063
Total – Funding Sources	-	-	-	-	9,199	819	22,058	32,076	-	32,076

Operating Impact (\$ in 1000s)	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	Total
Debt Service	-	-	-	-	259	694	952
Total – Impact	-	-	-	-	259	694	952



Public Safety

Fire and Rescue – Capital Apparatus

Details:

Project Number: C02338

Election District: Countywide

Estimated Completion Year: Ongoing

Referendum: November 2024

Background:

This project provides for the procurement of new ambulances and heavy fire and rescue apparatus for the Loudoun County Combined Fire and Rescue System (LC-CFRS), as well as the County contributions toward Volunteer Fire Department purchases. The percentage of the County contributions determines whether the County or Volunteer Department will hold the title. Capital vehicle ownership dictates the party responsible for apparatus repair and maintenance and is determined by LCFR guidelines.

The table below captures planned FY 2025 acquisitions and the estimated cost (County) or contribution (Volunteer) associated with each item.

<u>Volunteer</u>		
EMS Transport	Arcola	\$ 253,460.67
EMS Transport	Lovettsville	\$ 253,460.67
EMS Transport	Purcellville Rescue	\$ 253,460.67
EMS Transport	Round Hill	\$ 253,460.67
Aerial	Sterling Fire	\$ 1,064,714.08
Brush Unit	Sterling Fire	\$ 136,597.45
EMS Transport	Sterling Rescue	\$ 253,460.67
EMS Transport	Sterling Rescue	\$ 253,460.67
FY 2025 Volunteer Total		\$2,722,075.55
<u>County</u>		
Support Unit (Large)	Loudoun County	\$ 480,000.00
Support Unit (Medium)	Loudoun County	\$ 375,000.00
FY 2025 County Total		\$855,000.00

Phase Costs in Millions



Project Phase Timeline by FY

	25	26	27	28	29	30
Design						
Land						
Construction						

Costs (\$ in 1000s)	Prior Years	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	6 Year Total	Future FYs	Project Total
Furniture, Fixtures & Equip	39,317	3,577	3,688	3,799	3,913	4,030	4,151	23,158	8,679	71,154
Personnel	-	3	-	-	-	-	-	3	-	3
Total – Costs	39,317	3,580	3,688	3,799	3,913	4,030	4,151	23,161	8,679	71,157
Local Tax Funding	26,142	3,580	3,688	3,799	-	4,030	-	15,097	4,404	45,643
General Obligation Bonds	12,449	-	-	-	3,913	-	4,151	8,064	4,276	24,789
Appropriation-Backed Bonds	726	-	-	-	-	-	-	-	-	726
Total – Funding Sources	39,317	3,580	3,688	3,799	3,913	4,030	4,151	23,161	8,679	71,157

Operating Impact (\$ in 1000s)	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	Total
Debt Service	-	-	-	-	756	728	1,483
Total – Impact	-	-	-	-	756	728	1,483



Public Safety

Fire and Rescue Station #02/#14 – Purcellville Addition

Details:

Project Number: n/a

Election District: Catoclin

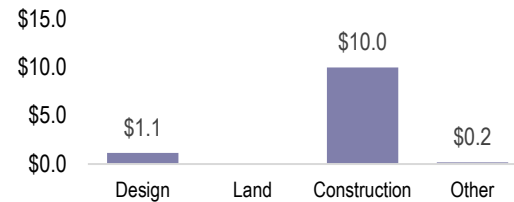
Square Feet: 15,000

Location: 500 N. Maple Ave., Purcellville, VA 20134

Estimated Completion Year: FY 2028

Referendum: November 2025

Phase Costs in Millions

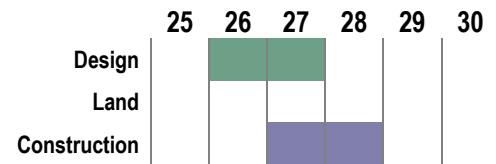


Background:

This project provides funding for the addition and partial renovation of the Purcellville Fire and Rescue Station to accommodate the number of Loudoun County Fire and Rescue staff (career and volunteer) who are assigned to work at the station. Staffing for the station is 24 hours, seven days a week.

The preliminary concept includes a 6,200-sf addition and 8,800-sf renovation to the existing station. The project will provide additional locker and restroom facilities, a dedicated female shower and locker facility, additional bunkrooms, interior storage space, and a 960-sf exterior storage space to replace portable storage units on the property.

Project Phase Timeline by FY



Costs (\$ in 1000s)	Prior Years	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	6 Year Total	Future FYs	Project Total
Professional Services	-	-	1,145	-	-	-	-	1,145	-	1,145
Construction	-	-	-	10,000	-	-	-	10,000	-	10,000
Furniture, Fixtures & Equip	-	-	-	175	-	-	-	175	-	175
Total – Costs	-	-	1,145	10,175	-	-	-	11,320	-	11,320
Local Tax Funding	-	-	1,145	-	-	-	-	1,145	-	1,145
General Obligation Bonds	-	-	-	10,175	-	-	-	10,175	-	10,175
Total – Funding Sources	-	-	1,145	10,175	-	-	-	11,320	-	11,320

Operating Impact (\$ in 1000s)	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	Total
Debt Service	-	-	-	409	1,024	997	2,429
Total – Impact	-	-	-	409	1,024	997	2,429



Public Safety

Fire and Rescue - Station #08 - Philomont Station Replacement

Details:

Project Number: C02372

Election District: Catoclin

Square Feet: 18,500

Location: 37180 Snickersville Turnpike, Purcellville, VA 20132

Estimated Completion Year: FY 2027

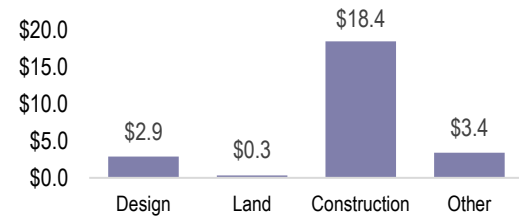
Referendum: November 2020

Background:

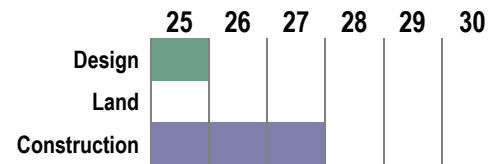
This project provides funding to design and construct a new Fire and Rescue Station to replace the current Philomont Volunteer Fire and Rescue Company #8 Station. The Station will include apparatus bays, bunkroom facilities, a training/break room, restrooms, showers, food preparation and dining areas, laundry and decontamination areas, supply storage, and a gear and hose drying area. It will also include a breathing apparatus air compressor room, a fitness room, offices, and a SCBA repair shop.

Staffing for the fire and rescue Station will be 24 hours, seven days a week for a pumper and tanker, with the potential for additional resources as service demands dictate.

Phase Costs in Millions



Project Phase Timeline by FY



Costs (\$ in 1000s)	Prior Years	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	6 Year Total	Future FYs	Project Total
Professional Services	2,498	-	-	-	-	-	-	-	-	2,498
Planning	380	-	-	-	-	-	-	-	-	380
Owner Costs	-	328	-	-	-	-	-	328	-	328
Construction	-	18,448	-	-	-	-	-	18,448	-	18,448
Furniture, Fixtures & Equip	-	650	-	-	-	-	-	650	-	650
Personnel	191	971	-	-	-	-	-	971	-	1,162
Contingency	861	-	-	-	-	-	-	-	-	861
Project Mgmt. Consultant	105	629	-	-	-	-	-	629	-	734
Total – Costs	4,035	21,027	-	-	-	-	-	21,027	-	25,062
Local Tax Funding	220	1,601	-	-	-	-	-	1,601	-	1,821
General Obligation Bonds	3,815	19,426	-	-	-	-	-	19,426	-	23,241
Total – Funding Sources	4,035	21,027	-	-	-	-	-	21,027	-	25,062

Operating Impact (\$ in 1000s)	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	Total
FTE	0.00	0.00	17.00	0.00	0.00	0.00	17.00
Personnel \$	-	-	2,285	2,354	2,425	2,497	9,562
O&M	-	-	434	138	142	146	861
Debt Service	-	581	1,148	1,958	1,906	1,850	7,444
Total – Impact	-	581	3,868	4,450	4,473	4,494	17,866



Public Safety

Fire and Rescue - Station #28 – Leesburg South Station

Details:

Project Number: C02321

Election District: Little River

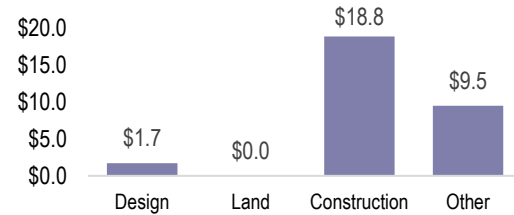
Square Feet: 25,000

Location: Adjacent to Loudoun County Landfill

Estimated Completion Year: FY 2025

Referendum: November 2019, November 2021, November 2023

Phase Costs in Millions



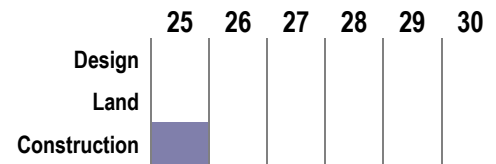
Background:

This project provides funding to design and construct a Fire and Rescue Station to improve local response times and fire protection coverage. The station will be located on the southwest corner of the Evergreen Mills Road and The Woods Road intersection, south of the Loudoun County Landfill.

The facility will include apparatus bays, bunkroom facilities, a training room, break room, restrooms, showers, food preparation and dining areas, laundry and decontamination areas, supply storage, a gear and hose drying area, a breathing apparatus air compressor room, a fitness room, offices, and a repair shop. The project funds the purchase of new apparatus for the new station to include an Engine, Tanker, and Ambulance. It will also include space for the relocation of the Hazardous Materials Response Team which is currently located at Fire Station 19.

Staffing for the station will be 24 hours, seven days a week for a pumper, ambulance, tanker, and the Hazardous Materials Team.

Project Phase Timeline by FY



Costs (\$ in 1000s)	Prior Years	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	6 Year Total	Future FYs	Project Total
Professional Services	1,719	-	-	-	-	-	-	-	-	1,719
Owner Costs	1	-	-	-	-	-	-	-	-	1
Land	4	-	-	-	-	-	-	-	-	4
Construction	18,839	-	-	-	-	-	-	-	-	18,839
Furniture, Fixtures & Equip	3,465	3,286	-	-	-	-	-	3,286	-	6,751
Personnel	766	173	-	-	-	-	-	173	-	938
Contingency	1,137	164	-	-	-	-	-	164	-	1,301
Project Mgmt. Consultant	377	112						112	-	489
Total – Costs	26,307	3,734	-	-	-	-	-	3,734	-	30,042
Local Tax Funding	65	284	-	-	-	-	-	284	-	349
General Obligation Bonds	26,158	3,450						3,450	-	29,608
Cash Proffers	85	-						-	-	85
Total – Funding Sources	26,307	3,734	-	-	-	-	-	3,734	-	30,042

Operating Impact (\$ in 1000s)	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	Total
FTE	47.00	0.00	0.00	0.00	0.00	0.00	47.00
Personnel \$	6,228	6,415	6,608	6,806	7,010	7,221	40,288
O&M	1,229	310	320	329	339	349	2,877
Debt Service	-	952	2,074	2,014	1,948	1,893	8,881
Total – Impact	7,458	7,678	9,002	9,149	9,298	9,463	52,046



Public Safety

Fire and Rescue Station #29 – Loudoun Gateway Station

Details:

Project Number: n/a

Election District: Broad Run

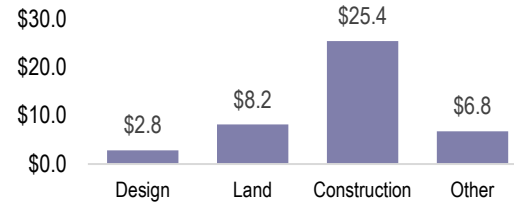
Square Feet: 18,500

Location: TBD

Estimated Completion Year: FY 2031

Referendum: November 2026

Phase Costs in Millions

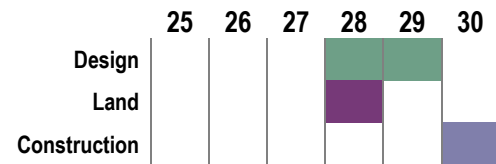


Background:

This project provides funding to design and construct a Fire and Rescue Station to improve local response times and fire protection coverage in one of the fastest growing areas of Loudoun County.

The facility will include apparatus bays, bunkroom facilities, a training room, break room, restrooms, showers, food preparation and dining areas, laundry and decontamination areas, supply storage, a gear and hose drying area, a breathing apparatus air compressor room, a fitness room, offices, and a repair shop. This project includes the purchase of new fire apparatus to include an Engine, Ladder Truck, Heavy Rescue Unit, and Medic Unit. Staffing for the station will be 24 hours, seven days a week.

Project Phase Timeline by FY



Costs (\$ in 1000s)	Prior Years	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	6 Year Total	Future FYs	Project Total
Professional Services	-	-	-	-	2,848	-	-	2,848	-	2,848
Owner Costs	-	-	-	-	501	-	-	501	-	501
Land	-	-	-	-	7,689	-	-	7,689	-	7,689
Construction	-	-	-	-	-	-	25,446	25,446	-	25,446
Furniture, Fixtures & Equip	-	-	-	-	-	-	6,763	6,763	-	6,763
Total – Costs	-	-	-	-	11,038	-	32,209	43,247	-	43,247
General Obligation Bonds	-	-	-	-	11,038	-	31,209	42,247	-	42,247
Cash Proffers	-	-	-	-	-	-	1,000	1,000	-	1,000
Total – Funding Sources	-	-	-	-	11,038	-	32,209	43,247	-	43,247

Operating Impact (\$ in 1000s)	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	Total
FTE	0.00	0.00	0.00	0.00	47.00	0.00	47.00
Personnel \$	-	-	-	-	7,010	7,221	14,231
O&M	-	-	-	-	1,384	349	1,733
Debt Service	-	-	-	-	441	1,091	1,532
Total – Impact	-	-	-	-	8,835	8,661	17,495



Public Safety

Fire and Rescue – Training Academy Expansion

Details:

Project Number: n/a

Election District: Leesburg

Square Feet: 22,000

Location: Government Support Center off Sycolin Road

Estimated Completion Year: FY 2029

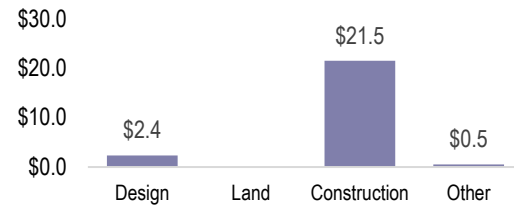
Referendum: November 2020, November 2026

Background:

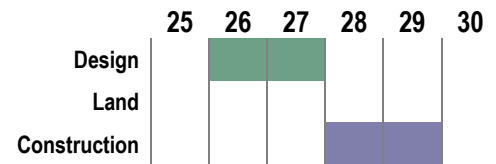
This project provides funding to design and construct an addition to the Fire and Rescue Training Academy. The expansion will include approximately 12,000 square feet of administrative support space and approximately 10,000 square feet of additional learning space.

The Fire and Rescue Training Center Master Plan details the need for additional classroom space and training props by establishing the location of the buildings and props at the existing Training Academy campus. The Government Support Center Master Plan Special Exception (SPEX) was approved by the Board of Supervisors on December 2, 2015, and includes the training campus uses.

Phase Costs in Millions



Project Phase Timeline by FY



Costs (\$ in 1000s)	Prior Years	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	6 Year Total	Future FYs	Project Total
Professional Services	-	-	1,657	699	-	-	-	2,356	-	2,356
Owner Costs	-	-	125	-	-	-	-	125	-	125
Construction	-	-	-	-	21,538	-	-	21,538	-	21,538
Furniture, Fixtures & Equip	-	-	-	-	419	-	-	419	-	419
Total – Costs	-	-	1,782	699	21,957	-	-	24,438	-	24,438
Local Tax Funding	-	-	-	699	-	-	-	699	-	699
General Obligation Bonds	-	-	1,782	-	21,957	-	-	23,739	-	23,739
Total – Funding Sources	-	-	1,782	699	21,957	-	-	24,438	-	24,438

Operating Impact (\$ in 1000s)	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	Total
Debt Service	-	-	71	177	832	1,471	2,551
Total – Impact	-	-	71	177	832	1,471	2,551



Capital Improvement Program Towns

Contents

Town Projects Summary	9-71
Town of Leesburg – Evergreen Mill Road Widening	9-72
Town of Leesburg – NVTa Local Distribution	9-73
Town of Leesburg – Veterans Park	9-74
Town of Leesburg – W&OD Trail Lighting	9-75
Town of Lovettsville – Pedestrian Improvements	9-76
Town of Lovettsville – South Loudoun and South Locust Streetscape Improvements	9-77
Town of Purcellville – Berlin Turnpike Traffic Signal	9-78
Town of Purcellville – Hirst Road to W&OD Shared Use Path	9-79
Town of Purcellville – Nursery Avenue Sidewalk Improvements, Phase 1 and Phase 2	9-80
Town of Purcellville – NVTa Local Distribution	9-81
Town of Round Hill – Airmont Water Storage Tank	9-82
Town of Round Hill – Southern Gateway Pedestrian Trail	9-83



Towns

Capital Improvement Program										
Town Projects										
Costs (\$ in 1000s)	Prior Years	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	6 Year Total	Future FYs	Project Total
Projects										
Town of Leesburg - Evergreen Mill Rd. Widening	10,500	5,000	-	-	-	-	-	5,000	-	15,500
Town of Leesburg - NVTA Local Distribution	25,026	3,434	3,621	3,818	4,027	4,246	4,481	23,627	9,728	58,381
Town of Leesburg - Veteran's Park	4,000	-	-	-	-	2,000	-	2,000	-	6,000
Town of Leesburg - W&OD Trail Lighting	-	500	-	-	-	-	-	500	-	500
Town of Lovettsville - Pedestrian Improvements	1,076	210	90	-	-	-	-	300	-	1,376
Town of Lovettsville - South Loudoun and South Locust Streetscape Improvements	730	270	1,000	-	-	-	-	1,270	-	2,000
Town of Purcellville - Berlin Turnpike Traffic Signal	-	700	-	-	-	-	-	700	-	700
Town of Purcellville - Hirst Road to W&OD Shared-Use Path	538	667	-	-	-	-	-	667	-	1,205
Town of Purcellville - Nursery Avenue Sidewalk Improvements, Phase 1 and Phase 2	-	227	1,103	465	-	-	-	1,795	-	1,795
Town of Purcellville - NVTA Local Distribution	5,349	767	809	854	903	953	1,007	5,293	2,191	12,833
Town of Round Hill - Airmont Water Storage Tank	-	3,699	-	-	-	-	-	3,699	-	3,699
Town of Round Hill - Southern Gateway Pedestrian Trail	1,500	81	744	-	-	-	-	825	-	2,325
Total – Costs	48,719	15,555	7,367	5,137	4,930	7,199	5,488	45,676	11,919	106,314
Funding Sources (\$ in 1000s)										
Local Tax Funding	4,000	3,699	-	-	-	2,000	-	5,699	-	9,699
Cash Proffers	87	-	-	-	-	-	-	-	-	87
NVTA 30% Local	44,632	11,856	7,367	5,137	4,930	5,199	5,488	39,977	11,919	96,528
Total – Funding Sources	48,719	15,555	7,367	5,137	4,930	7,199	5,488	45,676	11,919	106,314



Towns

Town of Leesburg – Evergreen Mill Road Widening

Details:

Project Number: C02197

Election District: Leesburg

Length: 1.3 miles

Estimated Completion Year: FY 2025

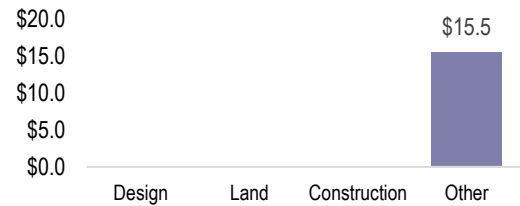
Referendum: n/a

Background:

This project will add two lanes to the two existing lanes on Evergreen Mill Road from South King Street (Route 15) to Battlefield Parkway. A sidewalk will be constructed on one side of the road with a shared use path on the other, roadway lighting will be increased, underground utilities will be added, stormwater management will be addressed, and flexible paving and aeration matter will be used for tree preservation. This project will provide additional road capacity for three LCPS schools directly along, or adjacent to, the proposed path of this project. Additionally, this road-widening project is in alignment with the County's long-term goals for the Evergreen Mills Road corridor.

Each year, the County solicits capital project funding requests from Towns within the County for facilities owned by or located within the Town; or for local pedestrian/transportation related improvements that benefit the County or Loudoun County Public Schools.

Phase Costs in Millions



Project Phase Timeline by FY

	25	26	27	28	29	30
Design						
Land						
Construction						

Costs (\$ in 1000s)	Prior Years	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	6 Year Total	Future FYs	Project Total
Payments to Towns	10,500	5,000	-	-	-	-	-	5,000	-	15,500
Total – Costs	10,500	5,000	-	-	-	-	-	5,000	-	15,500
NVTA 30% Local	10,500	5,000	-	-	-	-	-	5,000	-	15,500
Total – Funding Sources	10,500	5,000	-	-	-	-	-	5,000	-	15,500



Towns

Town of Leesburg - NVTa Local Distribution

Details:

Project Number: C02016

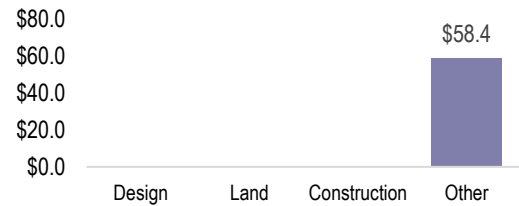
Election District: Leesburg

Length: n/a

Estimated Completion Year: Ongoing

Referendum: n/a

Phase Costs in Millions



Background:

This project reflects projected funding transfers made to the Town of Leesburg from the County's share of NVTa 30 percent local funds. The Town of Leesburg is entitled to a portion of the NVTa 30 percent local funds received by the County based upon the percentage of revenues generated within the Town to fund NVTa regional transportation initiatives. The funding may be used for transportation projects administered by the Town of Leesburg.

The projected amounts are subject to change based on actual revenue collected each year.

Project Phase Timeline by FY

	25	26	27	28	29	30
Design						
Land						
Construction						

Costs (\$ in 1000s)	Prior Years	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	6 Year Total	Future FYs	Project Total
Payments to Towns	25,025	3,434	3,621	3,818	4,027	4,246	4,481	23,627	9,728	58,380
Total – Costs	25,025	3,434	3,621	3,818	4,027	4,246	4,481	23,627	9,728	58,380
NVTa 30% Local	25,025	3,434	3,621	3,818	4,027	4,246	4,481	23,627	9,728	58,380
Total – Funding Sources	25,025	3,434	3,621	3,818	4,027	4,246	4,481	23,627	9,728	58,380



Towns

Town of Leesburg – Veterans Park

Details:

Project Number: C02337

Election District: Leesburg

Acreage: 86

Location: Town of Leesburg

Estimated Completion Year: FY 2029

Referendum: n/a

Background:

This project provides funding for the design and construction of improvements to Veteran's Park in the Town of Leesburg. The Town acquired the 86-acre park along the Potomac River in March of 2000. The Town requested that the County provide funding for the development of the Park since County residents will share in the use and benefit of the Park. Ongoing operations and maintenance expenses are the responsibility of the Town of Leesburg.

Each year, the County solicits capital project funding requests from Towns within the County for facilities owned by or located within the Town; or for local pedestrian/transportation related improvements that benefit the County or Loudoun County Public Schools.

Phase Costs in Millions



Project Phase Timeline by FY

	25	26	27	28	29	30
Design						
Land						
Construction						

Costs (\$ in 1000s)	Prior Years	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	6 Year Total	Future FYs	Project Total
Payments to Towns	4,000	-	-	-	-	2,000	-	2,000	-	6,000
Total – Costs	4,000	-	-	-	-	2,000	-	2,000	-	6,000
Local Tax Funding	4,000	-	-	-	-	2,000	-	2,000	-	6,000
Total – Funding Sources	4,000	-	-	-	-	2,000	-	2,000	-	6,000



Towns

Town of Leesburg – W&OD Trail Lighting

Details:

Project Number: C02626

Election District: Leesburg

Square Feet: n/a

Location: W&OD Trail, Town of Leesburg

Estimated Completion Year: FY 2025

Referendum: n/a

Background:

This project provides funding for the Town of Leesburg to purchase and install 12-foot streetlights along the Washington & Old Dominion (W&OD) Trail from Catoctin Circle, at the car wash, to Catoctin Circle at Loudoun County High School in the Town of Leesburg. This project is intended to enhance public safety along a portion of the W&OD Trail that is widely used by County residents.

Each year, the County solicits capital project funding requests from Towns within the County for facilities owned by or located within the Town; or for local pedestrian/transportation related improvements that benefit the County or Loudoun County Public Schools.

Phase Costs in Millions



Project Phase Timeline by FY

	25	26	27	28	29	30
Design						
Land						
Construction						

Costs (\$ in 1000s)	Prior Years	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	6 Year Total	Future FYs	Project Total
Payments to Towns	-	500	-	-	-	-	-	500	-	500
Total – Costs	-	500	-	-	-	-	-	500	-	500
NVTA 30% Local	-	500	-	-	-	-	-	500	-	500
Total – Funding Sources	-	500	-	-	-	-	-	500	-	500



Towns

Town of Lovettsville – Pedestrian Improvements

Details:

Project Number: C02266

Election District: Catoctin

Length: 500 feet

Estimated Completion Year: FY 2028

Referendum: n/a

Background:

This project provides for improvements to the sidewalk at South Church Street and East Pennsylvania Avenue and sizing the storm lines branching off East Pennsylvania Avenue in the Town of Lovettsville. In addition to sidewalks and storm lines, improvements include roadway widening, curb and gutter, storm water management, and streetlights.

Each year, the County solicits capital project funding requests from Towns within the County for facilities owned by or located within the Town; or for local pedestrian/transportation related improvements that benefit the County or Loudoun County Public Schools.

Phase Costs in Millions



Project Phase Timeline by FY

	25	26	27	28	29	30
Planning						
Design						
Land						
Construction						

Costs (\$ in 1000s)	Prior Years	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	6 Year Total	Future FYs	Project Total
Payments to Towns	1,076	210	90	-	-	-	-	300	-	1,376
Total – Costs	1,076	210	90	-	-	-	-	300	-	1,376
NVTA 30% Local	1,076	210	90	-	-	-	-	300	-	1,376
Total – Funding Sources	1,076	210	90	-	-	-	-	300	-	1,376



Towns

Town of Lovettsville – South Loudoun and South Locust Streetscape Improvements

Details:

Project Number: C02473

Election District: Catoctin

Acreage: n/a

Estimated Completion Year: FY 2028

Referendum: n/a

Phase Costs in Millions



Background:

The project provides for improvements to S. Loudoun Street and S. Locust St. between Route 287 and E Broad Way. The two adjacent roads serve as main entrance roads to the Town. Improvements will include construction of sidewalks, improved storm drainage, and minor roadway improvements.

Each year, the County solicits capital project funding requests from Towns within the County for facilities owned by or located within the Town; or for local pedestrian/transportation related improvements that benefit the County or Loudoun County Public Schools.

Project Phase Timeline by FY

	25	26	27	28	29	30
Design						
Land						
Construction						

Costs (\$ in 1000s)	Prior Years	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	6 Year Total	Future FYs	Project Total
Payments to Towns	730	270	1,000	-	-	-	-	1,270	-	2,000
Total – Costs	730	270	1,000	-	-	-	-	1,270	-	2,000
NVTA 30% Local	730	270	1,000	-	-	-	-	1,270	-	2,000
Total – Funding Sources	730	270	1,000	-	-	-	-	1,270	-	2,000



Towns

Town of Purcellville – Berlin Turnpike Traffic Signal

Details:

Project Number: C02649

Election District: Catoctin

Length: n/a

Estimated Completion Year: n/a

Referendum: n/a

Background:

This project will provide for the design and construction of a traffic signal at the Berlin Turnpike (Route 287), Eastgate Drive, and Patrick Henry Circle Intersection. This intersection is adjacent to a major north-south corridor (Route 287) and a major east-west corridor (Route 7) for travel in western Loudoun County.

Each year, the County solicits capital project funding requests from Towns within the County for facilities owned by or located within the Town; or for local pedestrian/transportation related improvements that benefit the County or Loudoun County Public Schools.

Phase Costs in Millions



Project Phase Timeline by FY

	25	26	27	28	29	30
Design						
Land						
Construction						

Costs (\$ in 1000s)	Prior Years	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	6 Year Total	Future FYs	Project Total
Payments to Towns	-	700	-	-	-	-	-	700	-	700
Total – Costs	-	700	-	-	-	-	-	700	-	700
NVTA 30% Local	-	700	-	-	-	-	-	700	-	700
Total – Funding Sources	-	700	-	-	-	-	-	700	-	700



Towns

Town of Purcellville – Hirst Road to W&OD Shared Use Path

Details:

Project Number: C02551

Election District: Catoctin

Length: n/a

Estimated Completion Year: FY 2027

Referendum: n/a

Phase Costs in Millions



Background:

This path will provide a shared-use connection from the W&OD Trail to Hirst Road in Purcellville, expanding access between the Trail and the Town. Upon completion, the improvement will provide pedestrians, cyclists, and those using other non-motorized vehicles with a safe corridor to travel through the Town of Purcellville without a vehicle.

Each year, the County solicits capital project funding requests from Towns within the County for facilities owned by or located within the Town; or for local pedestrian/transportation related improvements that benefit the County or Loudoun County Public Schools.

Project Phase Timeline by FY

	25	26	27	28	29	30
Design						
Land						
Construction						

Costs (\$ in 1000s)	Prior Years	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	6 Year Total	Future FYs	Project Total
Payments to Towns	538	667	-	-	-	-	-	667	-	1,205
Total – Costs	538	667	-	-	-	-	-	667	-	1,205
NVTA 30% Local	538	667	-	-	-	-	-	667	-	1,205
Total – Funding Sources	538	667	-	-	-	-	-	667	-	1,205



Towns

Town of Purcellville – Nursery Avenue Sidewalk Improvements, Phase 1 and Phase 2

Details:

Project Number: C02650

Election District: Catoclin

Acreage: n/a

Estimated Completion Year: FY 2029

Referendum: n/a

Phase Costs in Millions



Background:

Phase 1 of this project will construct a segment of sidewalk on the eastern side of Nursery Ave from West School Street to the Fireman's Field property. School Street is the location of County owned and operated Loudoun Valley Community Center. Phase 2 of this project will upgrade the existing section of sidewalk from School Street to Emerick Elementary School to meet ADA requirements (width, slope, and ramps). This project provides for a continuous ADA accessible walkway from the County-operated Fireman's Field to Emerick Elementary School.

Each year, the County solicits capital project funding requests from Towns within the County for facilities owned by or located within the Town; or for local pedestrian/transportation related improvements that benefit the County or Loudoun County Public Schools.

Project Phase Timeline by FY

	25	26	27	28	29	30
Design						
Land						
Construction						

Costs (\$ in 1000s)	Prior Years	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	6 Year Total	Future FYs	Project Total
Payments to Towns	-	227	1,103	465	-	-	-	1,795	-	1,795
Total – Costs	-	227	1,103	465	-	-	-	1,795	-	1,795
NVTA 30% Local	-	227	1,103	465	-	-	-	1,795	-	1,795
Total – Funding Sources	-	227	1,103	465	-	-	-	1,795	-	1,795



Towns

Town of Purcellville – NVT A Local Distribution

Details:

Project Number: C02017

Election District: Catoctin

Estimated Completion Year: Ongoing

Referendum: n/a

Background:

This project reflects projected funding transfers made to the Town of Purcellville from the County's share of NVT A 30 percent local funds. The Town of Purcellville is entitled to a portion of the NVT A 30 percent local funds received by the County based upon the percentage of revenues generated within the Town to fund NVT A regional transportation initiatives. The funding may be used for transportation projects administered by the Town of Purcellville.

The projected amounts are subject to change based on actual revenue collected each year.

Phase Costs in Millions



Project Phase Timeline by FY

	25	26	27	28	29	30
Design						
Land						
Construction						

Costs (\$ in 1000s)	Prior Years	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	6 Year Total	Future FYs	Project Total
Payments to Towns	5,349	767	809	854	903	953	1,007	5,293	2,191	12,833
Total – Costs	5,349	767	809	854	903	953	1,007	5,293	2,191	12,833
NVT A 30% Local	5,349	767	809	854	903	953	1,007	5,293	2,191	12,833
Total – Funding Sources	5,349	767	809	854	903	953	1,007	5,293	2,191	12,833



Towns

Town of Round Hill – Airmont Water Storage Tank

Details:

Project Number: C02648

Election District: Catoctin

Square Feet: n/a

Location: Town of Round Hill

Estimated Completion Year: FY 2025

Referendum: n/a

Phase Costs in Millions



Background:

This project provides funding for the construction of a new 500,000-gallon elevated water storage tank in the Round Hill Water Service Area. The new tank will be constructed with facilities, including an antenna corral and related cable trays/conduits to accommodate telecom antenna units and related equipment. The Town will allow cell carriers or other wireless communications companies to install antennas on the tank corral to enhance telephone and data service in the area.

This project will serve over 1,825 households, of which the majority are in the County Joint Land Management Area. The tank will be connected to Stoneleigh and Poplar Hill neighborhoods to address their water system needs and it will provide water to the Loudoun County Combined Fire and Rescue System for fire emergencies in Western Loudoun. The Town of Round Hill has leveraged both state and local funding to cover the remainder of the project costs.

Each year, the County solicits capital project funding requests from Towns within the County for facilities owned by or located within the Town; or for local pedestrian/transportation related improvements that benefit the County or Loudoun County Public Schools.

Project Phase Timeline by FY

	25	26	27	28	29	30
Design						
Land						
Construction						

Costs (\$ in 1000s)	Prior Years	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	6 Year Total	Future FYs	Project Total
Payments to Towns	-	3,699	-	-	-	-	-	3,699	-	3,699
Total – Costs	-	3,699	-	-	-	-	-	3,699	-	3,699
Local Tax Funding	-	3,699	-	-	-	-	-	3,699	-	3,699
Total – Funding Sources	-	3,699	-	-	-	-	-	3,699	-	3,699



Towns

Town of Round Hill – Southern Gateway Pedestrian Trail

Details:

Project Number: C02482

Election District: Catoclin

Square Feet: n/a

Location: Town of Round Hill

Estimated Completion Year: FY 2026

Referendum: n/a

Phase Costs in Millions



Background:

This project provides funding to construct a pedestrian trail connecting three neighborhoods to downtown Round Hill and to the County's Franklin Park to Round Hill Trail. This project is the next phase to link pedestrians and cyclists in the southern section of Round Hill to the existing trails networks found across the County.

This project will serve over 1,000 residents, that are currently landlocked by Route 7, with a safe route to access the Town of Round Hill and the Franklin Park trail which is currently under construction. The Town of Round Hill has leveraged both state and federal funding to cover the remainder of the project costs.

Each year, the County solicits capital project funding requests from Towns within the County for facilities owned by or located within the Town; or for local pedestrian/transportation related improvements that benefit the County or Loudoun County Public Schools.

Project Phase Timeline by FY

	25	26	27	28	29	30
Design						
Land						
Construction						

Costs (\$ in 1000s)	Prior Years	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	6 Year Total	Future FYs	Project Total
Payments to Towns	1,500	81	744	-	-	-	-	825	-	2,325
Total – Costs	1,500	81	744	-	-	-	-	825	-	2,325
Cash Proffers	87	-	-	-	-	-	-	-	-	87
NVTA 30% Local	1,413	81	744	-	-	-	-	825	-	2,238
Total – Funding Sources	1,500	81	744	-	-	-	-	825	-	2,325



Capital Improvement Program Transportation Projects

Contents

Transportation Projects Summary	10-1
Election District Maps	10-2
Intersection Improvement Program	10-12
Roads	10-42
Sidewalks and Trails	10-116
Transit	10-156



Transportation Projects

Capital Improvement Program										
Transportation Projects										
Costs (\$ in 1000s)	Prior Years	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	6 Year Total	Future FYs	Project Total
Intersection Improvement Program	50,183	14,239	16,235	16,235	16,235	16,435	16,435	95,814	65,740	211,737
Roads	442,970	199,748	90,245	193,710	140,011	445,699	57,438	1,126,851	530,855	2,100,676
Sidewalks and Trails	43,202	28,591	28,740	23,540	22,659	12,520	15,344	131,394	46,080	220,677
Transit	30,574	6,937	8,985	8,197	9,303	8,410	9,285	51,117	31,451	113,142
Total – Costs	566,930	249,516	144,206	241,682	188,207	483,064	98,502	1,405,176	674,126	2,646,232
Funding Sources (\$ in 1000s)										
Local Tax Funding	16,880	10,045	2,305	1,038	4,388	104	6,617	24,497	8,888	50,265
Local Tax Funding Roads	102,543	30,000	31,100	32,400	33,700	35,000	36,400	198,600	117,242	418,384
General Obligation Bonds	172,196	138,524	53,158	141,549	81,934	354,325	24,228	793,719	491,545	1,457,460
Appropriation-Backed Bonds	1,257	-	-	-	-	-	-	-	-	1,257
Cash Proffers	45,830	6,788	212	3,809	32	1,635	-	12,475	-	58,305
Revenue Sharing	12,653	3,948	4,172	5,000	7,250	-	-	20,370	-	33,023
RSTP	-	-	-	758	17,600	22,508	4,148	45,014	-	45,014
Smart Scale	23,092	2,363	10,810	6,618	7,139	-	2,824	29,754	-	52,846
Other State Grants	28,768	-	-	1,672	-	-	-	1,672	-	30,440
CMAQ	2,633	-	-	1,585	561	82	-	2,228	-	4,861
Other Federal Grants	3,185	8,991	-	13,328	10,000	-	15,000	47,319	-	50,504
NVTA 70% Regional	111,190	36,750	19,000	22,200	13,800	55,000	-	146,750	25,000	282,940
NVTA 30% Local	46,658	12,108	23,448	11,725	11,803	14,410	9,285	82,778	31,451	160,888
Local Gas Tax	45	-	-	-	-	-	-	-	-	45
Total – Funding Sources	566,930	249,516	144,206	241,682	188,207	483,064	98,502	1,405,176	674,126	2,646,232

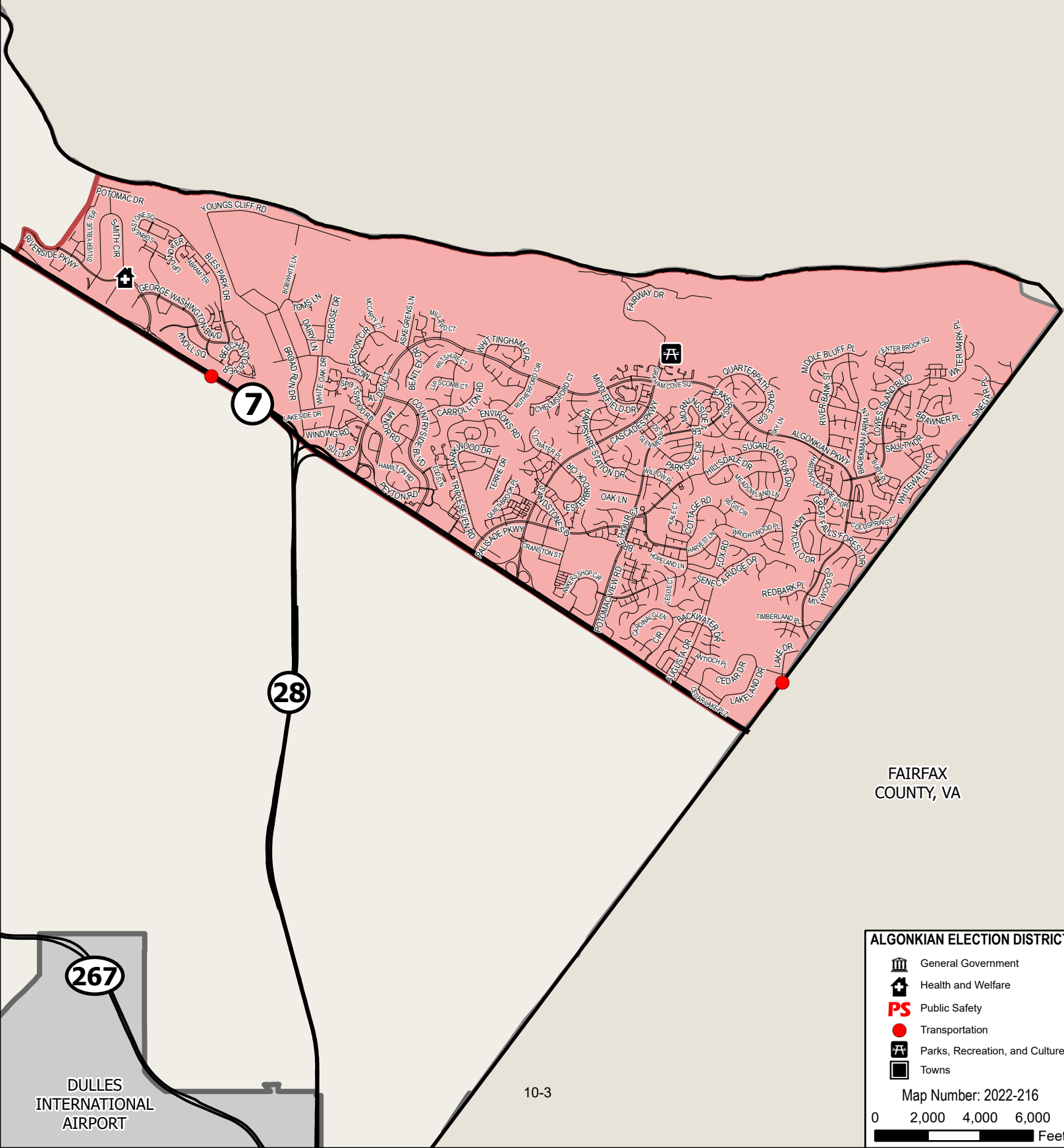


Capital Improvement Program Election District Maps

Contents


Algonkian Election District Map	10-3
Ashburn Election District Map	10-4
Broad Run Election District Map	10-5
Catoctin Election District Map	10-6
Dulles Election District Map	10-7
Leesburg Election District Map	10-8
Little River Election District Map	10-9
Sterling Election District Map	10-10

MONTGOMERY
COUNTY, MD



FAIRFAX
COUNTY, VA

ALGONKIAN ELECTION DISTRICT

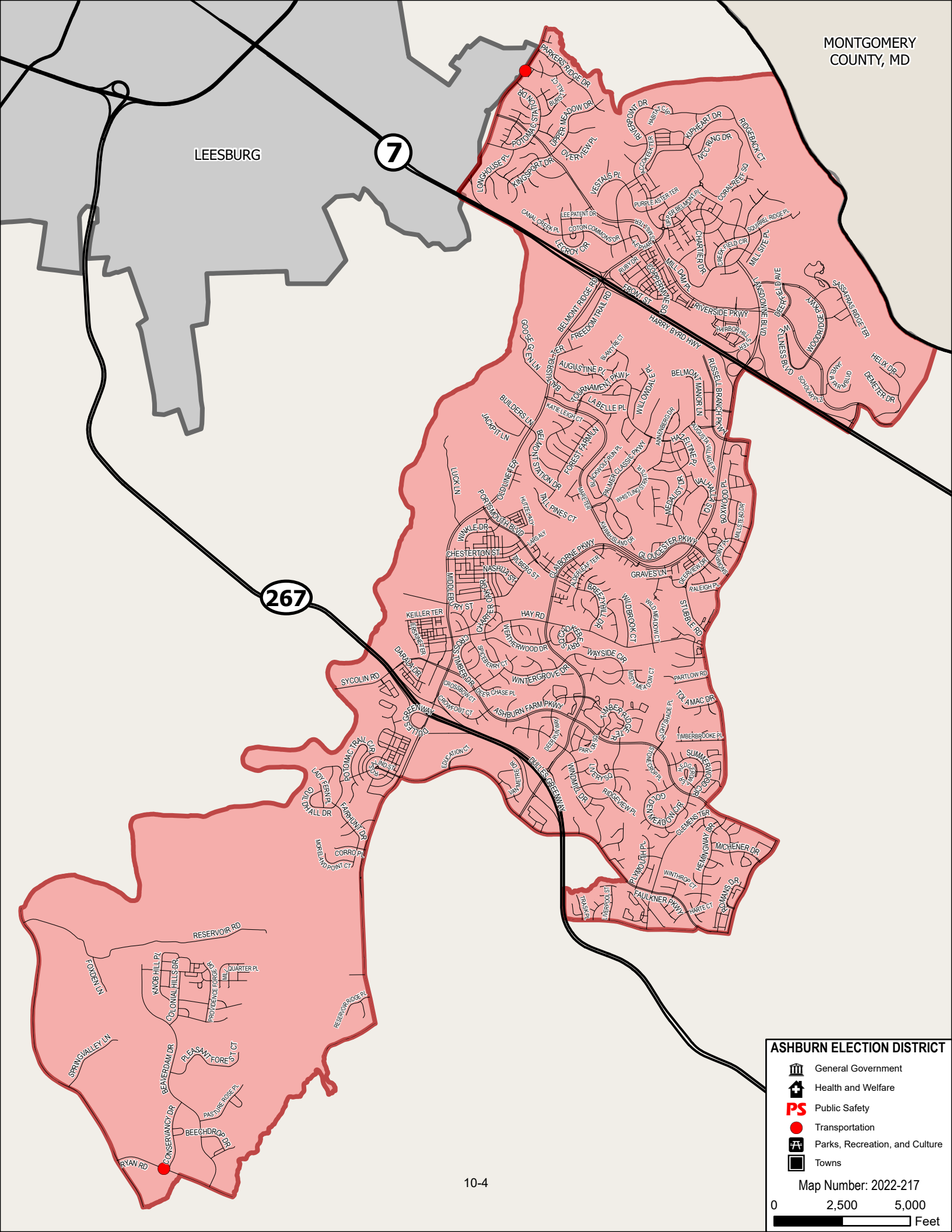
-  General Government
-  Health and Welfare
-  Public Safety
-  Transportation
-  Parks, Recreation, and Culture
-  Towns

Map Number: 2022-216

0 2,000 4,000 6,000 Feet

267

DULLES
INTERNATIONAL
AIRPORT



LEESBURG

7

267

ASHBURN ELECTION DISTRICT

- General Government
- Health and Welfare
- Public Safety
- Transportation
- Parks, Recreation, and Culture
- Towns

Map Number: 2022-217

0 2,500 5,000 Feet

BROAD RUN ELECTION



General Government



Health and Welfare



Public Safety



Transportation



Parks, Recreation, and Culture



Towns

Map Number: 2022-215

0 2,000 4,000
Feet

MONTGOMERY
COUNTY, MD

7

267

28

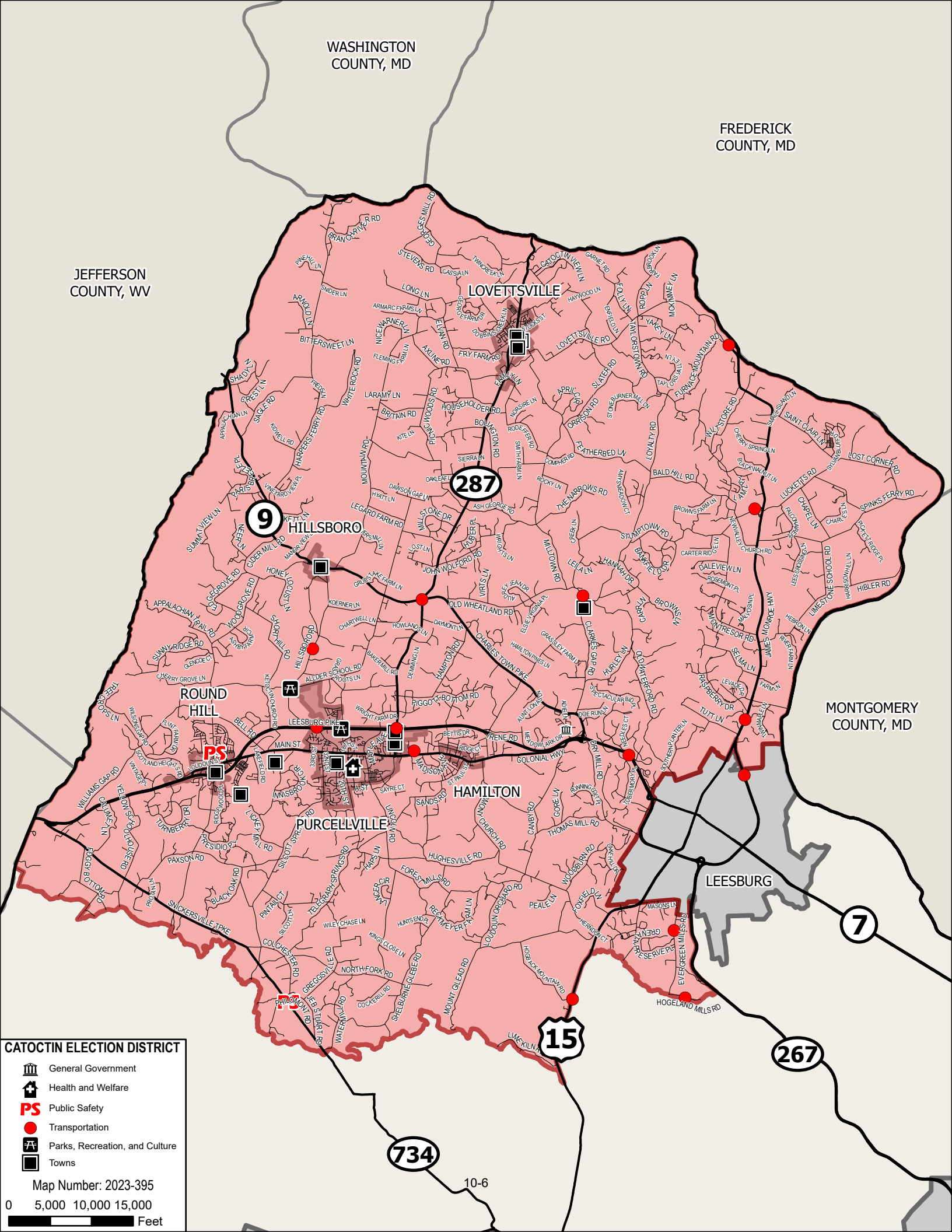
DULLES
INTERNATIONAL
AIRPORT

WASHINGTON
COUNTY, MD

FREDERICK
COUNTY, MD

JEFFERSON
COUNTY, WV

MONTGOMERY
COUNTY, MD



LOVETTSVILLE

9 HILLSBORO

ROUND
HILL

HAMILTON

PURCELLVILLE

LEESBURG

7

15

267

734

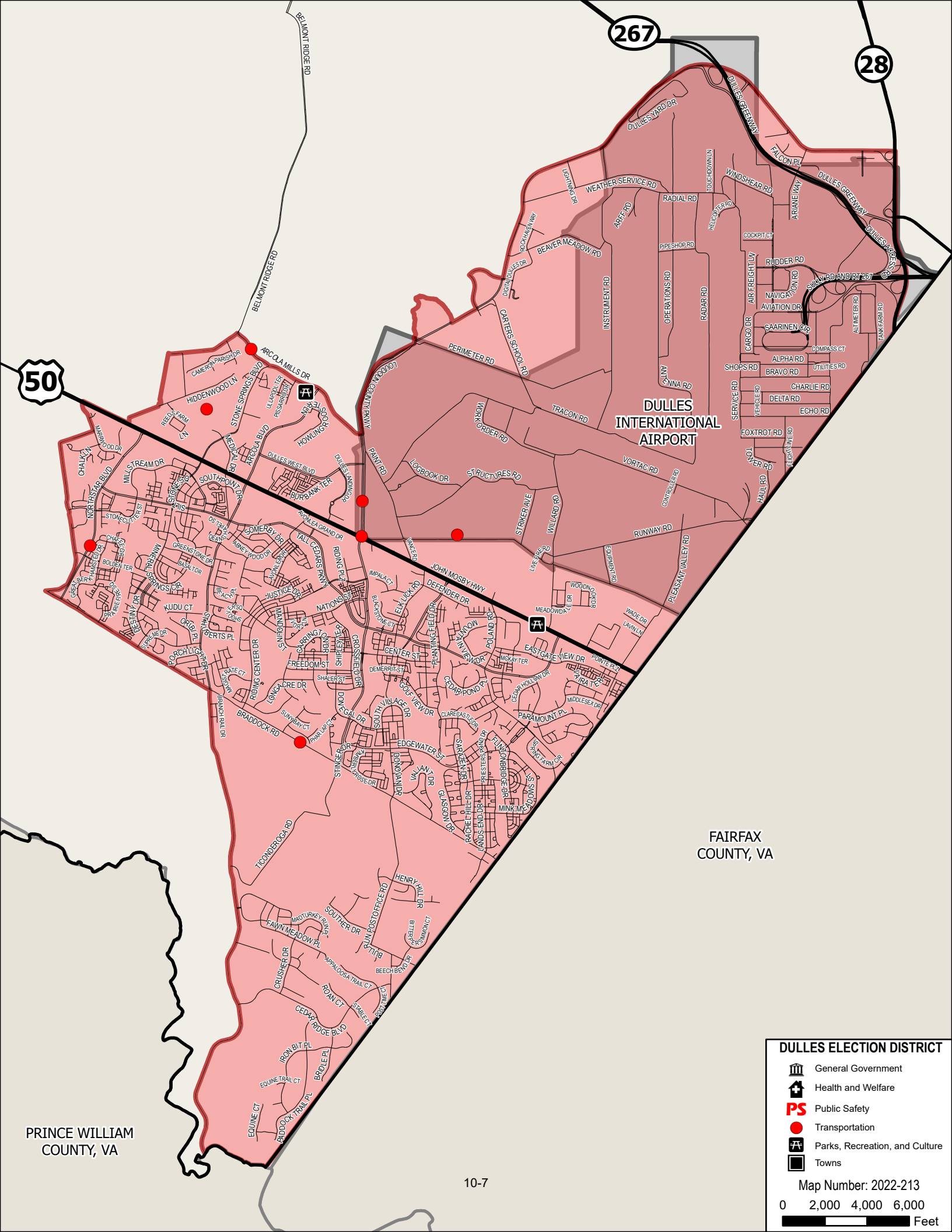
10-6

CATOCIN ELECTION DISTRICT

- General Government
- Health and Welfare
- Public Safety
- Transportation
- Parks, Recreation, and Culture
- Towns

Map Number: 2023-395

0 5,000 10,000 15,000
Feet



PRINCE WILLIAM
COUNTY, VA

FAIRFAX
COUNTY, VA

15

MONTGOMERY
COUNTY, MD

LEESBURG

7

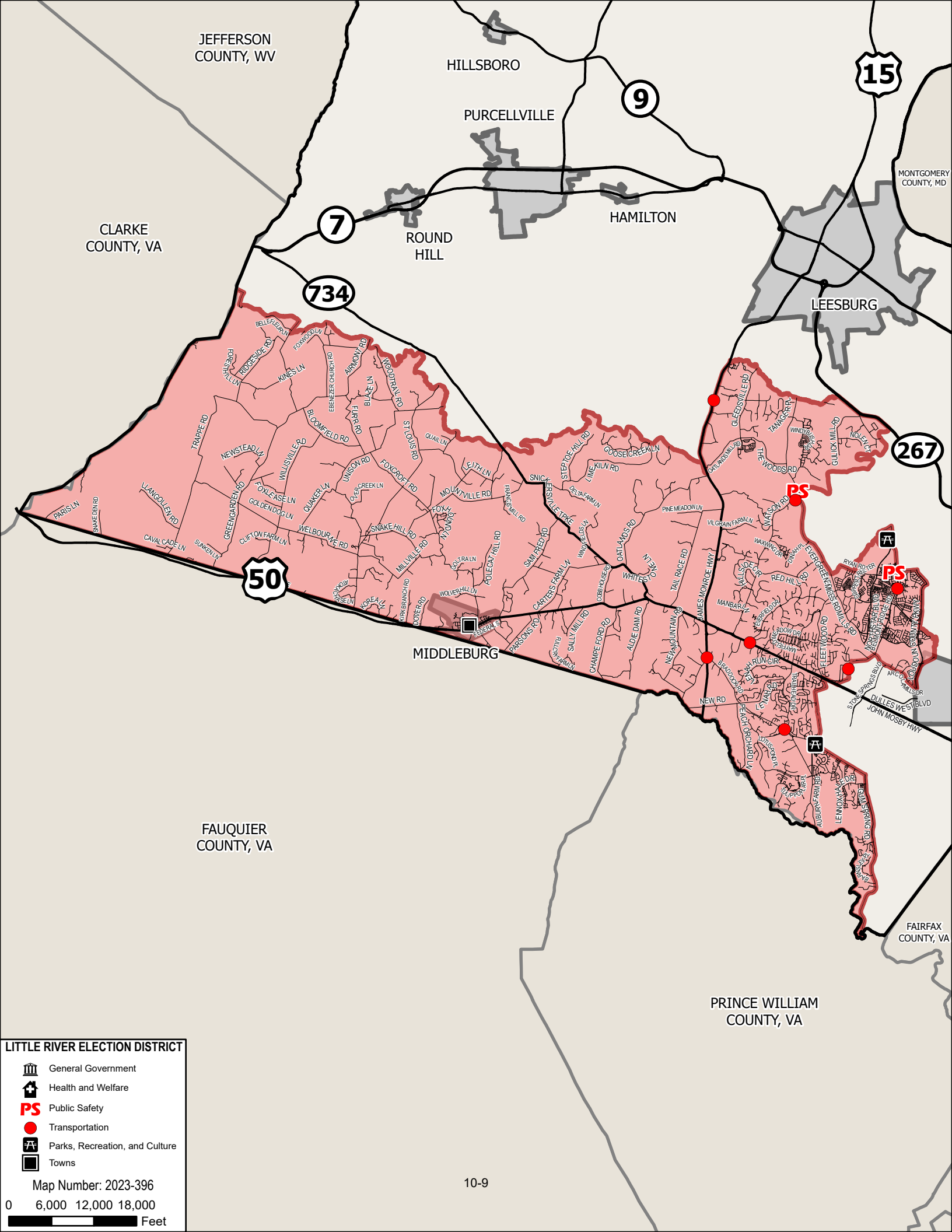
267

LEESBURG ELECTION

-  General Government
-  Health and Welfare
-  Public Safety
-  Transportation
-  Parks, Recreation, and Culture
-  Towns

Map Number: 2022-212

0 2,000 4,000 6,000 Feet



JEFFERSON
COUNTY, WV

HILLSBORO

PURCELLVILLE

HAMILTON

CLARKE
COUNTY, VA

MONTGOMERY
COUNTY, MD

LEESBURG

ROUND
HILL

MIDDLEBURG

FAUQUIER
COUNTY, VA

PRINCE WILLIAM
COUNTY, VA

FAIRFAX
COUNTY, VA

LITTLE RIVER ELECTION DISTRICT

-  General Government
-  Health and Welfare
-  Public Safety
-  Transportation
-  Parks, Recreation, and Culture
-  Towns

Map Number: 2023-396

0 6,000 12,000 18,000
Feet

MONTGOMERY
COUNTY, MD

7

28

267

PS



DULLES
INTERNATIONAL
AIRPORT

FAIRFAX
COUNTY, VA

STERLING ELECTION DISTRICT

- General Government
- Health and Welfare
- Public Safety
- Transportation
- Parks, Recreation, and Culture
- Towns

Map Number: 2022-214

0 2,000 4,000 6,000 Feet





Capital Improvement Program Intersection Improvement Program (IIP)

Contents

Intersection Improvement Program Summary	10-13
Intersection Improvement Program Introduction	10-16
Intersection Improvement Program – General	10-17
Intersection Improvement Program – Prioritized Projects	10-18
IIP - Algonkian Parkway / Hardwood Forest Drive / Noble Terrace	10-19
IIP - Ashburn Farm Parkway / Golden Meadow Circle / Summerwood Circle	10-20
IIP - Ashburn Road / Faulkner Parkway	10-21
IIP - Ashburn Village Boulevard / Shellhorn Road	10-22
IIP - Atlantic Boulevard / Century Boulevard / Majestic Drive	10-23
IIP - Claiborne Parkway / Dulles Greenway WB Ramps	10-24
IIP - Claiborne Parkway / Marshfield Drive	10-25
IIP - East Church Road / Lincoln Avenue / Belfort Street	10-26
IIP - Gloucester Parkway / Loudoun County Parkway	10-27
IIP - Leesburg Pike / Potomac View Road	10-28
IIP - Leesburg Pike / Sterling Boulevard / Cardinal Glen Circle	10-29
IIP - Leesburg Pike at Augusta Drive, Cedar Drive and Lakeland Drive	10-30
IIP - Old Ox Road / Douglas Court	10-31
IIP - Old Ox Road / Dulles Summit Court	10-32
IIP - Pacific Boulevard / Business Court / Indian Creek Drive	10-33
IIP - Pacific Boulevard / Relocation Drive	10-34
IIP - Sterling Boulevard / Glen Drive	10-35
IIP - Sterling Boulevard / Shaw Road	10-36
IIP - Sterling Boulevard / West Laurel Avenue	10-37
IIP - Sterling Boulevard / Williamsburg Road / Chase Heritage Circle	10-38
IIP - Sugarland Road / East Church Road	10-39
IIP - Tall Cedars Parkway / Nations Street	10-40
IIP - Waxpool Road / Ashburn Road	10-41



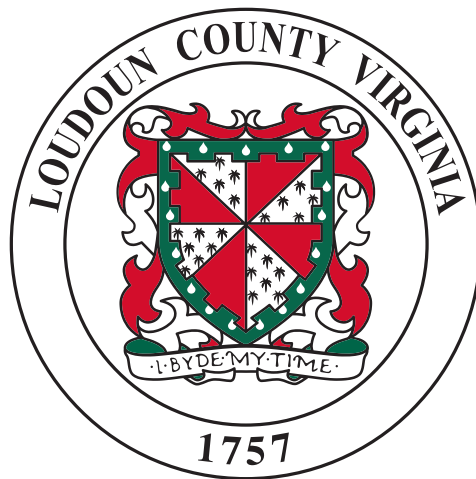
Intersection Improvement Program

Capital Improvement Program										
Intersection Improvement Program Projects										
Costs (\$ in 1000s)	Prior Years	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	6 Year Total	Future FYs	Project Total
Intersection Improvement Program	40,712	76	361	2,353	286	8,139	16,435	27,651	65,740	134,102
IIP - Algonkian Parkway / Hardwood Forest Drive / Noble Terrace	235	584	1,511	-	-	-	-	2,095	-	2,330
IIP - Ashburn Farm Parkway / Golden Meadow Circle / Summerwood Circle	440	-	-	79	-	1,662	-	1,741	-	2,181
IIP - Ashburn Road / Faulkner Parkway	1,000	2,900	-	-	-	-	-	2,900	-	3,900
IIP - Ashburn Village Boulevard / Shellhorn Road	510	361	-	1,527	-	-	-	1,888	-	2,398
IIP - Atlantic Boulevard / Century Boulevard / Majestic Drive	61	172	-	-	-	-	-	172	-	233
IIP - Claiborne Parkway / Dulles Greenway WB Ramps	435	843	1,620	-	-	-	-	2,463	-	2,898
IIP - Claiborne Parkway / Marshfield Drive	400	839	3,182	-	-	-	-	4,021	-	4,421
IIP - East Church Road / Lincoln Ave / Belfort Street	640	357	-	1,979	-	6,634	-	8,969	-	9,609
IIP - Gloucester Parkway / Loudoun County Parkway	300	-	204	658	-	-	-	862	-	1,162
IIP - Leesburg Pike / Potomac View Road	437	129	734	2,590	-	-	-	3,454	-	3,891
IIP - Leesburg Pike / Sterling Boulevard / Cardinal Glen Circle	-	1,000	615	560	4,884	-	-	7,058	-	7,058
IIP - Leesburg Pike at Augusta Drive, Cedar Drive and Lakeland Drive	565	1,100	2,098	266	9,744	-	-	13,208	-	13,773
IIP - Old Ox Road / Douglas Court	350	679	1,543	-	-	-	-	2,222	-	2,572
IIP - Old Ox Road / Dulles Summit Court	126	190	268	-	-	-	-	458	-	584
IIP - Pacific Boulevard / Business Court / Indian Creek Drive	115	611	-	1,291	-	-	-	1,902	-	2,017
IIP - Pacific Boulevard / Relocation Drive	485	-	81	-	1,321	-	-	1,402	-	1,887
IIP - Sterling Boulevard / Glenn Drive	500	951	1,118	-	-	-	-	2,068	-	2,568
IIP - Sterling Boulevard / Shaw Road	350	-	712	2,004	-	-	-	2,716	-	3,066
IIP - Sterling Boulevard / West Laurel Avenue	680	649	-	1,298	-	-	-	1,947	-	2,627
IIP - Sterling Boulevard / Williamsburg Road / Chase Heritage Circle	315	145	-	1,630	-	-	-	1,774	-	2,089
IIP - Sugarland Road / East Church Road	570	1,265	2,188	-	-	-	-	3,454	-	4,024
IIP - Tall Cedars Parkway / Nations Street	362	447	-	-	-	-	-	447	-	809
IIP - Waxpool Road / Ashburn Road	595	941	-	-	-	-	-	941	-	1,536
Total – Costs	50,183	14,239	16,235	16,235	16,235	16,435	16,435	95,814	65,740	211,737



Intersection Improvement Program

Capital Improvement Program										
Intersection Improvement Program Projects										
Costs (\$ in 1000s)	Prior Years	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	6 Year Total	Future FYs	Project Total
Funding Sources (\$ in 1000s)										
Local Tax Funding	2,977	4	-	-	-	-	3,444	3,448	6,888	13,313
Local Tax Funding Roads	6,910	882	11,966	14,181	2,293	-	-	29,322	19,879	56,111
General Obligation Bonds	40,221	13,353	2,000	-	7,371	12,435	12,991	48,150	38,973	127,344
Cash Proffers	75	-	-	-	-	-	-	-	-	75
RSTP	-	-	-	-	4,071	4,000	-	8,071	-	8,071
NVTA 30% Local	-	-	2,269	2,054	2,500	-	-	6,823	-	6,823
Total – Funding Sources	50,183	14,239	16,235	16,235	16,235	16,435	16,435	95,814	65,740	211,737





Intersection Improvement Program

The Intersection Improvement Program (IIP) was developed to prioritize needs in its respective category; the highest priority needs are selected for more detailed analysis, design, and construction. The program addresses safety and capacity challenges at roadway intersections throughout the County. A database of existing unsignalized, signalized, and roundabout locations identified in the *Countywide Transportation Plan* (CTP) and non-CTP roads of significance is maintained by the Department of Transportation and Capital Infrastructure. This program provides funding for planning, design, land acquisition, and construction of improvements for prioritized intersection projects. Program funding will be allocated as additional projects are identified and prioritized.

The IIP process includes an analysis of candidate intersections resulting in a prioritization that considers the frequency of accidents and traffic volumes. From the list of ranked intersections, a group of highest priority intersections are selected for further detailed traffic safety analysis resulting in a recommended improvement for each studied intersection. The ranking and selection process follows a regular cyclical schedule for the remaining intersections.

This section includes an Intersection Improvement Program project page, which includes planned appropriations in later years for Round 3 projects that have been identified and conceptualized. These projects have high-level conceptual estimates since they have not been designed. This section also includes dedicated project pages for Round 1, Round 2, and two Round 3 projects which are in development, and a prioritized projects table for Round 3 projects that have been identified. The budgets for the projects included in the prioritized table are represented on the primary project page in the later years and are based on a high-level conceptual estimate. After the planning phase is complete, a refined estimate is developed, a production schedule is created, and the project moves from the prioritized table and is represented in the Budget Document with a dedicated project page that outlines the full details of the project.



Intersection Improvement Program

Intersection Improvement Program

Details:

Project Number: C02204

Election District : Countywide

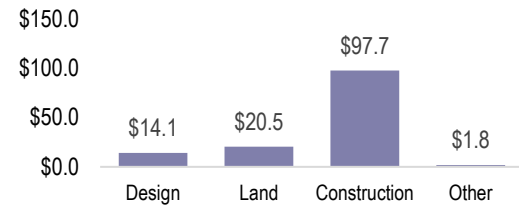
Length: n/a

Project Type: Traffic Signal/Channelization/Roundabout Construction

Estimated Completion Year: Ongoing

Referendum: November 2018 & November 2023

Phase Costs in Millions



Background:

This program provides funding for planning, design, land acquisition, and construction of improvements for prioritized intersection projects.

The Intersection Improvement Program (IIP) addresses safety and capacity challenges at roadway intersections throughout the County. A database of existing unsignalized, signalized, and roundabout locations identified in the *Countywide Transportation Plan* (CTP) and non-CTP roads of significance is maintained. The IIP process includes an analysis of candidate intersections resulting in a prioritization that considers the frequency of accidents and traffic volumes.

Project Phase Timeline by FY

	25	26	27	28	29	30
Design						
Land						
Construction						

Once specific projects are identified and designed, funds are moved from this primary project account to the individual intersection improvement project. The funding allocations shown in the financial table are for Round 3 projects, which have not been designed.

The Prior Years amount reflected in the financial table includes the Adopted fiscal year budget appropriations, Fund Balance transfers, and transfers out of the account into individual intersection improvement capital projects.

Costs (\$ in 1000s)	Prior Years	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	6 Year Total	Future FYs	Project Total
Professional Services	3,947	-	-	-	-	-	2,000	2,000	8,000	13,947
Planning	146	-	-	-	-	-	-	-	-	146
Land	6,952	-	-	-	-	-	2,700	2,700	10,800	20,452
Construction	27,833	72	361	2,353	286	8,139	11,735	22,947	46,940	97,720
Furniture, Fixtures & Equip	10	-	-	-	-	-	-	-	-	10
Personnel	1,163	4	-	-	-	-	-	4	-	1,167
Project Mgmt. Consultant	660	-	-	-	-	-	-	-	-	660
Total – Costs	40,712	76	361	2,353	286	8,139	16,435	27,651	65,740	134,102
Local Tax Funding	-	4	-	-	-	-	3,444	3,448	6,888	10,336
Local Tax Funding Roads	6,220	72	361	2,353	286	-	-	3,072	19,879	29,171
General Obligation Bonds	34,492	-	-	-	-	8,139	12,991	21,130	38,973	94,595
Total – Funding Sources	40,712	76	361	2,353	286	8,139	16,435	27,651	65,740	134,102

Operating Impacts (\$ in 1000s)	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	Total
Debt Service ¹	-	1,341	1,630	2,156	2,839	4,006	11,972
Total – Impact	-	1,341	1,630	2,156	2,839	4,006	11,972

¹ Debt service shown in this table is the combined debt service of all projects in this section.



Intersection Improvement Program

Intersection Improvement Program – Prioritized Projects

Prioritized Project Name Description	Intersection ID	Election District	Project Total (\$ in 1000s)
Belmont Ridge Road (Route 659) and Creighton Road (Route 774) Improvements to Belmont Ridge Road and Creighton Road will be determined at a future date after the completion of the preliminary study.	n/a	Little River	n/a
Berlin Turnpike (Route 287) and Morrisonville Road / Ash George Road (Route 693) Improvements to Berlin Turnpike and Morrisonville Road / Ash George Road will be determined at a future date after the completion of the preliminary study.	030	Catoctin	n/a
Cascades Parkway (Route 1794) and Middlefield Drive (Route 1799) Improvements to Cascades Parkway and Middlefield Drive will be determined at a future date after the completion of the preliminary study.	029	Algonkian	n/a
Circle Drive / East Maple Avenue (Route 1401) and South Fillmore Avenue (Route 1535) / Providence Village Drive Improvements to Circle Drive / East Maple Avenue and South Fillmore Avenue will be determined at a future date after the completion of the preliminary study.	037	Sterling	n/a
City Center Boulevard (Route 1345) and Haleybird Drive Improvements to City Center Boulevard and Haleybird Drive will be determined at a future date after the completion of the preliminary study.	031	Sterling	n/a
James Monroe Highway (Route 15) and Lime Kiln Road (Route 733) Improvements to James Monroe Highway and Lime Kiln Road will be determined at a future date after the completion of the preliminary study.	n/a	Sterling	n/a
Leesburg Pike (Route 7) and City Center Boulevard (Route 1345) / Countryside Boulevard (Route 1570) Improvements to Leesburg Pike and City Center Boulevard / Countryside Boulevard will be determined at a future date after the completion of the preliminary study.	n/a	Sterling	n/a
Leesburg Pike (Route 7) and Loudoun County Parkway (Route 607) Improvements to Leesburg Pike and Loudoun County Parkway will be determined at a future date after the completion of the preliminary study.	040	Algonkian / Broad Run	n/a
Leesburg Pike (Route 7) and Palisade Parkway (Route 1795) / Loudoun Tech Drive (Route 1795) Improvements to Leesburg Pike and Palisade Parkway / Loudoun Tech Drive will be determined at a future date after the completion of the preliminary study.	039	Algonkian / Sterling	n/a
Little River Turnpike (Route 50) and South Riding Boulevard (Route 2201) Improvements to Little River Turnpike and South Riding Boulevard will be determined at a future date after the completion of the preliminary study.	041	Dulles	n/a
Loudoun County Parkway (Route 607) and Dulles Greenway EB Ramp (Route 267) Improvements Loudoun County Parkway and Dulles Greenway EB Ramp will be determined at a future date after the completion of the preliminary study.	n/a	Sterling	n/a
Magnolia Road (Route 1525) and Blossom Drive (Route 3254) Improvements to Magnolia Road and Blossom Drive will be determined at a future date after the completion of the preliminary study.	036	Sterling	n/a
Old Ox Road (Route 606) and Pebble Run Place (Route 2963) Improvements to Old Ox Road and Pebble Run Place will be determined at a future date after the completion of the preliminary study.	034	Dulles / Sterling	n/a
Shellhorn Road (Route 643) and Ashburn Metro Drive Improvements to Shellhorn Road and Ashburn Metro Drive will be determined at a future date after the completion of the preliminary study.	n/a	Little River	n/a
South Riding Boulevard (Route 2201) and Defender Drive (Route 1272) Improvements to South Riding Boulevard and Defender Drive will be determined at a future date after the completion of the preliminary study.	n/a	Dulles	n/a
Sterling Boulevard (Route 846) and Poplar Road (Route 1419) Improvements to Sterling Boulevard and Poplar Road will be determined at a future date after the completion of the preliminary study.	035	Sterling	n/a



Intersection Improvement Program

IIP - Algonkian Parkway / Hardwood Forest Drive / Noble Terrace

Details:

Project Number: C02507

Election District: Algonkian / Sterling

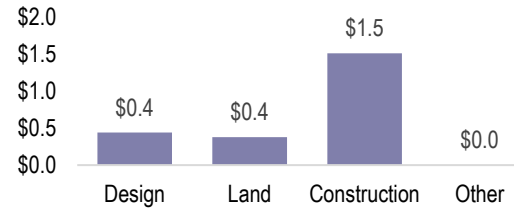
Length: n/a

Project Type: Intersection Improvement

Estimated Completion Year: FY 2027

Referendum: November 2018 & November 2023

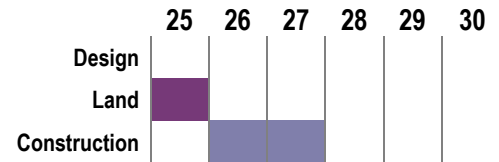
Phase Costs in Millions



Background:

This project provides for the design and installation of a traffic signal at the intersection of Algonkian Parkway and Hardwood Forest Drive / Noble Terrace. This project was prioritized as a part of the 2017 Intersection Improvement Program Study.

Project Phase Timeline by FY



Costs (\$ in 1000s)	Prior Years	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	6 Year Total	Future FYs	Project Total
Professional Services	235	206	-	-	-	-	-	206	-	441
Utility Relocation	-	118	-	-	-	-	-	118	-	118
Land	-	260	-	-	-	-	-	260	-	260
Construction	-	-	1,511	-	-	-	-	1,511	-	1,511
Total – Costs	235	584	1,511	-	-	-	-	2,095	-	2,330
Local Tax Funding Roads	-	-	1,511	-	-	-	-	1,511	-	1,511
General Obligation Bonds	235	584	-	-	-	-	-	584	-	819
Total – Funding Sources	235	584	1,511	-	-	-	-	2,095	-	2,330



Intersection Improvement Program

IIP - Ashburn Farm Parkway / Golden Meadow Circle / Summerwood Circle

Details:

Project Number: C02616

Election District: Ashburn

Length: n/a

Project Type: Intersection Improvement

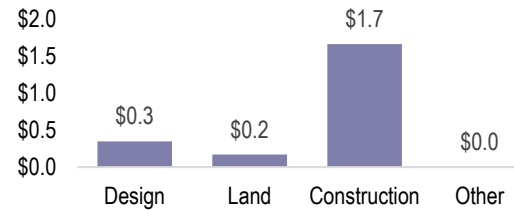
Estimated Completion Year: FY 2029

Referendum: November 2018 & November 2023

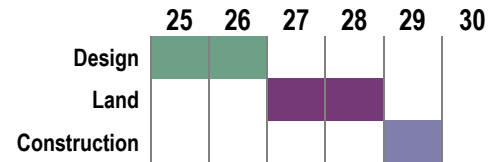
Background:

This project provides for the design and installation of a traffic signal and upgraded ADA-compliant pedestrian facilities at the intersection of Ashburn Farm Parkway and Golden Meadow Circle / Summerwood Circle. This project was prioritized as a part of the 2022 Intersection Improvement Program Study

Phase Costs in Millions



Project Phase Timeline by FY



Costs (\$ in 1000s)	Prior Years	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	6 Year Total	Future FYs	Project Total
Professional Services	348	-	-	-	-	-	-	-	-	348
Utility Relocation	-	-	-	42	-	-	-	42	-	42
Land	92	-	-	37	-	-	-	37	-	129
Construction	-	-	-	-	-	1,662	-	1,662	-	1,662
Total – Costs	440	-	-	79	-	1,662	-	1,741	-	2,181
Local Tax Funding Roads	-	-	-	79	-	-	-	79	-	79
General Obligation Bonds	440	-	-	-	-	1,662	-	1,662	-	2,102
Total – Funding Sources	440	-	-	79	-	1,662	-	1,741	-	2,181



Intersection Improvement Program

IIP - Ashburn Road / Faulkner Parkway

Details:

Project Number: C02409

Election District: Dulles

Length: n/a

Project Type: Intersection Improvement

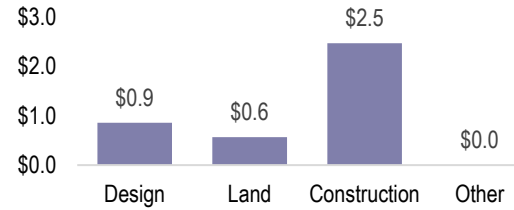
Estimated Completion Year: FY 2027

Referendum: November 2018 & November 2023

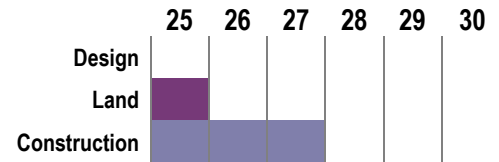
Background:

This project provides for the design and installation of a traffic signal at the intersection of Ashburn Road and Faulkner Parkway and constructs a dedicated right and left turn lane in the east and westbound directions of Faulkner Parkway. The project provides vertical profile modification for improved sight distance on Faulkner Parkway. This project was prioritized as a part of the 2017 Intersection Improvement Program Study.

Phase Costs in Millions



Project Phase Timeline by FY



Costs (\$ in 1000s)	Prior Years	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	6 Year Total	Future FYs	Project Total
Professional Services	859	-	-	-	-	-	-	-	-	859
Utility Relocation	-	220	-	-	-	-	-	220	-	220
Land	141	207	-	-	-	-	-	207	-	348
Construction	-	2,473	-	-	-	-	-	2,473	-	2,473
Total – Costs	1,000	2,900	-	-	-	-	-	2,900	-	3,900
Local Tax Funding	957	-	-	-	-	-	-	-	-	957
General Obligation Bonds	-	2,900	-	-	-	-	-	2,900	-	2,900
Cash Proffers	43	-	-	-	-	-	-	-	-	43
Total – Funding Sources	1,000	2,900	-	-	-	-	-	2,900	-	3,900



Intersection Improvement Program

IIP - Ashburn Village Boulevard / Shellhorn Road

Details:

Project Number: C02614

Election District: Broad Run

Length: n/a

Project Type: Intersection Improvement

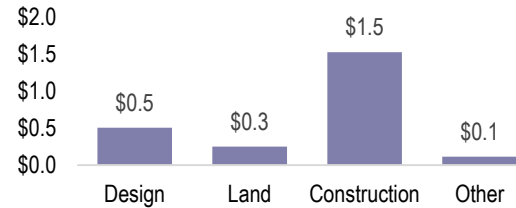
Estimated Completion Year: FY 2028

Referendum: November 2018 & November 2023

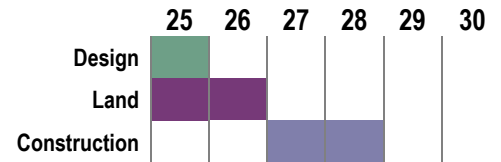
Background:

This Project provides for turn lane modifications, pedestrian improvements, existing traffic signal modifications/upgrades, and lighting improvements at the intersection. This project was prioritized as a part of the 2020 Intersection Improvement Program Study.

Phase Costs in Millions



Project Phase Timeline by FY



Costs (\$ in 1000s)	Prior Years	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	6 Year Total	Future FYs	Project Total
Professional Services	506	-	-	-	-	-	-	-	-	506
Utility Relocation	4	111	-	-	-	-	-	111	-	114
Land	-	250	-	-	-	-	-	250	-	250
Construction	-	-	-	1,527	-	-	-	1,527	-	1,527
Total – Costs	510	361	-	1,527	-	-	-	1,888	-	2,398
Local Tax Funding Roads	-	-	-	1,527	-	-	-	1,527	-	1,527
General Obligation Bonds	510	361	-	-	-	-	-	361	-	871
Total – Funding Sources	510	361	-	1,527	-	-	-	1,888	-	2,398



Intersection Improvement Program

IIP - Atlantic Boulevard / Century Boulevard / Majestic Drive

Details:

Project Number: C02506

Election District: Broad Run

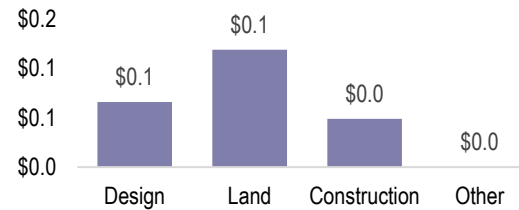
Length: N/A

Project Type: Intersection Improvement

Estimated Completion Year: FY 2026

Referendum: N/A

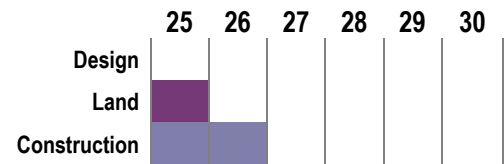
Phase Costs in Millions



Background:

This project provides for pavement marking modifications on eastbound Century Boulevard and westbound Majestic Drive. In addition it provides for vegetation trimming on the northwest, northeast, and southeast quadrants of the intersection to improve sight distances. This project was prioritized as a part of the 2017 Intersection Improvement Program Study.

Project Phase Timeline by FY



Costs (\$ in 1000s)	Prior Years	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	6 Year Total	Future FYs	Project Total
Professional Services	61	5	-	-	-	-	-	5	-	66
Land	-	119	-	-	-	-	-	119	-	119
Construction	-	49	-	-	-	-	-	49	-	49
Total – Costs	61	172	-	-	-	-	-	172	-	233
General Obligation Bonds	61	172	-	-	-	-	-	172	-	233
Total – Funding Sources	61	172	-	-	-	-	-	172	-	233



Intersection Improvement Program

IIP - Claiborne Parkway / Dulles Greenway WB Ramps

Details:

Project Number: C02465

Election District: Ashburn

Length: n/a

Project Type: Intersection Improvement

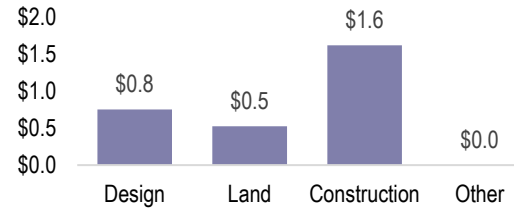
Estimated Completion Year: FY 2027

Referendum: November 2018 & November 2023

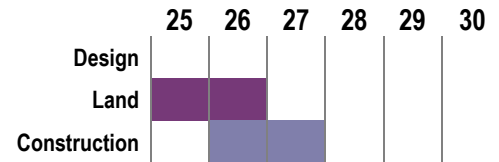
Background:

This project provides for the design and installation of a traffic signal at the intersection of Claiborne Parkway and Dulles Greenway, potential lane reconfigurations, and upgrades to the ADA pedestrian facilities. This project was prioritized as a part of the 2017 Intersection Improvement Program Study

Phase Costs in Millions



Project Phase Timeline by FY



Costs (\$ in 1000s)	Prior Years	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	6 Year Total	Future FYs	Project Total
Professional Services	435	318	-	-	-	-	-	318	-	753
Utility Relocation	-	116	-	-	-	-	-	116	-	116
Land	-	409	-	-	-	-	-	409	-	409
Construction	-	-	1,620	-	-	-	-	1,620	-	1,620
Total – Costs	435	843	1,620	-	-	-	-	2,463	-	2,898
Local Tax Funding Roads	415	-	1,620	-	-	-	-	1,620	-	2,035
General Obligation Bonds	20	843	-	-	-	-	-	843	-	863
Total – Funding Sources	435	843	1,620	-	-	-	-	2,463	-	2,898



Intersection Improvement Program

IIP - Claiborne Parkway / Marshfield Drive

Details:

Project Number: C02406

Election District: Ashburn

Length: n/a

Project Type: Intersection Improvement

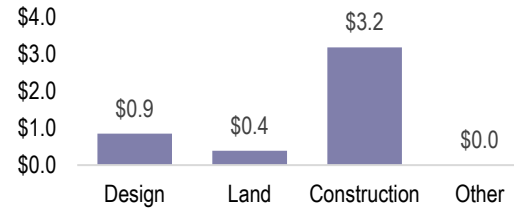
Estimated Completion Year: FY 2026

Referendum: n/a

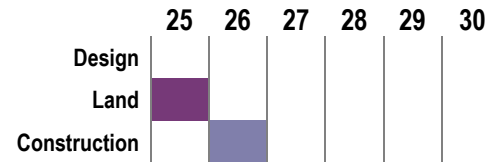
Background:

This project provides for the conversion of the existing intersection to a right-in, right-out, left-in configuration and the addition of a U-turn Lane on the northbound approach of the Claiborne Parkway / Wayside Circle intersection. This project was prioritized as a part of the 2017 Intersection Improvement Program Study.

Phase Costs in Millions



Project Phase Timeline by FY



Costs (\$ in 1000s)	Prior Years	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	6 Year Total	Future FYs	Project Total
Professional Services	400	451	-	-	-	-	-	451	-	851
Utility Relocation	-	283	-	-	-	-	-	283	-	283
Land	-	105	-	-	-	-	-	105	-	105
Construction	-	-	3,182	-	-	-	-	3,182	-	3,182
Total – Costs	400	839	3,182	-	-	-	-	4,021	-	4,421
Local Tax Funding	400	-	-	-	-	-	-	-	-	400
Local Tax Funding Roads	-	-	31	-	-	-	-	31	-	31
General Obligation Bonds	-	839	2,000	-	-	-	-	2,839	-	2,839
NVTA 30% Local	-	-	1,151	-	-	-	-	1,151	-	1,151
Total – Funding Sources	400	839	3,182	-	-	-	-	4,021	-	4,421



Intersection Improvement Program

IIP - East Church Road / Lincoln Avenue / Belfort Street

Details:

Project Number: C02474

Election District: Sterling

Length: n/a

Project Type: Intersection Improvement

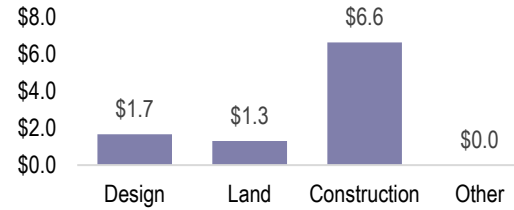
Estimated Completion Year: FY 2030

Referendum: n/a

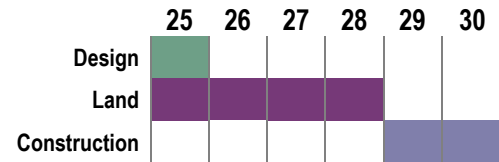
Background:

This project provides for the design, land acquisition, utility relocation, and construction of a two-lane hybrid roundabout. This project was prioritized as a part of the 2020 Intersection Improvement Program Study.

Phase Costs in Millions



Project Phase Timeline by FY



Costs (\$ in 1000s)	Prior Years	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	6 Year Total	Future FYs	Project Total
Professional Services	640	357	-	670	-	-	-	1,027	-	1,667
Utility Relocation	-	-	-	446	-	-	-	446	-	446
Land	-	-	-	862	-	-	-	862	-	862
Construction	-	-	-	-	-	6,634	-	6,634	-	6,634
Total – Costs	640	357	-	1,979	-	6,634	-	8,969	-	9,609
Local Tax Funding Roads	-	-	-	1,222	-	-	-	1,222	-	1,222
General Obligation Bonds	640	357	-	-	-	2,634	-	2,991	-	3,631
RSTP	-	-	-	-	-	4,000	-	4,000	-	4,000
NVTA 30% Local	-	-	-	757	-	-	-	757	-	757
Total – Funding Sources	640	357	-	1,979	-	6,634	-	8,969	-	9,609



Intersection Improvement Program

IIP - Gloucester Parkway / Loudoun County Parkway

Details:

Project Number: C02619

Election District: Broad Run

Length: n/a

Project Type: Intersection Improvement

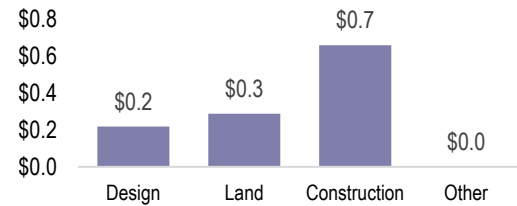
Estimated Completion Year: FY 2028

Referendum: November 2018 & November 2023

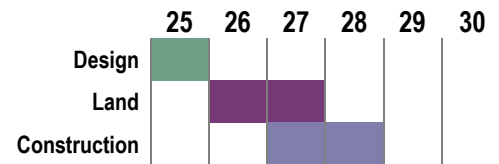
Background:

This project provides for existing traffic signal modifications and upgrades; signage and marking modifications; and lighting improvements at the intersection. This project was prioritized as a part of the 2020 Intersection Improvement Program Study.

Phase Costs in Millions



Project Phase Timeline by FY



Costs (\$ in 1000s)	Prior Years	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	6 Year Total	Future FYs	Project Total
Professional Services	218	-	-	-	-	-	-	-	-	218
Utility Relocation	59	-	-	-	-	-	-	-	-	59
Land	23	-	204	-	-	-	-	204	-	228
Construction	-	-	-	658	-	-	-	658	-	658
Total – Costs	300	-	204	658	-	-	-	862	-	1,162
Local Tax Funding Roads	-	-	204	658	-	-	-	862	-	862
General Obligation Bonds	300	-	-	-	-	-	-	-	-	300
Total – Funding Sources	300	-	204	658	-	-	-	862	-	1,162



Intersection Improvement Program

IIP - Leesburg Pike / Potomac View Road

Details:

Project Number: C02471

Election District: Algonkian / Sterling

Length: n/a

Project Type: Intersection Improvement

Estimated Completion Year: FY 2027

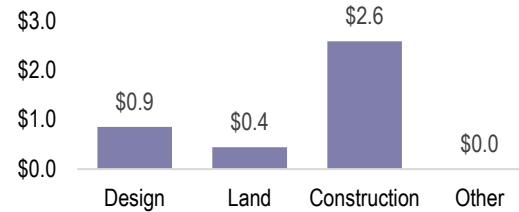
Referendum: November 2018 & November 2023

Background:

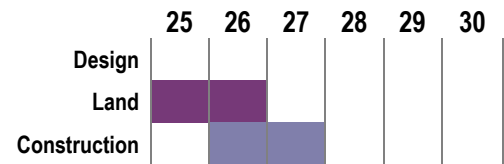
This project provides for the extension of Route 7 westbound left turn lane's storage length at the intersection with Potomac View Road.

This project was prioritized as a part of the Route 7 Corridor Study as presented to the Board at the October 19, 2021, Business Meeting.

Phase Costs in Millions



Project Phase Timeline by FY



Costs (\$ in 1000s)	Prior Years	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	6 Year Total	Future FYs	Project Total
Professional Services	437	129	290	-	-	-	-	420	-	857
Utility Relocation	-	-	194	-	-	-	-	194	-	194
Land	-	-	250	-	-	-	-	250	-	250
Construction	-	-	-	2,590	-	-	-	2,590	-	2,590
Total – Costs	437	129	734	2,590	-	-	-	3,454	-	3,891
Local Tax Funding Roads	-	-	734	2,590	-	-	-	3,324	-	3,324
General Obligation Bonds	437	129	-	-	-	-	-	129	-	566
Total – Funding Sources	437	129	734	2,590	-	-	-	3,454	-	3,891



Intersection Improvement Program

IIP - Leesburg Pike / Sterling Boulevard / Cardinal Glen Circle

Details:

Project Number: C02470

Election District: Algonkian / Sterling

Length: n/a

Project Type: Intersection Improvement

Estimated Completion Year: FY 2029

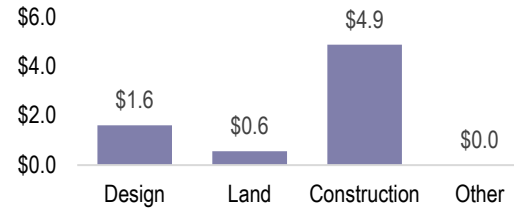
Referendum: November 2018 & November 2023

Background:

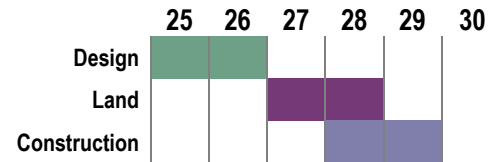
This project provides for the planning, design, land acquisition, and construction of the improvements at the intersection of Route 7 (Leesburg Pike), North Sterling Blvd, and Cardinal Glen Circle. The proposed improvements include modifications to the existing traffic signal at the intersection and new pavement markings.

This project was prioritized as a part of the Route 7 Corridor Study as presented to the Board at the October 19, 2021, Business Meeting.

Phase Costs in Millions



Project Phase Timeline by FY



Costs (\$ in 1000s)	Prior Years	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	6 Year Total	Future FYs	Project Total
Professional Services	-	1,000	615	-	-	-	-	1,615	-	1,615
Utility Relocation	-	-	-	332	-	-	-	332	-	332
Land	-	-	-	228	-	-	-	228	-	228
Construction	-	-	-	-	4,884	-	-	4,884	-	4,884
Total – Costs		1,000	615	560	4,884	-	-	7,058	-	7,058
Local Tax Funding Roads	-	-	615	560	-	-	-	1,174	-	1,174
General Obligation Bonds	-	1,000	-	-	-	-	-	1,000	-	1,000
RSTP	-	-	-	-	4,071	-	-	4,071	-	4,071
NVTA 30% Local		-	-	-	813	-	-	813	-	813
Total – Funding Sources	-	1,000	615	500	4,884	-	-	7,058	-	7,058



Intersection Improvement Program

IIP - Leesburg Pike at Augusta Drive, Cedar Drive, and Lakeland Drive

Details:

Project Number: C02469

Election District: Algonkian / Sterling

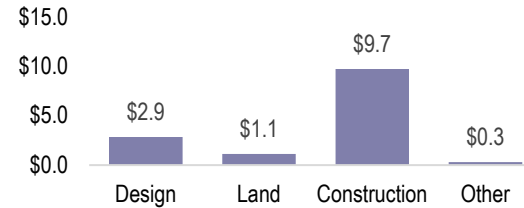
Length: n/a

Project Type: Intersection Improvement

Estimated Completion Year: FY 2029

Referendum: November 2018 & November 2023

Phase Costs in Millions

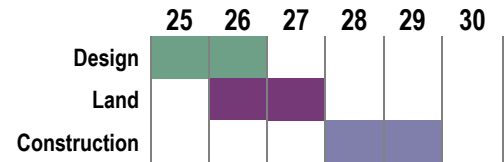


Background:

This project provides for the conversion of the intersection to a right-in, right-out; left-in configuration at the existing signalized "tee" intersection of Route 7 and Augusta Drive. The project also includes the conversion of the intersection to a right-in, right-out at the intersection of Route 7 and Cedar Drive, and improvements at the existing signalized intersection of Route 7 and Lakeland Drive/Community Plaza.

This IIP project combines Leesburg Pike & Augusta, Leesburg Pike & Cedar Drive, and Leesburg Pike & Lakeland Drive. This project was prioritized as a part of the Route 7 Corridor Study as presented to the Board at the October 19, 2021, Business Meeting.

Project Phase Timeline by FY



Costs (\$ in 1000s)	Prior Years	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	6 Year Total	Future FYs	Project Total
Professional Services	565	1,100	1,193	-	-	-	-	2,293	-	2,858
Utility Relocation	-	-	572	266	-	-	-	839	-	839
Owner Costs	-	-	33	-	-	-	-	33	-	33
Land	-	-	300	-	-	-	-	300	-	300
Construction	-	-	-	-	9,744	-	-	9,744	-	9,744
Total – Costs	565	1,100	2,098	266	9,744	-	-	13,208	-	13,773
Local Tax Funding Roads	-	-	2,098	266	686	-	-	3,050	-	3,050
General Obligation Bonds	565	1,100	-	-	7,371	-	-	8,471	-	9,036
NVTA 30% Local	-	-	-	-	1,687	-	-	1,687	-	1,687
Total – Funding Sources	565	1,100	2,098	266	9,744	-	-	13,208	-	13,773



Intersection Improvement Program

IIP - Old Ox Road / Douglas Court

Details:

Project Number: C02410

Election District: Broad Run

Length: n/a

Project Type: Intersection Improvement

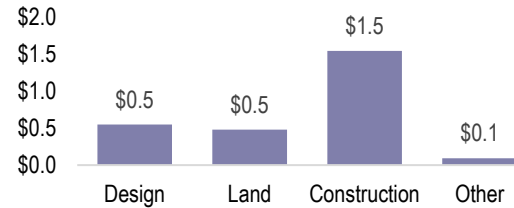
Estimated Completion Year: FY 2026

Referendum: November 2018 & November 2023

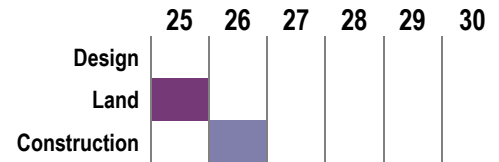
Background:

This project provides for the conversion of the existing intersection configuration to a right-in, right-out, left-in configuration. This project was prioritized as a part of the 2017 Intersection Improvement Program Study.

Phase Costs in Millions



Project Phase Timeline by FY



Costs (\$ in 1000s)	Prior Years	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	6 Year Total	Future FYs	Project Total
Professional Services	350	199	-	-	-	-	-	199	-	549
Utility Relocation	-	138	-	-	-	-	-	138	-	138
Land	-	342	-	-	-	-	-	342	-	342
Construction	-	-	1,543	-	-	-	-	1,543	-	1,543
Total – Costs	350	679	1,543	-	-	-	-	2,222	-	2,572
Local Tax Funding	319	-	-	-	-	-	-	-	-	319
Local Tax Funding Roads	-	-	1,543	-	-	-	-	1,543	-	1,543
General Obligation Bonds	-	679	-	-	-	-	-	679	-	679
Cash Proffers	31	-	-	-	-	-	-	-	-	31
Total – Funding Sources	350	679	1,543	-	-	-	-	2,222	-	2,572



Intersection Improvement Program

IIP - Old Ox Road / Dulles Summit Court

Details:

Project Number: C02411

Election District: Broad Run / Dulles

Length: n/a

Project Type: Intersection Improvement

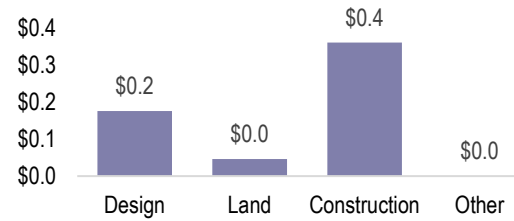
Estimated Completion Year: FY 2026

Referendum: November 2018 & November 2023

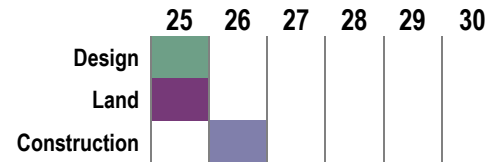
Background:

This project provides for various improvements at the intersection including repositioning the stop bar, extending the median nose, modifying the curb ramps, and installing additional warning signs. The project will also include a new curb, gutter, and mill and overlay pavement within the north side of the intersection. This project was prioritized as a part of the 2017 Intersection Improvement Program Study.

Phase Costs in Millions



Project Phase Timeline by FY



Costs (\$ in 1000s)	Prior Years	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	6 Year Total	Future FYs	Project Total
Professional Services	126	50	-	-	-	-	-	50	-	176
Utility Relocation	-	29	-	-	-	-	-	29	-	29
Land	-	17	-	-	-	-	-	17	-	17
Construction	-	94	268	-	-	-	-	361	-	361
Total – Costs	126	190	268	-	-	-	-	458	-	584
Local Tax Funding	120	-	-	-	-	-	-	-	-	120
Local Tax Funding Roads	-	-	268	-	-	-	-	268	-	268
General Obligation Bonds	6	190	-	-	-	-	-	190	-	196
Total – Funding Sources	126	190	268	-	-	-	-	458	-	584



Intersection Improvement Program

IIP - Pacific Boulevard / Business Court / Indian Creek Drive

Details:

Project Number: C02475

Election District: Sterling

Length: n/a

Project Type: Intersection Improvement

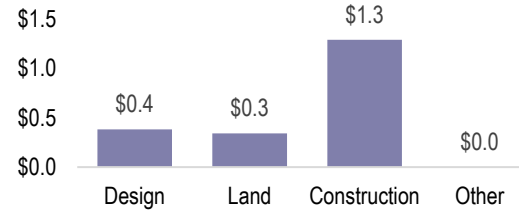
Estimated Completion Year: FY 2027

Referendum: November 2018 & November 2023

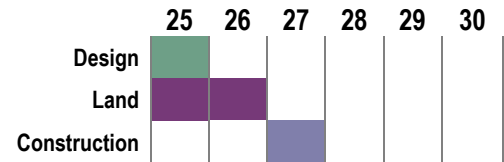
Background:

This project provides for the design and installation of a traffic signal and associated signage and marking as well as the installation of ADA compliant pedestrian ramps and bus pad. This project was prioritized as a part of the 2020 Intersection Improvement Program Study.

Phase Costs in Millions



Project Phase Timeline by FY



Costs (\$ in 1000s)	Prior Years	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	6 Year Total	Future FYs	Project Total
Professional Services	115	268	-	-	-	-	-	268	-	383
Utility Relocation	-	92	-	-	-	-	-	92	-	92
Land	-	250	-	-	-	-	-	250	-	250
Construction	-	-	-	1,291	-	-	-	1,291	-	1,291
Total – Costs	115	611	-	1,291	-	-	-	1,902	-	2,017
Local Tax Funding Roads	-	-	-	1,291	-	-	-	1,291	-	1,291
General Obligation Bonds	115	611	-	-	-	-	-	611	-	726
Total – Funding Sources	115	611	-	1,291	-	-	-	1,902	-	2,017



Intersection Improvement Program

IIP - Pacific Boulevard / Relocation Drive

Details:

Project Number: C02617

Election District: Sterling

Length: n/a

Project Type: Intersection Improvement

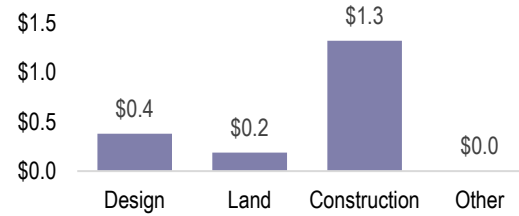
Estimated Completion Year: FY 2028

Referendum: November 2018 & November 2023

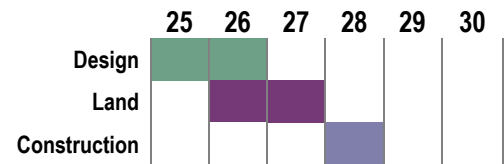
Background:

This project provides for the design and installation of a new traffic signal and upgraded ADA compliant pedestrian facilities at the intersection of Pacific Boulevard and Relocation Drive. This project was prioritized as a part of the 2022 Intersection Improvement Program Study.

Phase Costs in Millions



Project Phase Timeline by FY



Costs (\$ in 1000s)	Prior Years	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	6 Year Total	Future FYs	Project Total
Professional Services	379	-	-	-	-	-	-	-	-	379
Utility Relocation	-	-	33	-	-	-	-	33	-	33
Land	106	-	48	-	-	-	-	48	-	154
Construction	-	-	-	-	1,321	-	-	1,321	-	1,321
Total – Costs	485	-	81	-	1,321	-	-	1,402	-	1,887
Local Tax Funding Roads		-	81	-	1,321	-	-	1,402	-	1,402
General Obligation Bonds	485	-	-	-	-	-	-	-	-	485
Total – Funding Sources	485	-	81	-	1,321	-	-	1,402	-	1,887



Intersection Improvement Program

IIP - Sterling Boulevard / Glenn Drive

Details:

Project Number: C02408

Election District: Broad Run / Sterling

Length: n/a

Project Type: Intersection Improvement

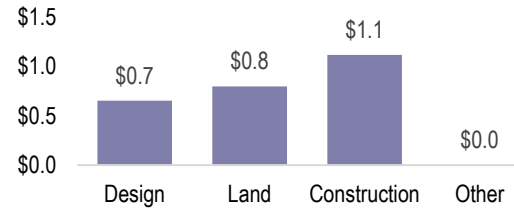
Estimated Completion Year: FY 2028

Referendum: November 2018 & November 2023

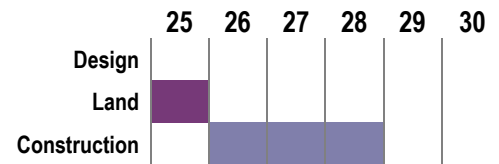
Background:

This project provides for the design and installation of a new traffic signal at the intersection, associated ADA compliant pedestrian improvements, and connections to proposed pedestrian projects along the north and south sides of Sterling Boulevard. This project was prioritized as a part of the 2017 Intersection Improvement Program Study.

Phase Costs in Millions



Project Phase Timeline by FY



Costs (\$ in 1000s)	Prior Years	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	6 Year Total	Future FYs	Project Total
Professional Services	500	154	-	-	-	-	-	154	-	654
Utility Relocation	-	138	-	-	-	-	-	138	-	138
Land	-	660	-	-	-	-	-	660	-	660
Construction	-	-	1,118	-	-	-	-	1,118	-	1,118
Total – Costs	500	951	1,118	-	-	-	-	2,068	-	2,568
Local Tax Funding	500	-	-	-	-	-	-	-	-	500
Local Tax Funding Roads	-	810	-	-	-	-	-	810	-	810
General Obligation Bonds	-	141	-	-	-	-	-	141	-	141
NVTA 30% Local	-	-	1,118	-	-	-	-	1,118	-	1,118
Total – Funding Sources	500	951	1,118	-	-	-	-	2,068	-	2,568



Intersection Improvement Program

IIP - Sterling Boulevard / Shaw Road

Details:

Project Number: C02618

Election District: Sterling

Length: n/a

Project Type: Intersection Improvement

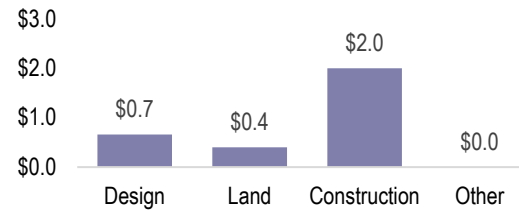
Estimated Completion Year: FY 2028

Referendum: November 2018 & November 2023

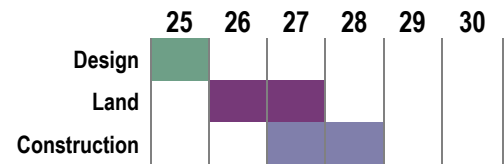
Background:

This project provides for the design and construction of a right turn lane from westbound Sterling Boulevard to northbound Shaw Road and modifications to the existing traffic signal. This project was prioritized as part of the 2020 Intersection Improvement Program Study.

Phase Costs in Millions



Project Phase Timeline by FY



Costs (\$ in 1000s)	Prior Years	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	6 Year Total	Future FYs	Project Total
Professional Services	350	-	312	-	-	-	-	312	-	662
Utility Relocation	-	-	150	-	-	-	-	150	-	150
Land	-	-	250	-	-	-	-	250	-	250
Construction	-	-	-	2,004	-	-	-	2,004	-	2,004
Total – Costs	350	-	712	2,004	-	-	-	2,716	-	3,066
Local Tax Funding Roads	-	-	712	2,004	-	-	-	2,716	-	2,716
General Obligation Bonds	350	-	-	-	-	-	-	-	-	350
Total – Funding Sources	350	-	712	2,004	-	-	-	2,716	-	3,066



Intersection Improvement Program

IIP - Sterling Boulevard / West Laurel Avenue

Details:

Project Number: C02466

Election District: Sterling

Length: n/a

Project Type: Intersection Improvement

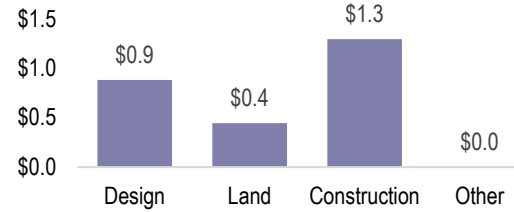
Estimated Completion Year: FY 2028

Referendum: November 2018 & November 2023

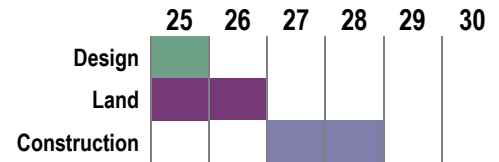
Background:

This project provides for the design and installation of a new traffic signal at the intersection, upgrades to existing pedestrian facilities in order to comply with current ADA standards, and related drainage modifications. This project was prioritized as a part of the 2017 Intersection Improvement Program Study.

Phase Costs in Millions



Project Phase Timeline by FY



Costs (\$ in 1000s)	Prior Years	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	6 Year Total	Future FYs	Project Total
Professional Services	680	204	-	-	-	-	-	204	-	884
Utility Relocation	-	202	-	-	-	-	-	202	-	202
Land	-	243	-	-	-	-	-	243	-	243
Construction	-	-	-	1,298	-	-	-	1,298	-	1,298
Total – Costs	680	649	-	1,298	-	-	-	1,947	-	2,627
General Obligation Bonds	680	649	-	-	-	-	-	649	-	1,330
NVTA 30% Local	-	-	-	1,298	-	-	-	1,298	-	1,298
Total – Funding Sources	680	649	-	1,298	-	-	-	1,947	-	2,627



Intersection Improvement Program

IIP - Sterling Boulevard / Williamsburg Road / Chase Heritage Circle

Details:

Project Number: C02476

Election District: Sterling

Length: n/a

Project Type: Intersection Improvement

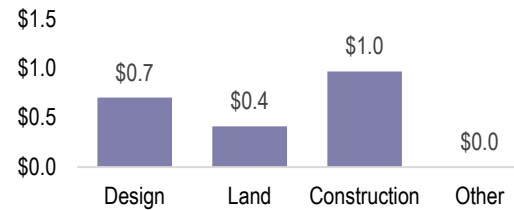
Estimated Completion Year: FY 2028

Referendum: November 2018 & November 2023

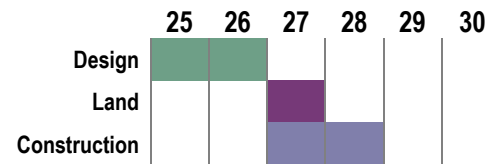
Background:

This project provides for the design and construction of the conversion of the existing intersection to a right-in, right-out, left-in configuration. This project was prioritized as a part of the 2020 Intersection Improvement Program Study.

Phase Costs in Millions



Project Phase Timeline by FY



Costs (\$ in 1000s)	Prior Years	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	6 Year Total	Future FYs	Project Total
Professional Services	315	145	-	245	-	-	-	390	-	705
Utility Relocation	-	-	-	164	-	-	-	164	-	164
Land	-	-	-	250	-	-	-	250	-	250
Construction	-	-	-	970	-	-	-	970	-	970
Total – Costs	315	145	-	1,630	-	-	-	1,774	-	2,089
Local Tax Funding Roads	-	-	-	1,630	-	-	-	1,630	-	1,630
General Obligation Bonds	315	145	-	-	-	-	-	145	-	460
Total – Funding Sources	315	145	-	1,630	-	-	-	1,774	-	2,089



Intersection Improvement Program

IIP - Sugarland Road / East Church Road

Details:

Project Number: C02464

Election District: Sterling

Length: n/a

Project Type: Intersection Improvement

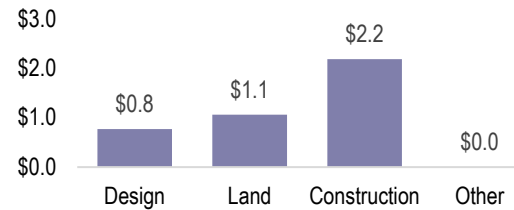
Estimated Completion Year: FY 2028

Referendum: November 2018 & November 2023

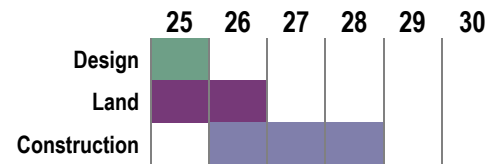
Background:

This project provides for the design and construction of a mini roundabout at the intersection of Sugarland Road and Church Road/Frederick Drive. The scope of work will include the realignment of existing approach lanes and the construction of ADA compliant upgrades to pedestrian ramps. This project was prioritized as a part of the 2017 Intersection Improvement Program Study.

Phase Costs in Millions



Project Phase Timeline by FY



Costs (\$ in 1000s)	Prior Years	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	6 Year Total	Future FYs	Project Total
Professional Services	570	202	-	-	-	-	-	202	-	772
Utility Relocation	-	463	-	-	-	-	-	463	-	463
Land	-	601	-	-	-	-	-	601	-	601
Construction	-	-	2,188	-	-	-	-	2,188	-	2,188
Total – Costs	570	1,265	2,188	-	-	-	-	3,454	-	4,024
Local Tax Funding Roads	-	-	2,188	-	-	-	-	2,188	-	2,188
General Obligation Bonds	570	1,265	-	-	-	-	-	1,265	-	1,835
Total – Funding Sources	570	1,265	2,188	-	-	-	-	3,454	-	4,024



Intersection Improvement Program

IIP - Tall Cedars Parkway / Nations Street

Details:

Project Number: C02305

Election District: Dulles

Length: n/a

Project Type: Intersection Improvement

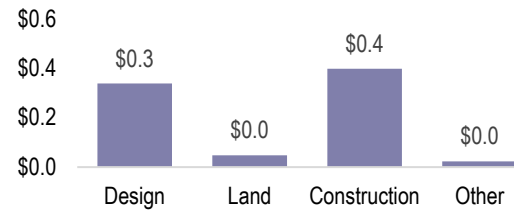
Estimated Completion Year: FY 2026

Referendum: November 2018 & November 2023

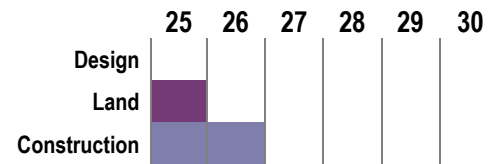
Background:

This project provides for the design and construction of a right-in, right-out, left-in configuration at the intersection at Tall Cedars Parkway and Nations Street. This project was prioritized as a part of the 2017 Intersection Improvement Program Study.

Phase Costs in Millions



Project Phase Timeline by FY



Costs (\$ in 1000s)	Prior Years	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	6 Year Total	Future FYs	Project Total
Professional Services	272	-	-	-	-	-	-	-	-	272
Planning	67	-	-	-	-	-	-	-	-	67
Utility Relocation	-	32	-	-	-	-	-	32	-	32
Owner Costs	23	-	-	-	-	-	-	-	-	23
Land	-	16	-	-	-	-	-	16	-	16
Construction	-	399	-	-	-	-	-	399	-	399
Total – Costs	362	447	-	-	-	-	-	447	-	809
Local Tax Funding	362	-	-	-	-	-	-	-	-	362
General Obligation Bonds	-	447	-	-	-	-	-	447	-	447
Total – Funding Sources	362	447	-	-	-	-	-	447	-	809



Intersection Improvement Program

IIP - Waxpool Road / Ashburn Road

Details:

Project Number: C02289

Election District: Broad Run

Length: n/a

Project Type: Intersection Improvement

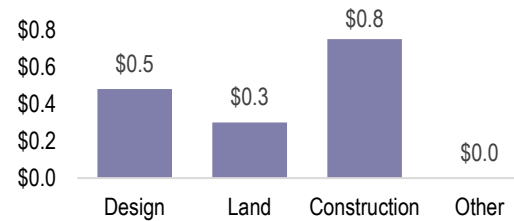
Estimated Completion Year: FY 2026

Referendum: November 2018 & November 2023

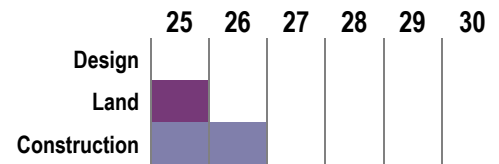
Background:

This project provides for the interim and long-term safety improvements at the intersection of Ashburn Road/Waxpool Road/Ryan Corner Place. Interim improvements include the installation of All Ways Stop (AWS) signage and minor pavement marking updates. Long-term improvements include the installation of a new traffic signal at the intersection. This project was prioritized as a part of the 2017 Intersection Improvement Program Study.

Phase Costs in Millions



Project Phase Timeline by FY



Costs (\$ in 1000s)	Prior Years	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	6 Year Total	Future FYs	Project Total
Professional Services	482	-	-	-	-	-	-	-	-	482
Land	113	189	-	-	-	-	-	189	-	301
Construction	-	752	-	-	-	-	-	752	-	752
Total – Costs	595	941	-	-	-	-	-	941	-	1,536
Local Tax Funding	320	-	-	-	-	-	-	-	-	320
Local Tax Funding Roads	275	-	-	-	-	-	-	-	-	275
General Obligation Bonds	-	941	-	-	-	-	-	941	-	941
Total – Funding Sources	595	941	-	-	-	-	-	941	-	1,536



Capital Improvement Program Roads

Contents

Roads Summary	10-44
Arcola Mills Drive - Belmont Ridge Road to Stone Springs Boulevard	10-47
Braddock Road / Trailhead Drive Roundabout	10-49
Braddock Road Widening - Paul VI Eastern Entrance to Loudoun County Parkway	10-51
Croson Lane Widening - Claiborne Parkway to Old Ryan Road	10-53
Crosstrail Boulevard Segment C - Sycolin Road to Dulles Greenway	10-55
Dulles West Boulevard - Northstar Boulevard to Arcola Boulevard	10-57
Evergreen Mills Road / Hogeland Mill Road – Bridge and Safety Improvements	10-59
Evergreen Mills Road / Reservoir Road / Watson Road Intersection Improvement	10-61
Evergreen Mills Road / Revolution Sportsplex – Westbound Left-Turn Lane	10-63
Farmwell Road Intersection Improvements	10-65
Intelligent Transportation System (ITS)	10-67
Lake Drive Improvements	10-69
Northstar Boulevard Widening - Tall Cedars Parkway to Braddock Road	10-71
Old Ox Road Widening – Route 28 to Rock Hill Road	10-73
Prentice Drive - Loudoun County Parkway to Lockridge Road	10-75
Route 7 Eastbound Widening - Loudoun County Parkway to Route 28	10-77
Route 7 Improvements - Route 9 to Dulles Greenway – Long Term Improvements	10-79
Route 7 / Route 287 Interchange Improvements	10-81
Route 7 / Route 690 Interchange – Phase II	10-83
Route 15 / Braddock Road Roundabout	10-85
Route 15 / Hogback Mountain Road Roundabout	10-87
Route 15 / Lovettsville Road Intersection Improvement	10-89
Route 15 Lucketts Bypass	10-91
Route 15 / Spinks Ferry Road / Newvalley Church Road Roundabout	10-93
Route 15 Widening – Whites Ferry to Montresor Road	10-95
Route 50 / Everfield Drive Roundabout	10-97
Route 50 / Loudoun County Parkway Interchange	10-99
Route 50 North Collector Road - Tall Cedars Parkway to Route 28	10-101
Ryan Road Widening - Evergreen Mills Road to Beaverdam Drive	10-103
Shellhorn Road - MWAA Property Boundary to Moran Road	10-105



Sycolin Road Widening - Loudoun Center Place to Crosstrail Boulevard	10-107
Village of Waterford Preserving the Landmark Infrastructure Improvements	10-109
Waxpool Road / Loudoun County Parkway Intersection Improvements	10-111
Westwind Drive - Loudoun County Parkway to Old Ox Road	10-113



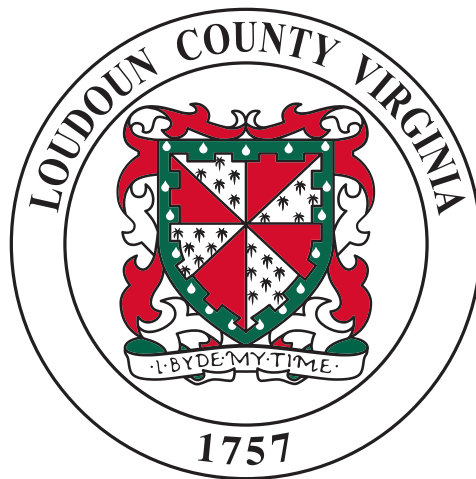
Roads

Capital Improvement Program										
Road Projects										
Costs (\$ in 1000s)	Prior Years	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	6 Year Total	Future FYs	Project Total
Projects										
Arcola Mills Drive - Belmont Ridge Road to Stone Springs Boulevard	4,544	20,382	2,590	-	-	44,815	-	67,787	-	72,331
Braddock Road / Trailhead Drive Roundabout	1,218	-	2,200	735	8,160	-	-	11,095	-	12,313
Braddock Road Widening - Paul VI Eastern Entrance to Loudoun County Parkway	4,222	7,201	3,541	27,930	-	-	-	38,672	-	42,894
Croson Lane Widening - Claiborne Parkway to Old Ryan Road	6,856	1,223	-	18,861	-	-	-	20,084	-	26,940
Crosstrail Boulevard Segment C - Sycolin Road to Dulles Greenway	85,078	36,945	-	-	-	-	-	36,945	-	122,023
Dulles West Boulevard - Northstar Boulevard to Arcola Boulevard	54,502	26,508	-	-	-	-	-	26,508	-	81,010
Evergreen Mills Road / Hogeland Mill Road - Bridge and Safety Improvements	-	769	-	390	-	681	3,816	5,656	-	5,656
Evergreen Mills Road / Reservoir Road / Watson Road Intersection Improvement	24,034	-	6,773	-	-	-	-	6,773	-	30,807
Evergreen Mills Road / Revolution Sportsplex - Westbound Left-Turn Lane	-	231	186	694	-	-	-	1,111	-	1,111
Farmwell Road Intersection Improvements	18,886	4,440	667	20,778	-	-	-	25,885	-	44,771
Intelligent Transportation System (ITS)	2,501	-	2,500	-	4,000	-	4,148	10,648	-	13,149
Lake Drive Improvements	2,765	7,240	10,062	-	-	-	-	17,302	-	20,067
Northstar Boulevard Widening - Tall Cedars Parkway to Braddock Road	3,789	2,714	790	2,294	33,279	-	-	39,077	-	42,866
Old Ox Road Widening - Route 28 to Rock Hill Road	19,376	-	-	-	-	30,000	-	30,000	-	49,376
Prentice Drive - Loudoun County Parkway to Lockridge Road	29,655	-	-	-	-	133,420	-	133,420	-	163,075
Route 7 / Route 287 Interchange Improvements	7,239	9,171	7,594	-	-	-	-	16,765	-	24,005
Route 7 Eastbound Widening - Loudoun County Parkway to Route 28	1,612	-	-	911	819	8,825	-	10,555	-	12,167
Route 7 Improvements - Route 9 to Dulles Greenway - Long Term Improvements	13,416	-	-	20,000	3,019	104,897	-	127,916	-	141,332
Route 15 / Braddock Road Roundabout	5,796	-	-	2,343	-	20,291	-	22,634	-	28,430
Route 15 / Hogback Mountain Road Roundabout	-	-	-	-	2,689	-	1,465	4,155	10,143	14,298
Route 15 / Lovettsville Road Intersection Improvement	3,073	-	-	-	5,750	-	-	5,750	-	8,824
Route 15 / Spinks Ferry Road / Newvalley Church Road Roundabout	9,958	-	14,507	-	-	-	-	14,507	-	24,465
Route 15 Lucketts Bypass	2,000	-	-	-	-	-	-	-	-	2,000
Route 15 Widening - Whites Ferry to Montresor Road	9,766	5,924	5,231	44,597	-	-	-	55,752	-	65,518



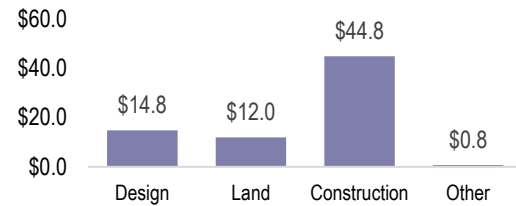
Roads

Capital Improvement Program										
Road Projects										
Costs (\$ in 1000s)	Prior Years	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	6 Year Total	Future FYs	Project Total
Route 50 / Everfield Drive Roundabout	1,218	-	872	5,734	-	-	-	6,606	-	7,824
Route 50 / Loudoun County Parkway Interchange	500	18,765	16,500	-	22,764	56,677	15,000	129,706	168,335	298,541
Route 50 North Collector Road - Tall Cedars Parkway to Route 28	8,510	-	-	-	23,394	27,936	33,008	84,338	352,377	445,225
Route 7 / Route 690 Interchange - Phase II	-	-	-	-	3,580	-	-	3,580	-	3,580
Ryan Road Widening - Evergreen Mills Road to Beaverdam Drive	2,732	2,849	3,503	2,200	27,191	-	-	35,743	-	38,475
Shellhorn Road - MWAA Property Boundary to Moran Road	11,454	41,799	-	-	-	-	-	41,799	-	53,253
Sycolin Road Widening - Loudoun Center Place to Crosstrail Boulevard	15,085	-	1,650	-	5,365	18,158	-	25,173	-	40,258
Village of Waterford Preserving the Landmark Infrastructure Improvements	500	2,500	5,000	-	-	-	-	7,500	-	8,000
Waxpool Road / Loudoun County Parkway Intersection Improvements	12,054	7,686	-	-	-	-	-	7,686	-	19,740
Westwind Drive - Loudoun County Parkway to Old Ox Road	80,629	3,399	6,079	46,243	-	-	-	55,721	-	136,350
Total – Costs	442,970	199,748	90,245	193,710	140,011	445,699	57,438	1,126,851	530,855	2,100,676
Funding Sources (\$ in 1000s)										
Local Tax Funding	11,428	9,748	2,305	1,038	4,388	104	2,171	19,754	-	31,183
Local Tax Funding Roads	86,492	22,254	7,489	8,603	19,893	32,500	26,900	117,638	78,957	283,088
General Obligation Bonds	113,732	118,818	47,374	140,718	74,563	336,079	9,219	726,771	426,898	1,267,401
Cash Proffers	45,200	6,532	212	3,809	32	1,635	-	12,219	-	57,420
Revenue Sharing	12,653	3,948	4,172	5,000	7,250	-	-	20,370	-	33,023
RSTP	-	-	-	758	10,084	14,299	4,148	29,289	-	29,289
Smart Scale	23,092	775	7,594	-	-	-	-	8,369	-	31,461
Other State Grants	15,743	-	-	-	-	-	-	-	-	15,743
CMAQ	2,633	-	-	1,585	-	82	-	1,667	-	4,300
Other Federal Grants	2,000	-	-	10,000	10,000	-	15,000	35,000	-	37,000
NVTA 70% Regional	111,190	36,750	19,000	22,200	13,800	55,000	-	146,750	25,000	282,940
NVTA 30% Local	18,806	923	2,099	-	-	6,000	-	9,022	-	27,829
Total – Funding Sources	442,970	199,748	90,245	193,710	140,011	445,699	57,438	1,126,851	530,855	2,100,676

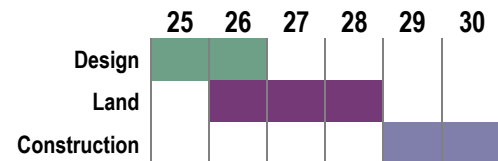




Arcola Mills Drive - Belmont Ridge Road to Stone Springs Boulevard

Details:**Project Number:** C02459**Election District:** Dulles, Little River**Length:** 1.1 miles**Project Type:** Reconstruction and Widening with Intersection Improvements**Estimated Completion Year:** FY 2031**Referendum:** November 2027**Phase Costs in Millions****Background:**

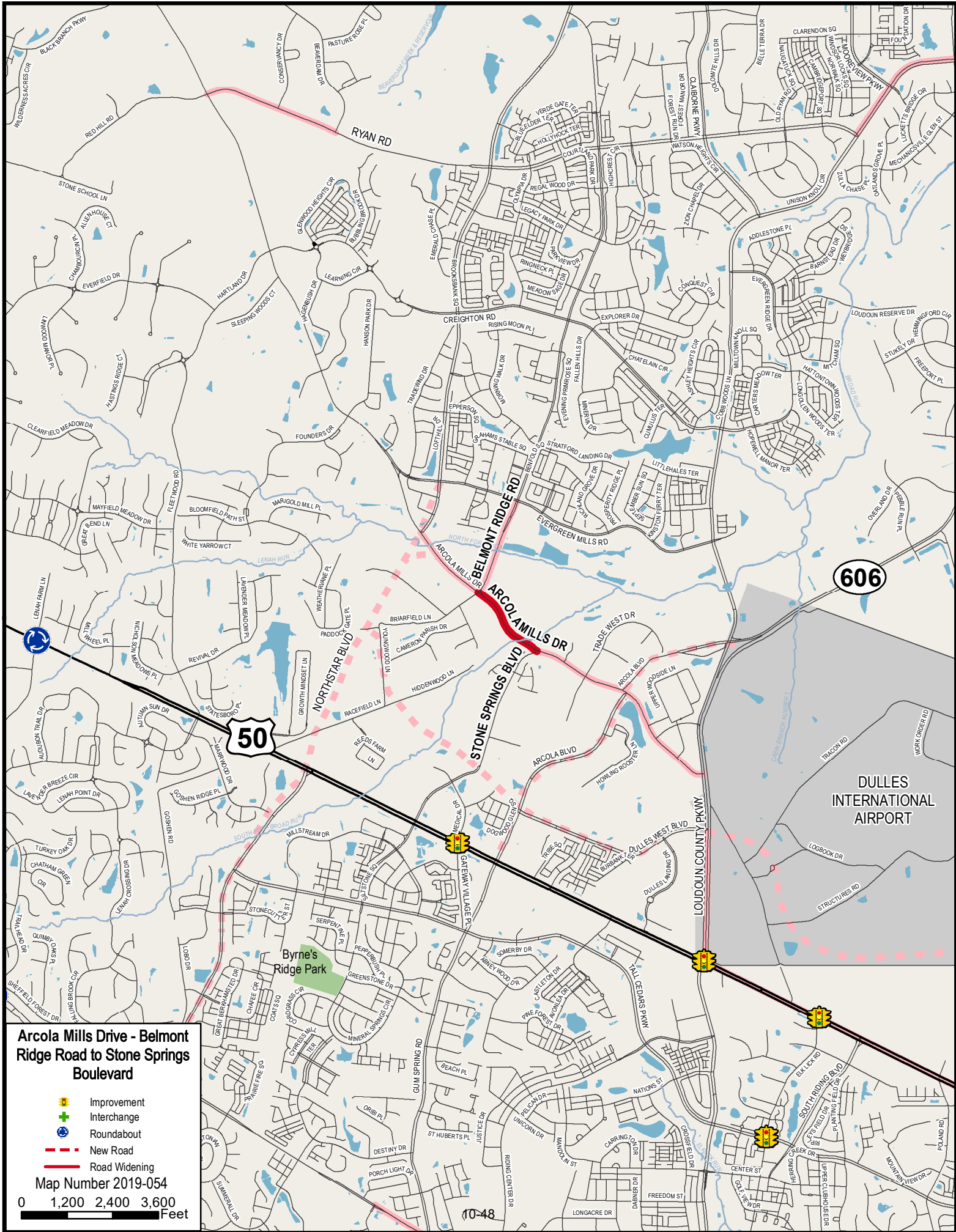
This project provides for the planning, design, right-of-way acquisition, and widening of Arcola Mills Drive (Route 621) from two lanes to a three-lane roadway with a continuous left turn lane, and right turn lanes at appropriate locations between Belmont Ridge Road and Stone Springs Boulevard. Construction includes improvements at the intersections of Belmont Ridge Road and Stone Springs Boulevard and a new bridge to carry Arcola Mills Drive over the South Fork of Broad Run. The project includes the construction of a sidewalk on one side of the road and a shared-use path on the other.

Project Phase Timeline by FY

The project's budget was increased, and the development schedule was updated during the FY 2025 CIP budget development process based on the most recent cost estimate.

Costs (\$ in 1000s)	Prior Years	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	6 Year Total	Future FYs	Project Total
Professional Services	3,741	8,408	2,590	-	-	-	-	10,998	-	14,739
Planning	70	-	-	-	-	-	-	-	-	70
Land	-	11,958	-	-	-	-	-	11,958	-	11,958
Construction	-	-	-	-	-	44,815	-	44,815	-	44,815
Personnel	36	16	-	-	-	-	-	16	-	52
Contingency	686	-	-	-	-	-	-	-	-	686
Project Mgmt. Consultant	11	-	-	-	-	-	-	-	-	11
Total – Costs	4,544	20,382	2,590	-	-	44,815	-	67,787	-	72,331
Local Tax Funding	-	16	-	-	-	104	-	120	-	120
Local Tax Funding Roads	3,865	-	-	-	-	13,440	-	13,440	-	17,305
General Obligation Bonds	-	-	-	-	-	30,584	-	30,584	-	30,584
Cash Proffers	679	-	-	-	-	686	-	686	-	1,366
Revenue Sharing	-	2,366	2,590	-	-	-	-	4,956	-	4,956
NVTA 70% Regional	-	18,000	-	-	-	-	-	18,000	-	18,000
Total – Funding Sources	4,544	20,382	2,590	-	-	44,815	-	67,787	-	72,331

Operating Impacts (\$ in 1000s)	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	Total
Debt Service	-	-	-	-	-	2,092	2,092
Total – Impact	-	-	-	-	-	2,092	2,092





Braddock Road / Trailhead Drive Roundabout

Details:

Project Number: C02516

Election District: Little River

Length: 0.5 mile

Project Type: New Roundabout

Estimated Completion Year: FY 2030

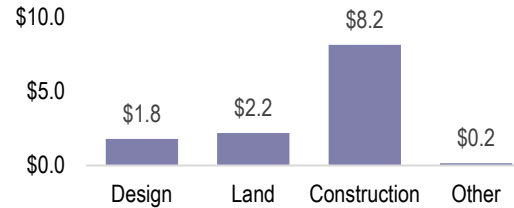
Referendum: November 2024

Background:

This project provides for the planning, design, right-of-way acquisition, and construction of a roundabout at the intersection of Trailhead Drive (Route 3395) and Braddock Road (Route 705).

The project's budget was increased during the FY 2025 CIP budget development process based on the most recent cost estimate.

Phase Costs in Millions

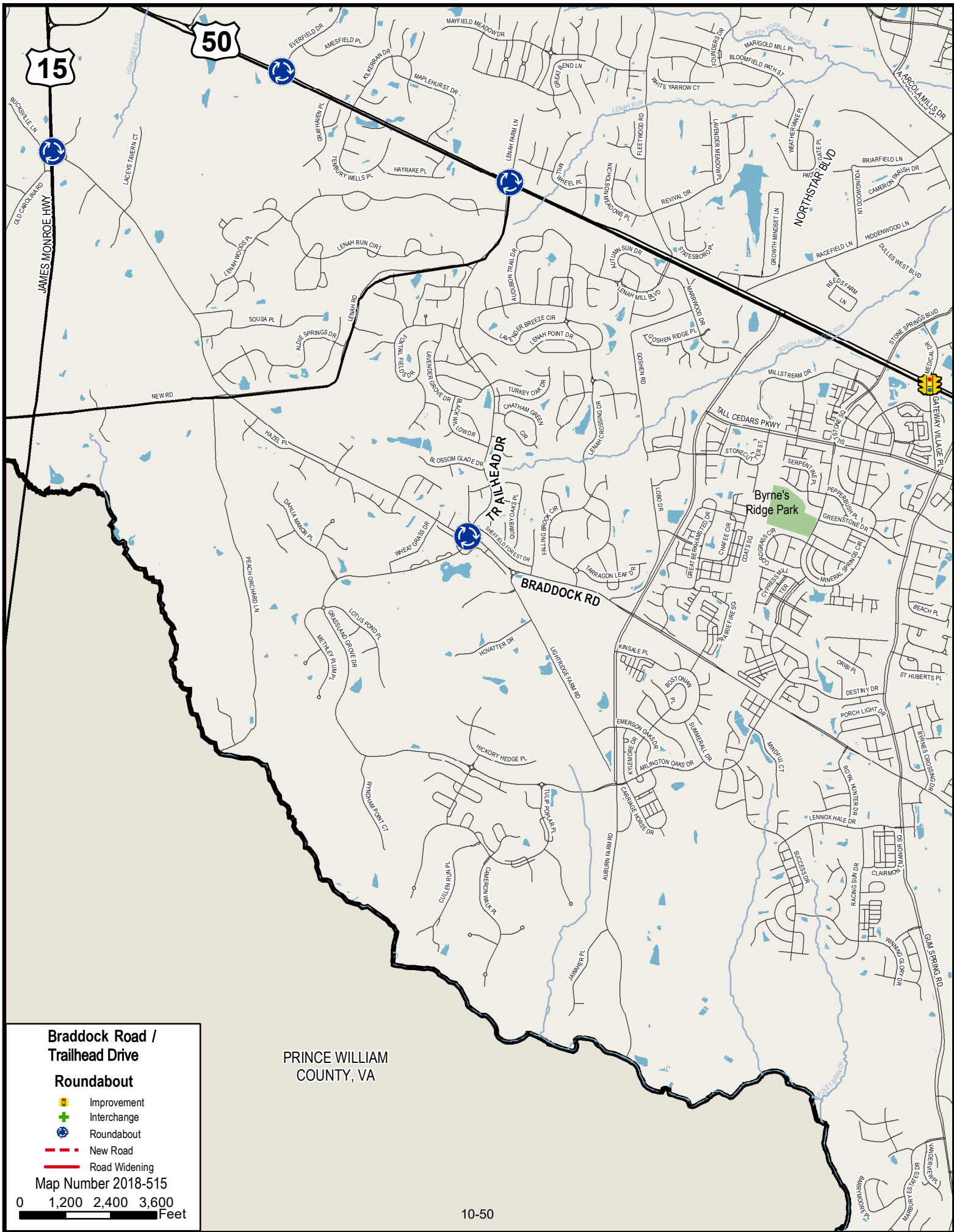


Project Phase Timeline by FY



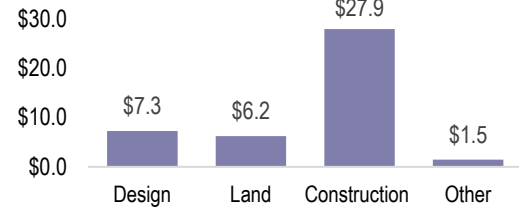
Costs (\$ in 1000s)	Prior Years	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	6 Year Total	Future FYs	Project Total
Professional Services	1,069	-	-	735	-	-	-	735	-	1,804
Land	-	-	2,200	-	-	-	-	2,200	-	2,200
Construction	-	-	-	-	8,160	-	-	8,160	-	8,160
Personnel	36	-	-	-	-	-	-	-	-	36
Contingency	95	-	-	-	-	-	-	-	-	95
Project Mgmt. Consultant	19	-	-	-	-	-	-	-	-	19
Total – Costs	1,218	-	2,200	735	8,160	-	-	11,095	-	12,313
Local Tax Funding	3	-	-	735	-	-	-	735	-	738
Local Tax Funding Roads	1,215	-	462	-	754	-	-	1,216	-	2,431
General Obligation Bonds	-	-	1,738	-	5,156	-	-	6,894	-	6,894
Revenue Sharing	-	-	-	-	2,250	-	-	2,250	-	2,250
Total – Funding Sources	1,218	-	2,200	735	8,160	-	-	11,095	-	12,313

Operating Impacts (\$ in 1000s)	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	Total
Debt Service	-	-	51	171	476	672	1,370
Total – Impact	-	-	51	171	476	672	1,370



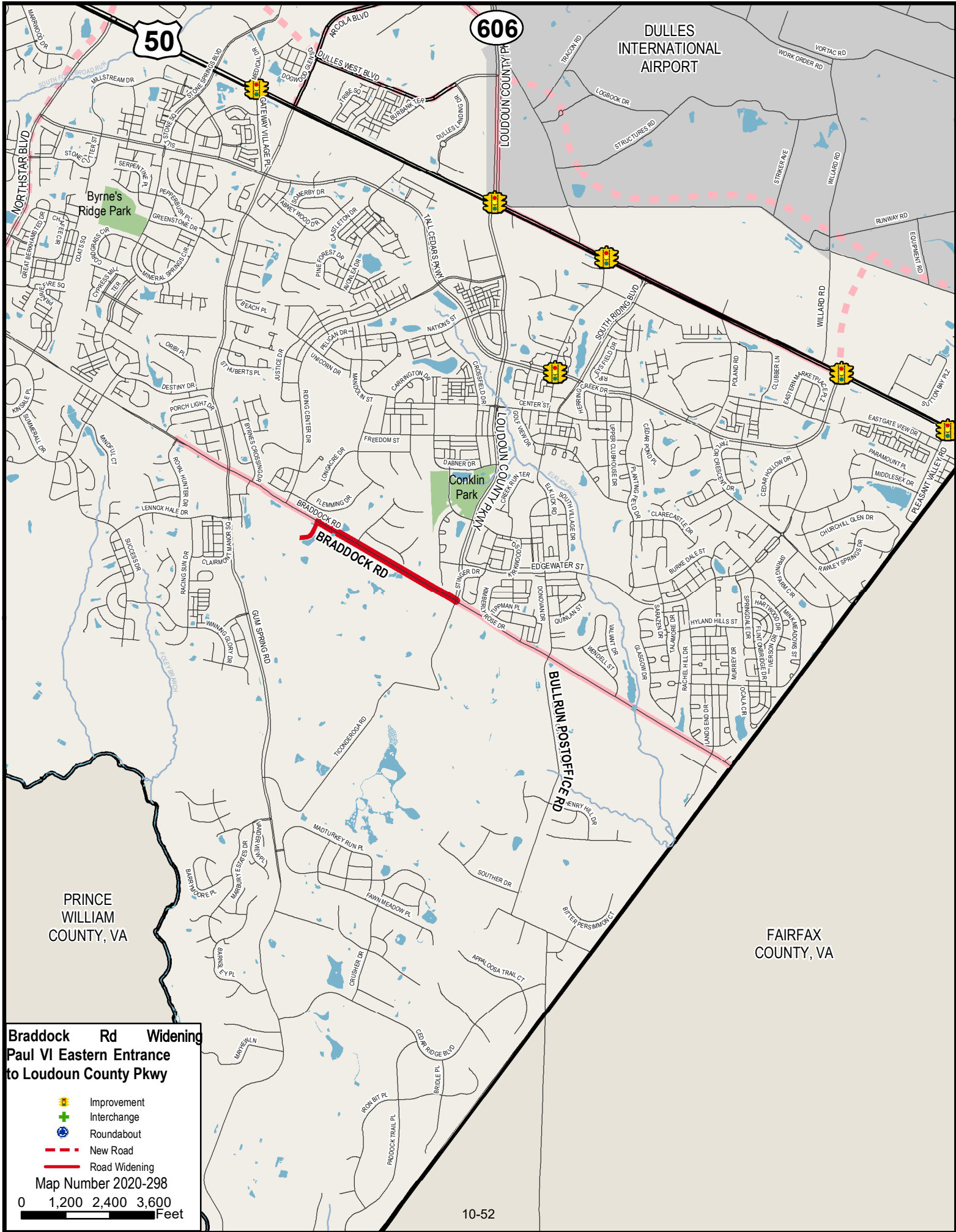


Braddock Road Widening - Paul VI Eastern Entrance to Loudoun County Parkway

Details:**Project Number:** C02430**Election District:** Dulles**Length:** 0.8 mile**Project Type:** Roadway Widening**Estimated Completion Year:** FY 2030**Referendum:** November 2024**Phase Costs in Millions****Project Phase Timeline by FY**

Costs (\$ in 1000s)	Prior Years	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	6 Year Total	Future FYs	Project Total
Professional Services	2,188	1,513	3,541	-	-	-	-	5,054	-	7,242
Planning	25	-	-	-	-	-	-	-	-	25
Utility Relocation	-	3,618	-	-	-	-	-	3,618	-	3,618
Land	1,013	1,612	-	-	-	-	-	1,612	-	2,625
Construction	-	-	-	27,930	-	-	-	27,930	-	27,930
Personnel	61	278	-	-	-	-	-	278	-	340
Contingency	901	-	-	-	-	-	-	-	-	901
Project Mgmt. Consultant	33	180	-	-	-	-	-	180	-	213
Total – Costs	4,222	7,201	3,541	27,930	-	-	-	38,672	-	42,894
Local Tax Funding	754	58	-	-	-	-	-	58	-	812
Local Tax Funding Roads	1,476	1,593	1,783	2,058	-	-	-	5,434	-	6,910
General Obligation Bonds	-	5,550	1,758	10,372	-	-	-	17,680	-	17,680
Cash Proffers	1,991	-	-	500	-	-	-	500	-	2,491
Revenue Sharing	-	-	-	5,000	-	-	-	5,000	-	5,000
Other Federal Grants	-	-	-	10,000	-	-	-	10,000	-	10,000
Total – Funding Sources	4,222	7,201	3,541	27,930	-	-	-	38,672	-	42,894

Operating Impacts (\$ in 1000s)	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	Total
Debt Service	-	442	593	1,117	1,709	1,665	5,527
Total – Impact	-	442	593	1,117	1,709	1,665	5,527



**Braddock Rd Widening
Paul VI Eastern Entrance
to Loudoun County Pkwy**

- Improvement
- Interchange
- Roundabout
- New Road
- Road Widening

Map Number 208-298

0 1,200 2,400 3,600
Feet



Croson Lane Widening – Claiborne Parkway to Old Ryan Road

Details:

Project Number: C02315

Election District: Broad Run

Length: 0.9 miles

Project Type: Roadway Widening

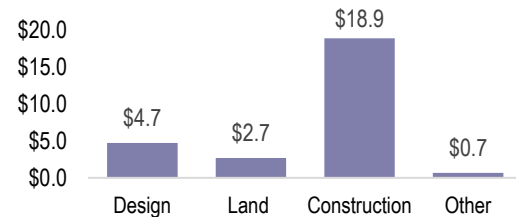
Estimated Completion Fiscal Year: FY 2028

Referendum: November 2024

Background:

This project provides for the planning, design, right-of-way acquisition, and construction to widen Croson Lane (Route 645) to four lanes between Claiborne Parkway (Route 901) and Mooreview Parkway (Route 2298), and to provide turn lanes on the two-lane section of Croson Lane between Mooreview Parkway and Old Ryan Road (Route 722). The project entails the construction of a four-lane, median-divided roadway within a 120-foot right-of-way between Claiborne Parkway and Mooreview Parkway and includes the construction of a sidewalk on one side of the road and a shared-use path on the other side. Croson Lane between Mooreview Parkway and Old Ryan Road has been reduced to a two-lane section.

Phase Costs in Millions

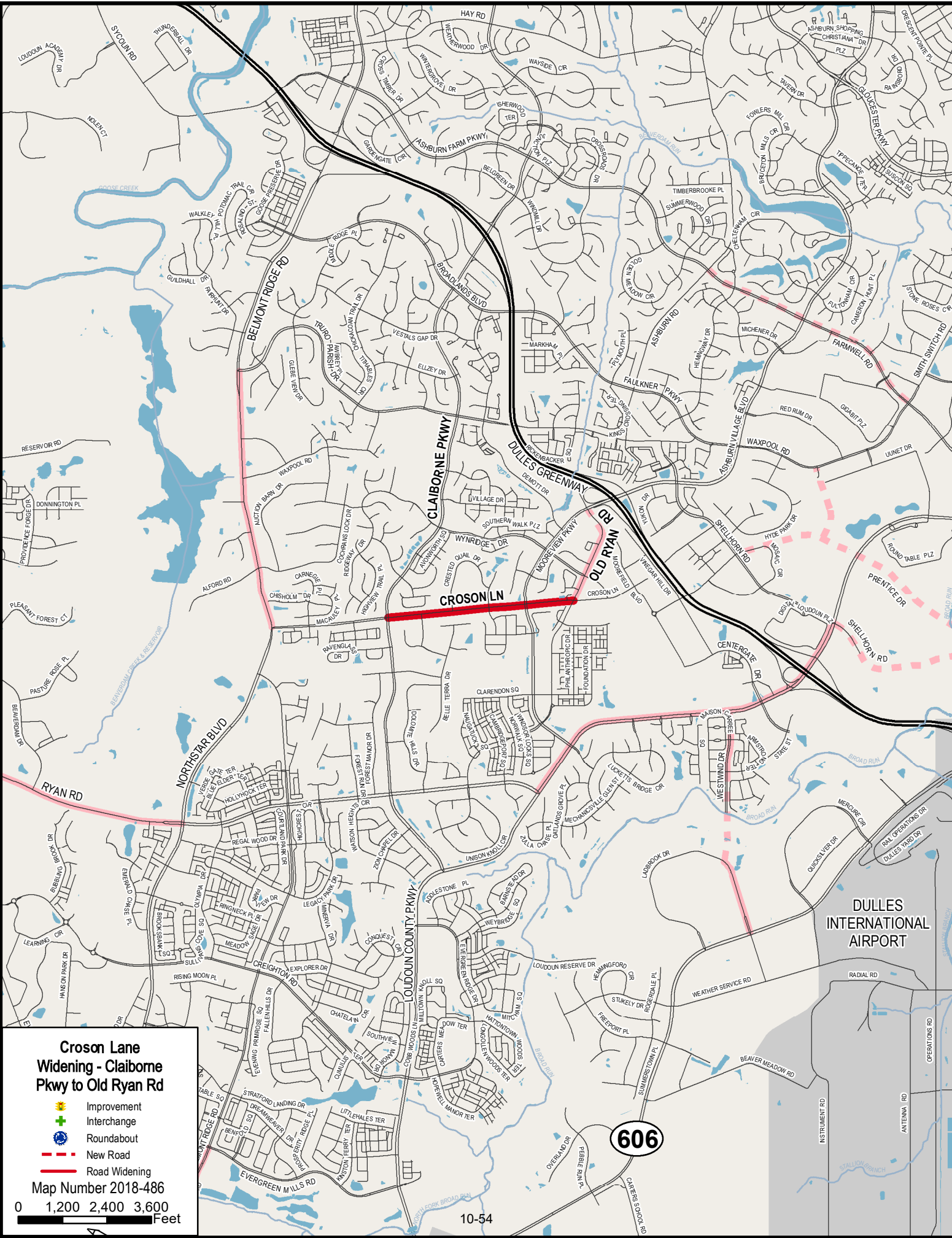


Project Phase Timeline by FY

	25	26	27	28	29	30
Design	█					
Land	█	█	█			
Construction			█	█		

Costs (\$ in 1000s)	Prior Years	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	6 Year Total	Future FYs	Project Total
Professional Services	4,721	-	-	-	-	-	-	-	-	4,721
Utility Relocation	-	1,222	-	-	-	-	-	1,222	-	1,222
Land	1,470	-	-	-	-	-	-	-	-	1,470
Construction	-	-	-	18,861	-	-	-	18,861	-	18,861
Personnel	392	1	-	-	-	-	-	1	-	393
Contingency	125	-	-	-	-	-	-	-	-	125
Project Mgmt. Consultant	147	-	-	-	-	-	-	-	-	147
Total – Costs	6,856	1,223	-	18,861	-	-	-	20,084	-	26,940
Local Tax Funding	1	523	-	-	-	-	-	523	-	524
Local Tax Funding Roads	497	-	-	-	-	-	-	-	-	497
General Obligation Bonds	-	-	-	17,546	-	-	-	17,546	-	17,546
Cash Proffers	2,204	700	-	1,315	-	-	-	2,015	-	4,218
Revenue Sharing	4,154	-	-	-	-	-	-	-	-	4,154
Total – Funding Sources	6,856	1,223	-	18,861	-	-	-	20,084	-	26,940

Operating Impacts (\$ in 1000s)	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	Total
Debt Service	-	-	-	352	874	1,722	2,947
Total – Impact	-	-	-	352	874	1,722	2,947



**Croson Lane
Widening - Claiborne
Pkwy to Old Ryan Rd**

- Improvement
- Interchange
- Roundabout
- New Road
- Road Widening

Map Number 2018-486

0 1,200 2,400 3,600
Feet

606



Crosstrail Boulevard Segment C - Sycolin Road to Dulles Greenway

Details:

Project Number: C02317

Election District: Leesburg

Length: 3,000 feet

Project Type: New Roadway

Estimated Completion Year: FY 2027

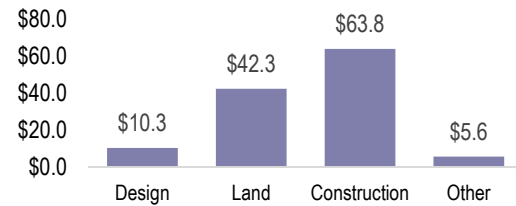
Referendum: November 2022 & November 2023

Background:

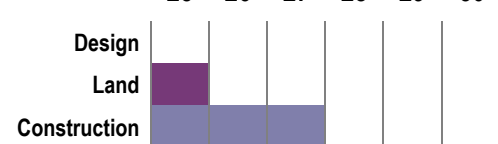
This project provides for the planning, design, right-of-way acquisition, and construction of a four-lane median divided road as a major collector between Sycolin Road and the Dulles Greenway on a 120-foot-wide right-of-way. The project also includes shared-use paths on both sides of Crosstrail Boulevard and the construction of a bridge over Sycolin Creek.

The project's budget was increased during the FY 2025 CIP budget development process based on the most recent cost estimate.

Phase Costs in Millions

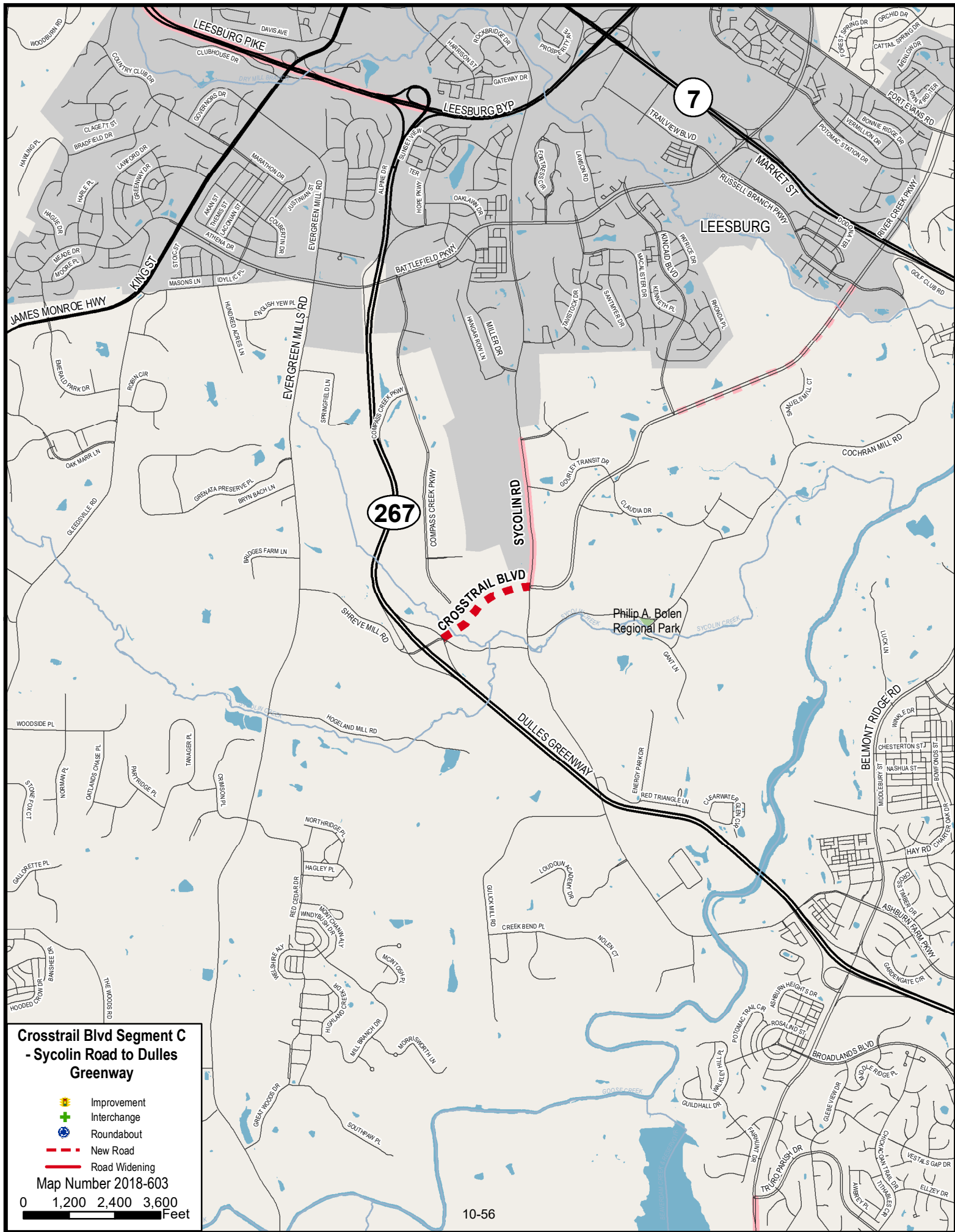


Project Phase Timeline by FY



Costs (\$ in 1000s)	Prior Years	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	6 Year Total	Future FYs	Project Total
Professional Services	9,977	-	-	-	-	-	-	-	-	9,977
Planning	288	-	-	-	-	-	-	-	-	288
Utility Relocation	1,066	-	-	-	-	-	-	-	-	1,066
Land	33,660	7,546	-	-	-	-	-	7,546	-	41,206
Construction	37,254	26,588	-	-	-	-	-	26,588	-	63,842
Personnel	933	1,705	-	-	-	-	-	1,705	-	2,638
Payments to State	36	-	-	-	-	-	-	-	-	36
Contingency	1,504	-	-	-	-	-	-	-	-	1,504
Project Mgmt. Consultant	360	1,105	-	-	-	-	-	1,105	-	1,465
Total – Costs	85,078	36,945	-	-	-	-	-	36,945	-	122,023
Local Tax Funding	63	2,811	-	-	-	-	-	2,811	-	2,874
Local Tax Funding Roads	29,915	-	-	-	-	-	-	-	-	29,915
General Obligation Bonds	17,875	34,108	-	-	-	-	-	34,108	-	51,983
Cash Proffers	495	26	-	-	-	-	-	26	-	521
NVTA 70% Regional	36,730	-	-	-	-	-	-	-	-	36,730
Total – Funding Sources	85,078	36,945	-	-	-	-	-	36,945	-	122,023

Operating Impacts (\$ in 1000s)	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	Total
Debt Service	-	1,071	2,114	3,030	4,034	4,398	14,647
Total – Impact	-	1,071	2,114	3,030	4,034	4,398	14,647





Dulles West Boulevard – Northstar Boulevard to Arcola Boulevard

Details:

Project Number: C02213

Election District: Dulles

Length: 1.9 miles

Project Type: New Roadway

Estimated Completion Year: FY 2027

Referendum: November 2023 & November 2024

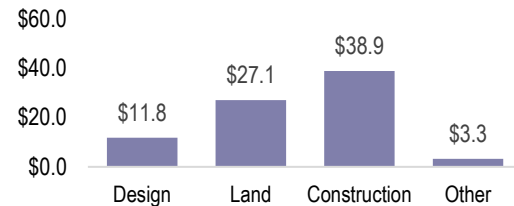
Background:

This project provides for the planning, design, right-of-way acquisition, and construction of Dulles West Boulevard between Northstar Boulevard and Arcola Boulevard as a suburban four-lane, median-divided major collector with shared-use paths on both sides of the road and a 120-foot-wide right-of-way.

The section of Dulles West Boulevard between Arcola Boulevard and Dulles Landing Drive is being built by a developer pursuant to a proffer agreement between the County and the Developer. The segment from Northstar Boulevard to Racefield Lane is being built by the design-builder of the Northstar Boulevard – Shreveport Drive to Route 50, (Phase I) project.

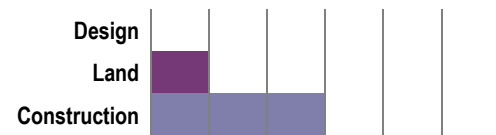
The project's budget was increased during the FY 2025 CIP budget development process based on the most recent cost estimate.

Phase Costs in Millions



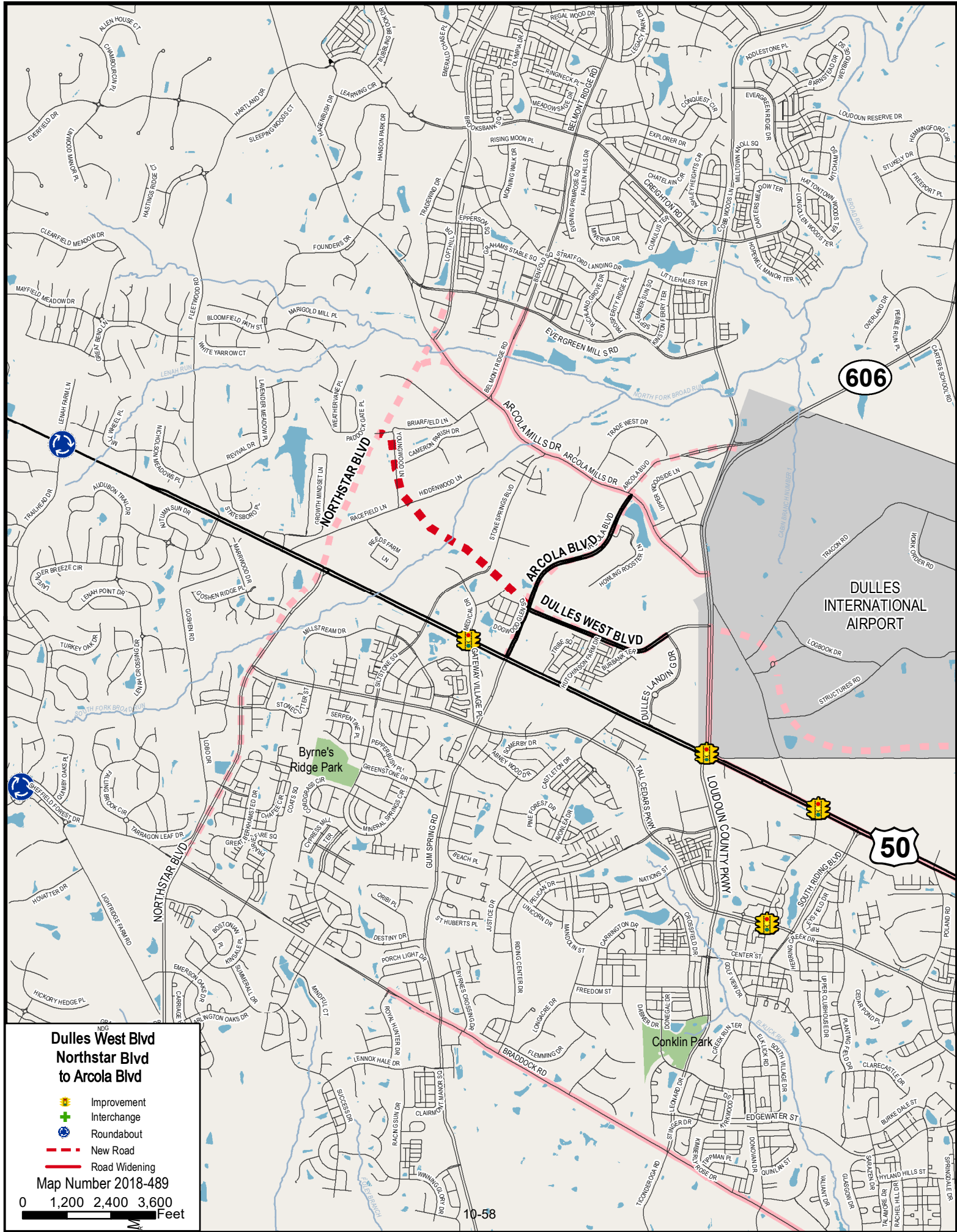
Project Phase Timeline by FY

	25	26	27	28	29	30
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Costs (\$ in 1000s)	Prior Years	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	6 Year Total	Future FYs	Project Total
Professional Services	5,355	6,345	-	-	-	-	-	6,345	-	11,700
Planning	97	-	-	-	-	-	-	-	-	97
Utility Relocation	2,000	2,731	-	-	-	-	-	2,731	-	4,731
Land	6,621	15,714	-	-	-	-	-	15,714	-	22,335
Construction	38,885	-	-	-	-	-	-	-	-	38,885
Personnel	433	1,044	-	-	-	-	-	1,044	-	1,477
Contingency	999	-	-	-	-	-	-	-	-	999
Project Mgmt. Consultant	112	674	-	-	-	-	-	674	-	787
Total – Costs	54,502	26,508	-	-	-	-	-	26,508	-	81,010
Local Tax Funding	29	1,718	-	-	-	-	-	1,718	-	1,747
Local Tax Funding Roads	6,319	2,247	-	-	-	-	-	2,247	-	8,566
General Obligation Bonds	-	20,813	-	-	-	-	-	20,813	-	20,813
Cash Proffers	355	1,729	-	-	-	-	-	1,729	-	2,084
NVTA 70% Regional	47,800	-	-	-	-	-	-	-	-	47,800
Total – Funding Sources	54,502	26,508	-	-	-	-	-	26,508	-	81,010

Operating Impacts (\$ in 1000s)	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	Total
Debt Service	-	520	1,027	1,522	2,003	1,951	7,022
Total – Impact	-	520	1,027	1,522	2,003	1,951	7,022





Evergreen Mills Road / Hogeland Mill Road – Bridge and Safety Improvements

Details:

Project Number: C02652

Election District: Catoclin

Length: 0.5 miles

Project Type: Safety Audit and Improvements

Estimated Completion Year: FY 2031

Referendum: November 2023 & November 2027

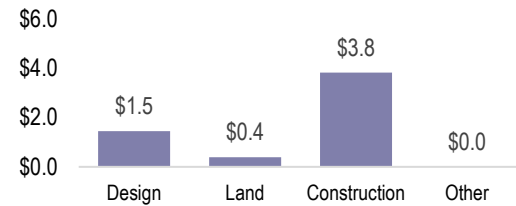
Background:

This project provides for the design, land acquisition, utility relocation, and construction of corridor safety improvements. The scope of work includes the installation of safety improvements in the vicinity of Hogeland Mill Road, consisting of improvements to the culvert that carries Evergreen Mills Road over Sycolin Creek, roadside barrier upgrades, and roadway surface and drainage improvements.

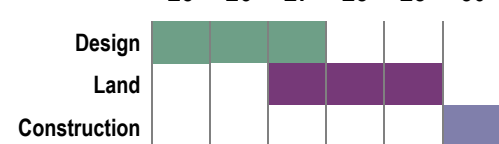
The recommended improvements originated from the Road Safety Audit that was completed for Evergreen Mills Road (portions now named Arcola Mills Drive) and Watson Road.

The project's budget was increased, and the development schedule was updated during the FY 2025 CIP budget development process based on the most recent cost estimate.

Phase Costs in Millions

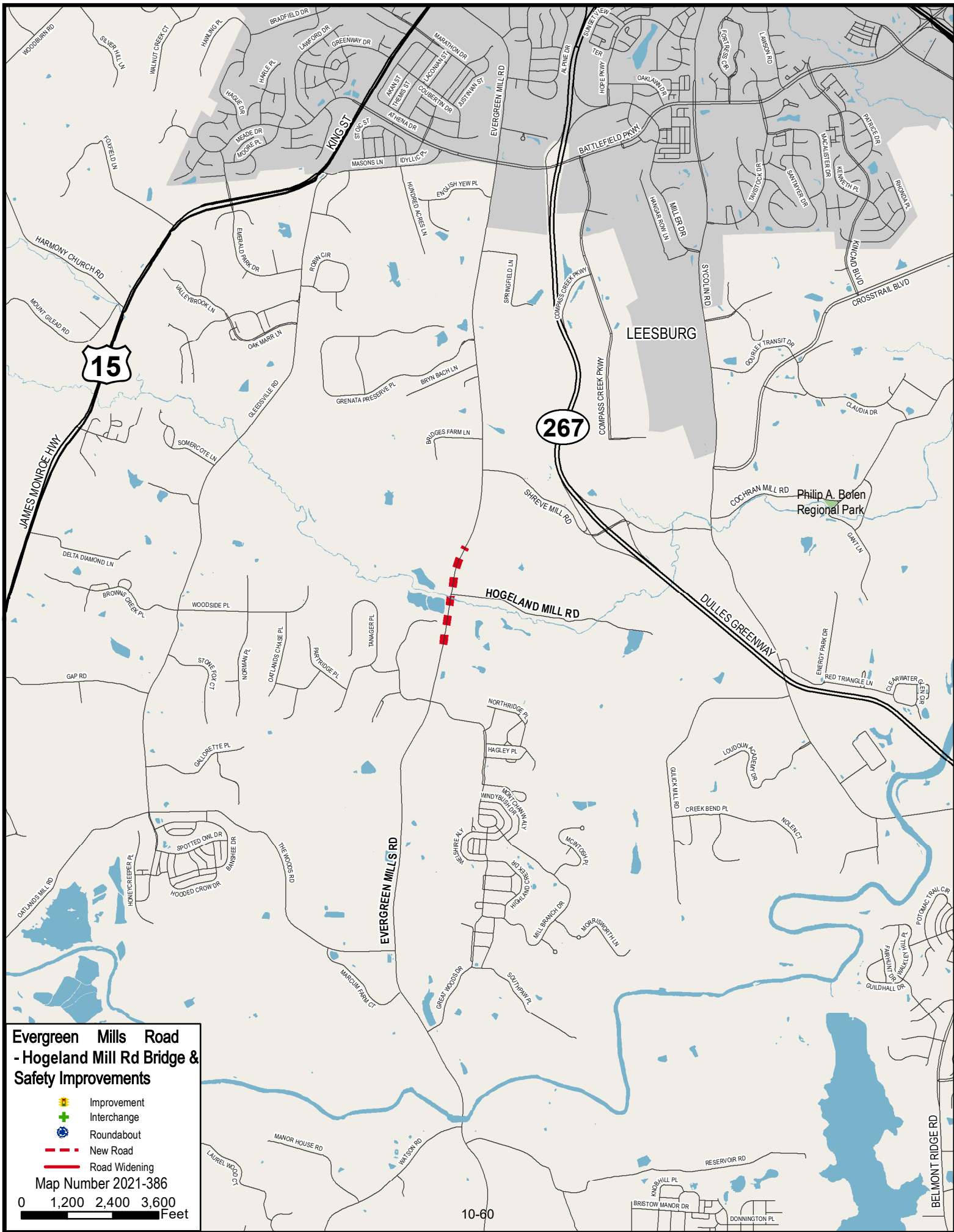


Project Phase Timeline by FY



Costs (\$ in 1000s)	Prior Years	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	6 Year Total	Future FYs	Project Total
Professional Services	-	769	-	-	-	681	-	1,450	-	1,450
Utility Relocation	-	-	-	195	-	-	-	195	-	195
Land	-	-	-	195	-	-	-	195	-	195
Construction	-	-	-	-	-	-	3,816	3,816	-	3,816
Total – Costs	-	769	-	390	-	681	3,816	5,656	-	5,656
Local Tax Funding Roads	-	-	-	390	-	-	3,816	4,206	-	4,206
General Obligation Bonds	-	570	-	-	-	681	-	1,251	-	1,251
Cash Proffers	-	199	-	-	-	-	-	199	-	199
Total – Funding Sources	-	769	-	390	-	681	3,816	5,656	-	5,656

Operating Impacts (\$ in 1000s)	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	Total
Debt Service	-	58	57	55	54	122	347
Total – Impact	-	58	57	55	54	122	347





Evergreen Mills Road / Reservoir Road / Watson Road Intersection Improvement

Details:

Project Number: C02209

Election District: Little River

Length: 0.2 miles

Project Type: Intersection Realignment

Estimated Completion Year: FY 2027

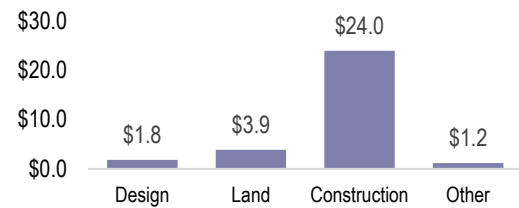
Referendum: November 2021 & November 2024

Background:

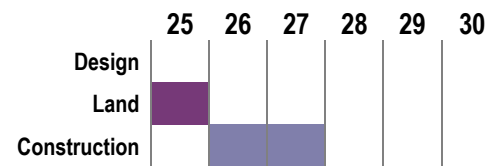
This project provides for the planning, design, right-of-way acquisition, and construction of the realignment of Evergreen Mills Road at the intersections of Reservoir Road and Watson Road. To facilitate the roadway realignment, Watson Road will also be realigned to intersect Evergreen Mills Road opposite Reservoir Road. The reconfigured intersection will include a traffic signal and right and left turn lanes as needed.

The project's budget was increased during the FY 2025 CIP budget development process based on the most recent cost estimate.

Phase Costs in Millions

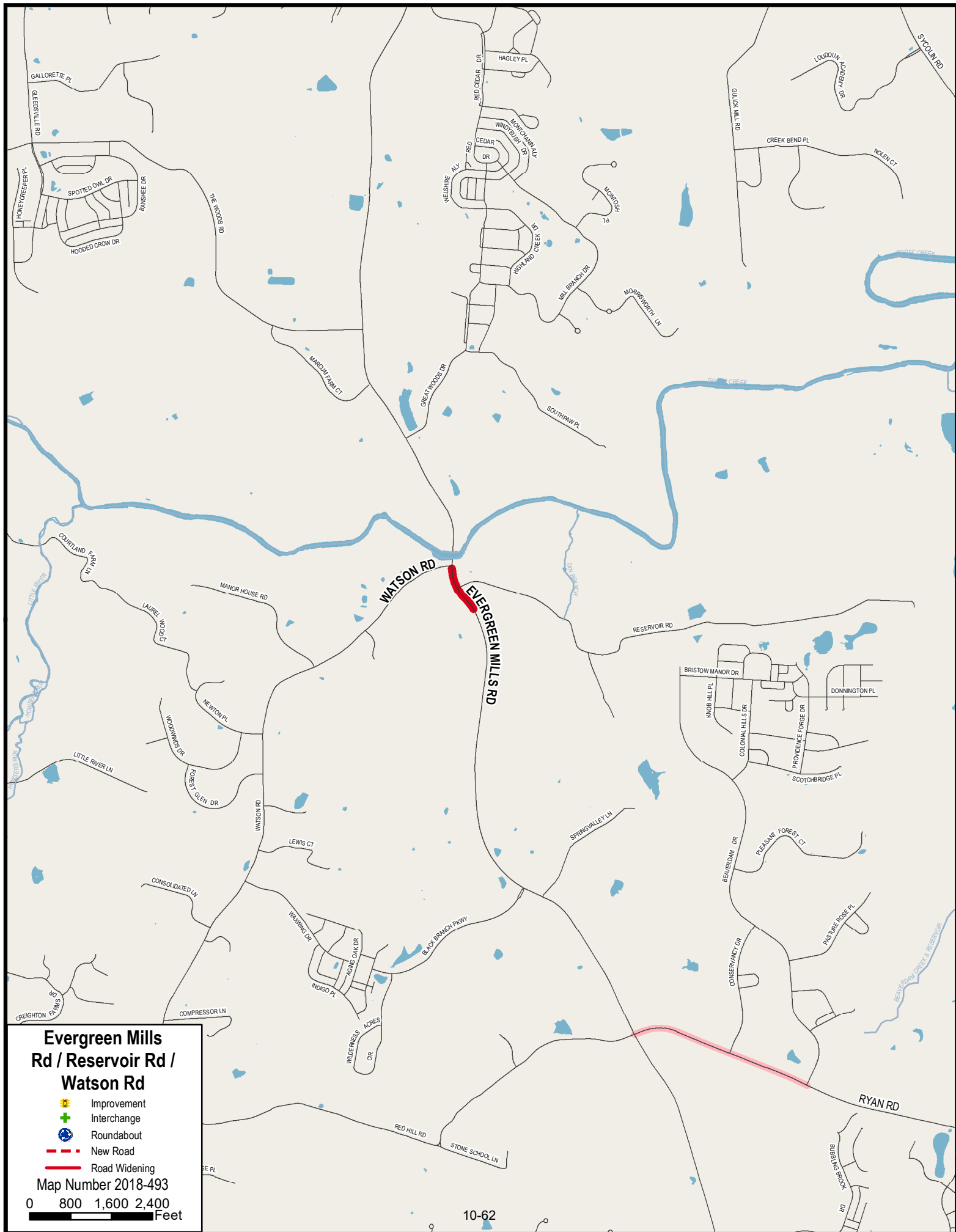


Project Phase Timeline by FY



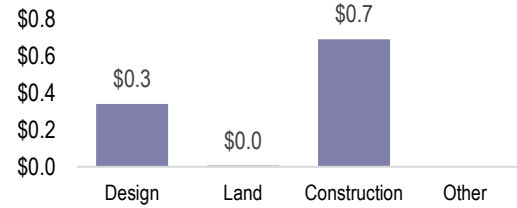
Costs (\$ in 1000s)	Prior Years	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	6 Year Total	Future FYs	Project Total
Professional Services	1,543	-	-	-	-	-	-	-	-	1,543
Planning	276	-	-	-	-	-	-	-	-	276
Utility Relocation	2,753	-	-	-	-	-	-	-	-	2,753
Land	1,110	-	-	-	-	-	-	-	-	1,110
Construction	17,178	-	6,773	-	-	-	-	6,773	-	23,951
Personnel	770	-	-	-	-	-	-	-	-	770
Contingency	245	-	-	-	-	-	-	-	-	245
Project Mgmt. Consultant	160	-	-	-	-	-	-	-	-	160
Total – Costs	24,034	-	6,773	-	-	-	-	6,773	-	30,807
Local Tax Funding	47	-	-	-	-	-	-	-	-	47
Local Tax Funding Roads	1,261	-	-	-	-	-	-	-	-	1,261
General Obligation Bonds	6,495	-	6,773	-	-	-	-	6,773	-	13,268
Cash Proffers	1,613	-	-	-	-	-	-	-	-	1,613
NVTA 70% Regional	14,000	-	-	-	-	-	-	-	-	14,000
NVTA 30% Local	617	-	-	-	-	-	-	-	-	617
Total – Funding Sources	24,034	-	6,773	-	-	-	-	6,773	-	30,807

Operating Impacts (\$ in 1000s)	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	Total
Debt Service	-	-	370	769	750	730	2,620
Total – Impact	-	-	370	769	750	730	2,620





Evergreen Mills Road / Revolution Sportsplex – Westbound Left-Turn Lane

Details:**Project Number:** C02653**Election District:** Catoctin**Length:** n/a**Project Type:** Safety Improvements**Estimated Completion Year:** FY 2028**Referendum:** November 2023**Phase Costs in Millions****Background:**

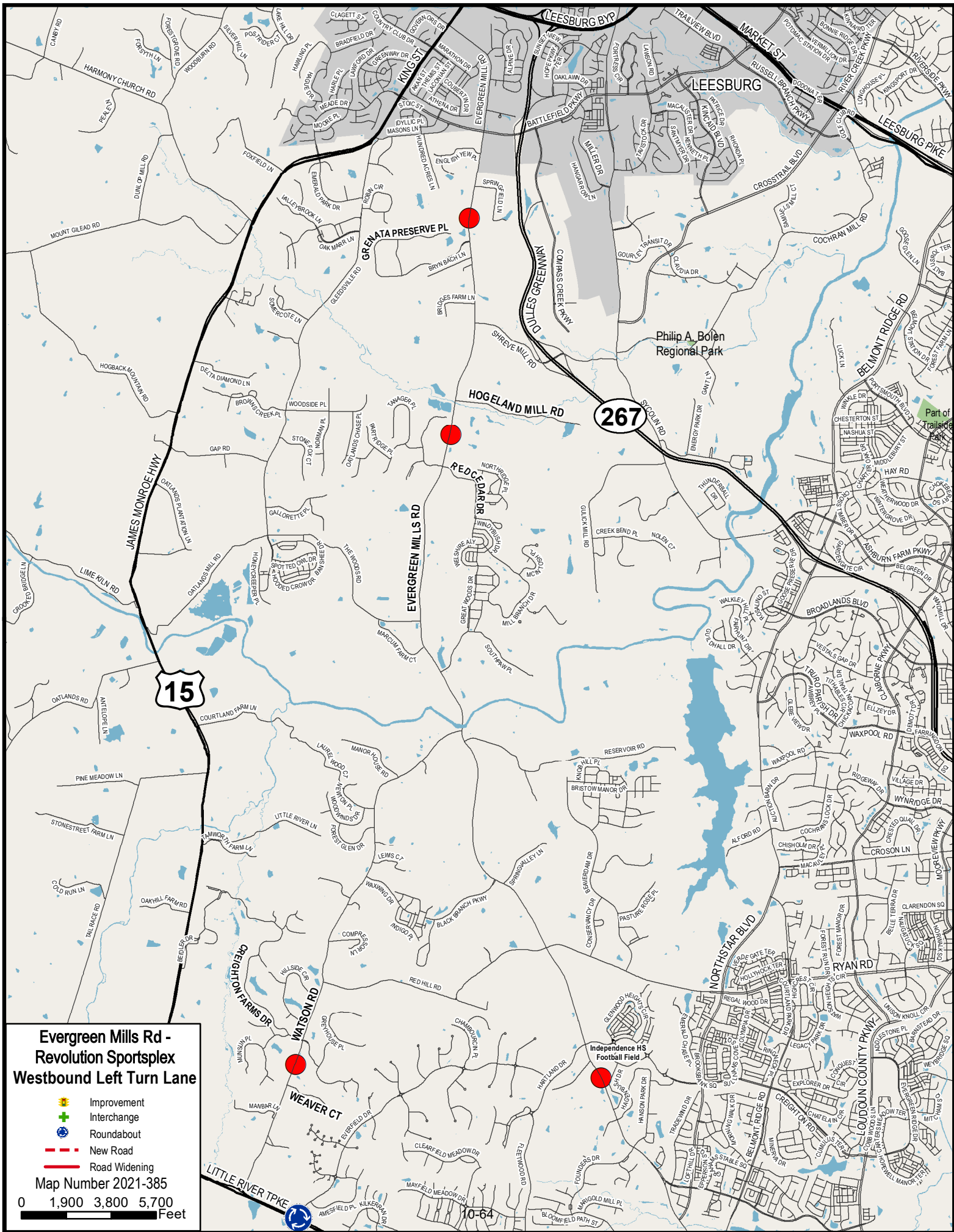
This project provides for the design, land acquisition, utility relocation, and construction of Tier II corridor safety improvements. The scope of work includes the installation of a new left-turn lane along westbound Evergreen Mills Road at the entrance to the Revolution Sportsplex.

The recommended improvements originated from the results of a Road Safety Audit that was completed for Evergreen Mills Road (portions now named Arcola Mills Drive) and Watson Road.

The project's budget was decreased, and the development schedule was updated during the FY 2025 CIP budget development process based on the most recent cost estimate.

Project Phase Timeline by FY

Costs (\$ in 1000s)	Prior Years	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	6 Year Total	Future FYs	Project Total
Professional Services	-	231	116	-	-	-	-	347	-	347
Land	-	-	70	-	-	-	-	70	-	70
Construction	-	-	-	694	-	-	-	694	-	694
Total – Costs	-	231	186	694	-	-	-	1,111	-	1,111
Local Tax Funding Roads	-	231	186	694	-	-	-	1,111	-	1,111
Total – Funding Sources	-	231	186	694	-	-	-	1,111	-	1,111





Farmwell Road Intersection Improvements

Details:

Project Number: C02087

Election District: Broad Run

Length: 1.3 miles

Project Type: Intersection Improvements

Estimated Completion Year: FY 2028

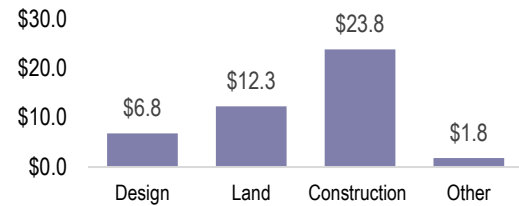
Referendum: November 2018 & November 2021

Background:

This project provides for the planning, design, right-of-way acquisition, and improvements to the Farmwell Road intersections at Ashburn Road; Dodge Terrace/Hemingway Drive; Ashburn Village Boulevard; and Smith Switch Road/Waxpool Road. The project includes construction of a sidewalk on the north side of Farmwell Road and a shared-use path on the south side of Farmwell Road between Ashburn Road and Smith Switch Road/Waxpool Road.

The project's budget was increased, and the development schedule was updated during the FY 2025 CIP budget development process based on the most recent cost estimate.

Phase Costs in Millions

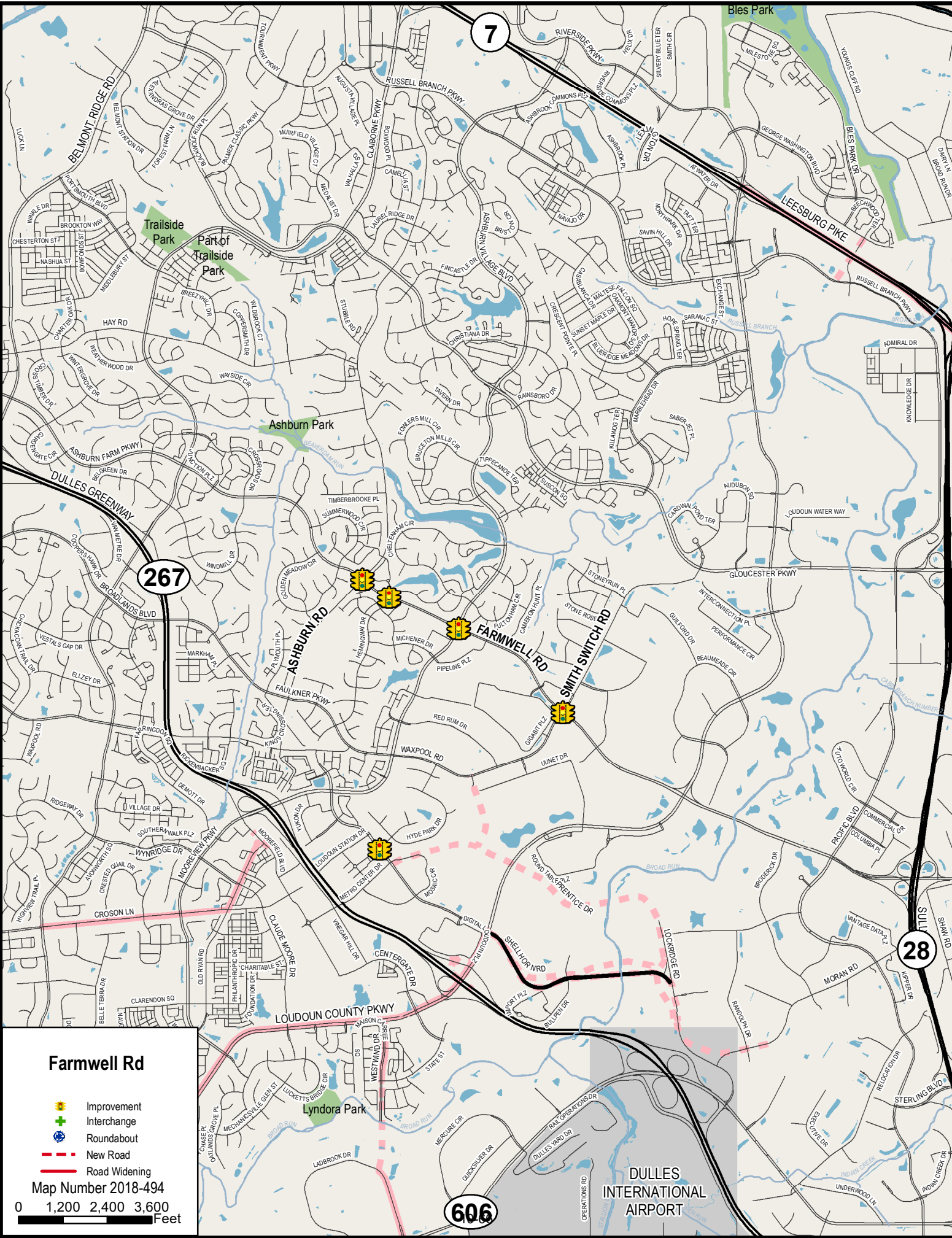


Project Phase Timeline by FY



Costs (\$ in 1000s)	Prior Years	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	6 Year Total	Future FYs	Project Total
Professional Services	5,653	-	667	-	-	-	-	667	-	6,320
Planning	499	-	-	-	-	-	-	-	-	499
Utility Relocation	2,000	2,812	-	-	-	-	-	2,812	-	4,812
Land	6,083	1,397	-	-	-	-	-	1,397	-	7,480
Construction	3,065	-	-	20,778	-	-	-	20,778	-	23,843
Personnel	426	141	-	-	-	-	-	141	-	566
Contingency	1,075	-	-	-	-	-	-	-	-	1,075
Project Mgmt. Consultant	87	91	-	-	-	-	-	91	-	177
Total – Costs	18,886	4,440	667	20,778	-	-	-	25,885	-	44,771
Local Tax Funding	1	231	655	-	-	-	-	887	-	888
Local Tax Funding Roads	550	-	-	-	-	-	-	-	-	550
General Obligation Bonds	5,082	2,795	-	20,778	-	-	-	23,573	-	28,655
Cash Proffers	1,254	1,414	12	-	-	-	-	1,426	-	2,680
Revenue Sharing	8,499	-	-	-	-	-	-	-	-	8,499
NVTA 30% Local	3,500	-	-	-	-	-	-	-	-	3,500
Total – Funding Sources	18,886	4,440	667	20,778	-	-	-	25,885	-	44,771

Operating Impacts (\$ in 1000s)	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	Total
Debt Service	-	280	273	785	1,543	2,285	5,166
Total – Impact	-	280	273	785	1,543	2,285	5,166



Farmwell Rd

- Improvement
- Interchange
- Roundabout
- New Road
- Road Widening

Map Number 2018-494

0 1,200 2,400 3,600 Feet

DULLES
INTERNATIONAL
AIRPORT



Intelligent Transportation System

Details:

Project Number: C02203

Election District: Countywide

Length: n/a

Project Type: Traffic Mitigation and Safety Improvements

Estimated Completion Year: Ongoing

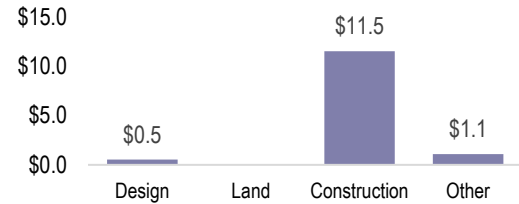
Referendum: n/a

Background:

This project provides for the integration of Intelligent Transportation Systems (ITS) into County transportation plans. The project includes the installation of color closed-circuit television cameras (CCTVs), changeable message signs (CMS), and other ITS equipment to manage traffic operations.

This is an ongoing project and will require funding every other year until completion.

Phase Costs in Millions



Project Phase Timeline by FY



Costs (\$ in 1000s)	Prior Years	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	6 Year Total	Future FYs	Project Total
Professional Services	535	-	-	-	-	-	-	-	-	535
Construction	873	-	2,500	-	4,000	-	4,148	10,648	-	11,521
Personnel	65	-	-	-	-	-	-	-	-	65
Payments to State	1,008	-	-	-	-	-	-	-	-	1,008
Project Mgmt. Consultant	20	-	-	-	-	-	-	-	-	20
Total – Costs	2,501	-	2,500	-	4,000	-	4,148	10,648	-	13,149
Local Tax Funding	1,204	-	-	-	-	-	-	-	-	1,204
Local Tax Funding Roads	1,277	-	-	-	-	-	-	-	-	1,277
Cash Proffers	20	-	-	-	-	-	-	-	-	20
RSTP	-	-	-	-	4,000	-	4,148	8,148	-	8,148
NVTA 70% Regional	-	-	2,500	-	-	-	-	2,500	-	2,500
Total – Funding Sources	2,501	-	2,500	-	4,000	-	4,148	10,648	-	13,149





Lake Drive Improvements

Details:

Project Number: C02483

Election District: Algonkian

Length: 0.25 miles

Location: Lake Drive

Estimated Completion Year: FY 2028

Referendum: November 2024

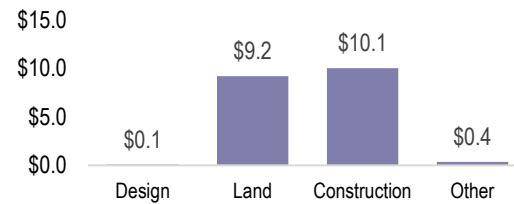
Background:

This project provides for the planning, design, right-of-way acquisition, and reconstruction of a segment of Lake Drive from Thomas Avenue to the boundary of Fairfax County. The project includes the replacement of a dam for a tributary of Sugarland Run over which Lake Drive is located. After completion of the project, the road will qualify for maintenance by the Virginia Department of Transportation.

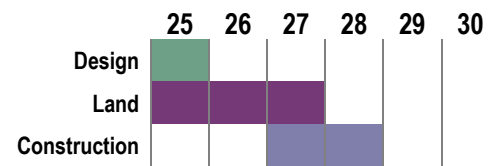
Funding previously allocated to the Dam Safety Contingency account was utilized to provide funding for the design phase of this project.

The project's budget was increased, and the development schedule was updated during the FY 2025 CIP budget development process based on the most recent cost estimate.

Phase Costs in Millions

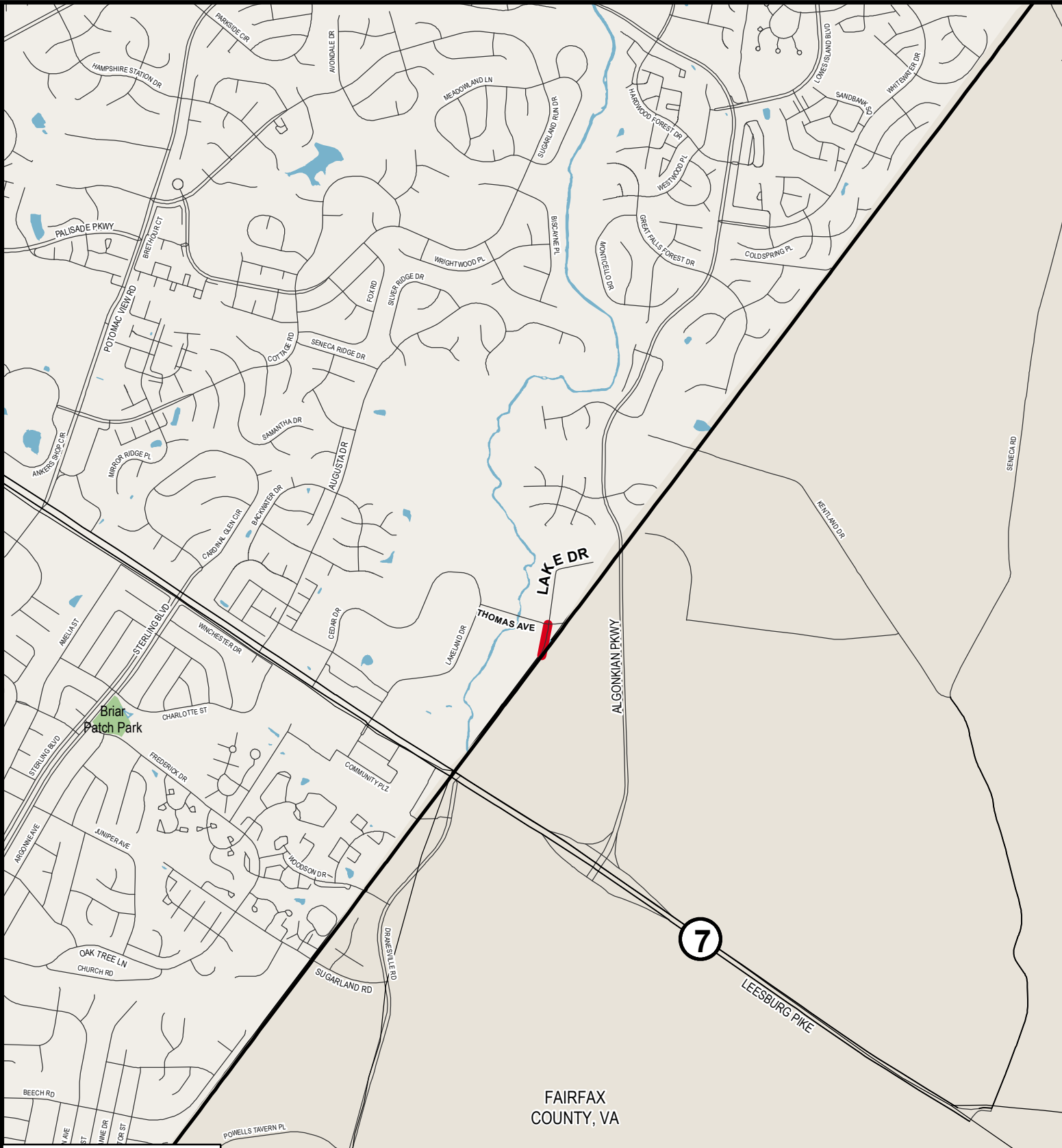


Project Phase Timeline by FY



Costs (\$ in 1000s)	Prior Years	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	6 Year Total	Future FYs	Project Total
Professional Services	-	89	-	-	-	-	-	89	-	89
Land	2,633	6,600	-	-	-	-	-	6,600	-	9,233
Construction	-	-	10,062	-	-	-	-	10,062	-	10,062
Personnel	-	334	-	-	-	-	-	334	-	334
Contingency	132	-	-	-	-	-	-	-	-	132
Project Mgmt. Consultant	-	217	-	-	-	-	-	217	-	217
Total – Costs	2,765	7,240	10,062	-	-	-	-	17,302	-	20,067
Local Tax Funding	2,765	551	-	-	-	-	-	551	-	3,316
General Obligation Bonds	-	6,689	10,062	-	-	-	-	16,751	-	16,751
Total – Funding Sources	2,765	7,240	10,062	-	-	-	-	17,302	-	20,067

Operating Impacts (\$ in 1000s)	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	Total
Debt Service	-	401	960	1,237	1,607	1,565	5,769
Total – Impact	-	401	960	1,237	1,607	1,565	5,769



Lake Drive Improvements

- Improvement
- Interchange
- Roundabout
- New Road
- Road Widening

Map Number 2022-005

0 750 1,500 2,250 Feet



Northstar Boulevard Widening – Tall Cedars Parkway to Braddock Road

Details:

Project Number: C02375

Election District: Dulles

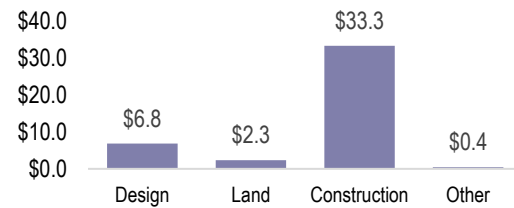
Length: 1.1 miles

Project Type: Roadway Widening

Estimated Completion Year: FY 2030

Referendum: November 2026

Phase Costs in Millions

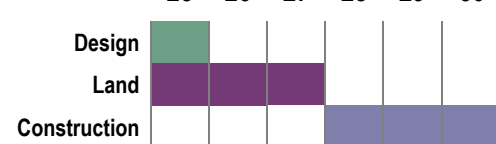


Background:

This project provides for the planning, design, right-of-way acquisition, and construction of two lanes of Northstar Boulevard between Tall Cedars Parkway (Route 2200) and Braddock Road (Route 620). The project will include a shared-use path along the new travel lanes, a grade-separated pedestrian crossing of Northstar Boulevard to facilitate pedestrian access to John Champe High School, modifications to an existing traffic signal, and installation of new traffic signals where warranted.

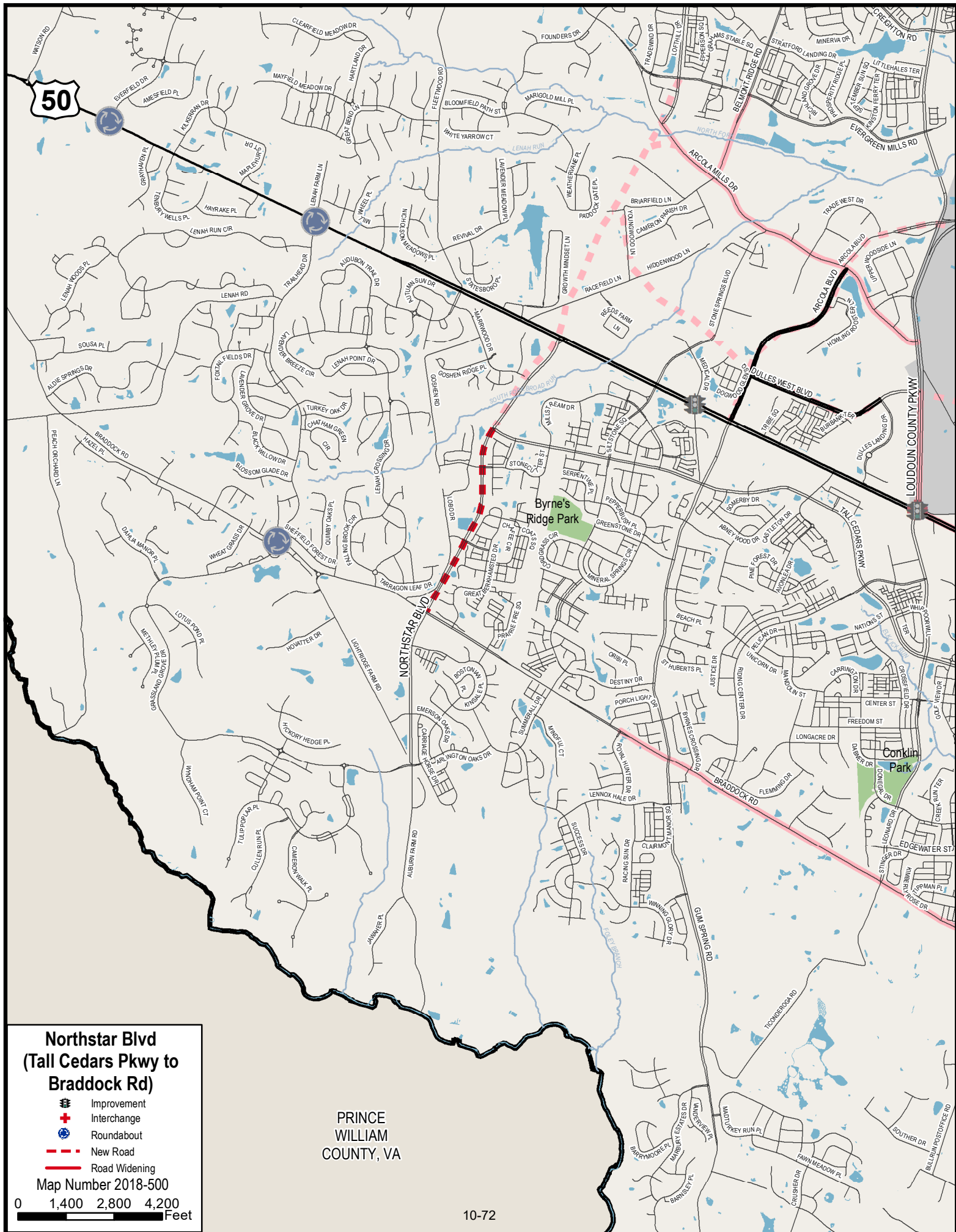
The project's budget was increased during the FY 2025 CIP budget development process based on the most recent cost estimate.

Project Phase Timeline by FY



Costs (\$ in 1000s)	Prior Years	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	6 Year Total	Future FYs	Project Total
Professional Services	3,423	294	790	2,294	-	-	-	3,378	-	6,801
Planning	33	-	-	-	-	-	-	-	-	33
Utility Relocation	-	1,356	-	-	-	-	-	1,356	-	1,356
Land	-	962	-	-	-	-	-	962	-	962
Construction	-	-	-	-	33,279	-	-	33,279	-	33,279
Personnel	222	62	-	-	-	-	-	62	-	285
Contingency	23	-	-	-	-	-	-	-	-	23
Project Mgmt. Consultant	88	40	-	-	-	-	-	40	-	128
Total – Costs	3,789	2,714	790	2,294	33,279	-	-	39,077	-	42,866
Local Tax Funding	13	102	-	-	-	-	-	102	-	115
Local Tax Funding Roads	1,834	-	-	-	1,443	-	-	1,443	-	3,277
General Obligation Bonds	-	1,225	-	1,458	16,836	-	-	19,520	-	19,520
Cash Proffers	1,942	595	-	836	-	-	-	1,430	-	3,372
Revenue Sharing	-	792	790	-	5,000	-	-	6,582	-	6,582
Other Federal Grants	-	-	-	-	10,000	-	-	10,000	-	10,000
Total – Funding Sources	3,789	2,714	790	2,294	33,279	-	-	39,077	-	42,866

Operating Impacts (\$ in 1000s)	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	Total
Debt Service	-	121	118	263	764	1,247	2,514
Total – Impact	-	121	118	263	764	1,247	2,514





Old Ox Road Widening – Route 28 to Rock Hill Road

Details:

Project Number: C02461

Election District: Sterling

Length: 0.85 miles

Project Type: Roadway Widening

Estimated Completion Year: FY 2031

Referendum: n/a

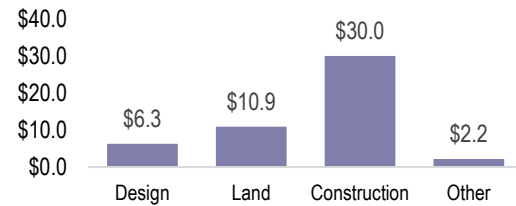
Background:

This project provides for the design, right-of-way acquisition, and widening of Old Ox Road (VA 606) from four lanes to a six-lane roadway between Route 28 and Rock Hill Road to include shared-use paths on both sides of the roadway.

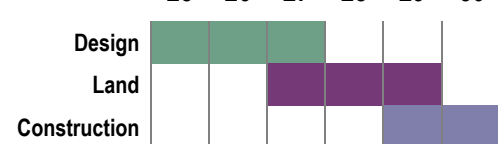
The project name was changed from Old Ox Road Widening – Shaw Road to Oakgrove Road to Old Ox Road Widening – Route 28 to Rock Hill Road during the FY 2025 CIP budget development process.

The project's development schedule was updated during the FY 2025 CIP budget development process based on the most recent cost estimate.

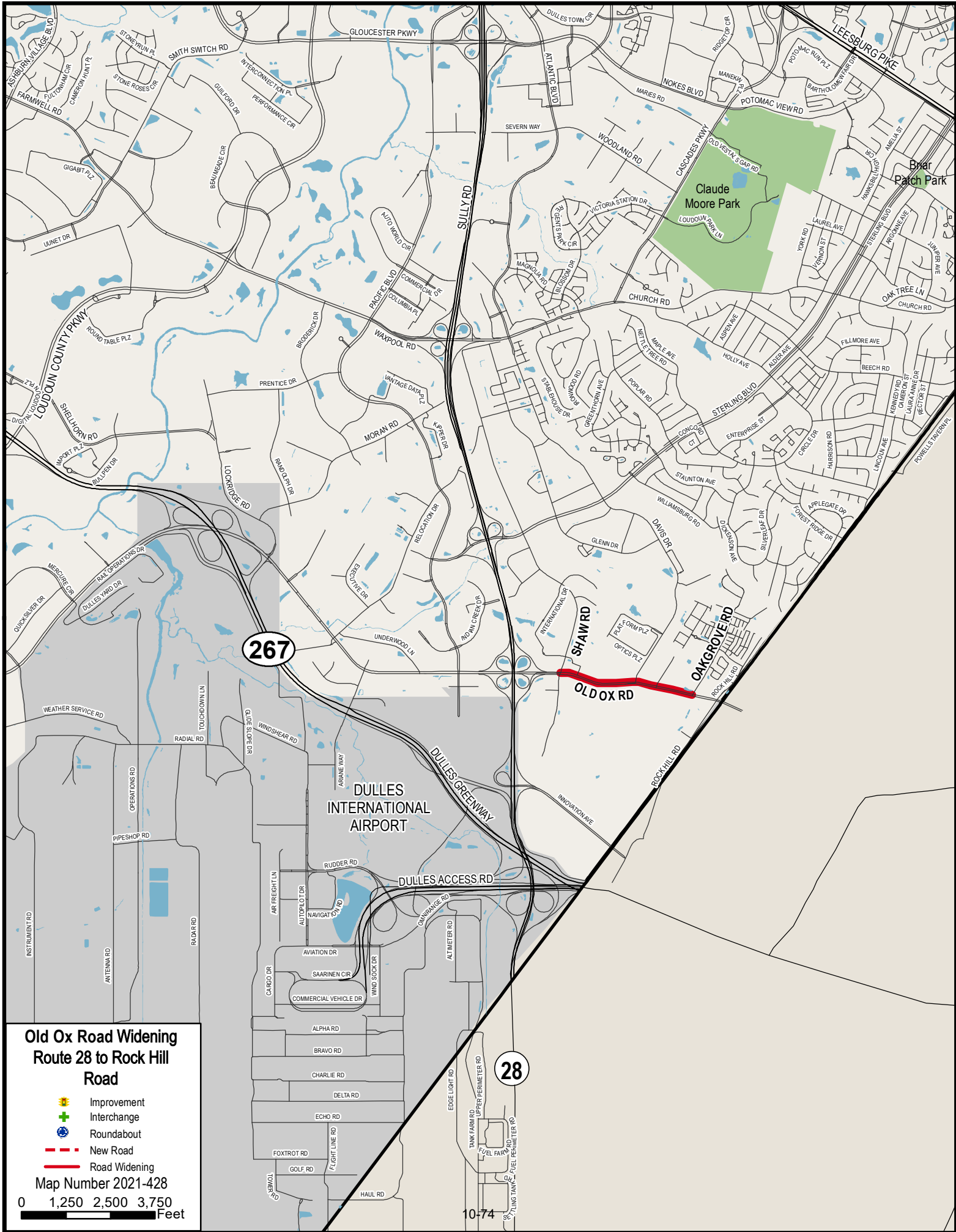
Phase Costs in Millions



Project Phase Timeline by FY



Costs (\$ in 1000s)	Prior Years	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	6 Year Total	Future FYs	Project Total
Professional Services	6,297	-	-	-	-	-	-	-	-	6,297
Utility Relocation	7,074	-	-	-	-	-	-	-	-	7,074
Land	3,834	-	-	-	-	-	-	-	-	3,834
Construction	-	-	-	-	-	30,000	-	30,000	-	30,000
Personnel	283	-	-	-	-	-	-	-	-	283
Contingency	1,736	-	-	-	-	-	-	-	-	1,736
Project Mgmt. Consultant	153	-	-	-	-	-	-	-	-	153
Total – Costs	19,376	-	-	-	-	30,000	-	30,000	-	49,376
Local Tax Funding	26	-	-	-	-	-	-	-	-	26
Cash Proffers	19,350	-	-	-	-	-	-	-	-	19,350
NVTA 70% Regional	-	-	-	-	-	30,000	-	30,000	-	30,000
Total – Funding Sources	19,376	-	-	-	-	30,000	-	30,000	-	49,376





Prentice Drive - Loudoun County Parkway to Lockridge Road

Details:

Project Number: C02316

Election District: Sterling

Length: 1.1 miles

Project Type: New Roadway and Improvements

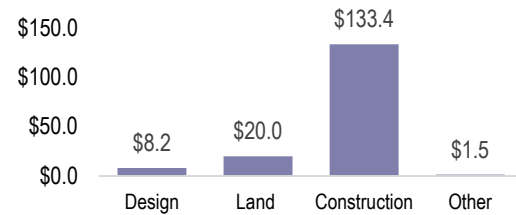
Estimated Completion Year: FY 2031

Referendum: November 2018 & November 2027

Background:

This project provides for the planning, design, right-of-way acquisition, and construction of Prentice Drive (Route 1071) from Loudoun County Parkway (Route 607) to Lockridge Road (Route 789). Both roadways will be designed as four-lane urban major collectors, with associated turn lanes and bicycle and pedestrian facilities. The road will provide connectivity to the Ashburn and Loudoun Gateway Metro stations.

Phase Costs in Millions

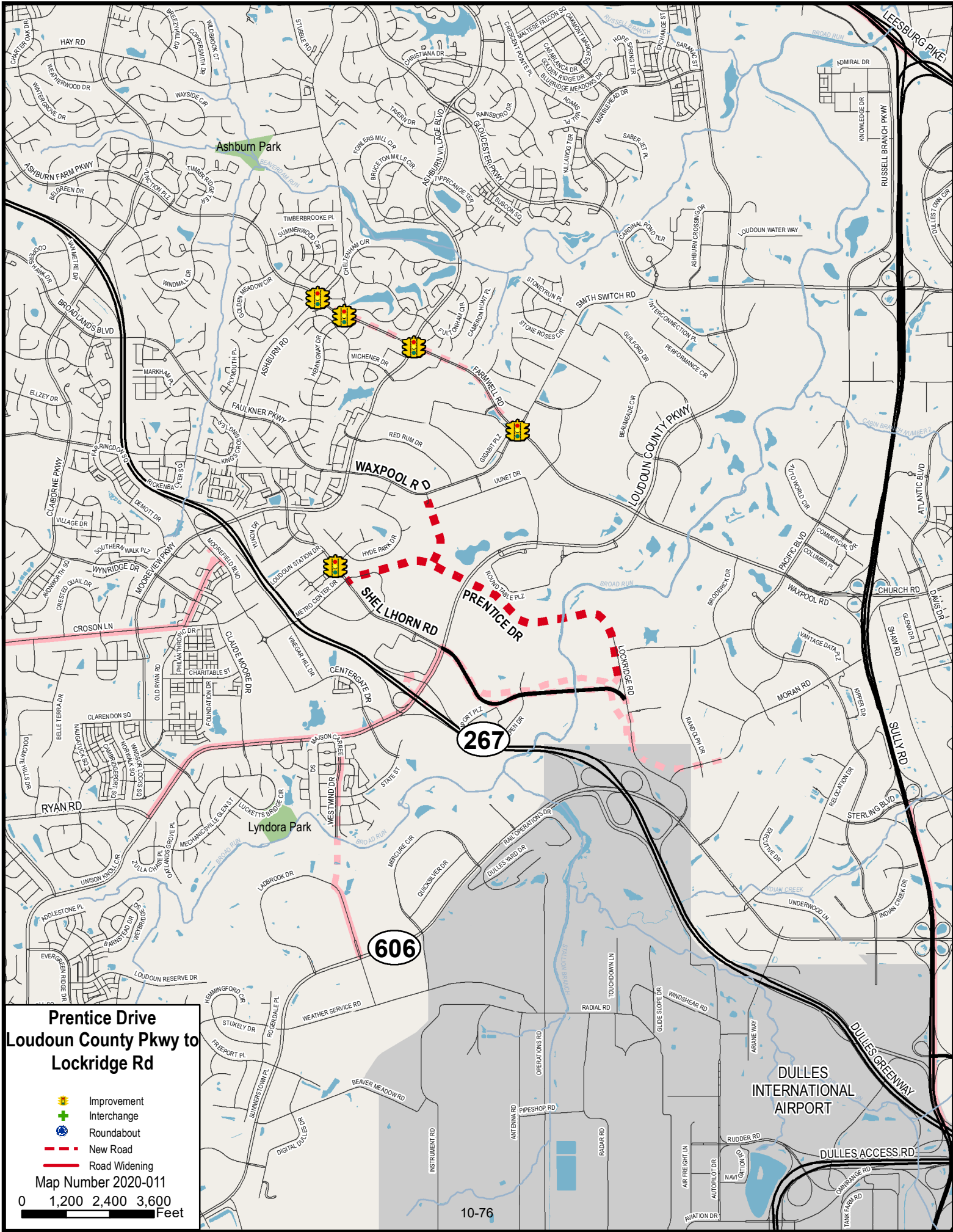


Project Phase Timeline by FY



Costs (\$ in 1000s)	Prior Years	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	6 Year Total	Future FYs	Project Total
Professional Services	6,376	-	-	-	-	-	-	-	-	6,376
Planning	1,809	-	-	-	-	-	-	-	-	1,809
Utility Relocation	907	-	-	-	-	-	-	-	-	907
Land	19,110	-	-	-	-	-	-	-	-	19,110
Construction	-	-	-	-	-	133,420	-	133,420	-	133,420
Personnel	1,022	-	-	-	-	-	-	-	-	1,022
Project Mgmt. Consultant	431	-	-	-	-	-	-	-	-	431
Total – Costs	29,655	-	-	-	-	133,420	-	133,420	-	163,075
Local Tax Funding	2	-	-	-	-	-	-	-	-	2
Local Tax Funding Roads	13,663	-	-	-	-	1,584	-	1,584	-	15,246
General Obligation Bonds	8,068	-	-	-	-	130,887	-	130,887	-	138,955
Cash Proffers	603	-	-	-	-	949	-	949	-	1,552
NVTA 30% Local	7,319	-	-	-	-	-	-	-	-	7,319
Total – Funding Sources	29,655	-	-	-	-	133,420	-	133,420	-	163,075

Operating Impacts (\$ in 1000s)	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	Total
Debt Service	-	-	-	-	-	2,172	2,172
Total – Impact	-	-	-	-	-	2,172	2,172





Route 7 Eastbound Widening - Loudoun County Parkway to Route 28

Details:

Project Number: C02569

Election District: Algonkian

Length: 2,500 feet

Project Type: Roadway Widening

Estimated Completion Year: FY 2031

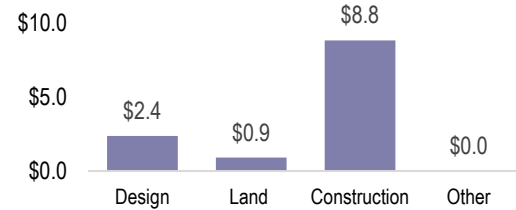
Referendum: November 2027

Background:

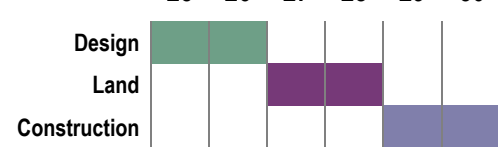
This project provides for the design, right-of-way acquisition, utility relocation, and construction of an extended auxiliary lane along eastbound Route 7 from the Loudoun County Parkway entrance ramp to the Route 28 exit ramp to provide four continuous lanes between the two interchanges.

The project's budget was increased, and the development schedule was updated during the FY 2025 CIP budget development process based on the most recent cost estimate.

Phase Costs in Millions



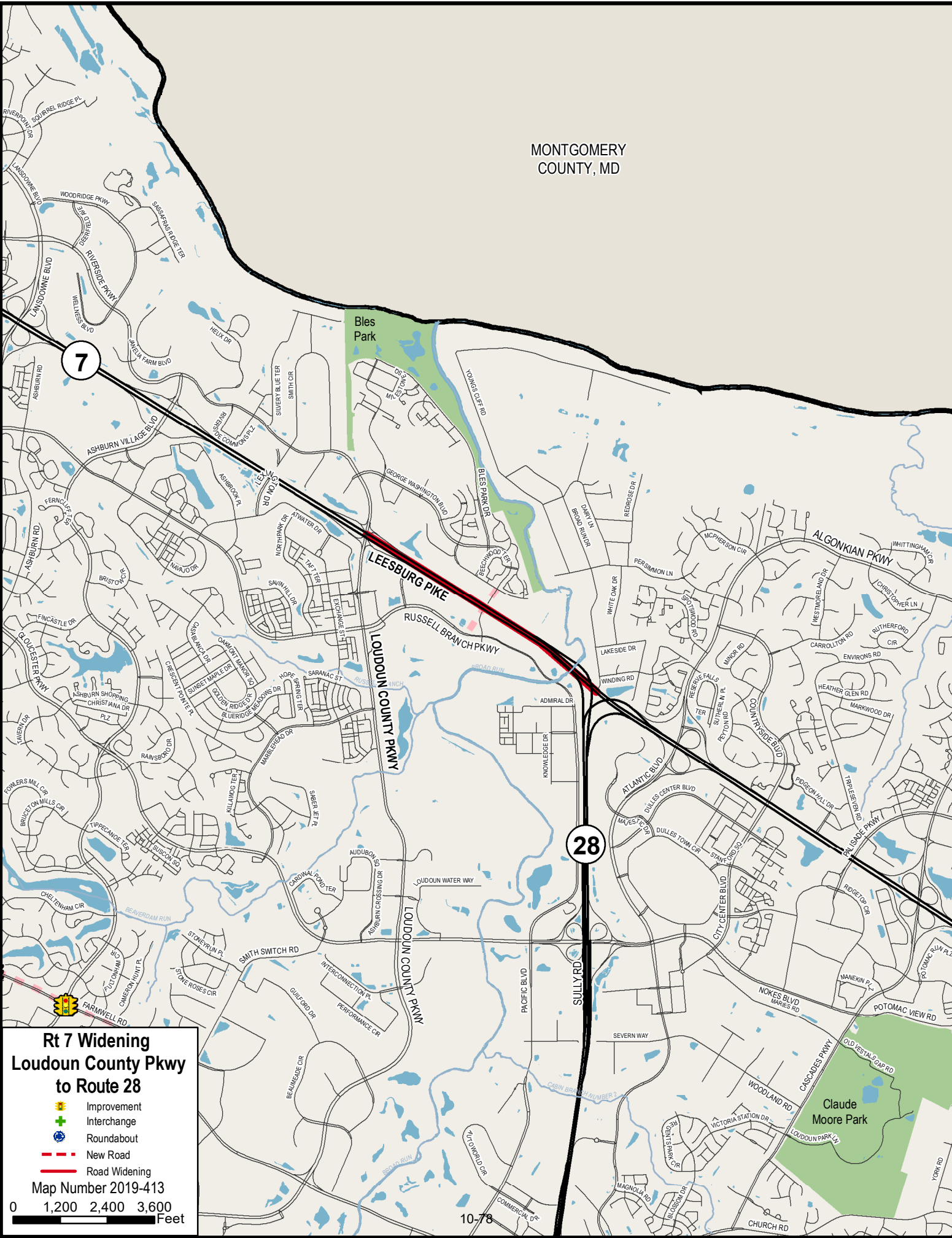
Project Phase Timeline by FY



Costs (\$ in 1000s)	Prior Years	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	6 Year Total	Future FYs	Project Total
Professional Services	1,549	-	-	-	819	-	-	819	-	2,368
Utility Relocation	-	-	-	474	-	-	-	474	-	474
Land	-	-	-	437	-	-	-	437	-	437
Construction	-	-	-	-	-	8,825	-	8,825	-	8,825
Contingency	63	-	-	-	-	-	-	-	-	63
Total – Costs	1,612	-	-	911	819	8,825	-	10,555	-	12,167
Local Tax Funding	-	-	-	303	167	-	-	470	-	470
Local Tax Funding Roads	-	-	-	-	652	-	-	652	-	652
General Obligation Bonds	-	-	-	-	-	8,825	-	8,825	-	8,825
Cash Proffers	1,612	-	-	608	-	-	-	608	-	2,221
Total – Funding Sources	1,612	-	-	911	819	8,825	-	10,555	-	12,167

Operating Impacts (\$ in 1000s)	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	Total
Debt Service	-	-	-	-	-	262	262
Total – Impact	-	-	-	-	-	262	262

MONTGOMERY
COUNTY, MD





Route 7 Improvements - Route 9 to Dulles Greenway – Long Term Improvements

Details:

Project Number: C02467

Election District: Catoctin, Leesburg

Length: 4.0 miles

Project Type: Roadway Widening

Estimated Completion Year: FY 2030

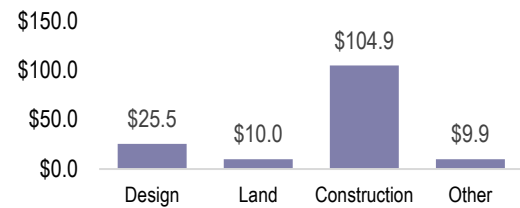
Referendum: November 2022 & November 2026

Background:

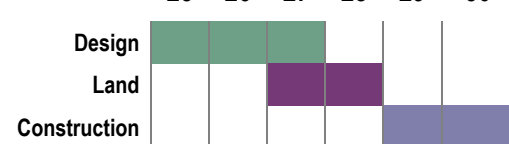
This project provides for the design, right-of-way acquisition, utility relocation, and construction to widen the Route 7 roadway to three lanes in each direction between the previously widened section east of Route 9 and the Dulles Greenway. The scope of work and budget for the *Route 7 Improvements, Phase 3: Route 9 to Dulles Greenway, Segment 3* project, which was included in the FY 2024 CIP Projects Identified for Future Development section has been incorporated into this project.

The scope of work and budget for this project was originally included in the FY 2021 CIP project entitled *Route 7 Improvements, Phase 3: Route 9 to Dulles Greenway*. The project was re-segmented to be more effectively administered during the FY 2022 CIP budget development process. The project name was changed from *Route 7 Improvements, Phase 3: Route 9 to Dulles Greenway, Segment 2* to *Route 7 Improvements – Route 9 to Dulles Greenway – Long Term Improvements* during the FY 2024 CIP budget development process.

Phase Costs in Millions

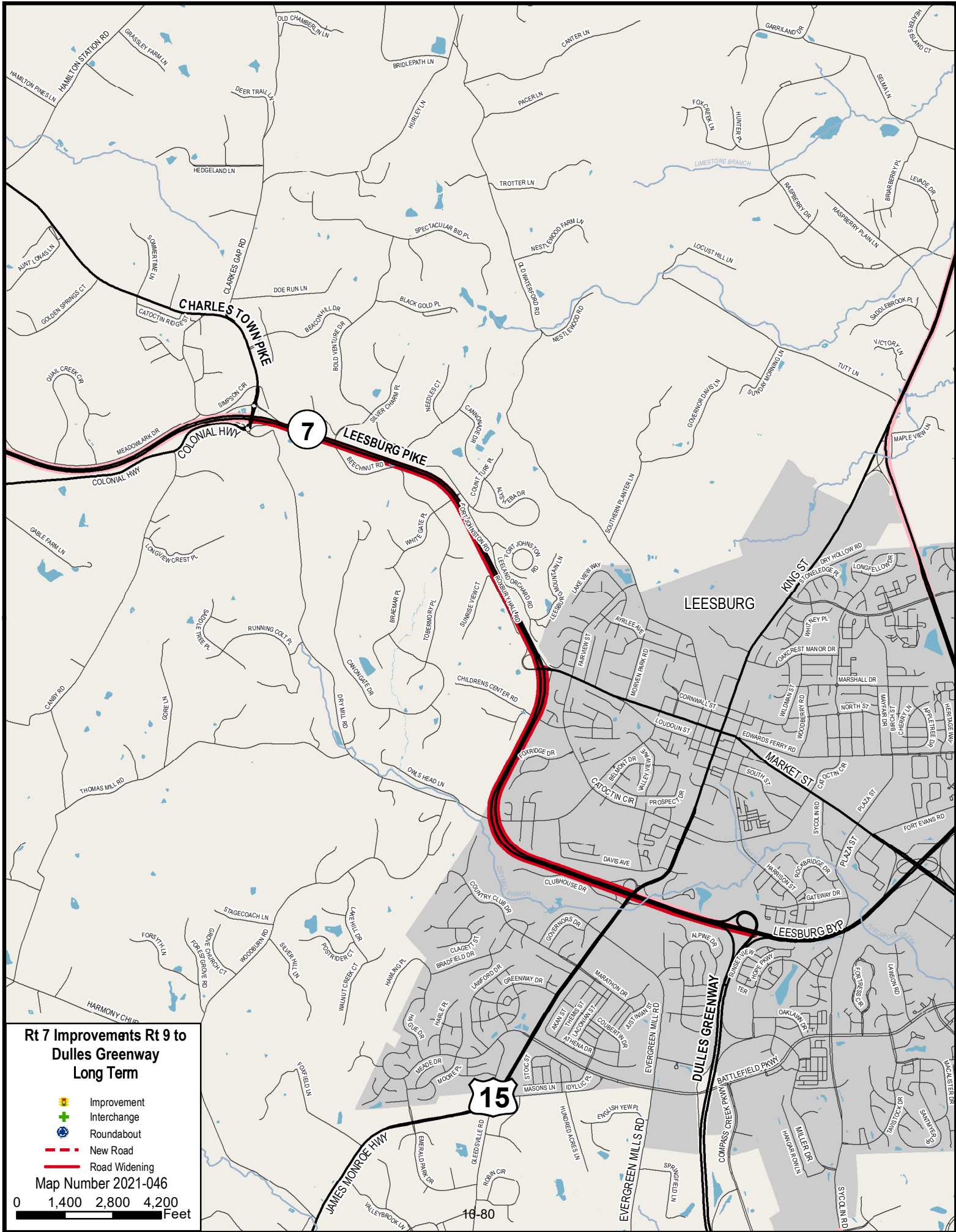


Project Phase Timeline by FY



Costs (\$ in 1000s)	Prior Years	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	6 Year Total	Future FYs	Project Total
Professional Services	12,339	-	-	10,006	3,019	-	-	13,025	-	25,364
Planning	87	-	-	-	-	-	-	-	-	87
Utility Relocation	-	-	-	2,500	-	-	-	2,500	-	2,500
Land	-	-	-	7,494	-	-	-	7,494	-	7,494
Construction	-	-	-	-	-	104,897	-	104,897	-	104,897
Personnel	357	-	-	-	-	-	-	-	-	357
Contingency	506	-	-	-	-	-	-	-	-	506
Project Mgmt. Consultant	127	-	-	-	-	-	-	-	-	127
Total – Costs	13,416	-	-	20,000	3,019	104,897	-	127,916	-	141,332
Local Tax Funding	10	-	-	-	-	-	-	-	-	10
Local Tax Funding Roads	123	-	-	-	-	-	-	-	-	123
General Obligation Bonds	9,676	-	-	-	-	101,124	-	101,124	-	110,800
RSTP	-	-	-	-	3,019	3,773	-	6,792	-	6,792
NVTA 70% Regional	-	-	-	20,000	-	-	-	20,000	-	20,000
NVTA 30% Local	3,607	-	-	-	-	-	-	-	-	3,607
Total – Funding Sources	13,416	-	-	20,000	3,019	104,897	-	127,916	-	141,332

Operating Impacts (\$ in 1000s)	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	Total
Debt Service	-	-	-	-	-	1,821	1,821
Total – Impact	-	-	-	-	-	1,821	1,821



**Rt 7 Improvements Rt 9 to
Dulles Greenway
Long Term**

- Improvement
- Interchange
- Roundabout
- New Road
- Road Widening

Map Number 2021-046

0 1,400 2,800 4,200
Feet



Route 7 / Route 287 Interchange Improvements

Details:

Project Number: C02206

Election District: Catoctin

Length: n/a

Project Type: Interchange Improvements

Estimated Completion Year: FY 2026

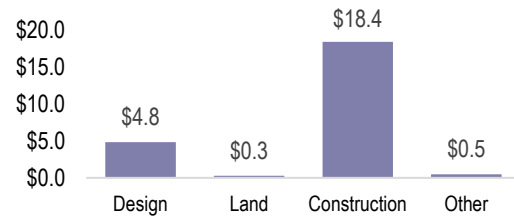
Referendum: November 2024

Background:

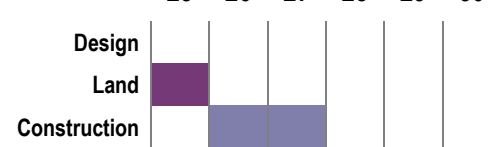
This project provides for the design, right-of-way acquisition, and construction of improvements for Route 7 at the Berlin Turnpike (Route 287) Interchange. The scope of work includes lengthening and widening ramps, channelizing turn lanes, expanding turn lanes and through lanes, expanding pedestrian access, and traffic signal modifications along Route 287 between Eastgate Drive and the Westbound Route 7 exit/entrance ramps.

The project's budget was increased during the FY 2025 CIP budget development process based on the most recent cost estimate.

Phase Costs in Millions

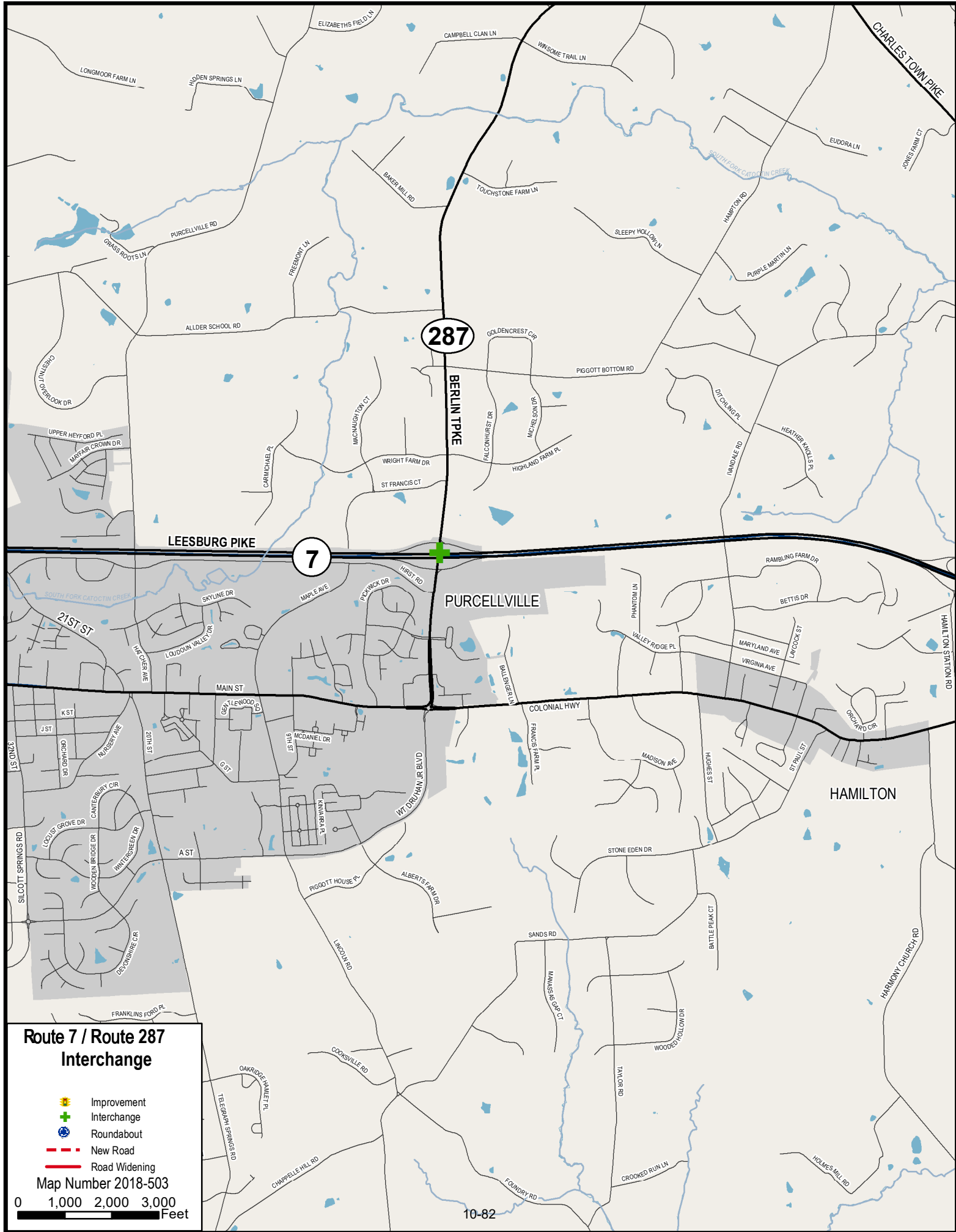


Project Phase Timeline by FY



Costs (\$ in 1000s)	Prior Years	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	6 Year Total	Future FYs	Project Total
Professional Services	2,573	2,262	-	-	-	-	-	2,262	-	4,835
Utility Relocation	207	29	-	-	-	-	-	29	-	236
Land	-	54	-	-	-	-	-	54	-	54
Construction	4,162	6,639	7,594	-	-	-	-	14,233	-	18,395
Personnel	155	116	-	-	-	-	-	116	-	271
Contingency	77	-	-	-	-	-	-	-	-	77
Project Mgmt. Consultant	65	72	-	-	-	-	-	72	-	137
Total – Costs	7,239	9,171	7,594	-	-	-	-	16,765	-	24,005
Local Tax Funding	11	187	-	-	-	-	-	187	-	199
Local Tax Funding Roads	4,210	6,000	-	-	-	-	-	6,000	-	10,210
General Obligation Bonds	-	2,209	-	-	-	-	-	2,209	-	2,209
Cash Proffers	24	-	-	-	-	-	-	-	-	24
Smart Scale	2,994	775	7,594	-	-	-	-	8,369	-	11,363
Total – Funding Sources	7,239	9,171	7,594	-	-	-	-	16,765	-	24,005

Operating Impacts (\$ in 1000s)	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	Total
Debt Service	-	89	218	213	207	202	929
Total – Impact	-	89	218	213	207	202	929

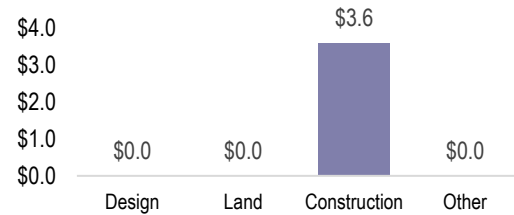
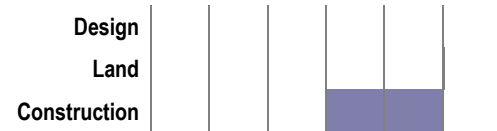




Route 7 / Route 690 Interchange – Phase II

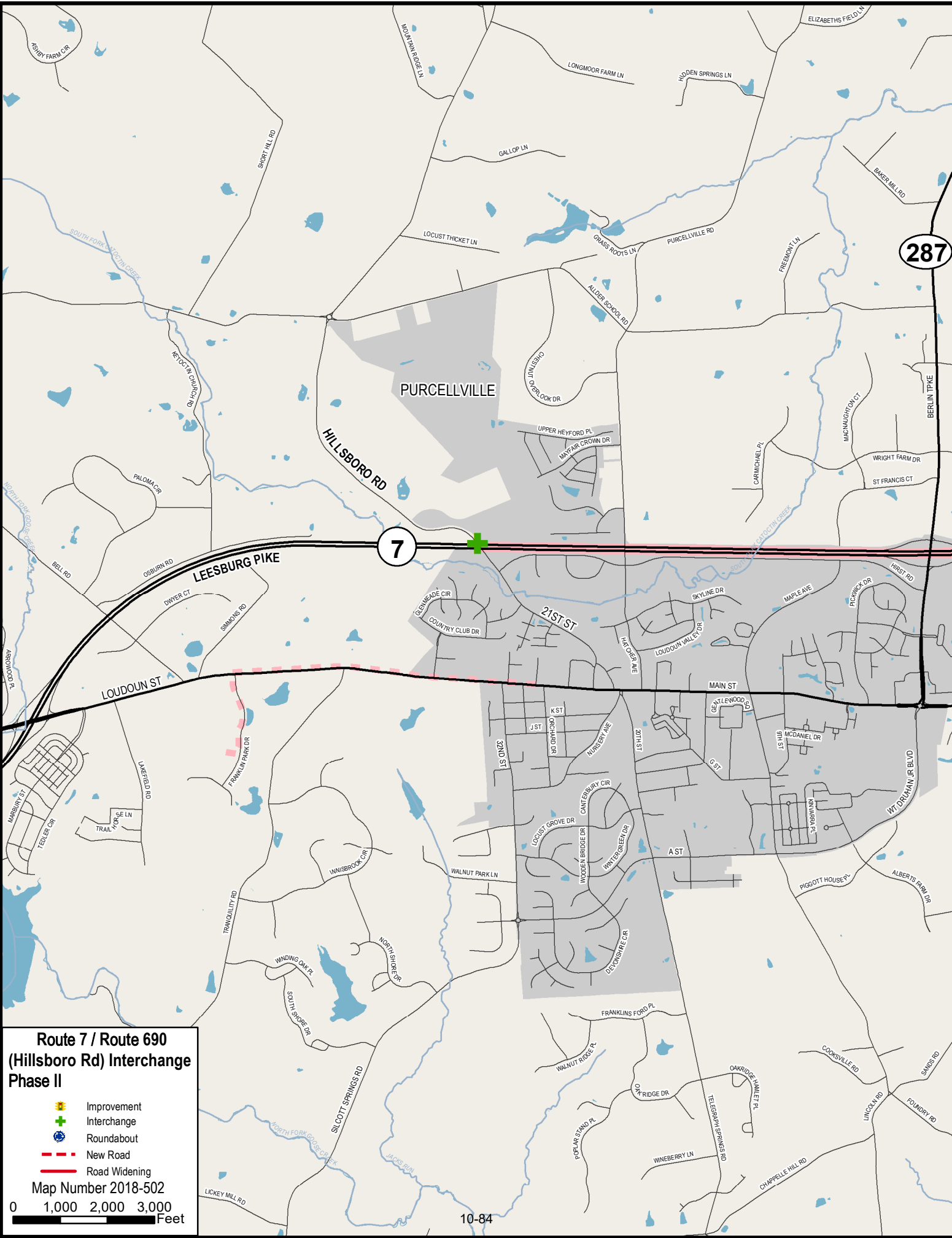
Details:**Project Number:** n/a**Election District:** Catoctin**Length:****Project Type:** Interchanges and Intersections**Estimated Completion Year:** FY 2029**Referendum:** November 2026**Background:**

The project provides for the construction of the Route 7 to Route 690 Interchange Ramp C.

Phase Costs in Millions**Project Phase Timeline by FY**
25 26 27 28 29 30

Costs (\$ in 1000s)	Prior Years	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	6 Year Total	Future FYs	Project Total
Construction	-	-	-	-	3,580	-	-	3,580	-	3,580
Total – Costs	-	-	-	-	3,580	-	-	3,580	-	3,580
General Obligation Bonds	-	-	-	-	3,580	-	-	3,580	-	3,580
Total – Funding Sources	-	-	-	-	3,580	-	-	3,580	-	3,580

Operating Impacts (\$ in 1000s)	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	Total
Debt Service	-	-	-	-	359	350	709
Total – Impact	-	-	-	-	359	350	709





Route 15 / Braddock Road Roundabout

Details:

Project Number: C02515

Election District: Little River

Length: 0.3 miles

Project Type: New Roundabout

Estimated Completion Year: FY 2030

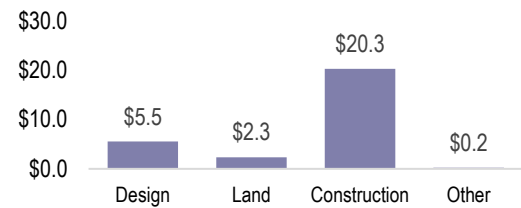
Referendum: November 2022, November 2023 & November 2027

Background:

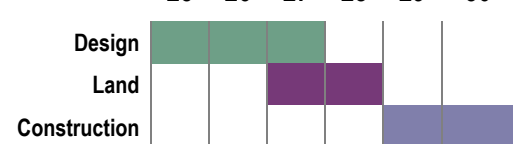
This project provides for the design, right-of-way acquisition, and construction of a four-legged roundabout at the intersection of Route 15 (James Monroe Highway), Braddock Road (Route 705), and Old Carolina Road (Route 615).

The project's budget was increased, and the development schedule was updated during the FY 2025 CIP budget development process based on the most recent cost estimate.

Phase Costs in Millions

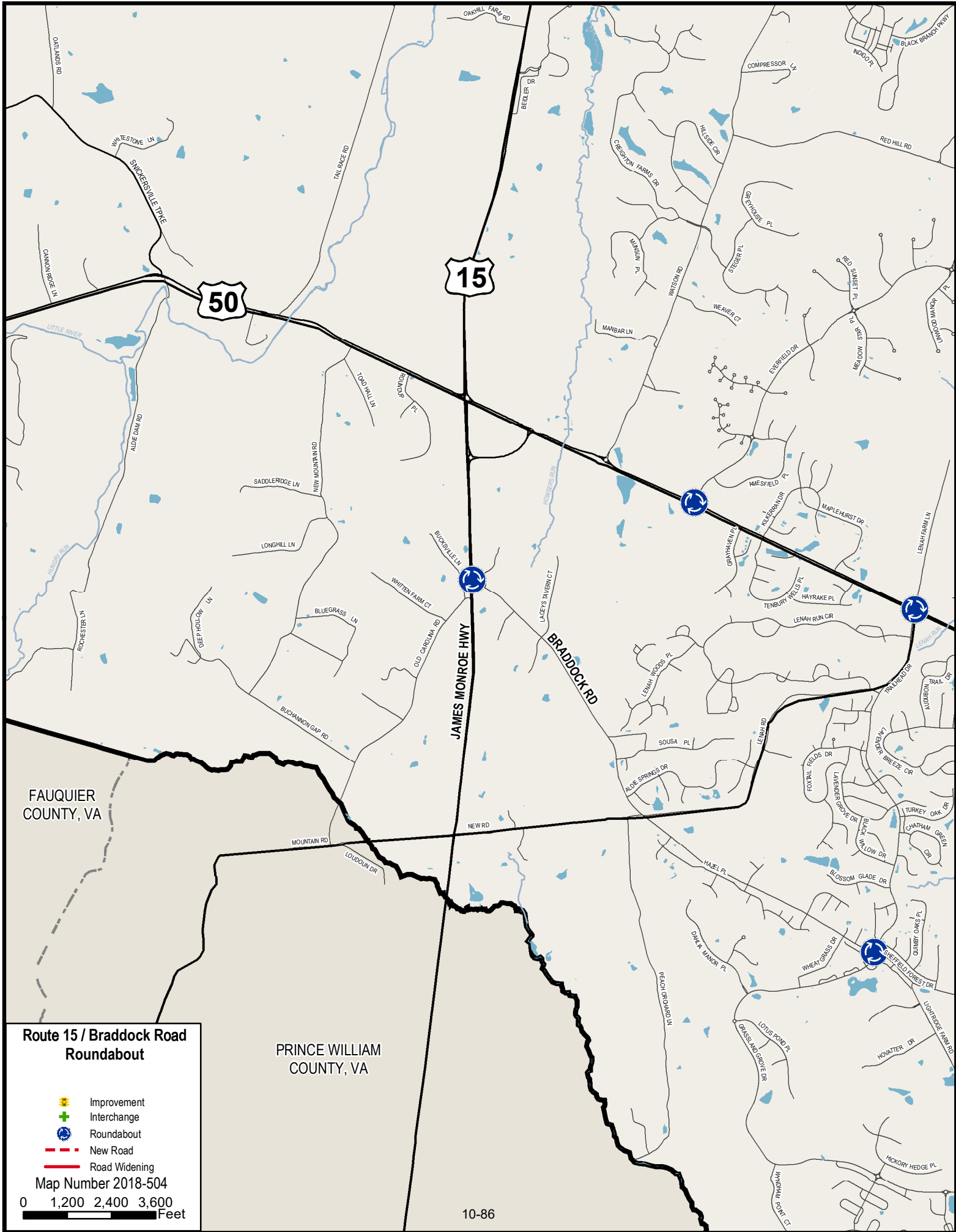


Project Phase Timeline by FY



Costs (\$ in 1000s)	Prior Years	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	6 Year Total	Future FYs	Project Total
Professional Services	5,536	-	-	-	-	-	-	-	-	5,536
Utility Relocation	-	-	-	1,884	-	-	-	1,884	-	1,884
Land	-	-	-	459	-	-	-	459	-	459
Construction	-	-	-	-	-	20,291	-	20,291	-	20,291
Personnel	169	-	-	-	-	-	-	-	-	169
Project Mgmt. Consultant	91	-	-	-	-	-	-	-	-	91
Total – Costs	5,796	-	-	2,343	-	20,291	-	22,634	-	28,430
Local Tax Funding	15	-	-	-	-	-	-	-	-	15
General Obligation Bonds	5,781	-	-	-	-	2,619	-	2,619	-	8,400
RSTP	-	-	-	758	-	7,590	-	8,348	-	8,348
CMAQ	-	-	-	1,585	-	82	-	1,667	-	1,667
NVTA 70% Regional	-	-	-	-	-	10,000	-	10,000	-	10,000
Total – Funding Sources	5,796	-	-	2,343	-	20,291	-	22,634	-	28,430

Operating Impacts (\$ in 1000s)	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	Total
Debt Service	-	-	-	-	-	261	261
Total – Impact	-	-	-	-	-	261	261

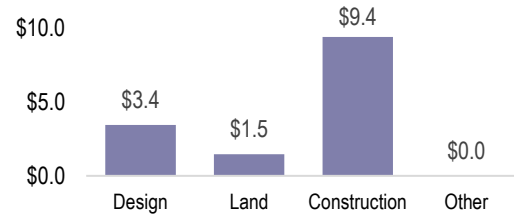
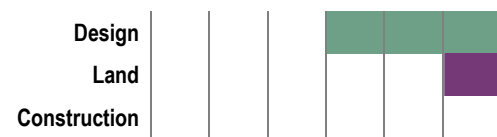




Route 15 / Hogback Mountain Road Roundabout

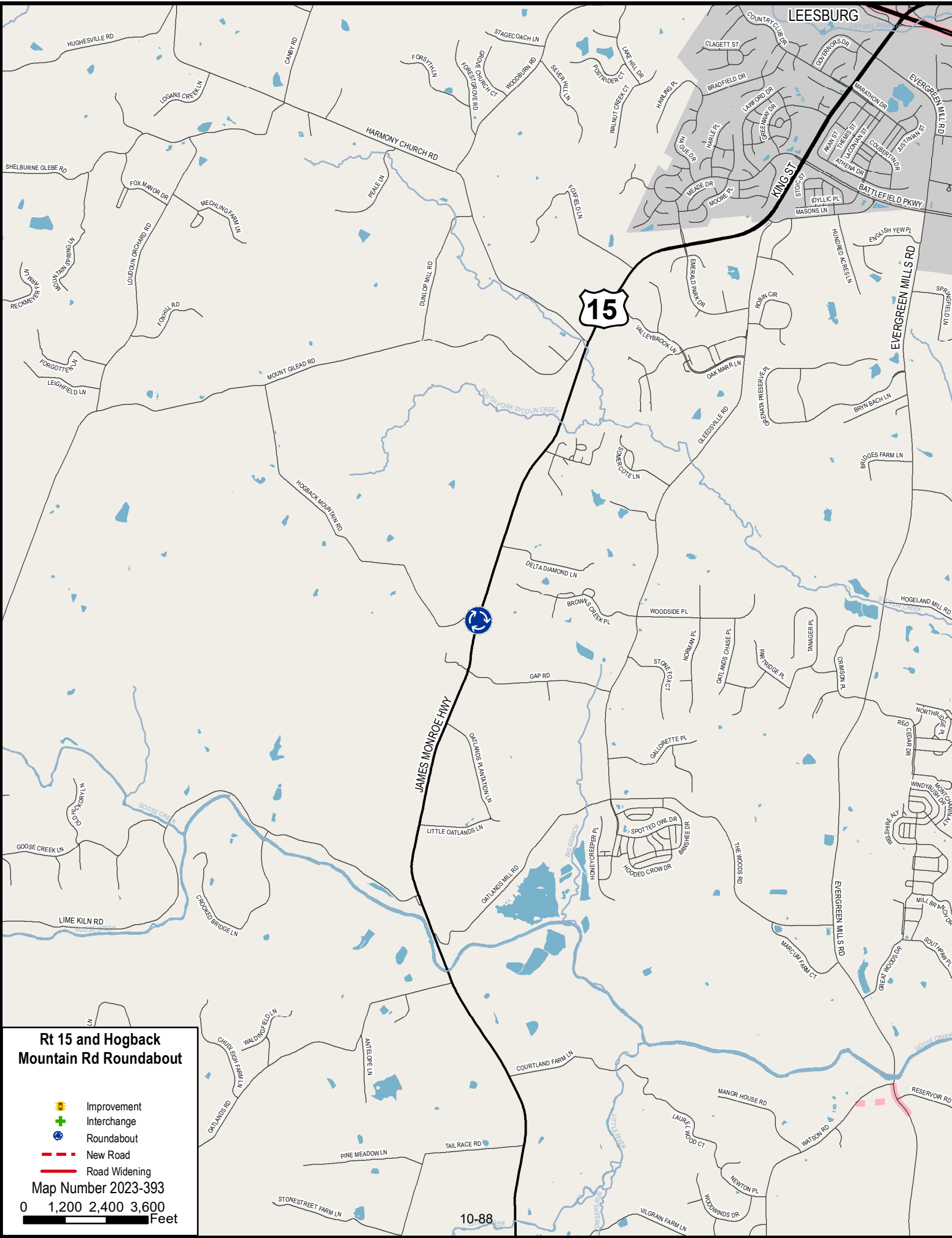
Details:**Project Number:** n/a**Election District:** Catoctin, Little River**Length:** 0.3 miles**Project Type:** New Roundabout**Estimated Completion Year:** FY 2035**Referendum:** November 2026**Background:**

The project provides for the design, land acquisition, utility relocation, and construction of a roundabout at the Route 15 and Hogback Mountain Road intersection.

Phase Costs in Millions**Project Phase Timeline by FY**

Costs (\$ in 1000s)	Prior Years	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	6 Year Total	Future FYs	Project Total
Professional Services	-	-	-	-	2,689	-	-	2,689	757	3,446
Utility Relocation	-	-	-	-	-	-	912	912	-	912
Land	-	-	-	-	-	-	553	553	-	553
Construction	-	-	-	-	-	-	-	-	9,387	9,387
Total – Costs	-	-	-	-	2,689	-	1,465	4,155	10,143	14,298
Local Tax Funding Roads	-	-	-	-	-	-	1,465	1,465	10,143	11,609
General Obligation Bonds	-	-	-	-	2,689	-	-	2,689	-	2,689
Total – Funding Sources	-	-	-	-	2,689	-	1,465	4,155	10,143	14,298

Operating Impacts (\$ in 1000s)	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	Total
Debt Service	-	-	-	-	161	265	426
Total – Impact	-	-	-	-	161	265	426



Rt 15 and Hogback Mountain Rd Roundabout

- Improvement
- Interchange
- Roundabout

- New Road
- Road Widening

Map Number 2023-393

0 1,200 2,400 3,600 Feet



Route 15 / Lovettsville Road Intersection Improvement

Details:

Project Number: C02360

Election District: Catoctin

Length: 0.2 miles

Project Type: Intersection and Safety Improvements

Estimated Completion Year: FY 2028

Referendum: n/a

Background:

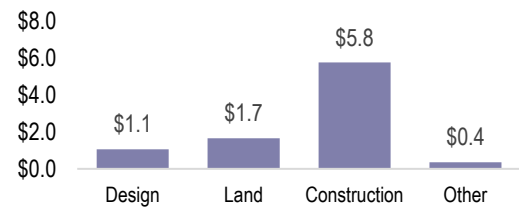
This project provides for the design, right-of-way acquisition, and construction of intersection improvements on Route 15 at Lovettsville Road. The scope of work includes roadway, turn lane, and shoulder widening to improve safety and traffic operations at the intersection.

The scope of work and budget for this project was originally included in the FY 2021 CIP project entitled Route 15 Montresor Road and Point of Rocks Bridge – Improvements. As part of the FY 2022 CIP budget development process, the project was segmented to effectively administer the project and deliver incremental improvements sooner.

The project name was changed from *Route 15 Improvements: Montresor to Point of Rocks, Phase 2* to *Route 15 / Lovettsville Road Intersection Improvement* during the FY 2024 CIP budget development process.

The project's budget was increased during the FY 2025 CIP budget development process based on the most recent cost estimate.

Phase Costs in Millions



Project Phase Timeline by FY



Costs (\$ in 1000s)	Prior Years	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	6 Year Total	Future FYs	Project Total
Professional Services	1,059	-	-	-	-	-	-	-	-	1,059
Land	1,656	-	-	-	-	-	-	-	-	1,656
Construction	-	-	-	-	5,750	-	-	5,750	-	5,750
Personnel	112	-	-	-	-	-	-	-	-	112
Contingency	183	-	-	-	-	-	-	-	-	183
Project Mgmt. Consultant	64	-	-	-	-	-	-	-	-	64
Total – Costs	3,073	-	-	-	5,750	-	-	5,750	-	8,824
Local Tax Funding	5	-	-	-	374	-	-	374	-	379
Local Tax Funding Roads	36	-	-	-	1,847	-	-	1,847	-	1,883
General Obligation Bonds	2,972	-	-	-	3,497	-	-	3,497	-	6,469
Cash Proffers	-	-	-	-	32	-	-	32	-	32
NVTA 30% Local	61	-	-	-	-	-	-	-	-	61
Total – Funding Sources	3,073	-	-	-	5,750	-	-	5,750	-	8,824

Operating Impacts (\$ in 1000s)	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	Total
Debt Service	-	-	-	-	140	346	486
Total – Impact	-	-	-	-	140	346	486

FREDERICK COUNTY, MD

Route 15 / Lovettsville Road Intersection Improvements



Improvement



Interchange



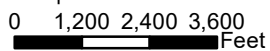
Roundabout

New Road

Road Widening

Map Number 2020-301

0 1,200 2,400 3,600 Feet





Route 15 Lucketts Bypass

Details:

Project Number: C02559

Election District: Catoctin

Length: TBD

Project Type: New Roadway

Estimated Completion Year: 2033

Referendum: n/a

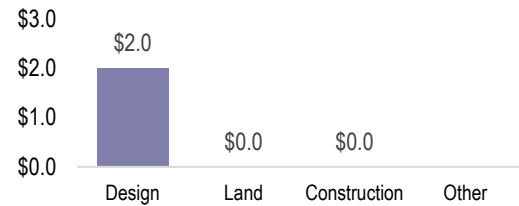
Background:

This project provides for the planning, design, right-of-way acquisition, utility relocation, and construction of a new segment of Route 15 around the west side of the Village of Lucketts that will consist of a four-lane median divided roadway south of Stumptown Road / Lucketts Road. To the north of the Stumptown Road / Lucketts Road intersection, the roadway will transition to a two-lane median-divided roadway. The project includes a shared-use path located along the southbound lane(s) of the bypass.

The scope of work and budget for this project was originally included in the FY 2021 CIP project entitled *Route 15 Montresor Road and Point of Rocks Bridge – Improvements*. As part of the FY 2022 CIP budget development process, the project was segmented to effectively administer the project and deliver incremental improvements sooner. The segment associated with this scope of work was named *Route 15 Improvements: Montresor to Point of Rocks, Phase 3*, and the project was moved to the Projects Identified for Future Development section of the CIP during the FY 2023 CIP budget development process.

The project name was changed from *Route 15 Improvements: Montresor to Point of Rocks, Phase 3* to *Route 15 / Lucketts Bypass* during the FY 2024 CIP budget development process and moved from the Projects Identified for Future Development section of the CIP into the six-year period.

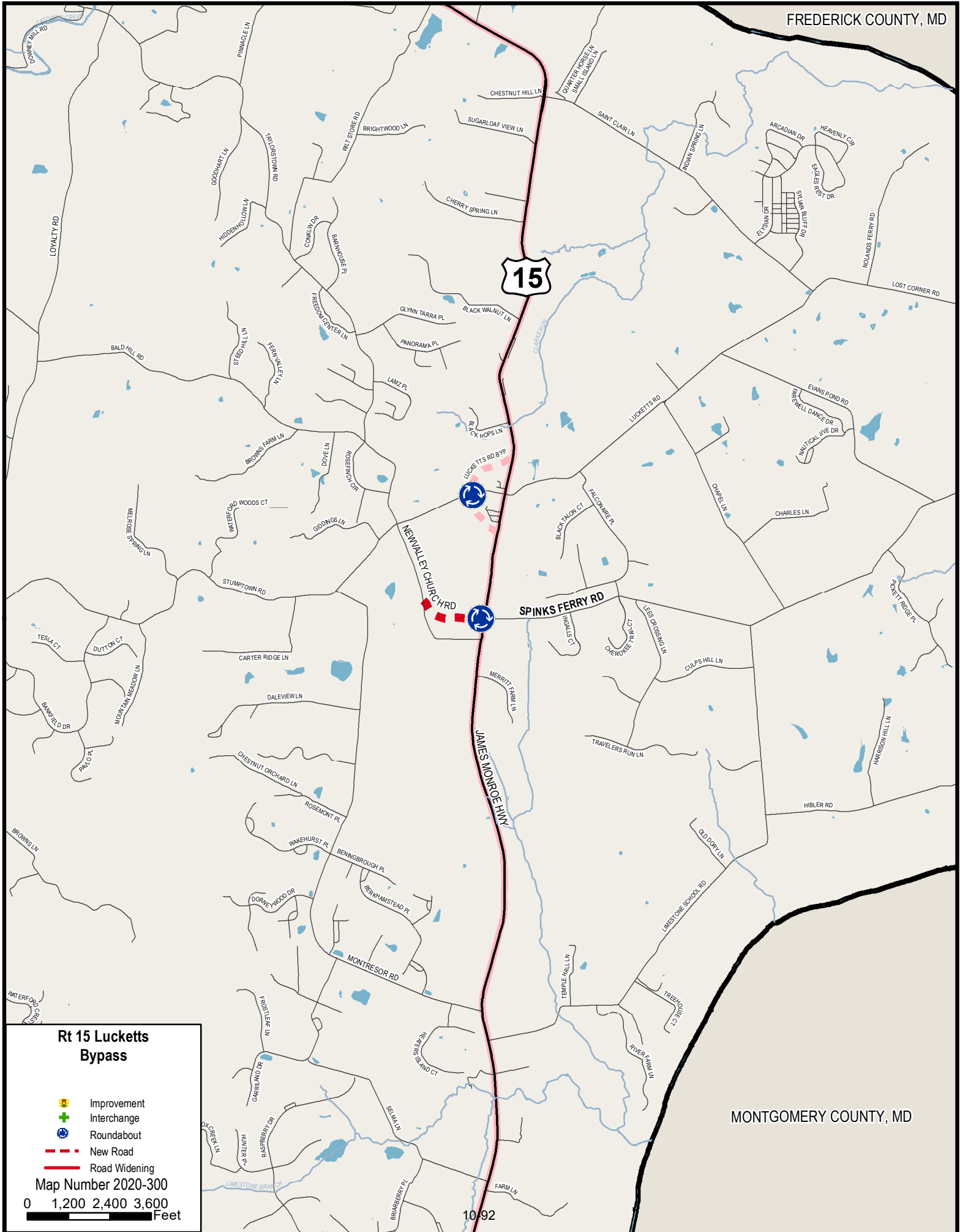
Phase Costs in Millions



Project Phase Timeline by FY

	25	26	27	28	29	30
Design						
Land						
Construction						

Costs (\$ in 1000s)	Prior Years	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	6 Year Total	Future FYs	Project Total
Planning	2,000	-	-	-	-	-	-	-	-	2,000
Total – Costs	2,000	-	-	-	-	-	-	-	-	2,000
Local Tax Funding	2,000	-	-	-	-	-	-	-	-	2,000
Total – Funding Sources	2,000	-	-	-	-	-	-	-	-	2,000





Route 15 / Spinks Ferry Road / Newvalley Church Road Roundabout

Details:

Project Number: C02300

Election District: Catoclin

Length: 0.6 miles

Project Type: Intersection and Safety Improvements

Estimated Completion Year: FY 2028

Referendum: November 2020

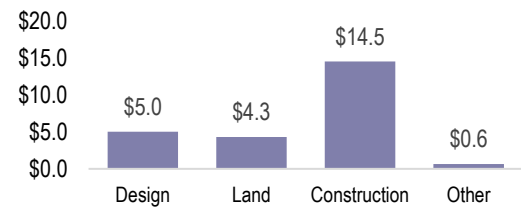
Background:

This project provides for the design, right-of-way acquisition, utility relocation, and construction of a roundabout at the intersection of Route 15 with Spinks Ferry Road and a realigned Newvalley Church Road.

The scope of work and budget for this project was originally included in the FY 2021 CIP project entitled *Route 15 Montresor Road and Point of Rocks Bridge Improvements*. The project was segmented to more effectively administer and deliver incremental improvements sooner.

The project name was changed from *Route 15 Improvements: Montresor to Point of Rocks, Phase 1 to Route 15 / Spinks Ferry Road / Newvalley Church Road Roundabout* during the FY 2024 CIP budget development process.

Phase Costs in Millions

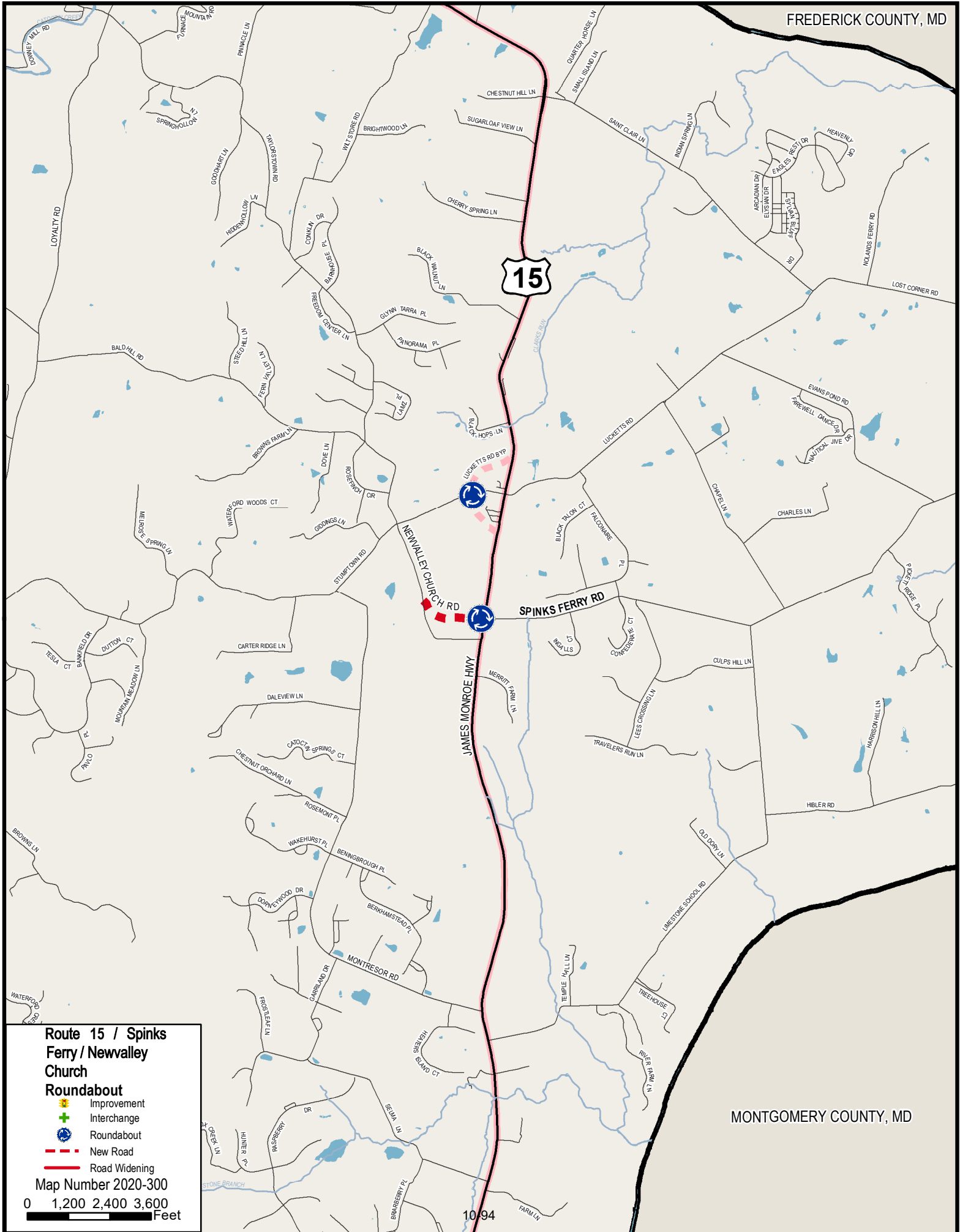


Project Phase Timeline by FY



Costs (\$ in 1000s)	Prior Years	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	6 Year Total	Future FYs	Project Total
Professional Services	4,913	-	-	-	-	-	-	-	-	4,913
Planning	104	-	-	-	-	-	-	-	-	104
Land	4,298	-	-	-	-	-	-	-	-	4,298
Construction	-	-	14,507	-	-	-	-	14,507	-	14,507
Personnel	204	-	-	-	-	-	-	-	-	204
Contingency	327	-	-	-	-	-	-	-	-	327
Project Mgmt. Consultant	112	-	-	-	-	-	-	-	-	112
Total – Costs	9,958	-	14,507	-	-	-	-	14,507	-	24,465
Local Tax Funding	2,911	-	-	-	-	-	-	-	-	2,911
Local Tax Funding Roads	6,886	-	-	-	-	-	-	-	-	6,886
General Obligation Bonds	-	-	14,507	-	-	-	-	14,507	-	14,507
Cash Proffers	161	-	-	-	-	-	-	-	-	161
Total – Funding Sources	9,958	-	14,507	-	-	-	-	14,507	-	24,465

Operating Impacts (\$ in 1000s)	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	Total
Debt Service	-	-	580	1,146	1,407	1,371	4,503
Total – Impact	-	-	580	1,146	1,407	1,371	4,503





Route 15 Widening - Whites Ferry Road to Montresor Road

Details:

Project Number: C02521

Election District: Catoclin

Length: 3.5 miles

Project Type: Roadway Widening and Intersection Improvements

Estimated Completion Year: FY 2029

Referendum: November 2025

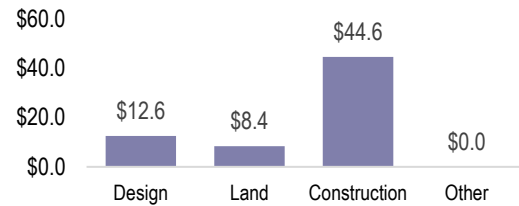
Background:

This project provides for the design, right-of-way acquisition, and widening of Route 15 from two to four lanes from Whites Ferry Road to Montresor Road (Route 661). The scope of work also includes the construction of a four-legged roundabout at Montresor Road with a realigned Limestone School Road, a shared-use path along the west side of Route 15, and a shared-use path along the north side of Whites Ferry Road from Route 15 to the ferry landing.

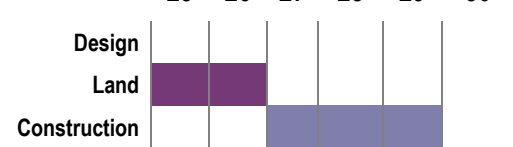
The scope of work and budget for this project was originally included in the FY 2023 CIP project entitled *Route 15 Widening – Battlefield Parkway to Montresor Road*. During the FY 2024 CIP budget development process, the project was re-segmented to more effectively administer the project and the planned funding that made up the project budget was reallocated to align the budgets for the newly created segments.

The project's budget was increased during the FY 2025 CIP budget development process based on the most recent cost estimate.

Phase Costs in Millions

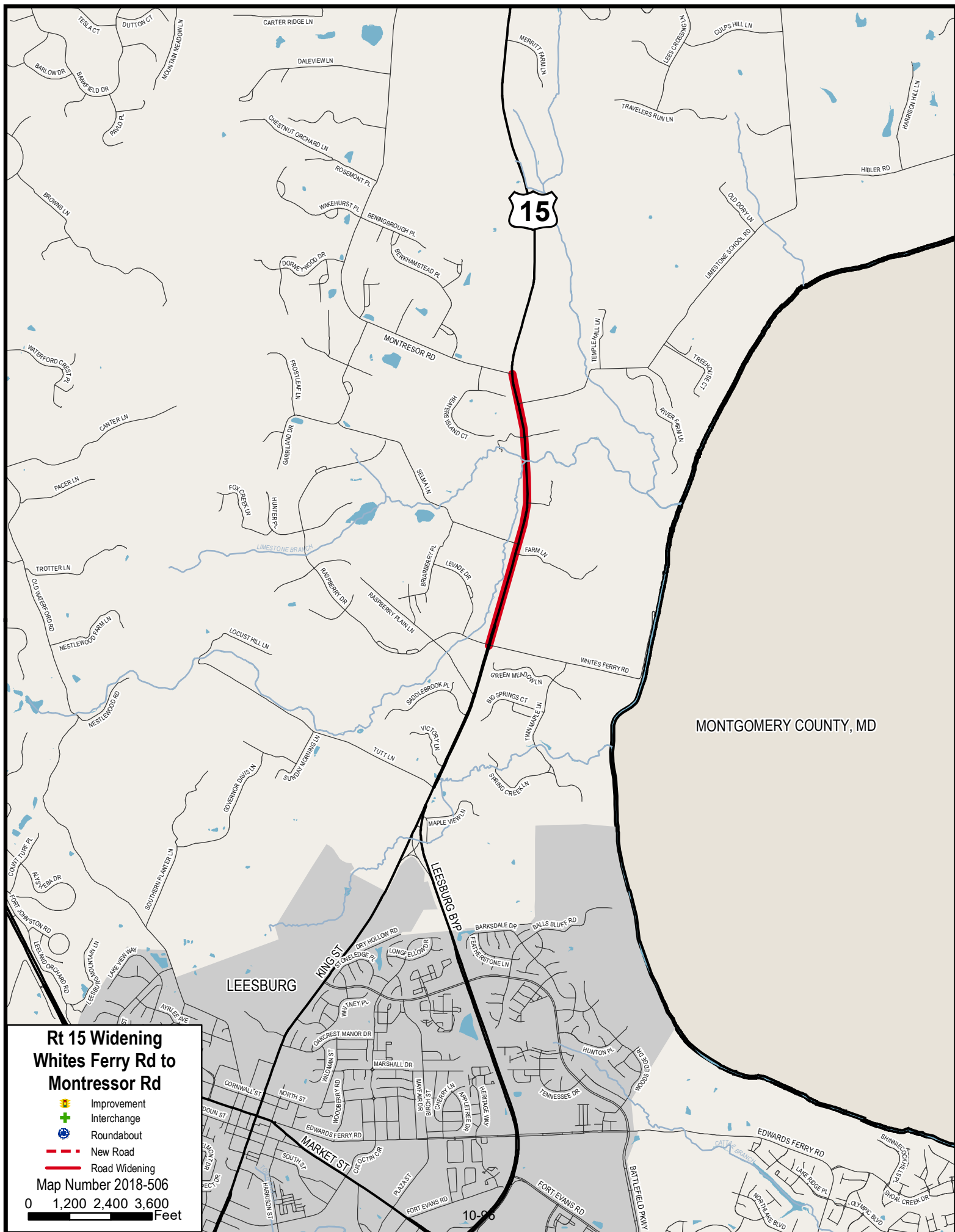


Project Phase Timeline by FY



Costs (\$ in 1000s)	Prior Years	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	6 Year Total	Future FYs	Project Total
Professional Services	6,195	1,128	5,231	-	-	-	-	6,359	-	12,554
Utility Relocation	-	1,805	-	-	-	-	-	1,805	-	1,805
Land	3,571	2,991	-	-	-	-	-	2,991	-	6,562
Construction	-	-	-	44,597	-	-	-	44,597	-	44,597
Total – Costs	9,766	5,924	5,231	44,597	-	-	-	55,752	-	65,518
Local Tax Funding Roads	-	5,001	-	-	-	-	-	5,001	-	5,001
General Obligation Bonds	-	-	3,132	44,597	-	-	-	47,729	-	47,729
NVTA 70% Regional	9,766	-	-	-	-	-	-	-	-	9,766
NVTA 30% Local	-	923	2,099	-	-	-	-	3,022	-	3,022
Total – Funding Sources	9,766	5,924	5,231	44,597	-	-	-	55,752	-	65,518

Operating Impacts (\$ in 1000s)	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	Total
Debt Service	-	-	312	1,195	2,056	2,895	6,457
Total – Impact	-	-	312	1,195	2,056	2,895	6,457





Route 50 / Everfield Drive Roundabout

Details:

Project Number: C02517

Election District: Little River

Length: 0.3 miles

Project Type: New Roundabout

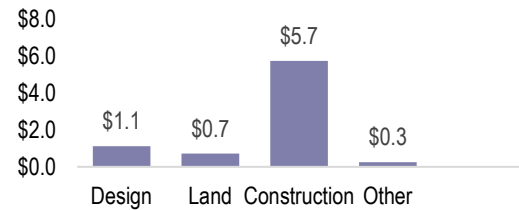
Estimated Completion Year: FY 2028

Referendum: November 2022

Background:

This project provides for the design, right-of-way acquisition, and construction of a roundabout at the intersection of Route 50 and Everfield Drive (Route 3423).

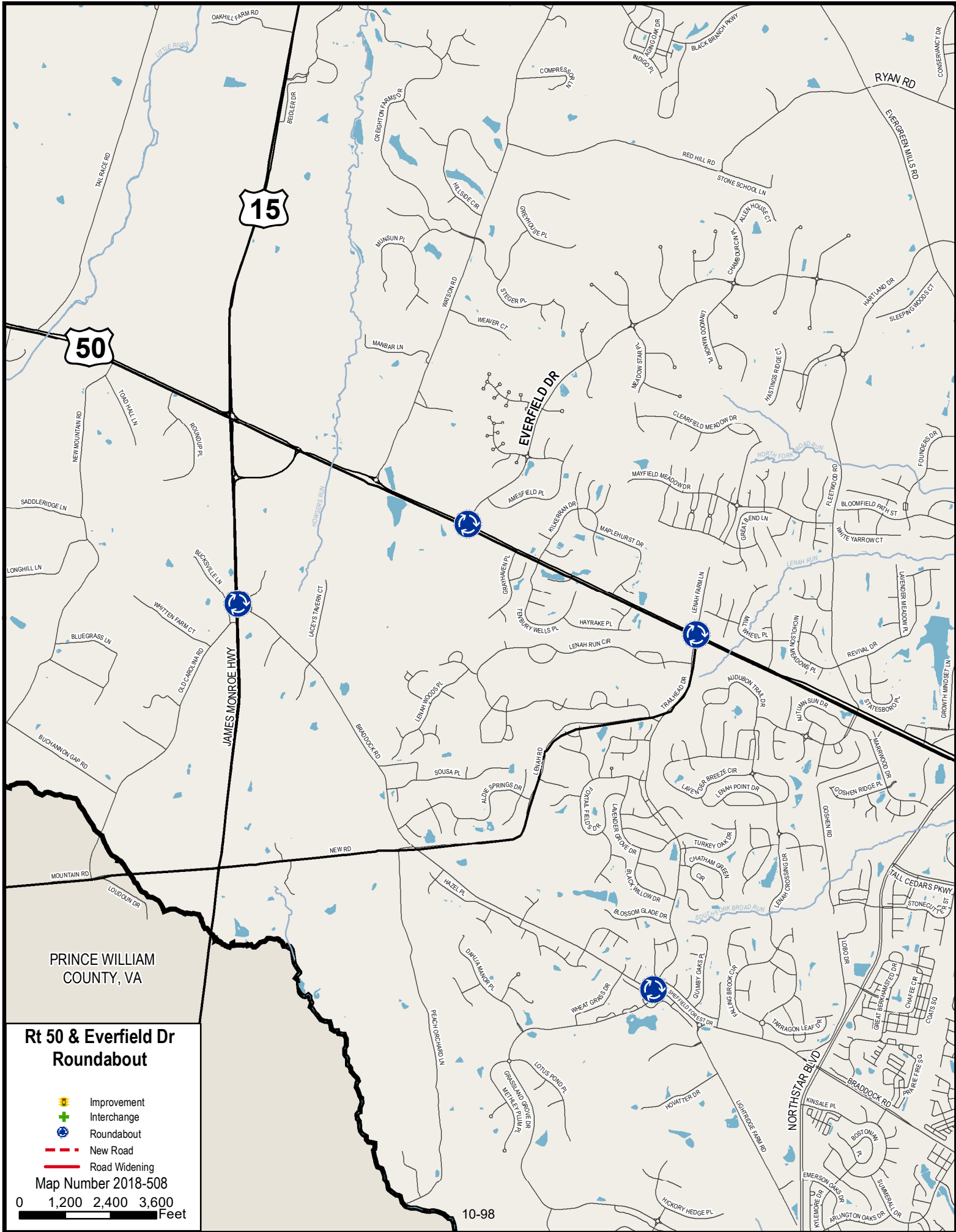
Phase Costs in Millions



Project Phase Timeline by FY



Costs (\$ in 1000s)	Prior Years	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	6 Year Total	Future FYs	Project Total
Professional Services	964	-	157	-	-	-	-	157	-	1,121
Utility Relocation	-	-	605	-	-	-	-	605	-	605
Land	-	-	110	-	-	-	-	110	-	110
Construction	-	-	-	5,734	-	-	-	5,734	-	5,734
Personnel	36	-	-	-	-	-	-	-	-	36
Contingency	200	-	-	-	-	-	-	-	-	200
Project Mgmt. Consultant	19	-	-	-	-	-	-	-	-	19
Total – Costs	1,218	-	872	5,734	-	-	-	6,606	-	7,824
Local Tax Funding	3	-	-	-	-	-	-	-	-	3
Local Tax Funding Roads	-	-	672	5,184	-	-	-	5,856	-	5,856
General Obligation Bonds	857	-	-	-	-	-	-	-	-	857
Cash Proffers	358	-	200	550	-	-	-	750	-	1,108
Total – Funding Sources	1,218	-	872	5,734	-	-	-	6,606	-	7,824





Route 50 / Loudoun County Parkway Interchange

Details:

Project Number: C02458

Election District: Dulles

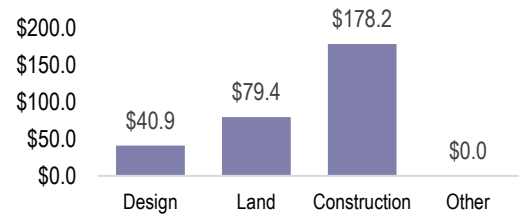
Length: 2.0 miles

Project Type: New Interchange

Estimated Completion Year: FY 2034

Referendum: November 2026

Phase Costs in Millions

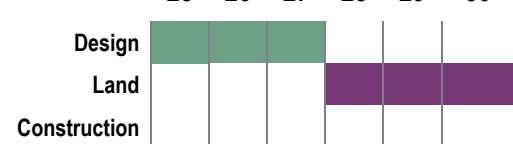


Background:

This project provides for the design, right-of-way acquisition, utility relocation, establishment of limited access control, and construction of an interchange at the intersection of Route 50 and Loudoun County Parkway (Route 606). The project also includes the construction of a ten-foot wide, shared-use path on the west side of Loudoun County Parkway between Riding Center Drive and Evergreen Mills Road.

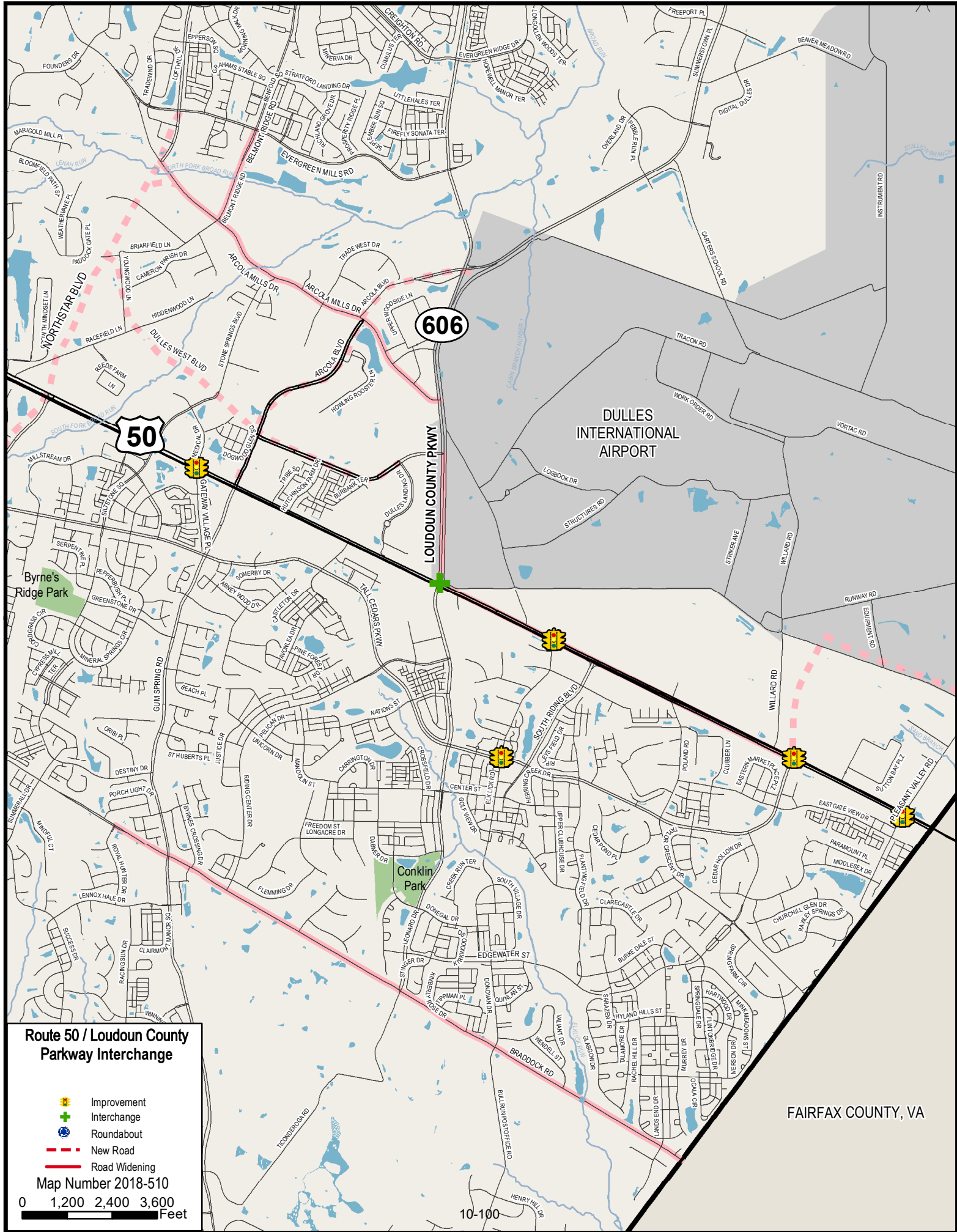
The project's budget was increased during the FY 2025 CIP budget development process based on the most recent cost estimate.

Project Phase Timeline by FY



Costs (\$ in 1000s)	Prior Years	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	6 Year Total	Future FYs	Project Total
Professional Services	500	18,750	16,500	-	-	-	5,132	40,382	-	40,882
Utility Relocation	-	-	-	-	-	24,021	-	24,021	-	24,021
Land	-	-	-	-	22,764	32,656	-	55,420	-	55,420
Construction	-	-	-	-	-	-	9,868	9,868	168,335	178,203
Personnel	-	15	-	-	-	-	-	15	-	15
Total – Costs	500	18,765	16,500	-	22,764	56,677	15,000	129,706	168,335	298,541
Local Tax Funding	-	15	-	-	2,000	-	-	2,015	-	2,015
Local Tax Funding Roads	-	-	-	-	679	2,439	-	3,118	27,870	30,988
General Obligation Bonds	-	-	-	-	20,085	48,238	-	68,323	140,464	208,787
Other Federal Grants	-	-	-	-	-	-	15,000	15,000	-	15,000
NVTA 70% Regional	-	18,750	16,500	-	-	-	-	35,250	-	35,250
NVTA 30% Local	500	-	-	-	-	6,000	-	6,000	-	6,500
Total – Funding Sources	500	18,765	16,500	-	22,764	56,677	15,000	129,706	168,335	298,541

Operating Impacts (\$ in 1000s)	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	Total
Debt Service	-	-	-	-	1,472	3,085	4,557
Total – Impact	-	-	-	-	1,472	3,085	4,557





Route 50 North Collector Road - Tall Cedars Parkway to Route 28

Details:

Project Number: C02335

Election District: Dulles

Length: 3.0 miles

Project Type: New Roadway

Estimated Completion Year: FY 2033

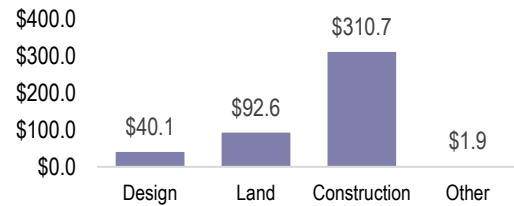
Referendum: November 2020

Background:

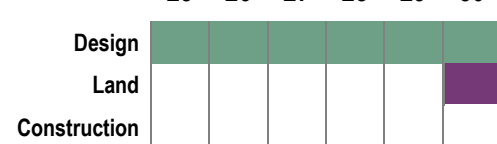
This project provides funding for the planning, design, right-of-way acquisition, and construction of a four-lane median-divided roadway from Route 50 at Tall Cedars Parkway to the Air and Space Museum Parkway Interchange in Fairfax County at Route 28, which will provide additional capacity to the Route 50 corridor. The project includes the construction of a tunnel under the taxiway to the Udvar-Hazy Center, and a grade-separated interchange at Stonecroft Boulevard. No pedestrian or bicycle facilities are proposed along the Metropolitan Washington Airport Authority (MWAA) property portion of this roadway. The budget was estimated with the assumption that MWAA will allow the roadway on their property at no cost to the County.

The project's budget was increased, and the development schedule was updated during the FY 2025 CIP budget development process based on the most recent cost estimate.

Phase Costs in Millions

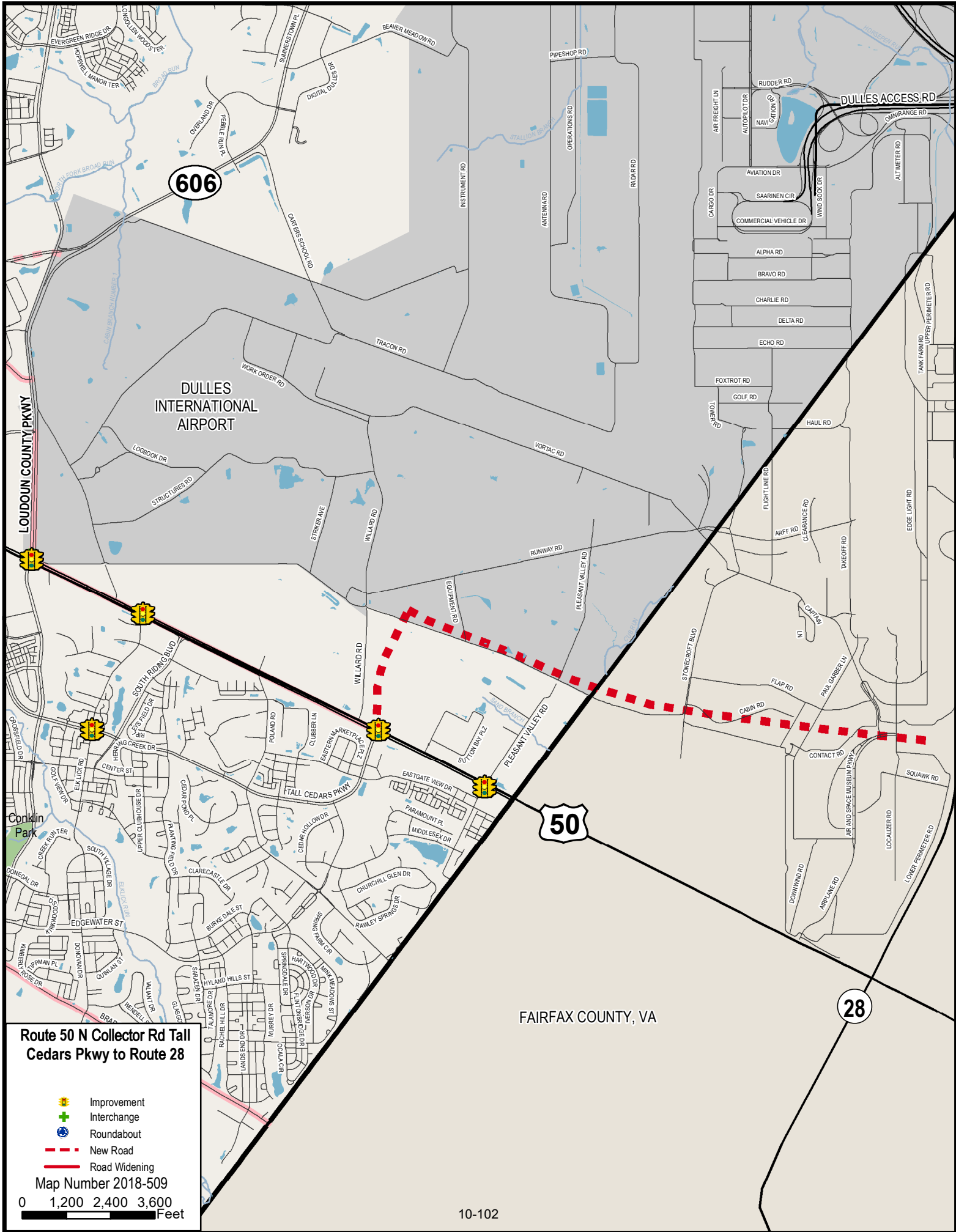


Project Phase Timeline by FY



Costs (\$ in 1000s)	Prior Years	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	6 Year Total	Future FYs	Project Total
Professional Services	6,562	-	-	-	23,394	10,000	-	33,394	-	39,956
Planning	96	-	-	-	-	-	-	-	-	96
Utility Relocation	-	-	-	-	-	-	6,189	6,189	-	6,189
Land	-	-	-	-	-	17,936	26,819	44,755	41,632	86,387
Construction	-	-	-	-	-	-	-	-	310,745	310,745
Personnel	598	-	-	-	-	-	-	-	-	598
Contingency	1,028	-	-	-	-	-	-	-	-	1,028
Project Mgmt. Consultant	225	-	-	-	-	-	-	-	-	225
Total – Costs	8,510	-	-	-	23,394	27,936	33,008	84,338	352,377	445,225
Local Tax Funding	86	-	-	-	-	-	2,171	2,171	-	2,257
Local Tax Funding Roads	226	-	-	-	11,000	11,879	21,618	44,497	40,943	85,667
General Obligation Bonds	8,198	-	-	-	9,329	13,121	9,219	31,669	286,434	326,301
RSTP	-	-	-	-	3,065	2,936	-	6,001	-	6,001
NVTA 70% Regional	-	-	-	-	-	-	-	-	25,000	25,000
Total – Funding Sources	8,510	-	-	-	23,394	27,936	33,008	84,338	352,377	445,225

Operating Impacts (\$ in 1000s)	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	Total
Debt Service	-	-	-	-	372	1,113	1,485
Total – Impact	-	-	-	-	372	1,113	1,485



**Route 50 N Collector Rd Tall
Cedars Pkwy to Route 28**

- Improvement
- Interchange
- Roundabout
- New Road
- Road Widening

Map Number 2018-509

0 1,200 2,400 3,600
Feet



Ryan Road Widening - Evergreen Mills Road to Beaverdam Drive

Details:

Project Number: C02376

Election District: Ashburn

Length: 0.7 miles

Project Type: Roadway Lane Widening

Estimated Completion Year: FY 2030

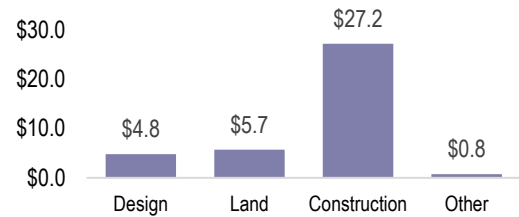
Referendum: November 2024

Background:

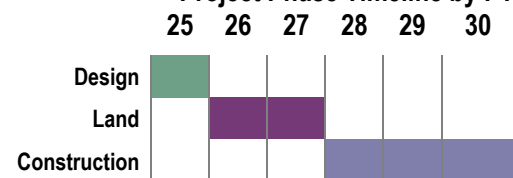
This project provides for the planning, design, right-of-way acquisition, and widening of Ryan Road between Evergreen Mills Road (Route 621) and Beaverdam Drive (Route 2475). Ryan Road will be improved as a major collector to a suburban, controlled access, four-lane, median-divided facility with shared-use paths on both sides of the road within a 120-foot-wide right-of-way. The project also includes modifications at the Evergreen Mills Road intersection to accommodate the four-lane roadway.

The project's budget was increased during the FY 2025 CIP budget development process based on the most recent cost estimate.

Phase Costs in Millions

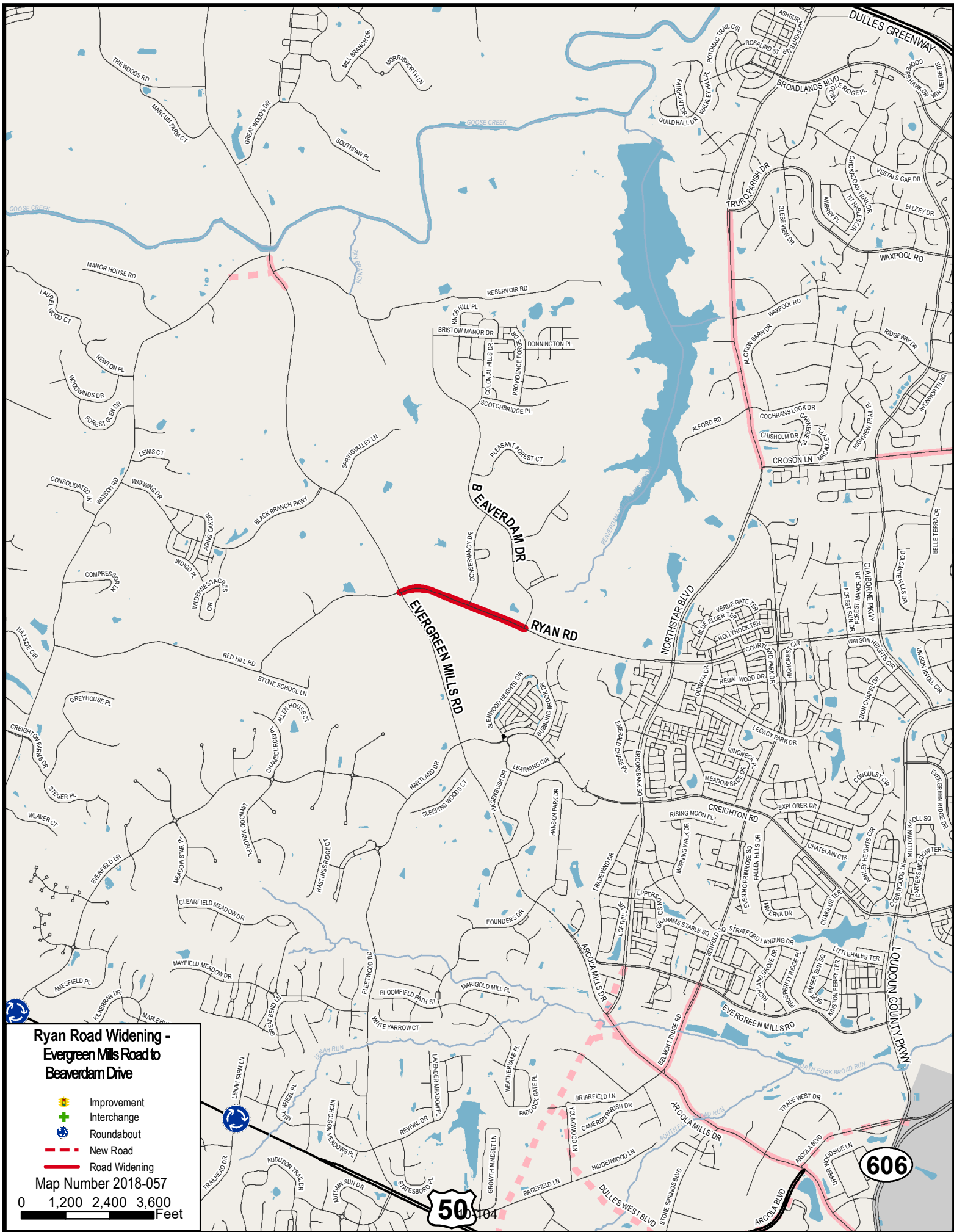


Project Phase Timeline by FY



Costs (\$ in 1000s)	Prior Years	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	6 Year Total	Future FYs	Project Total
Professional Services	2,104	2,692	-	-	-	-	-	2,692	-	4,796
Planning	24	-	-	-	-	-	-	-	-	24
Utility Relocation	-	-	-	2,200	-	-	-	2,200	-	2,200
Land	-	-	3,503	-	-	-	-	3,503	-	3,503
Construction	-	-	-	-	27,191	-	-	27,191	-	27,191
Personnel	160	96	-	-	-	-	-	96	-	256
Contingency	380	-	-	-	-	-	-	-	-	380
Project Mgmt. Consultant	64	62	-	-	-	-	-	62	-	125
Total - Costs	2,732	2,849	3,503	2,200	27,191	-	-	35,743	-	38,475
Local Tax Funding	328	157	-	-	-	-	-	157	-	485
Local Tax Funding Roads	2,025	-	-	-	-	-	-	-	-	2,025
General Obligation Bonds	-	1,902	2,711	-	13,391	-	-	18,004	-	18,004
Cash Proffers	241	-	-	-	-	-	-	-	-	241
Revenue Sharing	-	790	792	-	-	-	-	1,582	-	1,582
NVTA 70% Regional	-	-	-	2,200	13,800	-	-	16,000	-	16,000
NVTA 30% Local	138	-	-	-	-	-	-	-	-	138
Total - Funding Sources	2,732	2,849	3,503	2,200	27,191	-	-	35,743	-	38,475

Operating Impacts (\$ in 1000s)	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	Total
Debt Service	-	59	298	452	841	1,220	2,869
Total - Impact	-	59	298	452	841	1,220	2,869



Ryan Road Widening - Evergreen Mills Road to Beaverdam Drive

- Improvement
- Interchange
- Roundabout
- New Road
- Road Widening

Map Number 2018-057

0 1,200 2,400 3,600
Feet

50

606



Shellhorn Road – MWAA Property Boundary to Moran Road

Details:

Project Number: C02125

Election District: Sterling

Length: 1.0 miles

Project Type: New Roadway

Estimated Completion Year: 2027

Referendum: November 2021

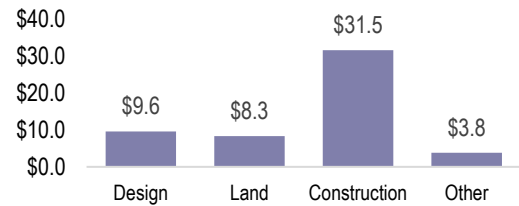
Background:

This project provides for the design, right-of-way acquisition, utility relocation, and construction of Shellhorn Road from the northern Metropolitan Washington Airport Authority property line to Moran Road. This project includes construction of a four-lane median-divided roadway, with on-road bike lanes, and sidewalks on both sides of the road that will tie into the Sterling Boulevard Extension project at its western terminus.

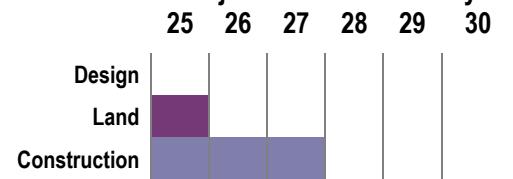
The scope of work and budget for the project was originally included in the FY 2021 CIP project entitled *Shellhorn Road – Loudoun County Parkway to Randolph Drive*. As part of the FY 2022 CIP budget development process, the project was re-segmented to be administered more effectively. The planned funding that made up the original project budget was reallocated to align the budgets for the newly created segments.

The project's budget was increased during the FY 2025 CIP budget development process based on the most recent cost estimate.

Phase Costs in Millions

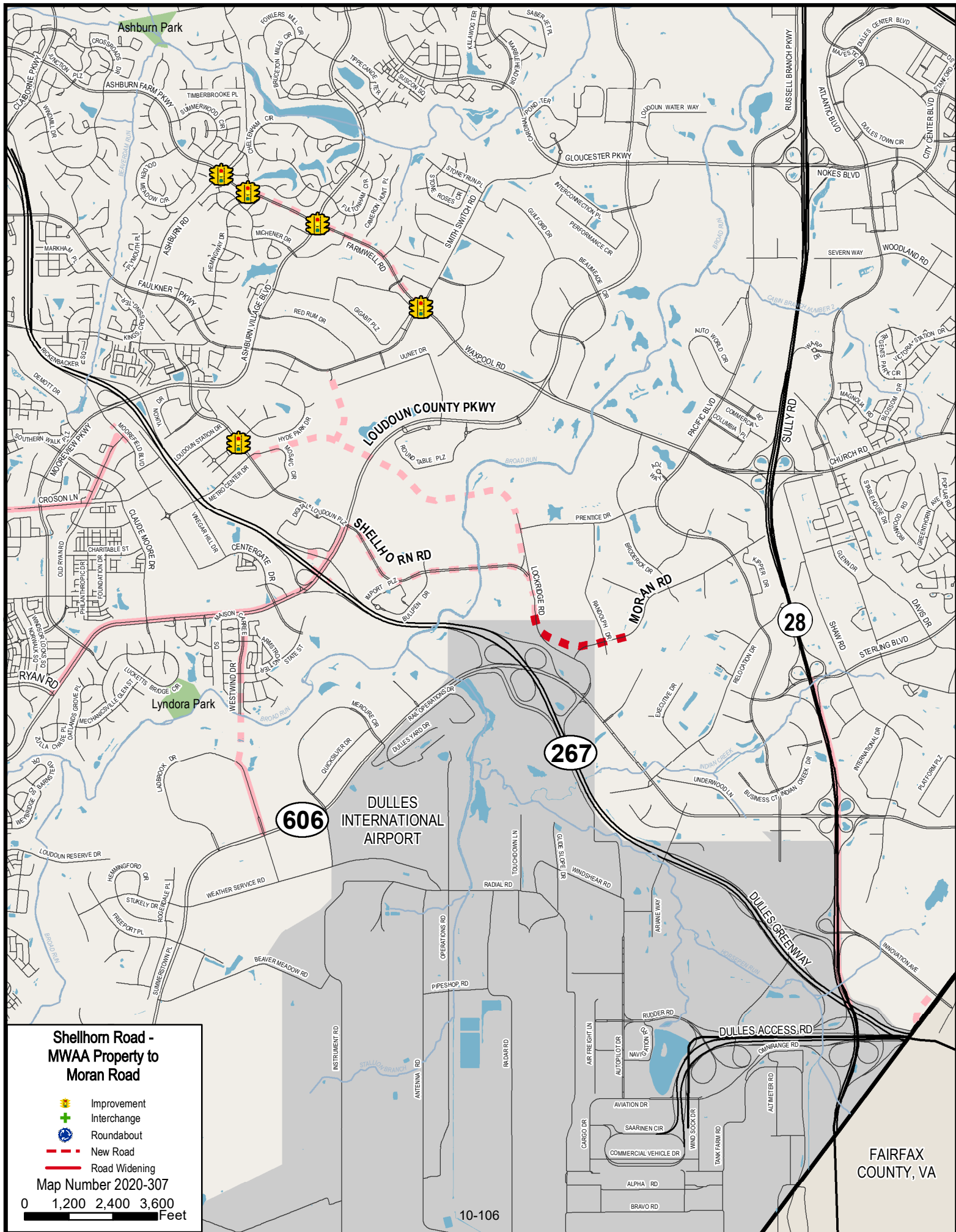


Project Phase Timeline by FY



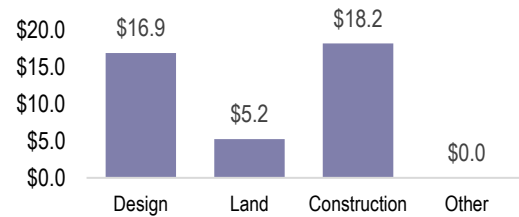
Costs (\$ in 1000s)	Prior Years	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	6 Year Total	Future FYs	Project Total
Professional Services	5,110	4,479	-	-	-	-	-	4,479	-	9,589
Utility Relocation	-	1,246	-	-	-	-	-	1,246	-	1,246
Land	5,659	1,415	-	-	-	-	-	1,415	-	7,074
Construction	-	31,521	-	-	-	-	-	31,521	-	31,521
Personnel	542	1,904	-	-	-	-	-	1,904	-	2,446
Project Mgmt. Consultant	143	1,234	-	-	-	-	-	1,234	-	1,377
Total – Costs	11,454	41,799	-	-	-	-	-	41,799	-	53,253
Local Tax Funding	63	638	-	-	-	-	-	638	-	701
Local Tax Funding Roads	266	-	-	-	-	-	-	-	-	266
General Obligation Bonds	5,110	40,579	-	-	-	-	-	40,579	-	45,688
Cash Proffers	3,122	582	-	-	-	-	-	582	-	3,705
NVTA 70% Regional	2,894	-	-	-	-	-	-	-	-	2,894
Total – Funding Sources	11,454	41,799	-	-	-	-	-	41,799	-	53,253

Operating Impacts (\$ in 1000s)	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	Total
Debt Service	-	918	3,032	3,954	3,863	3,751	15,519
Total – Impact	-	918	3,032	3,954	3,863	3,751	15,519



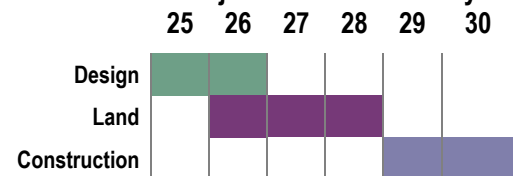


Sycolin Road Widening – Loudoun Center Place to Crosstrail Boulevard

Details:**Project Number:** C02512**Election District:** Leesburg**Length:** 1.0 miles**Project Type:** Roadway Widening**Estimated Completion Year:** FY 2030**Referendum:** November 2024**Phase Costs in Millions****Background:**

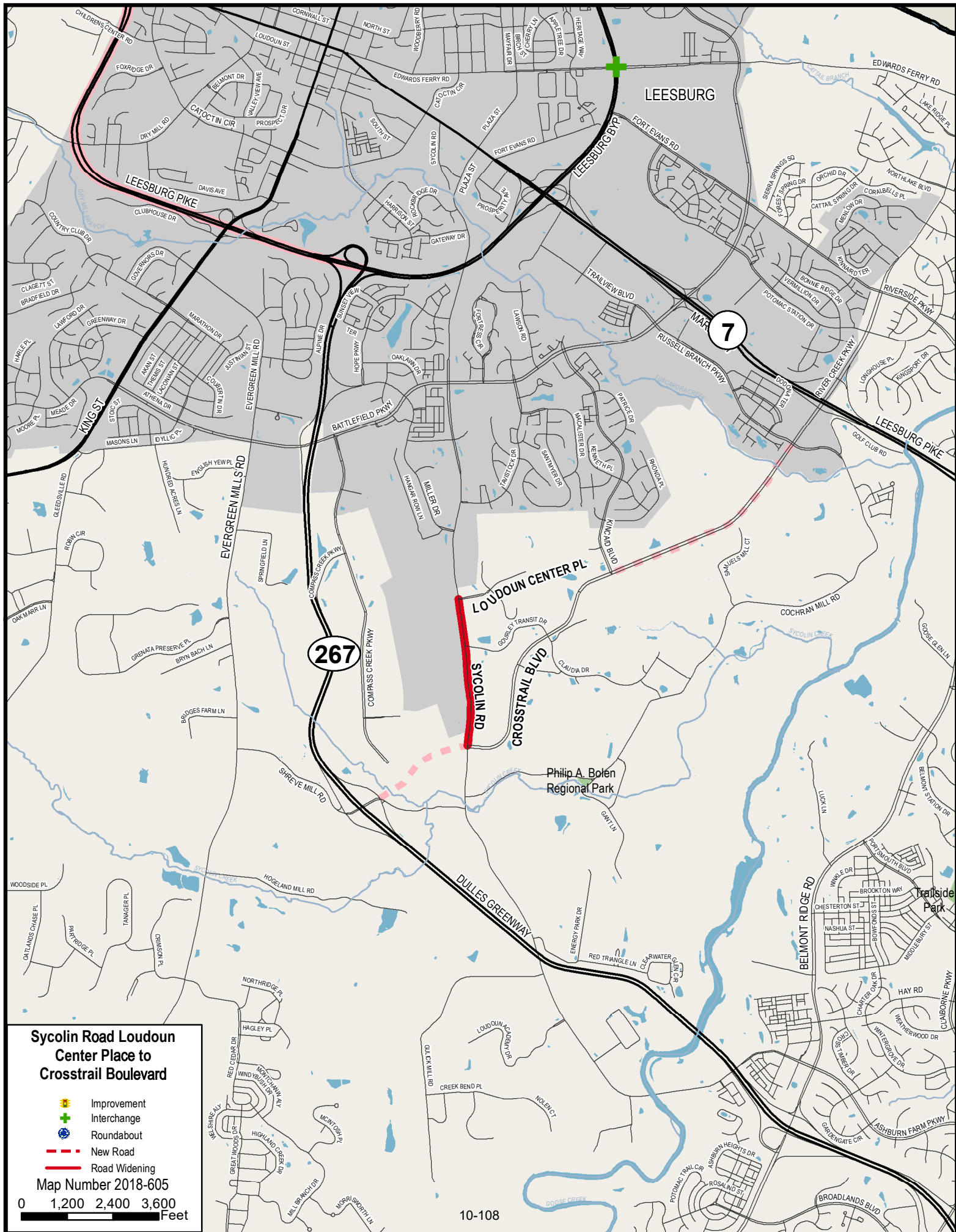
This project provides for the design, right-of-way acquisition, and construction to widen Sycolin Road to a four-lane, median-divided roadway between Loudoun Center Place and Crosstrail Boulevard. The new roadway will be constructed as a suburban, controlled access facility per the Joint Land Management Area and Transition area policies within a 90-foot right-of-way, including shared-use paths on both sides of the road.

The project's budget was increased, and the development schedule was updated during the FY 2025 CIP budget development process based on the most recent cost estimate.

Project Phase Timeline by FY

Costs (\$ in 1000s)	Prior Years	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	6 Year Total	Future FYs	Project Total
Professional Services	15,085	-	-	-	1,786	-	-	1,786	-	16,871
Utility Relocation	-	-	-	-	3,580	-	-	3,580	-	3,580
Land	-	-	1,650	-	-	-	-	1,650	-	1,650
Construction	-	-	-	-	-	18,158	-	18,158	-	18,158
Total – Costs	15,085	-	1,650	-	5,365	18,158	-	25,173	-	40,258
Local Tax Funding	0	-	-	-	1,847	-	-	1,847	-	1,847
Local Tax Funding Roads	-	-	-	-	3,518	3,158	-	6,676	-	6,676
General Obligation Bonds	-	-	1,650	-	-	-	-	1,650	-	1,650
Other State Grants	15,085	-	-	-	-	-	-	-	-	15,085
NVTA 70% Regional	-	-	-	-	-	15,000	-	15,000	-	15,000
Total – Funding Sources	15,085	-	1,650	-	5,365	18,158	-	25,173	-	40,258

Operating Impacts (\$ in 1000s)	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	Total
Debt Service	-	-	168	158	159	150	635
Total – Impact	-	-	168	158	159	150	635





Village of Waterford Preserving the Landmark Infrastructure Improvements

Details:

Project Number: C02500

Election District: Catoclin

Project Type: Infrastructure Improvements

Estimated Completion Year: TBD

Referendum: n/a

Background:

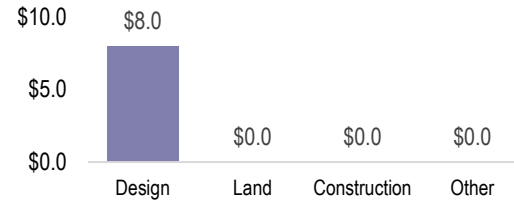
This project provides initial funding for the preliminary programming and planning for methods to restore historic viewsheds, reduce and calm traffic, improve existing infrastructure, and add new utilities, all in the context of Waterford's status as a National Historic Landmark.

The Preserving the Landmark Study that was completed in August 2022 provides guidance for the preliminary programming and planning tasks such as NEPA, survey, preliminary design, utility coordination, environmental and stormwater, etc. The study identifies the following possible improvements for the project: traffic calming, road and sidewalk and pavement improvements, stormwater management, utility relocations, water and wastewater improvements, and street lighting.

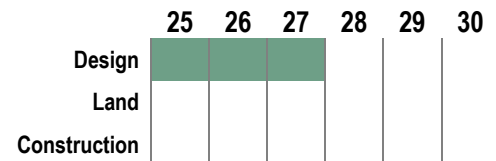
The funding for this project was originally programmed in the FY 2023 Adopted CIP project entitled *Waterford Traffic Calming*. During the FY 2024 CIP budget development process, the scope of work for the Traffic Calming project was incorporated into this project and the project scope was broadened. The original project number, C02500 has been retained for the broader *Village of Waterford Preserving the Landmark Infrastructure Improvements* project.

The project's budget was increased during the FY 2025 CIP budget development process based on the most recent cost estimate.

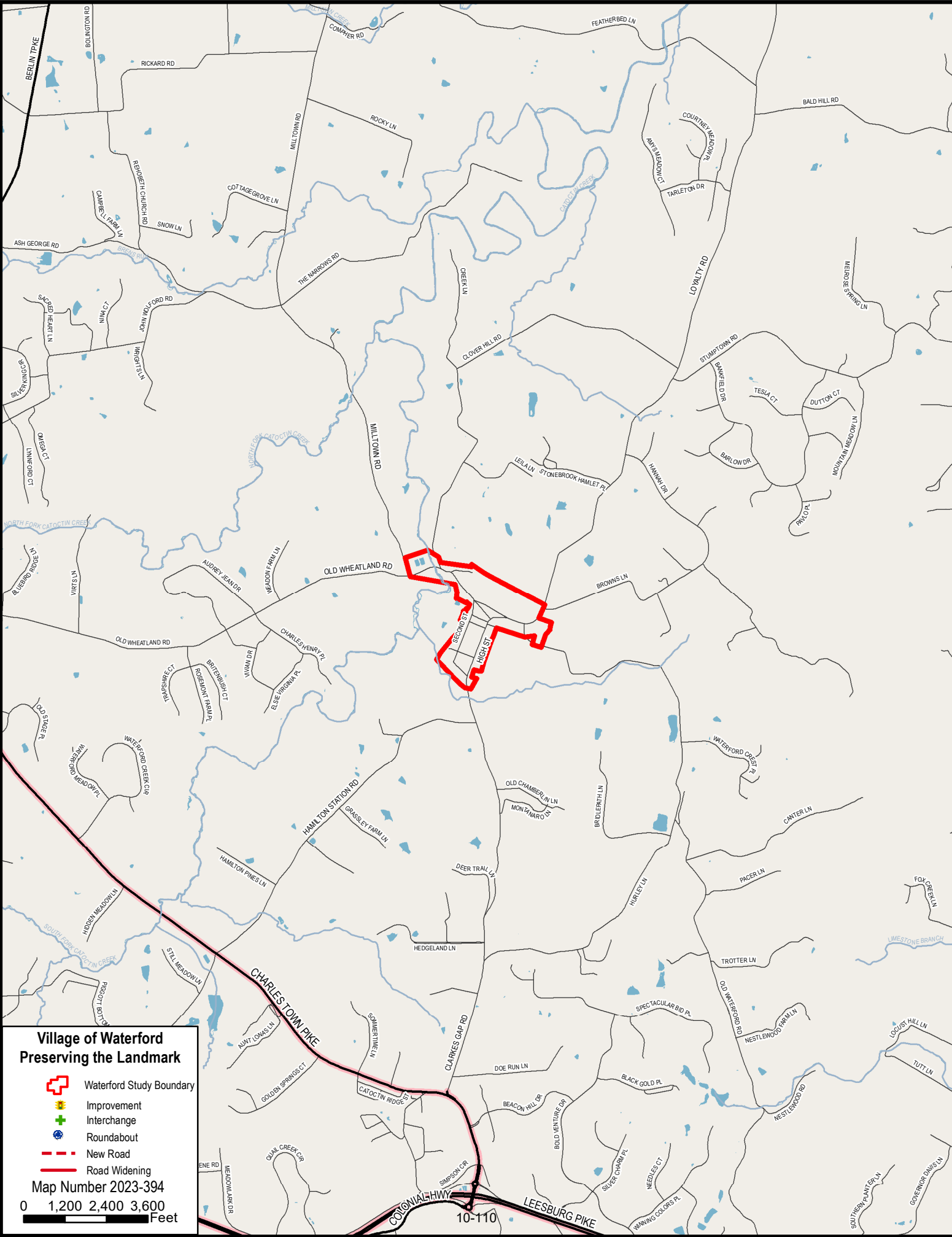
Phase Costs in Millions



Project Phase Timeline by FY



Costs (\$ in 1000s)	Prior Years	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	6 Year Total	Future FYs	Project Total
Professional Services	500	2,500	5,000	-	-	-	-	7,500	-	8,000
Total – Costs	500	2,500	5,000	-	-	-	-	7,500	-	8,000
Local Tax Funding	500	2,500	1,650	-	-	-	-	4,150	-	4,650
Appropriation-Backed Bonds	-	-	3,350	-	-	-	-	3,350	-	3,350
Total – Funding Sources	500	2,500	5,000	-	-	-	-	7,500	-	8,000



**Village of Waterford
Preserving the Landmark**

- Waterford Study Boundary
- Improvement
- Interchange
- Roundabout
- New Road
- Road Widening

Map Number 2023-394

0 1,200 2,400 3,600
Feet



Waxpool Road / Loudoun County Parkway Intersection Improvements

Details:

Project Number: C02089

Election District: Sterling, Broad Run

Length: 0.5 miles

Project Type: Widening and Intersection Improvements

Estimated Completion Year: FY 2026

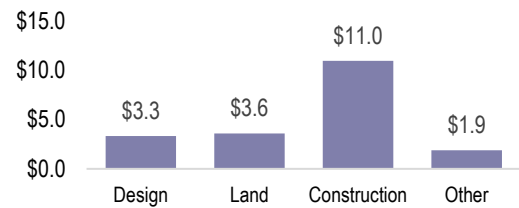
Referendum: November 2021

Background:

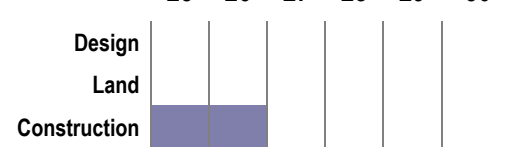
This project provides for the planning, design, right-of-way acquisition, and construction of widening and intersection improvements along Waxpool Road (Route 625) at Loudoun County Parkway (Route 607). The scope of work includes the development of triple left-turn lanes from Westbound Waxpool Road onto Southbound Loudoun County Parkway, and a channelized free-flow right-turn lane with an acceleration lane from Northbound Loudoun County Parkway onto Eastbound Waxpool Road. Upon completion, there will be Westbound Waxpool Road left turns onto Southbound Loudoun County Parkway, and Eastbound right-turn lanes from Loudoun County Parkway onto Waxpool Road.

The project's budget was increased during the FY 2025 CIP budget development process based on the most recent cost estimate.

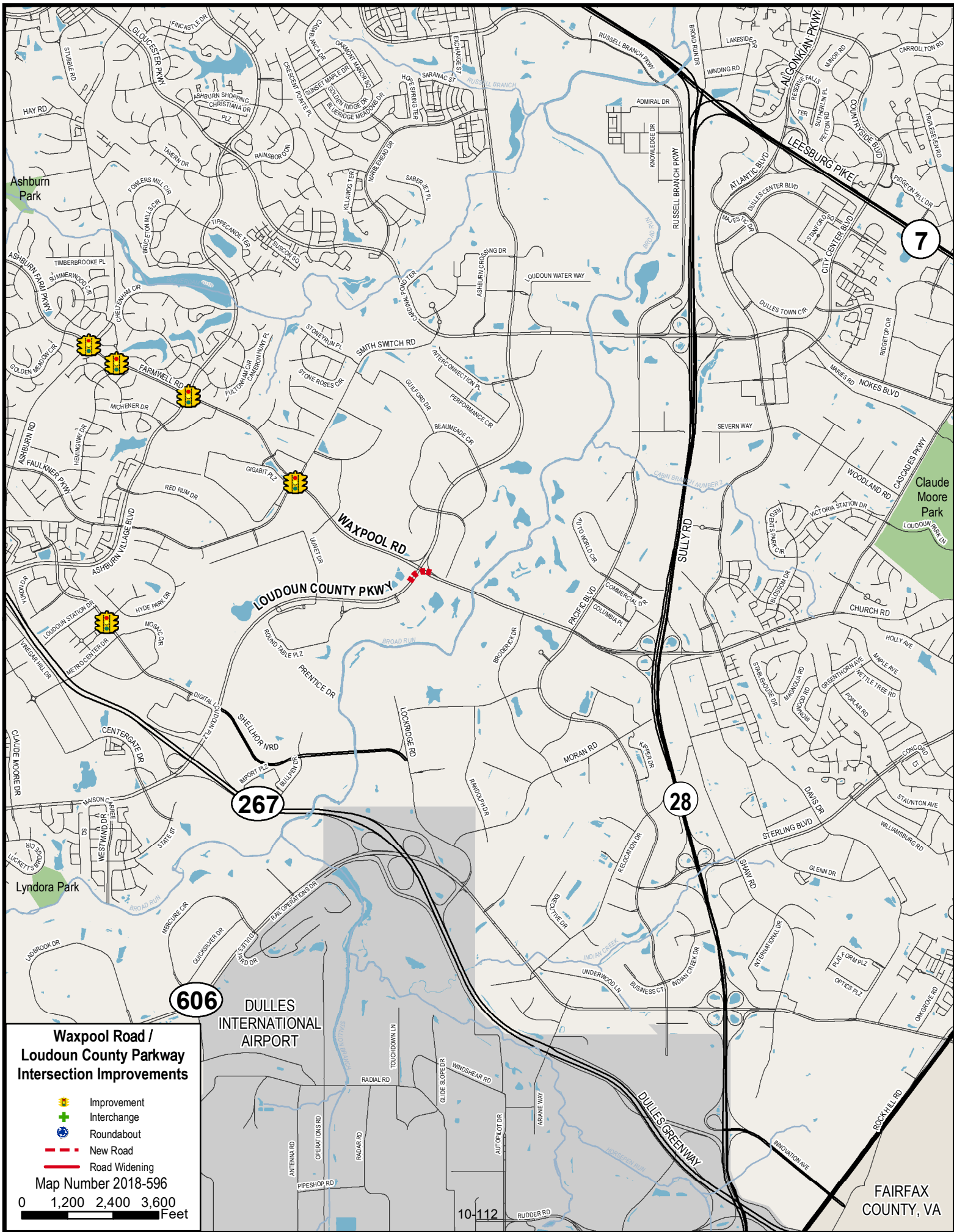
Phase Costs in Millions



Project Phase Timeline by FY



Costs (\$ in 1000s)	Prior Years	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	6 Year Total	Future FYs	Project Total
Professional Services	2,044	1,191	-	-	-	-	-	1,191	-	3,235
Planning	82	-	-	-	-	-	-	-	-	82
Utility Relocation	375	851	-	-	-	-	-	851	-	1,226
Owner Costs	74	-	-	-	-	-	-	-	-	74
Land	2,292	-	-	-	-	-	-	-	-	2,292
Construction	5,316	5,638	-	-	-	-	-	5,638	-	10,954
Personnel	282	6	-	-	-	-	-	6	-	288
Contingency	1,508	-	-	-	-	-	-	-	-	1,508
Project Mgmt. Consultant	81	-	-	-	-	-	-	-	-	81
Total – Costs	12,054	7,686	-	-	-	-	-	7,686	-	19,740
Local Tax Funding	-	6	-	-	-	-	-	6	-	6
Local Tax Funding Roads	42	6,805	-	-	-	-	-	6,805	-	6,847
General Obligation Bonds	3,659	-	-	-	-	-	-	-	-	3,659
Cash Proffers	2,785	875	-	-	-	-	-	875	-	3,660
Smart Scale	277	-	-	-	-	-	-	-	-	277
Other State Grants	658	-	-	-	-	-	-	-	-	658
CMAQ	2,633	-	-	-	-	-	-	-	-	2,633
Other Federal Grants	2,000	-	-	-	-	-	-	-	-	2,000
Total – Funding Sources	12,054	7,686	-	-	-	-	-	7,686	-	19,740





Westwind Drive – Loudoun County Parkway to Old Ox Road

Details:

Project Number: C02210

Election District: Sterling

Length: 1.2 miles

Project Type: Widening and New Roadway

Estimated Completion Year: FY 2029

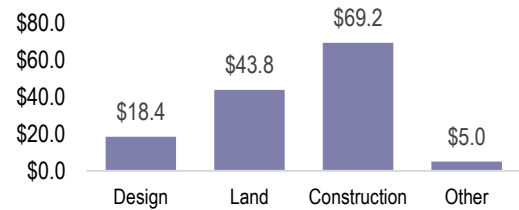
Referendum: November 2019, November 2023, and November 2025

Background:

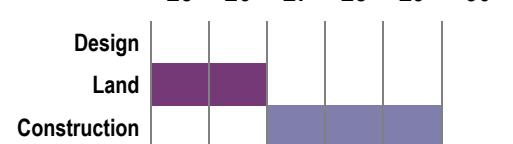
This project provides for the planning, design, right-of-way acquisition, and construction of Westwind Drive (Route 2988) between Loudoun County Parkway and Old Ox Road (Route 606). The scope of work includes the widening of the eastern leg of Ladbroke Drive; construction of a new four-lane, median-divided roadway to link to existing Westwind Drive at State Street as a suburban controlled access minor arterial facility; construction of a sidewalk on one side of the road and a shared-use path on the other side of the road within a 90-foot right-of-way; and construction of a bridge over Broad Run.

The project's budget was increased, and the development schedule was updated during the FY 2025 CIP budget development process based on the most recent cost estimate.

Phase Costs in Millions

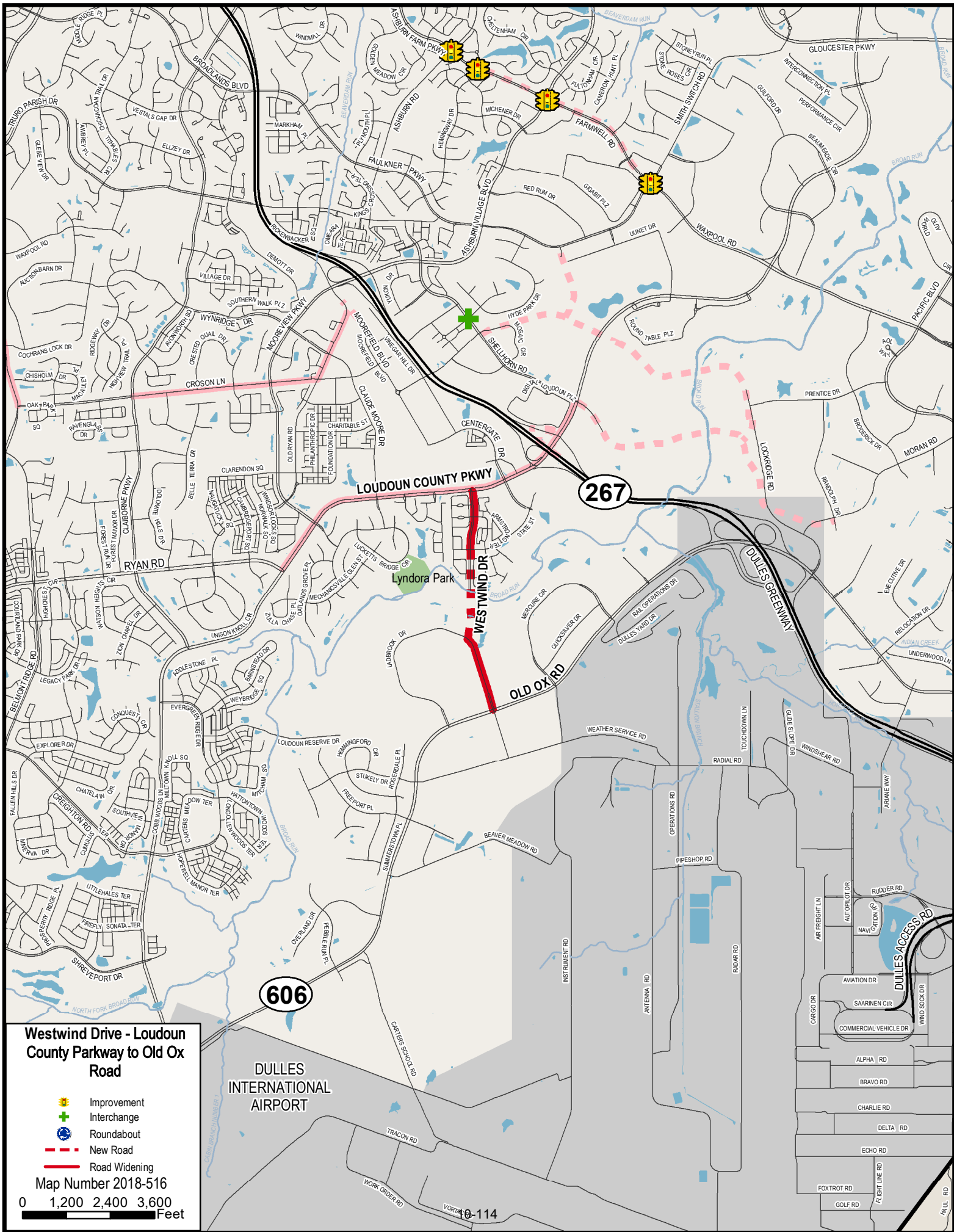


Project Phase Timeline by FY



Costs (\$ in 1000s)	Prior Years	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	6 Year Total	Future FYs	Project Total
Professional Services	15,493	-	2,530	-	-	-	-	2,530	-	18,023
Planning	395	-	-	-	-	-	-	-	-	395
Utility Relocation	-	-	3,549	-	-	-	-	3,549	-	3,549
Land	37,034	3,166	-	-	-	-	-	3,166	-	40,200
Construction	22,938	-	-	46,243	-	-	-	46,243	-	69,181
Personnel	2,365	144	-	-	-	-	-	144	-	2,508
Payments to State	600	-	-	-	-	-	-	-	-	600
Contingency	650	-	-	-	-	-	-	-	-	650
Project Mgmt. Consultant	1,154	89	-	-	-	-	-	89	-	1,244
Total – Costs	80,629	3,399	6,079	46,243	-	-	-	55,721	-	136,350
Local Tax Funding	587	233	-	-	-	-	-	233	-	820
Local Tax Funding Roads	10,807	377	1,036	277	-	-	-	1,689	-	12,496
General Obligation Bonds	39,959	2,378	5,043	45,966	-	-	-	53,387	-	93,347
Cash Proffers	6,390	411	-	-	-	-	-	411	-	6,801
Smart Scale	19,821	-	-	-	-	-	-	-	-	19,821
NVTA 30% Local	3,064	-	-	-	-	-	-	-	-	3,064
Total – Funding Sources	80,629	3,399	6,079	46,243	-	-	-	55,721	-	136,350

Operating Impacts (\$ in 1000s)	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	Total
Debt Service	-	549	1,616	3,796	6,288	7,297	19,546
Total – Impact	-	549	1,616	3,796	6,288	7,297	19,546



Westwind Drive - Loudoun County Parkway to Old Ox Road

- Improvement
- Interchange
- Roundabout

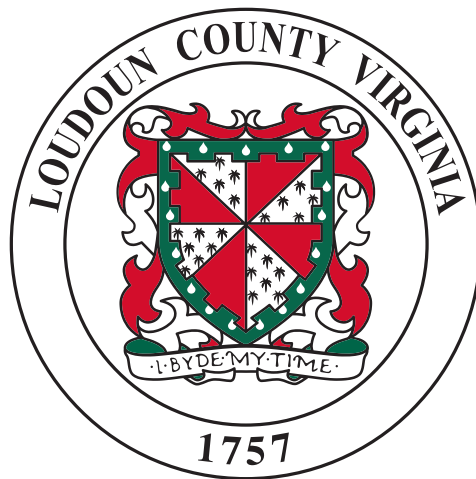
- New Road
- Road Widening

Map Number 2018-516

0 1,200 2,400 3,600 Feet

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Capital Improvement Program

Sidewalks and Trails

Contents

Sidewalks and Trails Summary	10-118
Contingency Accounts: Sidewalks and Trails, Traffic Calming, Traffic Signal	10-122
Franklin Park to Purcellville Trail	10-123
Harmony Middle School Shared-Use Path	10-124
River Creek Parkway Sidewalk	10-125
Route 7 Shared-Use Path	10-126
Shellhorn Road / Central Station Drive / Hartley Place Intersection Improvements	10-127
Sidewalks and Trails Program - Introduction	10-128
Sidewalks and Trails Program - General	10-129
Sidewalks and Trails Program - Prioritized Projects	10-130
STP - Ashburn Road - Within Ashburn Village to Gloucester Parkway	10-131
STP - Ashburn Village Boulevard - Farmwell Road to Michener Drive	10-132
STP - Ashburn Village Boulevard - Tippecanoe Terrace to the W&OD Trail Crossing	10-133
STP - Benedict Drive - Potomac View Road to existing sidewalk east of Bartholomew Fair Drive	10-134
STP - Blossom Drive - Victoria Station Drive to Magnolia Road	10-135
STP - Cascades Parkway - Church Road to Victoria Station Drive	10-136
STP - Cascades Parkway - Nokes Blvd/Potomac View Road to Woodshire Drive	10-137
STP - Cascades Parkway - Victoria Station Dr/Loudoun Park Lane to Nokes Blvd/Potomac View Rd	10-138
STP - Church Road - Magnolia Road to west of West Holly Avenue	10-139
STP - Claiborne Parkway - Broadlands Boulevard to Vestals Gap Drive	10-140
STP - Claude Moore Drive - Old Ryan Road to Existing Sidewalk East of Mooreview Parkway	10-141
STP - Davis Drive - Sterling Boulevard to W Church Road	10-142
STP - East Maple Avenue - Enterprise Street to Sterling Boulevard	10-143
STP - Millstream Drive - Village Center Plaza/Loudoun Park and Ride to Stone Carver Drive	10-144
STP - Pacific Boulevard - Waxpool Road to W&OD Trail Connection	10-145
STP - Potomac View Road - Cascades Parkway to First Baptist Church Driveway	10-146
STP - Potomac View Road - Leesburg Pike to Existing Sidewalk South of Palisade Parkway	10-147
STP - Potomac View Road - South of River Meadows Terrace to Route 7	10-148
STP - Route 7 and Countryside Boulevard Shared Use Paths and Sidewalks	10-149
STP - Shellhorn Road - Blossom Hill Terrace to Ashburn Village Boulevard	10-150
STP - Sterling Boulevard - Shaw Road to Davis Drive	10-151
STP - Sterling Boulevard - W&OD to Shaw Road	10-152



STP - Waxpool Road - Claiborne Parkway to Faulkner Parkway	10-153
Sterling Boulevard / W&OD Trail Overpass	10-154
Traffic Sign Replacement Program	10-155



Sidewalks and Trails

Capital Improvement Program										
Sidewalks and Trails Projects										
Costs (\$ in 1000s)	Prior Years	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	6 Year Total	Future FYs	Project Total
Contingency - Sidewalks and Trails	4,650	1,000	1,000	1,000	1,000	1,000	1,000	6,000	2,000	12,650
Contingency - Traffic Calming	896	500	500	500	500	500	500	3,000	1,000	4,896
Contingency - Traffic Signal	3,916	1,000	1,000	1,000	1,000	1,000	1,000	6,000	2,000	11,916
Franklin Park to Purcellville Trail	1,545	-	3,394	1,877	2,600	-	-	7,871	-	9,416
Harmony Middle School Shared Use Path	2,325	-	1,300	-	-	-	-	1,300	-	3,625
River Creek Parkway Sidewalk	1,058	1,507	-	-	-	-	-	1,507	-	2,564
Route 7 Shared Use Path	10,652	990	8,526	-	-	-	-	9,516	-	20,168
Shellhorn Road / Central Station Drive / Hartley Place Intersection Improvements	-	268	-	-	-	-	-	268	-	268
Sidewalks and Trails Program	11,170	567	79	130	2,261	2,199	257	5,493	32,472	49,136
STP - Ashburn Road - Within Ashburn Village to Gloucester Parkway	-	-	-	-	-	682	4,186	4,868	1,384	6,252
STP - Ashburn Village Boulevard - Farmwell Road to Michener Drive	100	335	-	-	-	-	-	335	-	435
STP - Ashburn Village Boulevard - Tippecanoe Terrace to the W&OD Trail Crossing	65	1,014	188	-	-	-	-	1,202	-	1,267
STP - Benedict Drive - Potomac View Road to existing sidewalk east of Bartholomew Fair Drive	-	340	582	832	-	-	-	1,754	-	1,754
STP - Blossom Drive -Victoria Station Drive to Magnolia Road	106	1,176	-	1,322	-	-	-	2,498	-	2,604
STP - Cascades Parkway - Church Road to Victoria Station Drive	-	689	-	2,509	1,438	-	-	4,636	-	4,636
STP - Cascades Parkway - Nokes Boulevard / Potomac View Road to Woodshire Drive	185	-	1,074	3,389	3,944	-	-	8,407	-	8,592
STP - Cascades Parkway - Victoria Station Drive / Loudoun Park Lane to Nokes Boulevard / Potomac View Road	-	-	1,216	-	1,191	-	2,824	5,232	-	5,232
STP - Church Road - Magnolia Road to west of West Holly Avenue	80	1,107	665	-	-	-	-	1,772	-	1,852
STP - Claiborne Parkway - Broadlands Boulevard to Vestals Gap Drive	425	-	617	612	-	-	-	1,229	-	1,654
STP - Claude Moore Drive - Old Ryan Road to Existing Sidewalk East of Mooreview Parkway	300	500	759	-	-	-	-	1,259	-	1,559
STP - Davis Drive - Sterling Boulevard to W Church Road	-	-	-	-	979	5,075	2,035	8,089	-	8,089
STP - East Maple Avenue - Enterprise Street to Sterling Boulevard	165	826	-	-	-	-	-	826	-	991
STP - Millstream Drive - Village Center Plaza / Loudoun Park and Ride to Stone Carver Drive	-	373	652	-	-	-	-	1,025	-	1,025



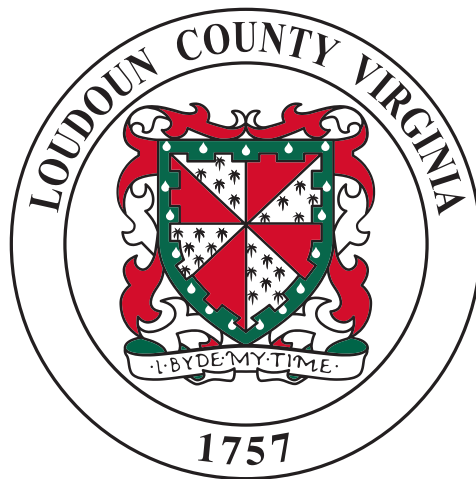
Sidewalks and Trails

Capital Improvement Program										
Sidewalks and Trails Projects										
Costs (\$ in 1000s)	Prior Years	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	6 Year Total	Future FYs	Project Total
STP - Pacific Boulevard - Waxpool Road to W&OD Trail Connection	615	87	1,568	-	1,292	-	-	2,947	-	3,562
STP - Potomac View Road - Cascades Parkway to First Baptist Church Driveway	205	603	-	1,672	-	-	-	2,275	-	2,480
STP - Potomac View Road - Leesburg Pike to Existing Sidewalk South of Palisade Parkway	-	-	-	-	-	718	1,425	2,142	2,549	4,691
STP - Potomac View Road - South of River Meadows Terrace to Route 7	550	-	1,569	1,790	-	-	-	3,359	-	3,909
STP - Route 7 and Countryside Boulevard Shared Use Paths and Sidewalks	-	1,588	-	4,741	3,348	-	-	9,676	-	9,676
STP - Shellhorn Road - Blossom Hill Terrace to Ashburn Village Boulevard	450	1,296	977	-	-	-	-	2,273	-	2,723
STP - Sterling Boulevard - Shaw Road to Davis Drive	-	-	-	-	-	1,346	2,117	3,463	3,675	7,138
STP - Sterling Boulevard - W&OD to Shaw Road	465	1,134	2,013	1,000	2,105	-	-	6,251	-	6,716
STP - Waxpool Road - Claiborne Parkway to Faulkner Parkway	347	203	1,063	1,166	-	-	-	2,432	-	2,779
Sterling Boulevard / W&OD Trail Overpass	1,933	10,489	-	-	-	-	-	10,489	-	12,422
Traffic Sign Replacement Program	1,000	1,001	-	-	1,000	-	-	2,001	1,000	4,001
Total - Costs	43,202	28,591	28,740	23,540	22,659	12,520	15,344	131,394	46,080	220,677
Funding Sources (\$ in 1000s)										
Local Tax Funding	2,474	293	-	-	-	-	1,002	1,295	2,000	5,769
Local Tax Funding Roads	9,140	6,865	11,645	9,616	11,514	2,500	9,500	51,639	18,406	79,186
General Obligation Bonds	18,243	6,352	3,784	832	-	5,811	2,018	18,797	25,674	62,715
Appropriation-Backed Bonds	1,257	-	-	-	-	-	-	-	-	1,257
Cash Proffers	555	256	-	-	-	-	-	256	-	810
RSTP	-	-	-	-	3,445	4,209	-	7,654	-	7,654
Smart Scale	-	1,588	3,216	6,618	7,139	-	2,824	21,385	-	21,385
Other State Grants	-	-	-	1,672	-	-	-	1,672	-	1,672
CMAQ	-	-	-	-	561	-	-	561	-	561
Other Federal Grants	1,185	8,991	-	3,328	-	-	-	12,319	-	13,504
NVTA 30% Local	10,303	4,247	10,095	1,474	-	-	-	15,816	-	26,119



Sidewalks and Trails

Capital Improvement Program										
Sidewalks and Trails Projects										
Costs (\$ in 1000s)	Prior Years	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	6 Year Total	Future FYs	Project Total
Local Gas Tax	45	-	-	-	-	-	-	-	-	45
Total – Funding Sources	43,202	28,591	28,740	23,540	22,659	12,520	15,344	131,394	46,080	220,677





Sidewalks and Trails

Contingency Accounts

Details:

Project Number: Sidewalk and Trails Contingency - C02009; Traffic Calming Contingency - C02008; Traffic Signal - C02010

Election District: Countywide

Estimated Completion Year: Ongoing

Referendum: n/a

Background:

This project provides funding for the Sidewalks and Trails Contingency, Traffic Calming Contingency, and Traffic Signal Contingency projects. Funds are moved out of these projects throughout the year into other capital projects as necessary.

Sidewalk and Trails Contingency

Provides \$1,000,000 of funding annually to be used Countywide for the design and construction of missing sidewalk and trail segments.

Traffic Calming Contingency

Provides \$500,000 of funding annually to be used Countywide for the design and construction of traffic calming measures.

Traffic Signal Contingency

Provides \$1,000,000 of funding annually to be used Countywide for the design and construction of traffic signals.

The Prior Years amount reflected in the financial table includes the Adopted fiscal year budget appropriations, Fund Balance transfers into the projects, and transfers out of the contingency projects into other capital projects.

Phase Costs in Millions



Project Phase Timeline by FY

	25	26	27	28	29	30
Design						
Land						
Construction						

Costs (\$ in 1000s)	Prior Years	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	6 Year Total	Future FYs	Project Total
Contingency	9,461	2,500	2,500	2,500	2,500	2,500	2,500	15,000	5,000	29,461
Total – Costs	9,461	2,500	2,500	2,500	2,500	2,500	2,500	15,000	5,000	29,461
Local Tax Funding	553	-	-	-	-	-	-	-	-	553
Local Tax Funding Roads	7,521	2,500	2,500	2,500	2,500	2,500	2,500	15,000	5,000	27,521
NVTA 30% Local	1,342	-	-	-	-	-	-	-	-	1,342
Local Gas Tax	45	-	-	-	-	-	-	-	-	45
Total – Funding Sources	9,461	2,500	2,500	2,500	2,500	2,500	2,500	15,000	5,000	29,461



Sidewalks and Trails

Franklin Park to Purcellville Trail

Details:

Project Number: C02036

Election District: Catoclin

Length: 1.5 miles

Location: Town of Purcellville

Estimated Completion Year: FY 2030

Referendum: November 2024

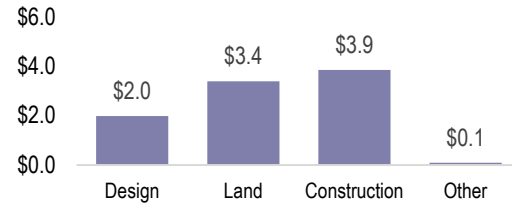
Background:

This project provides for the design, construction, and easement acquisition needed to construct the sidewalks and trails to connect Franklin Park to the Town of Purcellville.

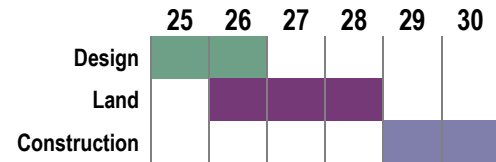
This project is a component of a larger Purcellville to Round Hill Trail project that constructs a trail from the intersection of Main and West Loudoun Streets in Round Hill to Franklin Park to provide pedestrian and bicycle connectivity between the Town of Round Hill, Franklin Park, and the Town of Purcellville.

The project's budget was decreased during the FY 2025 CIP budget development process based on the most recent cost estimate.

Phase Costs in Millions



Project Phase Timeline by FY



Costs (\$ in 1000s)	Prior Years	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	6 Year Total	Future FYs	Project Total
Professional Services	1,452	-	-	531	-	-	-	531	-	1,984
Utility Relocation	-	-	650	-	-	-	-	650	-	650
Land	-	-	2,744	-	-	-	-	2,744	-	2,744
Construction	-	-	-	1,346	2,600	-	-	3,946	-	3,946
Contingency	93	-	-	-	-	-	-	-	-	93
Total – Costs	1,545	-	3,394	1,877	2,600	-	-	7,871	-	9,416
Local Tax Funding	545	-	-	-	-	-	-	-	-	545
General Obligation Bonds	-	-	1,394	-	-	-	-	1,394	-	1,394
Smart Scale	-	-	2,000	1,877	2,600	-	-	6,477	-	6,477
Other Federal Grants	1,000	-	-	-	-	-	-	-	-	1,000
Total – Funding Sources	1,545	-	3,394	1,877	2,600	-	-	7,871	-	9,416

Operating Impacts (\$ in 1000s)	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	Total
Debt Service	-	-	140	136	133	129	538
Total – Impact	-	-	140	136	133	129	538



Sidewalks and Trails

Harmony Middle School Shared-Use Path

Details:

Project Number: C02383

Election District: Catoclin

Length: 1 mile

Project Type: New Shared Use Path and Drainage Improvements

Estimated Completion Year: FY 2027

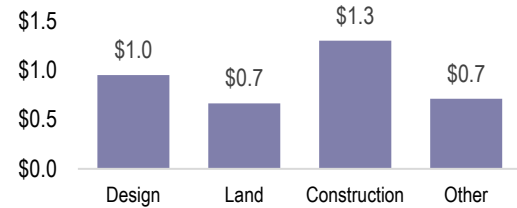
Referendum: November 2023

Background:

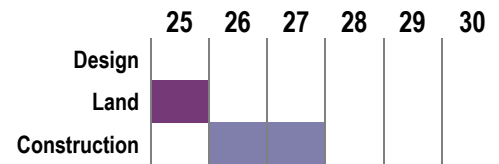
This project provides for the construction of missing shared-use path segments and storm drainage improvements. In addition, it provides funding to connect the existing sidewalk along Colonial Highway, in front of the Kenneth W. Culbert Elementary school, from the existing shared-use path located near Greentop Drive, to the existing sidewalk east of South Hughes Street in the Town of Hamilton.

The project's budget was decreased, and the development schedule was updated during the FY 2025 CIP budget development process based on the most recent cost estimate.

Phase Costs in Millions



Project Phase Timeline by FY



Costs (\$ in 1000s)	Prior Years	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	6 Year Total	Future FYs	Project Total
Professional Services	940	-	-	-	-	-	-	-	-	940
Planning	10	-	-	-	-	-	-	-	-	10
Utility Relocation	249	-	-	-	-	-	-	-	-	249
Land	415	-	-	-	-	-	-	-	-	415
Construction	-	-	1,300	-	-	-	-	1,300	-	1,300
Personnel	93	-	-	-	-	-	-	-	-	93
Contingency	442	-	-	-	-	-	-	-	-	442
Project Mgmt. Consultant	175	-	-	-	-	-	-	-	-	175
Total – Costs	2,325	-	1,300	-	-	-	-	1,300	-	3,625
Local Tax Funding	71	-	-	-	-	-	-	-	-	71
General Obligation Bonds	-	-	1,300	-	-	-	-	1,300	-	1,300
Cash Proffers	72	-	-	-	-	-	-	-	-	72
NVTA 30% Local	2,183	-	-	-	-	-	-	-	-	2,183
Total – Funding Sources	2,325	-	1,300	-	-	-	-	1,300	-	3,625

Operating Impacts (\$ in 1000s)	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	Total
Debt Service	-	-	130	127	124	120	501
Total – Impact	-	-	130	127	124	120	501



Sidewalks and Trails

River Creek Parkway Sidewalk

Details:

Project Number: C02384

Election District: Ashburn

Length: 1,800 feet

Project Type: New Sidewalk

Estimated Completion Year: FY 2026

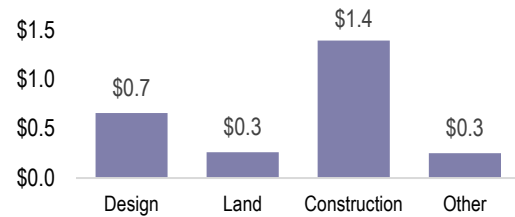
Referendum: November 2020

Background:

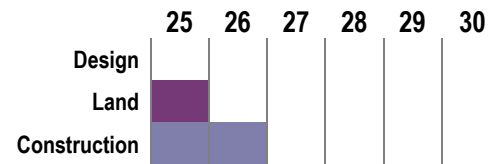
This project provides for the construction of sidewalk segments along the east side of River Creek Parkway (Route 773) between Parkers Ridge Drive (Route 3054) and Potomac Station Drive (Route 3064).

The project's budget was increased during the FY 2025 CIP budget development process based on the most recent cost estimate.

Phase Costs in Millions



Project Phase Timeline by FY



Costs (\$ in 1000s)	Prior Years	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	6 Year Total	Future FYs	Project Total
Professional Services	659	-	-	-	-	-	-	-	-	659
Utility Relocation	48	-	-	-	-	-	-	-	-	48
Land	214	-	-	-	-	-	-	-	-	214
Construction	-	1,392	-	-	-	-	-	1,392	-	1,392
Personnel	21	70	-	-	-	-	-	70	-	90
Contingency	115	-	-	-	-	-	-	-	-	115
Project Mgmt. Consultant	1	45	-	-	-	-	-	45	-	46
Total – Costs	1,058	1,507	-	-	-	-	-	1,507	-	2,564
Local Tax Funding	20	115	-	-	-	-	-	115	-	134
General Obligation Bonds	1,038	1,392	-	-	-	-	-	1,392	-	2,430
Total – Funding Sources	1,058	1,507	-	-	-	-	-	1,507	-	2,564

Operating Impacts (\$ in 1000s)	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	Total
Debt Service	-	140	136	133	129	126	663
Total – Impact	-	140	136	133	129	126	663



Sidewalks and Trails

Route 7 Shared-Use Path

Details:

Project Number: C02455

Election District: Sterling

Length: 1.3 miles

Project Type: New Shared-Use Path

Estimated Completion Year: FY 2027

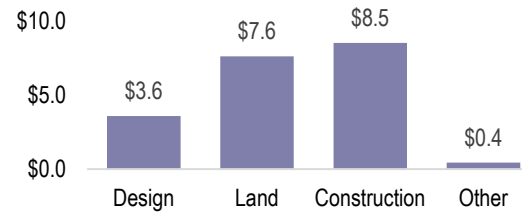
Referendum: November 2019 & November 2023

Background:

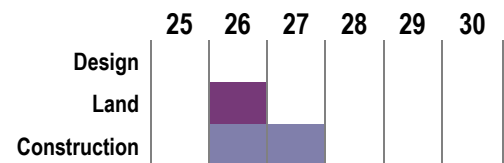
This project provides for the design, right-of-way acquisition, and construction of the shared-use path between three pedestrian crossings on the north side of Route 7. The crossings are located on Route 7 at Bartholomew Fair Drive (Route 1792)/Campus Drive (Route 391), Potomac View Road (Route 637), and Lakeland Drive (Route 821).

The project's budget was increased during the FY 2025 CIP budget development process based on the most recent cost estimate.

Phase Costs in Millions



Project Phase Timeline by FY



Costs (\$ in 1000s)	Prior Years	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	6 Year Total	Future FYs	Project Total
Professional Services	3,399	177	-	-	-	-	-	177	-	3,576
Planning	9	-	-	-	-	-	-	-	-	9
Utility Relocation	179	757	-	-	-	-	-	757	-	936
Land	6,681	-	-	-	-	-	-	-	-	6,681
Construction	-	-	8,526	-	-	-	-	8,526	-	8,526
Personnel	249	34	-	-	-	-	-	34	-	284
Project Mgmt. Consultant	134	22	-	-	-	-	-	-	-	156
Total – Costs	10,652	990	8,526	-	-	-	-	9,516	-	20,168
Local Tax Funding	335	56	-	-	-	-	-	56	-	391
Local Tax Funding Roads	791	-	-	-	-	-	-	-	-	791
General Obligation Bonds	8,600	678	-	-	-	-	-	678	-	9,278
Appropriation-Backed Bonds	257	-	-	-	-	-	-	-	-	257
Cash Proffers	-	256	-	-	-	-	-	256	-	256
NVTA 30% Local	668	-	8,526	-	-	-	-	8,526	-	9,194
Total – Funding Sources	10,652	990	8,526	-	-	-	-	9,516	-	20,168

Operating Impacts (\$ in 1000s)	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	Total
Debt Service	-	570	556	542	527	513	2,708
Total – Impact	-	570	556	542	527	513	2,708



Sidewalks and Trails

Shellhorn Road / Central Station Drive / Hartley Place Intersection Improvements

Details:

Project Number: C02667

Election District: Broad Run

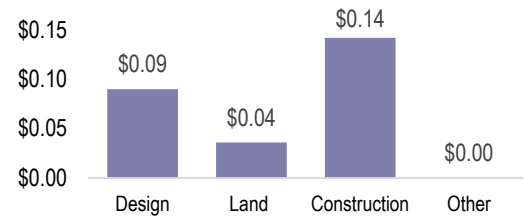
Length: n/a

Project Type: Intersection Improvement

Estimated Completion Year: FY 2026

Referendum: n/a

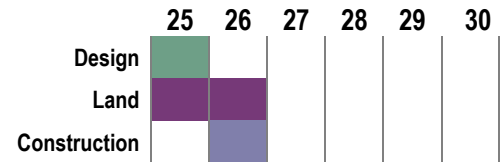
Phase Costs in Millions



Background:

This project provides for the design, right-of-way acquisition, and construction of improvements at the intersection of Shellhorn Road, Central Station Drive, and Hartley Place. The scope of work includes alterations to the existing median, concrete island channelization to limit turning movements at the existing median break, and the installation of additional signage.

Project Phase Timeline by FY



Costs (\$ in 1000s)	Prior Years	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	6 Year Total	Future FYs	Project Total
Professional Services	-	90	-	-	-	-	-	90	-	90
Land	-	36	-	-	-	-	-	36	-	36
Construction	-	142	-	-	-	-	-	142	-	142
Total – Costs	-	268	-	-	-	-	-	268	-	268
Local Tax Funding Roads	-	268	-	-	-	-	-	268	-	268
Total – Funding Sources	-	268	-	-	-	-	-	268	-	268



Sidewalk and Trail Program

The Sidewalk and Trail Program (STP) was developed to prioritize needs in its respective category; the highest priority needs are selected for more detailed analysis, design, and construction. The program addresses missing segments in the County's pedestrian and bicycle network. A database of missing sidewalk and trail facility segments and calculated priority rankings is maintained by the Department of Transportation and Capital Infrastructure. This program provides funding for planning, design, land acquisition, and construction of improvements for 3-5 miles of sidewalks and/or trails per year. Program capacity will be allocated as additional projects are identified and prioritized.

The STP process applies a methodology and scoring system for ranking the relative importance of segments to identify priority projects. Mileage and specific improvements will vary based on the complexity and needs of individual projects. Categories used to assess missing segments include but are not limited to proximity to pedestrian generators such as schools, parks, transit facilities, retail centers, and roadway and network characteristics, including traffic volume and crash records involving pedestrians and bicyclists.

The Sidewalk and Trail Program project page includes planned appropriations in later years for Round 3 projects that have been identified and conceptualized. These projects have high-level conceptual estimates since they have not been designed. Also included are dedicated project pages for Round 1, Round 2, and two Round 3 projects, which are in development, and a prioritized projects table for Round 3 projects that have been identified. The budgets for the projects included in the prioritized table are represented on the primary project page in the later years and are based on a high-level conceptual estimate. After the planning phase is complete, a refined estimate is developed, a production schedule is created, and the project moves from the prioritized table and is represented in the Budget Document with a dedicated project page that outlines the full details of the project.



Sidewalks and Trails

Sidewalk and Trail Program

Details:

Project Number: C02236

Election District: Countywide

Length: 3-5 miles per year (average)

Project Type: New Sidewalk and Trail Construction

Estimated Completion Year: Ongoing

Referendum: November 2020

Background:

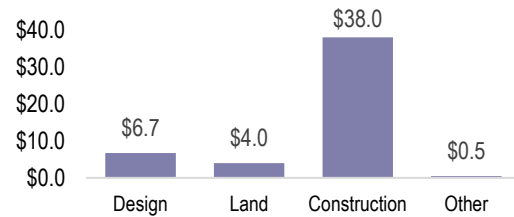
The Sidewalk and Trail Program (STP) addresses missing segments in the county's pedestrian and bicycle network. A database of missing sidewalk and trail facility segments and calculated priority rankings are maintained. Project priorities are identified using a methodology and scoring system for ranking the relative importance of segments.

This program provides funding for planning, design, land acquisition, and construction of improvements for 3-5 miles of sidewalks and/or trails per year. Mileage and specific improvements will vary based on the complexity and needs of individual projects.

Once specific projects are identified and designed, funds are moved from this primary project account into the individual sidewalk and trail project. The funding allocations shown in the financial table are for Round 3 projects, which have not been designed.

The Prior Years amount reflected in the financial table includes the Adopted fiscal year budget appropriations, Fund Balance transfers, and transfers out of the account into individual intersection improvement capital projects.

Phase Costs in Millions



Project Phase Timeline by FY

	25	26	27	28	29	30
Design						
Land						
Construction						

Costs (\$ in 1000s)	Prior Years	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	6 Year Total	Future FYs	Project Total
Professional Services	1,857	-	-	-	-	-	-	-	4,800	6,657
Planning	36	-	-	-	-	-	-	-	-	36
Land	800	-	-	-	-	-	-	-	3,200	4,000
Construction	9,018	566	79	130	2,261	2,199	257	5,493	24,472	37,983
Personnel	349	0	-	-	-	-	-	0	-	350
Project Mgmt. Consultant	110	-	-	-	-	-	-	-	-	110
Total – Costs	11,170	567	79	130	2,261	2,199	257	5,493	32,472	49,136
Local Tax Funding	-	0	-	-	-	-	257	257	2,000	2,257
Local Tax Funding Roads	148	566	79	130	2,261	-	-	3,036	11,022	14,206
General Obligation Bonds	4,663	-	-	-	-	2,199	-	2,199	19,450	26,313
Cash Proffers	249	-	-	-	-	-	-	-	-	249
NVTA 30% Local	6,110	-	-	-	-	-	-	-	-	6,110
Total – Funding Sources	11,170	567	79	130	2,261	2,199	257	5,493	32,472	49,136

Operating Impacts (\$ in 1000s)	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	Total
Debt Service ¹	-	290	393	464	452	1,021	2,620
Total – Impact	-	290	393	464	452	1,021	2,620

¹ Debt service shown in this table is the combined amount of all STP projects.



Sidewalks and Trails

Sidewalks and Trails Program – Prioritized Projects

Prioritized Project Name Description	Sidewalk and Trail Priority ID	Election District	Project Total (\$ in 1000s)
Hamilton Connections This project provides for pedestrian facilities along both sides of Harmony Church Road from Hamilton JLMA limits to E Colonial Highway, along the north side of E Colonial Highway from Harmony Church Road to the existing sidewalk east of Hamilton Station Road, and along Hamilton Station Road from E Colonial Highway to the W&OD Trail.	026	Catoctin	n/a
Hay Road Sidewalk This project provides for a sidewalk along both sides of Hay Road from Wildbrook Court to Ashburn Road and sidewalk along west side of Ashburn Road from Hay Road to W&OD Trail.	025	Ashburn	n/a
Leesburg Pike - City Center Boulevard to Loudoun Tech Drive This project provides for the construction of 0.54 miles of shared-use path and sidewalk segments along Route 7 from City Center Boulevard to Loudoun Tech Drive and along Loudoun Tech Drive between Route 7 and Ridgetop Circle.	014	Broad Run	n/a
Loudoun County Parkway Shared-Use Path This project provides for a shared-use path on the northwest side of Loudoun County Parkway between Ryan Road and Claiborne Parkway.	031	Sterling	n/a
Northstar Boulevard / Belmont Ridge Shared-Use Path This project provides for a shared-use path on both sides of Northstar Boulevard between Ryan Road and Belmont Ridge Road, and on the west side of Belmont Ridge Road between Northstar Boulevard and Croson Lane.	029	Little River	n/a
Paeonian Springs Connections This project provides for a shared-use path along one side and a sidewalk on the other side along Charles Town Pike as well as a sidewalk along both sides of Clarkes Gap Road and crosswalk upgrades.	033	Sterling	n/a
Smith Switch Road - Gloucester Parkway to existing Shared-Use Path north of Chilum Place This project provides for the construction of 0.63 miles of a shared-use path along the east side of Smith Switch Road from Gloucester Parkway to an existing asphalt path north of Chilum Place. The project includes a crossing/connection to a realigned W&OD trail crossing at Smith Switch Road (designed under a separate project).	015	Broad Run	\$7,208
Stone Springs Blvd Shared-Use Path and Millstream Drive Sidewalk Missing Links This project includes construction of a shared-use path on the east side of Stone Springs Blvd between Tall Cedars Parkway and Millstream Drive; and a sidewalk along the west side of Millstream Drive east of Stone Springs Blvd, potentially connecting to an existing sidewalk along Clock Tower Square.	027	Dulles	n/a



Sidewalks and Trails

STP - Ashburn Road - Within Ashburn Village to Gloucester Parkway

Details:

Project Number: C02425

Election District: Ashburn / Broad Run

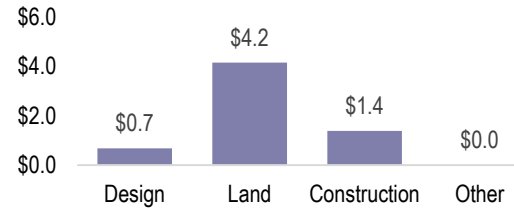
Length: 0.53 miles

Project Type: Sidewalk & Trail Program

Estimated Completion Year: FY 2032

Referendum: November 2020

Phase Costs in Millions

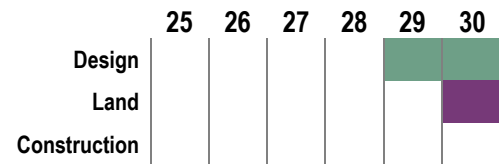


Background:

This project provides for the design, right-of-way acquisition, and construction of 0.53 miles of sidewalks and shared-use paths along the Ashburn Road Corridor for 0.12 miles between the W&OD Trail and Gloucester Parkway on the west side of Ashburn Road. On the east side, 0.38 miles of shared-use path and sidewalk will be constructed, and 0.03 miles of shared-use path will be constructed between Ashburn Road to west of Amity Place.

This project includes elements or improvements from the Ashburn Road Corridor Study, which was presented during the October 6, 2020, Board Business Meeting.

Project Phase Timeline by FY



Costs (\$ in 1000s)	Prior Years	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	6 Year Total	Future FYs	Project Total
Professional Services	-	-	-	-	-	682	-	682	-	682
Utility Relocation	-	-	-	-	-	-	756	756	-	756
Land	-	-	-	-	-	-	3,430	3,430	-	3,430
Construction	-	-	-	-	-	-	-	-	1,384	1,384
Total – Costs	-	-	-	-	-	682	4,186	4,868	1,384	6,252
Local Tax Funding Roads	-	-	-	-	-	-	2,168	2,168	1,384	3,552
General Obligation Bonds	-	-	-	-	-	-	2,018	2,018	-	2,018
RSTP	-	-	-	-	-	682	-	682	-	682
Total – Funding Sources	-	-	-	-	-	682	4,186	4,868	1,384	6,252



Sidewalks and Trails

STP - Ashburn Village Boulevard - Farmwell Road to Michener Drive

Details:

Project Number: C02481

Election District: Ashburn

Length: 0.16 miles

Project Type: Sidewalk & Trail Program

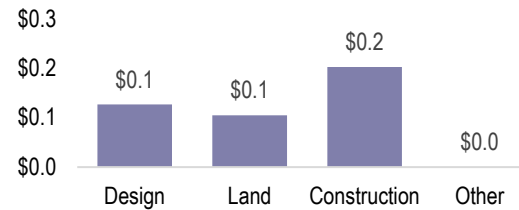
Estimated Completion Year: FY 2026

Referendum: n/a

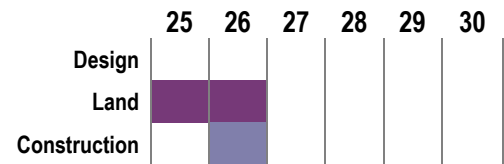
Background:

This project provides for the design, right-of-way acquisition, and construction of a 0.16-mile sidewalk along the west side of Ashburn Village Boulevard from Farmwell Road to Michener Drive. The project scope includes the connection to upgraded ADA-compliant pedestrian ramps at Farmwell Road and new/upgraded ramps at Michener Drive. This project was prioritized as a part of the 2020 Sidewalk and Trail Prioritization Study.

Phase Costs in Millions



Project Phase Timeline by FY



Costs (\$ in 1000s)	Prior Years	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	6 Year Total	Future FYs	Project Total
Professional Services	100	27	-	-	-	-	-	27	-	127
Utility Relocation	-	54	-	-	-	-	-	54	-	54
Land	-	51	-	-	-	-	-	51	-	51
Construction	-	203	-	-	-	-	-	203	-	203
Total – Costs	100	335	-	-	-	-	-	335	-	435
Local Tax Funding Roads	-	335	-	-	-	-	-	335	-	335
General Obligation Bonds	100	-	-	-	-	-	-	-	-	100
Total – Funding Sources	100	335	-	-	-	-	-	335	-	435



Sidewalks and Trails

STP - Ashburn Village Boulevard - Tippecanoe Terrace to the W&OD Trail Crossing

Details:

Project Number: C02423

Election District: Broad Run

Length: 0.06 miles

Project Type: Sidewalk & Trail Program

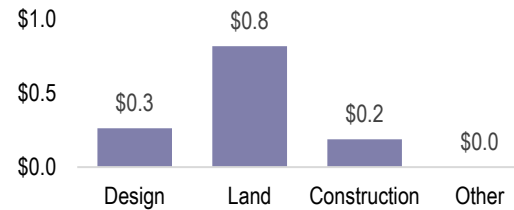
Estimated Completion Year: FY 2028

Referendum: n/a

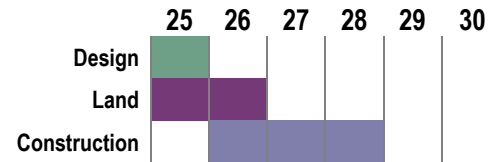
Background:

This project provides for the design, right-of-way acquisition, and construction of 0.06 miles of shared-use path along the east side of Ashburn Village Boulevard between Tippecanoe Terrace and the W&OD Trail. This project was prioritized as a part of the 2020 Sidewalk and Trail Prioritization Study.

Phase Costs in Millions



Project Phase Timeline by FY



Costs (\$ in 1000s)	Prior Years	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	6 Year Total	Future FYs	Project Total
Professional Services	65	197	-	-	-	-	-	197	-	262
Utility Relocation	-	56	-	-	-	-	-	56	-	56
Land	-	761	-	-	-	-	-	761	-	761
Construction	-	-	188	-	-	-	-	188	-	188
Total – Costs	65	1,014	188	-	-	-	-	1,202	-	1,267
Local Tax Funding Roads	-	-	188	-	-	-	-	188	-	188
General Obligation Bonds	65	-	-	-	-	-	-	-	-	65
NVTA 30% Local	-	1,014	-	-	-	-	-	1,014	-	1,014
Total – Funding Sources	65	1,014	188	-	-	-	-	1,202	-	1,267



Sidewalks and Trails

STP - Benedict Drive - Potomac View Road to existing sidewalk east of Bartholomew Fair Drive

Details:

Project Number: C02620

Election District: Sterling

Length: 0.13 miles

Project Type: Sidewalk & Trail Program

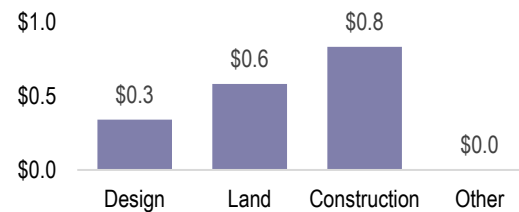
Estimated Completion Year: FY 2027

Referendum: November 2020

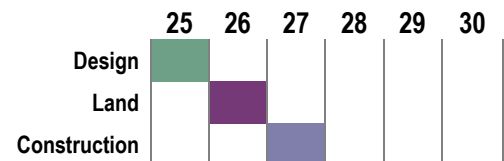
Background:

This project provides for the design, right-of-way acquisition, and construction of a 0.13-mile sidewalk segment along the west side of Potomac View Road from Route 7 South to Benedict Drive, and along the north side of Benedict Drive from Potomac View Road west 300 feet to an existing driveway entrance. This project was prioritized as a part of the 2020 Sidewalk and Trail Prioritization Study.

Phase Costs in Millions



Project Phase Timeline by FY



Costs (\$ in 1000s)	Prior Years	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	6 Year Total	Future FYs	Project Total
Professional Services	-	340	-	-	-	-	-	340	-	340
Utility Relocation	-	-	144	-	-	-	-	144	-	144
Owner Costs	-	-	13	-	-	-	-	13	-	13
Land	-	-	424	-	-	-	-	424	-	424
Construction	-	-	-	832	-	-	-	832	-	832
Total – Costs	-	340	582	832	-	-	-	1,754	-	1,754
General Obligation Bonds	-	340	582	832	-	-	-	1,754	-	1,754
Total – Funding Sources	-	340	582	832	-	-	-	1,754	-	1,754



Sidewalks and Trails

STP - Blossom Drive -Victoria Station Drive to Magnolia Road

Details:

Project Number: C02422

Election District: Sterling

Length: 0.33 miles

Project Type: Sidewalk & Trail Program

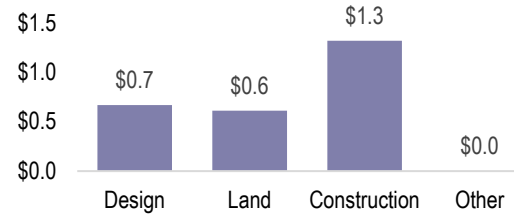
Estimated Completion Year: FY 2028

Referendum: November 2020

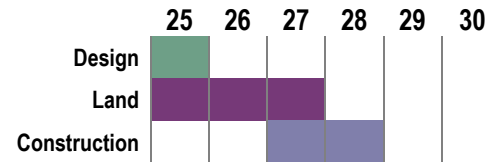
Background:

This project provides for the design, right-of-way acquisition, and construction of 0.33 miles of sidewalk along the west side of Blossom Drive between Victoria Station Drive and Magnolia Road. The project includes 0.25 miles between Regents Park Circle and Magnolia Road and 0.08 miles between Victoria Station Drive and Regents Park Circle. This project was prioritized as a part of the 2020 Sidewalk and Trail Prioritization Study.

Phase Costs in Millions



Project Phase Timeline by FY



Costs (\$ in 1000s)	Prior Years	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	6 Year Total	Future FYs	Project Total
Professional Services	106	563	-	-	-	-	-	563	-	669
Utility Relocation	-	11	-	-	-	-	-	11	-	11
Land	-	602	-	-	-	-	-	602	-	602
Construction	-	-	-	1,322	-	-	-	1,322	-	1,322
Total – Costs	106	1,176	-	1,322	-	-	-	2,498	-	2,604
General Obligation Bonds	106	78	-	-	-	-	-	78	-	184
Other Federal Grants	-	-	-	1,014	-	-	-	1,014	-	1,014
NVTA 30% Local	-	1,097	-	308	-	-	-	1,405	-	1,405
Total – Funding Sources	106	1,176	-	1,322	-	-	-	2,498	-	2,604



Sidewalks and Trails

STP - Cascades Parkway - Church Road to Victoria Station Drive

Details:

Project Number: C02666

Election District: Sterling

Length: 0.55 miles

Project Type: Sidewalk & Trail Program

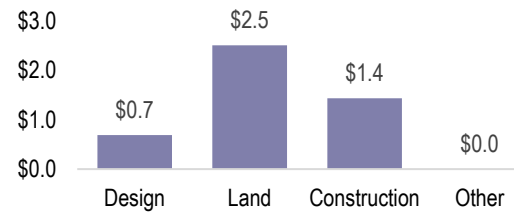
Estimated Completion Year: FY 2030

Referendum: n/a

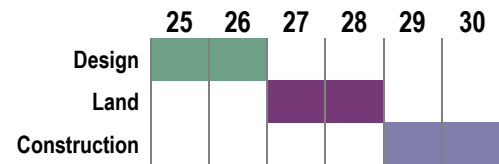
Background:

This project provides for the design, right-of-way acquisition, and construction of a 0.55-mile sidewalk along the east side of Potomac View Road between Leesburg Pike (Route 7) and an existing sidewalk connection south of Palisade Parkway. This project was prioritized as a part of the 2020 Sidewalk and Trail Prioritization Study.

Phase Costs in Millions



Project Phase Timeline by FY



Costs (\$ in 1000s)	Prior Years	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	6 Year Total	Future FYs	Project Total
Professional Services	-	689	-	-	-	-	-	689	-	689
Utility Relocation	-	-	-	141	-	-	-	141	-	141
Land	-	-	-	2,368	-	-	-	2,368	-	2,368
Construction	-	-	-	-	1,438	-	-	1,438	-	1,438
Total – Costs	-	689	-	2,509	1,438	-	-	4,636	-	4,636
Local Tax Funding Roads	-	689	-	2,509	1,438	-	-	4,636	-	4,636
Total – Funding Sources	-	689	-	2,509	1,438	-	-	4,636	-	4,636



Sidewalks and Trails

STP - Cascades Parkway - Nokes Boulevard / Potomac View Road to Woodshire Drive

Details:

Project Number: C02622

Election District: Broad Run/Sterling

Length: 0.48 miles

Project Type: Sidewalk & Trail Program

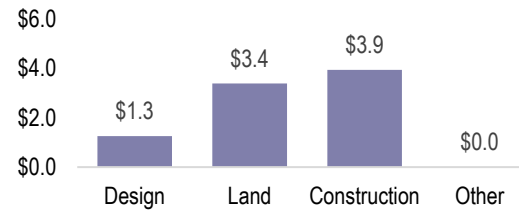
Estimated Completion Year: FY 2029

Referendum: n/a

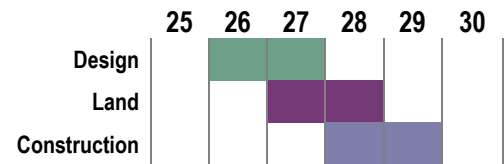
Background:

This project provides for the design, right-of-way acquisition, and construction of 0.28 miles of shared-use path along the west side of Cascades Boulevard from Nokes Boulevard/Potomac View Road to Woodshire Drive, and approximately 0.2 miles of sidewalk segments along Woodshire Drive and Bartholomew Fair Drive from Spring Lake Court to the east Costco Plaza entrance. This project was prioritized as a part of the 2020 Sidewalk and Trail Prioritization Study.

Phase Costs in Millions



Project Phase Timeline by FY



Costs (\$ in 1000s)	Prior Years	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	6 Year Total	Future FYs	Project Total
Professional Services	185	-	1,074	-	-	-	-	1,074	-	1,259
Utility Relocation	-	-	-	222	-	-	-	222	-	222
Land	-	-	-	3,167	-	-	-	3,167	-	3,167
Construction	-	-	-	-	3,944	-	-	3,944	-	3,944
Total – Costs	185	-	1,074	3,389	3,944	-	-	8,407	-	8,592
Local Tax Funding Roads	-	-	1,074	1,075	2,209	-	-	4,358	-	4,358
RSTP	-	-	-	-	1,735	-	-	1,735	-	1,735
Other Federal Grants	185	-	-	2,314	-	-	-	2,314	-	2,499
Total – Funding Sources	185	-	1,074	3,389	3,944	-	-	8,407	-	8,592



Sidewalks and Trails

STP - Cascades Parkway - Victoria Station Drive / Loudoun Park Lane to Nokes Boulevard / Potomac View Road

Details:

Project Number: C02665

Election District: Sterling

Length: 0.7 miles

Project Type: Sidewalk & Trail Program

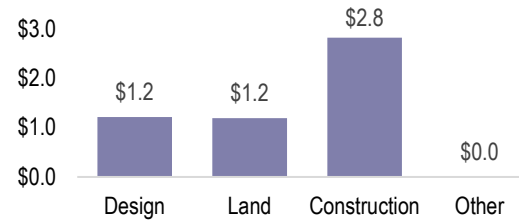
Estimated Completion Year: FY 2031

Referendum: n/a

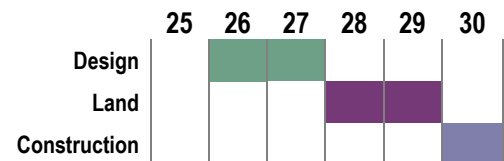
Background:

This project provides for the design, right-of-way acquisition, and construction of 0.7 miles of shared-use path along the west side of Cascades Parkway from Victoria Station Drive/Loudoun Park Land to Nokes Boulevard/Potomac View Road. This project was prioritized as a part of the 2023 Shared-Use Path Prioritization Project Equity Analysis.

Phase Costs in Millions



Project Phase Timeline by FY



Costs (\$ in 1000s)	Prior Years	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	6 Year Total	Future FYs	Project Total
Professional Services	-	-	1,216	-	-	-	-	1,216	-	1,216
Utility Relocation	-	-	-	-	483	-	-	483	-	483
Land	-	-	-	-	708	-	-	708	-	708
Construction	-	-	-	-	-	-	2,824	2,824	-	2,824
Total – Costs	-	-	1,216	-	1,191	-	2,824	5,232	-	5,232
Smart Scale	-	-	1,216	-	1,191	-	2,824	5,232	-	5,232
Total – Funding Sources	-	-	1,216	-	1,191	-	2,824	5,232	-	5,232



Sidewalks and Trails

STP - Church Road - Magnolia Road to west of West Holly Avenue

Details:

Project Number: C02424

Election District: Sterling

Length: 0.35 miles

Project Type: Sidewalk & Trail Program

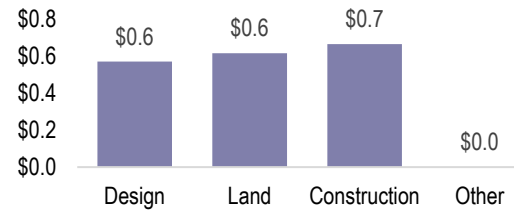
Estimated Completion Year: FY 2027

Referendum: n/a

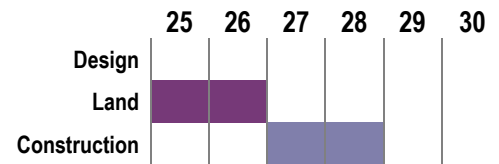
Background:

This project provides for the design, right-of-way acquisition, and construction of 0.35 miles of sidewalk between Magnolia Road to west of West Holly Avenue. This project was prioritized as a part of the 2020 Sidewalk and Trail Prioritization Study.

Phase Costs in Millions



Project Phase Timeline by FY



Costs (\$ in 1000s)	Prior Years	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	6 Year Total	Future FYs	Project Total
Professional Services	80	491	-	-	-	-	-	491	-	571
Utility Relocation	-	52	-	-	-	-	-	52	-	52
Land	-	564	-	-	-	-	-	564	-	564
Construction	-	-	665	-	-	-	-	665	-	665
Total – Costs	80	1,107	665	-	-	-	-	1,772	-	1,852
Local Tax Funding	80	-	-	-	-	-	-	-	-	80
Local Tax Funding Roads	-	-	665	-	-	-	-	665	-	665
NVTA 30% Local	-	1,107	-	-	-	-	-	1,107	-	1,107
Total – Funding Sources	80	1,107	665	-	-	-	-	1,772	-	1,852



Sidewalks and Trails

STP - Claiborne Parkway - Broadlands Boulevard to Vestals Gap Drive

Details:

Project Number: C02480

Election District: Broad Run

Length: 0.25 miles

Project Type: Sidewalk & Trail Program

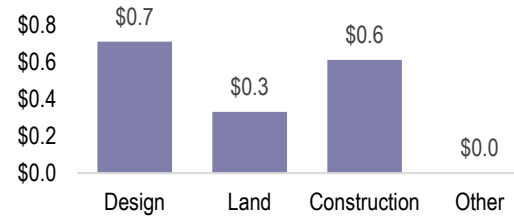
Estimated Completion Year: FY 2027

Referendum: n/a

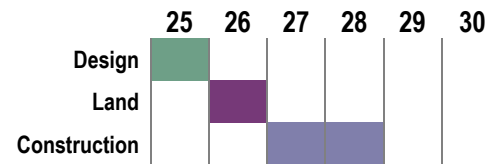
Background:

This project provides for the design, right-of-way acquisition, and construction of 0.25 miles of sidewalk along the east side of Claiborne Parkway between Broadlands Boulevard and Vestals Gap Drive. This project was prioritized as a part of the 2020 Sidewalk and Trail Prioritization Study.

Phase Costs in Millions



Project Phase Timeline by FY



Costs (\$ in 1000s)	Prior Years	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	6 Year Total	Future FYs	Project Total
Professional Services	425	-	286	-	-	-	-	286	-	711
Utility Relocation	-	-	25	-	-	-	-	25	-	25
Land	-	-	306	-	-	-	-	306	-	306
Construction	-	-	-	612	-	-	-	612	-	612
Total – Costs	425	-	617	612	-	-	-	1,229	-	1,654
Local Tax Funding Roads	-	-	109	612	-	-	-	721	-	721
General Obligation Bonds	425	-	508	-	-	-	-	508	-	933
Total – Funding Sources	425	-	617	612	-	-	-	1,229	-	1,654



Sidewalks and Trails

STP - Claude Moore Drive - Old Ryan Road to Existing Sidewalk East of Mooreview Parkway

Details:

Project Number: C02477

Election District: Broad Run

Length: 0.19 miles

Project Type: Sidewalk & Trail Program

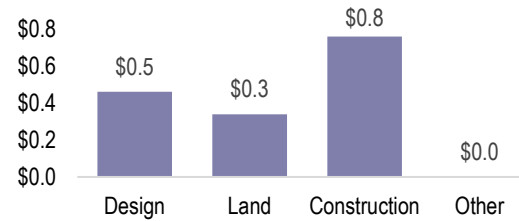
Estimated Completion Year: FY 2026

Referendum: November 2020

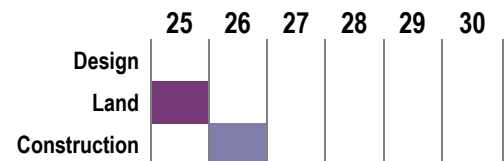
Background:

This project provides for the design, right-of-way, acquisition, and construction of a 0.19-mile sidewalk segment along the north side of Claude Moore Drive from Old Ryan Road to the existing pedestrian ramps at Mooreview Parkway. This project was prioritized as a part of the 2020 Sidewalk and Trail Prioritization Study.

Phase Costs in Millions



Project Phase Timeline by FY



Costs (\$ in 1000s)	Prior Years	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	6 Year Total	Future FYs	Project Total
Professional Services	300	161	-	-	-	-	-	161	-	461
Owner Costs	-	2	-	-	-	-	-	2	-	2
Land	-	337	-	-	-	-	-	337	-	337
Construction	-	-	759	-	-	-	-	759	-	759
Total – Costs	300	500	759	-	-	-	-	1,259	-	1,559
Local Tax Funding Roads	-	-	759	-	-	-	-	759	-	759
General Obligation Bonds	300	500	-	-	-	-	-	500	-	800
Total – Funding Sources	300	500	759	-	-	-	-	1,259	-	1,559



Sidewalks and Trails

STP - Davis Drive - Sterling Boulevard to W. Church Road

Details:

Project Number: n/a

Election District: Broad Run

Length: 1.2 miles

Project Type: Sidewalk & Trail Program

Estimated Completion Year: FY 2031

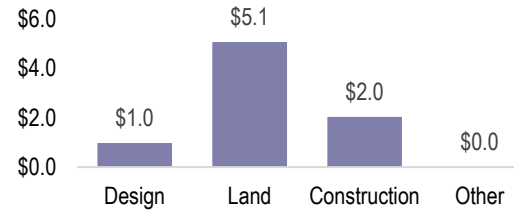
Referendum: November 2020

Background:

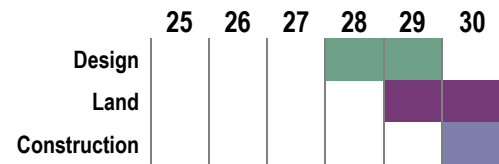
This project provides for the design, right-of-way acquisition, and construction of 1.2 miles of sidewalk segments along Davis Drive. The project includes 0.46 miles on the east side of Davis Drive from Sterling Boulevard to Great Trail Terrace, and 0.73 miles on the west side of Davis Drive between Shaw Road and Sterling Boulevard.

This project includes elements or improvements from the related Davis Drive Traffic Safety Study, which was presented during the July 6, 2021, Business Meeting.

Phase Costs in Millions



Project Phase Timeline by FY



Costs (\$ in 1000s)	Prior Years	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	6 Year Total	Future FYs	Project Total
Professional Services	-	-	-	-	979	-	-	979	-	979
Utility Relocation	-	-	-	-	-	175	-	175	-	175
Land	-	-	-	-	-	4,900	-	4,900	-	4,900
Construction	-	-	-	-	-	-	2,035	2,035	-	2,035
Total – Costs	-	-	-	-	979	5,075	2,035	8,089	-	8,089
Local Tax Funding Roads	-	-	-	-	-	-	2,035	2,035	-	2,035
General Obligation Bonds	-	-	-	-	-	1,548	-	1,548	-	1,548
RSTP	-	-	-	-	979	3,527	-	4,506	-	4,506
Total – Funding Sources	-	-	-	-	979	5,075	2,035	8,089	-	8,089



Sidewalks and Trails

STP - East Maple Avenue - Enterprise Street to Sterling Boulevard

Details:

Project Number: C02414

Election District: Sterling

Length: 0.15 miles

Project Type: Sidewalk & Trail Program

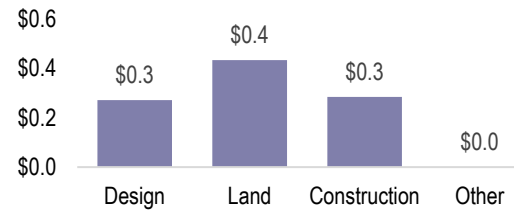
Estimated Completion Year: FY 2026

Referendum: n/a

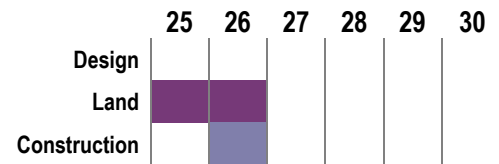
Background:

This project provides for the design, right-of-way acquisition, and construction of 0.15 miles of sidewalk along the east side of East Maple Avenue between Enterprise Street and Sterling Boulevard. The project includes upgraded ADA-compliant pedestrian facilities and incorporates a new bus pad at Enterprise Street. This project was prioritized as a part of the 2020 Sidewalk and Trail Prioritization Study.

Phase Costs in Millions



Project Phase Timeline by FY



Costs (\$ in 1000s)	Prior Years	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	6 Year Total	Future FYs	Project Total
Professional Services	165	107	-	-	-	-	-	107	-	272
Utility Relocation	-	9	-	-	-	-	-	9	-	9
Land	-	425	-	-	-	-	-	425	-	425
Construction	-	285	-	-	-	-	-	285	-	285
Total – Costs	165	826	-	-	-	-	-	826	-	991
Local Tax Funding	50	-	-	-	-	-	-	-	-	50
General Obligation Bonds	115	-	-	-	-	-	-	-	-	115
NVTA 30% Local	-	826	-	-	-	-	-	826	-	826
Total – Funding Sources	165	826	-	-	-	-	-	826	-	991



Sidewalks and Trails

STP - Millstream Drive - Village Center Plaza / Loudoun Park and Ride to Stone Carver Drive

Details:

Project Number: C02613

Election District: Dulles

Length: 0.07 miles

Project Type: Sidewalk & Trail Program

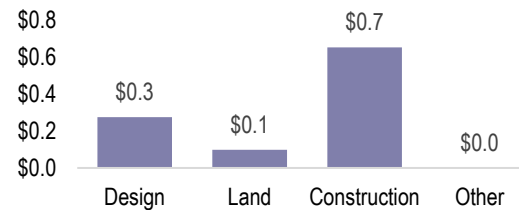
Estimated Completion Year: FY 2027

Referendum: n/a

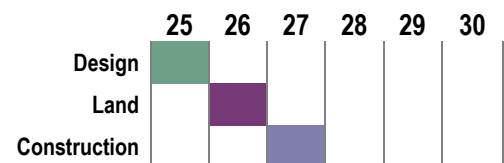
Background:

This project provides for the design, right-of-way acquisition, and construction of a 0.07-mile sidewalk segment along the south side of Millstream Drive between Village Center Plaza / Loudoun Park and Ride to an existing sidewalk east of Stone Carver Drive. This project was prioritized as a part of the 2020 Sidewalk and Trail Prioritization Study.

Phase Costs in Millions



Project Phase Timeline by FY



Costs (\$ in 1000s)	Prior Years	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	6 Year Total	Future FYs	Project Total
Professional Services	-	275	-	-	-	-	-	275	-	275
Utility Relocation	-	7	-	-	-	-	-	7	-	7
Land	-	91	-	-	-	-	-	91	-	91
Construction	-	-	652	-	-	-	-	652	-	652
Total – Costs	-	373	652	-	-	-	-	1,025	-	1,025
Local Tax Funding Roads	-	373	652	-	-	-	-	1,025	-	1,025
Total – Funding Sources	-	373	652	-	-	-	-	1,025	-	1,025



Sidewalks and Trails

STP - Pacific Boulevard - Waxpool Road to W&OD Trail Connection

Details:

Project Number: C02420

Election District: Broad Run

Length: 0.38 miles

Project Type: Sidewalk & Trail Program

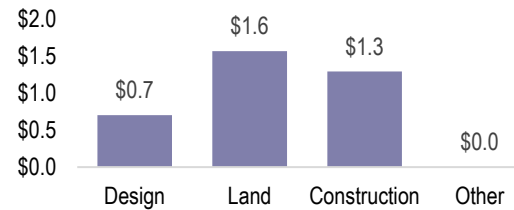
Estimated Completion Year: FY 2029

Referendum: November 2020

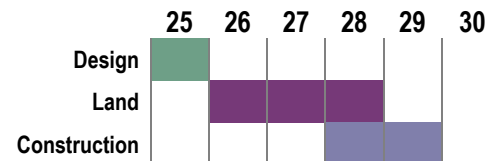
Background:

This project provides for the design, right-of-way acquisition, and construction of 0.38 miles of shared-use path along the east side of Pacific Boulevard between Waxpool Road and the W&OD Trail connection. The project includes 0.07 miles between Towlern Place and the sidewalk south of the W&OD Crossing, 0.04 miles between Towlern Place and Commercial Drive, 0.11 miles between Commercial Drive and Columbia Place, and 0.16 miles between Columbia Place and Waxpool Road. This project was prioritized as a part of the 2020 Sidewalk and Trail Prioritization Study.

Phase Costs in Millions



Project Phase Timeline by FY



Costs (\$ in 1000s)	Prior Years	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	6 Year Total	Future FYs	Project Total
Professional Services	615	87	-	-	-	-	-	87	-	702
Utility Relocation	-	-	126	-	-	-	-	126	-	126
Land	-	-	1,442	-	-	-	-	1,442	-	1,442
Construction	-	-	-	-	1,292	-	-	1,292	-	1,292
Total – Costs	615	87	1,568	-	1,292	-	-	2,947	-	3,562
Local Tax Funding Roads	-	-	1,568	-	-	-	-	1,568	-	1,568
General Obligation Bonds	615	87	-	-	-	-	-	87	-	702
RSTP	-	-	-	-	731	-	-	731	-	731
CMAQ	-	-	-	-	561	-	-	561	-	561
Total – Funding Sources	615	87	1,568	-	1,292	-	-	2,947	-	3,562



Sidewalks and Trails

STP - Potomac View Road - Cascades Parkway to First Baptist Church Driveway

Details:

Project Number: C02418

Election District: Sterling

Length: 0.35 miles

Project Type: Sidewalk & Trail Program

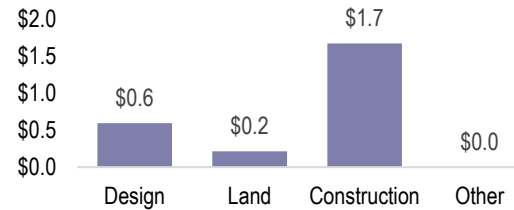
Estimated Completion Year: FY 2029

Referendum: n/a

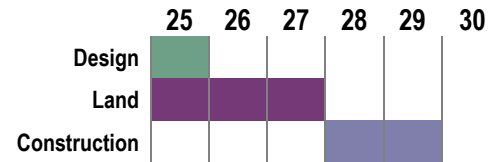
Background:

This project provides for the design, right-of-way acquisition, and construction of 0.35 miles of sidewalk along the south side of Potomac View Road between Cascades Parkway and the sidewalk by the Montebello Farm development. The project includes pedestrian improvements at the Cascades Parkway intersection. This project was prioritized as a part of the 2020 Sidewalk and Trail Prioritization Study.

Phase Costs in Millions



Project Phase Timeline by FY



Costs (\$ in 1000s)	Prior Years	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	6 Year Total	Future FYs	Project Total
Professional Services	205	389	-	-	-	-	-	389	-	594
Utility Relocation	-	120	-	-	-	-	-	120	-	120
Land	-	94	-	-	-	-	-	94	-	94
Construction	-	-	-	1,672	-	-	-	1,672	-	1,672
Total – Costs	205	603	-	1,672	-	-	-	2,275	-	2,480
General Obligation Bonds	205	603	-	-	-	-	-	603	-	808
Other Federal Grants	-	-	-	1,672	-	-	-	1,672	-	1,672
Total – Funding Sources	205	603	-	1,672	-	-	-	2,275	-	2,480



Sidewalks and Trails

STP - Potomac View Road - Leesburg Pike to Existing Sidewalk South of Palisade Parkway

Details:

Project Number: C02612

Election District: Sterling

Length: 0.55 miles

Project Type: Sidewalk & Trail Program

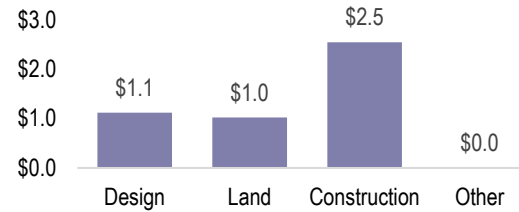
Estimated Completion Year: FY 2032

Referendum: November 2020

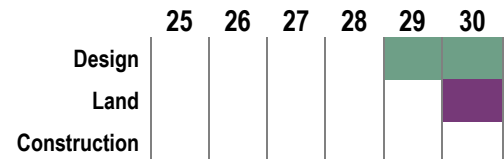
Background:

This project provides for the design, right-of-way acquisition, and construction of a 0.55-mile sidewalk along the east side of Potomac View Road between Leesburg Pike (Route 7) and an existing sidewalk connection south of Palisade Parkway. This project was prioritized as a part of the 2020 Sidewalk and Trail Prioritization Study.

Phase Costs in Millions



Project Phase Timeline by FY



Costs (\$ in 1000s)	Prior Years	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	6 Year Total	Future FYs	Project Total
Professional Services	-	-	-	-	-	718	403	1,120	-	1,120
Utility Relocation	-	-	-	-	-	-	23	23	-	23
Land	-	-	-	-	-	-	999	999	-	999
Construction	-	-	-	-	-	-	-	-	2,549	2,549
Total – Costs	-	-	-	-	-	718	1,425	2,142	2,549	4,691
Local Tax Funding	-	-	-	-	-	-	745	745	-	745
Local Tax Funding Roads	-	-	-	-	-	-	680	680	-	680
General Obligation Bonds	-	-	-	-	-	718	-	718	2,549	3,266
Total – Funding Sources	-	-	-	-	-	718	1,425	2,142	2,549	4,691



Sidewalks and Trails

STP - Potomac View Road - South of River Meadows Terrace to Route 7

Details:

Project Number: C02415

Election District: Algonkian

Length: 0.55 miles

Project Type: Sidewalk & Trail Program

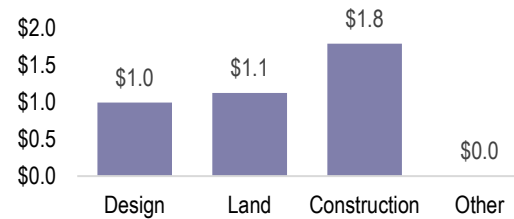
Estimated Completion Year: FY 2027

Referendum: n/a

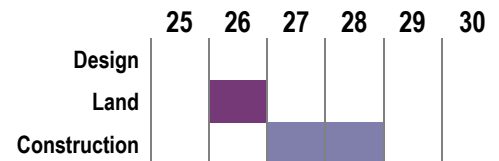
Background:

This project provides for the design, right-of-way acquisition, and construction of 0.55 miles of shared-use path along the west side of Potomac View Road. The project includes 0.23 miles between River Meadows Terrace and South Cottage Road, and 0.32 miles between South Cottage Road and Route 7. The project also includes connections to upgraded ADA-compliant pedestrian facilities at Potomac View Road and Route 7. This project was prioritized as a part of the 2020 Sidewalk and Trail Prioritization Study.

Phase Costs in Millions



Project Phase Timeline by FY



Costs (\$ in 1000s)	Prior Years	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	6 Year Total	Future FYs	Project Total
Professional Services	550	-	444	-	-	-	-	444	-	994
Utility Relocation	-	-	9	-	-	-	-	9	-	9
Land	-	-	1,116	-	-	-	-	1,116	-	1,116
Construction	-	-	-	1,790	-	-	-	1,790	-	1,790
Total – Costs	550	-	1,569	1,790	-	-	-	3,359	-	3,909
Local Tax Funding	460	-	-	-	-	-	-	-	-	460
Local Tax Funding Roads	-	-	-	1,790	-	-	-	1,790	-	1,790
General Obligation Bonds	90	-	-	-	-	-	-	-	-	90
NVTA 30% Local	-	-	1,569	-	-	-	-	1,569	-	1,569
Total – Funding Sources	550	-	1,569	1,790	-	-	-	3,359	-	3,909



Sidewalks and Trails

STP - Route 7 and Countryside Boulevard Shared-Use Paths and Sidewalks

Details:

Project Number: C02655

Election District: Algonkian

Length: 1.0 miles

Project Type: Sidewalk & Trail Program

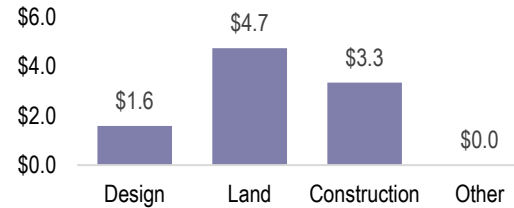
Estimated Completion Year: FY 2029

Referendum: n/a

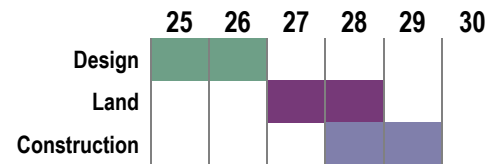
Background:

This project provides for the planning, design, land acquisition, utility relocation, and construction of approximately 1.0 miles of 6-foot-wide sidewalk and 10-foot shared-use path segments along Route 7 and Countryside Boulevard. The project includes approximately 0.1 miles of shared-use path along Palisade Parkway from Route 7 to Tripleseven Road, 0.5 miles of shared-use path on Route 7 from Countryside Boulevard to Palisade Parkway, and 0.3 miles of sidewalk on Countryside Boulevard from Route 7 to Cromwell Road. This project was prioritized as a part of the 2023 Shared-Use Path Prioritization Project Equity Analysis.

Phase Costs in Millions



Project Phase Timeline by FY



Costs (\$ in 1000s)	Prior Years	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	6 Year Total	Future FYs	Project Total
Professional Services	-	1,588	-	-	-	-	-	1,588	-	1,588
Utility Relocation	-	-	-	293	-	-	-	293	-	293
Land	-	-	-	4,448	-	-	-	4,448	-	4,448
Construction	-	-	-	-	3,348	-	-	3,348	-	3,348
Total – Costs	-	1,588	-	4,741	3,348	-	-	9,676	-	9,676
Smart Scale	-	1,588	-	4,741	3,348	-	-	9,676	-	9,676
Total – Funding Sources	-	1,588	-	4,741	3,348	-	-	9,676	-	9,676



Sidewalks and Trails

STP - Shellhorn Road - Blossom Hill Terrace to Ashburn Village Boulevard

Details:

Project Number: C02417

Election District: Broad Run

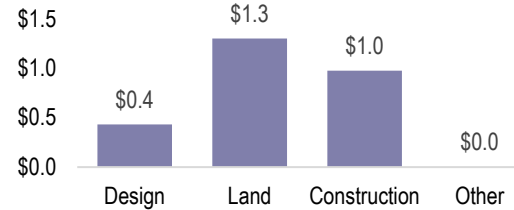
Length: 0.55 miles

Project Type: Sidewalk & Trail Program

Estimated Completion Year: FY 2028

Referendum: November 2020

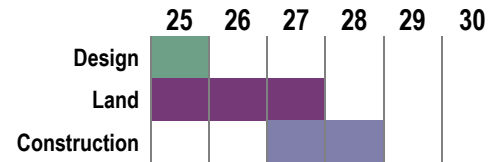
Phase Costs in Millions



Background:

This project provides for the design, right-of-way acquisition, and construction of 0.29 miles of sidewalk segments along the east side of Shellhorn Road from south of Blossom Hill Terrace to Ashburn Village Boulevard. The project includes 0.08 miles from south of Blossom Hill Terrace to Blossom Hill Terrace, 0.09 miles from Blossom Hill Terrace to Greenway Corporate Drive, and 0.12 miles from Greenway Corporate Drive to Ashburn Village Boulevard. The project also includes the installation/upgrade of ADA-compliant ramps at the intersections as required. This project was prioritized as a part of the 2020 Sidewalk and Trail Prioritization Study.

Project Phase Timeline by FY



Costs (\$ in 1000s)	Prior Years	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	6 Year Total	Future FYs	Project Total
Professional Services	432	-	-	-	-	-	-	-	-	432
Utility Relocation	18	161	-	-	-	-	-	161	-	179
Land	-	1,135	-	-	-	-	-	1,135	-	1,135
Construction	-	-	977	-	-	-	-	977	-	977
Total – Costs	450	1,296	977	-	-	-	-	2,273	-	2,723
Local Tax Funding Roads	-	-	977	-	-	-	-	977	-	977
General Obligation Bonds	450	1,296	-	-	-	-	-	1,296	-	1,746
Total – Funding Sources	450	1,296	977	-	-	-	-	2,273	-	2,723



Sidewalks and Trails

STP - Sterling Boulevard - Shaw Road to Davis Drive

Details:

Project Number: C02621

Election District: Broad Run

Length: 0.68 miles

Project Type: Sidewalk & Trail Program

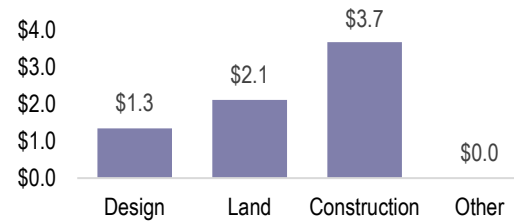
Estimated Completion Year: FY 2032

Referendum: November 2020

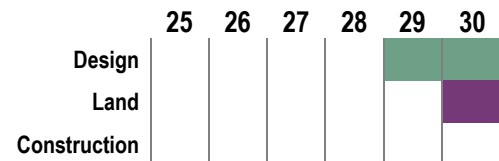
Background:

This project provides for the design, right-of-way acquisition, and construction of 0.68 miles of sidewalk and shared-use path along the south side of Sterling Boulevard from Shaw Road to Davis Drive. The project includes new or upgraded ADA-compliant pedestrian ramps at three intersections, as required. This project was prioritized as a part of the 2020 Sidewalk and Trail Prioritization Study.

Phase Costs in Millions



Project Phase Timeline by FY



Costs (\$ in 1000s)	Prior Years	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	6 Year Total	Future FYs	Project Total
Professional Services	-	-	-	-	-	1,346	-	1,346	-	1,346
Utility Relocation	-	-	-	-	-	-	194	194	-	194
Land	-	-	-	-	-	-	1,922	1,922	-	1,922
Construction	-	-	-	-	-	-	-	-	3,675	3,675
Total – Costs	-	-	-	-	-	1,346	2,117	3,463	3,675	7,138
Local Tax Funding Roads	-	-	-	-	-	-	2,117	2,117	-	2,117
General Obligation Bonds	-	-	-	-	-	1,346	-	1,346	3,675	5,021
Total – Funding Sources	-	-	-	-	-	1,346	2,117	3,463	3,675	7,138



Sidewalk & Trail Program

STP - Sterling Boulevard - W&OD Trail to Shaw Road

Details:

Project Number: C02416

Election District: Sterling

Length: 0.56 miles

Project Type: Sidewalk & Trail Program

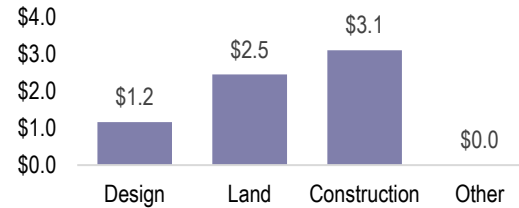
Estimated Completion Year: FY 2029

Referendum: n/a

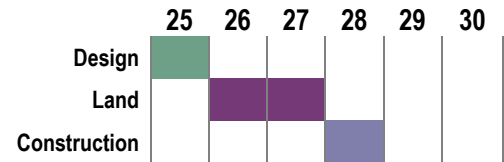
Background:

This project provides for the design, right-of-way acquisition, and construction of 0.56 miles of sidewalk and shared-use path links along the north side of Sterling Boulevard, 0.28 miles of shared-use path between the W&OD Trail Crossing west to Glenn Drive, and 0.18 miles of sidewalk between Glenn Drive and Shaw Road. The project includes new or upgraded ADA-compliant pedestrian facilities at the existing intersections. This project was prioritized as a part of the 2020 Sidewalk and Trail Prioritization Study.

Phase Costs in Millions



Project Phase Timeline by FY



Costs (\$ in 1000s)	Prior Years	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	6 Year Total	Future FYs	Project Total
Professional Services	465	697	-	-	-	-	-	697	-	1,162
Utility Relocation	-	437	-	-	-	-	-	437	-	437
Land	-	-	2,013	-	-	-	-	2,013	-	2,013
Construction	-	-	-	1,000	2,105	-	-	3,105	-	3,105
Total – Costs	465	1,134	2,013	1,000	2,105	-	-	6,251	-	6,716
Local Tax Funding	315	-	-	-	-	-	-	-	-	315
Local Tax Funding Roads	-	1,134	2,013	1,000	2,105	-	-	6,251	-	6,251
General Obligation Bonds	150	-	-	-	-	-	-	-	-	150
Total – Funding Sources	465	1,134	2,013	1,000	2,105	-	-	6,251	-	6,716



Sidewalks and Trails

STP - Waxpool Road - Claiborne Parkway to Faulkner Parkway

Details:

Project Number: C02290

Election District: Broad Run

Length: 0.69 miles

Project Type: Sidewalk & Trail Program

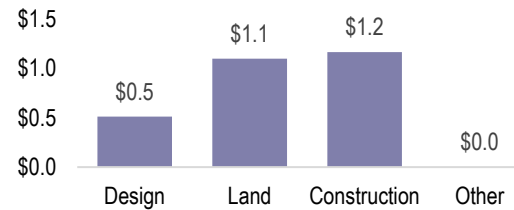
Estimated Completion Year: FY 2028

Referendum: n/a

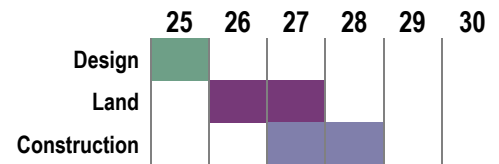
Background:

This project provides for the design, right-of-way acquisition, and construction of 0.69 miles of sidewalk and shared-use path segments along the south side of Waxpool Road. The project includes 0.53 miles of sidewalk between Faulkner Parkway and Liverpool Street, 0.04 miles between Pagoda Terrace and Demott Drive, and 0.12 miles of shared-use path between Demott Drive and Claiborne Parkway. This project was prioritized as a part of the 2020 Sidewalk and Trail Prioritization Study.

Phase Costs in Millions



Project Phase Timeline by FY



Costs (\$ in 1000s)	Prior Years	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	6 Year Total	Future FYs	Project Total
Professional Services	347	165	-	-	-	-	-	165	-	512
Utility Relocation	-	-	115	-	-	-	-	115	-	115
Owner Costs	-	38	-	-	-	-	-	38	-	38
Land	-	-	947	-	-	-	-	947	-	947
Construction	-	-	-	1,166	-	-	-	1,166	-	1,166
Total – Costs	347	203	1,063	1,166	-	-	-	2,432	-	2,779
Local Tax Funding Roads	125	-	1,063	-	-	-	-	1,063	-	1,188
General Obligation Bonds	222	-	-	-	-	-	-	-	-	222
NVTA 30% Local	-	203	-	1,166	-	-	-	1,369	-	1,369
Total – Funding Sources	347	203	1,063	1,166	-	-	-	2,432	-	2,779



Sidewalks and Trails

Sterling Boulevard / W&OD Trail Overpass

Details:

Project Number: C02270

Election District: Sterling

Length: 1,950 feet

Estimated Completion Year: FY 2027

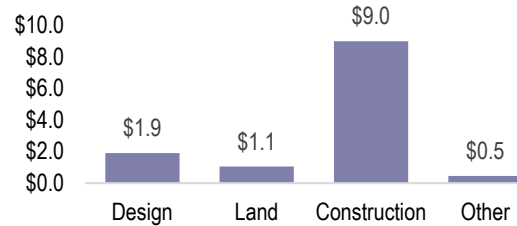
Referendum: November 2019 & November 2022

Background:

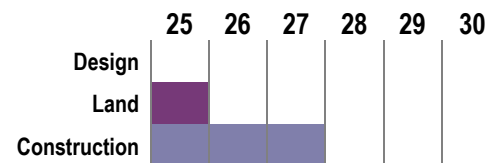
This project provides for the design, right-of-way acquisition, and construction of a shared-use path overpass across Sterling Boulevard (Route 846) at the W&OD Trail. The project will serve walkers, bicyclists, joggers, horseback riders, rollerblading, and other trail users.

The project's budget was increased, and the development schedule was updated during the FY 2025 CIP budget development process based on the most recent cost estimate.

Phase Costs in Millions



Project Phase Timeline by FY



Costs (\$ in 1000s)	Prior Years	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	6 Year Total	Future FYs	Project Total
Professional Services	1,277	634	-	-	-	-	-	634	-	1,911
Utility Relocation	174	624	-	-	-	-	-	624	-	798
Land	149	106	-	-	-	-	-	106	-	255
Construction	-	9,004	-	-	-	-	-	9,004	-	9,004
Personnel	47	76	-	-	-	-	-	76	-	123
Contingency	276	-	-	-	-	-	-	-	-	276
Project Mgmt. Consultant	10	45	-	-	-	-	-	45	-	55
Total – Costs	1,933	10,489	-	-	-	-	-	10,489	-	12,422
Local Tax Funding	45	121	-	-	-	-	-	121	-	166
Local Tax Funding Roads	556	-	-	-	-	-	-	-	-	556
General Obligation Bonds	1,099	1,377	-	-	-	-	-	1,377	-	2,476
Cash Proffers	233	-	-	-	-	-	-	-	-	233
Other Federal Grants	-	8,991	-	-	-	-	-	8,991	-	8,991
Total – Funding Sources	1,933	10,489	-	-	-	-	-	10,489	-	12,422

Operating Impacts (\$ in 1000s)	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	Total
Debt Service	-	139	135	132	128	125	659
Total – Impact	-	139	135	132	128	125	659



Sidewalks and Trails

Traffic Sign Replacement Program

Details:

Project Number: C02382

Election District: Countywide

Length: n/a

Project Type: Traffic Sign Replacement

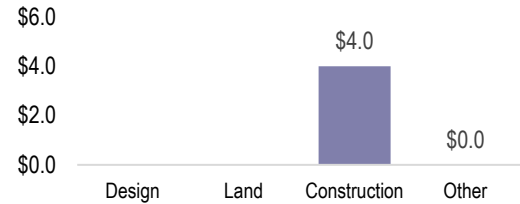
Estimated Completion Year: Ongoing

Referendum: n/a

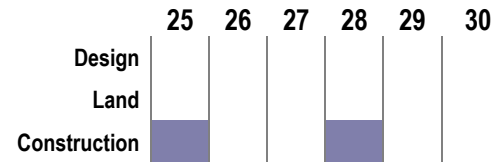
Background:

This project provides funding for traffic sign replacement needs unrelated to other capital projects. These needs arise when major road name changes occur as the result of developer-built roads, Board directed initiatives, or notification of road name changes from the Office of Mapping and Geographic Information Systems. The scope of work associated with the replacement of signage for major roads is significant and includes custom-designed traffic poles.

Phase Costs in Millions



Project Phase Timeline by FY



Costs (\$ in 1000s)	Prior Years	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	6 Year Total	Future FYs	Project Total
Construction	1,000	1,000	-	-	1,000	-	-	2,000	1,000	4,000
Personnel	-	1	-	-	-	-	-	1	-	1
Total – Costs	1,000	1,001	-	-	1,000	-	-	2,001	1,000	4,001
Local Tax Funding	-	1	-	-	-	-	-	1	-	1
Local Tax Funding Roads	-	1,000	-	-	1,000	-	-	2,000	1,000	3,000
Appropriation-Backed Bonds	1,000	-	-	-	-	-	-	-	-	1,000
Total – Funding Sources	1,000	1,001	-	-	1,000	-	-	2,001	1,000	4,001



Capital Improvement Program Transit

Table

Transit Summary	10-157
Bus Shelter Program	10-158
Bus Stop Installation for New Routes	10-159
Metro Capital Contribution	10-160



Transit

Capital Improvement Program										
Transit Projects										
Costs (\$ in 1000s)	Prior Years	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	6 Year Total	Future FYs	Project Total
Bus Shelter Program	507	844	1,942	2,049	2,049	2,049	1,492	10,426	1,177	12,110
Bus Stop Installation for New Routes	1,000	-	1,000	-	1,000	-	1,000	3,000	1,000	5,000
Metro Capital Contribution	29,067	6,093	6,043	6,148	6,253	6,361	6,793	37,691	29,274	96,032
Total – Costs	30,574	6,937	8,985	8,197	9,303	8,410	9,285	51,117	31,451	113,142
Funding Sources (\$ in 1000s)										
Other Federal Grants	13,025	-	-	-	-	-	-	-	-	13,025
NVTA 30% Local	17,549	6,937	8,985	8,197	9,303	8,410	9,285	51,117	31,451	100,117
Total – Funding Sources	30,574	6,937	8,985	8,197	9,303	8,410	9,285	51,117	31,451	113,142



Transit

Bus Shelter Program

Details

Project Number: C02533

Election District: County Wide

Square Feet: n/a

Location: County Wide

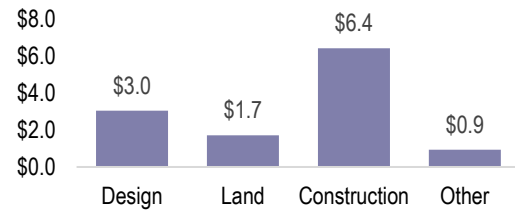
Estimated Completion Year: FY 2031

Referendum: n/a

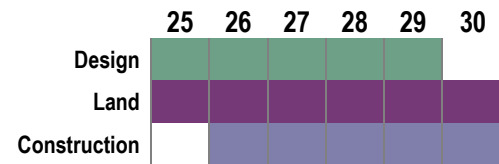
Background

This project provides funding for the design and construction of 20 bus shelters along the local fixed-route bus routes per year with a three-year production schedule from commencement to completion.

Phase Costs in Millions



Project Phase Timeline by FY



Costs (\$ in 1000s)	Prior Years	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	6 Year Total	Future FYs	Project Total
Professional Services	507	507	507	507	507	507	-	2,535	-	3,042
Land	-	286	286	286	286	286	286	1,716	-	1,716
Construction	-	-	1,070	1,070	1,070	1,070	1,070	5,350	1,070	6,420
Contingency	-	51	79	186	186	186	136	825	107	932
Total – Costs	507	844	1,942	2,049	2,049	2,049	1,492	10,426	1,177	12,110
NVTA 30% Local	507	844	1,942	2,049	2,049	2,049	1,492	10,426	1,177	12,110
Total – Funding Sources	507	844	1,942	2,049	2,049	2,049	1,492	10,426	1,177	12,110

Operating Impacts (\$ in 1000s)	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	Total
O&M	135	226	320	416	516	618	2,230
Total – Impact	135	226	320	416	516	618	2,230



Transit

Bus Stop Installation for New Routes

Details

Project Number: C02532

Election District: Countywide

Square Feet: n/a

Location: Countywide

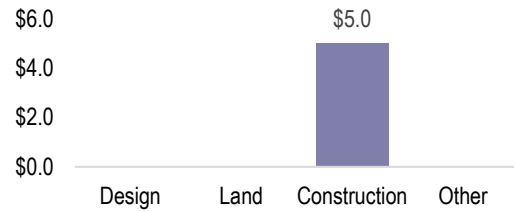
Estimated Completion Year: Ongoing

Referendum: n/a

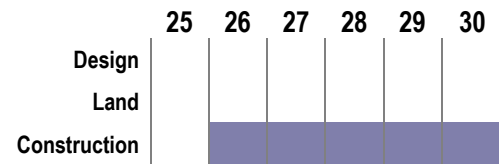
Background

This project provides funding for the construction of bus stops for a maximum of two new routes annually. Each route will consist of approximately 30 ADA accessible bus stops.

Phase Costs in Millions



Project Phase Timeline by FY



Costs (\$ in 1000s)	Prior Years	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	6 Year Total	Future FYs	Project Total
Construction	1,000	-	1,000	-	1,000	-	1,000	3,000	1,000	5,000
Total – Costs	1,000	-	1,000	-	1,000	-	1,000	3,000	1,000	5,000
NVTA 30% Local	1,000	-	1,000	-	1,000	-	1,000	3,000	1,000	5,000
Total – Funding Sources	1,000	-	1,000	-	1,000	-	1,000	3,000	1,000	5,000



Transit

Metro Capital Contribution

Details:

Project Number: C02333

Election District: Countywide

Election District: Countywide

Estimated Completion Year: Ongoing

Referendum: n/a

Background

This project provides funding for Loudoun County's share of the Metrorail capital subsidy contribution and the payment to the Department of Rail and Public Transportation for the Commonwealth's annual payment to the Washington Metropolitan Area Transit Authority (WMATA).

Loudoun County became a contributing member of WMATA in FY 2021. As a member, Loudoun County is a party to the Capital Funding Agreement which outlines the obligations between the County and WMATA, including the annual capital subsidy contribution.

In FY 2023, the County began receiving State funding assistance based on a Subsidy Allocation Model (SAM), which is administered by the Northern Virginia Transportation Commission, and is applied to the County's obligation. The projected amounts included in the financial table include the incorporation of the SAM allocation.

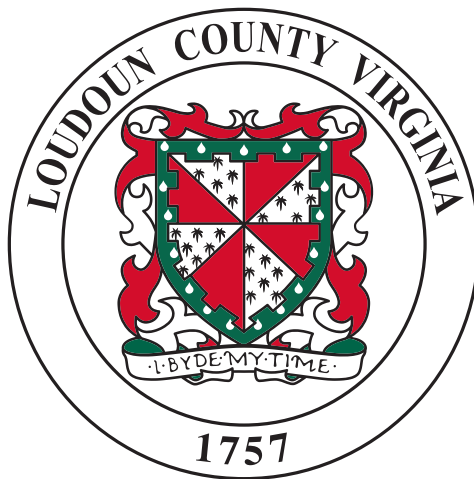
Phase Costs in Millions



Project Phase Timeline by FY

	25	26	27	28	29	30
Design						
Land						
Construction						

Costs (\$ in 1000s)	Prior Years	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	6 Year Total	Future FYs	Project Total
Payments to Regional Orgs.	29,067	6,093	6,043	6,148	6,253	6,361	6,793	37,691	29,274	96,032
Total – Costs	29,067	6,093	6,043	6,148	6,253	6,361	6,793	37,691	29,274	96,032
Other State Grants	13,025	-	-	-	-	-	-	-	-	13,025
NVTA 30% Local	16,042	6,093	6,043	6,148	6,253	6,361	6,793	37,691	29,274	83,007
Total – Funding Sources	29,067	6,093	6,043	6,148	6,253	6,361	6,793	37,691	29,274	96,032





Capital Improvement Program School Projects

Contents

School Projects Summary	11-1
Elementary Schools	11-2
High Schools	11-6
Other School Projects	11-10
LCPS Capital Facility Planning Guidelines	11-22



School Projects

Capital Improvement Program										
School Projects										
Costs (\$ in 1000s)	Prior Years	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	6 Year Total	Future FYs	Project Total
Elementary Schools	-	-	-	-	7,690	69,170	-	76,860	-	76,860
High Schools	43,924	448,770	-	-	-	-	-	448,770	-	492,694
Other School Facilities	230,405	65,090	48,360	66,170	77,473	106,450	106,370	469,913	539,140	1,239,458
Total – Costs	274,330	513,860	48,360	66,170	85,163	175,620	106,370	995,543	539,140	1,809,013
Funding Sources (\$ in 1000s)										
Local Tax Funding	50,099	4,003	10,000	20,000	7,000	20,000	34,300	95,303	40,000	185,402
General Obligation Bonds	183,500	500,107	28,080	35,320	66,723	129,170	60,000	819,400	475,000	1,477,900
Appropriation-Backed Bonds	40,731	9,750	10,280	10,850	11,440	26,450	12,070	80,840	24,140	145,711
Total – Funding Sources	274,330	513,860	48,360	66,170	85,163	175,620	106,370	995,543	539,140	1,809,013



Capital Improvement Program Elementary Schools

Contents

Elementary Schools Summary	11-3
ES-34 Dulles North	11-4

Elementary Schools



Capital Improvement Program										
Elementary School Projects										
Costs (\$ in 1000s)	Prior Years	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	6 Year Total	Future FYs	Project Total
ES-34 Dulles North	-	-	-	-	7,690	69,170	-	76,860	-	76,860
Total – Costs	-	-	-	-	7,690	69,170	-	76,860	-	76,860
Funding Sources (\$ in 1000s)										
General Obligation Bonds	-	-	-	-	7,690	69,170	-	76,860	-	76,860
Total – Funding Sources	-	-	-	-	7,690	69,170	-	76,860	-	76,860



Elementary Schools

Elementary School (ES-34) Dulles North

Details:

Project Number: n/a

Election District: Sterling

Square Feet: 100,000-115,000

LCPS Planning District: Dulles North

Estimated Completion Year: FY 2030

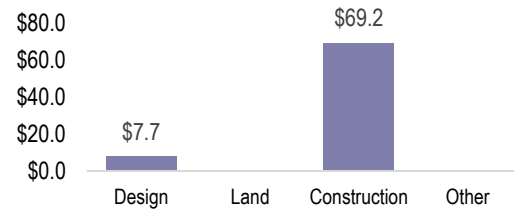
Referendum: November 2024

Background:

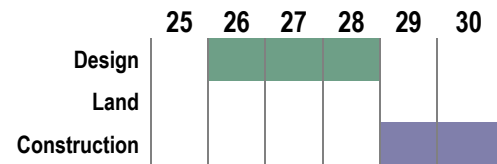
This project provides for the construction of an elementary school that will be built using a multi-story design. The estimated 106,323 square foot building will serve students in kindergarten through grade five. With an anticipated program capacity of 960, the elementary school will include classrooms, a media center, cafeteria, multipurpose room, and unlighted outdoor physical education fields. The project includes funding for a structured parking facility on the site, to serve the school.

ES-34 is planned to be in the Dulles North Planning District, on a proffered site in the Silver District West development.

Phase Costs in Millions

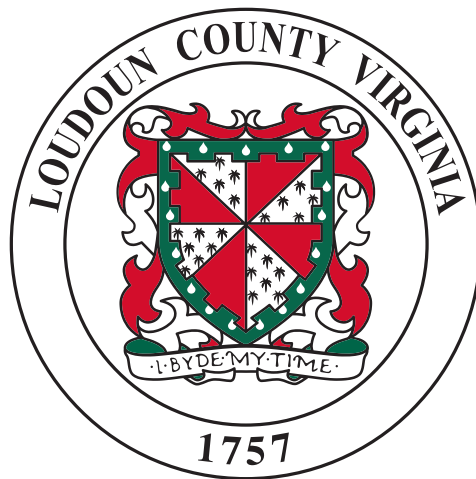


Project Phase Timeline by FY



Costs (\$ in 1000s)	Prior Years	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	6 Year Total	Future FYs	Project Total
Professional Services	-	-	-	-	7,690	-	-	7,690	-	7,690
Construction	-	-	-	-	-	69,170	-	69,170	-	69,170
Total – Costs	-	-	-	-	7,690	69,170	-	76,860	-	76,860
General Obligation Bonds	-	-	-	-	7,690	69,170	-	76,860	-	76,860
Total – Funding Sources	-	-	-	-	7,690	69,170	-	76,860	-	76,860

Operating Impact (\$ in 1000s)	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	Total
Debt Service	-	-	-	-	531	2,436	2,967
Total – Impact	-	-	-	-	531	2,436	2,967





Capital Improvement Program High Schools

Contents

High Schools Summary	11-7
High School (HS 14) Dulles North	11-8
Park View High School Replacement	11-9



High Schools

Capital Improvement Program										
High School Projects										
Costs (\$ in 1000s)	Prior Years	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	6 Year Total	Future FYs	Project Total
High School (HS-14) Dulles North	21,755	249,250	-	-	-	-	-	249,250	-	271,005
Park View High School Replacement	22,169	199,520	-	-	-	-	-	199,520	-	221,689
Total – Costs	43,924	448,770	-	-	-	-	-	448,770	-	492,694
Funding Sources (\$ in 1000s)										
General Obligation Bonds	43,924	448,770	-	-	-	-	-	448,770	-	492,694
Total – Funding Sources	43,924	448,770	-	-	-	-	-	448,770	-	492,694



High Schools

High School (HS- 14) Dulles North

Details:

Project Number: n/a

Election District (2022): Little River

Square Feet: 330,000-345,000

LCPS Planning District: Dulles North

Estimated Opening Year: FY 2029

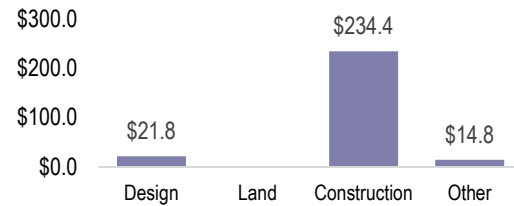
Referendum: November 2023 & November 2024

Background:

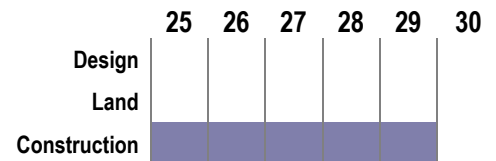
This project provides for the construction of a high school that will be built using a multi-story design. The estimated 330,000-345,000 square foot building will serve students in grades nine through twelve. With an anticipated capacity of 2,100, the high school will include classrooms, cafeteria, auditorium, media center, gymnasium, an auxiliary gymnasium, outdoor physical education fields, and other associated spaces to support the high school program. The football and track stadium at the high school will hold 6,000 spectators to host State Championship meets and events.

HS-14 is planned to be co-located with MS-14, a future elementary school (TBD), and other public uses on the Hartland site.

Phase Costs in Millions



Project Phase Timeline by FY



Costs (\$ in 1000s)	Prior Years	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	6 Year Total	Future FYs	Project Total
Professional Services	21,755	-	-	-	-	-	-	-	-	21,755
Construction	-	234,411	-	-	-	-	-	234,411	-	234,411
Furniture, Fixtures & Equip	-	14,839	-	-	-	-	-	14,839	-	14,839
Total – Costs	21,755	249,250	-	-	-	-	-	249,250	-	271,005
General Obligation Bonds	21,755	249,250	-	-	-	-	-	249,250	-	271,005
Total – Funding Sources	21,755	249,250	-	-	-	-	-	249,250	-	271,005

Operating Impact (\$ in 1000s)	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	Total
Debt Service	-	5,959	13,131	20,830	22,689	23,316	85,925
Total – Impact	-	5,959	13,131	20,830	22,689	23,316	85,925



High Schools

Park View High School Replacement

Details:

Project Number: n/a

Election District: Sterling

Square Feet: 295,000

LCPS Planning District: Eastern Loudoun

Estimated Opening Year: FY 2028

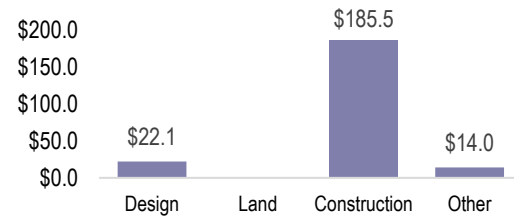
Referenda: November 2022, November 2023, & November 2024

Background:

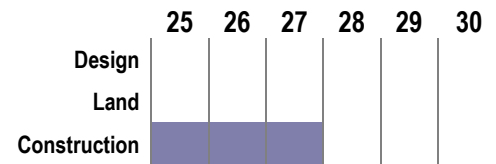
This project provides funding to design and construct the replacement for Park View High School. The project will involve the construction of an estimated 295,000 square foot building which will serve students in grades nine through twelve. With an anticipated capacity of 1,800, the high school will include classrooms, cafeteria, auditorium, media center, gymnasium, an auxiliary gymnasium, outdoor physical education fields, and other associated spaces to support the high school program.

The project will construct the new school on the current stadium and athletic fields; upon completion of new facility, the existing school building will be razed and new outdoor athletic facilities will be constructed where the former school was sited. The new school is anticipated to open in fall 2027 (2027-2028 school year) and the new outdoor athletic facilities complete by the start of the 2028-2029 school year.

Phase Costs in Millions



Project Phase Timeline by FY



Costs (\$ in 1000s)	Prior Years	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	6 Year Total	Future FYs	Project Total
Professional Services	22,169	-	-	-	-	-	-	-	-	22,169
Construction	-	185,520	-	-	-	-	-	185,520	-	185,520
Furniture, Fixtures & Equip	-	14,000	-	-	-	-	-	14,000	-	14,000
Total – Costs	22,169	199,520	-	-	-	-	-	199,520	-	221,689
General Obligation Bonds	22,169	199,520	-	-	-	-	-	199,520	-	221,689
Total – Funding Sources	22,169	199,520	-	-	-	-	-	199,520	-	221,689

Operating Impacts (\$ in 1000s)	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	Total
Debt Service	-	4,249	11,421	17,745	19,323	19,817	72,556
Total – Impact	-	4,249	11,421	17,745	19,323	19,817	72,556



Capital Improvement Program

Other School

Contents

Other School Summary	11-11
Banneker Elementary School Renovation/Addition	11-12
Capital Renewal and Alteration	11-13
Eastern Transportation Facility	11-14
School Bus Radio Replacements and UHF System Upgrade	11-15
School Bus Replacement and Associated Infrastructure	11-16
School Replacement Program	11-17
Student Welcome Center at Sterling Elementary School	11-18
Valley Service Center Traffic Signal	11-19
Waterford Elementary School Renovation and Addition	11-20



Other School

Capital Improvement Program										
Other School Projects										
Costs (\$ in 1000s)	Prior Years	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	6 Year Total	Future FYs	Project Total
Banneker ES Renovation/Addition	3,895	35,060	-	-	-	-	-	35,060	-	38,955
Capital Renewal and Alteration	164,820	18,270	20,000	55,320	66,033	80,000	80,000	319,623	515,000	999,443
Eastern Transportation Facility	-	-	-	-	-	-	3,280	3,280	-	3,280
School Bus Radio Replacements and UHF System Upgrade	10,420	-	-	-	-	14,380	-	14,380	-	24,800
School Bus Replacement and Associated Infrastructure	42,776	9,750	10,280	10,850	11,440	12,070	12,070	66,460	24,140	133,376
School Replacement Program	-	-	-	-	-	-	11,020	11,020	-	11,020
Student Welcome Center at Sterling ES	7,710	-	-	-	-	-	-	-	-	7,710
Valley Service Center Traffic Signal	785	-	-	-	-	-	-	-	-	785
Waterford ES Renovation and Addition	-	2,010	18,080	-	-	-	-	20,090	-	20,090
Total – Costs	230,405	65,090	48,360	66,170	77,473	106,450	106,370	469,913	539,140	1,239,458
Funding Sources (\$ in 1000s)										
Local Tax Funding	50,099	4,003	10,000	20,000	7,000	20,000	34,300	95,303	40,000	185,402
General Obligation Bonds	139,575	51,337	28,080	35,320	59,033	60,000	60,000	293,770	475,000	908,345
Appropriation-Backed Bonds	40,731	9,750	10,280	10,850	11,440	26,450	12,070	80,840	24,140	145,711
Total – Funding Sources	230,405	65,090	48,360	66,170	77,473	106,450	106,370	469,913	539,140	1,239,458



Other School Projects

Banneker Elementary School Renovation & Addition

Details:

Project Number: n/a

Election District: Little River

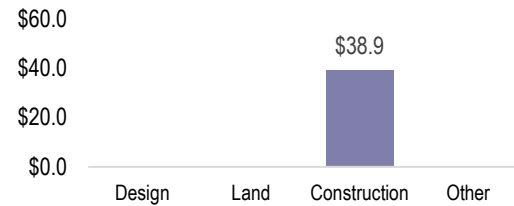
Square Feet: 61,000

LCPS Planning District: Western Loudoun

Estimated Opening Year: FY 2025

Referendum: November 2023

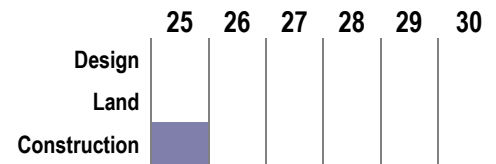
Phase Costs in Millions



Background:

This project provides funding to renovate and construct an estimated 61,000 square foot addition that will include a multipurpose room, five (5) classrooms, cafeteria, kitchen, office areas, and other ancillary spaces. The multipurpose room will provide program space as a gymnasium and auditorium with associated storage and office space. The five-classroom addition will accommodate kindergarten classroom space; the project will also provide additional restrooms in the building and will also remove all modular classrooms from the school site.

Project Phase Timeline by FY



Costs (\$ in 1000s)	Prior Years	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	6 Year Total	Future FYs	Project Total
Construction	3,895	35,060	-	-	-	-	-	35,060	-	38,955
Total – Costs	3,895	35,060	-	-	-	-	-	35,060	-	38,955
General Obligation Bonds	3,895	35,060	-	-	-	-	-	35,060	-	38,955
Total – Funding Sources	3,895	35,060	-	-	-	-	-	35,060	-	38,955

Operating Impacts (\$ in 1000s)	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	Total
Debt Service	-	3,508	3,420	3,333	3,245	3,157	16,663
Total – Impact	-	3,508	3,420	3,333	3,245	3,157	16,663



Other School Projects

Capital Renewal and Alteration

Details:

Project Number: n/a

Election District: Countywide

Square Feet: n/a

LCPS Planning District: Countywide

Estimated Opening Year: Ongoing

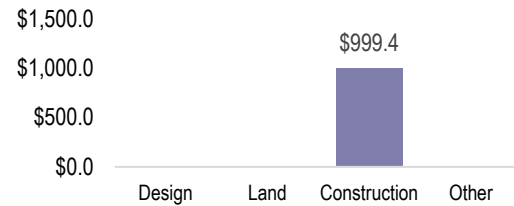
Referendum: Annually

Background:

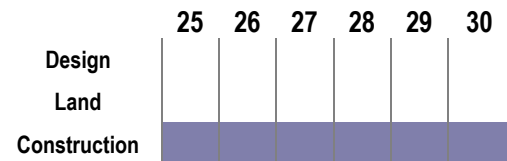
This project provides funding for capital facility renewals, maintenance expenditures, and capital alterations. This funding is crucial to contain overall long-term facility costs for maintenance, system replacements, and facility renewals and alterations.

Replacements, repairs, and updates to critical systems including heat, air conditioning, ventilation, boiler and water systems, pipes, lighting fixtures, switchgears, fire sprinklers, fire alarms, emergency generators, and other related infrastructure), along with renewals and restorations (typically surfaces, roofs, carpet, painting, windows, and similar aspects of a facility), are completed as needed.

Phase Costs in Millions



Project Phase Timeline by FY



Costs (\$ in 1000s)	Prior Years	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	6 Year Total	Future FYs	Project Total
Construction	164,820	18,270	20,000	55,320	66,033	80,000	80,000	319,623	515,000	999,443
Total – Costs	164,820	18,270	20,000	55,320	66,033	80,000	80,000	319,623	515,000	999,443
Local Tax Funding	33,700	4,003	10,000	20,000	7,000	20,000	20,000	81,003	40,000	154,703
General Obligation Bonds	131,210	14,267	10,000	35,320	59,033	60,000	60,000	238,620	475,000	844,740
Total – Funding Sources	164,820	18,270	20,000	55,320	66,033	80,000	80,000	319,623	515,000	999,443

Operating Impacts (\$ in 1000s)	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	Total
Debt Service	-	1,428	3,022	6,477	12,213	17,901	41,042
Total – Impact	-	1,428	3,022	6,477	12,213	17,901	41,042



Other School Projects

Eastern Transportation Facility

Details:

Project Number: n/a

Election District: n/a

Square Feet: n/a

LCPS Planning District: n/a

Estimated Opening Year: TBD

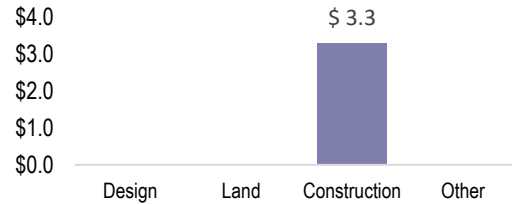
Referendum: n/a

Background:

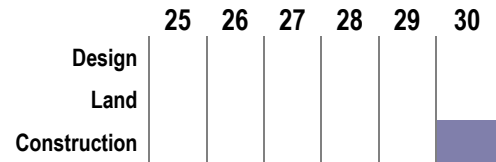
This project provides funding to construct a minor vehicle maintenance and repair facility, an LCPS / County fuel station, electric bus charging stations, and bus parking.

A site will need to be acquired or leased for the Eastern Loudoun Transportation Facility.

Phase Costs in Millions



Project Phase Timeline by FY



Costs (\$ in 1000s)	Prior Years	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	6 Year Total	Future FYs	Project Total
Construction	-	-	-	-	-	-	3,280	3,280	-	3,280
Total – Costs	-	-	-	-	-	-	3,280	3,280	-	3,280
General Obligation Bonds	-	-	-	-	-	-	3,280	3,280	-	3,280
Total – Funding Sources	-	-	-	-	-	-	3,280	3,280	-	3,280



Other School Projects

School Bus Radio Replacements and UHF System Upgrade

Details:

Project Number: n/a

Election District: Countywide

Square Feet: n/a

LCPS Planning District: Countywide

Estimated Opening Year: n/a

Referendum: n/a

Phase Costs in Millions

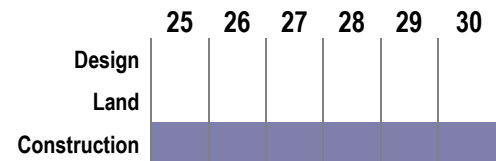


Background:

This project provides funding for scheduled updates to the bus radio system to bring them up to the latest standards, provides for a warranty, and maintaining a system that is serviceable by multiple vendors.

Loudoun County Public Schools' (LCPS) radio infrastructure is comprised of eight separate radio sites that provide countywide radio coverage for over 1,000 users. The radio system handles an average of 60,000 radio transmissions per month for school buses alone, provides communications for support staff, and provides alert radio transmissions for schools.

Project Phase Timeline by FY



Major update cycles are generally estimated or planned for every seven (7) years with the next one being addressed with funding in FY 2029.

Costs (\$ in 1000s)	Prior Years	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	6 Year Total	Future FYs	Project Total
Construction	10,420	-	-	-	-	14,380	-	14,380	-	24,800
Total – Costs	10,420	-	-	-	-	14,380	-	14,380	-	24,800
Appropriation-Backed Bonds	10,420	-	-	-	-	14,380	-	14,380	-	24,800
Total – Funding Sources	10,420	-	-	-	-	14,380	-	14,380	-	24,800

Operating Impacts (\$ in 1000s)	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	Total
Debt Service	-	-	-	-	-	2,774	2,774
Total – Impact	-	-	-	-	-	2,774	2,774



Other School Projects

School Bus Replacement and Associated Infrastructure

Details:

Project Number: n/a

Election District: Countywide

Square Feet: n/a

LCPS Planning District: Countywide

Estimated Opening Year: Ongoing

Referendum: November 2017

Phase Costs in Millions



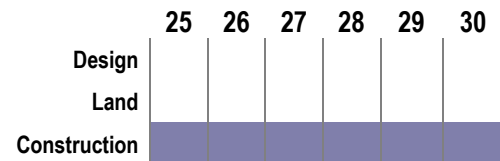
Background:

This project provides funding for the replacement and acquisition of school buses on an annual basis.

In support of the 2020 Loudoun County School Board resolution on Climate Change, the Division of Transportation began an electric bus pilot program to explore ways to reduce our carbon footprint. LCPS school buses travel over 8 million miles each year and produce over 20 tons of carbon monoxide that is released into the atmosphere. With recent action on climate change and new alternative-fuel products on the market from school bus manufacturers, the LCPS pilot program is designed to test the viability of electric buses to serve our students' transportation needs.

Through a partnership with Dominion Energy, five electric buses have been placed into service and are stationed (charged) at Park View High School. As part of a 2nd phase of the pilot program, LCPS was recently awarded six (6) electric buses from the Virginia Department of Environmental Quality, which will be stationed (charged) at Cardinal Ridge Elementary School and will be placed in service in 2022. The pilot program, industry research, and monitoring will be used for a long-term transportation fleet strategy that is in development by the Division of Transportation.

Project Phase Timeline by FY



Costs (\$ in 1000s)	Prior Years	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	6 Year Total	Future FYs	Project Total
Furniture, Fixtures & Equip	37,511	9,750	10,280	10,850	11,440	12,070	12,070	66,460	24,140	128,111
Payments to Other	5,265	-	-	-	-	-	-	-	-	5,265
Total – Costs	42,776	9,750	10,280	10,850	11,440	12,070	12,070	66,460	24,140	133,376
Local Tax Funding	9,549	-	-	-	-	-	-	-	-	9,549
General Obligation Bonds	2,916	-	-	-	-	-	-	-	-	2,916
Appropriation-Backed Bonds	30,311	9,750	10,280	10,850	11,440	12,070	12,070	66,460	24,140	120,911
Total – Funding Sources	42,776	9,750	10,280	10,850	11,440	12,070	12,070	66,460	24,140	133,376

Operating Impacts (\$ in 1000s)	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	Total
Debt Service	-	1,462	2,958	4,485	6,048	7,639	22,592
Total – Impact	-	1,462	2,958	4,485	6,048	7,639	22,592



Other School Projects

School Replacement Program

Details:

Project Number: n/a

Election District: Countywide

Square Feet: n/a

LCPS Planning District: Countywide

Estimated Opening Year: Ongoing

Referendum: n/a

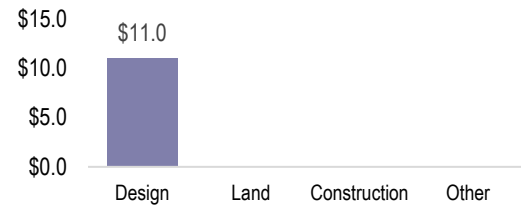
Background:

This program provides initial design funding for projects at Sterling MS and Loudoun County HS.

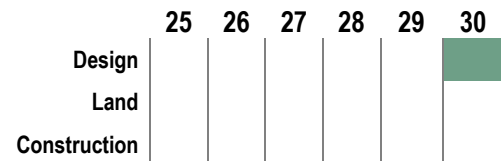
Sterling MS (201 W Holly Ave, Sterling): A proposed +/- 178,000 square foot renovation and addition.

Loudoun County HS (415 Dry Mill Road SW, Leesburg): A proposed pedestal parking/playing field structure, site improvements with +/- 210,000 square foot of building modernization and a +/- 5,000 square foot Fine Arts addition.

Phase Costs in Millions



Project Phase Timeline by FY



Costs (\$ in 1000s)	Prior Years	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	6 Year Total	Future FYs	Project Total
Professional Services	-	-	-	-	-	-	11,020	11,020	-	11,020
Total – Costs	-	-	-	-	-	-	11,020	11,020	-	11,020
Local Tax Funding	-	-	-	-	-	-	11,020	11,020	-	11,020
Total – Funding Sources	-	-	-	-	-	-	11,020	11,020	-	11,020



Other School Projects

Student Welcome Center

Details:

Project Number: n/a

Election District: Sterling

Square Feet: 7,500

LCPS Planning District: Eastern Loudoun

Estimated Opening Year: TBD

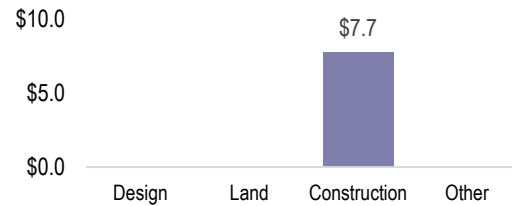
Referendum: November 2020

Background:

This project provides for the design and construction of a 7,500 square feet addition to the Sterling Elementary School, which will be utilized as a Welcome Center. The project will expand on-site parking to accommodate the co-located uses of the addition.

The establishment of a Student Welcome Center in eastern Loudoun will provide more efficient and effective delivery of services to the County's limited English proficient public-school students. The Welcome Center will offer a centralized location in eastern Loudoun for various instructional program registration needs and for instructional and/or pupil services support staff.

Phase Costs in Millions



Project Phase Timeline by FY

	25	26	27	28	29	30
Design						
Land						
Construction						

Costs (\$ in 1000s)	Prior Years	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	6 Year Total	Future FYs	Project Total
Construction	7,710	-	-	-	-	-	-	-	-	7,710
Total – Costs	7,710	-	-	-	-	-	-	-	-	7,710
Local Tax Funding	6,850	-	-	-	-	-	-	-	-	6,850
General Obligation Bonds	860	-	-	-	-	-	-	-	-	860
Total – Funding Sources	7,710	-	-	-	-	-	-	-	-	7,710



Other School Projects

Valley Service Center Traffic Signal

Details:

Project Number: n/a

Election District: Catocin

Square Feet: n/a

LCPS Planning District: Western Loudoun

Estimated Opening Year: TBD

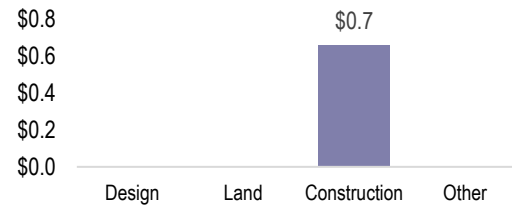
Referendum: November 2022

Background:

This project provides for the installation of a traffic signal at the intersection of the Valley Service Center entrance, West Colonial Highway, and the entrance to Harmony Middle School and Kenneth W. Culbert Elementary School. The funding for the traffic signal is programmed to coincide with the replacement of the Valley Service Center facility.

As part of the approved proffers for the rezoning completed for the purchase of the Valley Service Center property, a traffic signal warrant study was completed in 2017 for the intersection of the Valley Service Center entrance, West Colonial Highway, and the entrance to Harmony Middle School and Kenneth W. Culbert Elementary School. The study determined that a traffic signal is needed at the intersection.

Phase Costs in Millions



Project Phase Timeline by FY

	25	26	27	28	29	30
Design						
Land						
Construction						

Costs (\$ in 1000s)	Prior Years	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	6 Year Total	Future FYs	Project Total
Construction	785	-	-	-	-	-	-	-	-	785
Total – Costs	785	-	-	-	-	-	-	-	-	785
General Obligation Bonds	785	-	-	-	-	-	-	-	-	785
Total – Funding Sources	785	-	-	-	-	-	-	-	-	785



Other School Projects

Waterford Elementary School Renovation and Addition

Details:

Project Number: n/a

Election District: Catoctin

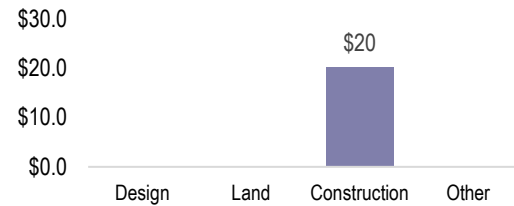
Square Feet: 14,000-20,000

LCPS Planning District: Western Loudoun

Estimated Opening Year: FY 2028

Referendum: November 2023

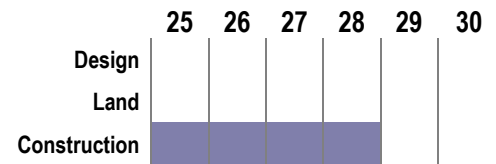
Phase Costs in Millions



Background:

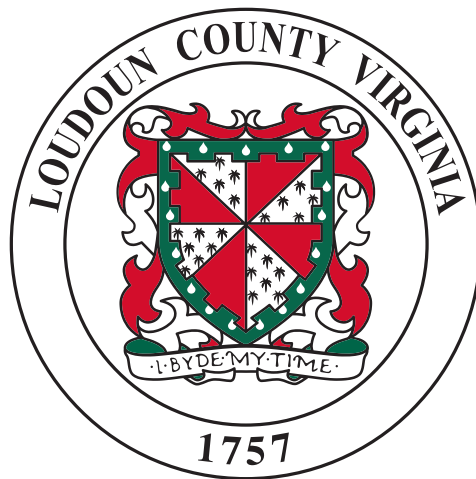
This project provides for the renovation and construction of an estimated 14,000-20,000 square foot addition that will include a multipurpose room, four (4) classrooms, cafeteria, kitchen, office areas, and other ancillary spaces. The multipurpose room will provide program space as a gymnasium and auditorium with associated storage and office space. The four-classroom addition will accommodate kindergarten classroom space. The project will also remove all modular classrooms from the school site.

Project Phase Timeline by FY



Costs (\$ in 1000s)	Prior Years	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	6 Year Total	Future FYs	Project Total
Construction	-	2,010	18,080		-	-	-	20,090	-	20,090
Total – Costs	-	2,010	18,080	-	-	-	-	20,090	-	20,090
General Obligation Bonds	-	2,010	18,080	-	-	-	-	20,090	-	20,090
Total – Funding Sources	-	2,010	18,080	-	-	-	-	20,090	-	20,090

Operating Impacts (\$ in 1000s)	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	Total
Debt Service	-	120	1,550	2,085	2,034	1,973	7,762
Total – Impact	-	120	1,550	2,085	2,034	1,973	7,762



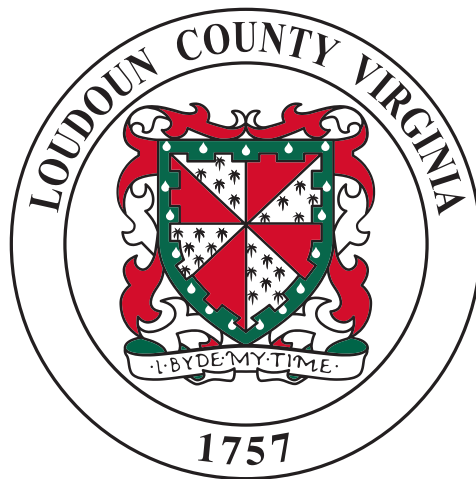


Capital Improvement Program

LCPS Capital Facility Planning Guidelines

Contents

Section 1: Purpose of the Capital Facility Planning Guidelines	11-24
Section 2: Planning Process, including Student Enrollment	11-24
Section 3: School Design Objectives	11-24
Section 4: Site Design	11-26
Section 5: Building Design	11-28
Section 6: Furniture, Fixtures, and Equipment including Technology	11-29
Section 7: Life Cycle Planning	11-29
Section 8: Support Facilities	11-30
Section 9: Conclusion and Future Updates	11-30





LCPS Capital Facility Planning Guidelines

ADOPTED BY THE LOUDOUN COUNTY SCHOOL BOARD ON DECEMBER 13, 2022

Section 1: Purpose of the Capital Facility Planning Guidelines

The purpose of the Loudoun County Public Schools (LCPS) Capital Facility Planning Guidelines is to identify the general planning principles and goals that the Loudoun County School Board (LCSB) and the Loudoun County Board of Supervisors have agreed upon in the development of the long-range capital building program to provide public school facilities in Loudoun County. The document serves in tandem with the Capital Improvement Program (CIP) documents outlining new construction, the Capital Asset Preservation Program (CAPP), and the Capital Renewals Program (CRP), which, together, provide public information and opportunity for public input. Planning principles will be used to identify and quantify the requirements for the construction of new schools and to ensure that existing schools are safe, quality places for students to learn and for employees to work. This document replaces the school standards identified in the adopted 2017 Capital Facility Standards and the previously adopted 2010 Capital Facility Planning Guidelines.

The Capital Facility Planning Guidelines support the Loudoun County School Board's stated mission and goals of providing a superior education, safe schools, and a climate for success. Requirements ensure that all students, faculty, and staff have access to quality facilities, resources, technology, and instructional programs. The Guidelines are based upon minimum requirements in the Virginia Department of Education's "Guidelines for School Facilities in Virginia's Public Schools" and LCPS' application thereof.

Section 2: Planning Process

The School Board annually adopts a Capital Improvement Program (CIP) budget. The CIP is a forecast of expenditures for land acquisition; site development; design; construction; and furniture, fixtures, and equipment (FFE) costs associated with the development of new or renovated schools, infrastructure, and other school-related facilities.

As a 30-year capital plan, the School Board's CIP addresses an immediate short term six-year plan, a medium-term plan (years seven through ten), and a long-term outlook (years 11 through 30). Projects included in the CIP are based on education program requirements, School Board-endorsed educational policy standards, and the ability of existing school facilities to accommodate present and future instructional programs and student enrollments.

LCPS monitors student enrollment and assesses the need for capacity in our schools on an ongoing basis. Each fall, six-year student enrollments are developed for the division and each individual school by grade. The enrollment projections are utilized for a variety of planning and decision-making functions, among which operational and budgeting needs are the most essential. Student enrollment projections, school capacities, and county population trends influence the priority order of projects and the funding plans in the School Board's CIP – specifically the construction of new schools, classroom additions and facility renovations.

Section 3: School Design Objectives

With a mission of "empowering all students to make meaningful contributions to the world," LCPS has developed strong facility standards to support the creation and maintenance of state-of-the-art teaching and support spaces.

Most recently updated in 2021, the Virginia Department of Education's (VDOE) "Guidelines for School Facilities in Virginia's Public Schools" have long served as the basis of the LCPS Educational Specifications and Guideline



LCPS Capital Facility Planning Guidelines

Specification standards and “define the minimum standard that all schools in Virginia should meet and are a design starting point for school facility planners, architects, and local school divisions. School facility planners and local school divisions are encouraged to adapt these recommendations as needed to meet the needs of a school’s educational programs.” Additionally, the *Code of Virginia* requires the Board of Education to review their “Standards of Quality” document every two years. Most recently revised in 2021, there are three (3) priorities stated: to promote educational equity for all students; to support the recruitment and retention of educational personnel; and to support the “Profile of a Virginia Graduate.” Each of these priorities directly aligns with the LCPS mission.

From the VDOE guidelines and recommendations, LCPS has developed and maintains Educational Specifications for each school level – elementary, middle, and high schools – as well as comprehensive Guideline Specifications for standard specifications for all facilities. The primary objective of the LCPS Educational Specifications is to establish the LCPS minimum requirements for new construction, however the document also serves as a tool to review parity and equity for improvements of older facilities. Included in the Educational Specifications are LCPS-tailored strategies for site design, building design and requirements for technology, furnishings, fixtures, and equipment. Additional detail is discussed in Sections 4 and 5.

Additionally, LCPS has several targeted planning objectives that are considered for all new school projects as they are developed:

A. Co-Location of Facilities: Co-location of school and public facilities is a strategy supported by Loudoun County School Board and the Loudoun County Board of Supervisors with both infrastructure and operational benefits. LCPS and Loudoun County Government have a long history of successful co-location including school facilities and community, recreation or public safety uses. Staff considers appropriate co-location based on site acreage during the LCPS capital needs assessment and life cycle management process and Capital Improvement Program (CIP) development processes.

B. Community Use: Loudoun County Government, including the Office of Elections and the Department of Parks, Recreation and Community Services (PRCS) have priority to use school buildings and grounds when not required for school use. The original agreement between the Loudoun County School Board and the Loudoun County Board of Supervisors dates to the 1967-1968 timeframe. School Board Policy and Regulation 6310, *Facility Use*, defines the conditions for community use of school facilities.

LCPS and PRCS also work together to determine school facilities available to host other community uses including after school childcare and athletics, as examples.

C. Emergency Use: In coordination with the Loudoun County Office of Emergency Management, LCPS works in an active and continual manner to support school and community needs in emergency and/or shelter circumstances in coordination to provide community programs, services and support public safety.

D. Sustainability, Energy, and Environmental Stewardship: LCPS is committed to and has a strong history in energy and environmental stewardship and is continuously exploring advancements in sustainable design, technology and high-performance building and system practices in design and construction. In 2010, the School Board adopted Policy 6410, *High Performance Building Design, Construction and Operations*, implementing sustainable practices in environmental quality, water and energy consumption, renewable energy generation, products, materials, and waste management in new facilities and school renovation projects. LCPS has a long and established history of being awarded the ENERGY STAR Partner of the Year Sustained



LCPS Capital Facility Planning Guidelines

Excellence Award as a benchmark of energy stewardship achievement. LCPS Environmental Requirements and Goals are part of each major design contract outlining specific strategies, life cycle cost analysis requirements for building systems selection, and energy performance criteria.

LCPS design objectives, Educational Specifications, Guideline Specifications, and standards are provided to all consulting architects. Design parameters are reviewed by LCPS during the design process for new school and renovation projects to ensure the strategic objectives are met, as applicable to the project.

Section 4: Site Design

The overall design process begins years in advance with pre-design studies linked to the findings and proposed facility plans as developed through the LCPS capital needs assessment and life cycle management process as presented in the CIP. Site selection and land acquisition processes are based on the needs identified in the CIP and the School Board's capital budget. The standards provide flexibility in planning for school development to meet community needs. For public schools in Loudoun County, LCPS follows the following general planning guidelines:

A. Elementary School:

- Building Square Footage: 100,000 – 120,000 GSF
- Site Acreage: Up to 20 Usable Acres
- Standard: 900-1,000 pupils

B. Middle School:

- Building Square Footage: 185,000 – 215,000 GSF
- Site Acreage: Up to 35 Usable Acres
- Standard: 1,350 – 1,500 pupils

C. High School:

- Building Square Footage: 290,000 – 345,000 GSF
- Site Acreage: Up to 75 Usable Acres
- Standard: 1,800 – 2,100 pupils

These standards exceed the VDOE recommended minimum site acreage to accommodate for outdoor programmed spaces including, but not limited to playgrounds, Physical Education areas and athletics or recreation areas as well as ancillary support. Site acreage identified is based on usable area excluding acreage that cannot be built upon and considering applicable zoning, infrastructure and stormwater management requirements and necessary site circulation for pedestrians, busses, and cars. Flexibility for varying existing site conditions is important in the site planning process to accommodate all required program elements. All LCPS site design standards are documented in the LCPS Educational Specifications.

Simplicity of entrance access and a completely separated pedestrian, car, and bus circulation paths are primary LCPS goals of school site design. Adequate staff and visitor parking as well as bus parking, where applicable, may consume 4 – 12 acres on a traditional site alone. Configuration of the parcel in relation to roadway infrastructure must be considered in the overall site circulation patterns. Providing a clear, separated circulation path for parent drop off and pick up from the bus loop along with sufficient queuing space for both paths are other large acreage functions. These functions are critical to both the operational success and safety of active school sites.

Physical Education, recreation, and athletics along with supporting functions are also large programmatic drivers for school sites. Playgrounds are governed by School Board Policy and Regulation 6320, *Playgrounds*, and are commonly used by students during the school day and by the public during non-school hours. LCPS playgrounds



LCPS Capital Facility Planning Guidelines

are designed to meet accessibility requirements and an inclusive playground will be installed when space and funding permit, as part of new elementary school construction.

Physical Education, recreation and athletics elements vary by school level and are generally planned by LCPS as follows and as site conditions allow:

Elementary School Elements	Quantity	Minimum Size
Multi-Use (Hard Surface)	1	55' x 170' for US Map
Multi-Use (Hard Surface) Basketball	1	60' x 120'
Fenced Play Area (Kindergarten)	1	Varies
Playground	1	70' x 80'
Multi-Use Playing Field with Walking Track: 4 Options		
1 – Large Soccer Field with Irrigation	1	225' x 360'
2 – Small Soccer Field with Irrigation	1	138' x 228'
3 – U8 Micro Soccer Field	1	90' x 150'
4 – U6/U7 Soccer Field	2	75' x 105' each
Softball Field	1	200' left to right field 20' backstop to home plate
Middle School Elements	Quantity	Minimum Size
Multi-Use (Hard Surface) Basketball	1	96' x 224'
Multi-Use Playing Field with Walking Track: 4 Options		
1 – Large Soccer Field with Irrigation	2	225' x 360'
2 – Small Soccer Field with Irrigation	2	138' x 228'
3 – U8 Micro Soccer Field	2	90' x 150'
4 – U6/U7 Soccer Field	4	75' x 105' each
Softball Field	1	200' left to right field 25' backstop to home plate
High School Elements	Quantity	Minimum Size
Stadium with Lighting, Press Box, Track, etc. with artificial turf	1	195' x 300' Soccer 160' x 300' Football
Softball Field with Lighting and Press Box	1	200' left to right field 30' to home plate
Baseball Field with Lighting and Press Box	1	310' left to right field 60' backstop to home plate
Practice Fields with Lighting with artificial and natural turf	2	55 yds x 120 yds
Tennis Courts with Lighting Pickleball Courts	6	36' x 78' each

In support of high school extracurricular activities, LCPS sites also include a Concession Stand Building with Restrooms, a Storage Building, a Team Room Building with Restrooms, Baseball and Softball Press Box Buildings, a Ticket Booth, Tractor Storage, Marching Band Storage and Observation Towers.

As growth in Loudoun County continues and traditional suburban or rural sites of large acreage are less available, it should be considered that school site design will be challenged by existing condition constraints. The same is true as Loudoun develops more urban areas surrounding Metro – the site requirements are no longer necessarily prototypical; flexibility will be necessary to maximize site utilization while delivering all the programmatic requirements. Loudoun County Zoning Ordinance requirements, both current and future, will



LCPS Capital Facility Planning Guidelines

affect the site design approach for school sites and will require further analysis that is project specific. These considerations may also apply to additions and renovations of existing school facilities.

Section 5: Building Design

The building design process at LCPS begins with a verification of program for the particular school. LCPS has long maintained prototypical building programs that are site-adapted as school facilities are planned through the LCPS capital needs assessment and life cycle management process as presented in the CIP. As referenced in Section 4, the Capital Facilities Standards provides for a range of pupil planned capacity for each school level with planned capacity as follows:

- A. Elementary School: 900 – 1,000 pupils
 - Kindergarten through Grade Five
 - Planned Capacity of 23 students per General Education Classroom and 10 students per Special Education Classroom
 - Art, Music, Gym, Media Center, Cafeteria, Administrative Office, and Support
 - Classroom Restrooms provided in Kindergarten – Grade Three
 - Regional Classrooms
- B. Middle School: 1,350 – 1,500 pupils
 - Grades Six through Eight
 - Planned Capacity of 19 students per General Education Classroom and 10 students per Special Education Classroom
 - Fine Arts, Auditorium, Career & Technical Education, Labs, Main Gym, Auxiliary Gym, Media Center, Cafeteria, Administrative Office, and Support
- C. High School: 1,800 – 2,100 pupils
 - Grades Nine through Twelve
 - Planned Capacity of 21 students per General Education Classroom and 10 students per Special Education Classroom
 - Fine Arts, Auditorium, Career & Technical Education, Labs, Main Gym, Auxiliary Gym, Athletics Facilities as outlined in Section 4, Media Center, Cafeteria, Administrative Office, and Support
- D. Additional Program Elements:
 - Elementary, Middle and High School Level Collaboration Spaces
 - Elementary, Middle and High School Level Privacy Restrooms
 - Middle and High School Privacy Showers/Changing

This planned capacity becomes the basis of the building program and, with VDOE Guidelines on instructional space including recommendations for Classroom sizes, LCPS develops a school-specific building program to meet the instructional philosophy and educational delivery objectives.

To deliver state-of-the-art education to the students of Loudoun County, LCPS follows the VDOE Guidelines on standard classroom sizes for new construction. Major renovations endeavor to also meet the current VDOE Guidelines. School size and design is guided by educational program requirements and standards established by the Loudoun County School Board. Classroom sizes include all features such as storage, countertops, however, exclude classroom toilets. All LCPS building design standards are documented in the LCPS Educational Specifications.



LCPS Capital Facility Planning Guidelines

Similar to site design considerations, as growth in Loudoun County continues, flexibility within the general parameters of the approved Capital Facility Standards and the LCPS historical prototypical program will need consideration. For example, in School Year 2022 – 2023, LCPS opened its first three-story Elementary School and has under construction, its first four-story Middle School. Site adapting the prototypical program will continue to be a challenge on constrained and more urban sites necessitating increased square footage in building programming for duplication of functions on multiple floors, increased vertical and horizontal circulation and building support.

Both new construction and renovation projects must study continued development of building design and new instructional initiatives in realms that include student support areas including mental health, expanded STEM (Science, Technology, Engineering and Math) and CTE (Career and Technical Education) programs, Project Based Learning (PBL), specialized services, and other requirements that will continue to inform space programming in all levels of schools. Safety and security are paramount and are assessed through multiple lenses during the site and building design including application of Crime Prevention Through Environmental Design (CPTED) principles and review of projects. Flexibility in design will require attention to create adaptable spaces supported by furniture and technology that can support all student and staff needs with longevity. Renovation projects aim to achieve the same LCPS requirements as new construction projects, however, the existing site and building constraints will require project-specific analysis. Qualitative aspects of design including access to daylight, acoustics and thermal comfort play important roles in the experience for staff and students.

Section 6: Furniture, Fixtures and Equipment including Technology

LCPS maintains strong standards of Furniture, Fixtures and Equipment (FFE) and Technology to deliver and support school facilities and 21st century learning. FFE is included in all new construction and renovation projects. FFE efforts include, but are not limited to, furniture, fixtures, and equipment, but also technology equipment and software, instructional materials and equipment required to support and maintain the facility to deliver a fully outfitted, turn-key project.

Section 7: Life Cycle Planning

LCPS endeavors to build 75-year buildings to serve the educational mission of Loudoun County and support community uses year-round. Major renovations and/or additions to existing schools are considered when additional permanent/long-term capacity is needed and full condition evaluations are conducted at the mid-life facility age. The trigger for additional capacity or replacement is evaluated and established each year through the School Board Adopted CIP. Renovations and additions increasing capacity must consider the impact to the building's core capacity in areas including but not limited to restrooms, Cafeteria, Media Center, Administrative Office, and Gyms.

Throughout a school's life cycle, maintenance and improvements may also be funded through the Capital Asset Preservation Program (CAPP) or through the Capital Renewals Program (CRP) portion of the CIP budget. In accordance with LCPS Policy 6410, *High Performance Building Design, Construction and Operations*, schools should be managed in terms of life cycle and instructional appropriateness. When a facility has aged to 75 years, evaluation to determine if the structure should continue to support instructional requirements and activities with either minor capital improvements, a major capital renovation, or complete capital replacement of the facility to meet new school facility design standards. Critical systems replacements are commonly considered when a building has aged to 30 years or greater. Analysis of existing facilities and their life cycle considerations relative to renovation or replacement will be identified in the annual School Board Adopted CIP.



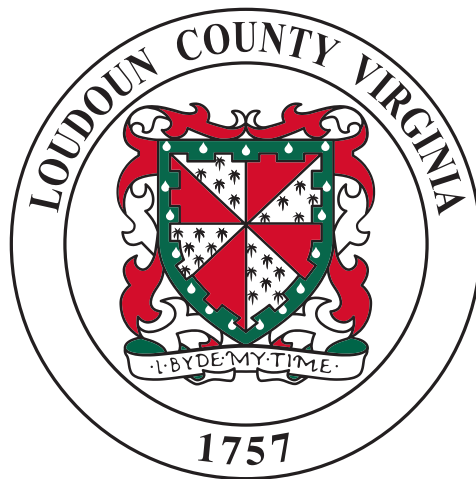
LCPS Capital Facility Planning Guidelines

Section 8: Support Facilities

LCPS evaluates the need for additional support facility space based upon a full programming analysis. As a means to apply standardized space allocations, this analysis identifies individual department requirements, role or position responsibilities, key job functional requirements and level of responsibility. Needs will be analyzed from a cost benefit perspective and may include analysis of lease space alternatives. As growth continues, needs for expanded support or Administrative Space will be identified in the annual School Board Adopted CIP.

Section 9: Conclusion and Future Updates

The LCPS Capital Facility Planning Guidelines will continue to serve as the School Board and Loudoun County Board of Supervisors endorsed guide to the development of school facility projects including buildings and sites, renovations, and new construction alike via adoption of the CIP. Changes to the Educational Specifications will continue to be required over time with VDOE updates or other legislative revisions. These updates would be presented during the School Board's subsequent Capital Budget Process. The effect of growth within the County will continue to be managed to ensure resource equity between older and newer facilities such that all students, faculty and staff have access to quality facilities, resources, technology, and instructional programs.



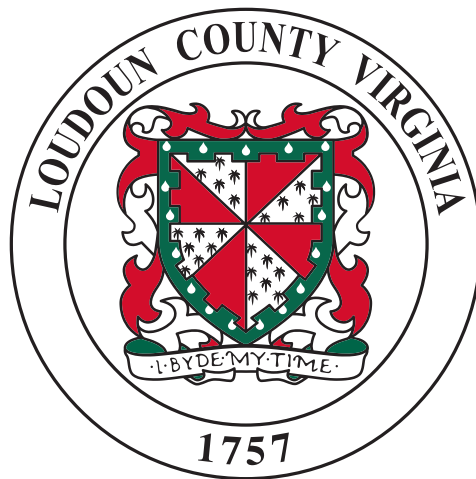


Debt Service Fund FY 2025 Proposed Budget

Contents

Debt Service Fund

12-2





Debt Service Fund

Debt Management and Capital Financing

Debt Management is the active implementation of a variety of strategies to manage the County's debt. These strategies include debt policies, issuance limits and guidelines, long-term capital planning, disclosure and compliance policies and procedures, and general management practices. The Loudoun County Board of Supervisors' adopted fiscal policy contains debt policies, which govern how and the extent to which, the County issues debt. Throughout the development of the County's Capital Improvement Program (CIP), the proposed use of debt financing for projects must be evaluated to ensure compliance with the debt policies. These policies contain several important debt ratios, which are among the information analyzed by the credit rating agencies each time the County seeks to sell bonds. Loudoun is one of 53 counties to hold the highest rating (AAA) from all three credit rating agencies ensuring access to the market at favorable rates. More information about these ratios is described in the following pages.

Financing for capital improvement projects have taken the form of general obligation bonds and appropriation-backed bonds including revenue bonds, lease purchase agreements, federal loans, and lease revenue bonds. The County issues debt for both School and General Government capital projects, except for lease purchase financing for vehicles and equipment entered into by the Schools. Of the above-mentioned financing types, general obligation bonds are the only type of debt secured by a pledge of the County's full faith and credit. A County's authorization to issue this type of debt is governed by the Constitution of the Commonwealth of Virginia and the Public Finance Act. Taxpayers must approve the issuance of general obligation bonds by public referendum, except in limited circumstances, such as bonds issued by the Virginia Public Schools Authority. The governing body of the County is authorized and required to meet debt service payments on its general obligation bonds by levying sufficient ad valorem taxes on all taxable property within the County. Funding for debt service payments on appropriation-backed debt is subject to annual appropriation by the County's governing body.

The following pages provide information about the County's debt, including actual and projected debt service payments in the Debt Service Fund, debt policies, the impact of the CIP on debt ratios and guidelines, the planned schedule of financing for capital projects over the CIP period, and information about the County's outstanding debt and referendum authority.

Debt Service Fund Budget

Local tax funding and other resources used for the payment of principal and interest costs (i.e., debt service) of all financed capital improvement projects reside in the Debt Service Fund. The proposed FY 2025 and projected FY 2026 Debt Service Fund expenditures are shown in *Table 1* on the following page. Expenditures are comprised of the actual amount of principal and interest payments due on debt issued in prior years, the projected amount of principal and interest payments due in FY 2025 and FY 2026 on debt scheduled to be issued in FY 2024 and FY 2025, and certain costs of issuance incurred on that debt.

Expenditures in the Debt Service Fund budget are offset by fund balance, earned interest, interest rebates from the federal government for Build America Bonds issued in 2010 by VML/Vaco on the County's behalf, and Qualified School Construction Bonds issued through VPSA in FY 2012. Periodically, the Fund receives monies in the form of transfers from other funds such as the County and School Capital Project Funds as projects are closed out; landfill fees and rental income designated for debt service; or proceeds/premiums from the sale of bonds. Refunding proceeds, bond premiums, and transfers for project close-outs are unpredictable and are therefore not budgeted. If these resources become available, they become part of the Debt Service Fund balance and are used on other eligible projects to reduce future debt issuances, or are used to make future debt service payments, in accordance with rules and regulations governing municipal borrowing.



Debt Service Fund

Table 1. Debt Service Fund Financial Summary ¹

	FY 2022 Actual	FY 2023 Actual	FY 2024 Adopted	FY 2025 Proposed	FY 2026 Projected
Expenditures					
Debt Service on County Projects	\$81,533,170	\$92,645,600	\$104,460,536	\$114,831,141	\$129,445,802
Debt Service on School Projects	168,243,796	162,227,478	146,530,544	154,469,583	153,491,799
Transfers to Other Funds ²	9,800,784	6,017,166	-	-	-
Personnel ³	-	314,678	441,000	467,460	481,484
Costs of Issuance and Other Fees ⁴	1,457,855	1,892,397	693,400	1,540,022	1,177,500
Payment to Refunded Bond Escrow Agent	28,141,155	71,659,190	-	-	-
Total – Expenditures	\$289,176,759	\$334,756,508	\$252,125,480	\$271,308,206	\$284,596,585
Revenues					
Use of Fund Balance	\$8,971,457	\$0	\$10,000,000	\$10,000,000	\$10,000,000
Interest Earnings	533,915	7,876,350	227,882	225,000	225,000
Interest Rebate – Build America Bonds ⁵	200,388	200,388	-	-	-
Estimated Lease Revenue – Stadium Project ⁶	1,336,671	1,311,586	1,435,610	1,484,499	1,478,691
Transfers from Other Funds ⁷	28,103,296	25,510,991	25,253,429	25,783,577	25,657,147
Bond Issuance Premium and Refunding Proceeds ⁸	51,337,284	103,386,317	-	-	-
Total – Revenues	\$90,483,011	\$138,285,631	\$36,916,921	\$37,493,077	\$37,360,839
Local Tax Funding	\$198,693,748	\$196,470,877	\$215,208,559	\$233,815,129	\$247,235,746
FTE³	-	3	3	3	3

The distribution of debt service expenditures resulting from the existing and planned General Government and School capital project financings through FY 2030 are shown below in Table 2 and Figure 1. Table 2 shows the actual

¹ Totals may not add due to rounding.

² Transfers from the Debt Service Fund are primarily to the Capital Projects Fund or to the General Fund. Beginning FY 2023, there are no transfers made to General Fund for personnel expenditures.

³ FY 2023 and onwards, personnel expenditures for three debt management staff will be charged to the Debt Service Fund as opposed to being transferred from the Debt Service Fund to the General Fund.

⁴ Cost of Issuance and Other Fees include Underwriter's Discount fees that are deducted directly from bond proceeds and other fees for services used to issue or manage the County's debt.

⁵ The County receives a federal interest subsidy related to the General Obligation Qualified School Construction Bond, Series 2011-2 issued through VPSA, and the 2010 VML/VACo Bonds issued on the County's behalf.

⁶ Per the lease agreement with DC Soccer, the team will make rental payments to the County for the use of facilities at Bolen Park, which will pay the debt service on the bonds issued to construct the facilities.

⁷ Transfers into the Debt Service Fund are primarily from the Capital Project Fund for debt service associated with Landfill construction, the General Fund for facility lease fees, and the Transportation District Fund for Metrorail tax revenue to cover debt service associated with the construction of the Metrorail project and Metrorail Parking Garages.

⁸ Represents bond premium received from issuance in FY 2022 and FY 2023, as well as refunding proceeds.

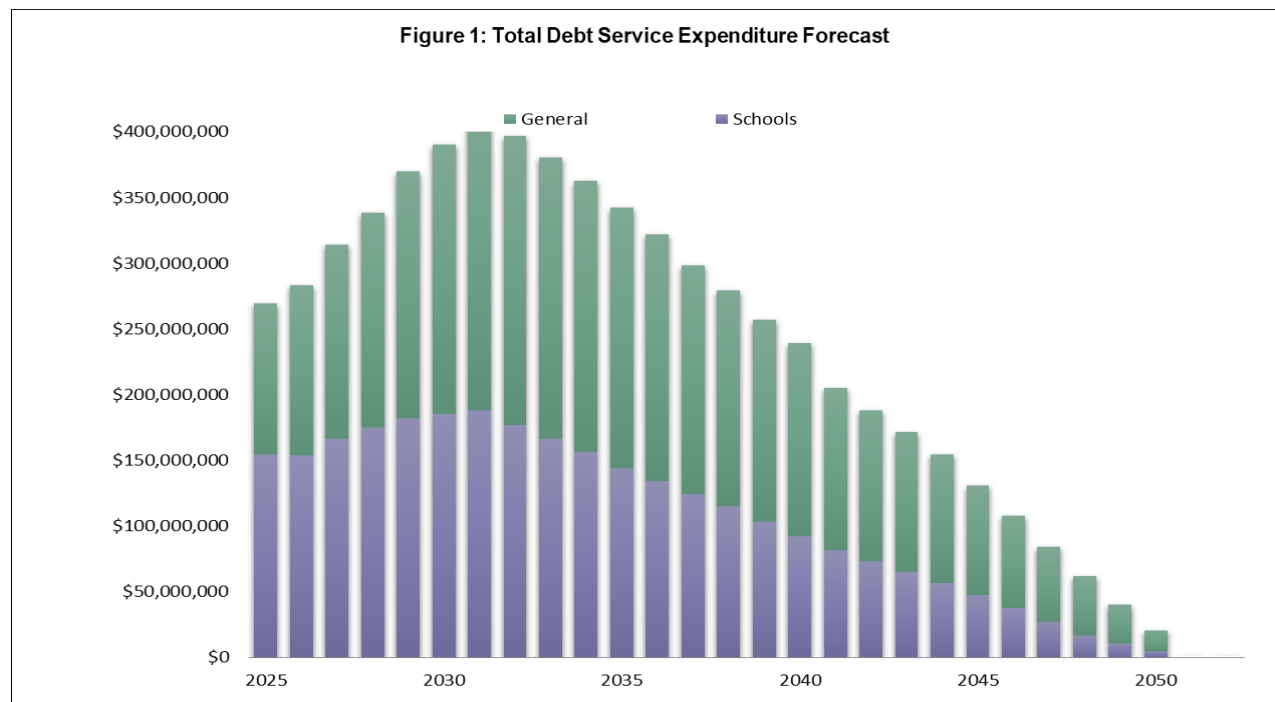


Debt Service Fund

debt service due on previously issued debt and projected debt service on anticipated issuances attributable to general government and schools for FY 2025-FY 2030. Figure 1 presents this same information through FY 2048, when the last payment will be made on currently outstanding debt.

Table 2. FY 2025-2030 Debt Service Expenditures ¹

	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030
General Government						
Actual Debt Service Due	\$94,406,616	\$90,291,095	\$87,604,477	\$83,116,806	\$79,892,686	\$70,118,317
Projected Debt Service	20,424,525	39,215,272	60,340,197	80,489,123	108,022,629	134,953,267
Subtotal	\$114,831,141	\$129,506,367	\$147,944,674	\$163,605,929	\$187,915,315	\$205,071,584
Schools						
Actual Debt Service Due	\$139,254,351	\$118,267,562	\$109,704,605	\$96,311,210	\$90,381,169	\$81,037,371
Projected Debt Service	15,215,233	35,224,237	56,532,564	78,388,889	91,798,384	104,308,694
Subtotal	\$154,469,584	\$153,491,799	\$166,237,169	\$174,700,099	\$182,179,553	\$185,346,065
Total - Debt Service	\$269,300,725	\$282,998,166	\$314,181,843	\$338,306,028	\$370,094,869	\$390,417,649



¹ Sums may not equal due to rounding.



Debt Service Fund

Debt Management

While the Commonwealth of Virginia imposes no statutory limitation on the amount of debt a County may incur, Loudoun County establishes several debt ratio guidelines through its Fiscal Policy.¹ Below, the County's debt ratios are explained.

Loudoun County Debt Ratios

(Revised and adopted by the Board of Supervisors on October 18, 2022)

The County's debt capacity shall be maintained within the following primary goals:

- *Annual debt issuance guideline is set at \$350 million for FY 2025 and \$400 million for FY 2026 and beyond, to be reviewed by the Board in FY 2026. For planning purposes, \$400 million is assumed to remain in effect for FY 2027 through FY 2030.*

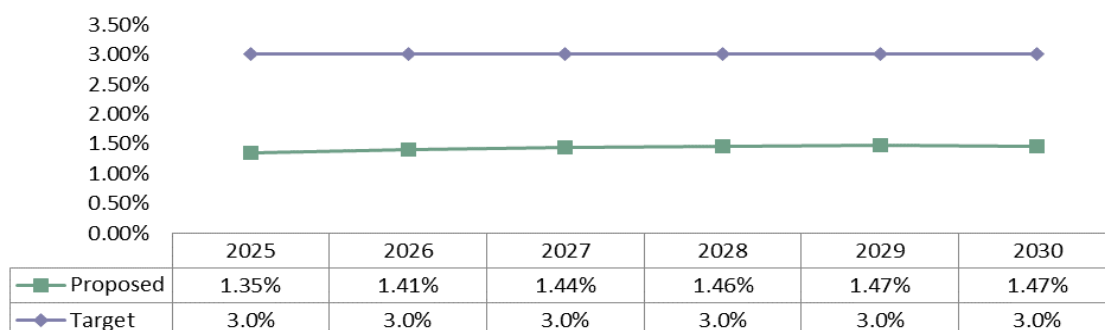
This guideline represents the maximum amount of "new" debt that can be issued each year, excluding debt for projects supported by a specific revenue source, major economic development projects, or the purchase of assets demonstrated to produce net present value savings. Establishing an annual debt issuance guideline allows the County to actively manage the annual growth of its debt burden. The FY 2025 proposed Capital Budget abides by all County fiscal policies and debt ratios.

	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030
Debt Issuance Guideline	\$350,000,000	\$400,000,000	\$400,000,000	\$400,000,000	\$400,000,000	\$400,000,000
Debt Issuance Projected	\$350,000,000	\$400,000,000	\$400,000,000	\$400,000,000	\$400,000,000	\$400,000,000
Remaining Debt Capacity	\$0	\$0	\$0	\$0	\$0	\$0

- *Net debt as a percentage of estimated market value of taxable property should not exceed 3.0 percent.*

This ratio means that the amount of outstanding debt cannot exceed 3.0 percent of the value of the County's taxable real and personal property. The assessed value of taxable property is an indication of the County's ability to generate revenue. This ratio ensures that the County's outstanding debt is not too high compared to the assessed value, which can lead to overburdening the tax base and reducing the County's flexibility to use revenues for operations, or to meet future capital needs. The credit rating agencies consider this ratio to be very important and often cite the County's adherence to this ratio in their ratings reports.

Figure 2: Debt to Estimated Property Value



¹ The Fiscal Policy is provided in the Volume 1 of this document in the Executive Summary.

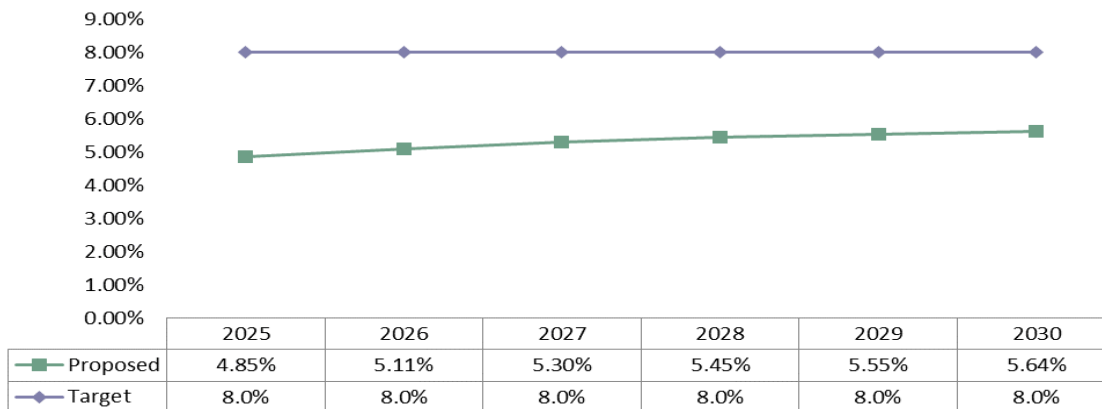


Debt Service Fund

- Net debt per capita as a percentage of income per capita should not exceed 8.0 percent.*

This ratio means the amount of outstanding debt per person, cannot exceed 8.0 percent of the estimated income for each person based on population and income projections. This indicator measures the community's ability to support existing and additional indebtedness.

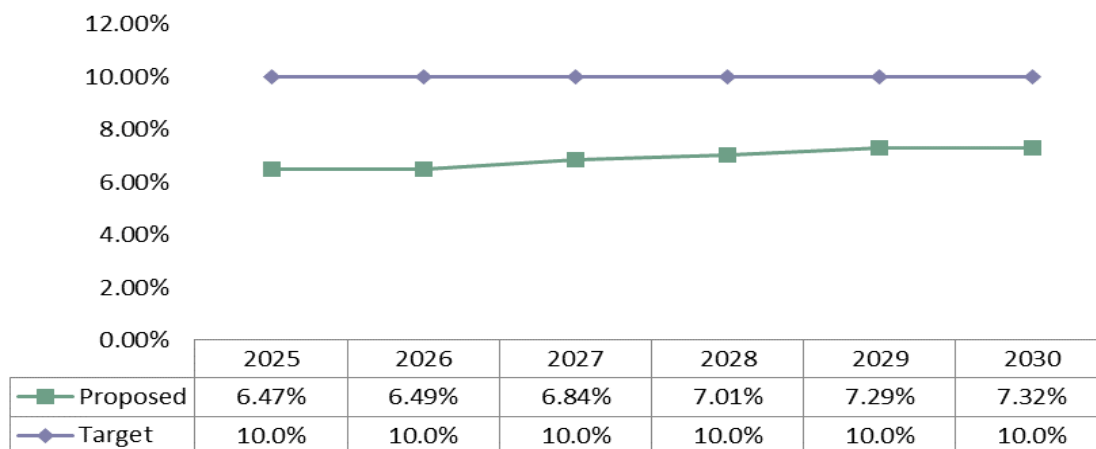
Figure 3: Debt to Per Capita Income



- Debt service expenditures as a percentage of governmental fund expenditures should not exceed 10.0 percent.*

This ratio means the amount of debt service (principal and interest payments) in each fiscal year, cannot exceed 10.0 percent of total governmental funds expenditures. This includes all appropriated funds, not just the General Fund. Because debt service is considered a fixed cost (i.e., not discretionary) the established ratio ensures that the County does not lose budgetary flexibility to maintain or increase service levels by having a significant portion of its budget dedicated to debt service payments. This ratio works in tandem with the debt to assessed value ratio. The credit rating agencies also consider this ratio to be very important and often cite the County's adherence to this policy target as a measure of the County's ability to maintain an affordable debt burden.

Figure 4: Debt Service to Expenditures



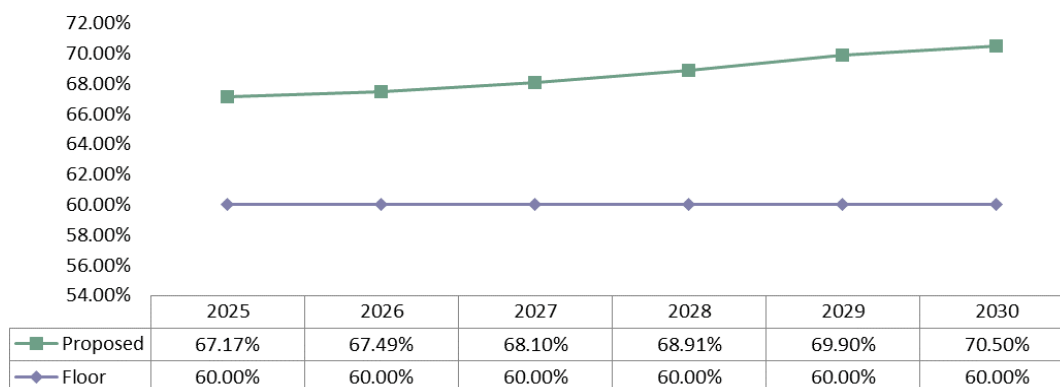


Debt Service Fund

- *Ten-year debt payout ratio should be above 60.0 percent.*

This ratio means the amount of principal paid off in a ten-year period should be more than 60.0 percent of the projected debt outstanding. Per the Fiscal Policy, the County uses a level principal repayment structure for debt service whenever possible; thus, allowing the County to pay down principal faster.

Figure 5: Ten Year Debt Payout Ratio



Impact of the Capital Improvement Plan on the County's Debt Ratios

The development of the six-year Capital Improvement Program (CIP) and the inclusion of new debt financed projects must be analyzed and evaluated against previously authorized debt financed projects and the existing required debt service to ensure the inclusion of the new projects complies with the County's fiscal and debt policies. The results are shown on the *Impact on Future Debt Ratios* table on the following page (Table 3).

Table 3 begins with the projected amount of tax supported debt outstanding, and then shows the impact of adding the debt-financed capital projects contained in the FY 2025 – FY 2030 Proposed CIP to the existing debt for projects appropriated and financed in prior years. In addition, the table depicts vital demographic and economic indicators for Loudoun County that are necessary in assessing the County's ability to retire old debt and issue new debt.

- *Beginning Net Tax Supported Debt and Ending Net Tax Supported Debt*

The Beginning Net Tax Supported Debt is the amount of principal projected to be outstanding at the beginning of each fiscal year. The Ending Net Tax Supported Debt is the amount of principal projected to be outstanding at the end of each fiscal year. The New Debt Issued, represents the amount of all new debt scheduled to be issued for the projects contained in the CIP. Retired Old Debt is the actual amount of principal on existing debt scheduled to be paid during that fiscal year. Retired New Debt is the projected amount of principal to be paid on the new debt that is issued during the fiscal year. Note that principal on new debt issued in the first year will not be paid in that year but will commence the following year. The Ending Net Tax Supported Debt represents the outstanding existing debt, plus new debt issued, less the retired debt.



Debt Service Fund

- *Debt Service*

Debt service represents the amount of principal and interest that is expected to be paid during the year. This includes debt related to general obligation bonds and appropriation-backed debt such as lease revenue bonds, financing agreements, installment purchase agreements and loans.

- *Ratios*

The ratios section of the table shows the results of how the debt included in the CIP, coupled with the County's existing debt comply with the Board's fiscal policy targets. Throughout the development of the CIP, these ratios are constantly monitored to see how changes to project funding and timing impact the ratios. For more information on how the CIP is developed and the factors affecting the development of the CIP, see the Capital Improvement Program Executive Summary included in Volume 2 of the budget document.

- *Annual Debt Issuance Guideline*

As described above, the Board's fiscal policy has an annual debt issuance guideline of \$350 million in FY 2025 and \$400 million in FY 2026 and beyond excluding debt issued for projects supported by a specific revenue source, certain economic development projects, and the purchase of assets demonstrated to produce net present value savings. This section of the table shows the amount of debt projected to be issued each year and the remaining capacity under the guideline.



Debt Service Fund

Table 3. Impact on Future Debt Ratios

IMPACT ON FUTURE DEBT RATIOS Proposed FY 2025 - FY 2030						
	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030
Beginning Net Tax Supported Debt	\$2,126,122,694	\$2,313,413,489	\$2,537,057,521	\$2,742,069,477	\$2,933,225,161	\$3,107,744,161
Plus:						
New Debt Issued	370,630,000	410,280,000	411,110,000	410,280,000	414,964,000	417,306,000
Less:						
Retired Debt (Old)	183,339,205	165,440,968	161,023,044	149,419,316	145,925,000	131,995,000
Retired Debt (New)	0	21,195,000	45,075,000	69,705,000	94,520,000	118,865,000
Ending Net Tax Supported Debt	\$2,313,413,489	\$2,537,057,521	\$2,742,069,477	\$2,933,225,161	\$3,107,744,161	\$3,274,190,161
Debt Service (1)	\$269,300,725	\$282,998,166	\$314,181,843	\$338,306,028	\$370,094,869	\$390,417,649
Population	452,803	460,794	468,920	476,786	484,077	490,490
Public School Enrollment	83,038	83,241	83,491	83,547	83,847	84,026
Estimated Property Value (in Millions)	\$170,959	\$180,362	\$190,282	\$200,747	\$211,788	\$223,437
Per Capita Income	\$105,374	\$107,813	\$110,330	\$112,956	\$115,678	\$118,452
Expenditures	\$3,892,998,120	\$4,079,662,780	\$4,277,993,982	\$4,487,991,726	\$4,709,656,011	\$4,942,986,837
Ratios:	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030
Debt to Estimated Property Value (Fiscal Policy Target = <3%)	1.35%	1.41%	1.44%	1.46%	1.47%	1.47%
Debt to Per Capita Income (Fiscal Policy Target = <8%)	4.85%	5.11%	5.30%	5.45%	5.55%	5.64%
Debt Service to Expenditures (Fiscal Policy Target = <10%)	6.47%	6.49%	6.84%	7.01%	7.29%	7.32%
Ten-Year Debt Payout Ratio (Fiscal Policy Target = >60%)	67.17%	67.49%	68.10%	68.91%	69.90%	70.50%
Annual Debt Issuance Guideline:	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030
Debt Issuance Guideline	\$350,000,000	\$400,000,000	\$400,000,000	\$400,000,000	\$400,000,000	\$400,000,000
Less:						
Debt Issuance Projected	\$350,000,000	\$400,000,000	\$400,000,000	\$400,000,000	\$400,000,000	\$400,000,000
Remaining Debt Capacity	\$0	\$0	\$0	\$0	\$0	\$0

1) Debt includes General Obligation bonds and Appropriation-backed financing.
 2) The annual debt issuance guideline includes projects in the CIP with the exception of the Dulles Corridor Metrorail Project, the Loudoun County-based Metrorail garages, the County Landfill, and certain economic development projects.



Debt Service Fund

Debt Issuance by Category

Table 4 shows the projected amount of debt to be issued each year within each of the major categories of the CIP. The General Government category contains the functional areas of Administration; General Government; Health and Welfare; Parks, Recreation and Culture; and Public Safety. The Transportation category contains road, sidewalks, signals, traffic calming, and transit projects. The Schools category contains elementary, middle, and high school projects as well as other school facility projects.

Table 4. New Debt Issuance by Category

Proposed Debt Financing FY 2025 - FY 2030 Capital Improvement Program					
Fiscal Year	General Government	Transportation	Schools	Total County	
				Proposed	Board Guidelines
2025	\$95,159,668	\$87,020,267	\$167,820,065	\$350,000,000	\$350,000,000
2026	120,278,434	93,710,029	186,011,537	400,000,000	400,000,000
2027	106,515,470	95,443,048	198,041,482	400,000,000	400,000,000
2028	155,014,422	125,640,683	119,344,895	400,000,000	400,000,000
2029	106,918,398	165,240,398	127,841,204	400,000,000	400,000,000
2030	101,932,594	196,212,407	101,855,000	400,000,000	400,000,000
Total	\$685,818,986	\$763,266,831	\$900,914,183	\$2,350,000,000	\$2,350,000,000

Schedule of Major Financings

Table 5 shown on the following pages show the planned schedule of financing for capital projects. Information about each project is provided, including the name of the project, total project costs, total amount to be financed during the CIP period, planned start of construction, and referendum year and amount, if applicable. This schedule is a projected plan of issuance and is subject to change as various factors can impact the County's ability to adhere to the schedule, including project delays or advancements, structure of the debt issuance, and other rules and regulations governing municipal borrowing that may require a change in the planned issuance. The County works closely with Bond Counsel and financial advisors to achieve favorable results for the County from each issuance.

Debt Service Projections

Table 6 shows the projected debt service due for each project based on when the debt is planned to be issued. Included in the table is the total amount of principal and interest due for each project and a breakout of the amount that will be due in each year from FY 2025 through FY 2030. Table 7 summarizes the debt service projections by functional area for the County and the Schools.



Debt Service Fund

Table 5. Schedule of Major Financings

Schedule of Major Financings											
FY 2025 - FY 2030 Proposed Capital Improvement Program											
Capital Projects and Leases To Be Financed						Anticipated Sale or Closing Dates and Amounts					
Financing Type/Project	Total Project Cost	Amount to be Financed FY 2025 - FY 2030	Project Start Year	Amount of Referendum	Potential Referendum Date or Status	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030
General Government Projects											
County Renovation Program	222,500,649	87,042,931 (2)	2021	N/A	Not Required B	6,685,000	12,638,951	11,777,000	20,501,706	13,637,680	21,802,594
County Renovation Program- DIT Renovations	6,000,000	2,750,000 (2)	2023	N/A	Not Required A	2,750,000	0	0	0	0	0
DTCI Office Building Renovation	6,000,000	3,000,000 (2)	2024	N/A	Not Required A	3,000,000	0	0	0	0	0
Eastern Services Center	17,250,000	10,350,000 (2)	2024	N/A	Not Required A	10,350,000	0	0	0	0	0
General Government Office Building - Phase I	110,046,036	91,715,935 (2)	2023	N/A	Not Required B	10,888,000	25,533,705	19,408,935	21,014,295	14,871,000	0
Landfill - Cell Capping	11,850,000	830,000 (2)	2027	N/A	Not Required B	0	0	830,000	0	0	0
Landfill- Cell Liner	19,920,000	11,710,000 (2)	2029	N/A	Not Required A	0	0	0	0	4,684,000	7,026,000
Shenandoah Building Renovation	38,987,754	24,419,000 (2)	2022	N/A	Not Required A	15,988,800	8,430,200	0	0	0	0
Subtotal, General Government Projects	432,554,439	231,817,866				49,661,800	46,602,856	32,015,935	41,516,001	33,192,680	28,828,594
Information Technology Projects											
Public Safety - Radio Tower Expansion Program	30,954,905	8,418,918 (2)	2021	N/A	Not Required A	0	0	0	4,100,960	0	4,317,958
Public Safety- Core Radio System Upgrade	4,500,000	1,500,000 (2)	2026	N/A	Not Required A	0	1,500,000	0	0	0	0
Public Safety- Replacement Communication Equipment	54,000,000	43,000,000 (2)	2027	N/A	Not Required A	0	0	15,000,000	9,000,000	19,000,000	0
Subtotal, Information Technology Projects	89,454,905	52,918,918				0	1,500,000	15,000,000	13,100,960	19,000,000	4,317,958
Health and Welfare Projects											
MHSADS Crisis Receiving Center	16,616,000	9,525,500 (2)	2024	N/A	Not Required A	3,810,200	5,715,300	0	0	0	0
MHSADS Group Home Replacements	11,134,000	10,126,149 (2)	2025	N/A	Not Required B	718,800	1,078,200	2,498,745	2,498,745	3,331,660	0
Subtotal, Health and Welfare Projects	27,750,000	19,651,649				4,529,000	6,793,500	2,498,745	2,498,745	3,331,660	0
Parks and Recreation and Library Services Projects											
Arcola Quarters for the Enslaved	17,482,811	4,805,001 (2)	2022	N/A	Not Required A	4,805,001	0	0	0	0	0
Bolen Park Turf Field Conversion	3,000,452	2,500,452 (1)	2028	2,500,000	Nov. 2026 B	0	0	0	2,500,452	0	0
Dulles Adult Day Center	17,371,494	10,467,897 (1)	2025	15,964,000	Nov. 2023 B	0	0	0	4,187,159	6,280,738	0
Dulles South Community Park	23,024,000	2,715,829 (1)	2026	2,716,000	Nov. 2024 B	0	1,086,332	1,629,497	0	0	0
Linear Parks and Trails Signature Project	16,090,613	7,229,870 (1)	2024	8,644,000	Nov. 2023 A	2,891,948	4,337,922	0	0	0	0
Linear Parks and Trails System	57,450,000	8,800,000 (1)	2027	14,000,000	Nov. 2025 B	0	0	2,500,000	1,500,000	3,500,000	1,300,000
Potomack Lakes Parking and Field Improvements	5,070,400	4,233,950 (1)	2029	4,233,950	Nov. 2027 B	0	0	0	0	2,540,370	1,693,580
PRCS Renovation Program	35,751,800	11,250,000 (2)	2022	N/A	Not Required B	0	0	0	3,000,000	0	8,250,000
Sterling Neighborhood Park	25,509,464	25,605,891 (1)	2027	10,640,000	Nov. 2025 B	0	0	10,242,356	15,363,535	0	0
Western Loudoun Recreation Complex	148,644,840	141,089,100 (1)	2025	80,159,700	Nov. 2024 B	14,278,660	29,512,659	19,834,270	29,148,711	20,357,400	27,957,400
Westpark Improvements	18,494,751	8,764,000 (1)	2026	8,764,000	Nov. 2024 B	0	3,505,600	5,258,400	0	0	0
Subtotal, Parks and Recreation and Library Services Projects	367,890,625	227,461,990				21,975,609	38,442,513	39,464,524	55,699,856	32,678,508	39,200,980
Public Safety Projects											
Adult Detention Center Expansion Phase III	45,475,165	33,127,334 (2)	2025	N/A	Not Required B	1,434,000	4,410,000	5,456,667	16,370,000	5,456,667	0
Brambleton Sheriff Station	32,076,000	23,856,030 (1)	2028	29,063,000	Nov. 2026 B	0	0	0	4,808,537	4,732,961	14,314,532
Courts Complex Phase IV Renovation	27,913,979	12,378,400 (2)	2021	N/A	Not Required A	8,252,400	4,126,000	0	0	0	0
Fire and Rescue - Station #04- Round Hill Station Replacement	29,052,228	7,932,938 (1)	2019	23,781,000	Nov. 2022 A	4,289,668	3,643,270	0	0	0	0
Fire and Rescue - Station #08- Philomont Station Replacement	25,061,753	19,426,000 (1)	2022	21,636,000	Nov. 2024 A	5,827,800	5,827,800	7,770,400	0	0	0
Fire and Rescue - Station #28- Leesburg South Station	30,042,038	17,759,087 (1)	2021	11,333,000	Nov. 2023 A	9,539,391	8,219,696	0	0	0	0
Fire and Rescue - Station #29 - Loudoun Gateway Station	43,247,000	20,400,700 (1)	2028	42,247,000	Nov. 2026 B	0	0	0	4,415,200	6,622,800	9,362,700
Fire and Rescue - Training Academy Expansion	24,438,075	23,739,075 (1)	2026	15,859,000	Nov. 2026 B	0	712,800	1,069,200	6,587,123	6,587,123	8,782,830
Fire and Rescue- Capital Apparatus	71,157,174	8,064,000 (1)	2020	8,064,000	Nov. 2024 B	0	0	0	3,913,000	0	4,151,000
Fire and Rescue- Station #2/#14- Purcellville Addition	11,320,000	10,175,000 (1)	2027	10,715,000	Nov. 2025 A	0	0	4,070,000	6,105,000	0	0
Subtotal, Public Safety Projects	339,783,412	176,858,563				29,343,259	26,939,566	18,366,267	42,198,860	23,399,550	36,611,062
Intersection Improvement Program Projects											
Intersection Improvements	211,737,241	55,117,229 (1)	2019	63,033,000	Nov. 2023 B	13,424,826	3,238,416	5,657,106	7,370,881	12,435,000	12,991,000
Subtotal, Intersection Improvement Program Projects	211,737,241	55,117,229				13,424,826	3,238,416	5,657,106	7,370,881	12,435,000	12,991,000
Notes on Amount to be Financed between FY 2025 - FY 2030											
(1) General obligation bond financing requires referendum approval. Expenditures prior to referendum approval will not use general obligation financing.											
(2) May be issued through Capital Leases, Leave Revenue Bonds, and other financing sources.											
Notes on Potential Referendum Dates and Projects											
A- Includes amounts previously authorized, but unused debt financing											
B- Remaining amount to be financed after FY 2030											



Debt Service Fund

Table 5. Schedule of Major Financings, continued

Schedule of Major Financings FY 2025 - FY 2030 Proposed Capital Improvement Program											
Capital Projects and Leases To Be Financed						Anticipated Sale or Closing Dates and Amounts					
Financing Type/Project	Total Project Cost	Amount to be Financed FY 2025 - FY 2030	Project Start Year	Amount of Referendum	Potential Referendum Date or Status	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030
Sidewalks, Signals and Traffic Calming Projects											
Franklin Park to Purcellville Trail	9,416,000	1,394,000 (1)	2026	778,000	Nov. 2024 B	0	1,394,000	0	0	0	0
Harmony Middle School Shared Use Path	3,625,440	1,300,000 (1)	2026	3,471,000	Nov. 2023 A	0	1,300,000	0	0	0	0
River Creek Parkway Sidewalk	2,564,298	1,392,000 (1)	2022	2,362,000	Nov. 2020 A	1,392,000	0	0	0	0	0
Route 7 Shared Use Path	20,167,773	5,703,231 (1)	2024	4,604,000	Nov. 2023 A	5,703,231	0	0	0	0	0
Sidewalk and Trail Program	104,022,568	12,656,040 (1)	2022	34,489,000	Nov. 2020 B	2,905,260	1,089,961	831,819	0	5,811,000	2,018,000
Sterling Boulevard/W&OD Overpass	12,421,681	1,377,000 (1)	2019	18,088,000	Nov. 2022 A	1,377,000	0	0	0	0	0
Subtotal, Sidewalks, Signals and Traffic Calming Projects	152,217,760	23,822,271				11,377,491	3,783,961	831,819	0	5,811,000	2,018,000
Road Projects											
Arcola Mills Drive - Belmont Ridge to Stone Springs Boulevard	72,331,090	30,584,449 (1)	2029	30,584,000	Nov. 2027 B	0	0	0	0	20,944,128	9,640,321
Braddock Road / Trailhead Drive Roundabout	12,313,363	6,893,754 (1)	2026	7,648,000	Nov. 2024 B	0	521,340	1,216,460	3,093,572	2,062,382	0
Braddock Road Widening - Paul VI Eastern Entrance to Loudoun County Parkway	42,894,118	17,679,986 (1)	2026	18,515,000	Nov. 2024 B	4,439,666	1,637,459	5,379,704	6,223,157	0	0
Crosen Lane Widening- Claiborne to Old Ryan Road	26,940,124	17,546,365 (1)	2027	17,546,000	Nov. 2025 B	0	0	3,541,000	5,311,500	8,693,865	0
Crossrail Blvd - Segment C Sycolin to Dulles Greenway	122,022,813	46,618,140 (1)	2025	33,048,000	Nov. 2024 A	10,724,978	10,685,800	9,687,426	10,843,324	4,676,612	0
Dulles West Blvd- Northstar Blvd to Arcola Blvd	81,010,345	20,813,422 (1)	2025	3,893,422	Nov. 2024 A	5,203,356	5,203,356	5,203,356	5,203,356	0	0
Evergreen Mills Road / Hogeland Mill Road - Bridge and Safety Improvements	5,656,325	1,250,908 (1)	2025	1,143,000	Nov. 2023 B	569,773	0	0	0	681,135	0
Evergreen Mills Road / Reservoir Road / Watson Road Intersection Improvement	30,806,874	7,773,000 (1)	2023	6,488,000	Nov. 2024 A	0	3,709,200	4,063,800	0	0	0
Farmwell Road Intersection Improvements	44,771,493	23,572,799 (1)	2019	26,240,000	Nov. 2025 A	2,794,799	0	5,194,500	7,755,114	7,828,386	0
Lake Drive Improvements	20,067,191	16,751,000 (1)	2025	7,229,000	Nov. 2024 A	4,013,400	5,694,200	3,018,600	4,024,800	0	0
Northstar Boulevard Widening - Tall Cedars Pkwy to Braddock Rd	42,866,200	19,519,712 (1)	2025	16,289,000	Nov. 2024 B	1,225,207	0	1,458,437	5,050,820	5,050,820	6,734,427
Prentice Drive -LCP to Lockridge Road	163,074,868	67,565,715 (1)	2021	127,009,000	Nov. 2027 B	0	0	0	0	21,733,504	45,832,211
Route 15 / Hogback Mountain Road Roundabout	14,298,211	2,689,471 (1)	2028	2,689,000	Nov. 2026 A	0	0	0	1,613,683	1,075,788	0
Route 15 / Lovettsville Road Intersection Improvement	8,823,682	3,497,012 (1)	2022	36,407,000	Nov. 2020 A	0	0	0	1,398,805	2,098,207	0
Route 15 / Spinks Ferry Road / Newvalley Church Road Roundabout	24,465,180	14,507,000 (1)	2022	24,463,249	Nov. 2020 B	0	5,802,800	5,802,800	2,901,400	0	0
Route 15 Widening - Whites Ferry to Montresor Road	65,518,457	47,729,000 (1)	2026	47,729,000	Nov. 2024 B	0	3,132,000	8,919,400	8,919,400	8,919,400	17,838,800
Route 15/Braddock Road Roundabout	28,430,194	2,618,934 (1)	2024	4,692,000	Nov. 2027 A	0	0	0	0	2,618,934	0
Route 50 North Collector Road- Tall Cedars Pkwy to Route 28	445,225,150	24,293,942 (1)	2022	67,137,000	Nov. 2020 B	0	0	0	3,731,620	7,518,522	13,043,800
Route 50/Loudoun County Parkway Interchange	298,540,844	68,322,955 (1)	2022	31,880,000	Nov. 2026 B	0	0	0	14,742,931	16,488,387	37,091,637
Route 7 / Route 287 Interchange	24,004,738	2,209,000 (1)	2025	2,209,000	Nov. 2024 A	883,600	1,325,400	0	0	0	0
Route 7 / Route 690 Interchange	52,685,208	19,544,740 (1)	2019	11,460,925	Nov. 2022 A	7,887,667	6,104,715	1,552,358	4,000,000	0	0
Route 7 / Route 690 Interchange - Phase II	3,579,767	3,579,767 (1)	2028	3,580,000	Nov. 2026 A	0	0	0	3,579,767	0	0
Route 7 Eastbound Widening - Loudoun County Pkwy to Route 28	12,166,934	8,824,651 (1)	2029	8,825,000	Nov. 2027 A	0	0	0	0	2,647,395	6,177,256
Route 7 Improvements- Route 9 to Dulles Greenway - Long term Improvements	141,332,263	40,449,528 (1)	2023	917,000	Nov. 2027 B	0	0	0	0	18,224,764	22,224,764
Route 9/Route 287 Roundabout	31,388,000	15,912,720 (1)	2020	5,730,000	Nov. 2023 A	9,262,719	6,650,001	0	0	0	0
Ryan Road Widening- Evergreen Mills to Beaverdam Dr	38,475,102	18,003,801 (1)	2025	18,034,000	Nov. 2024 B	570,637	2,415,885	1,626,600	4,017,204	4,017,204	5,356,272
Shellhorn Road - MWA Property Boundary to Moran Road	53,253,323	40,578,868 (1)	2017	41,847,000	Nov. 2021 B	9,153,356	21,351,717	10,073,795	0	0	0
Sycolin Rd - Loudoun Center PI to Crossrail Blvd	40,258,488	1,650,000 (1)	2026	14,985,102	Nov. 2024 B	0	1,650,000	0	0	0	0
Westwind Drive - Loudoun County Pkwy to Old Ox Rd	136,349,814	93,346,692 (1)	2019	68,456,000	Nov. 2025 B	5,488,793	10,803,779	22,215,887	25,859,349	11,714,965	17,263,919
Subtotal, Road Projects	2,083,550,159	684,327,331				62,217,950	86,687,652	88,954,123	118,269,802	146,994,398	181,203,407
SUBTOTAL - General	\$ 3,704,938,541	\$ 1,471,975,817				\$ 192,529,935	\$ 213,988,463	\$ 202,788,518	\$ 280,655,105	\$ 276,842,796	\$ 305,171,000
Notes on Amount to be Financed between FY 2025 - FY 2030											
(1) General obligation bond financing requires referendum approval. Expenditures prior to referendum approval will not use general obligation financing.											
(2) May be issued through Capital Leases, Leave Revenue Bonds, and other financing sources.											
Notes on Potential Referendum Dates and Projects											
A- Includes previously authorized, but unissued debt financing											
B- Remaining amount to be financed after FY 2030											



Debt Service Fund

Table 5. Schedule of Major Financings, continued

Schedule of Major Financings FY 2025 - FY 2030 Proposed Capital Improvement Program											
Capital Projects and Leases To Be Financed						Anticipated Sale or Closing Dates and Amounts					
Financing Type/Project	Total Project Cost	Amount to be Financed FY 2025 - FY 2030	Project Start Year	Amount of Referendum	Potential Referendum Date or Status	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030
School Administration Projects											
School Vehicle Lease	61,680,000	61,680,000 (2)	2024	N/A	Not Required B	10,280,000	10,280,000	10,280,000	10,280,000	10,280,000	10,280,000
Subtotal, School Administration Projects	61,680,000	61,680,000				10,280,000	10,280,000	10,280,000	10,280,000	10,280,000	10,280,000
Elementary School Projects											
ES-32 Dulles South	63,540,000	5,470,794 (1)	2023	57,911,000	Nov. 2021 A	5,470,794	0	0	0	0	0
ES-34 Dulles North	76,860,000	53,610,000 (1)	2028	76,860,000	Nov. 2026 B	0	0	0	4,610,000	19,215,000	29,785,000
Subtotal, Elementary School Projects	140,400,000	59,080,794				5,470,794	0	0	4,610,000	19,215,000	29,785,000
High School Projects											
HS-14 - Dulles North	271,005,000	249,250,000 (1)	2024	161,814,000	Nov. 2024 B	59,580,000	73,220,000	80,310,000	23,940,000	12,200,000	0
Subtotal, High School Projects	271,005,000	249,250,000				59,580,000	73,220,000	80,310,000	23,940,000	12,200,000	0
Other School Projects											
Banneker ES Renovation/Addition	38,954,784	35,060,000 (1)	2024	38,948,000	Nov. 2023 A	35,060,000	0	0	0	0	0
LCPS Facility Renewals and Alterations	999,442,511	244,909,049 (1)	2020	15,994,000	Nov. 2023 B	14,267,000	16,289,049	35,320,000	59,033,000	60,000,000	60,000,000
Park View High School Replacement	221,689,340	211,689,340 (1)	2024	183,548,000	Nov. 2023 A	42,487,171	72,765,538	66,138,532	20,321,895	9,976,204	0
School Bus Radio Replacements and UHF System Upgrade	24,800,000	14,380,000 (2)	2022	N/A	Not Required A	0	0	0	0	14,380,000	0
School Bus Replacement & Associated Infrastructure	133,376,000	66,460,000 (2)	2019	N/A	Not Required B	9,750,000	10,280,000	10,850,000	11,440,000	12,070,000	12,070,000
Waterford ES Renovation and Addition	20,085,000	20,085,000 (1)	2025	20,085,000	Nov. 2023 A	1,205,100	13,456,950	5,422,950	0	0	0
Subtotal, Other School Projects	1,438,347,635	592,583,389				102,769,271	112,791,537	117,731,482	90,794,895	96,426,204	72,070,000
SUBTOTAL - Schools	\$ 1,911,432,635	\$ 962,594,183				\$ 178,100,065	\$ 196,291,537	\$ 208,321,482	\$ 129,624,895	\$ 138,121,204	\$ 112,135,000
GRAND TOTAL	\$ 5,616,371,176	\$ 2,434,570,000				\$ 370,630,000	\$ 410,280,000	\$ 411,110,000	\$ 410,280,000	\$ 414,964,000	\$ 417,306,000
Notes on Amount to be Financed between FY 2025 - FY 2030											
(1) General obligation bond financing requires referendum approval. Expenditures prior to referendum approval will not use general obligation financing.											
(2) May be issued through Capital Leases, Leave Revenue Bonds, and other financing sources.											
Notes on Potential Referendum Dates and Projects											
A- Includes previously authorized, but unissued debt financing											
B- Remaining amount to be financed after FY 2030											



Debt Service Fund

Table 6. Debt Service Projections FY 2025 – FY 2030

Projects	Principal	Interest	Total Debt Service	Debt Service Projections FY 2025 - FY 2030							Total
				FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030		
General Government											
County Renovation Program	\$ 87,042,931	\$ 45,696,440	\$ 132,739,371	\$ -	\$ 669,250	\$ 1,914,448	\$ 3,045,048	\$ 5,017,383	\$ 6,250,267	\$ 16,896,396	
County Renovation Program - DIT Renovations	2,750,000	1,442,500	4,192,500	-	277,500	265,500	263,750	251,750	250,000	1,308,500	
DTCI Office Building Renovation	3,000,000	1,575,000	4,575,000	-	300,000	292,500	285,000	277,500	270,000	1,425,000	
Eastern Services Center	10,350,000	5,432,500	15,782,500	-	1,037,500	1,006,500	985,750	954,750	934,000	4,918,500	
General Government Office Building - Phase I	91,715,935	46,621,940	138,337,875	-	1,089,400	3,613,835	5,463,282	7,424,497	9,161,047	26,752,061	
Landfill - Cell Capping	830,000	441,000	1,271,000	-	-	-	81,500	79,500	77,500	238,500	
Landfill- Cell Liner	11,710,000	6,050,250	17,760,250	-	-	-	-	-	469,200	469,200	
Shenandoah Building Renovation	24,419,000	11,892,000	36,311,000	-	1,599,440	2,665,950	2,591,700	2,517,450	2,443,200	11,817,740	
Subtotal, General Government Projects	\$ 231,817,866	\$ 119,151,630	\$ 350,969,496	\$ -	\$ 4,973,090	\$ 9,758,733	\$ 12,716,030	\$ 16,522,830	\$ 19,855,214	\$ 63,825,897	
Information Technology											
Public Safety - Radio Tower Expansion Program	\$ 8,418,918	\$ 3,093,296	\$ 11,512,214	\$ -	\$ -	\$ -	\$ -	\$ 790,048	\$ 760,798	\$ 1,550,846	
Public Safety- Core Radio System Upgrade	1,500,000	299,250	1,799,250	-	-	290,000	279,250	268,500	257,750	1,095,500	
Public Safety- Replacement Communication Equipment	43,000,000	8,599,000	51,599,000	-	-	-	2,895,000	4,522,750	8,011,250	15,429,000	
Subtotal, Information Technology Projects	\$ 52,918,918	\$ 11,991,546	\$ 64,910,464	\$ -	\$ -	\$ 290,000	\$ 3,174,250	\$ 5,581,298	\$ 9,029,798	\$ 18,075,346	
Health and Welfare											
MHSADS Crisis Receiving Center	\$ 9,525,500	\$ 5,009,750	\$ 14,535,250	\$ -	\$ 380,510	\$ 941,775	\$ 918,025	\$ 894,275	\$ 870,525	\$ 4,005,110	
MHSADS Group Home Replacements	10,126,149	5,320,640	15,446,789	-	70,940	178,100	423,537	662,724	977,307	2,312,608	
Subtotal, Health and Welfare Projects	\$ 19,651,649	\$ 10,330,390	\$ 29,982,039	\$ -	\$ 451,450	\$ 1,119,875	\$ 1,341,562	\$ 1,556,999	\$ 1,847,832	\$ 6,317,718	
Parks and Recreation and Library Services											
Arcola Quarters for the Enslaved	\$ 4,805,001	\$ 2,524,750	\$ 7,329,751	\$ -	\$ 480,250	\$ 468,250	\$ 456,250	\$ 444,250	\$ 432,250	\$ 2,281,250	
Bolen Park Turf Field Conversion	2,500,452	1,312,960	3,813,412	-	-	-	-	250,023	243,773	493,796	
Dulles Adult Day Center	10,467,897	5,484,900	15,952,797	-	-	-	-	419,358	1,037,895	1,457,253	
Dulles South Community Park	2,715,829	1,427,340	4,143,169	-	-	109,317	268,042	261,292	254,542	893,193	
Linear Parks and Trails Signature Project	7,229,870	3,796,360	11,026,230	-	289,597	714,243	696,243	678,243	660,243	3,038,569	
Linear Parks and Trails System	8,800,000	4,620,000	13,420,000	-	-	-	250,000	393,750	733,750	1,377,500	
Potomack Lakes Parking and Field Improvements	4,233,950	2,223,210	6,457,160	-	-	-	-	-	252,019	252,019	
PRCS Renovation Program	11,250,000	5,905,000	17,155,000	-	-	-	-	300,000	292,500	592,500	
Sterling Neighborhood Park	25,605,891	13,442,150	39,048,041	-	-	-	1,022,118	2,534,795	2,470,795	6,027,708	
Western Loudoun Recreation Complex	141,089,100	73,389,620	214,478,720	-	1,428,933	4,343,816	6,216,030	8,969,466	10,780,586	31,738,831	
Westpark Improvements	8,764,000	4,599,750	13,363,750	-	-	350,280	869,450	847,450	825,450	2,892,630	
Subtotal, Parks and Recreation and Library Services Projects	\$ 227,461,990	\$ 118,726,040	\$ 346,188,030	\$ -	\$ 2,198,780	\$ 5,985,906	\$ 9,778,133	\$ 15,098,627	\$ 17,983,803	\$ 51,045,249	
Public Safety											
Adult Detention Center Expansion Phase III	\$ 33,127,334	\$ 17,389,320	\$ 50,516,654	\$ -	\$ 141,700	\$ 578,700	\$ 1,112,033	\$ 2,722,283	\$ 3,200,866	\$ 7,755,582	
Brambleton Sheriff Station	23,856,030	12,538,540	36,394,570	-	-	-	-	480,427	940,075	1,420,502	
Courts Complex Phase IV Renovation	12,378,400	6,504,650	18,883,050	-	827,620	1,213,170	1,187,420	1,151,420	1,125,670	5,505,300	
Fire and Rescue - Station #04- Round Hill Station Replacement	7,932,938	3,959,640	11,892,578	-	484,483	838,147	810,397	797,897	769,897	3,700,821	
Fire and Rescue - Station #08- Philomont Station Replacement	19,426,000	10,003,750	29,429,750	-	581,390	1,148,280	1,957,800	1,906,300	1,849,800	7,443,570	
Fire and Rescue - Station #28- Leesburg South Station	17,759,087	8,200,850	25,959,937	-	951,970	2,074,205	2,013,705	1,948,205	1,892,955	8,881,040	
Fire and Rescue - Station #29 - Loudoun Gateway Station	20,400,700	10,715,700	31,116,400	-	-	-	-	440,760	1,090,900	1,531,660	
Fire and Rescue - Training Academy Expansion	23,739,075	12,311,590	36,050,665	-	-	70,640	177,350	832,206	1,470,562	2,550,758	
Fire and Rescue- Capital Apparatus	8,064,000	1,611,400	9,675,400	-	-	-	-	755,650	727,650	1,483,300	
Fire and Rescue- Station #2/#14- Purcellville Addition	10,175,000	5,283,500	15,458,500	-	-	-	408,500	1,023,500	997,250	2,429,250	
Subtotal, Public Safety Projects	\$ 176,858,563	\$ 88,518,940	\$ 265,377,503	\$ -	\$ 2,987,163	\$ 5,923,142	\$ 7,667,205	\$ 12,058,648	\$ 14,065,625	\$ 42,701,783	
Intersection Improvement Program											
Intersection Improvements	\$ 55,117,229	\$ 28,939,470	\$ 84,056,699	\$ -	\$ 1,341,241	\$ 1,629,662	\$ 2,156,017	\$ 2,838,811	\$ 4,006,311	\$ 11,972,042	
Subtotal, Intersection Improvement Program Projects	\$ 55,117,229	\$ 28,939,470	\$ 84,056,699	\$ -	\$ 1,341,241	\$ 1,629,662	\$ 2,156,017	\$ 2,838,811	\$ 4,006,311	\$ 11,972,042	



Debt Service Fund

Table 6. Debt Service Projections FY 2025-FY 2030, continued

Projects	Principal	Interest	Total Debt Service	Debt Service Projections FY 2025 - FY 2030							
				FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	Total	
Sidewalks, Signals and Traffic Calming											
Franklin Park to Purcellville Trail	\$ 1,394,000	\$ 729,250	\$ 2,123,250	\$ -	\$ -	\$ 139,700	\$ 136,200	\$ 132,700	\$ 129,200	\$ 537,800	
Harmony Middle School Shared Use Path	1,300,000	682,500	1,982,500	-	-	130,000	126,750	123,500	120,250	500,500	
River Creek Parkway Sidewalk	1,392,000	727,500	2,119,500	-	139,600	136,100	132,600	129,100	125,600	663,000	
Route 7 Shared Use Path	5,703,231	2,995,740	8,698,971	-	570,162	555,912	541,662	527,412	513,162	2,708,310	
Sidewalk and Trail Program	12,656,040	6,658,790	19,314,830	-	290,263	392,511	464,102	452,102	1,020,652	2,619,630	
Sterling Boulevard/W&OD Overpass	1,377,000	717,000	2,094,000	-	138,850	135,350	131,850	128,350	124,850	659,250	
Subtotal, Sidewalks, Signals and Traffic Calming Projects	\$ 23,822,271	\$ 12,510,780	\$ 36,333,051	\$ -	\$ 1,138,875	\$ 1,489,573	\$ 1,533,164	\$ 1,493,164	\$ 2,033,714	\$ 7,688,490	
Road											
Arcola Mills Drive - Belmont Ridge to Stone Springs Boulevard	\$ 30,584,449	\$ 16,062,940	\$ 46,647,389	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,092,206	\$ 2,092,206	
Braddock Road / Trailhead Drive Roundabout	6,893,754	3,624,260	10,518,014	\$ -	-	51,067	170,640	476,069	672,188	1,369,964	
Braddock Road Widening - Paul VI Eastern Entrance to Loudoun County Parkway	17,679,986	9,292,730	26,972,716	\$ -	441,983	592,856	1,116,841	1,709,499	1,665,499	5,526,678	
Croson Lane Widening- Claiborne to Old Ryan Road	17,546,365	9,217,110	26,763,475	\$ -	-	-	352,050	873,875	1,721,568	2,947,493	
Crosstrail Blvd - Segment C Sycolin to Dulles Greenway	46,618,140	24,468,140	71,086,280	\$ -	1,071,249	2,113,789	3,029,660	4,034,076	4,398,157	14,646,931	
Dulles West Blvd- Northstar Blvd to Arcola Blvd	20,813,422	10,933,440	31,746,862	\$ -	520,168	1,027,336	1,521,504	2,002,672	1,950,672	7,022,352	
Evergreen Mills Road / Hogeland Mill Road - Bridge and Safety Improvements	1,250,908	645,420	1,896,328	\$ -	58,489	56,989	55,489	53,989	121,546	346,502	
Evergreen Mills Road / Reservoir Road / Watson Road Intersection Improvement	7,773,000	4,079,750	11,852,750	\$ -	-	370,460	769,400	749,900	730,400	2,620,160	
Farmwell Road Intersection Improvements	23,572,799	12,373,800	35,946,599	\$ -	279,740	272,740	785,465	1,543,221	2,285,140	5,166,306	
Lake Drive Improvements	16,751,000	8,809,250	25,560,250	\$ -	400,670	960,380	1,237,060	1,606,550	1,564,800	5,769,460	
Northstar Boulevard Widening -Tall Cedars Pkwy to Braddock Rd	19,519,712	10,253,950	29,773,662	\$ -	121,260	118,260	263,182	763,973	1,247,014	2,513,689	
Prentice Drive -LCP to Lockridge Road	67,565,715	35,483,720	103,049,435	\$ -	-	-	-	-	2,171,675	2,171,675	
Route 15 /Hogback Mountain Road Roundabout	2,689,471	1,410,460	4,099,931	\$ -	-	-	-	160,684	265,473	426,157	
Route 15 /Lovettsville Road Intersection Improvement	3,497,012	1,834,500	5,331,512	\$ -	-	-	-	139,940	346,350	486,290	
Route 15 /Spinks Ferry Road / Newvalley Church Road Roundabout	14,507,000	7,619,500	22,126,500	\$ -	-	580,140	1,145,780	1,406,850	1,370,600	4,503,370	
Route 15 Widening - Whites Ferry to Montresor Road	47,729,000	25,087,000	72,816,000	\$ -	-	311,600	1,194,820	2,055,790	2,894,510	6,456,720	
Route 15/Braddock Road Roundabout	2,618,934	1,380,940	3,999,874	\$ -	-	-	-	-	260,947	260,947	
Route 50 North Collector Road- Tall Cedars Pkwy to Route 28	24,293,942	12,768,940	37,062,882	\$ -	-	-	-	371,581	1,113,257	1,484,838	
Route 50/Loudoun County Parkway Interchange	68,322,955	35,863,960	104,186,915	\$ -	-	-	-	1,472,147	3,084,816	4,556,963	
Route 7 / Route 287 Interchange	2,209,000	1,160,000	3,369,000	\$ -	89,180	218,200	212,700	207,200	201,700	928,980	
Route 7 / Route 690 Interchange	19,544,740	10,258,240	29,802,980	\$ -	789,383	1,379,869	1,502,487	1,858,487	1,814,737	7,344,963	
Route 7 / Route 690 Interchange - Phase II	3,579,767	1,873,760	5,453,527	\$ -	-	-	-	358,988	349,988	708,976	
Route 7 Eastbound Widening - Loudoun County Pkwy to Route 28	8,824,651	4,629,410	13,454,061	\$ -	-	-	-	-	262,370	262,370	
Route 7 Improvements- Route 9 to Dulles Greenway- Long term Improvements	40,449,528	21,249,520	61,699,048	\$ -	-	-	-	-	1,821,238	1,821,238	
Route 9/Route 287 Roundabout	15,912,720	8,347,470	24,260,190	\$ -	928,136	1,572,386	1,527,386	1,492,636	1,447,636	6,968,180	
Ryan Road Widening- Evergreen Mills to Beaverdam Dr	18,003,801	9,466,300	27,470,101	\$ -	58,532	297,826	451,656	841,016	1,220,376	2,869,406	
Shellhorn Road - MWAA Property Boundary to Moran Road	40,578,868	21,295,380	61,874,248	\$ -	917,668	3,032,254	3,954,444	3,863,194	3,751,444	15,519,004	
Sycolin Rd - Loudoun Center Pl to Crosstrail Blvd	1,650,000	865,000	2,515,000	\$ -	-	167,500	158,250	159,250	150,000	635,000	
Westwind Drive - Loudoun County Pkwy to Old Ox Rd	93,346,692	49,007,180	142,353,872	\$ -	549,440	1,615,879	3,795,923	6,287,640	7,297,388	19,546,270	
Subtotal, Road Projects	\$ 684,327,331	\$ 359,362,070	\$ 1,043,689,401	\$ -	\$ 6,225,898	\$ 14,739,531	\$ 23,244,737	\$ 34,489,227	\$ 48,273,695	\$ 126,973,088	



Debt Service Fund

Table 6. Debt Service Projections FY 2025-FY 2030, continued

Projects	Principal	Interest	Total Debt Service	Debt Service Projections FY 2025 - FY 2030							
School Administration											
School Vehicle Lease	\$ 61,680,000	\$ 7,710,000	\$ 69,390,000	\$ -	\$ 3,084,000	\$ 6,039,500	\$ 8,866,500	\$ 11,565,000	\$ 11,565,000	\$ 41,120,000	
Subtotal, School Administration Projects	\$ 61,680,000	\$ 7,710,000	\$ 69,390,000	\$ -	\$ 3,084,000	\$ 6,039,500	\$ 8,866,500	\$ 11,565,000	\$ 11,565,000	\$ 41,120,000	
Elementary School											
ES-32 Dulles South	\$ 5,470,794	\$ 2,700,198	\$ 8,170,992	\$ -	\$ 598,540	\$ 582,290	\$ 561,040	\$ 550,040	\$ 528,790	\$ 2,820,700	
ES-34 Dulles North	53,610,000	27,898,225	81,508,225	-	-	-	-	530,500	2,436,250	2,966,750	
Subtotal, Elementary School Projects	\$ 59,080,794	\$ 30,598,423	\$ 89,679,217	\$ -	\$ 598,540	\$ 582,290	\$ 561,040	\$ 1,080,540	\$ 2,965,040	\$ 5,787,450	
High School											
HS-14 - Dulles North	\$ 249,250,000	\$ 130,862,000	\$ 380,112,000	\$ -	\$ 5,959,000	\$ 13,131,000	\$ 20,829,500	\$ 22,688,750	\$ 23,316,250	\$ 85,924,500	
Subtotal, High School Projects	\$ 249,250,000	\$ 130,862,000	\$ 380,112,000	\$ -	\$ 5,959,000	\$ 13,131,000	\$ 20,829,500	\$ 22,688,750	\$ 23,316,250	\$ 85,924,500	
Other School											
Banneker ES Renovation/Addition	\$ 35,060,000	\$ 18,401,500	\$ 53,461,500	\$ -	\$ 3,508,000	\$ 3,420,250	\$ 3,332,500	\$ 3,244,750	\$ 3,157,000	\$ 16,662,500	
LCPS Facility Renewals and Alterations	244,909,049	128,578,540	373,487,589	-	1,428,350	3,022,052	6,476,552	12,213,452	17,901,202	41,041,608	
Park View High School Replacement	211,689,340	111,130,860	322,820,200	-	4,249,359	11,421,386	17,745,063	19,322,658	19,817,218	72,555,684	
School Bus Radio Replacements and UHF System Upgrade	14,380,000	2,875,250	17,255,250	-	-	-	-	-	2,774,000	2,774,000	
School Bus Replacement & Associated Infrastructure	66,460,000	18,274,250	84,734,250	-	1,462,500	2,957,750	4,485,000	6,047,500	7,639,250	22,592,000	
Waterford ES Renovation and Addition	20,085,000	10,123,670	30,208,670	-	120,255	1,550,103	2,085,251	2,034,001	1,972,501	7,762,111	
Subtotal, Other School Projects	\$ 592,583,389	\$ 289,384,070	\$ 881,967,459	\$ -	\$ 10,768,464	\$ 22,371,541	\$ 34,124,366	\$ 42,862,361	\$ 53,261,171	\$ 163,387,903	
GRAND TOTAL	\$ 2,434,570,000	\$ 1,208,085,359	\$ 3,642,655,359	\$ -	\$ 39,726,501	\$ 83,060,753	\$ 125,992,504	\$ 167,836,255	\$ 208,203,453	\$ 624,819,466	



Debt Service Fund

Table 7. Debt Service Projections Summary FY 2025 - FY 2030

	Summary - Total County Projects						Summary - Total School Projects						Total County & School Projects
	Government & Administration Projects	Total Health & Welfare Services Projects	Total PRCS Projects	Total Public Safety Projects	Total Transportation Services Projects	Subtotal, County Government	Total School Administration Projects	Total Elementary School Projects	Total Middle School Projects	Total High School Projects	Total Other School Projects	Subtotal, School Projects	
Total Principal	\$ 284,736,784	\$ 19,651,649	\$ 227,461,990	\$ 176,858,563	\$ 763,266,831	\$ 1,471,975,817	\$ 61,680,000	\$ 59,080,794	\$ -	\$ 249,250,000	\$ 592,583,389	\$ 962,594,183	\$ 2,434,570,000
2025	-	-	-	-	-	-	-	-	-	-	-	-	-
2026	4,973,090	451,450.00	2,198,780	2,987,163	8,706,014	19,316,497	3,084,000	598,540	-	5,959,000	10,768,464	20,410,004	39,726,501
2027	10,048,733	1,119,875	5,985,906	5,923,142	17,858,766	40,936,422	6,039,500	582,290	-	13,131,000	22,371,541	42,124,331	83,060,753
2028	15,890,280	1,341,562	9,778,133	7,667,205	26,933,918	61,611,098	8,866,500	561,040	-	20,829,500	34,124,366	64,381,406	125,992,504
2029	22,104,128	1,556,999	15,098,627	12,058,648	38,821,202	89,639,604	11,565,000	1,080,540	-	22,688,750	42,862,361	78,196,651	167,836,255
2030	28,885,012	1,847,832	17,983,803	14,065,625	54,313,720	117,095,992	11,565,000	2,965,040	-	23,316,250	53,261,171	91,107,461	208,203,453
2031	31,332,590	1,798,832	21,628,102	17,764,678	72,528,091	145,052,293	11,565,000	5,870,290	-	22,693,250	59,559,671	99,688,211	244,740,504
2032	30,368,840	1,749,832	21,054,602	17,262,178	70,615,841	141,051,293	8,481,000	5,713,619	-	22,070,250	57,844,421	94,109,290	235,160,583
2033	29,374,590	1,700,832	20,465,852	16,655,578	68,718,841	136,915,693	5,525,500	5,487,936	-	21,452,250	56,126,221	88,591,907	225,507,600
2034	27,811,340	1,651,832	19,897,602	15,666,078	66,791,341	131,818,193	2,698,500	5,332,936	-	20,824,000	54,265,006	83,120,442	214,938,635
2035	24,703,550	1,602,832	19,308,852	15,094,078	64,904,841	125,614,153	-	5,186,686	-	20,206,000	52,499,721	77,892,407	203,506,560
2036	22,012,042	1,553,832	18,740,602	14,050,928	62,997,341	119,354,745	-	4,923,261	-	19,577,750	49,803,721	74,304,732	193,659,477
2037	17,859,292	1,504,832	18,156,852	13,599,237	61,104,841	112,225,054	-	4,789,011	-	18,959,750	45,066,971	68,815,732	181,040,786
2038	17,267,042	1,460,832	17,278,352	12,508,438	59,181,591	107,696,255	-	4,634,261	-	18,331,500	42,473,971	65,439,732	173,135,987
2039	16,670,792	1,406,582	16,714,852	12,099,938	57,304,091	104,196,255	-	4,500,011	-	17,713,500	39,875,221	62,088,732	166,284,987
2040	16,125,792	1,362,582	16,151,352	11,696,438	55,365,091	100,701,255	-	4,345,261	-	17,085,250	37,288,721	58,719,232	159,420,487
2041	15,529,542	1,313,332	15,587,852	11,287,688	53,497,591	97,216,005	-	4,211,011	-	16,467,250	34,721,721	55,399,982	152,615,987
2042	14,979,542	1,269,082	15,024,352	10,883,938	51,548,091	93,705,005	-	4,056,261	-	15,839,000	33,471,221	53,366,482	147,071,487
2043	14,388,542	1,214,582	14,450,852	10,479,938	49,680,591	90,214,505	-	3,922,011	-	15,221,000	32,164,471	51,307,482	141,521,987
2044	13,843,542	1,170,332	13,897,852	10,060,688	47,751,091	86,723,505	-	3,772,261	-	14,597,750	30,924,221	49,294,232	136,017,737
2045	13,249,092	1,114,832	13,329,961	9,653,197	45,862,858	83,209,940	-	3,631,476	-	13,974,500	29,616,492	47,222,468	130,432,408
2046	10,215,058	840,132	11,668,585	7,817,691	39,618,106	70,159,571	-	3,233,075	-	10,371,250	23,710,994	37,315,319	107,474,890
2047	7,576,244	457,452	9,237,220	6,291,913	33,213,373	56,776,201	-	3,106,075	-	6,237,000	17,577,577	26,920,652	83,696,853
2048	5,639,013	316,765	6,855,325	5,133,443	26,983,856	44,928,402	-	2,970,325	-	1,925,750	11,468,200	16,364,275	61,292,677
2049	3,303,392	174,993	3,750,233	2,983,090	19,475,037	29,686,745	-	2,646,750	-	640,500	6,971,014	10,258,264	39,945,009
2050	1,728,880	-	1,943,529	1,686,566	10,303,028	15,662,002	-	1,559,250	-	-	3,150,000	4,709,250	20,371,252
2051	-	-	-	-	-	-	-	-	-	-	-	-	-
2052	-	-	-	-	-	-	-	-	-	-	-	-	-
2053	-	-	-	-	-	-	-	-	-	-	-	-	-
2054	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Principal & Interest	\$ 415,879,960	\$ 29,982,039	\$ 346,188,030	\$ 265,377,503	\$ 1,164,079,151	2,221,506,683	69,390,000	89,679,217	0	380,112,000	881,967,459	\$ 1,421,148,676	\$ 3,642,655,359



Debt Service Fund

Outstanding Debt and Referendum Authority

Table 8 below summarizes the outstanding debt by type. Outstanding debt represents the amount of existing debt (principal) the County is obligated to repay. General obligation bonds are issued directly by the County, VPSA general obligation bonds were issued through the Virginia Public School Authority, financing agreements were issued through the Economic Development Authority of Loudoun County, Revenue Obligations were issued through the Virginia Resources Authority (VRA) and installment purchase agreements are issued by Loudoun County Public Schools.

Table 8. Outstanding Debt as of December 31, 2023

Type of Debt	Total \$	Total %
General Obligation Bonds	\$1,142,980,000	64.1%
VPSA General Obligation Bonds	17,475,000	1.0%
Financing Agreements	597,030,000	33.5%
Revenue Obligations	1,980,000	0.1%
Installment Purchase Agreements	22,647,533	1.3%
Total	\$1,782,112,533	100.0%

*Totals may not add due to rounding.

Table 9 displays the amount of general obligation bonds approved by voter referendum and the amount unissued. Referendum authority is valid for a period of eight years and may be extended to 10 years upon approval of a resolution by the Board of Supervisors requesting the Circuit Court to extend the period. This information is different from the table above because it represents general obligation debt the County has the authority to issue but has not issued; whereas the table above represents debt the County has issued and includes all types of debt. The table below is categorized by year and functional area.



Debt Service Fund

Table 9. Outstanding Referendum Authority as of December 31, 2023

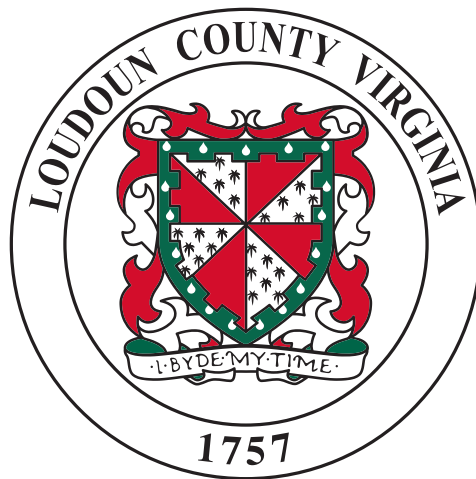
Referendum Year	Functional Area	Approved Referendum Amount	Amount Authorized and Unissued
2016	Schools	\$76,115,000	\$38,224,000
	Public Safety	17,500,000	4,500,000
	Parks and Rec	18,000,000	1,620,000
	Transportation	233,070,000	2,000,000
2016 Subtotal		\$344,685,000	\$46,344,000
2017	Schools	\$15,660,000	\$4,123,000
	Public Safety	81,761,000	10,659,224
2017 Subtotal		\$97,421,000	\$14,782,224
2018	Schools	\$98,820,000	\$0
	Transportation	152,585,000	92,560,076
2018 Subtotal		\$251,405,000	\$92,560,076
2019	Schools	\$93,940,000	\$27,575,000
	Public Safety	22,870,000	19,385,000
	Parks and Rec	41,795,000	29,268,000
	Transportation	56,885,000	42,124,200
2019 Subtotal		\$215,490,000	\$118,352,200
2020	Schools	\$123,755,000	\$20,376,000
	Public Safety	29,516,000	28,244,000
	Parks and Rec	3,825,000	1,036,000
	Transportation	151,210,000	141,455,500
2020 Subtotal		\$308,306,000	\$191,111,500
2021	Schools	\$135,026,000	\$95,196,000
	Public Safety	7,190,000	7,190,000
	Transportation	68,243,000	68,243,000
2021 Subtotal		\$210,459,000	\$170,629,000
2022	Schools	\$ 268,224,000	\$268,224,000
	Public Safety	8,121,000	8,121,000
	Parks and Rec	66,593,000	66,593,000
	Transportation	51,314,000	47,759,000
2022 Subtotal		\$394,252,000	\$390,697,000
2023	Schools	\$362,711,000	\$362,711,000
	Public Safety	11,333,000	11,333,000
	Parks and Rec	48,241,000	48,241,000
	Transportation	156,619,000	156,619,000
2023 Subtotal		\$578,904,000	\$578,904,000
Grand Totals		\$2,400,922,000	\$1,603,380,000
Totals by Functional Area			
	Schools	\$1,397,307,000	\$816,429,000
	County	1,003,615,000	786,951,000
Grand Totals		\$2,400,922,000	\$1,603,380,000



Other Appropriated Funds FY 2025 Proposed Budget

Contents

Capital Asset Preservation Program Fund	13-2
Children’s Services Act Fund	13-6
County OPEB Trust Fund	13-8
Disposable Plastic Bag Tax Fund	13-10
Dulles Town Center Community Development Authority Fund	13-12
EMS Transport Fund	13-14
Greenlea Tax District Fund	13-18
Housing Fund	13-20
Legal Resource Center Fund (Law Library)	13-24
Major Equipment Replacement Fund	13-28
Metro Parking Garages Fund	13-30
Opioid Abatement Settlement Fund	13-32
Public Facilities Fund	13-34
Rental Assistance Program Fund	13-42
Restricted Use Transient Occupancy Tax Fund	13-46
Route 28 Special Improvements Fund	13-52
State and Federal Grant Fund	13-56
Tall Oaks Water and Sewer Fund	13-62
Transportation District Fund	13-64





Capital Asset Preservation Program Fund

The Board of Supervisors established the Capital Asset Preservation Program Fund (CAPP) in 1990 as a consistent means of planning and financing for major Loudoun County Public Schools (LCPS) and County General Government maintenance efforts. The CAPP Fund provides for long-term maintenance of general government and court facilities, as well as computer system replacements, and extends the useful life of mature and aging facilities by repairing and replacing major facility components and systems.

The County uses nationally promulgated standards as guidelines for the maintenance of, and financial investment in, aging facilities. The number of new facilities for LCPS and the County also influences the CAPP budget, as new facilities are added to the County's fixed asset inventory, funding will need to be allocated to maintain the CAPP at optimal levels.

The CAPP is primarily financed with local tax funding. However, revenue collected from surcharges by the Clerk of the Circuit Court for recordation taxes are utilized to support this program as well. The recordation tax surcharge revenue is reserved exclusively in the CAPP budget for the ongoing maintenance of Court-related facilities.

The County CAPP and LCPS CAPP are separate funds and are separate appropriations in the Appropriations Resolution. While the budget projections represented in the tables below represent the long-term needs of the County, only the current year (FY 2025) is included in the Appropriations Resolution.

Revenues and Expenditures¹

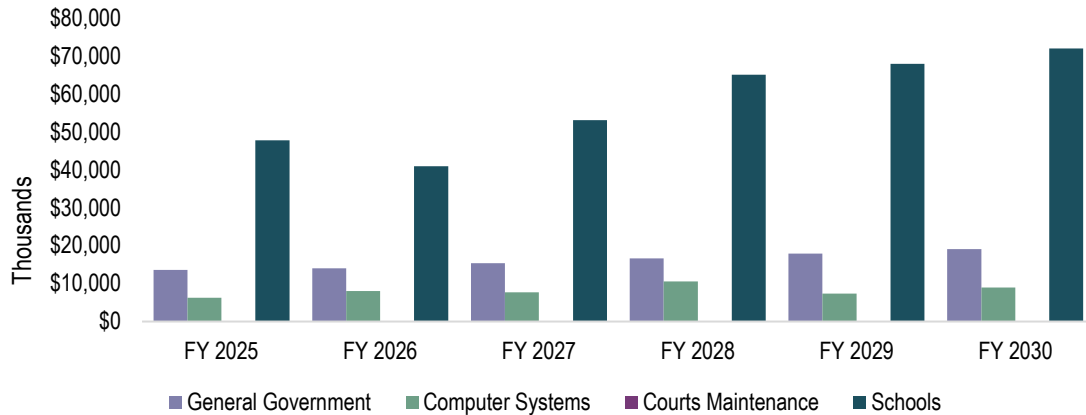
	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	6-Year Total
Revenues – Transfer from General Fund							
General Government	\$13,652,750	\$14,017,726	\$15,346,407	\$16,631,950	\$17,874,558	\$19,124,445	\$96,647,835
Computer Systems	6,247,250	8,039,850	7,729,650	10,565,150	7,349,060	8,970,521	48,901,481
Schools	47,790,000	40,950,000	53,130,000	65,110,000	67,920,000	72,000,000	346,900,000
Subtotal	\$67,690,000	\$63,007,576	\$76,206,057	\$92,307,100	\$93,143,618	\$100,094,966	\$ \$492,449,316
Revenues – Other Sources							
Court Recordation Fees	100,000	100,000	100,000	100,000	100,000	100,000	600,000
Subtotal	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$600,000
Total – Revenues	\$67,790,000	\$63,107,576	\$76,306,057	\$92,407,100	\$93,243,619	\$100,194,966	\$493,049,316
Expenditures							
General Government	\$13,652,750	\$14,017,726	\$15,346,407	\$16,631,950	\$17,874,559	\$19,124,446	\$96,647,838
Courts Maintenance	100,000	100,000	100,000	100,000	100,000	100,000	600,000
Computer Systems	6,247,250	8,039,850	7,729,650	10,565,150	7,349,060	8,970,521	48,901,481
Subtotal – County CAPP	\$20,000,000	\$22,157,576	\$23,176,057	\$27,297,100	\$25,323,618	\$28,194,966	\$146,149,316

¹ Sums may not equal due to rounding.



Capital Asset Preservation Program

Schools	\$47,790,000	\$40,950,000	\$53,130,000	\$65,110,000	\$67,920,000	\$72,000,000	\$346,900,000
Subtotal – Schools CAPP	\$47,790,000	\$40,950,000	\$53,130,000	\$65,110,000	\$67,920,000	\$72,000,000	\$346,900,000
Total – Expenditures	\$67,790,000	\$63,107,576	\$76,306,057	\$92,407,100	\$93,243,618	\$100,194,9666	\$493,049,316



Expenditure Detail

Program Compared to Fixed Asset Value

	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030
Fixed Asset Value (FAV)						
General Government	\$2,476,697,183	\$2,724,366,901	\$2,996,803,591	\$3,296,483,951	\$3,626,132,346	\$3,988,745,580
Schools	2,762,572,038	3,038,829,242	3,342,712,166	3,676,983,383	4,044,681,721	4,449,149,893
Total Fixed Asset Value	\$5,239,269,221	\$5,763,196,143	\$6,339,515,758	\$6,973,467,333	\$7,670,814,067	\$8,437,895,473
CAPP Projects as a Percent of FAV						
General Government	0.81%	0.81%	0.77%	0.83%	0.70%	0.71%
Schools	1.73%	1.35%	1.59%	1.77%	1.68%	1.62%
All CAPP Projects	1.29%	1.10%	1.20%	1.33%	1.22%	1.19%

Proposed FY 2025 County CAPP

During FY 2019, the County conducted a series of building assessments to develop a long-term maintenance strategy for County facilities. These assessments resulted in a level funding plan for select General Government expenditure categories (Building, Roofing, Mechanical/Electrical and Plumbing). Current and planned appropriations for these expenditures have been updated in FY 2025 through FY 2030 and represent a long-term strategy to provide sufficient and consistent annual funding for these types of expenditures over time. The assessments also helped identify the need for establishing a contingency within the CAPP Fund. Contingency funding will be used to address needs that may be accelerated due to unforeseen circumstances.

During the FY 2023 CIP budget development process, the budget for personal computer (PC) replacements was transferred from the Department of Information and Technology's operating budget in the General Fund into the CAPP Fund Computer Systems section to more effectively manage the program. The CAPP Computer Systems budget includes network equipment, servers and server storage, security mitigation, video conference solutions



Capital Asset Preservation Program

and PC replacements, which are projected to fluctuate each year in the six-year period based on replacement cycle needs, escalation, growth, and expansion of applications and their capabilities.

As reflected in the CAPP summary table by program/functional area on the next page, CAPP funding for Parks, Recreation, and Community Services (PRCS) is proposed to be incrementally increased over the six-year period to bring overall maintenance, and renovation funding up to levels that align with the additional maintenance and renovation funding needs identified in the PRCS Master Plan as presented to and approved by the Board of Supervisors during summer 2021¹.

Program by Functional Area and Repair Category²

	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	6-Year Total
General Government							
Building	2,317,500	2,387,025	2,458,636	2,532,395	2,608,367	2,686,618	\$14,990,541
Mechanical/Electrical Plumbing	2,987,000	3,076,610	3,168,908	3,263,976	3,361,895	3,462,752	19,321,141
Parks/Recreation Facilities	3,045,000	4,045,000	5,045,000	6,045,000	7,045,000	8,045,000	33,270,000
Pavement/Site	2,096,205	2,159,091	2,223,863	2,290,579	2,359,297	2,430,076	13,559,111
CAPP Contingency	2,357,045	1,500,000	1,500,000	1,500,000	1,500,000	1,500,000	9,857,045
Roofing	850,000	850,000	950,000	1,000,000	1,000,000	1,000,000	5,650,000
Subtotal – General Government	\$13,652,750	\$14,017,726	\$15,346,407	\$16,631,950	\$17,874,558	\$19,124,445	\$96,647,835
Courts							
Court Facilities Maintenance	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$600,000
Subtotal – Courts	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$600,000
Computer Systems							
Computers & Related Equipment	2,760,250	4,269,600	3,830,650	6,563,150	3,242,000	4,755,250	\$25,420,900
Network Equipment	2,923,140	3,204,330	3,331,020	3,431,960	3,534,919	3,640,966	20,066,335
Servers & Server Storage	63,860	65,920	67,980	70,040	72,141	74,305	414,246
Security Mitigation Solutions	500,000	500,000	500,000	500,000	500,000	500,000	3,000,000
Subtotal – Computer Systems	\$6,247,250	\$8,039,850	\$7,729,650	\$10,565,150	\$7,349,060	\$8,970,521	\$48,901,481
Total – County CAPP	\$20,000,000	\$22,157,576	\$23,176,057	\$27,297,100	\$25,323,618	\$28,194,966	\$146,149,316
Schools							
Electrical	\$3,990,000	\$584,000	\$3,091,000	\$2,441,000	\$2,410,000	\$2,555,000	\$15,071,000
HVAC	\$18,626,000	\$11,308,000	\$14,317,000	\$27,112,000	\$21,749,000	\$23,054,000	116,166,000
Plumbing	\$4,151,000	\$5,488,000	\$5,623,000	\$6,136,000	\$4,321,000	\$4,580,000	30,299,000

¹ Item 05f FGOEDC-Update from PRCS on Departmental Master Plan (June 15, 2021, Board Business Meeting)

² Sums may not equal due to rounding.

**Capital Asset Preservation Program**

Resurfacing	\$1,991,000	\$4,034,000	\$3,826,000	\$5,630,000	\$4,745,000	\$5,030,000	25,256,000
Roofing	\$11,710,000	\$12,776,000	\$20,451,000	\$15,760,000	\$27,460,000	\$29,108,000	117,265,000
Structure Repair/Windows	\$7,321,000	\$6,763,000	\$5,820,000	\$8,034,000	\$7,239,000	\$7,673,000	42,850,000
Subtotal Schools	\$47,790,000	\$40,950,000	\$53,130,000	\$65,110,000	\$67,920,000	\$72,000,000	\$346,907,000
Total – All CAPP	\$67,790,000	\$63,107,576	\$76,306,057	\$92,407,100	\$93,243,618	\$100,194,966	\$ \$493,049,317



Children's Services Act Fund

The Children's Services Act (CSA)¹ is a state law that established a state- and locally- shared fund to create a collaborative system of services and funding that is child-centered, family-focused and community-based, when addressing the strengths and needs of eligible youth and their families. The CSA Fund, managed by the Department of Family Services (DFS), accounts for the revenues and expenditures of the program. State funds are matched with local funds at varying rates depending on the type of service provided, from 23.82 percent (community-based services) to 59.54 percent (residential treatment services). The youth supported by CSA funds often struggle with behavioral or emotional difficulties; typical services include community-based services, residential treatment, and educational private-day services.

CSA policy is set by a local Community Policy and Management Team (CPMT), which consists of appointed members from the community and the County including mandated representatives from County Administration; DFS; the Department of Mental Health, Substance Abuse, and Developmental Services; the Health Department; the Juvenile Court Service Unit; and the Loudoun County Public Schools. The CPMT develops inter-agency policies and procedures to govern the provision of services, develops fiscal policies governing access to State pooled funds, establishes quality assurance and accountability procedures, and coordinates long-range community planning for services. The Loudoun CPMT also oversees a Family Assessment and Planning Team (FAPT) process which reviews all requests for CSA funded services.

Revenues, Expenditures, and Changes in Fund Balance²

	FY 2022 Actual ³	FY 2023 Actual ⁴	FY 2024 Adopted	FY 2025 Adopted	FY 2026 Projected
Beginning Fund Balance	\$4,929,730	\$5,713,387	\$6,159,042	\$5,244,614	\$4,330,186
Revenues					
Recovered Costs	\$264,186	\$817,493	\$1,004,310	\$1,004,310	\$1,004,310
Intergovernmental – Commonwealth	3,399,803	3,848,442	4,722,631	4,722,631	4,722,631
Transfer from the General Fund	3,685,000	3,690,075	3,690,067	3,690,067	3,690,067
Total – Revenues	\$7,348,990	\$8,356,010	\$9,417,008	\$9,417,008	\$9,417,008
Expenditures					
Medicaid Expenditures	\$349,060	\$1,340,293	\$1,793,161	\$1,793,161	\$1,793,161
CSA Expenditures	6,130,377	6,468,729	8,436,950	8,436,950	8,436,950
Operating and Maintenance	85,895	101,333	101,325	101,325	101,325
Total – Expenditures	\$6,565,332	\$7,910,355	\$10,331,436	\$10,331,436	\$10,331,436
Estimated Ending Fund Balance	\$5,713,387	\$6,159,042	\$5,244,614	\$4,330,186	\$3,415,758
Percent Change	16%	8%	(15%)	(17%)	(21%)

¹ Originally codified as "Comprehensive Services Act for At-Risk Youth and Families," the CSA was renamed on July 1, 2015.

² Sums may not equal due to rounding.

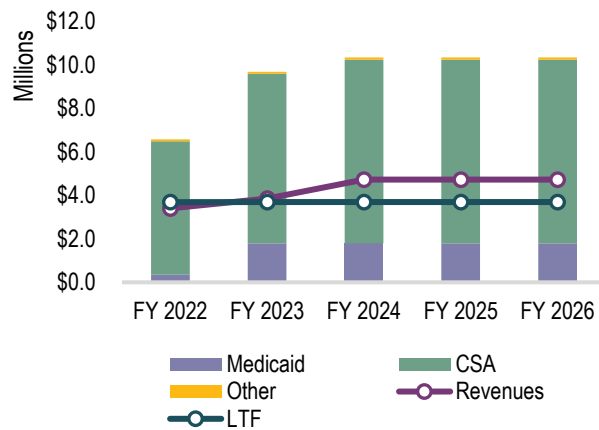
³ Source: Loudoun County FY 2022 Annual Comprehensive Financial Report (ACFR).

⁴ Source: Loudoun County FY 2023 ACFR.



Children's Services Act Fund

Revenue and Expenditure History



Revenue/Local Tax Funding

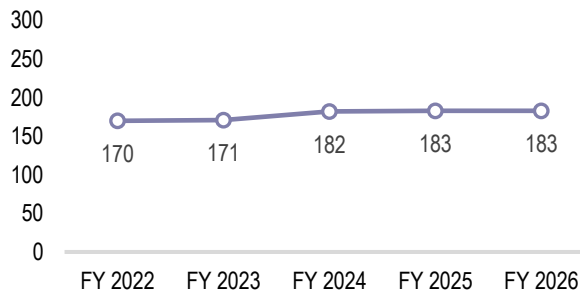
As shown, the CSA Fund is primarily funded by State revenue but receives a significant level of Local Tax Funding (LTF) through a transfer from the General Fund. LTF comprises 43 percent of the budget for the Fund.

Expenditure

Most expenditures (99 percent) in the CSA Fund are for the provision of services. The largest cost in the CSA Fund is private day placements. Increasing costs are driven by an increase in the number of children and youth requiring a higher level of treatment, longer treatment periods, and increases in the costs of contracts with providers.

The FY 2025 Proposed Budget for the CSA Fund reflects a \$914,428 use of prior year fund balance, as the budget continues to leverage CSA fund balance to reduce the annual impact on LTF.

Key Measures



Measure: Number of children and youth served.

The number of children and youth served indicates the demand for services mandated to be provided under the Children's Services Act.

Policies

The CPMT is responsible for developing interagency policies and procedures to govern the provision of services to children, youth, and families in the community. The CPMT is also responsible for developing interagency fiscal policies governing access to CSA funds by the eligible populations including immediate access to funds for emergency and psychiatric services, youth shelter care, and private education day placements. Additional responsibilities of the CPMT are outlined in Code of Virginia Chapter 52 § 2.2-5200, et seq.



County OPEB Trust Fund

In 2004, the Governmental Accounting Standards Board (GASB) issued Statement #45 (GASB #45), Accounting and Financial Reporting by Employers for Post-Employment Benefits Other Than Pensions, to address how governmental entities should account for and report their costs and obligations related to “other post-employment benefits” (OPEB). OPEB refers to fringe benefits provided to retired and former employees other than pension benefits. In past accounting standards, entities recognized the cost of these benefits as they were paid. This standard requires recognition of the cost of the benefits over the service period of the employee. In 2015, GASB issued Statement #75 (GASB # 75), Accounting and Financial Reporting for Post-Employment Benefits Other Than Pensions, which required the County to record a liability on the government-wide financial statements for its net OPEB liability.

Currently, Loudoun County and Loudoun County Public Schools (LCPS) offer post-retirement benefits, which include healthcare coverage for eligible retirees and their families. The program includes coverage for both pre-65 and Medicare-eligible retirees with an appropriate medical and prescription drug plan and dental and vision coverage. The bond rating agencies have stated that they consider OPEB funding status in their evaluation of a government’s financial condition. It is possible that bond ratings may suffer for governments with large and/or mounting liabilities that do not have a mechanism in place to manage these obligations. Following these guidelines, the LCPS and County’s actuarial firms have been conducting bi-annual analyses in accordance with GASB #45, and more recently, GASB #75.

In response to the reporting requirements, the County created a fiduciary fund in FY 2009 to provide a means to budget for the annual cost of employee non-pension benefits in the same manner as pensions. In September 2009, LCPS and Loudoun County joined the Virginia Municipal League (VML)/Virginia Association of Counties (VACo) Pooled OPEB Trust for the investment of County assets related to OPEB. This Trust was established as an investment vehicle for participating employers to accumulate assets to fund OPEB. The initial funding transfer occurred on September 8, 2009, with the County OPEB Committee (Local Finance Board) continuing its role of monitoring the funding and performance of the VML/VACo Pooled OPEB Trust. Additionally, LCPS and Loudoun County are currently represented by a Local Finance Board member on the VML/VACo Pooled OPEB Trust Board of Trustees. To better control the increasing cost of retiree health benefits and to mitigate future liabilities, LCPS and the County implemented a number of cost-saving measures, which included restructuring cost sharing and eligibility. The County and LCPS will continue to monitor the program and explore innovative solutions that will assist in future program cost management.

This fund is not an appropriated fund; however, the respective transfers are appropriated in the General Fund and School Fund as contributions to OPEB. During FY 2021, staff developed an OPEB Funding Policy that sets guidelines for funding levels and conditions under which the County can withdraw money from the trust as reimbursement for eligible costs. The County’s full funding approach provided a sufficient level of resources in the trust for the County to start using the trust to pay benefits in FY 2021. The FY 2024 Adopted Budget included an annual contribution of \$15,000,000 to the OPEB Trust; \$12,000,000 from LCPS and \$3,000,000 from Loudoun County Government.

The FY 2025 Proposed Budget includes an annual contribution of \$16,000,000 to the OPEB Trust; \$12,000,000 from LCPS and \$4,000,000 from Loudoun County Government.¹ Compared to the FY 2024 Adopted Budget, this represents an increase of \$1,000,000 from the County Government and no change in contributions from LCPS. Contribution rates are evaluated annually to ensure that the County maintains a full funding approach.

¹The County Government contribution is shown in the Non-Departmental Expenditures section in Volume 1.

**County OPEB Trust Fund****Financial Summary**

	FY 2022 Actual	FY 2023 Actual	FY 2024 Estimated	FY 2025 Estimated	FY 2026 Estimated
Contributions					
County	\$5,500,000	\$2,500,000	\$3,000,000	\$4,000,000	\$4,000,000
Schools	12,000,000	12,000,000	12,000,000	12,000,000	12,000,000
Total OPEB Contributions	\$17,500,000	\$14,500,000	\$15,000,000	\$16,000,000	\$16,000,000

Policies

The County and LCPS participate in the Virginia Pooled OPEB Trust, administered by VML/VACo. Funds are pooled from participating jurisdictions and invested in the name of the Virginia Pooled OPEB Trust. The Board of Trustees of the Virginia Pooled OPEB Trust establishes investment objectives, risk tolerance, and asset allocation policies in light of market and economic conditions and generally prevailing prudent investment practices.

Effective January 1, 2013, cost-saving measures were implemented by the County. Employees were designated into groups based on years of service and/or age, which determine their retiree health benefit eligibility. With the designation of groups, the County's defined benefit OPEB plan is closed to new participants, and a defined contribution Retirement Health Savings Plan (RHSP) is used for new employees. Other cost saving measures, including caps on employer cost sharing and a 10 percent aggregate cost shift to retirees, were put into place to further mitigate future OPEB costs as well as to reduce the County's Annual Required Contribution. Employer contribution rates for retirees vary based on the designated group, type of retirement, years of service, plan type, and coverage level.



Disposable Plastic Bag Tax Fund

The Disposable Plastic Bag Tax Fund is used to account for the revenues generated by the local disposable plastic bag tax. This five-cent tax on disposable plastic bags was established by the Board on January 18, 2022, and went into effect on July 1, 2022 (FY 2023).¹ The tax applies to disposable plastic bags provided by a grocery store, convenience store, or drugstore, regardless of whether it was provided free of charge. The fund is managed by the Department of General Services (DGS).

On October 17, 2023, the Board authorized use of the fund to support the relocation of the Lovettsville Recycling Center to a section of Lovettsville Community Park that is sufficient in size to incorporate the County's glass recycling program.² The existing location was not large enough to provide nearby residents access to the glass recycling program and additionally relied on a property lease. Ensuring the continuation of service for a public recycling drop-off center in Lovettsville aligns with the County's environmental strategy in that recycling conserves energy and natural resources and mitigates pollution. Public recycling centers offer residents a free option to properly dispose of items and reduce overburdened curbside collection bins which helps to prevent litter.

Revenues, Expenditures, and Changes in Fund Balance³

	FY 2022 Actual	FY 2023 Actual	FY 2024 Adopted	FY 2025 Proposed	FY 2026 Projected
Beginning Fund Balance	\$0	\$0	\$767,808	\$767,808	\$767,808
Revenues					
Other Local Taxes	\$0	\$767,808	\$275,000	\$500,000	\$500,000
Total – Revenues	\$0	\$767,808	\$275,000	\$500,000	\$500,000
Expenditures					
Operating & Maintenance	\$0	\$0	\$275,000	\$500,000	\$500,000
Total – Expenditures	\$0	\$0	\$275,000	\$500,000	\$500,000
Estimated Ending Fund Balance	\$0	\$767,808	\$767,808	\$767,808	\$767,808

Policies

Code of Virginia § 58.1-1745 authorizes counties and cities to impose a tax in the amount of five cents (\$0.05) for each disposable plastic bag provided, whether or not provided free of charge, to a consumer of tangible personal property by retailers in grocery stores, convenience stores, or drugstores. Pursuant to Code of Virginia § 58.1-1746, the tax does not apply to the following items:

- Durable plastic bags, with handles, that are specifically designed and manufactured for multiple reuse and that are at least four mils thick;

¹ January 18, 2022, Business Meeting, Item 7, Ordinance to Establish a New Chapter of the Codified Ordinances of Loudoun County – Disposable Plastic Bag Tax.

² October 17, 2023, Business Meeting, Item 5g, Finance/Government Operations and Economic Development Committee Report: Lovettsville Recycling Center Relocation.

³ Sums may not equal due to rounding.



Disposable Plastic Bag Tax Fund

- Plastic bags that are solely used to wrap, contain, or package ice cream, meat, fish, poultry, produce, unwrapped bulk food items, or perishable food items in order to avoid damage or contamination;
- Plastic bags used to carry dry cleaning or prescription drugs; or
- Multiple plastic bags sold in packages and intended for use as garbage, pet waste, or leaf removal bags.

The Virginia Department of Taxation is responsible for the administration, enforcement, and collection of the disposable plastic bag tax revenues on behalf of the County, disbursing monthly remittances to the County. Retailers are permitted to retain a portion of the tax for the purposes of offsetting the cost of collecting, accounting for, and remitting the tax. Through calendar year 2022, retailers were permitted to retain two cents of the tax; effective January 1, 2023, retailers may retain one cent from the tax collected on each disposable plastic bag.

In accordance with the Code of Virginia, revenues generated from the disposable plastic bag tax are restricted in use to the following specific uses:

- Environmental cleanup,
- Providing education programs designed to reduce environmental waste,
- Mitigating pollution and litter, or
- Providing reusable bags to recipients of Supplemental Nutrition Assistance Program (SNAP) or Women, Infants, and Children Program (WIC) benefits.

DGS is responsible for the expenditure of these funds and identified expenditures which align with the allowable uses described above. This includes the purchase of reusable bags for eligible recipients of the SNAP or WIC programs, enhanced litter reduction initiatives, enhanced education and outreach programs on waste reduction and recycling, and expansion of household hazardous waste and electronics recycling programs. Due to the nature of the revenues budgeted in the fund, existing programs are supplemented with revenues generated by the collection of the plastic bag tax to conform to the uses prescribed by the Code of Virginia.



Dulles Town Center Community Development Authority Fund

The Dulles Town Center Community Development Authority (CDA) was created by the Board of Supervisors (Board) in 1998 via Section 260.03 of the Loudoun County Codified Ordinances after petition from the owners of land comprising the district. The bonds issued by the CDA are not debts of Loudoun County. This Fund is used to account for the special assessment collections on real property for the purpose of paying debt service to finance and construct public infrastructure at the Dulles Town Center development.

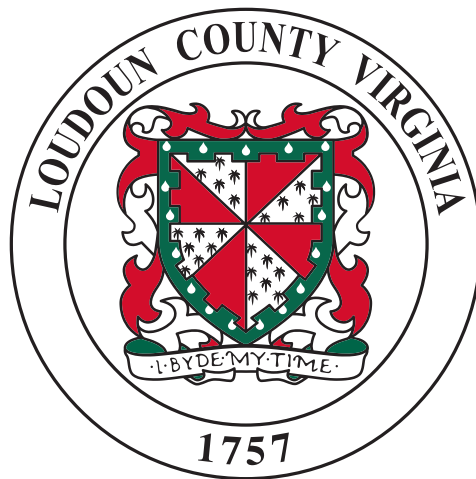
Revenues, Expenditures, and Changes in Fund Balance¹

	FY 2022 Actual ²	FY 2023 Actual ³	FY 2024 Adopted	FY 2025 Proposed	FY 2026 Projected
Beginning Fund Balance	\$0	\$0	\$0	\$0	\$0
Revenues					
General Property Taxes	\$3,248,297	\$3,384,682	\$3,500,000	\$3,500,000	\$3,500,000
Total – Revenues	\$3,248,297	\$3,384,682	\$3,500,000	\$3,500,000	\$3,500,000
Expenditures					
Community Development	\$3,248,297	\$3,384,682	\$3,500,000	\$3,500,000	\$3,500,000
Total – Expenditures	\$3,248,297	\$3,384,682	\$3,500,000	\$3,500,000	\$3,500,000
Estimated Ending Fund Balance	\$0	\$0	\$0	\$0	\$0

¹ Sums may not equal due to rounding.

² Source: Loudoun County FY 2022 Annual Comprehensive Financial Report (ACFR).

³ Source: Loudoun County FY 2023 ACFR.





EMS Transport Fund

Adopted in FY 2014, Chapter 1097 of the Loudoun County Codified Ordinances established the Emergency Medical Services (EMS) Transport Reimbursement Program and Fund. The Fund was created as part of the FY 2015 Adopted Budget, and the Program became operational during FY 2016. Through the EMS Transport Reimbursement Program, “all patients and/or their financially responsible parties, insurers or carriers, will be billed for EMS transport provided by the system according to the Fee Schedule established herein, and shall be responsible for any co-payment or deductible amount not satisfied by public or private insurance.”¹ The transport fee schedule is adopted on an annual basis as part of the budget development process. Further, the revenue yielded through this program is distributed among the volunteer companies and the County based on the distribution formula established under the ordinance that accounts for services provided by the respective agencies.

¹ Loudoun County Codified Ordinances, Chapter 1097. The “System” refers to the Loudoun County Combined Fire and Rescue System.

**EMS Transport Fund****Revenues, Expenditures, and Changes in Fund Balance¹**

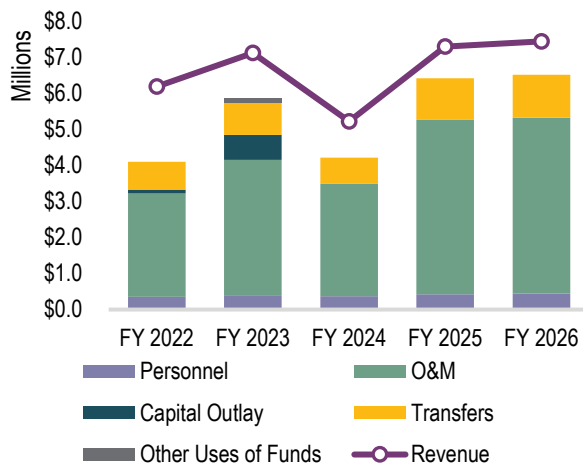
	FY 2022 Actual ²	FY 2023 Actual ³	FY 2024 Adopted	FY 2025 Proposed	FY 2026 Projected
Beginning Fund Balance	\$8,340,893	\$10,433,005	\$11,688,095	\$12,692,544	\$13,571,281
Revenues					
Use of Money and Property	\$0	\$0	\$0	\$0	\$0
Charges for Services	6,230,826	7,056,489	5,225,000	7,300,000	7,446,000
Miscellaneous Revenue	0	70,000	0	0	0
Recovered Costs	0	300	0	0	0
Intergovernmental - Federal	(35,938)	0	0	0	0
Total – Revenues	\$6,194,888	\$7,126,789	\$5,225,000	\$7,300,000	\$7,446,000
Expenditures					
Personnel	\$355,956	\$380,285	\$369,829	\$427,118	\$439,932
Operating and Maintenance	2,870,745	3,777,846	3,124,841	4,838,145	4,886,526
Capital Outlay	105,557	690,981	0	0	0
Transfer to the General Fund	770,518	907,620	725,881	1,156,000	1,190,680
Other Uses of Funds	0	114,967	0	0	0
Total – Expenditures	\$4,102,776	\$5,871,700	\$4,220,551	\$6,421,263	\$6,517,138
Estimated Ending Fund Balance	\$10,433,005	\$11,688,095	\$12,692,544	\$13,570,681	\$14,498,925
Percent Change	25%	12%	9%	7%	7%
FTE	8.00	8.00	8.00	9.00	9.00

¹ Sums may not equal due to rounding.² Source: Loudoun County FY 2022 Annual Comprehensive Financial Report (ACFR).³ Source: Loudoun County FY 2023 ACFR.



EMS Transport Fund

Revenue and Expenditure History



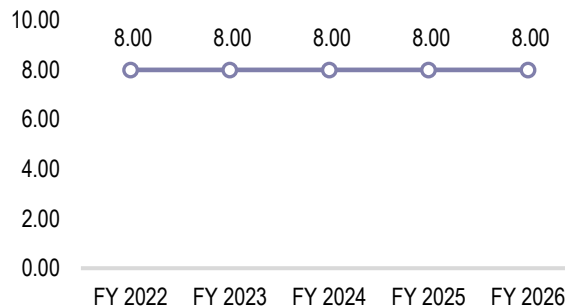
Revenue/Local Tax Funding

Revenue estimates are based on actual revenue collections in prior years, overall trends in the number of EMS transports, and anticipated County population growth. There is no local tax funding in the EMS Transport Fund.

Expenditure

The majority of the EMS Transport Fund's expenditure budget is dedicated to operating and maintenance, which includes transfers to volunteer fire and rescue companies based on a revenue-sharing formula. Other uses of funds include transfers for EMS-funded positions in the general fund (see Staffing/FTE History).

Adopted Staffing/FTE History¹



The FY 2025 Proposed Budget for the EMS Transport Fund reflects an increase of approximately \$2 million from FY 2024 Adopted Budget due to updated revenue estimates that align with prior year actuals and population forecasts. EMS Transport Fund revenues enable the Loudoun County Combined Fire and Rescue System (LC-CFRS) to purchase and replace equipment without the need for additional local tax funding.

¹ The EMS Transport Fund supports costs associated with FTE through a transfer to the General Fund as opposed to direct expenditures of the EMS Transport Fund. Since FY 2021, a total of 3.00 FTE are supported directly from the EMS Transport Fund.

**EMS Transport Fund****Policies**

Fees established by the Board of Supervisors (Board) for LC-CFRS EMS transports may be adjusted annually in accordance with the federally approved Medicare fee schedule and/or the Consumer Price Index (CPI), as recommended by the County Administrator in the annual budget proposal to the Board. Any change to the fee schedule shall be approved by the Board and included in the adopted appropriation. If adjusted based on CPI, the applicable CPI used must be certified by the County Treasurer. No change is recommended for FY 2025.

FY 2025 Adopted Rate Schedule

	Type	Rate
Service Reimbursement	Basic Life Support, Emergency	\$467
	Advanced Life Support, Level 1	\$660
	Advanced Life Support, Level 2	\$770
Mileage Reimbursement	Per Mile Traveled (applies to all types of service)	\$11

Policy Information (Excerpts)

The EMS Transport Reimbursement Program was established as a Chapter of the Codified Ordinance of Loudoun County in January 2014. The ordinance identifies the procedures for EMS transport reimbursement, and the administration of the EMS Transport Reimbursement Program and revenue sharing procedure. The EMS Transport Fund is a special revenue fund through which all the revenue yielded from the EMS Transport Reimbursement Program will be appropriated. The administrative costs, contractual requirements, and other necessary costs associated with conducting the Program are derived directly from the EMS Transport Reimbursement revenue and are paid first prior to any distribution. As a result, no local tax revenues are to be used to fund any EMS Transport Reimbursement efforts. The net revenue is distributed to the respective volunteer companies and LCFR according to a revenue sharing formula reflecting each agency's role in EMS transport services provided. In addition, 25 percent of the net revenue is retained for the maintenance of County provided infrastructure of LC-CFRS.

Revenue Sharing Formula

Service Provided by Type	Percentage Share
Apparatus (Transport Vehicle) Ownership	20%
Station Ownership	20%
EMS Provider for Highest Level of Treatment	25%
County-Provided Infrastructure	25%
First Responder (Units Assigned to First Response)	10%



Greenlea Tax District Fund

In the 2008 Special Session, the Virginia General Assembly amended the Code of Virginia § 15.2-2404 to authorize the creation of a special district and an assessment to fund the improvement of a damaged bridge on Crooked Bridge Road in the Blue Ridge District. The enacted legislation required a petition to create the district of not less than 50 percent of the property owners of Greenlea abutting Crooked Bridge Lane, who also own not less than 50 percent of the property within the subdivision. The Greenlea subdivision residents met this standard with a signed petition to the County requesting that the Board of Supervisors (Board) authorize and direct the establishment of an assessment under Title 15.2, Chapter 24, Article 2 of the Code of Virginia. The assessment is levied against the properties in the Greenlea subdivision to pay for the construction of the new bridge.

On June 16, 2009, the Board adopted an ordinance imposing the special assessment for local improvements to fund the replacement of the damaged bridge. The bridge was completed by a construction company selected by the property owners through their homeowners association, the Greenlea Homeowners Association II, in November 2009. The cost for the bridge replacement required no local tax funds. The bridge was financed completely by the Greenlea Homeowners Association II in conjunction with a private lender. The County pays the proceeds from the special assessment directly to the lender(s) as directed by the Greenlea Homeowners Association II, and payments are to be made solely from the collection of the special assessment imposed. The Board and the County are only responsible for imposing the special assessment, collecting the semi-annual installments, and forwarding collected monies to the lender(s) solely from the special assessment revenues. The total amount of the assessments on the properties identified by the ordinance may not exceed \$660,575.18, which is the estimated project cost financed over 15 years at 6 percent interest per year. The 19 properties in the community will be taxed equally and will pay the assessment in semi-annual payments.

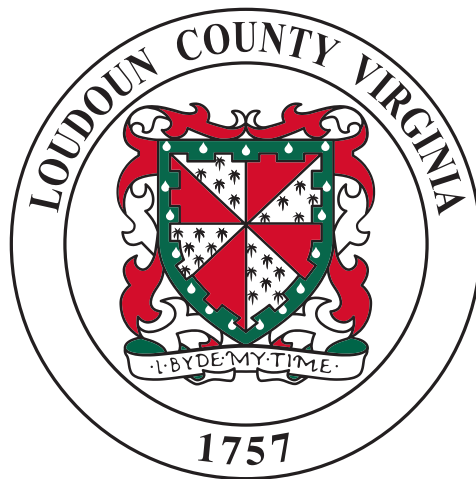
Revenues, Expenditures, and Changes in Fund Balance¹

	FY 2022 Actual ²	FY 2023 Actual ³	FY 2024 Adopted	FY 2025 Proposed	FY 2026 Projected
Beginning Fund Balance	\$2,328	\$2,328	\$0	\$0	\$0
Revenues					
General Property Taxes	\$45,408	\$44,453	\$44,038	\$44,038	\$15,807
Total – Revenues	\$45,408	\$44,453	\$44,038	\$44,038	\$15,807
Expenditures					
Public Works	\$47,736	\$44,453	\$44,038	\$44,038	\$15,807
Total – Expenditures	\$47,736	\$44,453	\$44,038	\$44,038	\$15,807
Estimated Ending Fund Balance	\$0	\$0	\$0	\$0	\$0

¹ Sums may not equal due to rounding.

² Source: Loudoun County FY 2022 Annual Comprehensive Annual Financial Report (ACFR).

³ Source: Loudoun County FY 2023 ACFR.





Housing Fund

The Housing Fund, managed by the Department of Housing and Community Development, is used to account for monies which are restricted to use for attainable housing in the County. The County of Loudoun Housing Trust, established in August 1997 for the purpose of promoting and funding affordable housing in Loudoun County, is largest component of the Housing Fund.

The Housing Trust Agreement, last revised in July 2017, identifies the permitted sources and uses for the Trust, which is targeted to households with incomes between 30 and 70 percent of Area Median Income (AMI). Sources (revenues) include cash proceeds received as the result of a fair market value sale of an Affordable Dwelling Unit (ADU) in accordance with Chapter 1450 of the Loudoun County Codified Ordinances, cash contributions paid by developers as consideration for ADU Program modifications granted by the Board of Supervisors (Board) pursuant to Chapter 9 of the Zoning Ordinance, cash received from any source for the purpose of furthering the provision of ADUs in Loudoun County, and any other funds designated by the Board for the Trust¹. Expenditures (uses) involve a variety of County programs and initiatives including the Down Payment/Closing Cost Assistance Program, the Public Employee Homeownership Grant Program, the ADU Purchase Program, and loans to help finance the development of affordable housing units in excess of the number of units required by Chapter 9 of the Zoning Ordinance as long as these programs meet the income eligibility requirements established by the Zoning Ordinance. In FY 2022, the County created the Rental Housing Acquisition and Preservation Loan Program. This program is part of the Housing Fund and not funded through the Housing Trust.

The FY 2025 Proposed Budget includes approximately \$7.4 million (equivalent to one-half cent of the real property tax rate) in anticipated local tax revenue transferred from the General Fund, dedicated to any affordable housing needs in alignment with the Unmet Housing Needs Strategic Plan (UHNSP), to the Housing Fund.²

¹ December 13, 2023, Public Hearing, Item 1, ZOAM-2020-0001, Zoning Ordinance Rewrite.

² September 8, 2021, Unmet Housing Needs Strategic Plan.

**Housing Fund****Revenues, Expenditures, and Changes in Fund Balance¹**

	FY 2022 Actual ²	FY 2023 Actual ³	FY 2024 Adopted	FY 2025 Proposed	FY 2026 Projected
Beginning Fund Balance	\$50,200,615	\$62,563,251	\$76,578,368	\$87,047,368	\$98,457,368
Revenues					
Use of Money and Property	\$366,178	\$2,125,621	\$0	\$0	\$0
Miscellaneous Revenue	5,826,026	5,866,289	5,000,000	5,000,000	5,000,000
Recovered Costs	347	523	0	0	0
Transfer from Public Facilities Fund	1,223,161	3,878,795	0	0	0
Transfer from General Fund	5,000,000	2,200,000	6,469,000	7,410,000	7,410,000
Total – Revenues	\$12,415,712	\$14,071,227	\$11,469,000	\$12,410,000	\$12,410,000
Expenditures					
Operating and Maintenance ⁴	\$53,076	\$56,110	\$1,000,000	\$1,000,000	\$1,000,000
Total – Expenditures	\$53,076	\$56,110	\$1,000,000	\$1,000,000	\$1,000,000
Estimated Ending Fund Balance	\$62,563,251	\$76,578,368	\$87,047,368	\$98,457,368	\$109,867,368
Percent Change	25%	22%	14%	13%	12%
Unavailable Fund Balance⁵	\$25,370,000	\$34,330,954	\$40,343,265	\$50,843,265	\$61,343,265
Available Fund Balance	\$37,193,251	\$42,247,414	\$46,704,103	\$47,614,103	\$48,524,103

¹ Sums may not equal due to rounding.

² Source: Loudoun County FY 2022 Annual Comprehensive Financial Report (ACFR).

³ Source: Loudoun County FY 2023 ACFR.

⁴ The County's loan awards for affordable housing loan programs are not expenditures but reduce Available Fund Balance.

⁵ Unavailable Fund Balance for FY 2022 and FY 2023 represents loans to developers that have been approved by the Board. Unavailable Fund Balance for FY 2024 through FY 2026 represents estimated awards for the County's affordable housing loan programs based on analysis of previous fiscal years and anticipated applications.



Housing Fund

Affordable Multi-Family Housing Loan Program¹

On July 3, 2018, the Board adopted (8-0-1, Buffington absent) the Affordable Multi-Family Housing Loan Program Guidelines with the primary goal of making loans to developers of affordable multi-family apartments who are also seeking financing through Virginia Housing (VH) for Low-Income Housing Tax Credits (LIHTCs) or the United States Department of Housing and Urban Development's (HUD) Federal Housing Administration 221(d) (4) Affordable programs.² Loans from the County are used to help bridge the funding gap for the development of below-market multi-family rental developments. A summary of the Affordable Multi-Family Housing Loan program projects along with the amount of the application for each is provided below. Actual amounts disbursed could vary based on actions taken by the Board.

Project	Application Amount	Fiscal Year
Heronview ³	\$1,100,000	FY 2017
Stone Springs	3,000,000	FY 2018
Ashburn Chase	2,460,000	FY 2018
Poland Hill	1,800,000	FY 2019
Loudoun View Senior Living	5,975,000	FY 2019
Tuscarora Crossing Phase I	5,850,000	FY 2020
Tuscarora Crossing Phase II	4,500,000	FY 2021
Waxpool Apartments	2,535,000	FY 2022
Avonlea Senior Apartments ⁴	6,012,311	FY 2023
Old Arcola Residential ⁵	2,000,000	FY 2024
Commonwealth Center Residential ⁶	7,570,981	FY 2024

Rental Housing Acquisition and Preservation Loan Program⁷

At the January 4, 2022, Business Meeting, the Board approved (9-0) \$5 million in FY 2021 Fund Balance to establish the Rental Housing Acquisition and Preservation Loan (RHAP) Program.⁸ At the January 18, 2022, Business Meeting, the Board approved the RHAP program guidelines.⁹ While the use of fund balance established RHAP, the program will require additional resources in future years. For FY 2025, staff recommends dedicating the majority of the approximately \$7.4 million (equivalent of one-half cent of the real property tax rate) to the RHAP program.

¹ More information on the Affordable Multi-Family Housing Loan Program and guidelines is available on the County website.

² [July 3, 2018, Affordable Multi-Family Housing Loan Program.](#)

³ The Heronview project was similar to other Affordable Multi-Family Housing Loan Program projects but was not funded out of the Housing Trust. The project was funded through non-ADU proffered funds.

⁴ [February 21, 2023, Business Meeting, Item 09a, Review of Affordable Multi-Family Housing Loan Application for Avonlea Senior Apartments.](#)

⁵ [October 11, 2023, Public Hearing, Item 6, LEGI-2023-0033, Old Arcola Residential.](#)

⁶ [November 15, 2023, Public Hearing, Item 16, LEGI-2023-0041, Commonwealth Center Residential.](#)

⁷ More information on the RHAP Program and guidelines is available on the County website.

⁸ [January 4, 2022, Business Meeting, Item 4a, Uses of FY 2021 General Fund Balance.](#)

⁹ [January 18, 2022, Business Meeting, Item 20d, Rental Housing Acquisition and Preservation Loan Program Guidelines.](#)



Housing Fund

Policies

There are no policies in place for the Housing Fund as a whole; however, the County of Loudoun Housing Trust – a component of the Housing Fund – is regulated by the Trust Agreement. The Housing Trust Agreement was last amended in July 2017 to authorize loans from the Trust to be used to help finance affordable housing units, to establish the minimum requirements for affordable housing units, and to update the recital and make other non-substantive clarifying edits to the twenty-year old trust. These changes also align the Housing Trust Agreement with Chapter 9 of the Zoning Ordinance that allow for affordable housing units to be substituted for ADUs when a project verifies that it is financed with either the LIHTC Program or HUD 221 (d) 4 Affordable Program. Substituting affordable housing units that are funded either with LIHTC or HUD 221 (d) 4 Affordable Program supersedes the 30 percent AMI lower end of income limits.



Legal Resource Center Fund (Law Library)

The Legal Resource Center Fund's (Law Library) mission is to provide resources and reference services that address the legal information needs of the general public, Loudoun County government, court personnel, attorneys, and the local prison population. The Law Library, which is located in the Loudoun County Courts Complex, provides a collection of legal materials and electronic resources that are not generally available elsewhere in the County. A full-time legal resources specialist orders, shelves, and updates materials. The legal resources specialist provides reference service, bibliographic instruction, copier service, online access, library cards, notary public service, etc. Attorneys and court personnel can also access the collection at other times if needed. The legal resources specialist responds to patrons' requests in person, by telephone, and via email as well as to incarcerated prisoner requests submitted by the Loudoun County Sheriff's Office.

The Department of Library Services manages the Legal Resource Center Fund and the legal resources specialist. Other Library Services staff members provide assistance at the Law Library when the legal resources specialist is unavailable. Library Services provides access to Westlaw, a specialized online legal resource, at all library locations.

**Legal Resource Center Fund (Law Library)****Revenues, Expenditures, and Changes in Fund Balance¹**

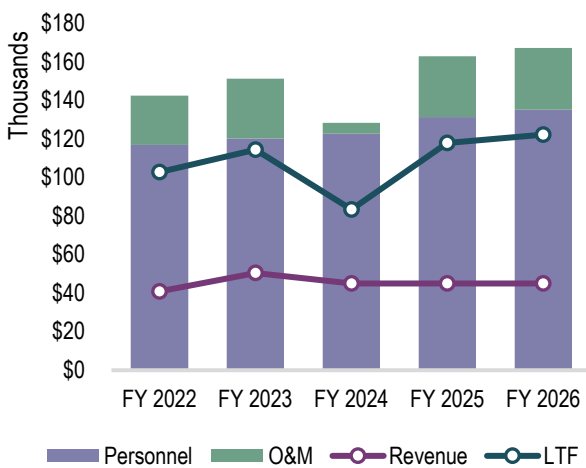
	FY 2022 Actual²	FY 2023 Actual³	FY 2024 Adopted	FY 2025 Proposed	FY 2026 Projected
Beginning Fund Balance	\$21,430	\$22,612	\$36,192	\$36,192	\$36,192
Revenues					
Charges for Services	\$40,871	\$48,479	\$44,980	\$44,980	\$44,980
Use of Money and Property	41	1,958	0	0	0
Transfers from the General Fund	102,867	114,448	83,448	118,024	122,281
Total – Revenues	\$143,779	\$164,885	\$128,428	\$163,004	\$167,261
Expenditures					
Personnel	\$116,978	\$120,218	\$122,767	\$131,343	\$135,283
Operating and Maintenance	25,618	31,087	5,661	31,661	31,978
Total – Expenditures	\$142,596	\$151,305	\$128,428	\$163,004	\$167,261
Estimated Ending Fund Balance	\$22,612	\$36,192	\$36,192	\$36,192	\$36,192
Percent Change	6%	60%	0%	0%	0%
FTE	1.00	1.00	1.00	1.00	1.00

¹ Sums may not equal due to rounding.² Source: Loudoun County FY 2022 Annual Comprehensive Financial Report (ACFR)³ Source: Loudoun County FY 2023 ACFR.



Legal Resource Center Fund (Law Library)

Revenue and Expenditure History



Revenue/Local Tax Funding

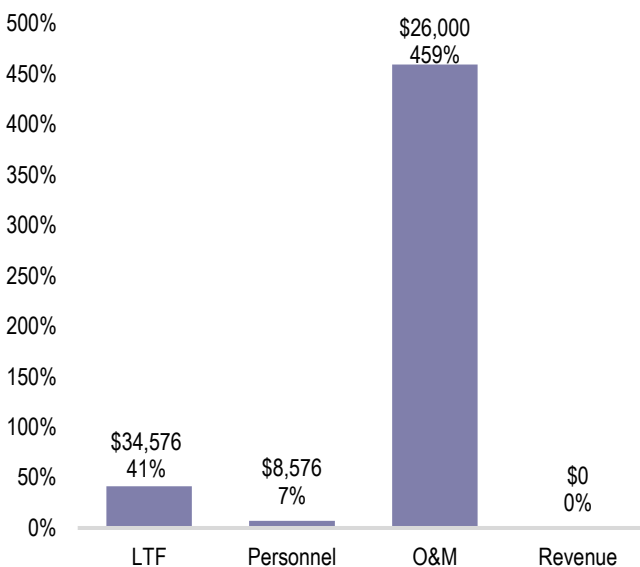
The Law Library's funding sources are charges for services, which relate to revenue collections by the Clerk of the Circuit Court and the Clerk of the General District Court, revenues from the use of money and property, and a transfer from the General Fund (local tax funding).

Expenditure

The majority of the Law Library's expenditure budget is dedicated to personnel costs (80 percent). Major drivers of personnel increases are compensation increases, including merit increases for the general workforce in each fiscal year.¹

As reflected in the table above, a transfer from the General Fund to the Legal Resource Center Fund, which is presented as local tax funding, is included in the budget to address the gap between the Law Library's revenues and expenditures. It is anticipated that expenditures in this fund will continue to be higher than projected revenues. This will likely necessitate an increase in the transfer from the General Fund in FY 2025.

Percent Change from Adopted FY 2024 to Proposed FY 2025



Reasons for Change:

Personnel: ↑ || Annualization of FY 2024 compensation increases, benefit rate adjustments

O&M: ↑ Increased budget for books and subscriptions for the Law Library to reflect the actual expenditures of the Law Library² ||

Revenue: ↔

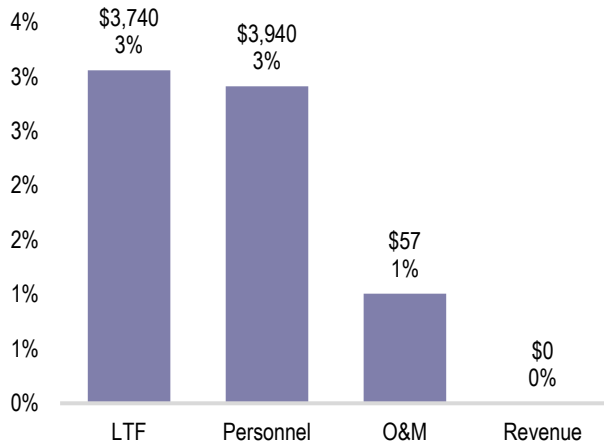
¹ See summary of merit increases in Non-Departmental Expenditures section 6-2.

² Books and subscriptions expenditures have increased since the 2020 pandemic. The FY 2025 budget increases these expenditures by \$26,000 to a budget of \$31,422. This will ensure that the Law Library has the budget to keep its collection current.



Legal Resource Center Fund (Law Library)

Percent Change from Proposed FY 2025 to Projected FY 2026



Reasons for Change:

Personnel: ↑ 3 percent || O&M: ↑ 1 percent

|| Revenue: ↔



Major Equipment Replacement Fund

The Major Equipment Replacement Fund, created in FY 2016, allows for the scheduled and emergency replacement of core operational equipment over \$5,000 in value. Prior to the creation of this fund, the County funded the replacement of essential equipment on an as-needed basis through either allocation of local tax funding in the General Fund or through mid-year use of General Fund balance.

Currently, planned expenditures are based on a replacement schedule developed by an independent consultant. The schedule identifies planned equipment replacements and the estimated cost for replacement over a 20-year period. County staff continually evaluate the asset replacement schedule and related documentation to ensure the inclusion of additional assets and new equipment are placed into service. Staff monitors revenue and expenditure needs for the Fund, ensuring a sufficient balance is available.

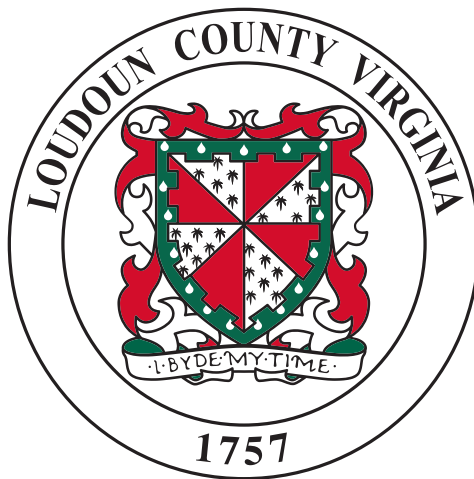
Revenues, Expenditures, and Changes in Fund Balance¹

	FY 2022 Actual ²	FY 2023 Actual ³	FY 2024 Adopted	FY 2025 Proposed	FY 2026 Projected
Beginning Fund Balance	\$7,233,812	\$9,590,533	\$12,303,777	\$8,534,681	\$4,674,015
Revenues					
Capital Revenues	\$6,740	\$22,875	0	0	0
Transfer from the General Fund	4,000,000	4,000,000	1,520,160	1,520,160	5,500,000
Total – Revenues	\$4,006,740	\$4,022,875	\$1,520,160	\$1,520,160	\$5,500,000
Expenditures					
Planned Replacement	0	0	\$307,631	\$5,380,826	\$5,500,000
General Government	6,500	0	339,167	0	0
Parks, Recreation, Culture	25,293	17,042	988,838	0	0
Public Safety	5,372	410,507	2,573,472	0	0
Public Works	648,207	0	1,080,148	0	0
Capital Outlay	964,647	882,082	0	0	0
Total – Expenditures	\$1,650,019	\$1,309,631	\$5,289,256	\$5,380,826	\$5,500,000
Estimated Ending Fund Balance	\$9,590,533	\$12,303,777	\$8,534,681	\$4,674,015	\$4,674,015

¹ Sums may not equal due to rounding.

² Source: Loudoun County FY 2022 Annual Comprehensive Financial Report (ACFR).

³ Source: Loudoun County FY 2023 ACFR.





Metro Parking Garages Fund

The Metro Parking Garages Fund, created in FY 2020, accounts for the operations of County-owned Metro Parking Garages located at the Loudoun Gateway Station and the Ashburn South Station. This Fund is managed by the Department of General Services.

Revenues, Expenditures, and Changes in Fund Balance¹

	FY 2022 Actual	FY 2023 Actual ²	FY 2024 Adopted	FY 2025 Proposed	FY 2026 Projected
Beginning Fund Balance	\$717,608	\$22,692	\$0	\$0	\$0
Revenues					
Parking Garage Revenue	\$22,127	\$747,188	\$2,317,496	\$787,000	\$787,000
Transfer Transportation District Fund	220,000	948,108	0	2,807,263	2,873,165
Total – Revenues	\$242,127	\$1,695,296	\$2,317,496	\$3,594,263	\$3,660,165
Expenditures					
Personnel	\$263,867	\$272,842	\$234,202	\$295,106	\$306,910
Operating and Maintenance	673,176	1,413,397	1,723,930	1,803,263	1,857,361
Capital Outlay	0	31,749	359,364	1,495,894	1,495,894
Total – Expenditures	\$937,043	\$1,717,988	\$2,317,496	\$3,594,263	\$3,660,165
Estimated Ending Fund Balance	\$22,692	\$0	\$0	\$0	\$0

The operation of the Metrorail was delayed in FY 2020, resulting in a delay of revenue service for Phase Two of the Dulles Corridor Metrorail Project. The revenue service is projected to provide a portion of the funding needed for the day-to-day operations, preventative maintenance, and long-term maintenance of the garages. It is projected that revenues generated from the Metro parking garage operations will not be sufficient to fund the Metro Parking Garage Fund. A transfer from the Transportation District Fund (TDF), consisting of local gasoline tax revenue, supplemented the Metro Parking Garage Fund in FY 2020, FY 2021, FY 2022, FY 2023, and is projected for FY 2024, FY 2025, and FY 2026. Staff will continue to monitor the fund's operations and will determine whether supplemental funding is necessary.

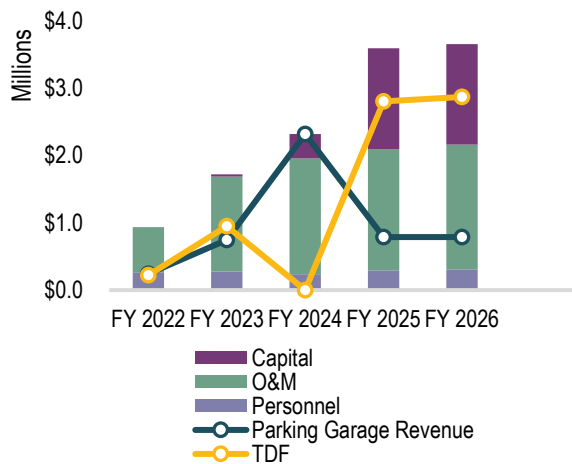
¹ Sums may not equal due to rounding.

² Source 2023 ACFR



Metro Parking Garages Fund

Revenue and Expenditure History



Revenue/Local Tax Funding/Gas Tax

As shown, the Metro Parking Garages Fund is funded predominantly by a transfer of gas tax from the TDF.

Expenditure

Most expenditures in the Metro Parking Garages Fund are dedicated to operating and maintenance costs, primarily to fund daily operations.

Both parking garages are managed with minimal County staff presence while providing a primary contract for their day-to-day management. Most expenditures budgeted in this fund support operating and maintenance costs, including the cost of the operations contract, which provides parking ambassador services, routine and preventative maintenance, building and property management services, utilities, and other ancillary contracts.

Metrorail service officially began mid-FY 2023, starting the collection of revenues from on-street parking fees, Metro parking fees, and Metro residential parking permit fees. The enforcement and administration of these revenues serves to regulate on-street parking spaces in areas near Metrorail Stations, encouraging riders to utilize the County-owned Metro garages and protecting available on-street parking for local business patrons and residents.



Opioid Abatement Settlement Fund

The Board of Supervisors established the Opioid Abatement Settlement Fund to manage and account for revenues received from the Virginia Opioid Abatement Settlement Fund, administered by the Virginia Opioid Abatement Authority. The Authority is an independent body, the purpose of which is to abate and remediate the opioid epidemic in the Commonwealth through financial support from the Fund, in the form of grants, donations, or other assistance, for efforts to treat, prevent, and reduce opioid use disorder and the misuse of opioids in the Commonwealth.

Revenues, Expenditures, and Changes in Fund Balance^{1,2}

	FY 2022 Actual	FY 2023 Actual	FY 2024 Adopted	FY 2025 Adopted	FY 2026 Projected
Beginning Fund Balance	\$0	\$0	\$765,186	\$765,186	\$765,186
Revenues					
Virginia Opioid Abatement Fund	\$0	\$765,186	\$180,867	\$180,867	\$180,867
Total – Revenues	\$0	\$765,186	\$180,867	\$180,867	\$180,867
Expenditures					
Operations and Maintenance	\$0	\$0	\$180,867	\$180,867	\$180,867
Total – Expenditures	\$0	\$0	\$180,867	\$180,867	\$180,867
Estimated Ending Fund Balance	\$0	\$765,186	\$765,186	\$765,186	\$765,186

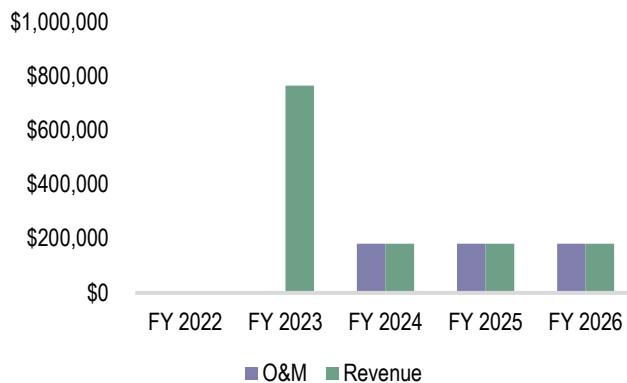
¹ Sums may not equal due to rounding.

² The Opioid Abatement Settlement Fund was created in FY 2024.



Opioid Abatement Settlement Fund

Revenue and Expenditure History



Revenue/Local Tax Funding

The Opioid Abatement Settlement Fund is funded by distributions made by the Virginia Opioid Abatement Authority and receives no local tax funding (LTF).

Expenditure

Expenditures in the Opioid Abatement Settlement Fund are dedicated to abating and remediating the opioid epidemic in the Commonwealth through financial support from the State Abatement Authority.

In Virginia, the framework for distribution of opioid settlement funds is formed by the settlement agreements, a memorandum of understanding between the Commonwealth of Virginia and cities and counties, and Code of Virginia Title 2.2, Chapter 22, Article 12, which created the state Opioid Abatement Authority (OAA) in 2021. These funds must generally be used for abatement purposes, defined as efforts to treat, prevent, or reduce opioid use disorder or the misuse of opioids, or to otherwise abate or remediate the opioid epidemic¹. While some funds technically could be used for other purposes, it is strongly discouraged to use funds for non-abatement purposes. Loudoun County will receive funds directly and also will be eligible to receive funds from the OAA. A substantial amount of OAA funds will be available through a competitive award process for regional projects.

¹ Generally, it is anticipated that all individual settlement agreements will define “abatement purposes” in a similar manner, though it is possible the provisions of specific settlements could vary slightly.



Public Facilities Fund

Developer contributions, also known as proffers, provide resources to fund capital facilities in the Capital Improvement Program (CIP); developers contribute these resources to address the future impact of development. Proffers can be cash contributions, dedicated land, or in-kind services that are voluntarily granted to the County to partially offset future capital facility costs associated with specific developments. Proffer contributions are typically obtained through a rezoning or a change in the planned land use. When a developer is granted a rezoning that changes the land use to residential or that increases the density of existing residential uses, the new housing units generate a need for County capital facilities such as schools, parks, libraries, and public safety facilities.

The County maintains an inventory of all types of proffers. Cash proffers accrue to the Public Facilities Fund. As allowed in the Code of Virginia § 15.2-2299, the Zoning Administrator is vested with all necessary authority to administer and enforce proffers and, per statute, adjudicates the eligibility of proffers for public facility uses.

FY 2025 – FY 2030 Public Facilities Fund

The FY 2025 – FY 2030 plan for the Public Facilities Fund includes the use of \$25,735,995 in cash proffers to fund capital projects in the six-year period of the CIP Budget. While the plan for the Public Facilities Fund covers a period of six years to align with the six-year CIP, only one year is included in the annual budget appropriation. For the FY 2025 – FY 2030 Public Facilities Fund, only those amounts for FY 2025 are included in the FY 2025 Proposed Budget.

Planned Proffer Expenditures¹

	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	6-Year Total
Revenues							
Cash Proffers	\$14,474,410	\$1,482,749	\$1,096,136	\$31,988	\$949,009	\$0	\$18,034,292
Cash Proffer Interest	459,236	0	0	0	0	0	459,236
Projected Proffers	0	2,343,890	3,212,382	0	686,195	1,000,000	7,242,467
Total – Revenues	\$14,933,646	\$3,826,639	\$4,308,518	\$31,988	\$1,635,204	\$1,000,000	\$25,735,995
Expenditures							
Health and Welfare	\$0	0	0	0	0	0	\$0
Parks and Culture	8,145,879	3,615,117	500,000	0	0	0	12,260,996
Public Safety	0	0	0	0	0	1,000,000	1,000,000
Roads and Sidewalks	6,787,767	211,522	3,808,518	31,988	1,635,204	0	12,474,999
Towns	0	0	0	0	0	0	0
Total – Expenditures	\$14,933,646	\$3,826,639	\$4,308,518	\$31,988	\$1,635,204	\$1,000,000	\$25,735,995

Proffers are legally restricted for use in compliance with the conditions applied to the proffer. The County's internal Proffer Management Team reviews approved proffers and conditions to determine compliance. The Proposed FY 2026 – FY 2030 cash proffer uses are contingent upon proffer determinations from the Loudoun County Zoning Administrator verifying that the uses are appropriate to the intent of the original proffer statements provided by the proffer contributors.

¹ Sums may not equal due to rounding.

**Public Facilities Fund****FY 2025 Public Facilities Fund****Croscon Lane Widening - Claiborne Parkway to Old Ryan Road**

ZMAP	Development	Sequence #	Amount
ZMAP-1998-0003	Worldcom/Uunet	99070292	\$700,000.00
Total			\$700,000.00

Crosstrail Boulevard Segment C - Sycolin Road to Dulles Greenway

ZMAP	Development	Sequence #	Amount
SBRD-2002-0015	Roxbury Heights L 1-10	99064442	\$25,877.28
Total			\$25,877.28

Dulles West Boulevard – Northstar Boulevard to Arcola Boulevard

ZMAP	Development	Sequence #	Amount
ZMAP-2013-0002	Brambleton Active Adult	99078331	\$1,697,180.05
ZMAP-2005-0003	East Gate Three	99066970	32,194.32
Total			\$1,729,374.37

Evergreen Mills Road / Hogeland Mill Road – Bridge and Safety Improvements

ZMAP	Development	Sequence #	Amount
SBRD-2004-0012	Rokeby Hamlets	99064779	\$199,226.44
Total			\$199,226.44

Farmwell Road Intersection Improvements

ZMAP	Development	Sequence #	Amount
ZMAP-2013-0003	Regency at Belmont Chase	99079295	\$403,656.93
ZMAP-2002-0005	Loudoun Station	99078482	121,900.00
ZMAP-2012-0018	Prologis Park	99074169	10,310.00
ZMAP-2012-0010	University Center Parcel P-1	99076316	61,673.11
ZCPA-2020-0011	West Dulles Station	99083055	400,520.00
ZCPA-2020-0011	West Dulles Station Lockridge Substation	99083056	416,140.28
Total			\$1,414,200.32

LPAT Signature Project

ZMAP	Development	Sequence #	Amount
ZMAP-2004-0013	Alexanders Chase	99066799	\$280,422.50
ZMAP-2018-0004	Ashbrook Residential	99081455	1,572,042.94
ZMAP-2014-0002	Ashburn Overlook	99075145	58,905.28



Public Facilities Fund

ZMAP-2013-0003	Belmont Executive Center	99079326	7,052.28
ZMAP-2016-0010	Broadlands Ashburn Metro	99080169	360,856.07
ZMAP-2015-0008	Century Corner at Goose Creek	99077154	3,520.11
ZMAP-2003-0018	Croson Property	99066029	35,032.10
ZMAP-2005-0026	Erickson Retirement	99067825	402,746.45
ZMAP-2005-0026	Erickson Retirement Communities	99067843	232,973.20
ZMAP-2018-0016	Goose Creek Village East	99081392	1,019,813.40
ZMAP-2003-0006	Lansdowne Village Greens	99066827	74,836.34
ZMAP-2013-0012	Lim Property	99075070	42,096.76
ZMAP-2001-0003	Moorefield Station	99065311	4,757.83
ZMAP-2006-0003	Morley Corner	99069004	19,225.88
ZMAP-2016-0001	National Conference East	99079368	1,372,109.91
ZMAP-2018-0005	One Loudoun	99081282	2,295.09
ZMAP-2018-0005	One Loudoun	99081280	41,967.84
ZMAP-2000-0007	Red Cedar	99064258	10,630.00
ZMAP-2005-0023	Regency at Ashburn	99068329	3,000.00
ZMAP-2004-0018	Reserve at Waxpool	99067448	14,460.97
ZMAP-1993-0002	Ridges at Ashburn	95060028	57,384.38
Total			\$5,616,129.33

Northstar Boulevard Widening - Tall Cedars Parkway to Braddock Road

ZMAP	Development	Sequence #	Amount
ZCPA-2013-0005	Community Corner	99077046	\$353,372.98
SPEX-2006-0018	Pinebrook	99068548	151,419.13
ZCPA-2016-0002	Prologis Park Dulles - Gateway Phase V	99076930	90,000.00
Total			\$594,792.11

Route 7 Shared Use Path

ZMAP	Development	Sequence #	Amount
ZCPA-2012-0005	Cascades Section 12 – Middlefield Drive	99075037	\$25,776.46
ZMAP-1990-0022	Loudoun Village	97015458	5,671.78
ZMAP-1986-0026	Mirror Ridge Center South	96125909	92,487.48
ZMAP-1986-0013	Potomac Lakes Amended	96022347	96,146.42
ZMAP-1997-0008	River Crest	99061993	26,685.89
ZMAP-1996-0009	Shurgard Storage Center Sterling - Cascades	97081306	9,000.00
Total			\$255,768.03

**Public Facilities Fund****Shellhorn Road – MWAA Property Boundary to Moran Road**

ZMAP	Development	Sequence #	Amount
ZMAP-1986-0019	Evans-Cockerille	97010830	\$50,000.00
ZMAP-1986-0019	Evans-Cockerille	97011548	39,870.65
ZCPA-2012-0014	Kincora Village Center	99076354	492,261.18
Total			\$582,131.83

Sterling Neighborhood Park

ZMAP	Development	Sequence #	Amount
ZMAP-2014-0005	Belfort Properties	99075326	\$723,760.69
ZMAP-2012-0019	Cascades Overlook	99075004	215,945.85
ZMAP-2005-0022	Hall Road Property	99067739	146,287.80
ZMAP-2005-0022	Hall Road Property	99067738	735,622.98
ZMAP-2018-0001	Mount Sterling	99079417	14,739.67
ZMAP-2002-0017	Parc Dulles II	99072361	681,383.72
ZMAP-2005-0038	Townes at Autumn Oaks	99068712	12,009.29
Total			\$2,529,750.00

Waxpool Road / Loudoun County Parkway Intersection Improvements

ZMAP	Development	Sequence #	Amount
ZMAP-1989-0038	Dulles Parkway Center	97040385	\$203,698.45
SPEX-2010-0022	CIT Guildford Drive LLC Data Center	99070939	8,000.63
ZMAP-1999-0021	Fairfield Residential at Silo Creek	99063323	75,232.75
ZCPA-2018-0001	Loudoun Center	99079009	571,632.36
SPEX-2004-0023	Ryan Park Center Restaurants	99067111	16,641.61
Total			\$875,205.80

Westwind Drive – Loudoun County Parkway to Old Ox Road

ZMAP	Development	Sequence #	Amount
ZMAP-2013-0003	Belmont Executive Center	99079316	\$411,190.20
Total			\$411,190.20

FY 2025 Total: \$14,933,645.71



Public Facilities Fund

FY 2026 Public Facilities Fund

Dulles South Community Park

ZMAP	Development	Sequence #	Amount
ZMAP-2006-0015	Arcola Center	99072078	\$856,110.27
n/a	Projected Cash Proffers	n/a	2,143,889.73
Total			\$3,000,000.00

Farmwell Road Intersection Improvements

ZMAP	Development	Sequence #	Amount
ZMAP-2013-0003	Regency at Belmont Chase	99079295	\$11,522.02
Total			\$11,522.02

Route 50 / Everfield Roundabout

ZMAP	Development	Sequence #	Amount
n/a	Projected Cash Proffers	n/a	\$200,000.00
Total			\$200,000.00

Sterling Neighborhood Park

ZMAP	Development	Sequence #	Amount
ZMAP-2012-0019	Cascades Overlook	99075004	\$37,174.81
ZMAP-1990-0014	Dulles Town Center	96043216	109,556.70
ZMAP-1991-0010	Groewood	95060199	59,066.74
ZMAP-2018-0003	Montebello Farms	99080279	245,115.47
ZMAP-2002-0017	Parc Dulles II	99072362	53,682.49
ZMAP-2008-0001	Schmitz Industrial Park L 20 40A 41A 42	99071564	5,178.62
ZMAP-2005-0038	Townes at Autumn Oaks	99068694	90,804.95
ZMAP-2005-0039	Victoria Station	99068235	1,321.44
ZMAP-2005-0039	Victoria Station	99068236	13,215.60
Total			\$615,116.82

FY 2026 Total: \$3,826,638.84

FY 2027 Public Facilities Fund

Braddock Road Widening – Paul VI Eastern Entrance to Loudoun County Parkway

ZMAP	Development	Sequence #	Amount
n/a	Projected Cash Proffers	n/a	\$500,000.00
Total			\$500,000.00

**Public Facilities Fund****Croson Lane Widening -Claiborne Parkway to Old Ryan Road**

ZMAP	Development	Sequence #	Amount
ZMAP-2002-0004	Reserve at Belle Terra	99064796	\$88,634.50
ZMAP-1998-0003	Worldcom/Uunet	99070292	562,515.13
n/a	Projected Cash Proffers	n/a	663,484.87
Total			\$1,314,634.50

Dulles Adult Day Center

ZMAP	Development	Sequence #	Amount
n/a	Projected Cash Proffers	n/a	\$500,000.00
Total			\$500,000.00

Northstar Boulevard – Tall Cedars Parkway to Braddock Road

ZMAP	Development	Sequence #	Amount
ZMAP-2006-0007	Glascok Field at Stone Ridge	99071137	\$28,409.37
n/a	Projected Cash Proffers	n/a	807,153.63
Total			\$835,563.00

Route 7 Eastbound Widening - Loudoun County Parkway to Route 28

ZMAP	Development	Sequence #	Amount
ZMAP-2018-0012	Aston Martin and Bentley of Loudoun	99081634	\$25,200.00
ZMAP-2018-0012	Aston Martin and Bentley of Loudoun	99081633	134,892.54
n/a	Projected Cash Proffers		448,228.46
Total			\$608,321.00

Route 50 / Everfield Drive Roundabout

ZMAP	Development	Sequence #	Amount
n/a	Projected Cash Proffers	n/a	\$550,000.00
Total			\$550,000.00

FY 2027 Total: \$4,308,518.50**FY 2028 Public Facilities Fund****Route 15 / Lovettsville Road Intersection Improvement**

ZMAP	Development	Sequence #	Amount
SBRD-2002-0035	Waterford Run	99064414	\$31,987.68
Total			\$31,987.68

FY 2028 Total: \$31,987.68



Public Facilities Fund

FY 2029 Public Facilities Fund

Arcola Mills Road – Belmont Ridge Road to Stone Springs Boulevard

ZMAP	Development	Sequence #	Amount
n/a	Projected Cash Proffers	n/a	\$686,195.00
Total			\$686,195.00

Prentice Drive – Loudoun County Parkway to Lockridge Road

ZMAP	Development	Sequence #	Amount
ZMAP-2013-0003	Belmont Executive Center	99079316	\$232,825.01
ZMAP-2016-0022	Highpoint East	99079344	156,664.20
ZCPA-2014-0002	Moorefield Station	99075990	559,519.71
Total			\$949,008.92

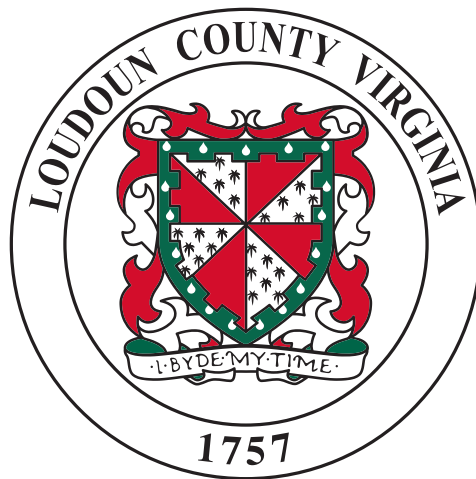
FY 2029 Total: \$1,635,203.92

FY 2030 Public Facilities Fund

Fire and Rescue - Station #29 - Loudoun Gateway Station

ZMAP	Development	Sequence #	Amount
n/a	Projected Cash Proffers	n/a	\$1,000,000.00
Total			\$1,000,000.00

FY 2030 Total: \$1,000,000.00





Rental Assistance Program Fund

The Rental Assistance Program Fund, managed by the Department of Housing and Community Development, accounts for the U.S. Department of Housing and Urban Development (HUD) Housing Choice Voucher (HCV) programs including the Veterans Administration Supportive Housing (VASH) program, the Project Based Voucher (PBV) program, the Mainstream Voucher program, and the Family Unification program (FUP). The County has operated the HCV program since 1977.

HCV assists very low-income households with incomes at or below 50 percent of the Area Median Income (AMI)¹, the elderly, and persons with disabilities in acquiring safe, decent, affordable housing in the private market, while fostering self-sufficiency and ensuring that properties meet the National Standards for Physical Inspection of Real Estate (NSPIRE). PBVs are tied to a particular property rather than a particular family. Often, the rental assistance at PBV sites provide operational income to maintain and rehab the structure. Owners can use the rental subsidy to service debt of new construction developments in exchange for providing safe and quality housing for households earning less than 50 percent AMI. The Mainstream Voucher program assists persons with disabilities. The VASH program combines rental assistance for homeless veterans and their families with case management and clinical services provided by the United States Department of Veterans Administration at its medical centers and in the community. FUP provides housing assistance to families involved in the child welfare system and youth ages 18 to 21 who have aged out of foster care.

Participants are free to choose any housing that meets the program's requirements; however, it is the family's responsibility to find a unit that the owner agrees to rent under the guidelines established for the HCV Program. The County pays housing subsidies (amounts are based on household income and the gross rent of the property), directly to the landlord and the program's participants are responsible for paying no more than 30 percent of their monthly adjusted income toward rent and participants pay the difference between the actual rent charged and the subsidy.

The County administers vouchers that are awarded by HUD through the Annual Contributions Contract (ACC). The most recent CY 2023 ACC includes funding for 795 total vouchers, including regular vouchers and special-purpose vouchers, which are designated for use within particular populations, such as low-income households, veterans, families reunifying with their children, and people with disabilities.

¹ In 2023, 50 percent AMI is \$53,250 for a one-person household; \$60,850 for a two-person household; \$68,450 for a three-person household; and \$76,050 for a four-person household. HUD typically publishes updated AMI amounts in April of each year.

**Rental Assistance Program Fund****Revenues, Expenditures, and Changes in Fund Balance¹**

	FY 2022 Actual ²	FY 2023 Actual ³	FY 2024 Adopted	FY 2025 Proposed	FY 2026 Projected
Beginning Fund Balance	\$0	\$0	\$0	\$0	\$0
Revenues					
Use of Money and Property	\$757	\$947	\$4,400	\$20,600	\$20,600
Miscellaneous Revenue	41,847	18,743	131,000	131,000	131,000
Recovered Costs	1,043,313	463,956	1,250,000	850,000	850,000
Intergovernmental – Federal	8,734,703	10,040,574	10,397,838	11,527,330	11,527,330
Transfer from the General Fund	26,900	71,338	272,390	272,390	272,390
Total – Revenue	\$9,847,520	\$10,595,558	\$12,055,628	\$12,801,320	\$12,801,320
Expenditures					
Rental and Utility Assistance	\$9,085,318	\$9,597,261	\$10,912,400	\$11,478,600	\$11,478,600
Administration	762,202	998,298	1,143,228	1,322,720	1,322,720
Total – Expenditure	\$9,847,520	\$10,595,558	\$12,055,628	\$12,801,320	\$12,801,320
Estimated Ending Fund Balance⁴	\$0	\$0	\$0	\$0	\$0
Percent Change	n/a	n/a	n/a	n/a	n/a
FTE	9.00	9.00	9.00	9.00	9.00

¹ Sums may not equal due to rounding.

² Source: Loudoun County FY 2022 Annual Comprehensive Financial Report (ACFR).

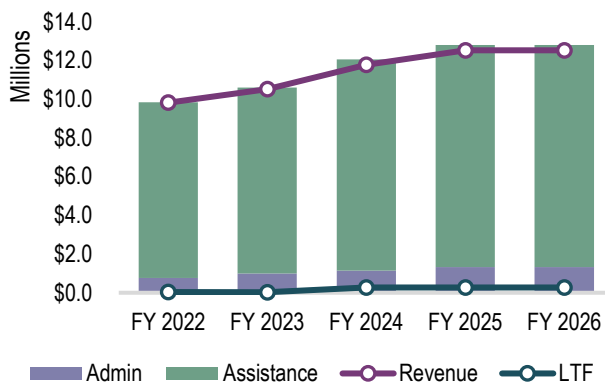
³ Source: Loudoun County FY 2023 ACFR.

⁴ The Rental Assistance Program Fund does not maintain a fund balance. The HCV Program is an advance-funded program, meaning revenues are received before expenditures are incurred. Any unspent funds at the end of a fiscal year are classified as unearned revenues.



Rental Assistance Program Fund

Revenue and Expenditure History



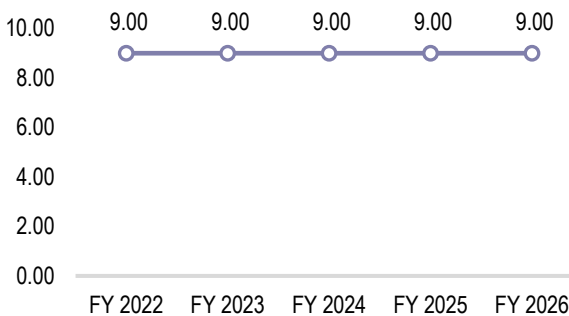
Revenue/Local Tax Funding

As shown, the Rental Assistance Program Fund is primarily funded by program-generated revenues, receiving 2 percent of its budget from local tax funding (transfer from the General Fund).

Expenditure

Most of the expenditures in the Fund continue to be dedicated to rent subsidies (90 percent).

Adopted Staffing/FTE History



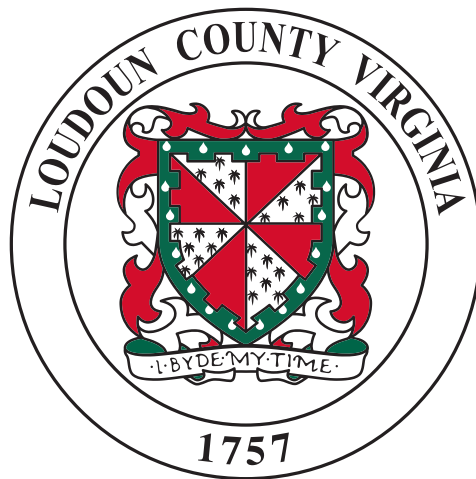
The County has seen an increase in the number of Port-In vouchers in recent years, which are issued by other localities and then transferred to the County. The County receives reimbursement for these vouchers (recovered costs) from the originating locality to cover the housing assistance payment and administrative costs associated with these vouchers.

The FY 2025 Proposed Budget maintains the level of local tax funding needed in support of administrative costs. Administrative costs include personnel costs.

As rent costs continue to increase in the County, the number of vouchers that can be supported with the existing funds decreases. The number of vouchers issued determines the level of reimbursement for administrative costs – thereby increasing the local tax funding (LTF) necessary to continue supporting the programs at the current service level. Local tax funding is not used to support rental subsidies. Rising rental prices will continue to be a challenge in the future.

Policies

Federal Section 8 Administrative Plan outlines how the County will administer the Rental Assistance Program Fund. This policy is in accordance with Title 24 Code of Federal Regulations, Part 982. For the most up-to-date information related to the program, please refer to HUD's website.

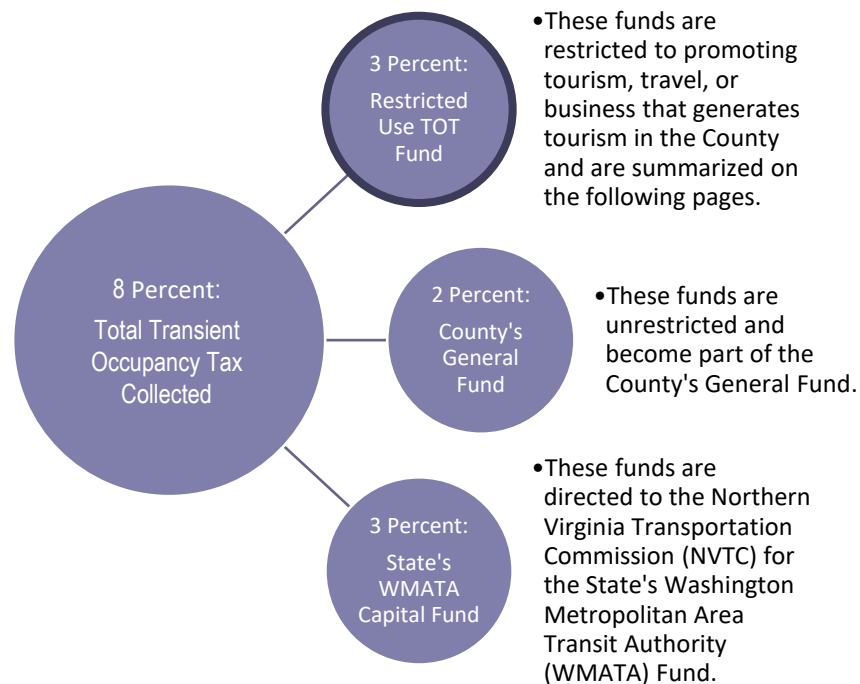




Restricted Transient Occupancy Tax Fund

Loudoun County levies a Transient Occupancy Tax (TOT) on hotels, motels, short-term rentals, travel campgrounds, and other businesses offering guest rooms for rent. The application of this tax has several stipulations; for example, the rooms must be available for continuous occupancy, but for fewer than thirty consecutive days by the same individual. The tax is calculated at 8 percent of the lodging bill and is paid by the patrons of these businesses. The tax is collected by the business and remitted to the County Treasurer's Office on a quarterly basis.

Breakdown of Total Transient Occupancy Tax Revenue Allocations



The Board of Supervisors adopted a Restricted Use TOT Funding Policy in July 2005, which was last revised in June 2021. The Funding Policy guides the Board of Supervisors in its efforts to strategically and proactively affect tourism in Loudoun County.

- **Core Tourism Services** to sustain Loudoun's tourism base. Core Tourism Services, based upon standards recommended by Destination Marketing Association International, are provided by Visit Loudoun, the primary programmatic element of the County's travel and tourism promotion efforts. Visit Loudoun is allocated 75 percent of the forecasted Restricted TOT revenues to implement these core services.
- **Strategic Tourism Growth Initiatives** to expand Loudoun's tourism base by implementing projects to sustain Loudoun County's Tourism Destination Strategy. The County's Tourism Destination Strategy guides the marketing, promotion, and product development of Loudoun's tourism sector. Of the remaining forecasted Restricted TOT revenues, 15 percent will be available to fund those uses as determined by the Board that best meet the goals of the Tourism Destination Strategy.
- **Policy Mandated Reserves** of 10 percent of actual RTOT revenues, adjusted at the end of each fiscal year, for use during years in which revenues received are less than projected.

**Restricted Transient Occupancy Tax Fund****Revenues, Expenditures, and Changes in Fund Balance¹**

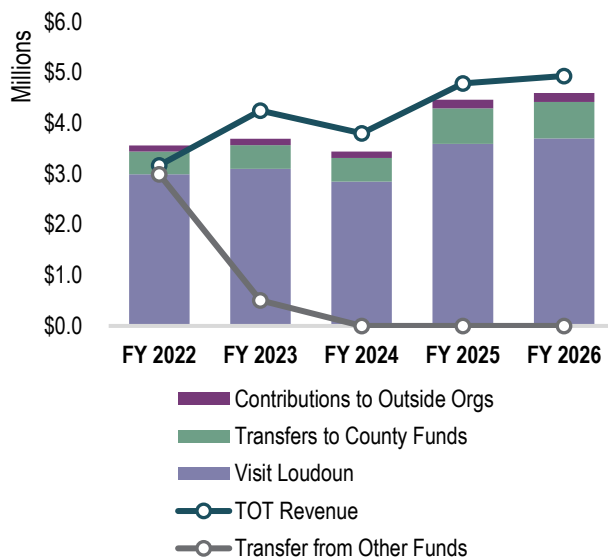
	FY 2022 Actual ²	FY 2023 Actual ³	FY 2024 Adopted	FY 2025 Proposed	FY 2026 Projected
Beginning Fund Balance	\$161,947	\$2,761,213	\$3,766,643	\$4,125,059	\$4,447,185
Revenues					
Estimated Restricted TOT Revenue	\$3,169,944	\$4,249,206	\$3,800,000	\$4,790,000	\$4,933,700
Transfers from Other Funds ⁴	\$2,992,500	\$507,500	\$0	\$0	\$0
Total – Revenues	\$6,162,444	\$4,756,706	\$3,800,000	\$4,790,000	\$4,933,700
Expenditures					
Visit Loudoun Annual Contribution	\$2,298,750	\$2,592,727	\$2,850,000	\$3,592,500	\$3,700,275
Transfers to General Fund	447,678	468,584	468,584	702,374	723,445
Visit Loudoun Pandemic Supplement ⁵	543,750	357,500	0	0	0
Visit Loudoun Recovery Grants	150,000	150,000	0	0	0
Visit Loudoun Sports Grants	50,000	50,000	50,000	100,000	100,000
Visit Loudoun International Travel	36,500	36,500	36,500	36,500	36,500
Economic Development Authority International Travel	36,500	36,500	36,500	36,500	36,500
Restricted TOT Grant Program ⁶	0	99,500	0	0	0
Miscellaneous Expenditures	0	(40,035)	0	0	0
Total – Expenditures	\$3,563,178	\$3,751,276	\$3,441,584	\$4,467,874	\$4,596,720
Estimated Ending Fund Balance	\$2,761,213	\$3,766,643	\$4,125,059	\$4,447,185	\$4,784,165
Percent Change	1,605%	36%	10%	8%	8%
Policy Mandated Reserves⁷	\$316,994	\$424,921	\$380,000	\$479,000	\$493,370
Available Fund Balance	\$2,444,219	\$3,341,723	\$3,745,059	\$3,968,185	\$4,290,795

¹ Sums may not equal due to rounding.² Source: Loudoun County FY 2022 Annual Comprehensive Financial Report (ACFR)³ Source: Loudoun County FY 2023 ACFR.⁴ General funds that became available due to the provision of government services funded by the federal American Rescue Plan Act (ARPA) were used to replenish the RTOT fund and provide funding to Visit Loudoun. These funds were not included in the FY 2022 and FY 2023 Adopted Budgets, but rather approved as revisions in FY 2022 and FY 2023.⁵ Visit Loudoun Supplemental Funding and Recovery Grants approved by the Board of Supervisors at the June 15 2021, Board Business meeting.⁶ The RTOT Grant Program was suspended in FY 2021 and FY 2022, however resumed in FY 2023. The program is not budgeted annually, but rather uses up to 50 percent of prior year ending fund balance.⁷ Mandated Reserve Policy – per the Restricted TOT Funding Policy, 10 percent of annual Restricted TOT revenue must be held as reserves.



Restricted Transient Occupancy Tax Fund

Revenue and Expenditure History



Revenue/Local Tax Funding

As shown, the Restricted Use TOT Fund historically has been entirely funded by Transient Occupancy Tax revenue. In FY 2022 and FY 2023, ARPA funds were transferred to the RTOT to address pandemic-related revenue loss. This fund is comprised of no local tax funding.

Expenditure

The majority of the expenditures in the Restricted TOT Fund are dedicated to contributions to external organizations (84 percent), which primarily includes contributions to Visit Loudoun. A portion of annual expenditures are transferred to the General Fund (16 percent).

The COVID-19 pandemic had a significant impact on the hospitality industry. County TOT revenues decreased by 58 percent in FY 2021 compared to FY 2019 (pre-pandemic). However, by the end of FY 2022, occupancy rates had returned to pre-pandemic levels while the average daily rate of hotel rooms in the County surpassed FY 2019 levels due to high levels of inflation. Commercial passenger traffic from Washington Dulles International Airport, which is a strong influence on TOT revenue, returned to pre-pandemic levels in FY 2023.

The Restricted TOT Fund also supports the TOT Grant Program. Per the adopted Funding Policy, unallocated Restricted TOT funds may be granted to community organizations which provide tourism services or activities, consistent with the Board's funding guidelines. This program began in FY 2018, and while FY 2019 saw a similar level of participation, FY 2020 saw a significant increase in the number of applicants and awards. Due to the unclear economic picture resulting from the COVID-19 pandemic, FY 2021 and FY 2022 funding for the grant program was suspended. The program resumed in FY 2023. It is important to note, the grant program is not part of the annual budget and is dependent on available fund balance. Up to 50 percent of the unreserved fund balance may be used for this purpose.

The FY 2025 Proposed Budget includes a \$50,000 increase to Visit Loudoun's Sports Tournament Grant Program. The program is designed to support bids on tournaments that will generate the greatest return on investment and has seen a 39 percent increase in grant requests over the past two years. Between FY 2017 - FY 2023, the program generated \$6,376,315 in direct spending at hotels in Loudoun, therefore generating an estimated \$319,000 in combined unrestricted (2%) and restricted (3%) transient occupancy tax revenue. Additionally, the proposed budget includes an increase in the transfer to the General Fund in order to offset costs associated with a new international business development manager within the Department of Economic Development.¹

Looking to FY 2026, revenue is forecasted to stabilize as influencing factors such as occupancy rates, average daily rates, Dulles International Airport traffic, and business and leisure travel stabilize to a new post-pandemic normal.

¹ Additional information related to this position can be found in the Resource Request section of the Proposed Budget.

**Restricted Transient Occupancy Tax Fund****Expenditure Detail**

Department	FY 2022 Actual ¹	FY 2023 Actual	FY 2024 Adopted	FY 2025 Proposed	FY 2026 Projected
Transfer to the General Fund					
Department of Economic Development	\$230,678	\$240,496	\$240,496	\$474,286	\$490,775
International cluster activities within the Department of Economic Development are funded through a transfer from the Restricted Use TOT Fund to the General Fund. The Department's funds are used to offset O&M and the cost of two positions to support industry research analyses and cluster support service as part of the Department's international strategy. The growth of business throughout the clusters contributes to increased hotel occupancy due to associated business travel.					
Office of County Administrator (OEM)	\$99,220	\$110,308	\$110,308	\$110,308	\$114,720
Restricted Use TOT funding is used to offset the personnel cost of the Office of Emergency Management's (OEM's) Special Events Coordinator in the General Fund. This position serves as the conduit for collaborative work with event organizers to ensure compliance with permitting requirements; assists in the development of emergency contingency plans; aids in identifying ways to minimize the impact of events on the surrounding community; and, in many instances, provides onsite support during an event. Through the efforts of the Special Events Coordinator, OEM is able to work with event organizers to create safe and successful events benefiting the residents of and visitors to Loudoun County. Each year hundreds of special events in varying size, scope, and complexity occur at venues throughout the County, drawing thousands of participants. These events include community celebrations, parades, fairs and festivals, sporting events, runs and walks, concerts, and many charity events benefiting members of the community or organizations supporting the community. This economic activity promotes the core tourism principles that are part of the Restricted Use TOT Funding Policy.					
Department of Parks, Recreation, and Community Services	\$117,780	\$117,780	\$117,780	\$117,780	\$117,780
A portion of the Department of Parks, Recreation, and Community Services' (PRCS) athletic field maintenance expenditures are offset by Restricted Use TOT funding due to the relationship between the County's ability to facilitate sports tournaments and overnight hotel stays in the County. Quality maintenance of fields makes them more attractive venues for tournaments which bring economic activity. Field maintenance was completely funded through the General Fund until FY 2013 when a portion of Restricted Use TOT Funding was identified to offset some field maintenance expenditures. PRCS field maintenance services are under heavy pressure due to high usage of the County's athletic fields.					
Total – Transfer to the General Fund	\$447,678	\$468,584	\$468,584	\$702,374	\$723,275



Restricted Transient Occupancy Tax Fund

Department	FY 2022 Actual	FY 2023 Actual	FY 2024 Adopted	FY 2025 Proposed	FY 2026 Projected
Contributions to External Organizations					
Visit Loudoun Annual Contribution	\$2,298,750	\$2,592,727	\$2,850,000	\$3,592,500	\$3,700,275
Visit Loudoun is Loudoun County's designated destination management organization and the primary programmatic element of the County's travel and tourism promotion efforts. Visit Loudoun receives 75 percent of projected Restricted TOT revenue appropriated by the Board each year per the County's Memorandum of Understanding with Visit Loudoun, dated June 15, 2021.					
Visit Loudoun Pandemic Assistance	\$693,750	\$507,500	\$0	\$0	\$0
The RTOT Fund, which traditionally provides direct payments to Visit Loudoun, experienced a 64 percent reduction in revenue between FY 2019 (pre-pandemic levels) and FY 2021. At the June 15, 2021 Board of Supervisors Business Meeting, the Board approved up to \$3.5 million to stabilize Visit Loudoun and replenish the RTOT Fund. ¹ In addition to Visit Loudoun's FY 2022 annual payment, funds were allocated to Visit Loudoun to supplement FY 2022 and FY 2023 shortfalls and to help achieve pre-pandemic levels of revenue (FY 2019). Additionally, \$300,000 was allocated over FY 2022 and FY 2023 to support targeted initiatives, including additional advertising, partnerships, and sponsorships to drive group market attraction and sponsorships to attract sports tournaments.					
Visit Loudoun Sports Tourism Grant Program	\$50,000	\$50,000	\$50,000	\$100,000	\$100,000
Sports tourism, which refers to travel to view or participate in a sporting event, is a fast growing sector in the global travel industry. Loudoun is well-positioned to take advantage of this segment, with quality facilities, professional sports, parks and recreation organizations, and a community that supports tourism. The Sports Tournaments Grant Program was established as one of the Strategic Growth Initiatives of the Tourism Destination Strategy adopted by the Board of Supervisors in March 2006. The program is designed to support bids on sports tournaments, including human and animal events that generate the greatest return on investment in terms of visitor spending in the County. A competitive application process encourages cooperation, ensures that the tournaments can be accommodated, and increases their success.					
Visit Loudoun International Travel Strategic Tourism Initiatives	\$36,500	\$36,500	\$36,500	\$36,500	\$36,500
As a part of the June 2016 revision to the Restricted TOT Funding Policy, the County has the option to support Visit Loudoun's travel to and attendance on international economic development trips where tourism subject matter experts or Visit Loudoun staff may provide a strategic benefit.					
Economic Development Authority International Travel	\$36,500	\$36,500	\$36,500	\$36,500	\$36,500
As a part of the June 2016 revision to the Restricted TOT Funding Policy, the County has the option to support travel to and attendance on international economic development trips where local representatives may provide a strategic benefit to County tourism efforts. Funding these trips is accomplished with a transfer to the Loudoun County Economic Development Authority.					
Restricted TOT Grant Program	\$0	\$99,500	\$0	\$0	\$0
The Restricted TOT Grant Program was created in FY 2018. Organizations can submit proposals that provide tourism services or activities consistent with the County's Restricted TOT funding policy and the Code of Virginia. Due to the negative impact of the COVID-19 pandemic on the RTOT revenues, the grant program was temporarily suspended in FY 2021 and FY 2022. The program resumed in FY 2023.					
Total – Contributions to External Organizations	\$3,115,500	\$3,322,727	\$2,973,000	\$3,715,500	\$3,823,275

¹ June 15, 2022, Board of Supervisors Business Meeting, Item 5g, FGOEDC Report: Appropriation and Allocation of American Rescue Plan Act (ARPA) Funding



Restricted Transient Occupancy Tax Fund

Policies

The Loudoun County Board of Supervisors adopted the Restricted Use Transient Occupancy Tax (TOT) Funding Policy on July 19, 2005. The Policy was last revised June 15, 2021 and details the guidelines and requirements for Restricted TOT funding.

The Restricted Use TOT Funding Policy identifies the purpose of the Fund as providing the Board with the opportunity to strategically and proactively affect tourism within the County, enabling targeted investment in high-priority tourism projects that advance the County's strategic tourism objectives, and maximizing tax relief to the General Fund by increasing Restricted TOT revenues. It specifies that the use of Restricted TOT Funds must meet the purposes designated by Section 58.1-3819 of the Code of Virginia (1950), as amended, which is:

"(Any) excess from a rate over two percent but not exceeding five percent shall be designated and spent solely for tourism and travel, marketing of tourism or initiatives that, as determined after consultation with the local tourism industry organizations, including representatives of lodging properties located in the county, attract travelers to the locality, increase occupancy at lodging properties, and generate tourism revenues in the locality."

As noted above, the priorities for funding through Restricted Use TOT revenue are Core Tourism Services and Strategic Tourism Growth Initiatives. Core Tourism Services sustain Loudoun's tourism base and competitively position Loudoun County to attract visitors. Core Tourism Services are defined and measured based upon standards recommended by Destination Marketing Association International. These services are provided by Visit Loudoun under a Memorandum of Understanding (MOU) with the County. Both the Restricted Use TOT Fund Policy and the MOU specify that 75 percent of Restricted TOT funds will be annually allocated to Visit Loudoun in order to deliver Core Tourism Services.

Strategic Tourism Growth Initiatives expand Loudoun's tourism base by implementing high priority projects compatible with the programmatic elements of the Loudoun County Tourism Destination Strategy, which the County develops and adopts with Visit Loudoun. Visit Loudoun serves as the primary programmatic element of the County's travel and tourism promotion activities. Projects funded as Strategic Tourism Growth Initiatives will be identified and prioritized as part of the County's annual budget process. Projects can be funded by Board direction, competitive procurement, grants to non-profit entities, or transfers to County Agencies or Visit Loudoun. Any unused funds will be carried over for use as reserve or for multi-year projects. The Policy also details the funding process for Strategic Growth Initiatives. The Policy mandates a reserve of 10 percent of actual Restricted TOT Revenues, for use during years in which revenues received are less than projected.

The Policy calls for a 3-Year Tourism Destination Strategy. The Tourism Destination Strategy is reviewed annually by the Board of Supervisors, Visit Loudoun, the Economic Development Advisory Commission, and industry partners to identify and prioritize Strategic Tourism Growth Initiatives.



Route 28 Special Improvements Fund

Loudoun County, in partnership with Fairfax County, formed the Route 28 Highway Transportation Improvement District on December 21, 1987. Under Virginia law, such a district may be formed only upon the joint petition of owners of at least 51 percent of the land area in each County located within the boundaries of the District, and which has been zoned or is used for commercial or industrial purposes. The District was formed to provide improvements to State Route 28, which connects State Route 7 in eastern Loudoun County to U.S. Route 50 and Interstate Highway 66 in western Fairfax County, running approximately parallel to the County's eastern border. State Route 28 provides access to Dulles International Airport, along with the Dulles Access Road, which connects the Capital Beltway to Dulles Airport, and the Dulles Greenway, which provides highway access into central Loudoun County. This District was formed upon landowner petition to accelerate planned highway improvements which relied primarily on slower pay-as-you-go financing from the Northern Virginia region's share of the State Primary Road Fund allocation.

A Commission appointed by the Boards of Supervisors of both Counties administers the District, and the Commission may subject the owners of industrial and commercial property within the District to a maximum additional tax assessment of 20 cents per \$100 of assessed value. These funds, in addition to funds received through the State Primary Road Fund allocation formula, are to be used for the road improvements and debt service on bonds issued by the State. The initial debt issue for this project consisted of \$138.5 million in revenue bonds issued by the State in September 1988. In 2002, the County entered into an agreement with the State and Fairfax County to refund the existing debt and issue new bonds to construct six additional interchanges. The total cost of this additional project is estimated at \$190 million and will be completed under the auspices of the State Public Private Transportation Act.

Loudoun County and Fairfax County entered into a contract with the District on September 1, 1988, and agreed to levy additional tax assessments as requested by the District, collect the tax, and pay all tax revenues to the Commonwealth Transportation Board. The contract specified that: (1) the County Administrator shall include in the budget all amounts to be paid by the County under the District Contract for the fiscal year; (2) the County shall provide by February of each year the total assessed fair market value of the district as of January 1 of that year; and (3) the District in turn shall notify the County of the required payment and request a rate sufficient to collect that amount, up to a maximum of 20 cents per \$100 of assessed value. Initially, tax collections at the maximum amount were not sufficient to pay the debt obligation in full. Consequently, the shortfall was made up from the Northern Virginia State Highway allocation. The inter-jurisdictional agreement was subsequently amended to incorporate the revised financing plan for the new work program. Under the revised agreement, Fairfax and Loudoun Counties agreed to transfer funds necessary to pay debt service on the existing debt. The remaining amount will be held in a revenue stabilization fund to protect the counties against any fluctuations in revenue.

For Tax Year 2020, the tax rate for the Route 28 Special Improvements Fund was reduced from \$0.18 per \$100 of assessed value to \$0.17 per \$100 of assessed value. The tax rate was further reduced to \$0.16 per \$100 of assessed value effective January 1, 2023. For FY 2025, the Route 28 Special Improvements Fund is projected to generate \$25,740,000 in current and delinquent tax revenue to offset its estimated \$25,740,000 in expenditures. There is no local tax funding in this fund.

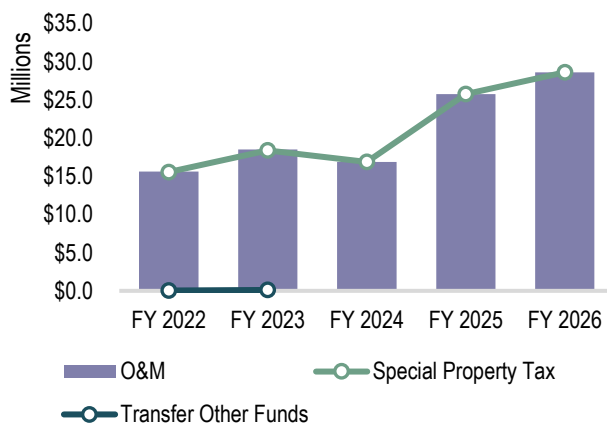


Route 28 Special Improvements Fund

Revenues, Expenditures, and Changes in Fund Balance¹

	FY 2022 Actual ²	FY 2023 Actual ³	FY 2024 Adopted	FY 2025 Proposed	FY 2026 Projected
Beginning Fund Balance	\$525,293	\$592,836	\$194,853	\$194,853	\$194,853
Revenues					
General Property Taxes ⁴	\$15,552,867	\$18,378,067	\$16,875,000	\$25,740,000	\$28,611,000
Transfer from Other Funds	43,472	115,951	0	0	0
Total – Revenues	\$15,596,339	\$18,494,018	\$16,875,000	\$25,740,000	\$28,611,000
Expenditures					
Public Works	\$15,528,796	\$18,892,001	\$16,875,000	\$25,740,000	\$28,611,000
Total – Expenditures	\$15,528,796	\$18,892,001	\$16,875,000	\$25,740,000	\$28,611,000
Estimated Ending Fund Balance	\$592,836	\$194,853	\$194,853	\$194,853	\$194,853

Revenue and Expenditure History



Revenue/Local Tax Funding

The Route 28 Special Improvements Fund is funded entirely by a special levy on commercial and industrial real property in the Rt. 28 District and receives no local tax funding (LTF). The 2024 tax rate for the District is \$0.16 per \$100 of assessed value.

Expenditure

All of the expenditures in the Route 28 Special Improvements Fund are dedicated to improvements of Route 28.

¹ Sums may not equal due to rounding.

² Source: Loudoun County FY 2022 Annual Comprehensive Annual Financial Report (ACFR).

³ Source: Loudoun County FY 2023 ACFR.

⁴ Includes real property taxes, public service corp. taxes, and penalties and interest for delinquent payments.



Route 28 Special Improvements Fund

Revenue Analysis

FY 2024 Forecasted C&I Real Property Taxable Base (Forecasted as of January 2023) ¹

Tax Year 2024 Estimated Fair Market Value of Real Taxable Property - Route 28	\$15,681,569,887
Add: Reassessment due to Revaluation	\$1,568,156,989
Add: Estimated Value of New Construction	\$200,000,000
Tax Year 2025 Forecasted Fair Market Value of Real Taxable Property - Route 28	\$17,449,726,875
FY 2025 Forecasted Real Property Tax Base²	\$16,565,648,381
Less: Potential Administrative and/or Board of Equalization adjustments ³	(\$57,979,769)
Plus: Partial Value of New Construction	\$40,000,000
FY 2025 Forecasted Real Property Tax Base Total	\$16,547,668,612

	Forecasted Taxable Base	Net Revenue per Penny	Estimated FY 2024 Revenue ⁴
Real Property ⁵	\$16,547,668,612	\$1,605,125	\$25,682,000
Public Service Corp	\$31,042,778	\$1,125	18,000
Delinquent Penalties and Interest		n/a	40,000
Total Revenue			\$25,740,000

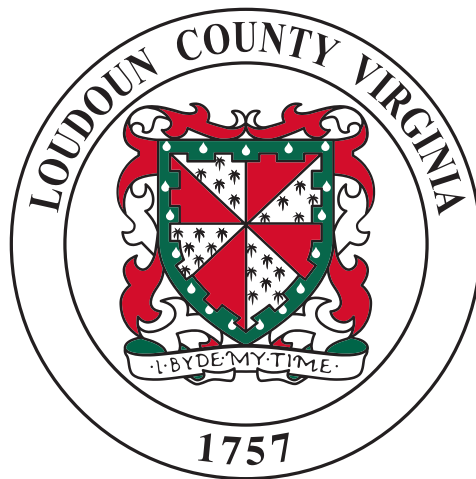
¹ Excludes residential properties which, within the District, are not taxable and \$31.04 million in public service corporation properties. Assessed value information forecasted by the Office of Management and Budget (January 2023).

² FY 2025 revenues are the product of Tax Year 2024 (Fall FY 2024 levy) and Tax Year 2025 (Spring FY 2024 levy).

³ Resulting from appeals and hearings; estimated at 0.35 percent of fair market value.

⁴ Revenue total is rounded to nearest \$1,000 for FY 2025 forecast.

⁵ Net of estimated uncollectible accounts, deferred revenues, and refunds (assumed 3.0 percent).





State and Federal Grant Fund

The State and Federal Grant Fund accounts for the revenues related to grants and donations that are restricted for a specific use (expenditures). The most common sources are the Commonwealth of Virginia (state) and federal governments. Some private organizations provide grants to the County, but the grants are often pass-through grants that originate at the state and federal levels. Typically, a grant agreement outlines the restrictions on these funds and includes the type of expenditures and the timeframe in which expenditures can be made. Some grants are reimbursement-based, such as the Urban Area Securities Initiative (UASI), and others are advance funded such as Four-for-Life funding and the Community Development Block Grant (CDBG).

Since the Fund accounts for a variety of grants throughout the County, both the budget and finance offices work closely together to manage the Fund. This also requires communication with each responsible department, including Loudoun County Fire and Rescue (LCFR); the Department of Housing and Community Development (DHCD); the Department of Mental Health, Substance Abuse, and Developmental Services (MHSADS); the Department of General Services (DGS); and the Office of the County Administrator (CA).



State and Federal Grant Fund

Revenues, Expenditures, and Changes in Fund Balance¹

	FY 2022 Actual ²	FY 2023 Actual ³	FY 2024 Adopted	FY 2025 Proposed	FY 2026 Projected
Beginning Fund Balance	\$294,190	\$311,316	\$57,965	\$57,965	\$58,065
Revenues					
Miscellaneous Revenue	\$0	\$0	\$0	\$0	\$0
Recovered Costs	17,127	0	0	0	0
Intergovernmental – Commonwealth	1,820,294	2,239,859	2,241,725	2,241,725	2,241,725
Intergovernmental – Federal	3,326,590	3,696,155	2,055,852	2,081,400	2,081,400
Total – Revenues	\$5,164,011	\$5,936,014	\$4,297,577	\$4,323,125	\$4,323,125
Expenditures⁴					
LCFR	\$349,387	\$302,017	\$364,530	\$364,530	\$364,530
DHCD	715,681	2,142,843	1,379,452	1,405,000	1,404,900
County Administration	1,313,493	290,414	0	0	0
MHSADS	2,379,865	2,913,129	2,526,295	2,526,295	2,526,295
DTCI ⁵	27,300	27,300	0	0	0
DGS	0	0	27,300	27,300	27,300
Other Departments	361,158	513,662	0	0	0
Total – Expenditures	\$5,146,885	\$6,189,365	\$4,297,577	\$4,323,125	\$4,323,015
Estimated Ending Fund Balance⁶	\$311,316	\$57,965	\$57,965	\$57,965	\$57,965
Percent Change	6%	-81%	0%	0%	0%
FTE	16.75	16.75	16.75	16.75	16.75

¹ Sums may not equal due to rounding.

² Source: Loudoun County FY 2022 Annual Comprehensive Financial Report (ACFR).

³ Source: Loudoun County FY 2023 ACFR.

⁴ Effective March 31, 2022 (FY 2022), the Office of Housing was reorganized from the Office of the County Administrator to the independent Department of Housing and Community Development (DHCD).

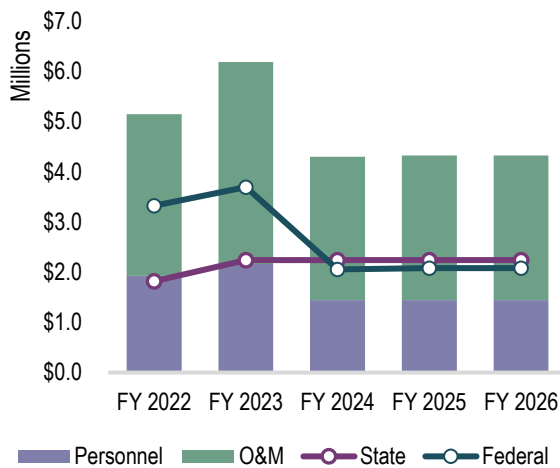
⁵ Effective March 30, 2023, Transit and Commuter Services was reorganized from the Department of Transportation and Capital Infrastructure (DTCI) to the Department of General Services (DGS). This is reflected beginning in the FY 2024 Adopted Budget.

⁶ There is no policy that restricts fund balance in the State and Federal Grant Fund; however, this fund balance typically consists of grant funds which are restricted for a specific purpose.



State and Federal Grant Fund

Revenue and Expenditure History



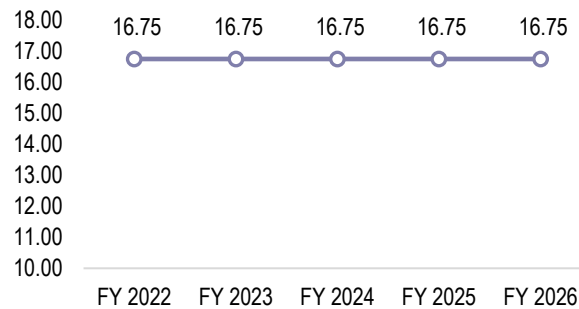
Revenue/Local Tax Funding

As shown, the State and Federal Grant Fund is funded by state and federal revenue. There is no local tax funding in the State and Federal Grant Fund.

Expenditure

Most of the expenditures in the State and Federal Grant Fund are dedicated to operating and maintenance costs.

Adopted Staffing/FTE History



The size of the State and Federal Grant Fund is driven by the anticipated revenue from grants. Details for each grant can be found in the Expenditure Detail table starting on the next page.

**State and Federal Grant Fund****Expenditure Detail**

Grant / Department	FY 2022 Actual	FY 2023 Actual	FY 2024 Adopted	FY 2025 Proposed	FY 2026 Projected
Four-for-Life (LCFR)	\$114,529	\$70,982	\$364,530	\$364,530	\$364,530
The Four for Life grant is managed by the LCFR. Program funding comes from a \$4 charge as part of the registration of certain vehicles. Twenty-six percent is remitted back to the originating locality to be used for specific purposes as outlined in the Code of Virginia. The grant is distributed to all of the volunteer fire companies and to LCFR. It has experienced increases related to Loudoun County's growing population.					
Community Development Block Grant (DHCD)	\$1,128,273	\$2,142,843	\$1,379,452	\$1,405,000	\$1,405,000
The CDBG grant is managed by DHCD and is used for the program operating costs, including personnel (1.75 FTE). CDBG funds are received in the form of grants under subpart D, F, or § 570.405 of this part, under section 108(q) of the Housing and Community Development Act of 1974, loans guaranteed under subpart M of this part, urban renewal surplus grant funds, and program income as defined in § 570.500(a). Funding is part of the CDBG Entitlement Program, which provides annual grants on a formula basis to entitled cities and counties to develop viable urban communities by providing decent housing and a suitable living environment and expanding economic opportunities, principally for low and moderate-income persons. All activities that are funded by CDBG must meet a national objective that falls under one of the following categories: (1) benefits low/moderate income persons, (2) prevent or eliminate slums or blighted communities, and (3) meet an urgent need.					
Early Intervention (MHSADS)	\$1,788,643	\$2,312,504	\$1,788,643	\$1,788,643	\$1,788,643
The Early Intervention Program is managed by the MHSADS and supports both operating and personnel costs (12.00 FTE). The program is mandated to provide early intervention services to infants and toddlers with developmental delays and to support their families in caring for their infant/toddler. The monies in the State and Federal Grant Fund only reflect a portion of the County's Early Intervention Program. In addition to these monies, which require no local match, funds are included in the General Fund for MHSADS. The General Fund monies reflect the County's maintenance of effort, a requirement of the grant.					
Young Adult SMI (MHSADS)	\$541,453	\$550,856	\$687,883	\$687,883	\$687,883
The Young Adult SMI Program is managed by MHSADS. The program is part of the annual Community Services Performance Contract with the Virginia Department of Behavioral Health and Developmental Services. The program provides services to individuals experiencing first episode psychosis and/or persistent serious mental illness. Services provided follow a Coordinated Specialty Care based model of delivery with a focus on individual resiliency training, education and employment support, peer-to-peer support and personal empowerment. All services are delivered by a third-party contracted provider.					
Telepsychiatry (MHSADS)	\$49,769	\$49,769	\$49,769	\$49,769	\$49,769
The Telepsychiatry grant is managed by MHSADS. These funds are part of the annual Community Services Performance Contract with the Virginia Department of Behavioral Health and Developmental Services. Funds are used for the provision of psychiatric services.					
Regional Surface Transportation Program (DTCI/DGS)	\$27,300	\$27,300	\$27,300	\$27,300	\$27,300
The Regional Surface Transportation Program (RSTP) was managed by the DTCI until FY 2024 at which point Transit and Commuter Services was reorganized under DGS. Beginning with the FY 2024 Adopted Budget, this grant is managed by DGS. The funding supports the lease of the Lowes Island Parking Lot.					
Miscellaneous Grants	\$1,496,917	\$3,177,954	\$0	\$0	\$0
Grants that are not routine in nature, require ongoing competitive applications, whose annual award amounts are unknown, or whose funding stream is uncertain, are not part of the adopted budget for the State and Federal Grant Fund. These grants, as awarded, are brought forward to the Board of Supervisors, typically as part of the Administrative Items Report, for appropriation. Examples of these grants include the Urban Areas Security Initiative grants, the Securing the Cities program, the Edward Byrne Memorial Justice Assistance Grant, and the State Criminal Alien Assistance Program.					
Total	\$5,146,884	\$6,189,365	\$4,297,577	\$4,323,125	\$4,323,125



State and Federal Grant Fund

Policies

While internal policies do not typically exist for the State and Federal Grant Fund, individual grant agreements—and the legal authorization for those funding streams—govern how funds can be spent. Information on the grants included in the Proposed Budget for the State and Federal Grants Fund is below.

Four-for-Life

The Four-for-Life grant is administered by the Commonwealth and provides funding for the training of emergency medical service personnel and for the purchase of necessary equipment and supplies for use by the County in LCFR.

Per the Code of Virginia Section 46.2-694, a fee of \$4.25 is charged and collected at the time of registration of each pickup or panel truck and each motor vehicle under subdivisions 1 through 12. All funds collected from \$4 of the \$4.25 fee are remitted to the Virginia Department of the Treasury and set aside as a special fund to only be used for emergency medical services purposes.

Of the \$4 fee revenue, the State Department of Health receives 32 percent, the Rescue Squad Assistance Fund (RSAF) receives 32 percent, ten percent is available to the State Department of Health's Office of Emergency Medical Services, and the originating locality receives 26 percent, which are the source of funding for the Four-for-Life grant. These funds cannot be used to supplant local funds.

Community Development Block Grant¹

The Entitlement Program under the Community Development Block Grant is authorized under Title 1 of the Housing and Community Development Act of 1974, Public Law 93-383, as amended; 42 U.S.C.-4301 et seq. Eligible activities under this program include:

- Acquisition of real property
- Relocation and demolition
- Rehabilitation of residential and non-residential structures
- Construction of public facilities and improvements, such as water and sewer facilities, streets, neighborhood centers, and the conversion of school buildings for eligible purposes
- Public services, within certain limits
- Activities relating to energy conservation and renewable energy resources
- Provision of assistance to profit-motivated businesses to carry out economic development and job creation/retention activities.

Additional information on this grant can be found on the U.S. Department of Housing and Urban Development's website.

Early Intervention Program²

Congress enacted early intervention legislation in 1986 as an amendment to the Education of Handicapped Children's Act (1975) to ensure that all children with disabilities from birth through the age of two would receive appropriate early intervention services. This amendment formed Part H of the Act, which was re-authorized in 1991 and renamed the Individuals with Disabilities Education Act (IDEA). When the IDEA was re-authorized in 1998, Part H became Part C of the Act. Virginia's early intervention system is called the Infant & Toddler Connection of Virginia.

These funds are intended to supplement local funding, not supplant.

¹ Source: U.S. Department of Housing and Urban Development Website, January 2023.

² Source: Virginia Department of Behavioral Health & Development Services website, January 2023.



State and Federal Grant Fund

Young Adult Serious Mental Illness (SMI)

Funds for the Young Adult SMI Program are received as part of the annual Community Services Performance Contract with the Virginia Department of Behavioral Health and Developmental Services. The program is funded with both state and federal resources. Federal resources originate under the Mental Health Services Block Grant. Restrictions regarding the use of these funds are outlined in the annual Community Services Performance Contract.

Telepsychiatry

The telepsychiatry grant is funded by the Commonwealth via the annual Community Services Performance Contract with the Virginia Department of Behavioral Health and Developmental Services. Funds must be used in accordance with the guidelines in the performance contract.

Congestion Mitigation Air Quality (CMAQ) Improvement Program¹

The CMAQ program provides a flexible funding source to state and local governments for transportation projects and programs to help meet the requirements of the Clean Air Act. Funding is available to reduce congestion and improve air quality for areas that do not meet the National Ambient Air Quality Standards for ozone, carbon monoxide, or particulate matter (nonattainment areas) and for former nonattainment areas that are now in compliance (maintenance areas). The federal share of CMAQ funds is governed by 23 U.S.C. 149 and the FAST Act § 1114.

Regional Surface Transportation Program (RSTP)²

At the federal level, RSTP is referred to as the Surface Transportation Block Grant Program (STBG). It promotes flexibility in state and local transportation decisions and provides flexible funding to best address state and local transportation needs. The federal share of RSTP funds is governed by 23 U.S.C. 133 and the FAST Act § 1109.

Urban Area Securities Initiative (UASI)³

The UASI grant program is one of three programs that falls under the Homeland Security Grant Program (HSGP). HSGP programs fund a range of preparedness activities, including planning, organization, equipment purchase, training, exercises, and management and administration across all core capabilities and mission areas.

¹ Source: CMAQ Fact Sheet, March 2016.

² Source: Surface Transportation Block Grant Program Fact Sheet, February 2017.

³ Source: Department of Homeland Security website, May 2022.



Tall Oaks Water and Sewer Fund

The Board of Supervisors adopted the ordinance establishing the Tall Oaks Water and Sewer Fund pursuant to the Code of Virginia, Section 15.2, Chapter 24, on January 11, 2017. The ordinance also imposed a special assessment on the ten commercial properties whose owners petitioned for the creation of this special tax district to fund the installation of water and sewer lines by Loudoun Water. The ten commercial properties are located along the west side of Cascades Parkway, south of Maries Road, and north of Woodland Road.

Each of the property owners entered into the Special Assessment Agreement pursuant to which the cost of the water and sewer improvements is apportioned among the properties based upon parcel acreage. The special assessment is estimated to generate \$1,115,210 in revenue over 20 years which equals the initial estimate of the cost of the project. Consistent with past practice, this amount will be adjusted to reflect the actual cost incurred by Loudoun Water once the project is complete. The annual amounts shown are the current estimates.

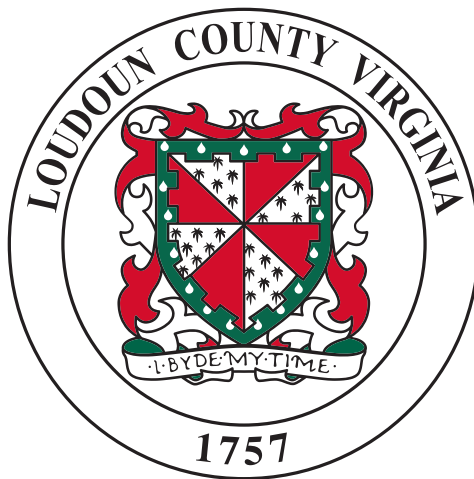
Revenues, Expenditures, and Changes in Fund Balance¹

	FY 2022 Actual ²	FY 2023 Actual ³	FY 2024 Adopted	FY 2025 Proposed	FY 2026 Projected
Beginning Fund Balance	\$0	\$0	\$0	\$0	\$0
Revenues					
General Property Taxes	\$61,741	\$124,997	\$60,572	\$60,572	\$60,572
Total – Revenues	\$61,741	\$124,997	\$60,572	\$60,572	\$60,572
Expenditures					
Public Works	\$61,741	\$124,997	\$60,572	\$60,572	\$60,572
Total – Expenditures	\$61,741	\$124,997	\$60,572	\$60,572	\$60,572
Estimated Ending Fund Balance	\$0	\$0	\$0	\$0	\$0

¹ Sums may not equal due to rounding.

² Source: Loudoun County FY 2022 Annual Comprehensive Financial Report (ACFR).

³ Source: Loudoun County FY 2023 ACFR.





Transportation District Fund

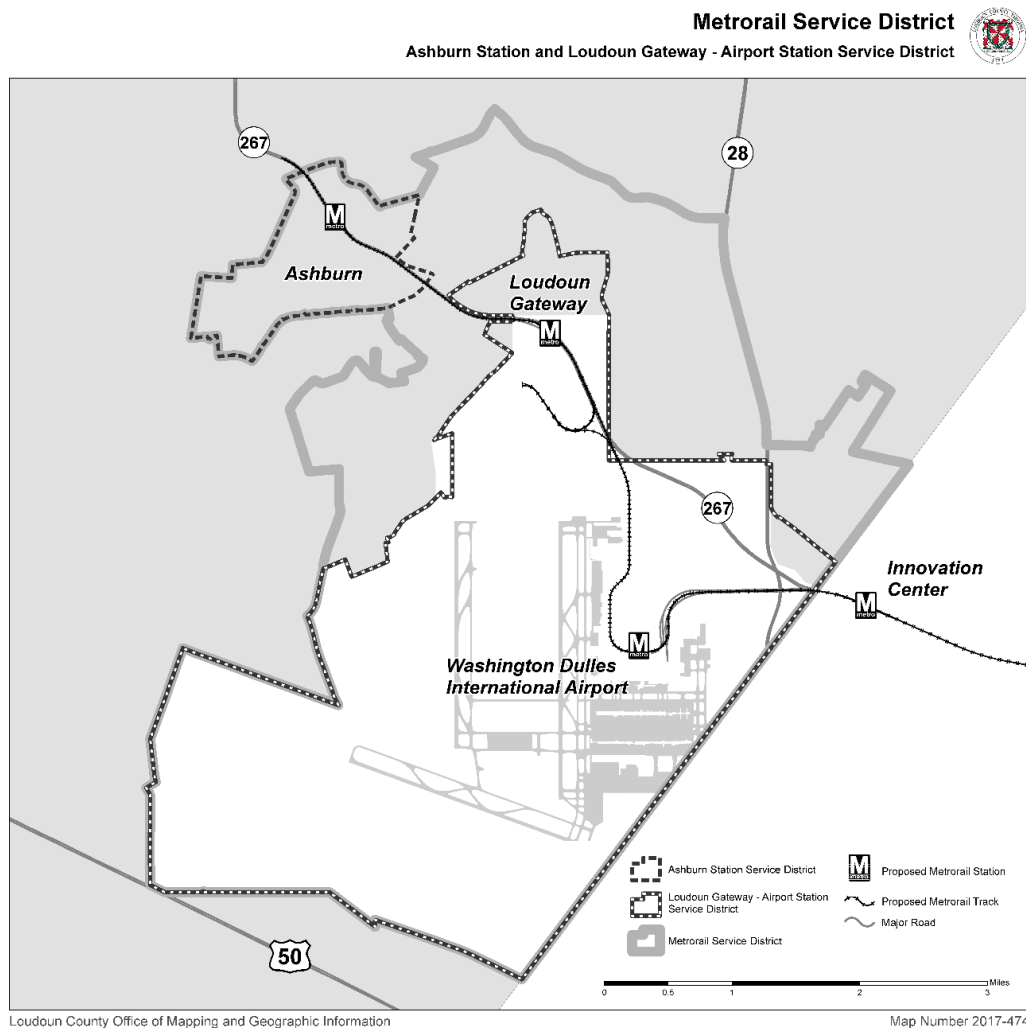
The Transportation District Fund (TDF) was created in FY 2013 for the purpose of accurately identifying transportation and transit related revenues and expenditures. This fund includes real property tax revenue collected in Special Tax Districts established to support Phase II of the Dulles Corridor Metrorail Project, a transfer of local tax funding from the General Fund to fulfill the County's transportation and transit spending expectations (discussed below), regional gasoline tax revenue attributed to the County, and revenues derived from provisions of laws enacted by the Virginia General Assembly, including HB 2313 (2013), HB 1539 and SB 856 (2018), and SB 890 (2020).

Metrorail Service Special Tax Districts

In December 2012, the Board of Supervisors established three special tax districts in concert with Phase II of the Dulles Corridor Metrorail Project: the Metrorail Service District, the Loudoun Gateway – Airport Station Service District, and the Ashburn Station Service District (illustrated in the following map). Supplemental real property taxes are assessed on parcels within the boundaries of the three special tax districts at an effective rate not to exceed \$0.20 per \$100 of assessed value exclusive of all other applicable taxes and are collected by the Treasurer in the same manner the Countywide real property tax is administered.



Transportation District Fund



The **Metrorail Service District** was established to provide public transportation systems serving each of the Station Service Districts. The districts provide revenue which supports the County's share of the cost of constructing facilities and structures including: parking facilities; rail lines and a rail yard; vehicular and pedestrian access; electrical facilities and equipment; studies, assessments, and analysis of environmental and other impacts; local, state, and federal government approvals; environmental preservation and mitigation; acquisition of real property or easements; relocation of roadways; and engineering and legal costs related to the Metrorail project. Additionally, the Metrorail Service District provides funding that pays debt service on any other debt issued by the County for the construction of the Metrorail Project extension into the County. There is no change in the tax rate for the District; the adopted Tax Year 2024 real property tax rate remains \$0.20 per \$100 of assessed value.

Located within the Metrorail Service Tax District are the **Loudoun Gateway – Airport Station Service District** and the **Ashburn Station Service District** which have not yet been activated. These Tax Districts, when activated, will provide revenue continuing beyond the term of the larger Metrorail Service Tax District to fund ongoing payments to the Washington Metropolitan Area Transit Authority (WMATA) for Metrorail service.

Dulles Corridor Metrorail Project Construction Financing

On July 3, 2012, the Board of Supervisors voted to participate as a funding partner in the second phase of the Dulles Metrorail Project. At that time, the Metropolitan Washington Airports Authority (MWAA) estimated the



Transportation District Fund

total construction cost of the second phase of the Dulles Corridor Metrorail Project to be \$5.8 billion. Pursuant to a Memorandum of Agreement executed in December 2011 by the United States Department of Transportation (USDOT), MWA, Fairfax County, and Loudoun County, the County is responsible for 4.8 percent of the total cost of the project, or approximately \$273 million of the original cost. In 2022, MWA requested additional funding of \$12 million from the County, representing the County's share of additional funding required for project close out requirements. At close-out, the second phase of the Dulles Metrorail Project aggregated to \$6.01 billion.

Loudoun County's share of the Dulles Metrorail Project was funded across multiple financings. On December 9, 2014, the County obtained federal Transportation Infrastructure Finance and Innovation Act (TIFIA) financing of \$195,072,507 from USDOT, to partially fund the cost of construction of Phase 2. The County fulfilled its then-remaining funding obligation from the proceeds of the Loudoun County Economic Development Authority's (EDA) \$56,645,000 Metrorail Service District Improvement Revenue Bond Anticipation Notes (BANs), issued on June 21, 2018, and revenues collected from the Metrorail Service District. The TIFIA loan and the BANs were refunded in June 2020 with a portion of the proceeds of the EDA's Series 2020A Public Facility Lease Revenue and Refunding Bonds. The refunding of these obligations terminated the TIFIA loan agreement and associated Trust Agreement, which required all Metrorail Service District revenues to be sent to the Trustee to pay debt service on the TIFIA loan and BANs, and any revenue available above the debt service due would be used to prepay the loan and BANs on a prorated basis. Since the debt service associated with the 2020 refunding was paid from the Metrorail Service District revenues, the County now has the flexibility to use any additional revenues for other purposes permitted under the ordinance establishing the districts. The final \$12 million obligation of the County was funded with a portion of the EDA's Series 2023 Public Facility Revenue Bonds. The FY 2023 Adopted Budget included \$21,288,568 to make principal and interest payments on the refunding bonds and the FY 2024 Adopted Budget included \$20,775,624 to make principal and interest payments. An additional payment of \$1,040,628 for payment of the 2023 EDA was executed upon the closing of the bonds in June 2023. The principal and interest payments on the refunding bonds included in the FY 2025 Proposed Budget is \$21,796,212.

Beginning in FY 2021, Loudoun County began paying its portion of WMATA capital contributions for the Metrorail system. The opening of Metrorail service in Loudoun in mid FY 2023 entitles Loudoun to receive Department of Rail and Public Transportation (DRPT) funding assistance based on a Subsidy Allocation Model (SAM), which is administered by the Northern Virginia Transportation Commission (NVTC) that is applied to the County's capital and operating Metrorail obligations. In FY 2025, Loudoun is estimated to receive \$7.8 million to offset costs for both operating and capital subsidies.

The County's FY 2025 Metrorail capital contribution and DRPT payment are estimated to be \$7.9 million and are anticipated to increase incrementally each year. The estimated SAM allocation for FY 2025, which will offset the capital subsidy payment is \$1,806,950, resulting in the utilization of \$6,093,050 in NVTA 30% revenue for the capital subsidy payment in FY 2025.

HB 2313 Statutory Requirements and Local Regional Revenues

During the 2013 Virginia General Assembly legislative session, HB 2313 was enacted.¹ It established three revenue sources dedicated to transportation and transit for Northern Virginia and designated the Northern Virginia Transportation Authority (NVTA) as the organization responsible for managing these revenue sources. HB 2313 included an incremental increase of 0.7 percent to the state sales tax; an increase of 2 percent to the Transient Occupancy Tax; and an additional \$0.15 congestion relief fee to the grantor's tax within the nine jurisdictions comprising the Northern Virginia Planning District. These revenues are collected and administered by the NVTA.

The General Assembly altered this funding source by enacting legislation that required the grantor's tax (renamed a regional transportation improvement fee) and the regional transient occupancy tax (TOT) revenues to

¹ Chapter 766, 2013 Acts of Assembly



Transportation District Fund

be diverted to WMATA to be used exclusively for the payment of Metrorail capital expenses effective July 1, 2018.¹ At that time, the revenues consisted of approximately 20 percent of the regional tax revenue collected in Loudoun. As a result of the legislation, the regional transportation improvement fee and the regional transient occupancy tax revenues are no longer available to fund NVTAs sponsored transportation projects, and localities do not have access to the 30 percent local share of these funds.² Effective May 1, 2021, the regional transportation improvement fee was reduced to \$0.10 and the transient occupancy tax was increased to three percent, these revenues remain dedicated to WMATA capital costs.

Beginning July 1, 2019, truck registration fees were increased as part of the state's Interstate 81 Corridor Improvement Fund. A portion of fee revenues collected are distributed to the NVTAs. In addition, a regional congestion relief fee (a grantor's tax) of \$0.10 was reinstituted on May 1, 2021.³ The reinstitution of the congestion relief fee is in addition to the regional transportation improvement fee, also a grantor's tax, but only the transportation improvement fee continues to be diverted to WMATA. Beginning in FY 2021, NVTAs received a \$20 million annual transfer from the Northern Virginia Transportation District (a State Fund) to support both local and regional NVTAs allocations. Accounting for all the changes in revenue sources since 2013, the current revenues comprising NVTAs funds include: I-81 Interstate Improvement Fees, the reinstituted regional congestion relief fee (\$0.10 per \$100 of value), 0.7 percent sales and use tax, and the annual transfer from the NVTAs.

Of these revenues, 30% is remitted back to jurisdictions on a monthly basis. NVTAs 30% revenue can only be spent on urban or secondary road construction, capital improvements that reduce congestion, other projects that have been approved in the regional transportation plan, or for public transportation. NVTAs keeps the remaining "regional" 70 percent (or NVTAs 70%) collected in each jurisdiction for regional transportation projects that are included in the TransAction regional transportation plan or mass transit capital projects that increase capacity. The NVTAs Board prioritizes and adopts regional transportation projects annually with the philosophy that each jurisdiction will receive its equivalent proportional share of revenues over time. NVTAs updated the TransAction plan in 2017 to establish a Six-Year Program (SYP) to prioritize NVTAs 70% funding for transportation projects in the FY 2018–FY 2023 period and updated the plan again in 2022 for FY2022–FY 2027.⁴ In July 2022, NVTAs approved funding for all four Loudoun County projects submitted, totaling \$73.75 million across the FY 2022–FY 2027 SYP. The full award for each project will be appropriated in the fiscal year in which a Standard Project Agreement for each project is executed between the County and NVTAs.

HB 2313 requires that the County maintain a level of funding dedicated for transportation and transit equivalent to the average amount of expenditures for transportation and transit from FY 2011 to FY 2013, or approximately \$15.6 million, and that the dedicated revenue is separate from the anticipated HB 2313 revenues (local maintenance of effort). In addition to the requirement of maintaining funding levels, to be eligible to receive the 30 percent share of HB 2313 revenue the County is also required to enact a Commercial & Industrial (C&I) Property Tax at \$0.125 per \$100 valuation or dedicate an equivalent level of funding for transportation and transit purposes. A C&I tax levied in the County would yield approximately \$54.8 million in FY 2025. This is an increase from the FY 2024 C&I equivalent, approximately \$29.9 million, and reflects record levels of new construction and revaluation, primarily in the data center market. To date, the Board of Supervisors has taken no action to levy a C&I Property Tax.

¹ Resulting from the enactment of HB 1539 by the Virginia General Assembly in 2018.

² Towns that have a population over 3,500 within are to be provided the proportional share of the NVTAs 30% revenue collected within the town limits. The towns of Leesburg and Purcellville are currently eligible for these funds. Per HB 2313, these revenue sources must be deposited into a separate, special revenue fund for which the Transportation District Fund serves.

³ Resulting from the enactment of HB 1414 and SB 890 by the Virginia General Assembly in 2020.

⁴ NVTAs FY 2022–FY2027 Six-Year Program



Transportation District Fund

The FY 2025 Proposed Budget includes a transfer of local tax funding from the General Fund, cash proffers from the Public Facilities Fund, and gasoline revenue in the amount of \$53,511,979 for transportation and transit purposes, which satisfies the C&I tax equivalent requirement. In accordance with the requirements of the statute, this funding is appropriated in the Transportation District Fund then transferred to other Funds for use.

Regional Gasoline Tax Revenue and Uses

Loudoun County began the collection of a local gasoline tax in January 1989 and the Loudoun County Transportation District Commission (LCTDC) administered the funds. In January 1990, the Board of Supervisors dissolved the LCTDC and elected to join NVTC. NVTC manages and administers the now regional gasoline tax collections and maintains a separate account for the County's allocations. As of July 1, 2020, the gasoline tax rate was converted from a percent (2.1 percent) to a cents per gallon model and indexed the rate to inflation. Effective July 1, 2021, the rate was 7.7 cents per gallon for gasoline and alternative fuels and 7.8 cents per gallon for diesel. In FY 2024, the tax rates are 8.7 cents per gallon for gasoline and 8.8 cents per gallon for diesel. The FY 2025 revenue estimates anticipate rates of 8.9 cents for gasoline and alternative fuels and 9.0 cents for diesel.

Over the past several years, legislative action has affected gasoline tax revenue. For example, in FY 2019, the General Assembly implemented a gas tax floor at a rate that equaled the price of gas in February 2013 to protect localities from declining fuel prices. The additional revenue generated in Northern Virginia is dedicated to two State funds: the Commuter Rail Operating and Capital Fund (C-ROC) and the WMATA Capital Fund. Staff estimates Loudoun's share of the FY 2025 withholdings is \$9.2 million. While revenues declined significantly in FY 2021 because of the pandemic, the most recent monthly data indicates that revenues have returned to pre-pandemic levels and staff anticipates regional gasoline tax revenues to increase incrementally each year.

Beginning in FY 2018, most County operations and transfers to towns previously funded with gasoline tax revenues were discontinued and/or transitioned to local tax funding. In FY 2019, gasoline tax revenue transfers to the Town of Leesburg and Purcellville ceased, and gasoline tax revenue was dedicated to the County's WMATA operating subsidy obligations.

In FY 2021, the County was provided "credits" from the Federal Government through WMATA for pandemic related impacts. These credits comprise funding from the Coronavirus Aid, Relief and Economic Security Act (CARES), American Rescue Program Act (ARPA), and Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA). In FY 2021, the County utilized \$10,161,451 of CARES funds, between both operating and capital subsidies, and a remaining balance of \$843,917 from FY 2021 was paid in FY 2022.

The County budgeted gasoline tax revenue for WMATA payments, but pandemic related credits freed up gas tax allocations and allowed the County to use a portion of the revenue on transit services within the Department of Transportation and Capital Infrastructure. While gasoline tax was budgeted in FY 2022 and FY 2023 for transit services due to the pandemic's effects on ridership and the Board's suspension of the Revenue Neutrality Policy through FY 2023, this funding was not needed.¹ The FY 2024 Adopted CIP Budget did not program any gasoline tax revenue to support transit services, and relied instead on the use of local tax funding until a new post-pandemic normal level of activity is made known.²

The County's FY 2021 Adopted Budget included funding for the Metrorail start-up operating costs totaling \$12,000,000 using available gasoline tax revenues. However, the Metrorail start-up was delayed, and the actual

¹ October 19, 2021, Business Meeting, Item 4, Extension of Authorization of the County Administrator to Adjust Transit Service Programming and the Suspension of Revenue Neutrality Policy for Commuter Bus Service Through FY 2023

² December 13, 2022, Finance/Government Operations and Economic Development Committee (FGOEDC) Meeting, Item 13, FY 2024 Budget Development: Local Tax Funding Support for Transit Services



Transportation District Fund

payment made in FY 2021 was \$5,138,519. Additionally, this payment was made exclusively using federal funding in the form of credits, and not local gasoline tax revenue.

The County's FY 2022 Adopted Budget included funding for the Metrorail operating costs totaling \$12,227,315. The payment was made by utilizing the federal credits, which consisted of ARPA and CRRSAA funds. For FY 2023, the Metrorail operating payment was \$15,000,000, and the payment was made utilizing ARPA credits, a SAM credit, and \$1,378,233 of the County's local gasoline tax revenues. All federal credits were exhausted in FY 2023.

In FY 2024, the Metrorail operating payment is estimated to be \$16,083,146 and a SAM allocation of \$5,629,101 is anticipated, resulting in the use of \$10,454,045 in gasoline tax revenue. The FY 2025 estimated Metrorail operating payment is estimated to be \$19,900,000, and a SAM allocation of \$5,993,050 is anticipated, resulting in the use of \$13,906,950 of gasoline tax revenue.

It is projected that over the long-term, gasoline tax revenue will not be sufficient to fully fund the County's obligations to WMATA. Existing reserves, in combination with annual gasoline tax revenues, are projected to cover these costs for at least three years. Additional sources of revenue, such as NVTAs 30%, will need to be used in combination with gasoline tax beginning in the late 2020s.

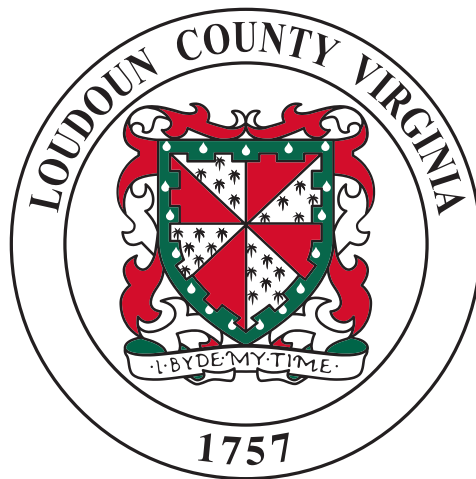
A transfer of \$2,807,263 in gasoline tax revenue is being used to partially fund the Metro Parking Garages Fund's operating budget in FY 2025. The Metro Parking Garage Fund was created in FY 2020 and accounts for the operations of County-owned Metro Parking Garages located at the Loudoun Gateway Station and the Ashburn South Station. This fund relies on parking revenues, and it was anticipated that revenues generated from the Metro parking garages would support operations, but it has been significantly impacted by the effects of the pandemic. A transfer of gasoline tax revenue has been needed in FY 2020, FY 2021, FY 2022, FY 2023, and is projected for FY 2024, FY 2025, and FY 2026 to support operations.



Transportation District Fund

Revenues, Expenditures, and Changes to Fund Balance (Reserves)

	FY 2024 Adopted	FY 2025 Proposed	FY 2026 Projected
Estimated Beginning Fund Balance	\$48,539,544	\$46,732,621	\$65,314,004
Revenues			
Metrorail Special Tax Districts	\$19,732,000	\$36,153,500	\$38,817,000
Local Gasoline Tax – Use of Current Year Revenue	7,673,000	9,200,000	9,759,000
Local Gasoline Tax – Use of Prior Year Revenue	2,791,045	7,524,213	7,277,979
NVTA Local 30% - Use of Current Year Revenue	26,251,800	28,187,600	29,666,000
NVTA Local 30% - Use of Prior Year Revenue	0	0	1,148,949
NVTA Regional 70%	36,730,000	36,750,000	19,000,000
Transfer from the General Fund	25,900,000	30,000,000	31,100,000
Transfer from the Public Facilities Fund	22,875,796	6,787,766	211,522
Total – Revenues	\$141,953,641	\$154,603,079	\$136,980,450
Transfers & Expenditures			
Local Gasoline Tax	\$10,464,045	\$16,724,213	\$17,036,979
Administrative – NVTC	10,000	10,000	10,000
Payment to WMATA	10,454,045	13,906,950	14,153,814
Transfer to Metro Parking Garages	0	2,807,263	2,873,165
NVTA	\$63,745,099	\$60,713,505	\$50,963,898
Local (30%) – Transfer to the Capital Projects Fund	26,251,800	23,963,505	30,814,949
Local (30%) – Transfer to the Capital Fund of Prior Year Revenue	763,299	0	1,148,949
Regional (70%) - Transfer to the Capital Projects Fund	36,730,000	36,750,000	19,000,000
Metrorail Construction Debt Service	\$20,755,624	\$21,796,212	\$21,778,508
Transfer to the Debt Service Fund	20,775,624	21,796,212	21,778,508
Local Tax Funding and Cash Proffers	\$48,775,796	\$36,787,766	\$31,311,522
Local Tax Funding Transfer to Capital Projects Fund	25,900,000	30,000,000	31,100,000
Cash Proffers Transfer to the Capital Projects Fund	22,875,796	6,787,766	211,522
Total – Transfers & Expenditures	\$143,760,563	\$136,021,696	121,090,907
Estimated Impact to Fund Balance	(\$1,806,923)	\$18,581,383	\$15,889,543
Projected Ending Fund Balance	\$46,732,621	\$65,314,004	\$81,203,547



LOUDOUN COUNTY

ELECTION DISTRICTS



Loudoun County Board of Supervisors 2024 – 2027:

(First row, from left to right) Sylvia R. Glass, Broad Run; Juli E. Briskman, Vice Chair, Algonkian; Phyllis J. Randall, Chair At-Large; Michael R. Turner, Ashburn. (Second row, from left to right) Caleb A. Kershner, Catoctin; Kristen C. Umstattd, Leesburg; Laura A. TeKrony, Little River; Koran T. Saines, Sterling; Matthew F. Letourneau, Dulles.

The map above represents the 2022 election district map that was updated through the local redistricting process based on the 2020 U.S. Decennial Census.

Office of Management & Budget | loudoun.gov/budget

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This document is a publication of Loudoun County Government.

1



Algonkian – George Washington University

2



Ashburn – Ashburn Library

3



Little River – Salamander Resort

4



Broad Run – One Loudoun

5



Catoctin – Lucketts Community Center

6



Dulles – Dulles Airport

7



Leesburg – Historic Downtown

8



Sterling – Claude Moore Recreation Center